



I-90 ALLSTON INTERCHANGE A MULTIMODAL TRANSPORTATION PROJECT

PUBLIC INFORMATION MEETING

DECEMBER 8, 2015 – JACKSON MANN COMMUNITY CENTER

Meeting Agenda

- **Welcome & Introductions**
- **Introduce Concept 3K**
- **West Station & Layover Facilities**
- **Introduce Alternative Concepts**
 - **A Better City Concept**
 - **Amateur Planner Concept**
- **BRA Placemaking Study Update**
- **On-Going Public Outreach**
- **Discussion/Questions/Answers**

Shared Priorities

- ✓ *Improve safety for all modes: walking, cycling, driving, transit*
- ✓ **Realign I-90**
- ✓ **Context sensitive design to:**
 - ✓ **Lessen impact of interchange**
 - ✓ **Avoid inducing cut-through traffic with new configuration**
 - ✓ **Reconnect sections of Allston to each other and the River**
- ✓ **Protect the neighborhood during construction**
- ✓ **A more vibrant Cambridge Street that serves all modes**
- ✓ **Accessibility to transit at future West Station**
- ✓ **Work with City of Boston to prepare framework for new neighborhood**

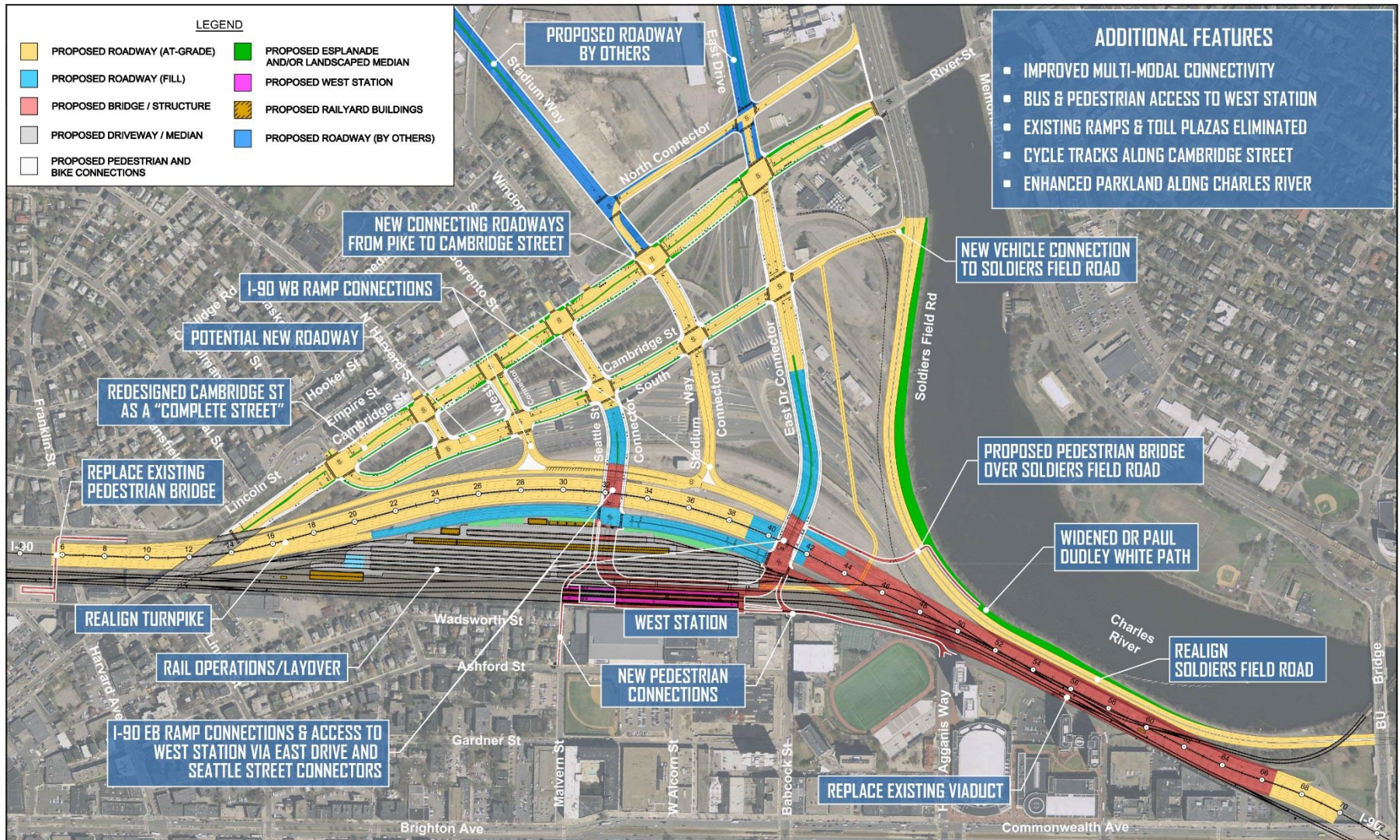
Infrastructure Funding Issues

- **Highway & Interchange**
 - Presumed Funding Mechanism is Toll Revenue
 - Metropolitan Highway System Reserve Funds
(must be reviewed to ensure availability)
- **Rail & Transit/Community Place-making**
 - Public Private Partnerships will be critical
 - Additional sources to be determined
 - Toll revenues can not be used
 - Need to update and refine cost estimates

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- **Introduce Concept 3K**

Urban Interchange Concept 3J

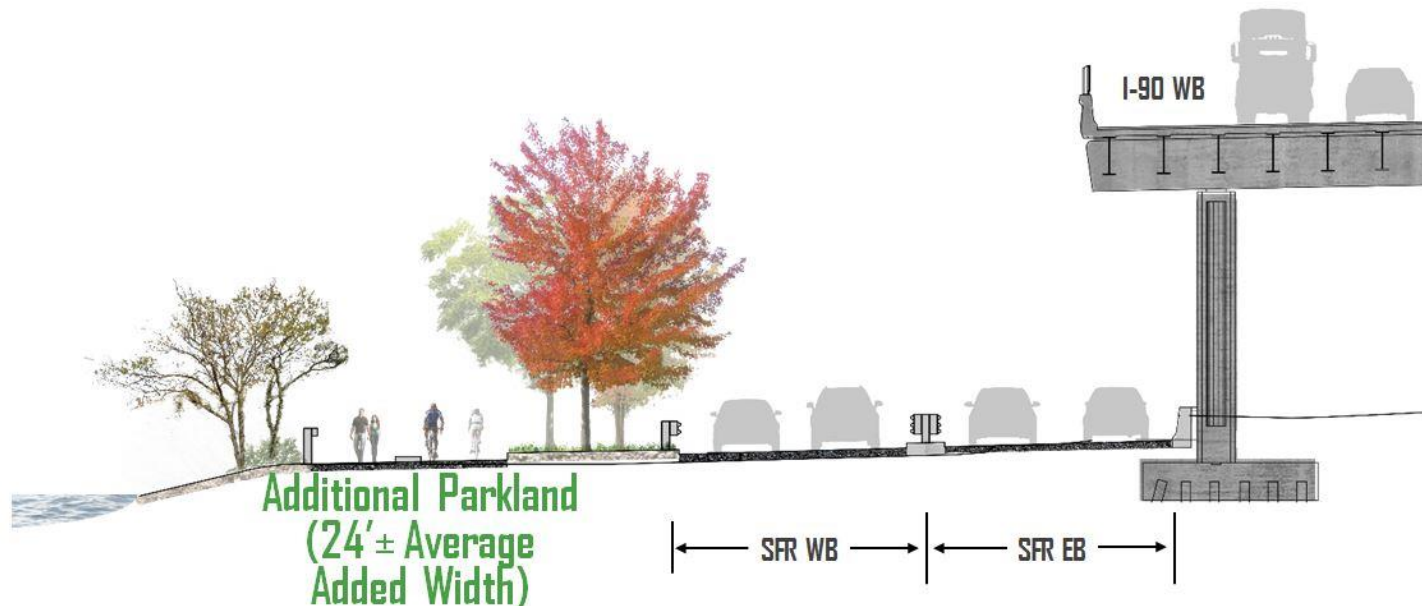


Urban Interchange Concept 3K – How We Got Here

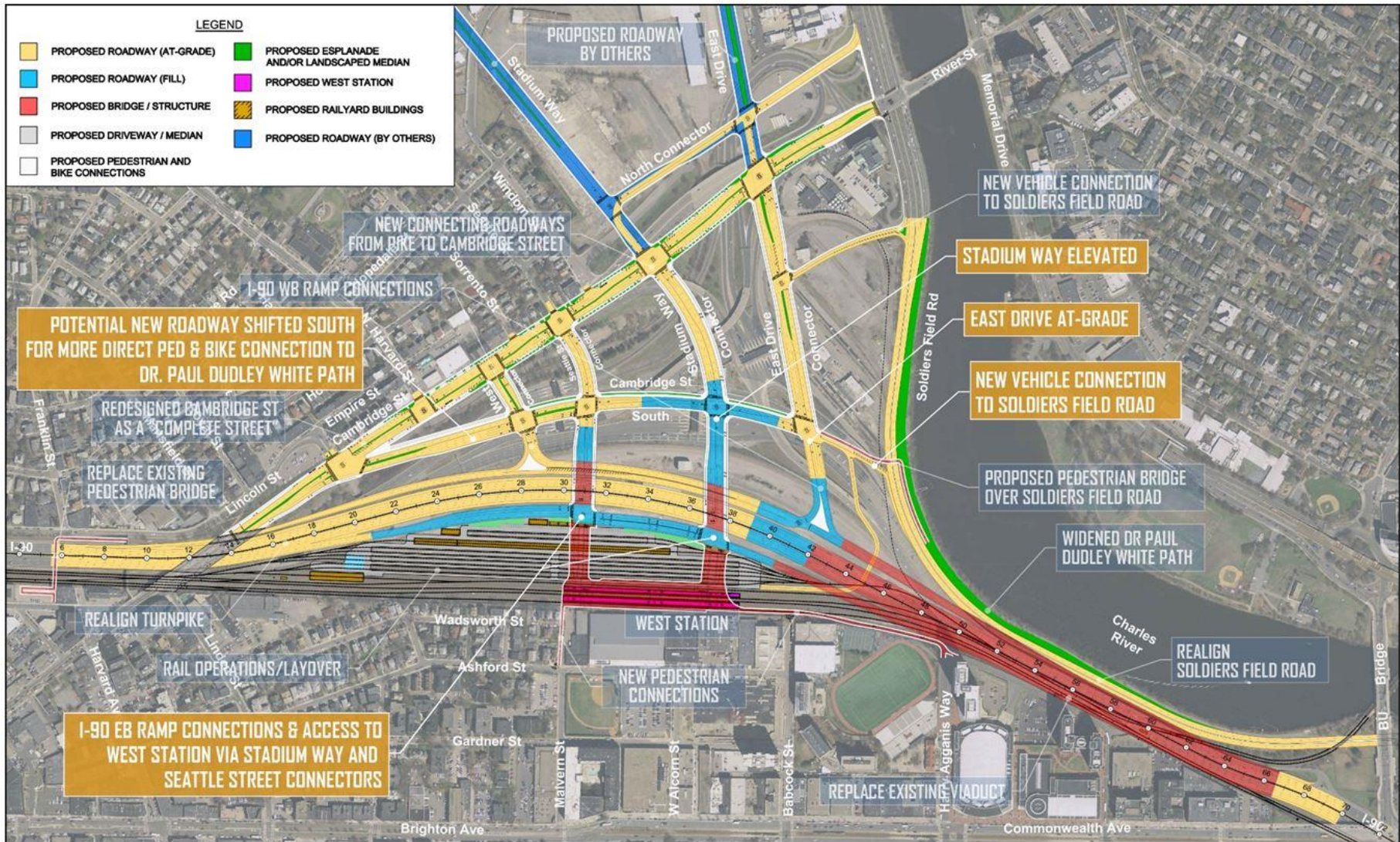
- **Alternative Identified for further investigation by MEPA**
 - Task Force
 - BRA
 - Harvard University
 - Other Public Comments
- **Desire to lower Overpass elevations**
- **Desire to lower Connector road closest to Charles River**
- **Increase “Suitability” of development potential adjacent to Charles River**

Urban Interchange Concept 3K: Major Features are Common to Concept 3J

- Realign Turnpike/
Replace Viaduct
- Dedicated pedestrian/
bicycle infrastructure
- Incorporate West Station and
rail yard improvements
- Provide N-S pedestrian/bicycle
connections
- Redesign Cambridge Street as
“Complete Street”
- Realign SFR to increase open
space along the Charles River

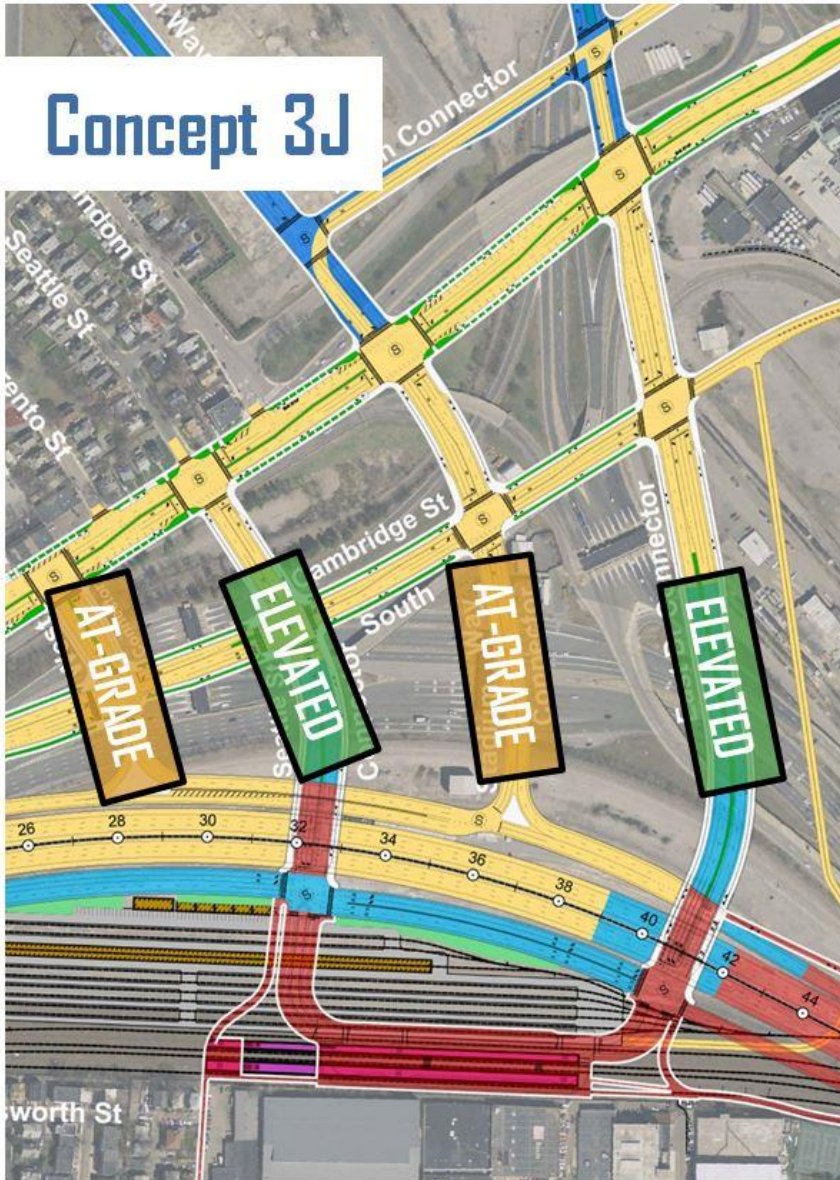


Urban Interchange Concept 3K



Concept 3K – “Flip” East Drive/Stadium Way

Concept 3J

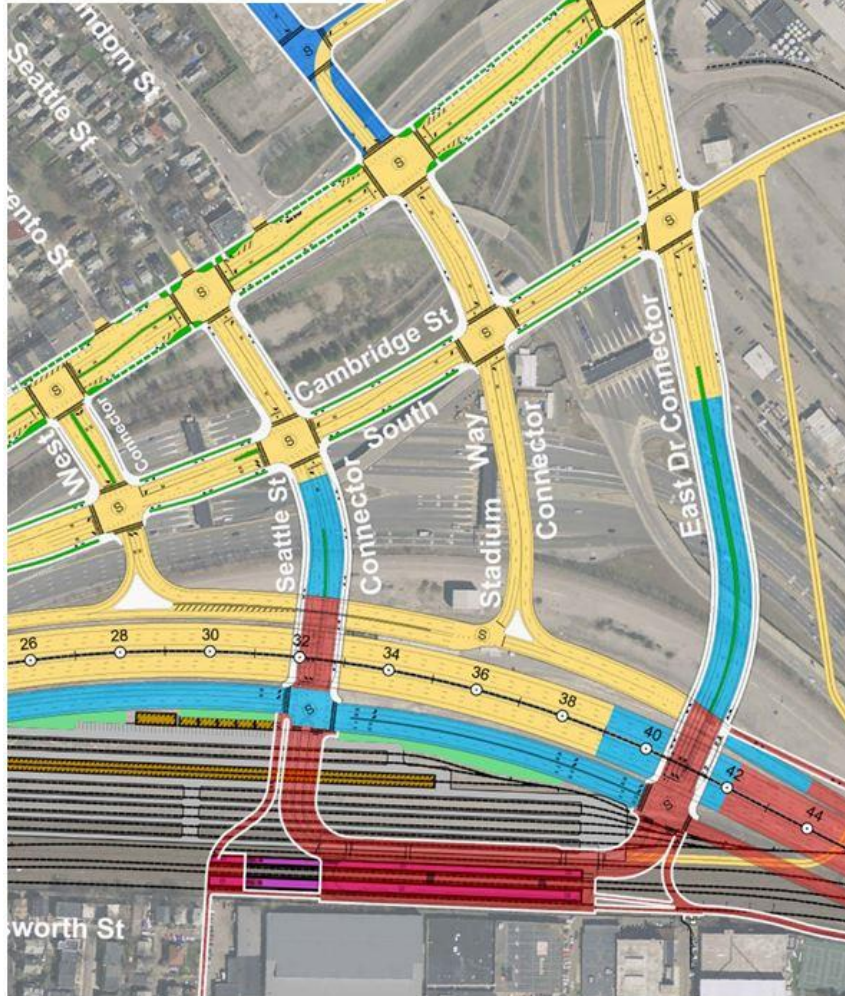


Concept 3K

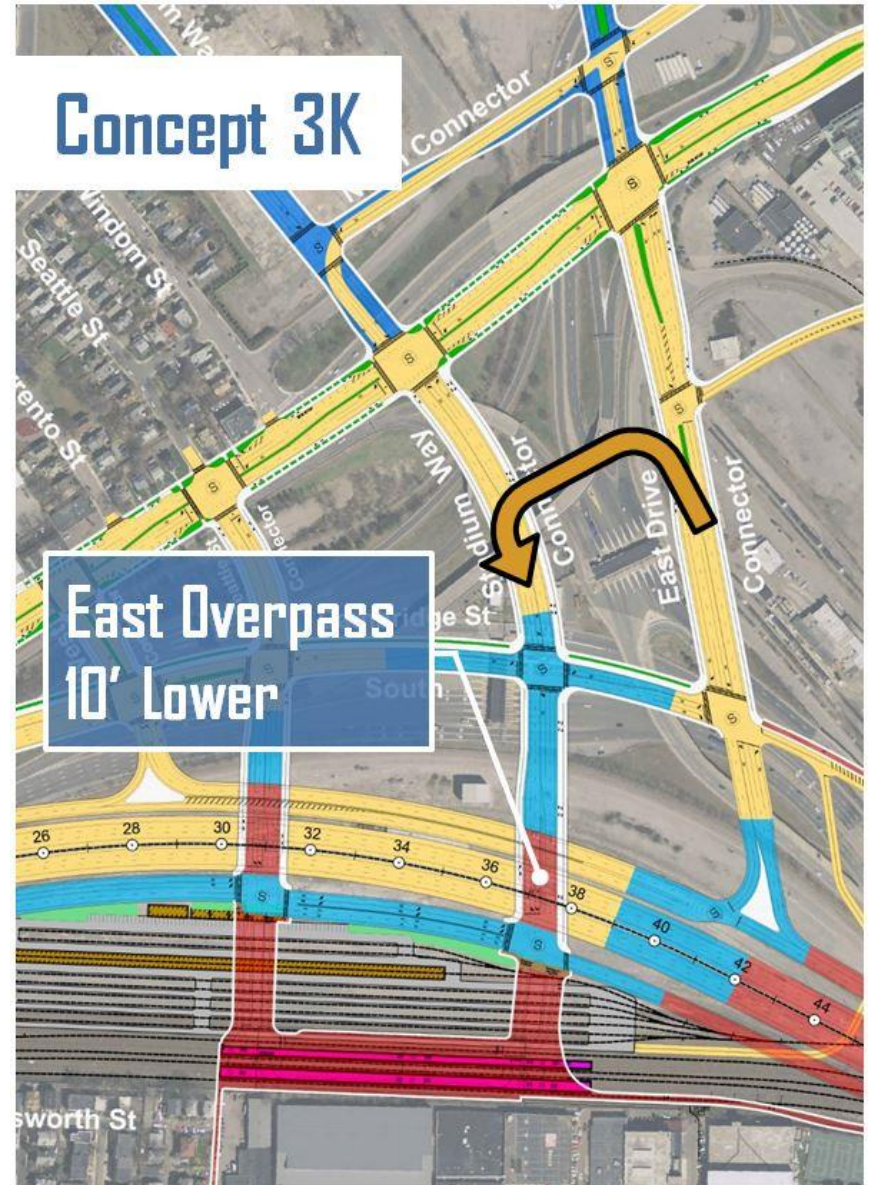


Concept 3K – “Flip” East Drive/Stadium Way

Concept 3J

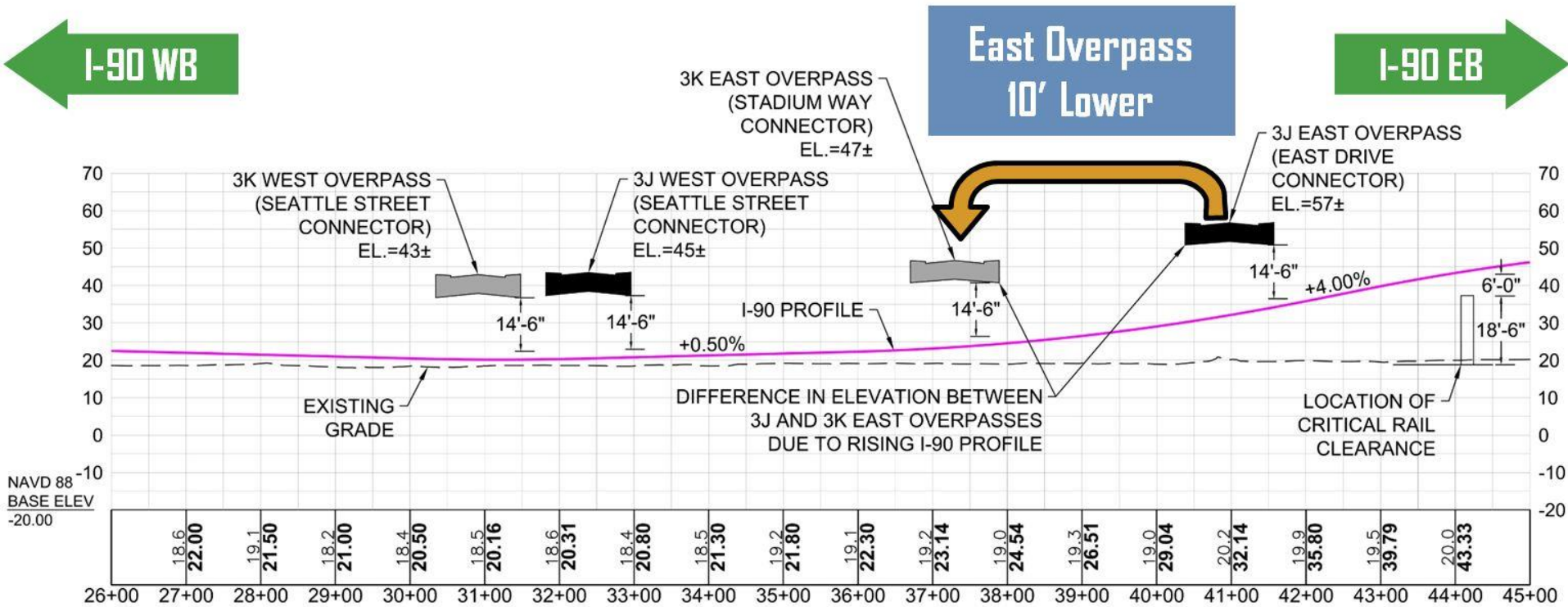


Concept 3K



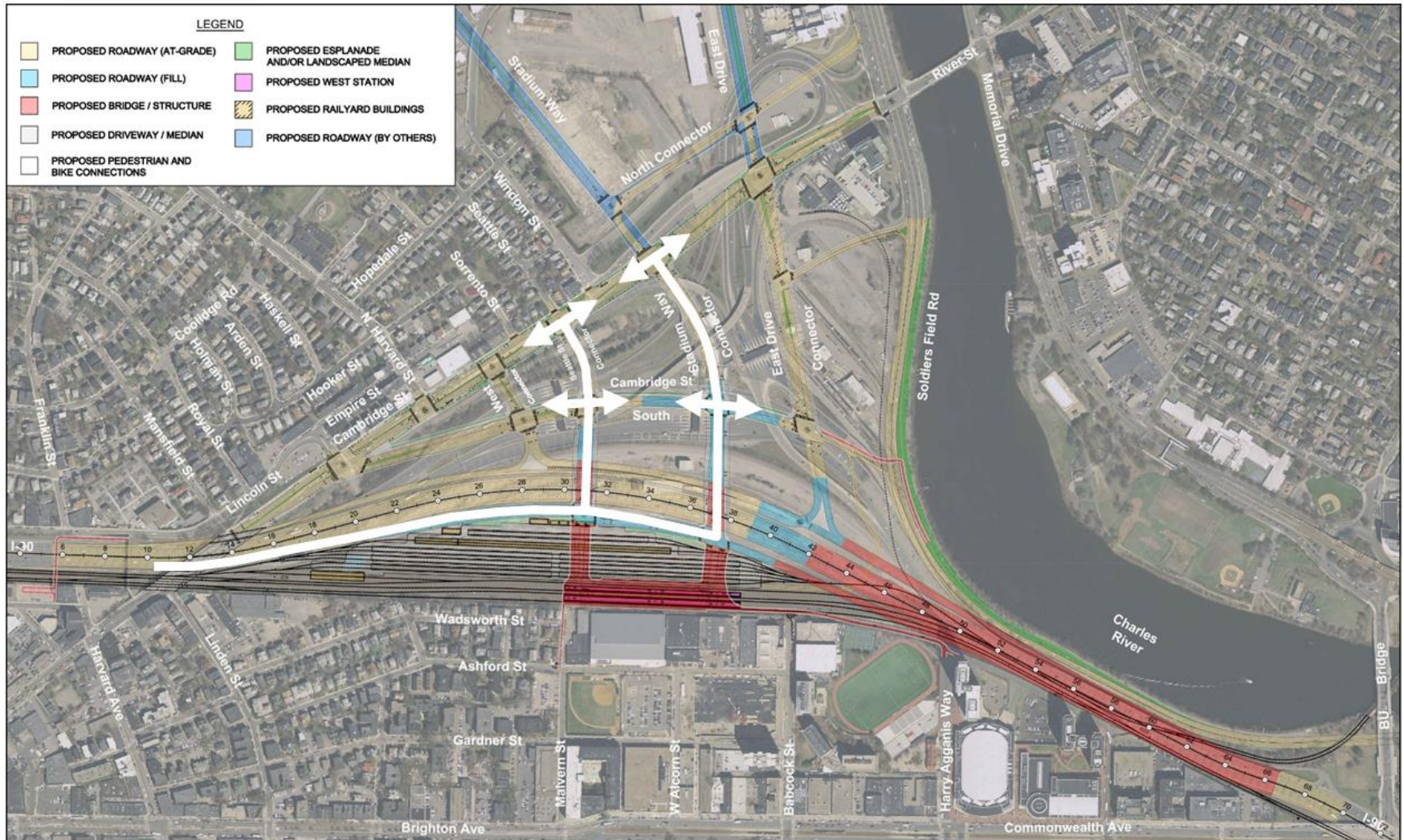
Concept 3K - "Flip" East Drive/Stadium Way

I-90 Profile



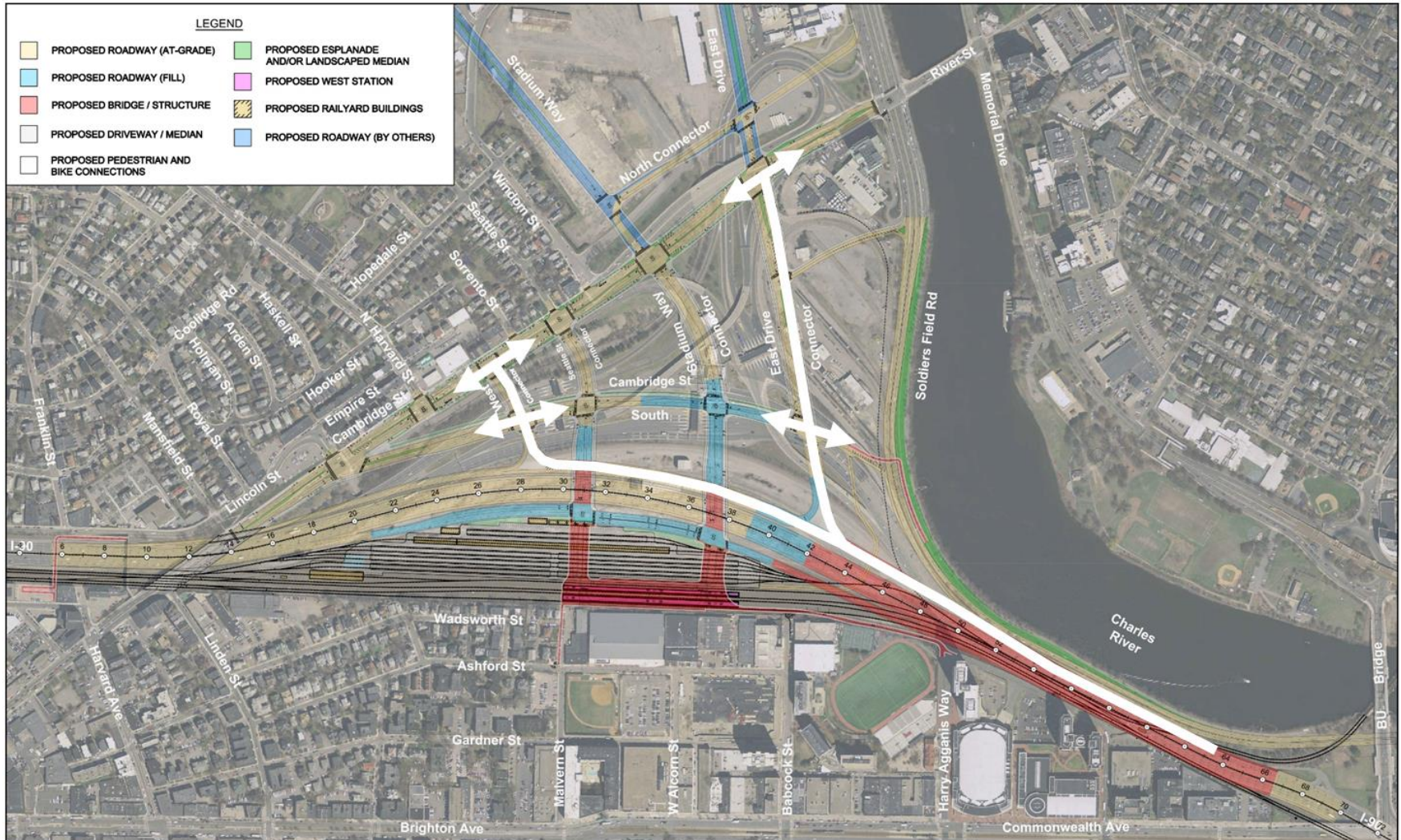
Concept 3K - I-90 Access

EB Off-Ramp



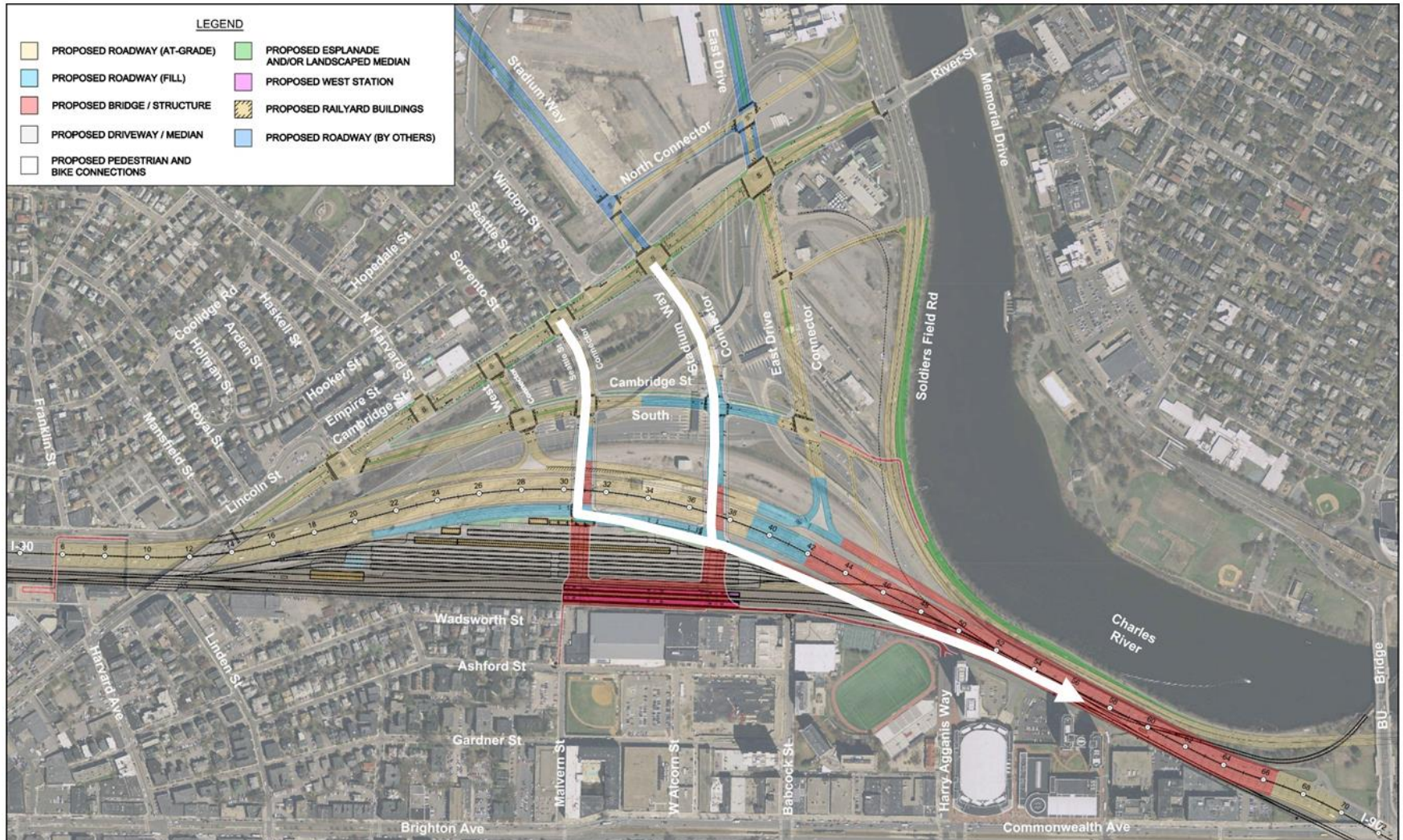
Concept 3K - I-90 Access

WB Off-Ramp

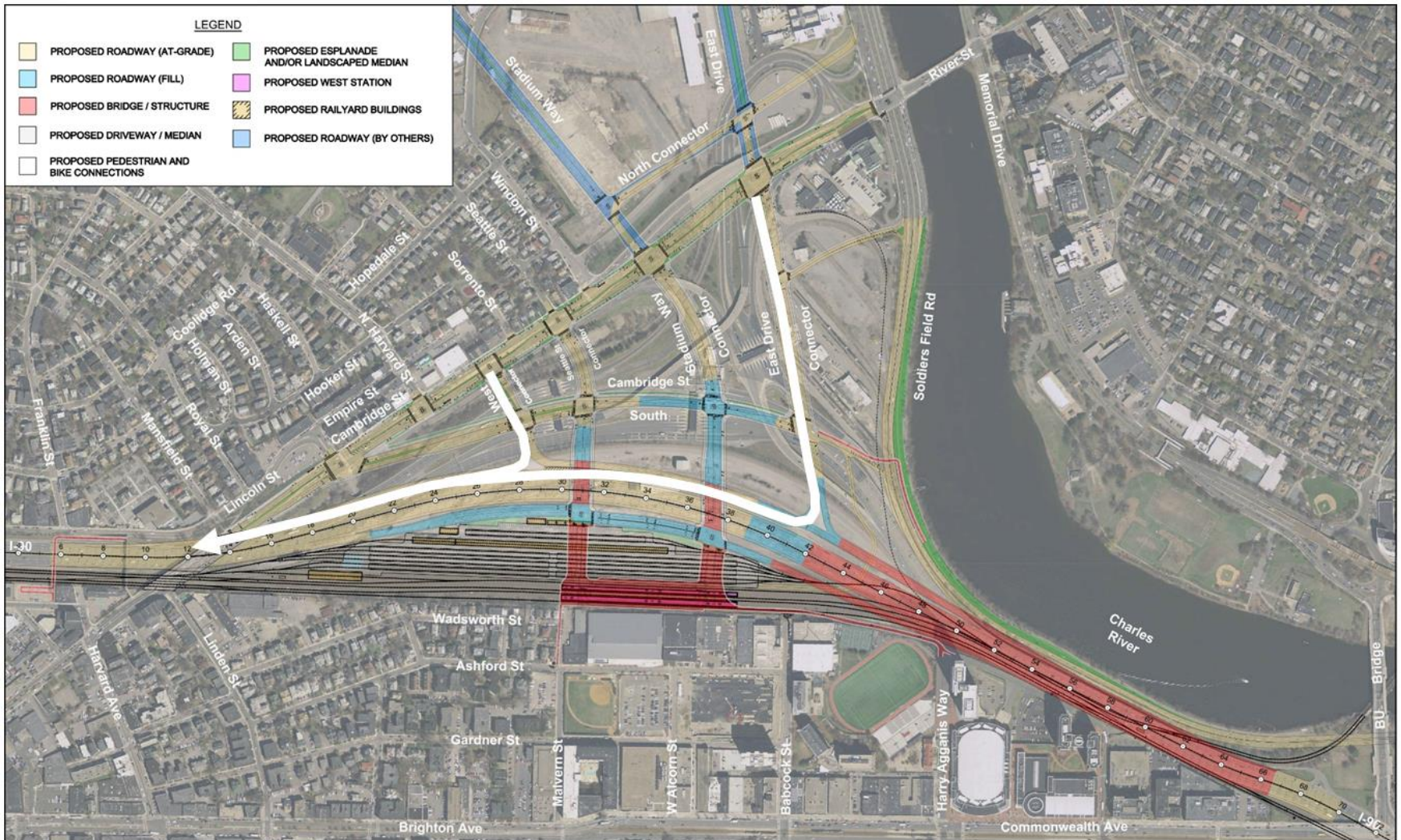


Concept 3K - I-90 Access

EB On-Ramp



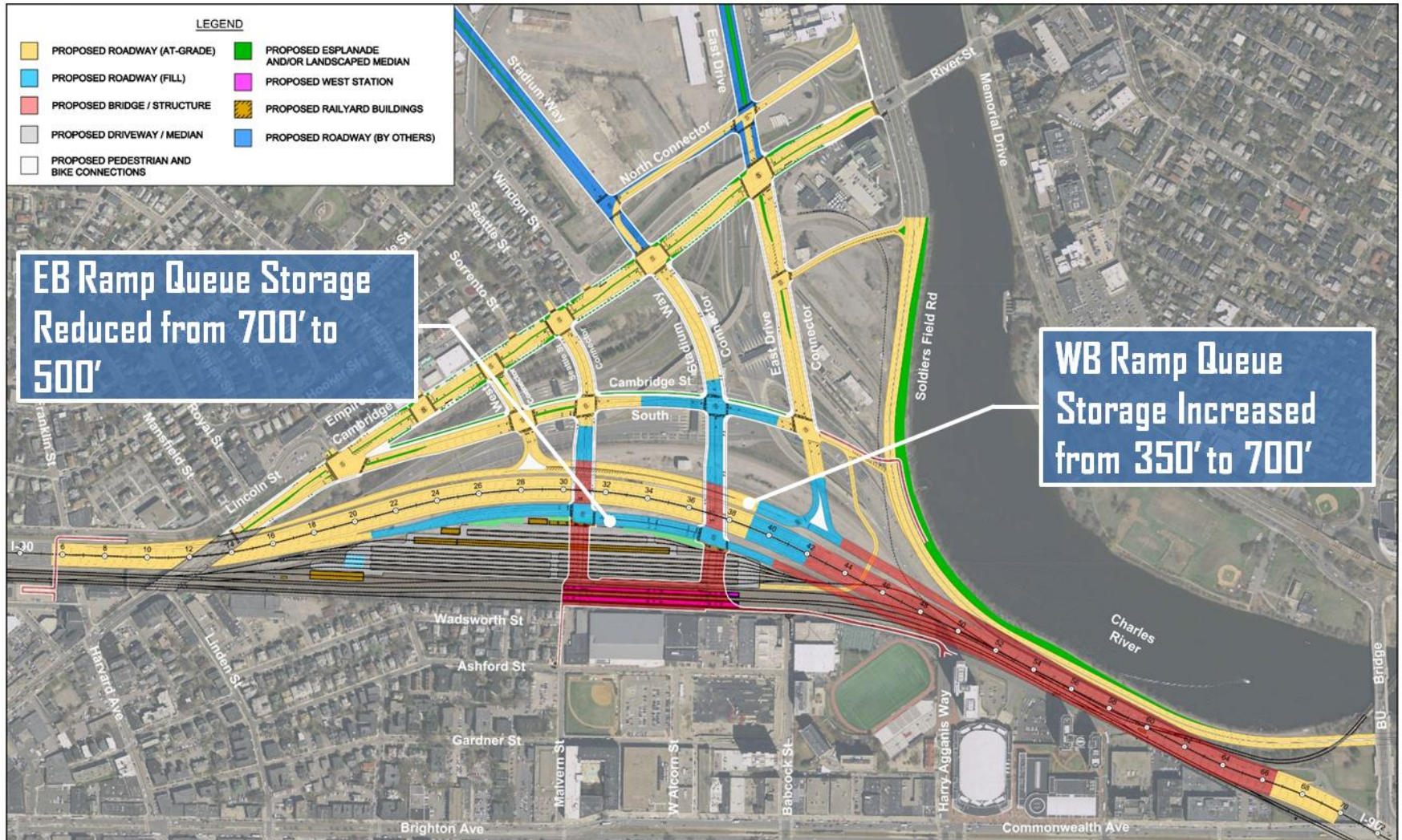
WB On-Ramp



Concept 3K - Traffic Operations

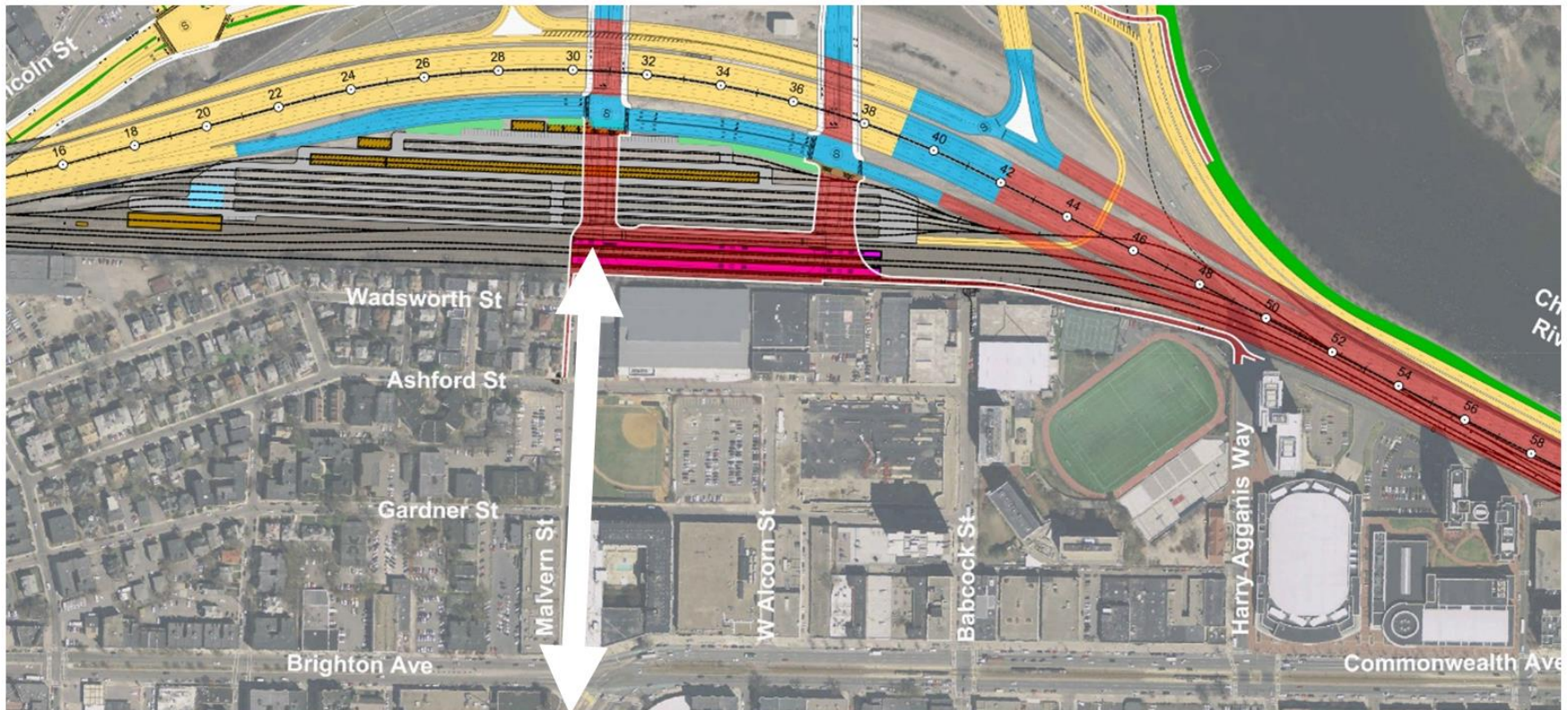
- Manually reassigned CTPS Concept 3J volumes
- CTPS recently provided Concept 3K volumes
- 3 Variants of 3K are being evaluated
 - 3K-1 (Cambridge St., No Cambridge St. South: Two-Way Circulation)
 - 3K-2 (Cambridge St., Cambridge St. South: One-Way Circulation)
 - 3K-4 (Cambridge St., Cambridge St. South: Two-Way Circulation)
- Alternatives subject to modifications/refinements
- Design details being developed with Public Input

Concept 3K – Traffic Operations



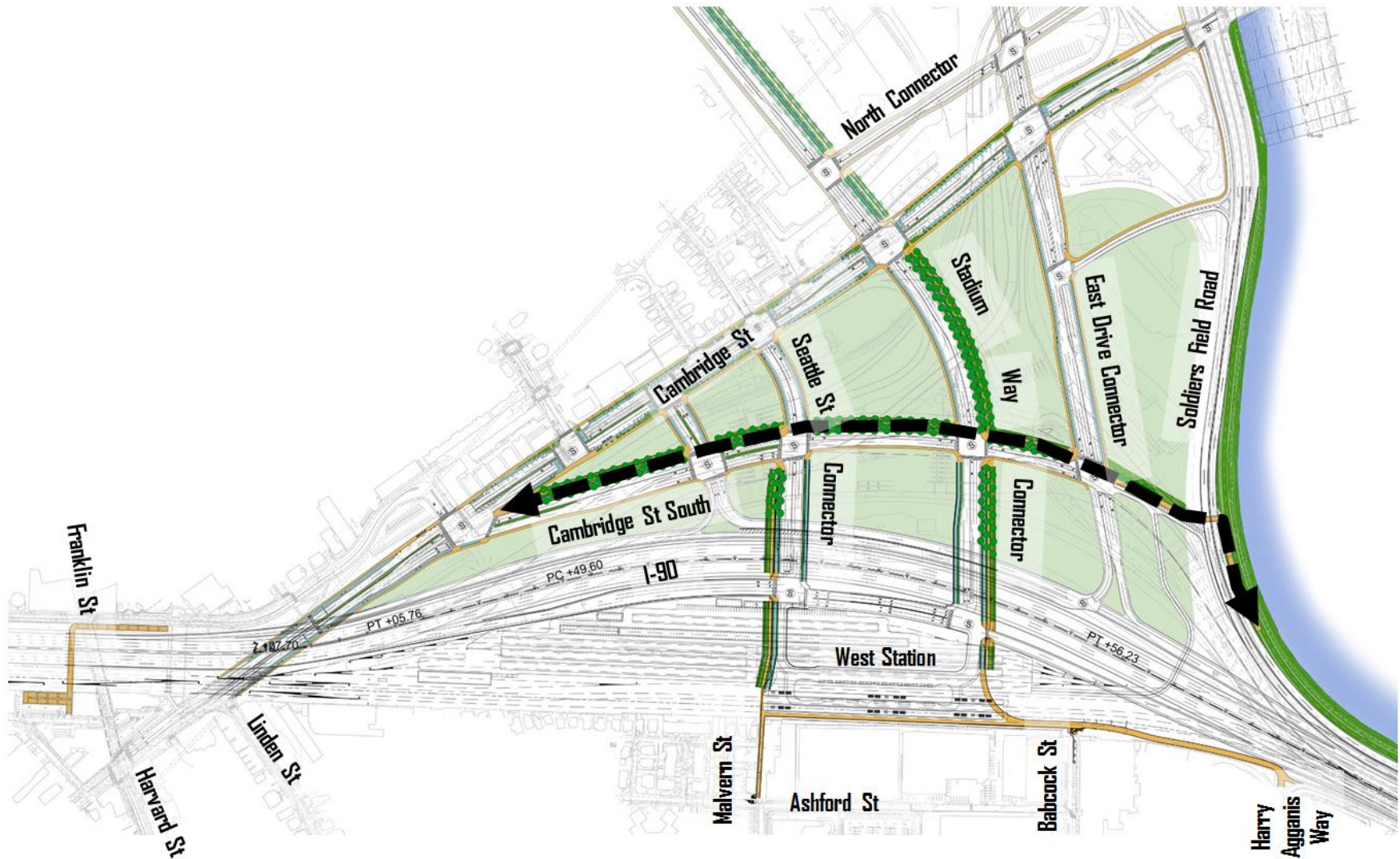
Concept 3K – North/South Vehicular Connection

- Required by MEPA to investigate
- CTPS currently preparing model results
- Looking at both vehicular and transit
- Constrained ROW



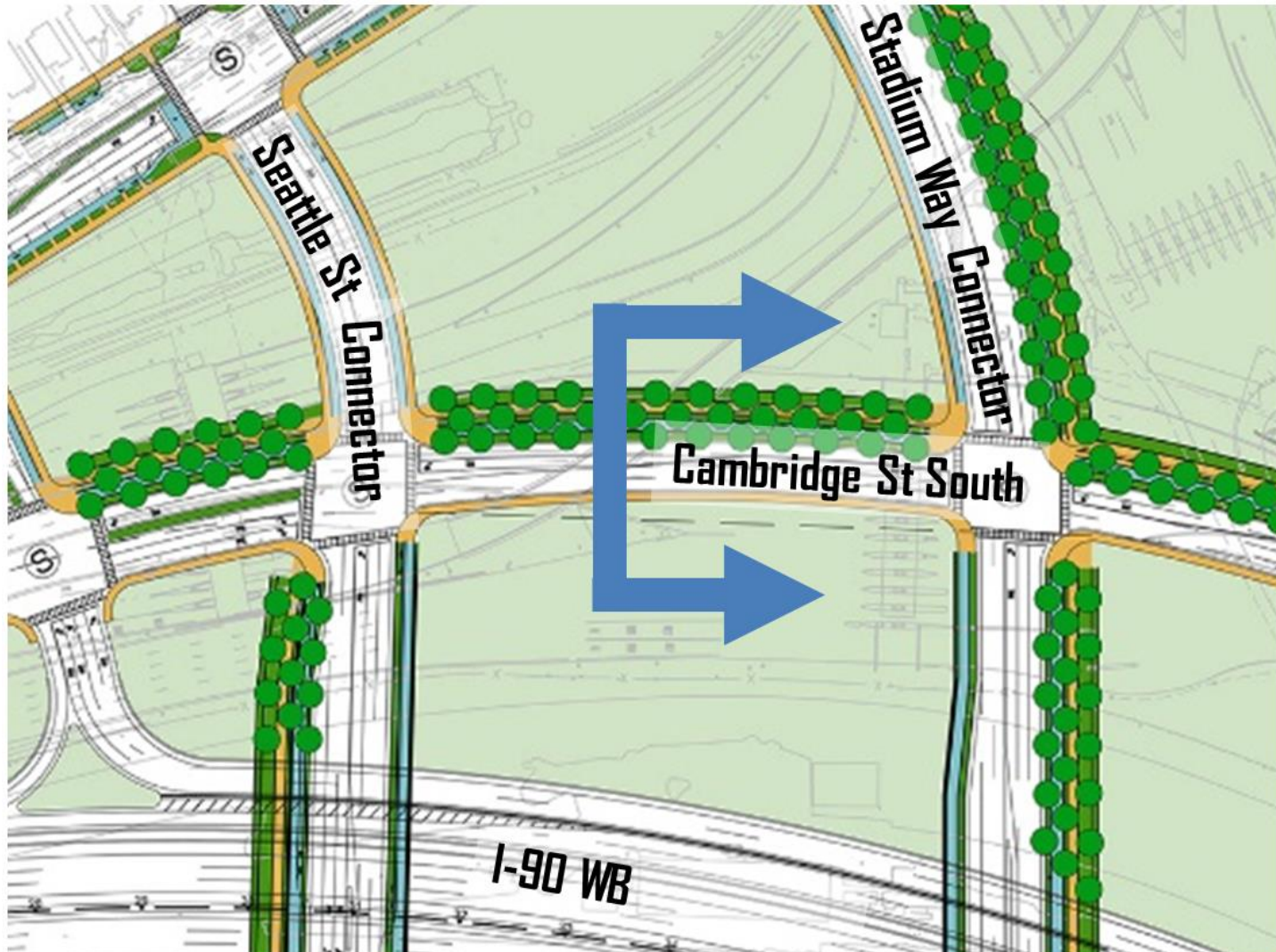
Concept 3K – Pedestrian and Bike Connections

Connections to Charles River from points north of I-90 interchange



Concept 3K – Pedestrian and Bike Connections

Connections to Charles River from points north of I-90 interchange



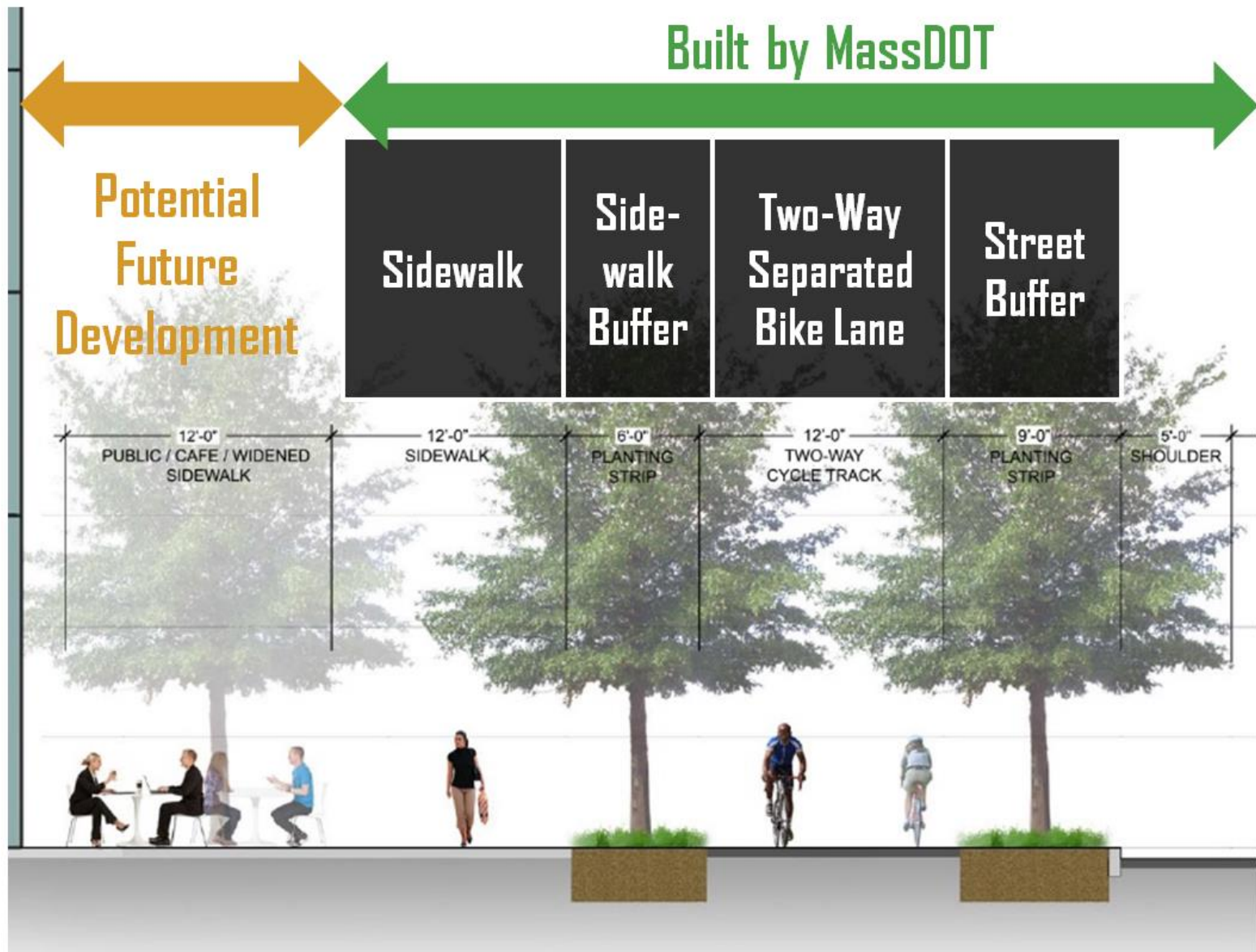
Concept 3K – Cambridge Street South

Complete Street with 2-Way Separated Bike Lane



Concept 3K – Cambridge Street South

Complete Street with 2-Way Separated Bike Lane

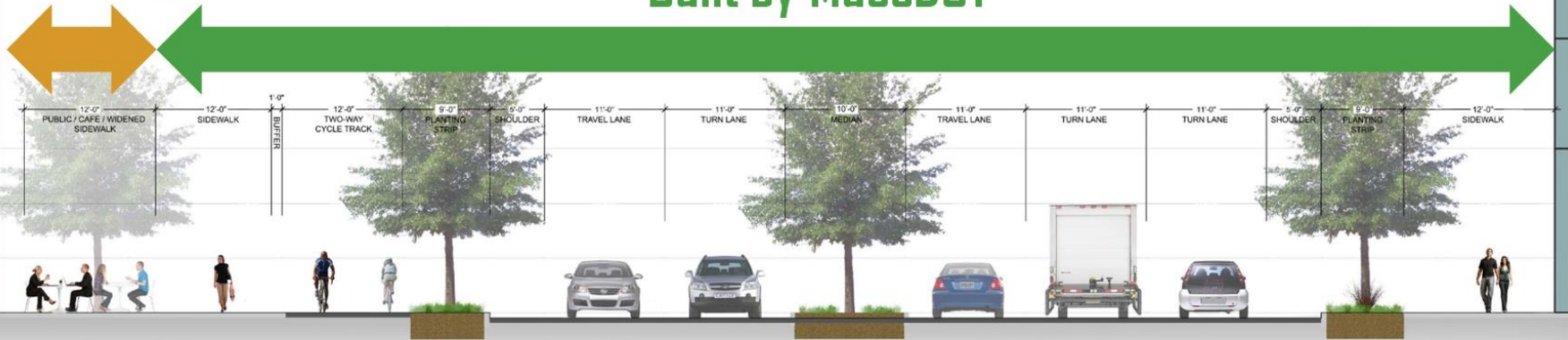


Concept 3K – Cambridge Street South

Complete Street with 2-Way Separated Bike Lane and Median

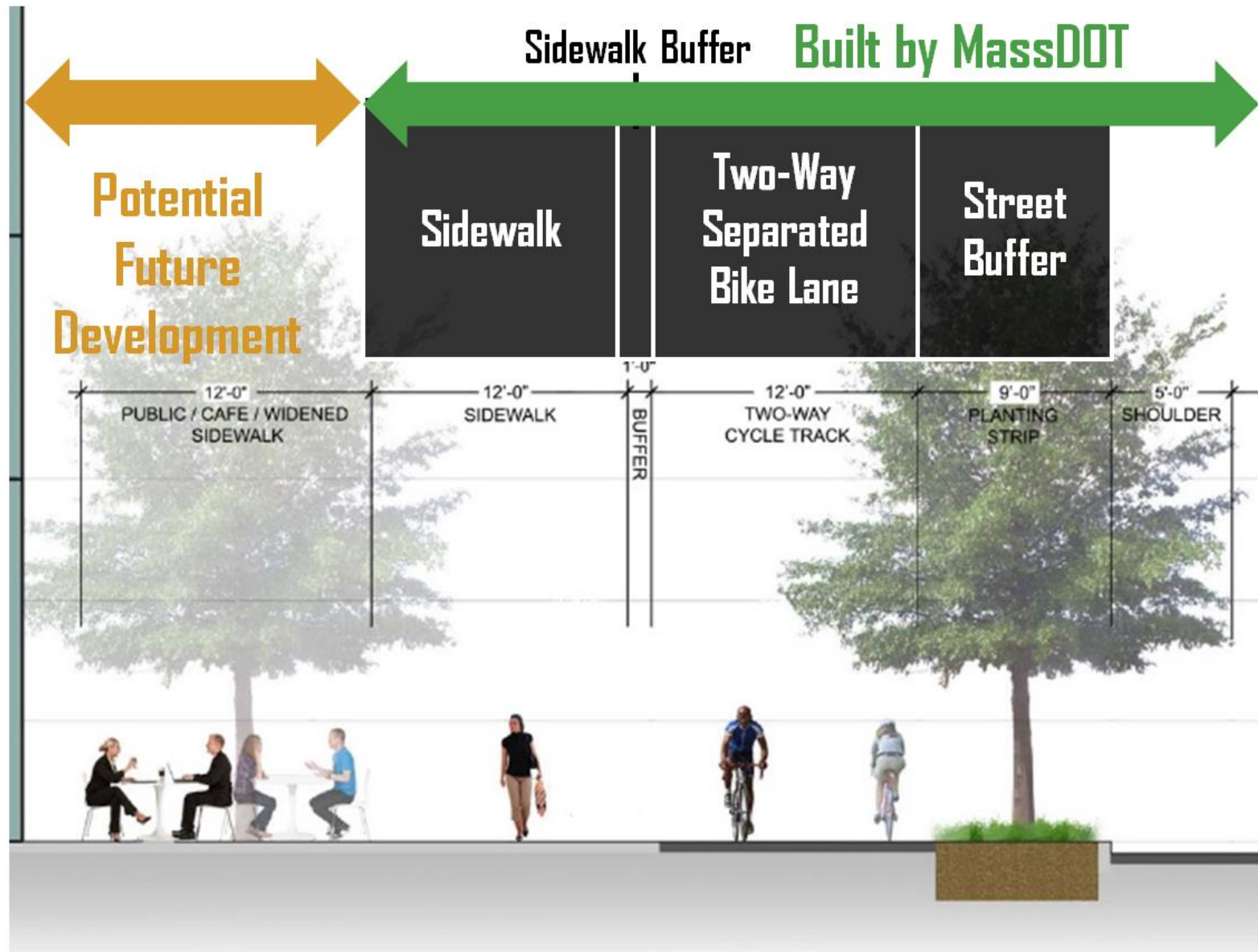
Potential
Future
Development

Built by MassDOT



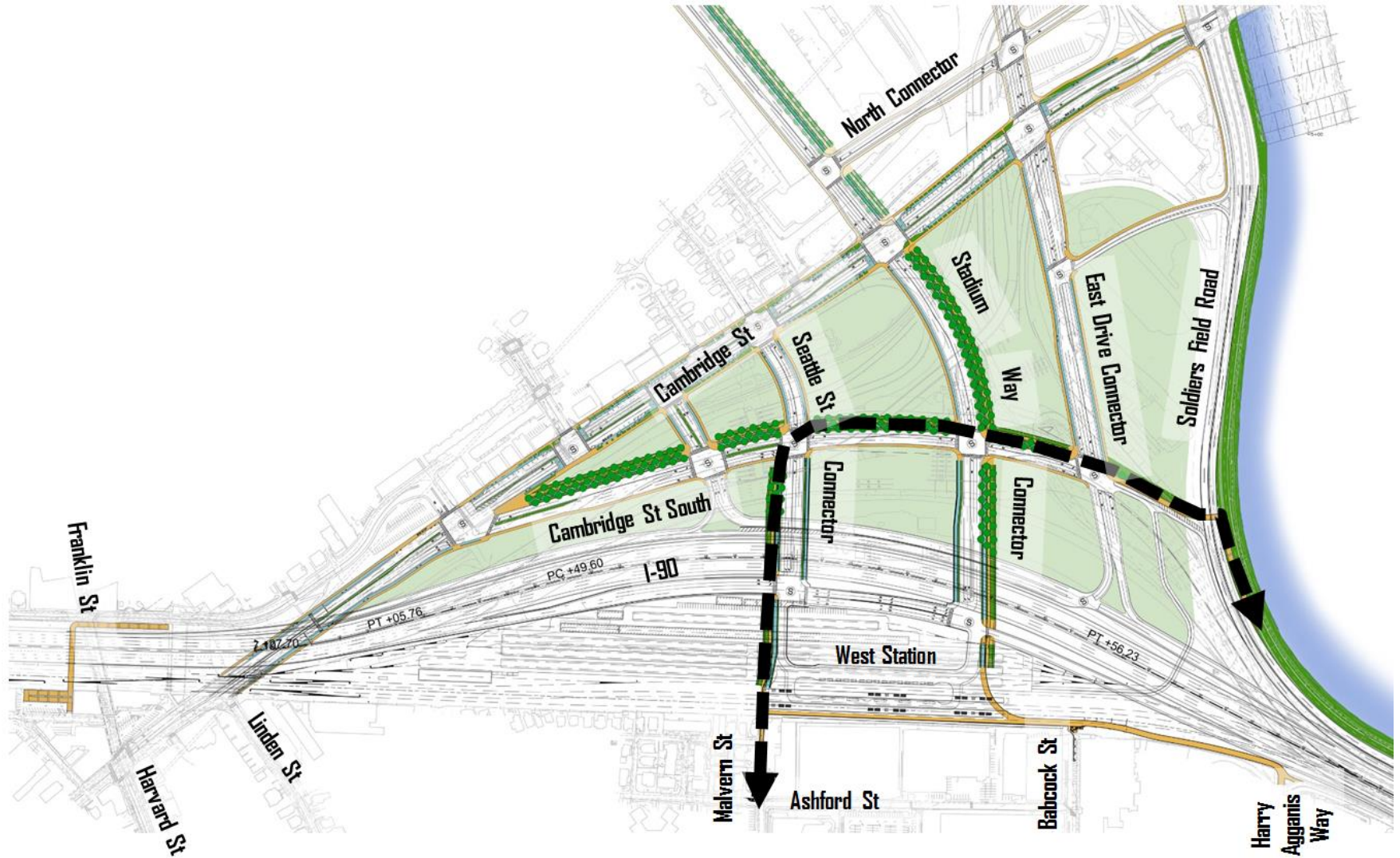
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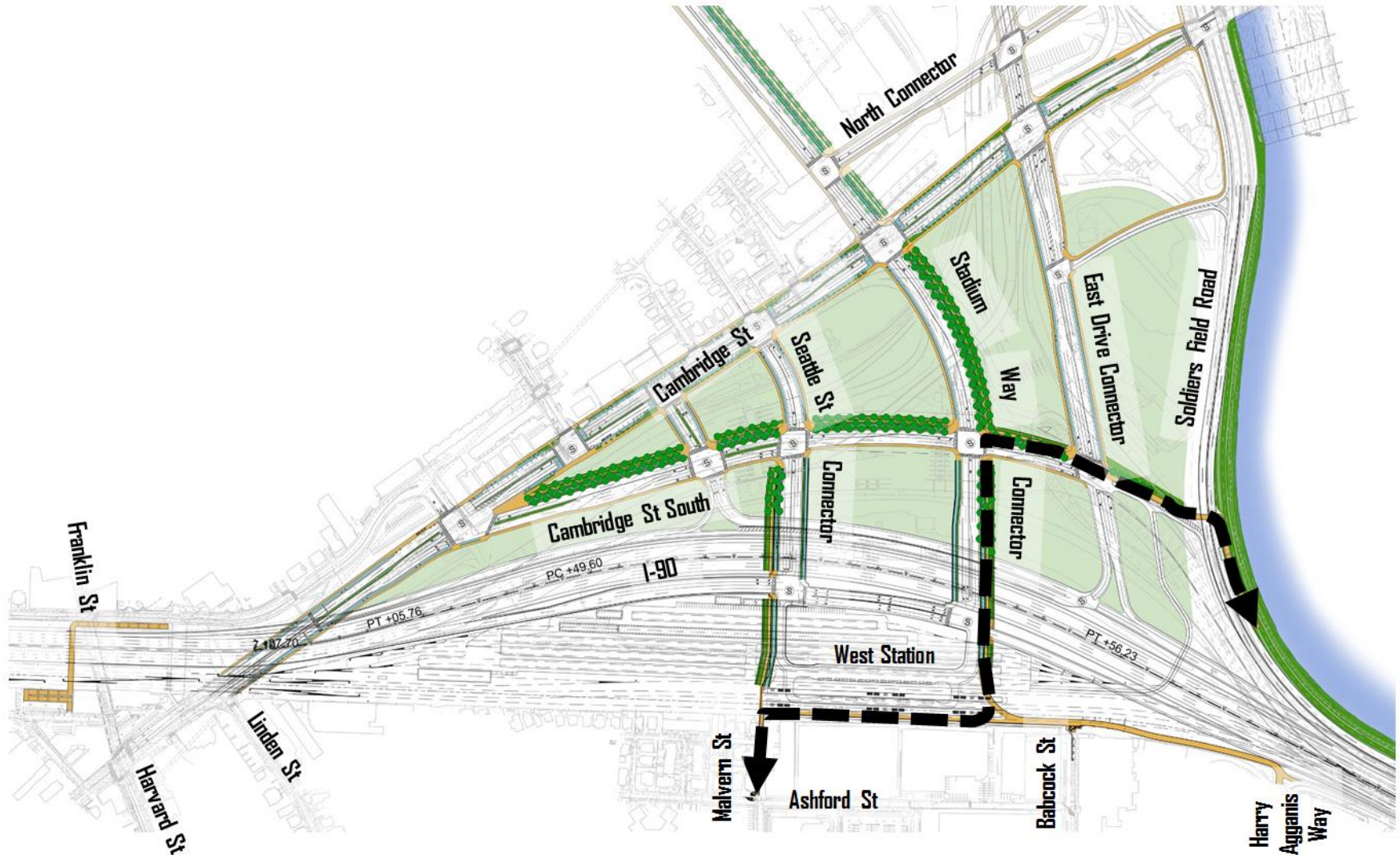
Concept 3K – Pedestrian and Bike Connections

Connections to Charles River from points south of I-90 interchange



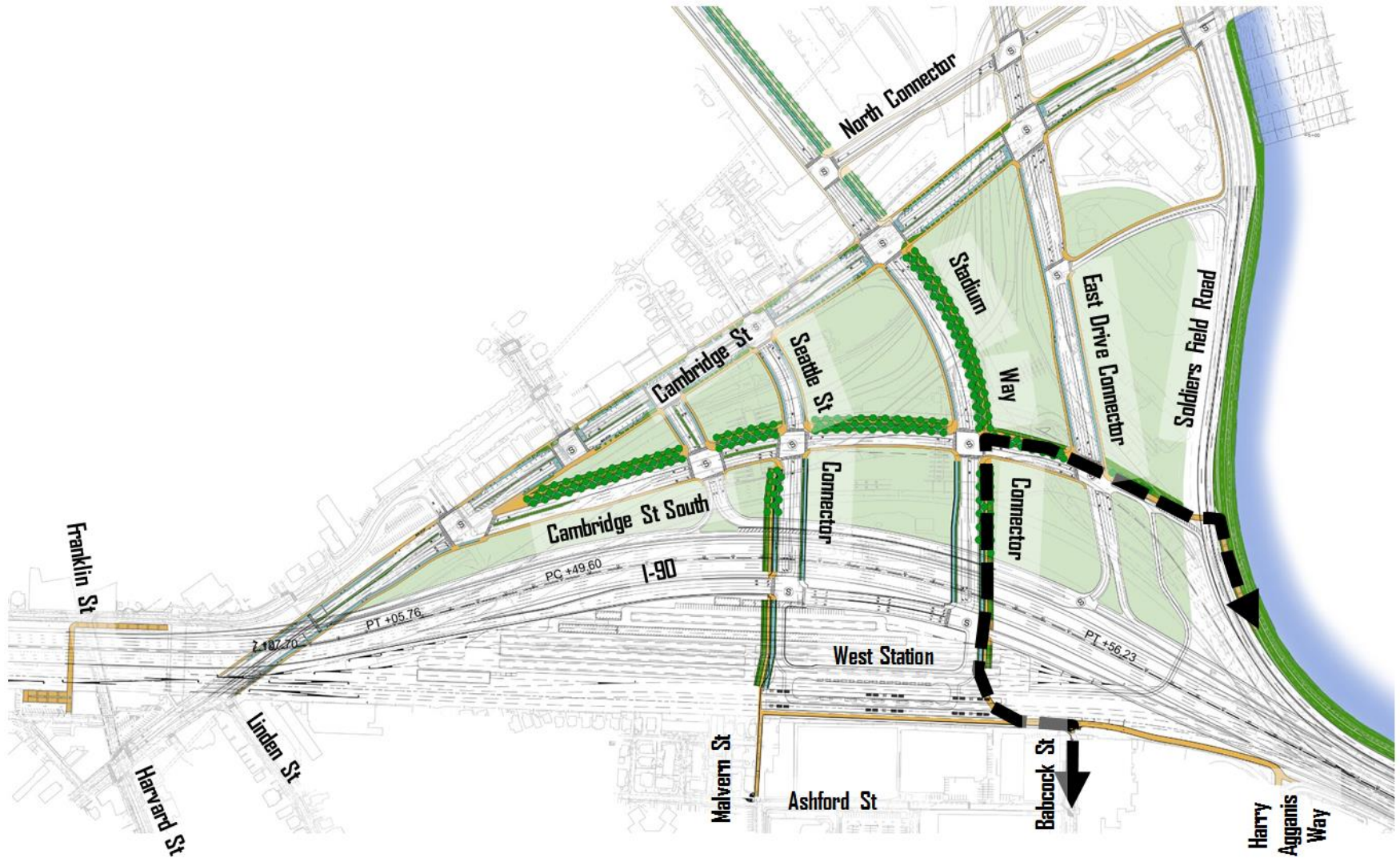
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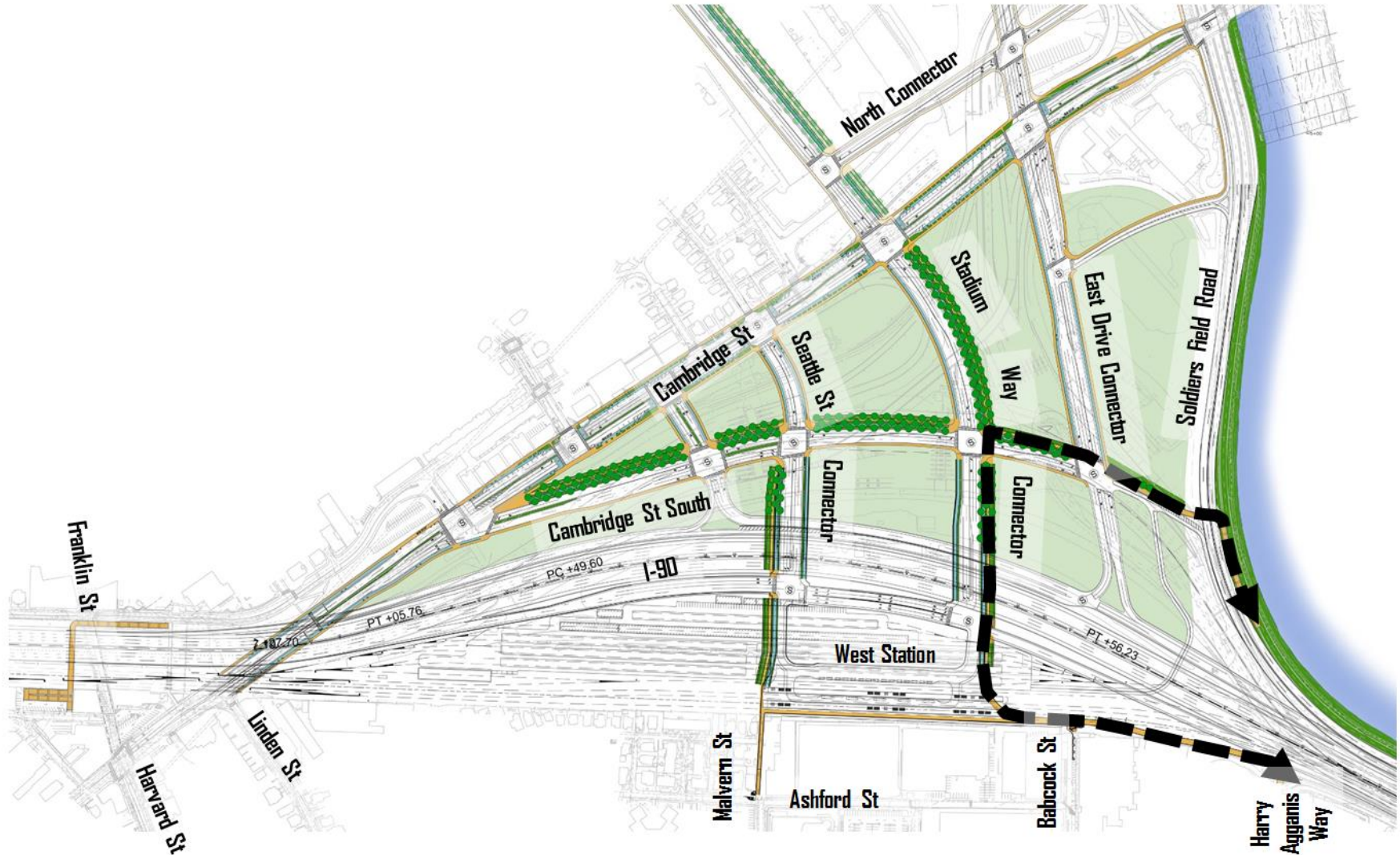
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Connections to Charles River from points south of I-90 interchange



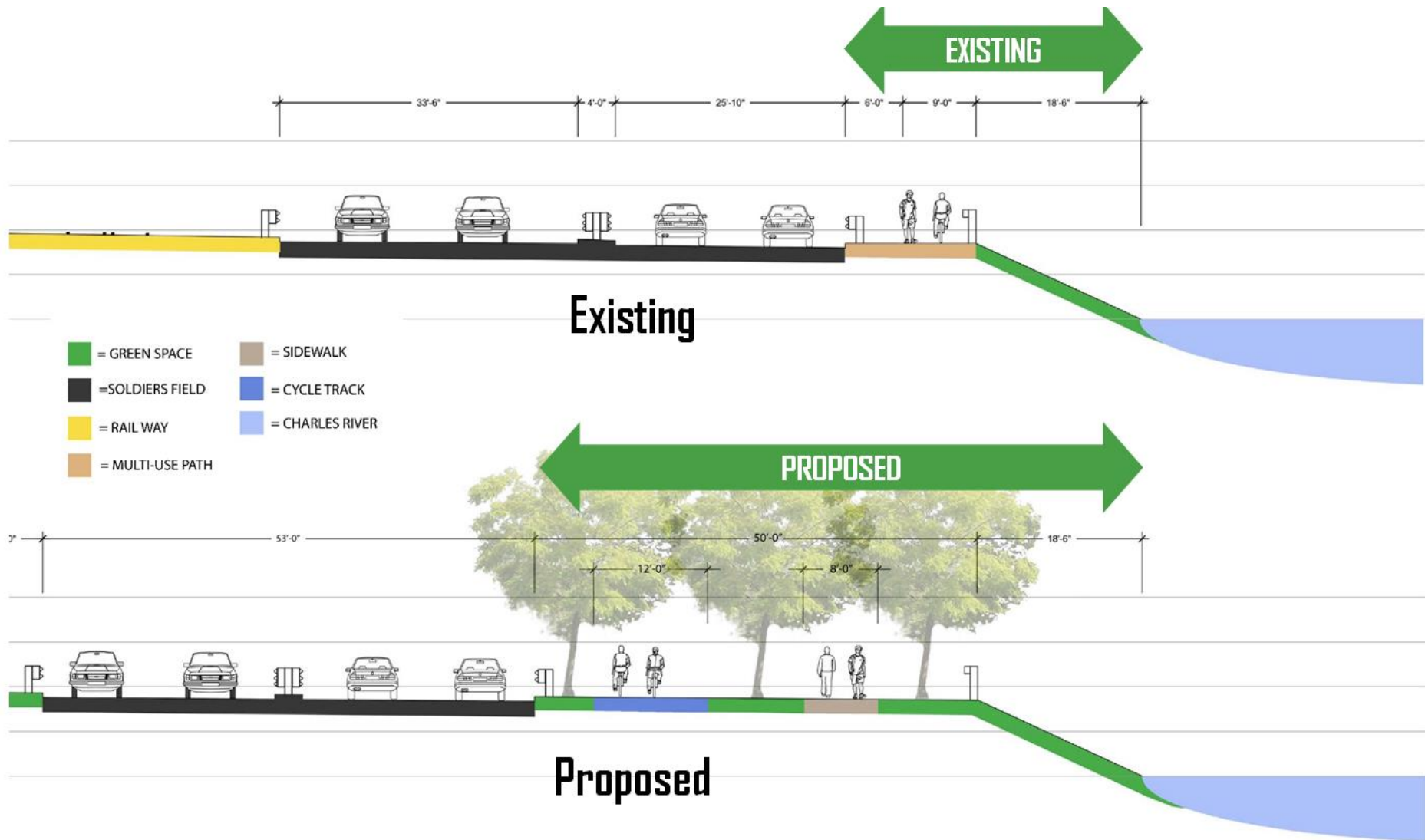
Concept 3K – Pedestrian and Bike Connections

Connections to Charles River from points south of I-90 interchange



Concept 3K – Enhanced Parkland

Widened PDW Path & Parkland along Charles River



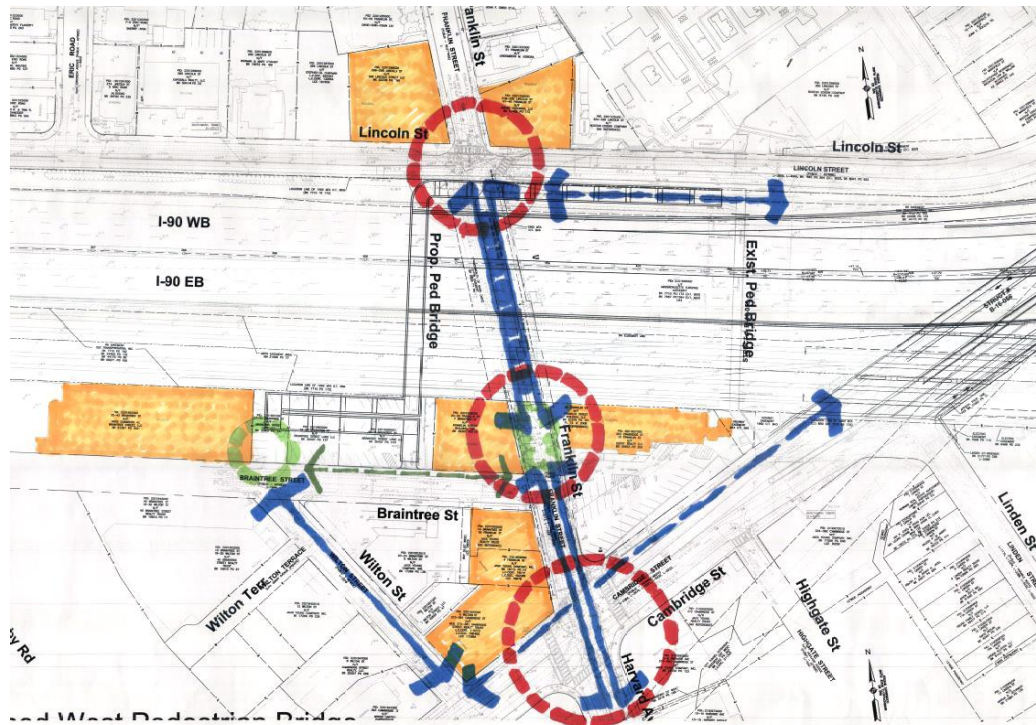
Concept 3K – Placemaking

Full Build Potential



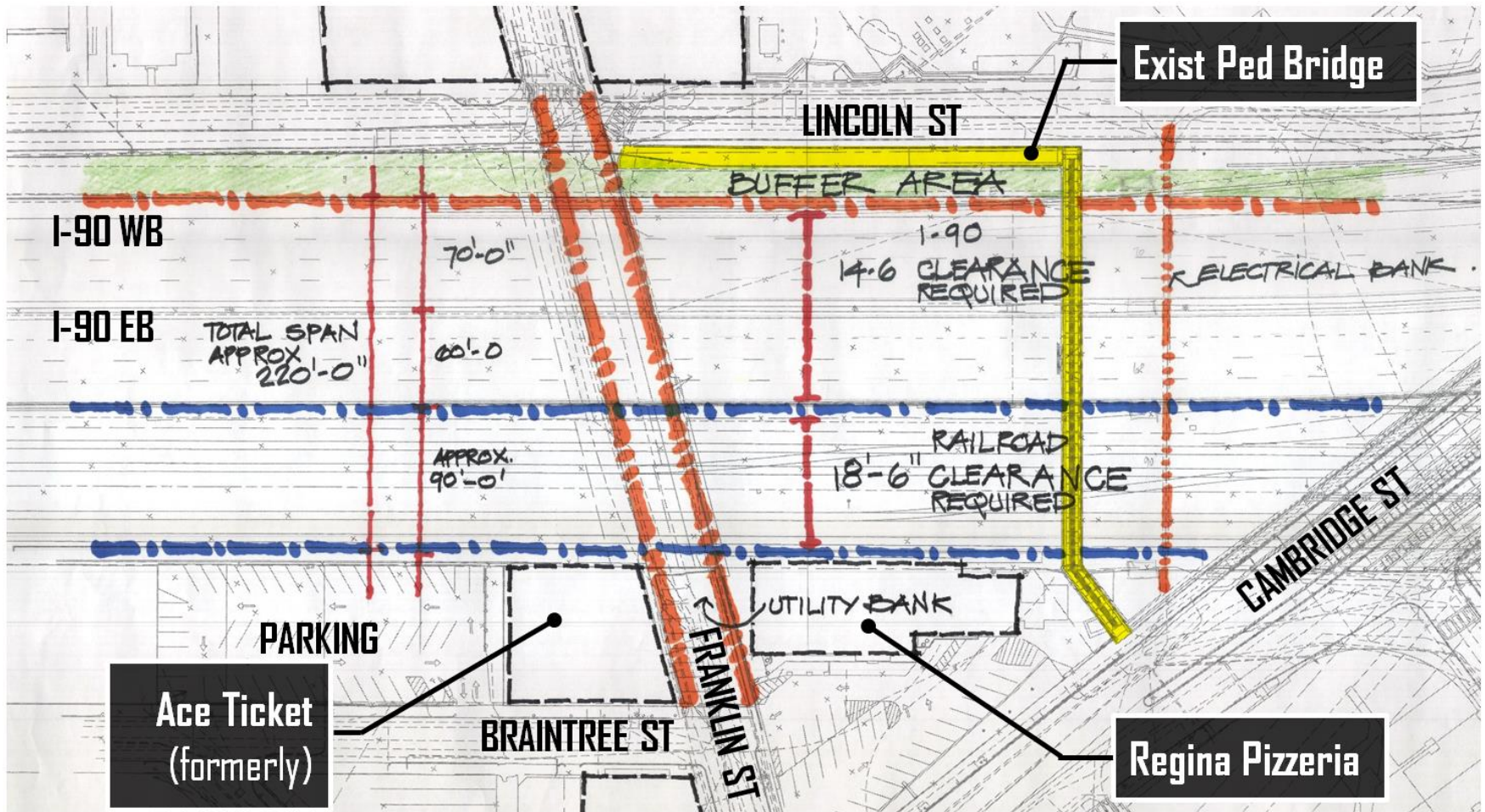
Franklin Street Pedestrian Bridge

- Developed Preliminary Urban Design Analysis
- Developed Conceptual Sketches
- Preliminary Testing of Conceptual Design
- Refine Urban Design Analysis

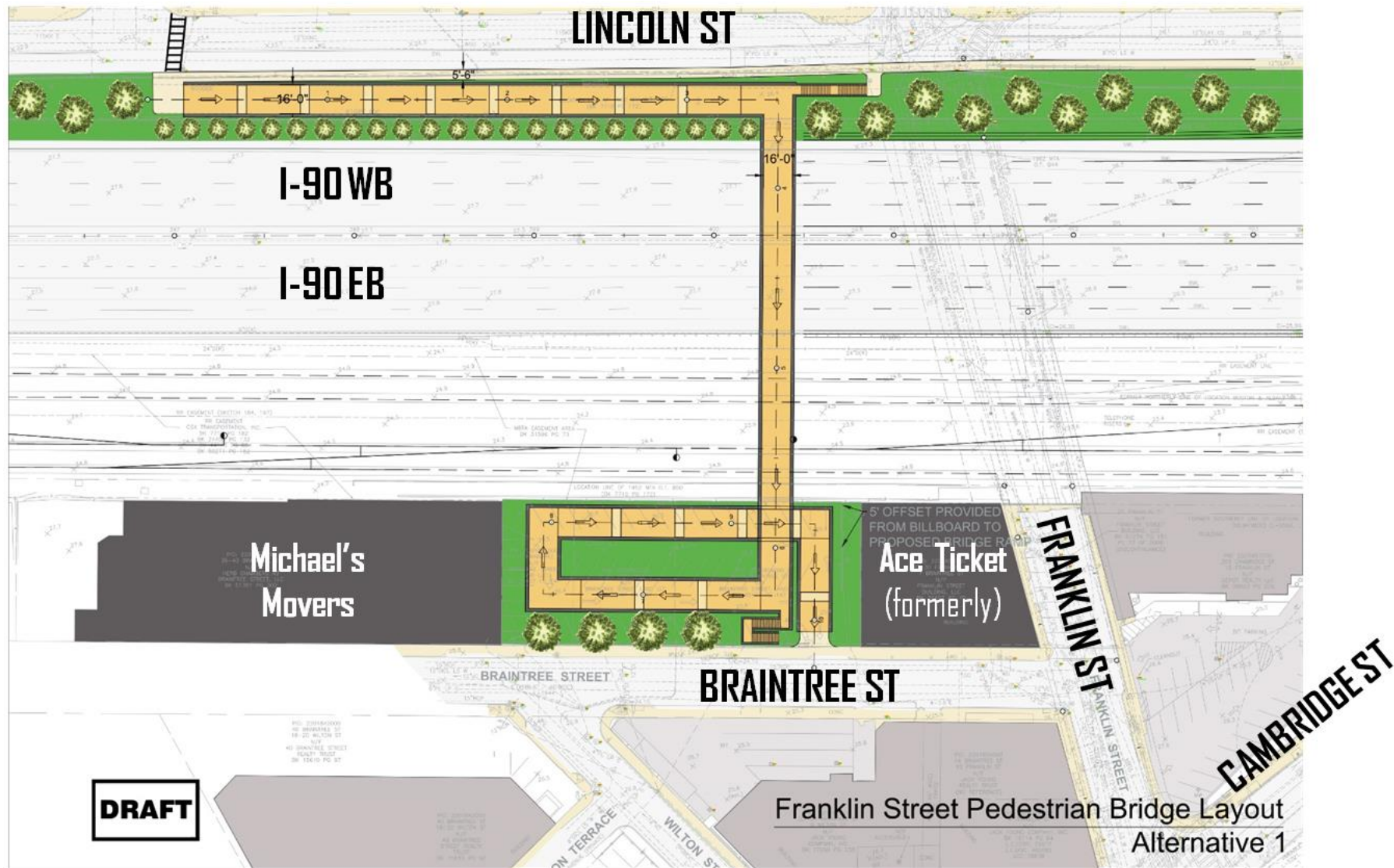


Franklin Street Pedestrian Bridge

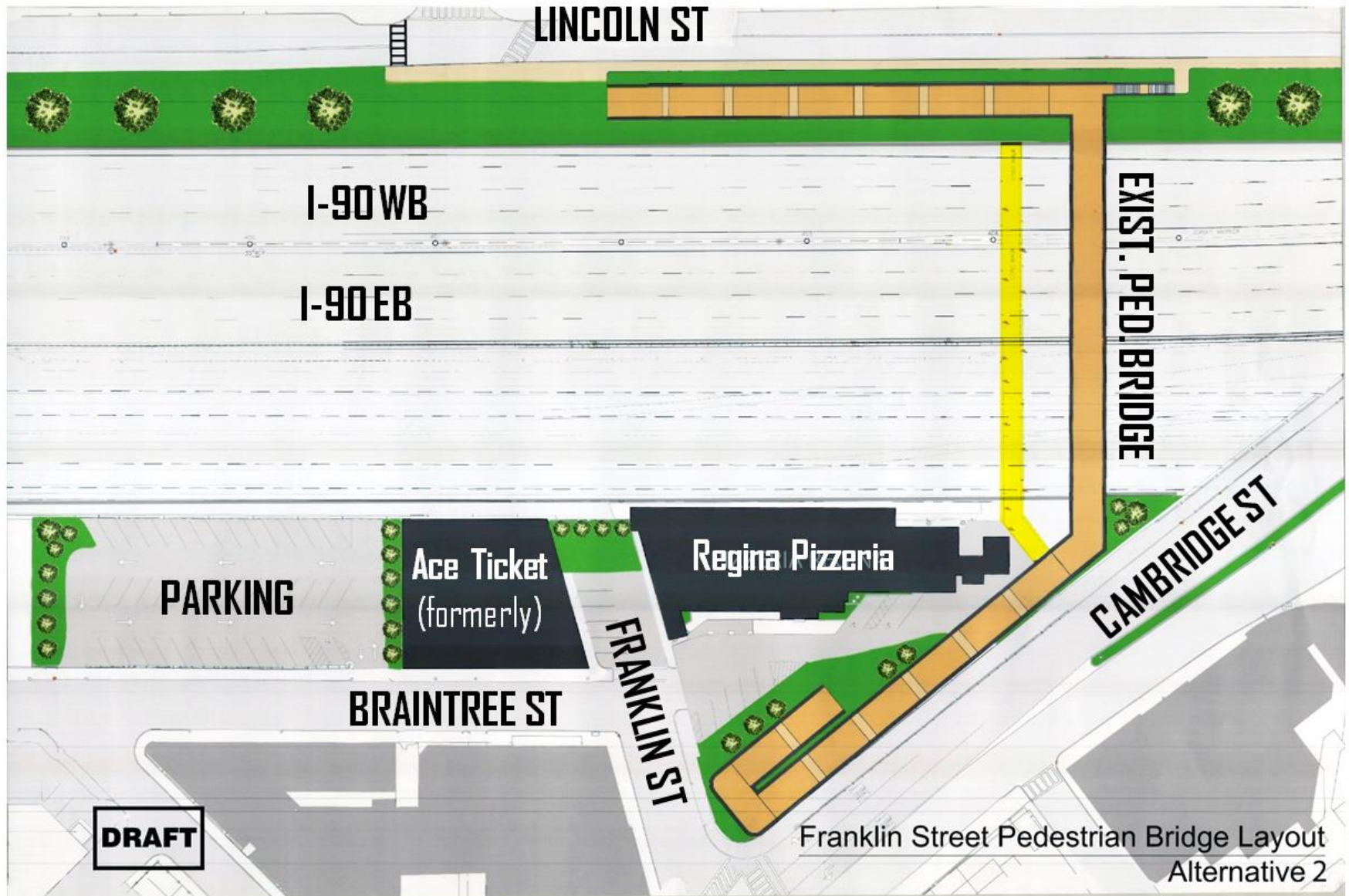
- Established Site Design Parameters
- Need to consider ROW impacts



Franklin Street Pedestrian Bridge – Option A



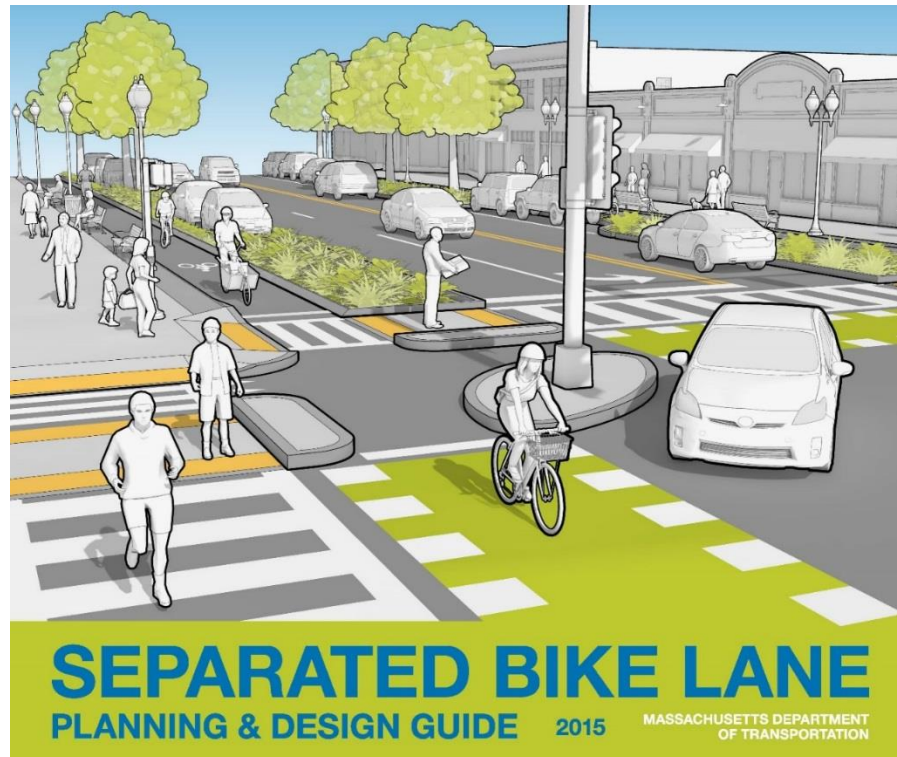
Franklin Street Pedestrian Bridge – Option B



Concept 3K – Intersection Treatments

Separated Pedestrian and Bike Facilities

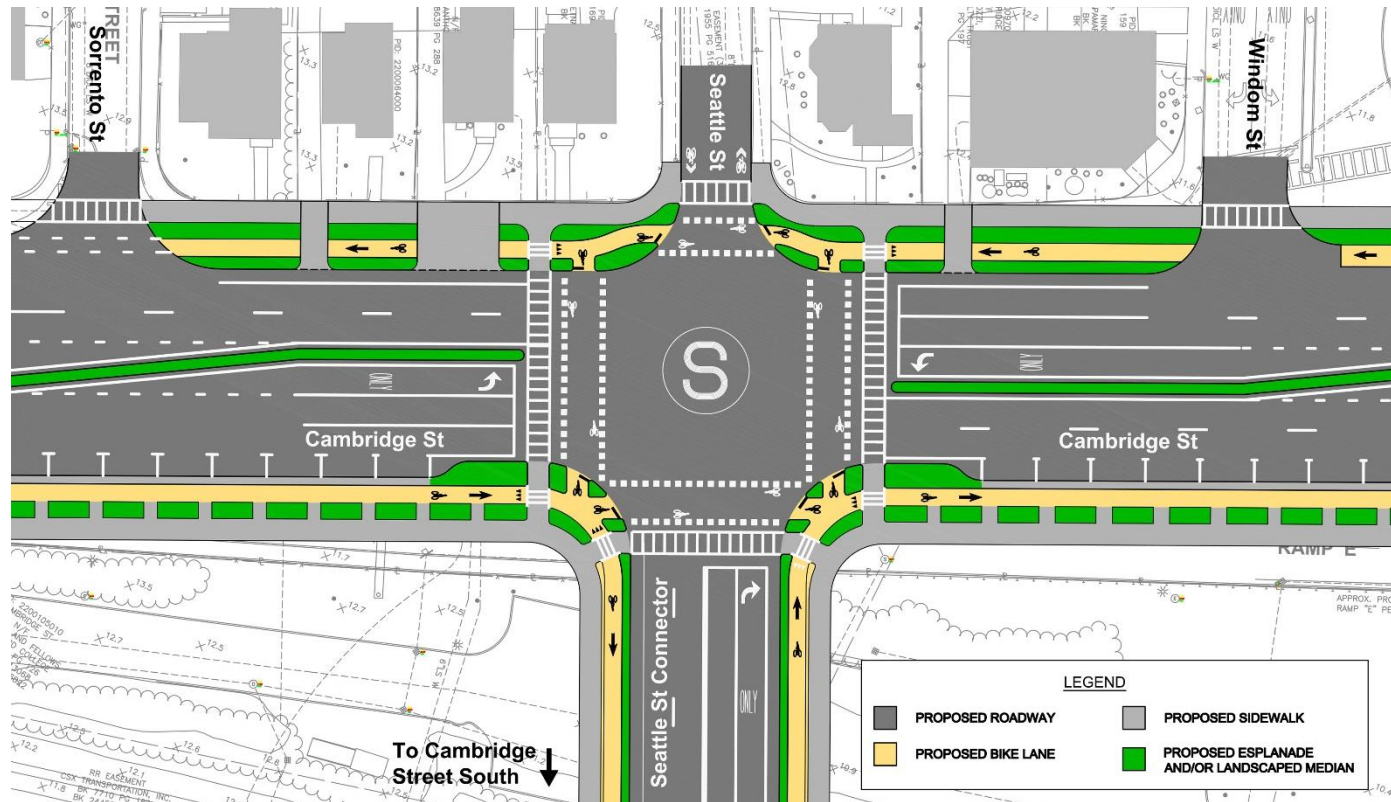
- Improve safety for all road users
- Preferred by motorists and bicyclists
- Attract more people to bicycling



Concept 3K – Intersection Treatments

Design Principles

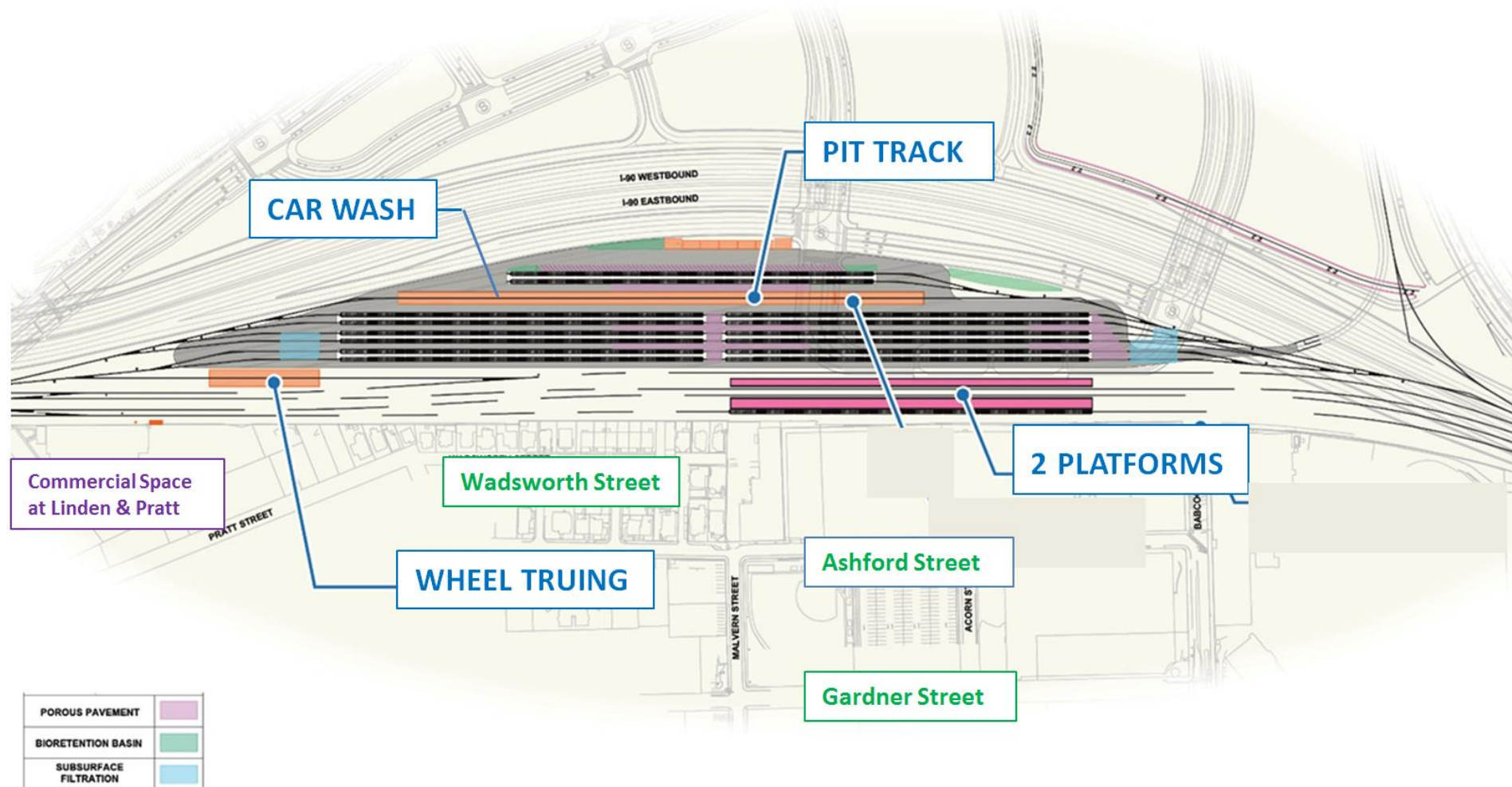
- Minimize exposure to motor vehicle conflicts
- Enhances visibility for all travel modes
- Encourages desirable yielding behavior



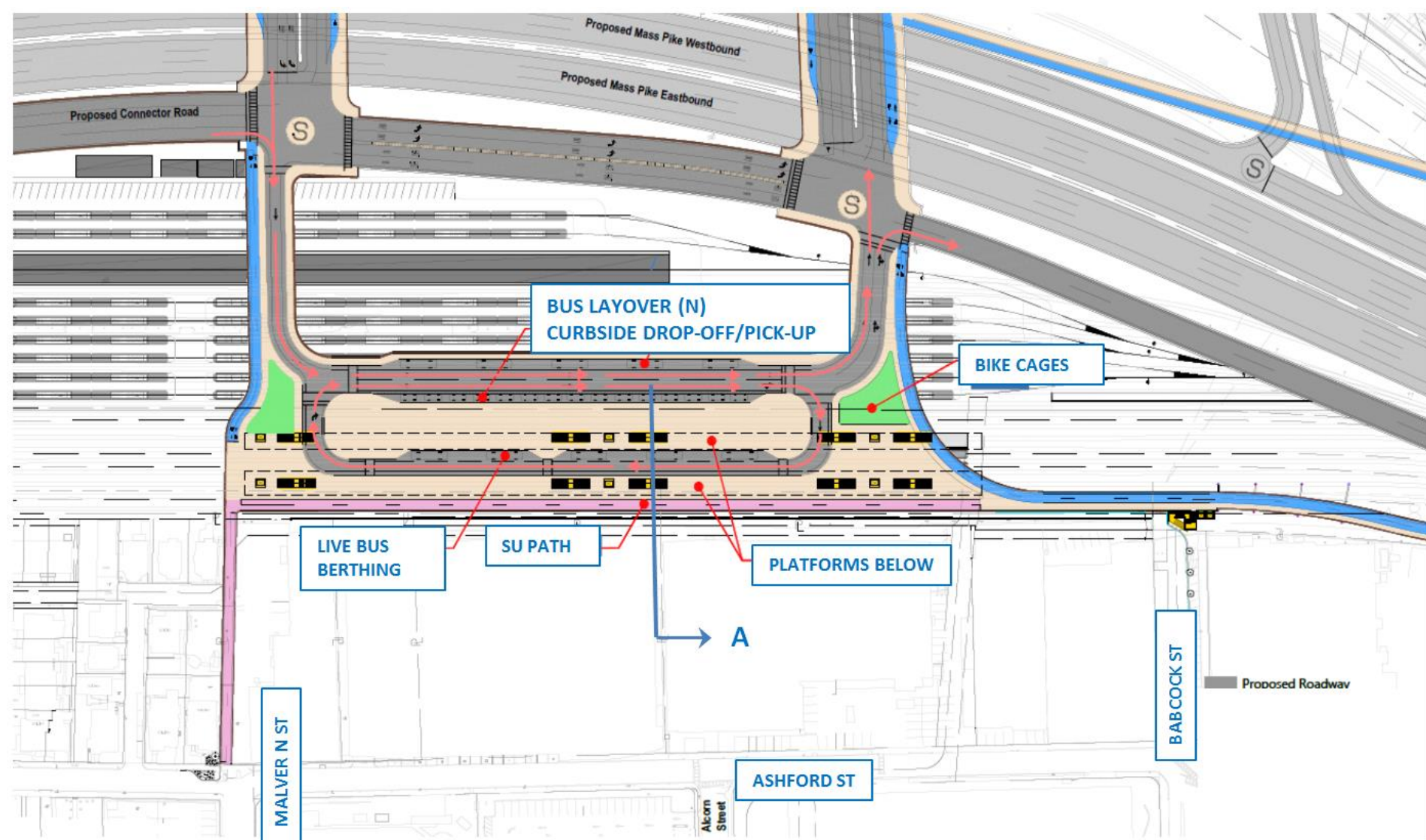
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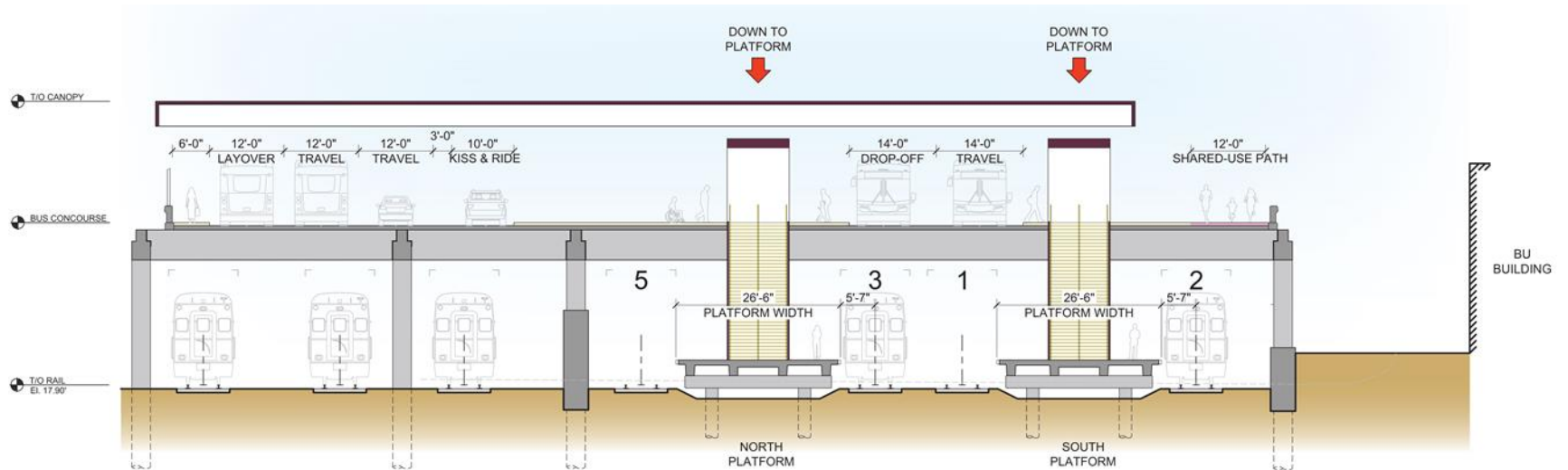
Beacon Park Yards Elements



West Station Bus Loop and Platform

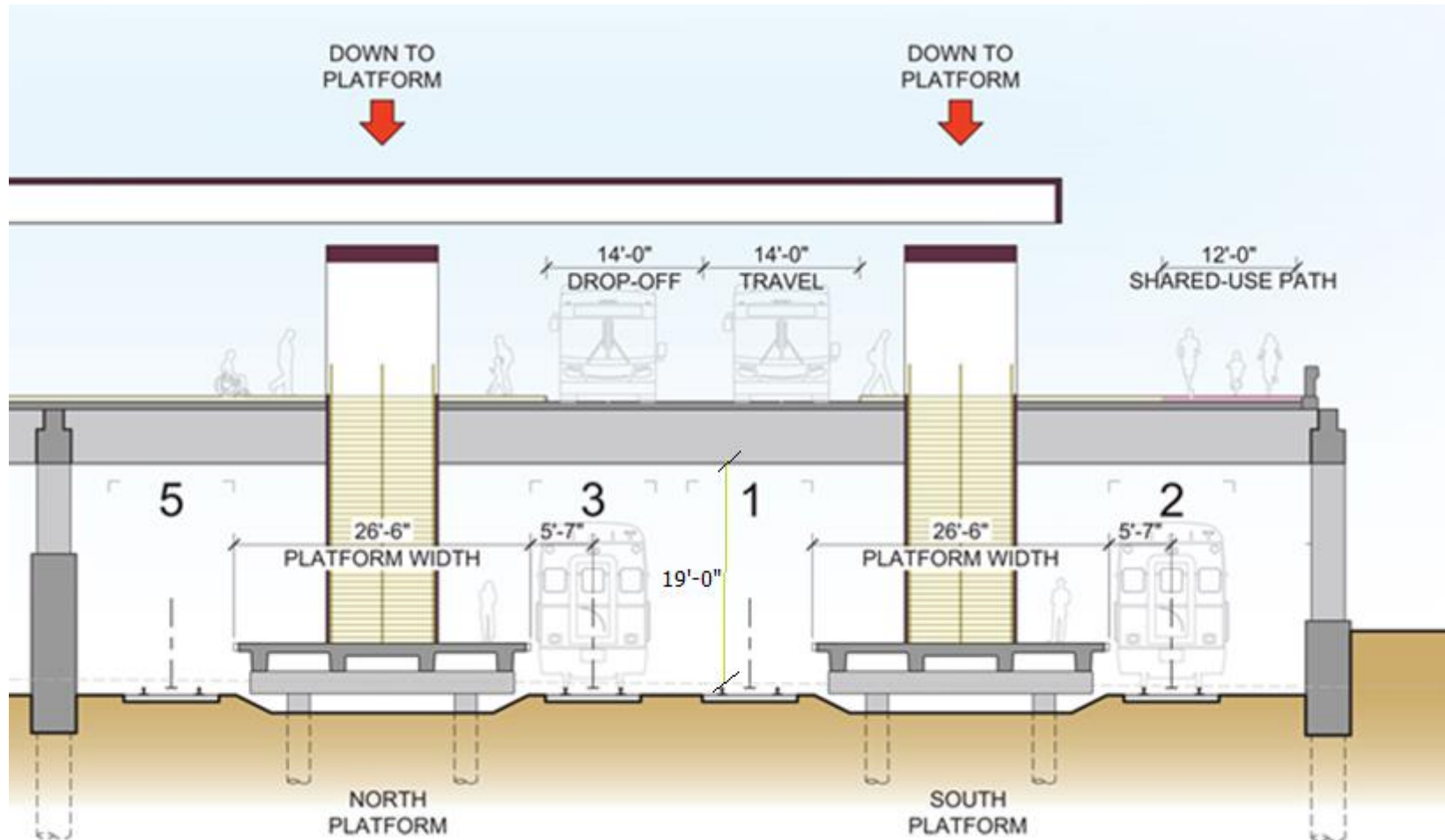


West Station Overall Section



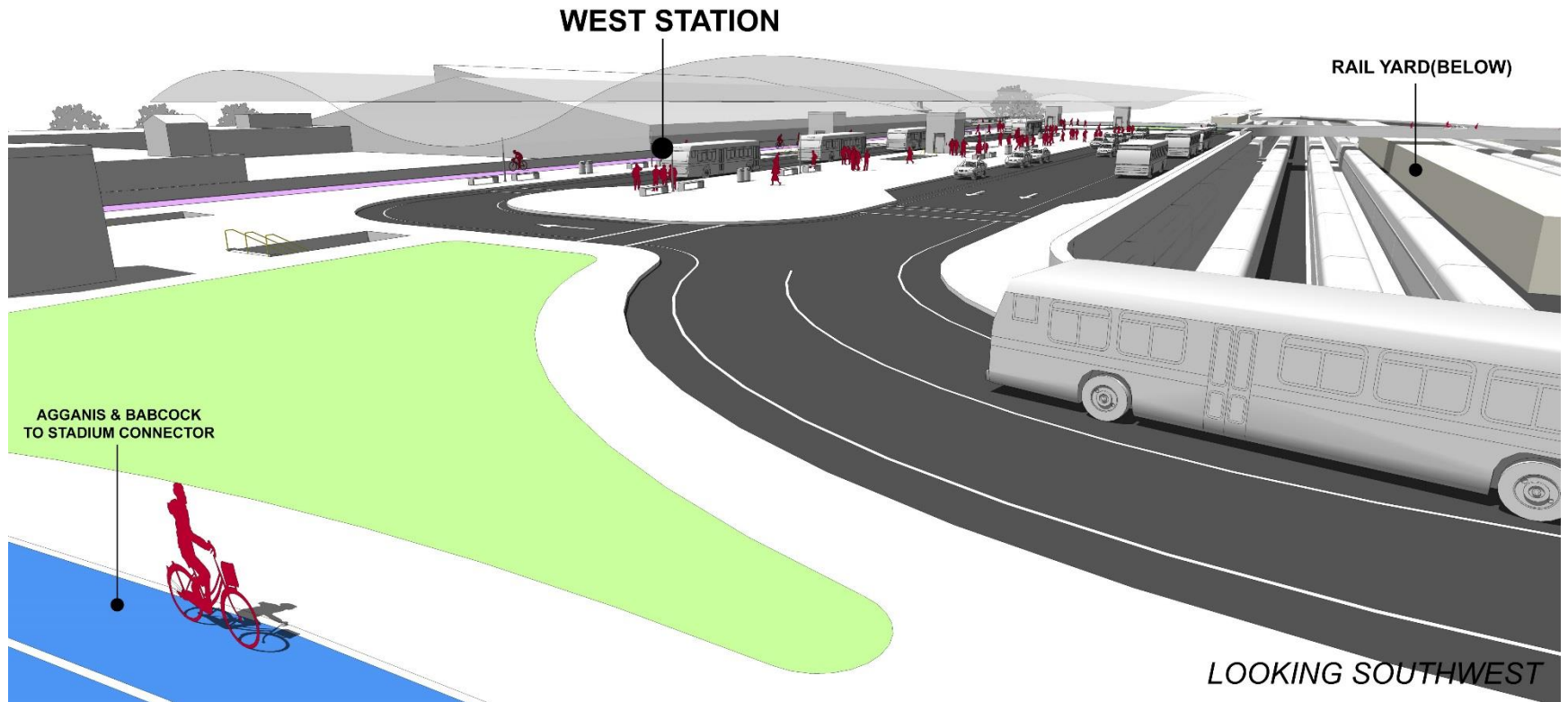
SECTION A

West Station Detail

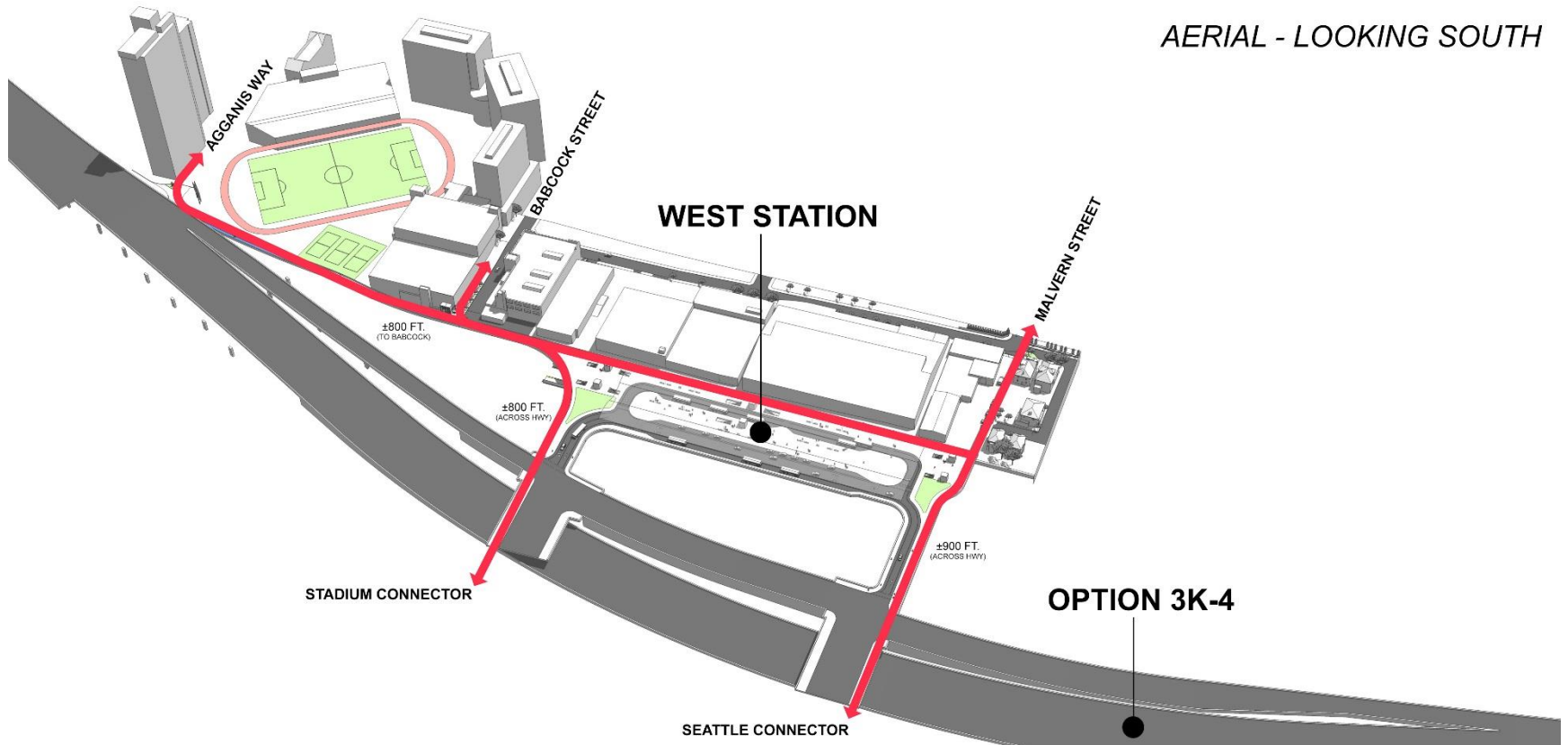


SECTION A - SOUTH

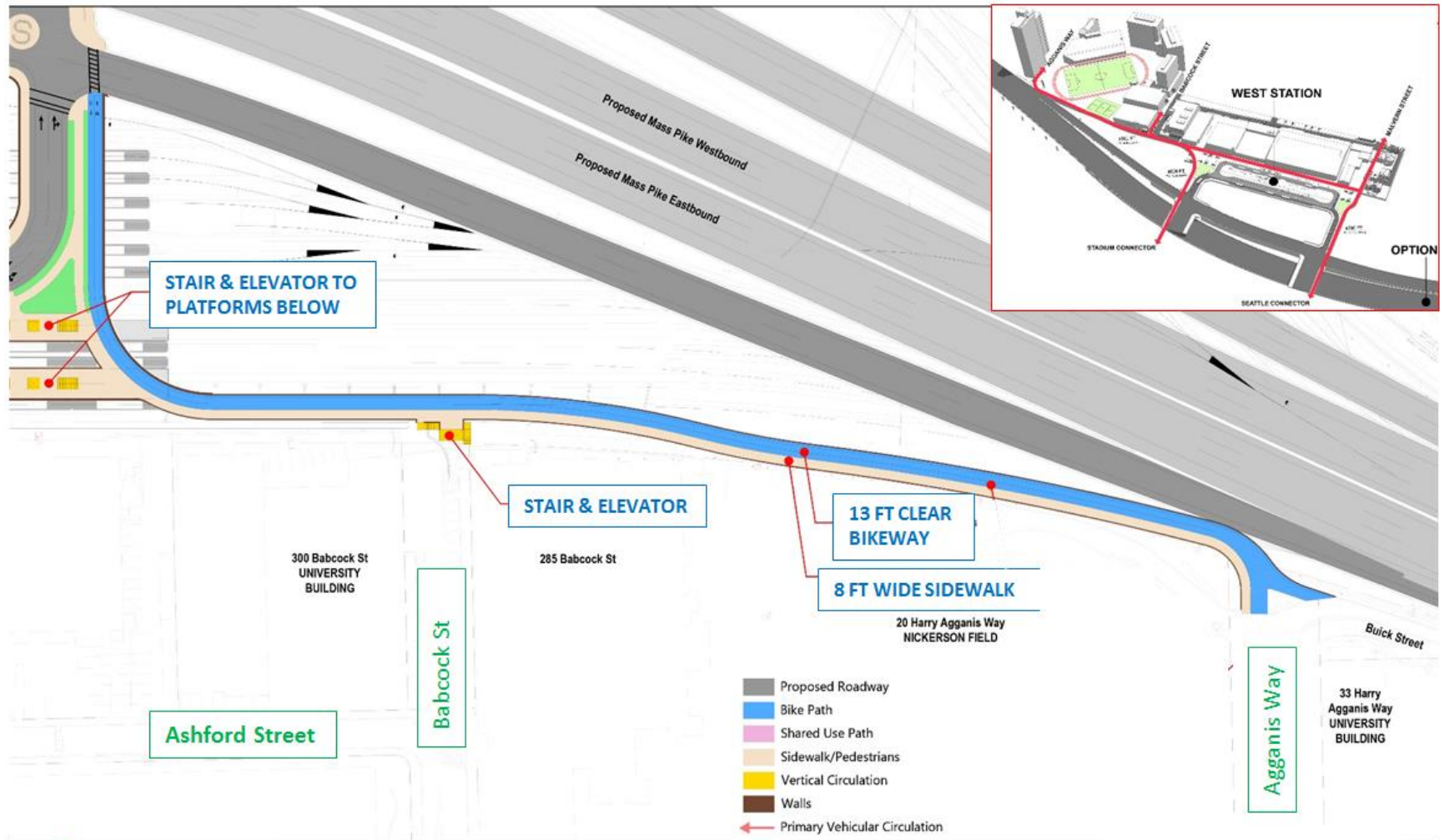
West Station Bus Terminal View



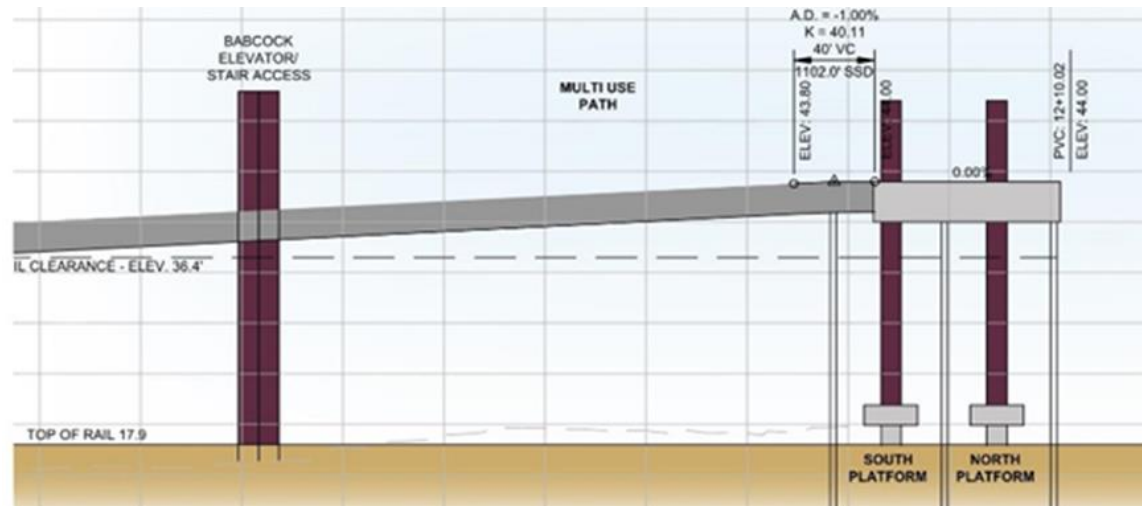
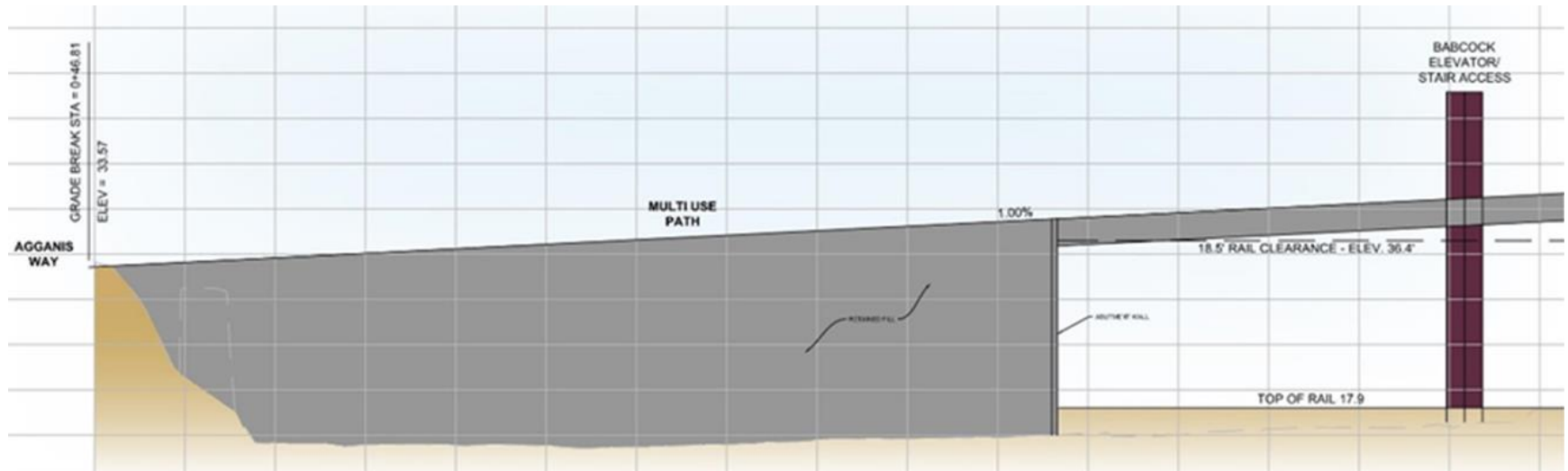
Pedestrian/Bicyclist Southerly Access



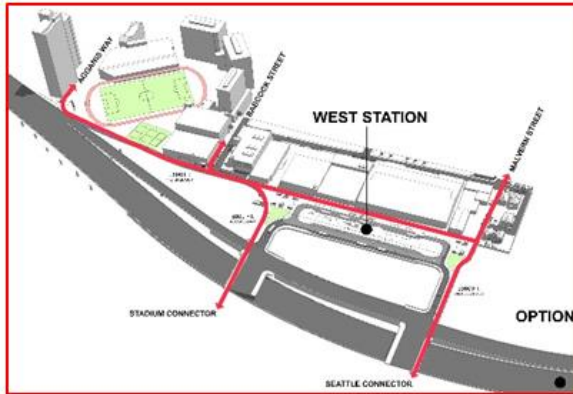
Agganis Way Multi-Use Path Plan



Agganis Way Multi-Use Path Profile (from RR)



Babcock Street Access (from South)



STAIR & ELEVATOR
DOWN TO STREET



← TO STATION

BABCOCK ST

ILLUMINATED
SIGNAGE

TO AGGANIS →

BIKE & PEDESTRIAN
WALKWAY

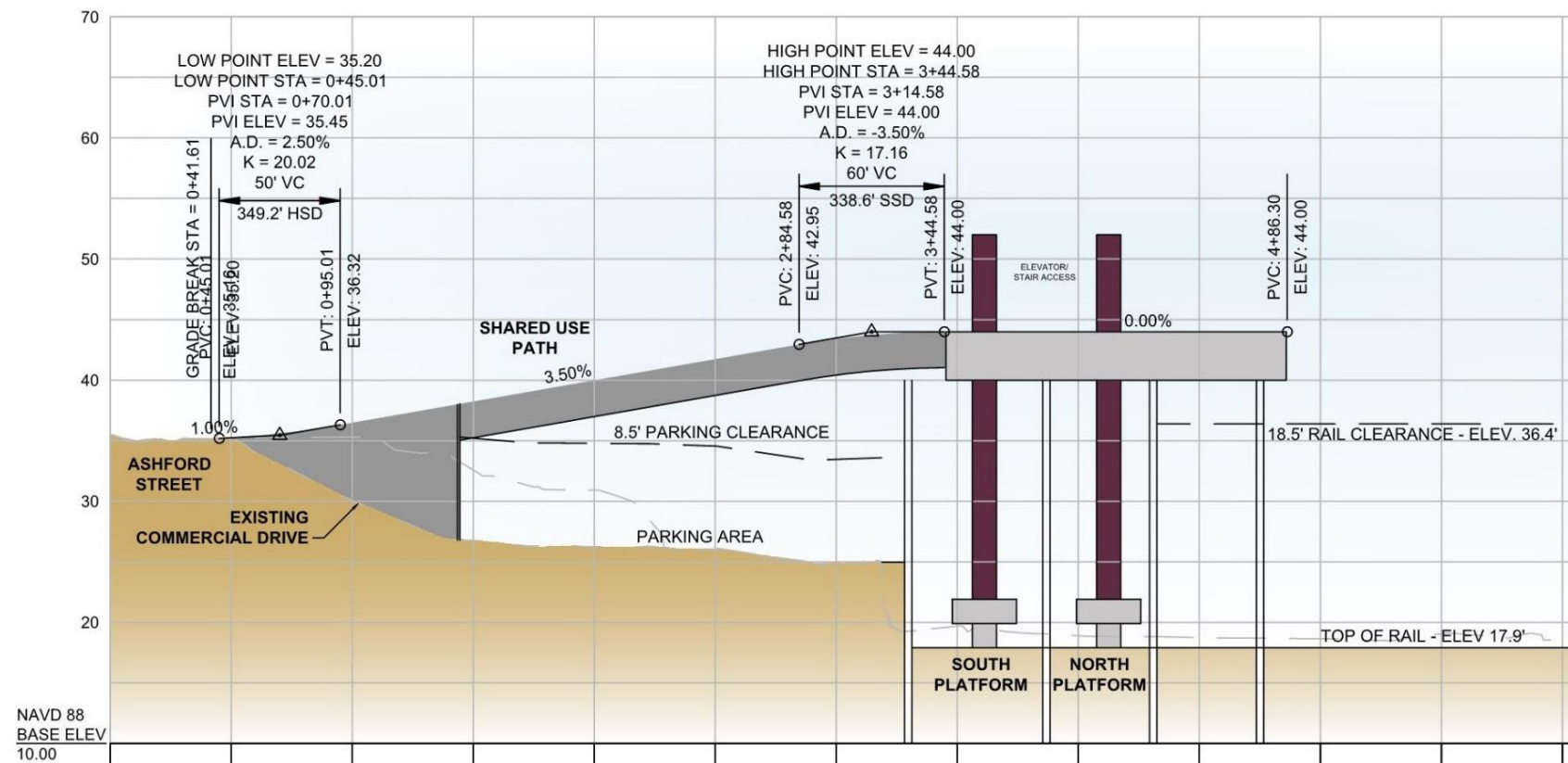
BU
BUILDING

EMERGENCY YARD ACCESS

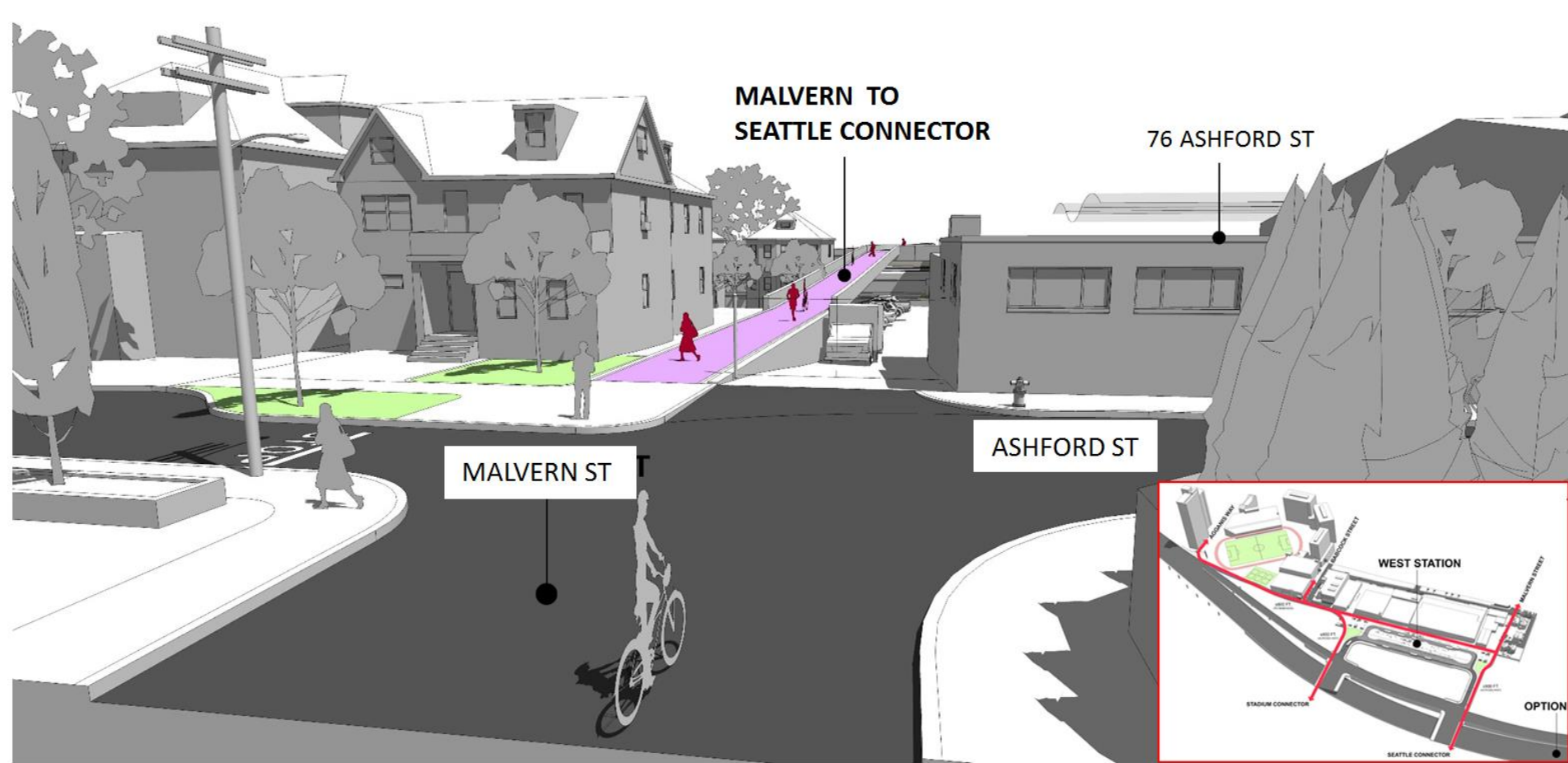
BU
BUILDING

ELEVATOR x2

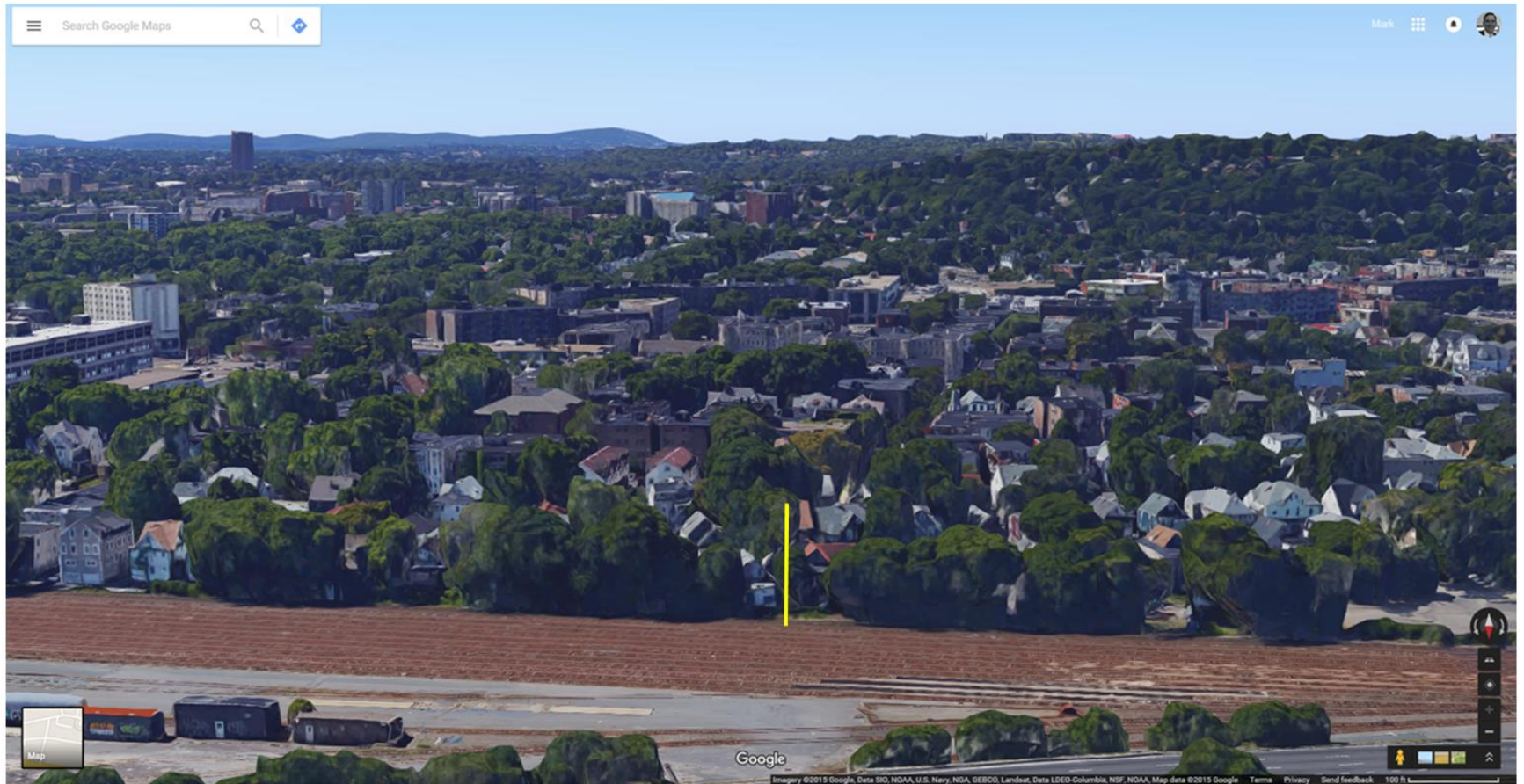
Malvern Street Shared-Use Path Profile (looking West)



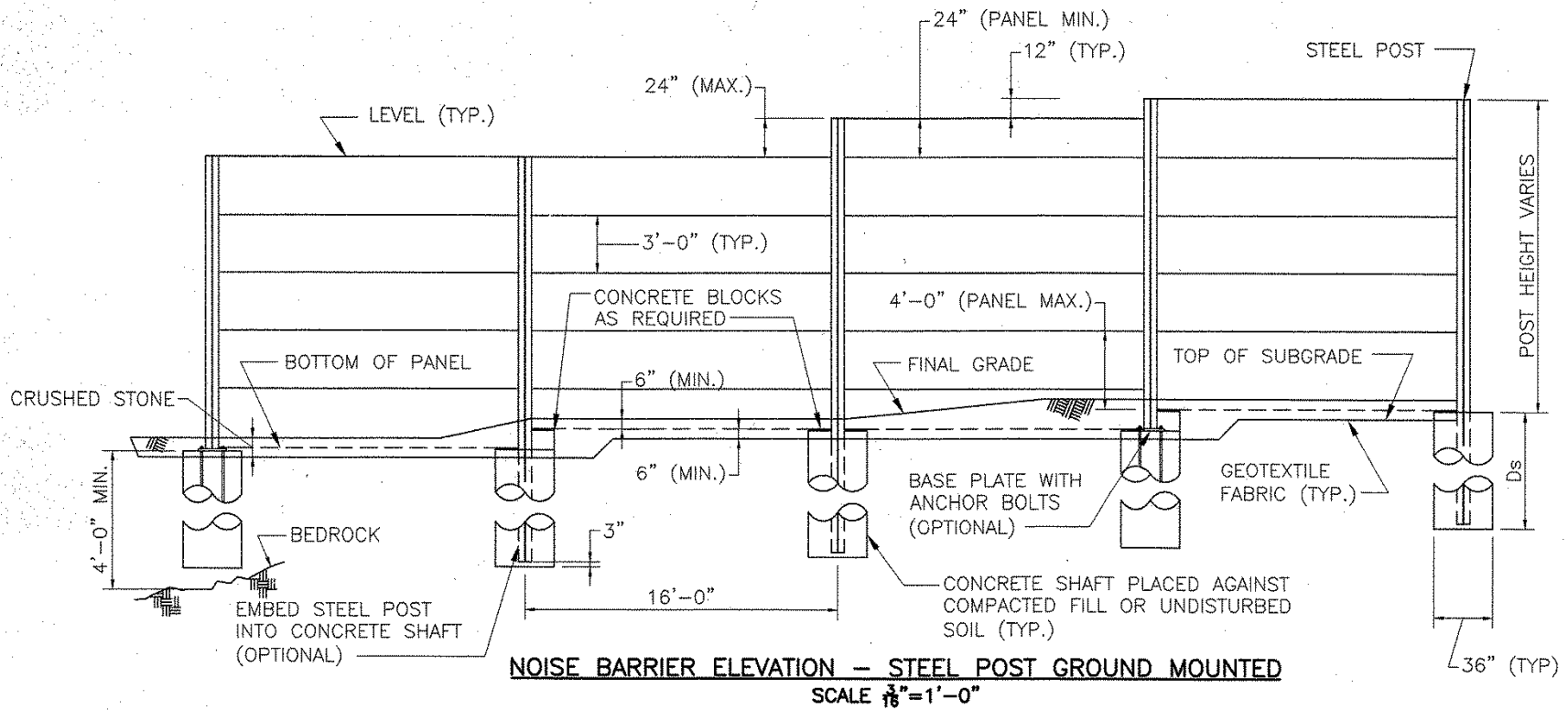
Malvern Street Shared-Use Path View



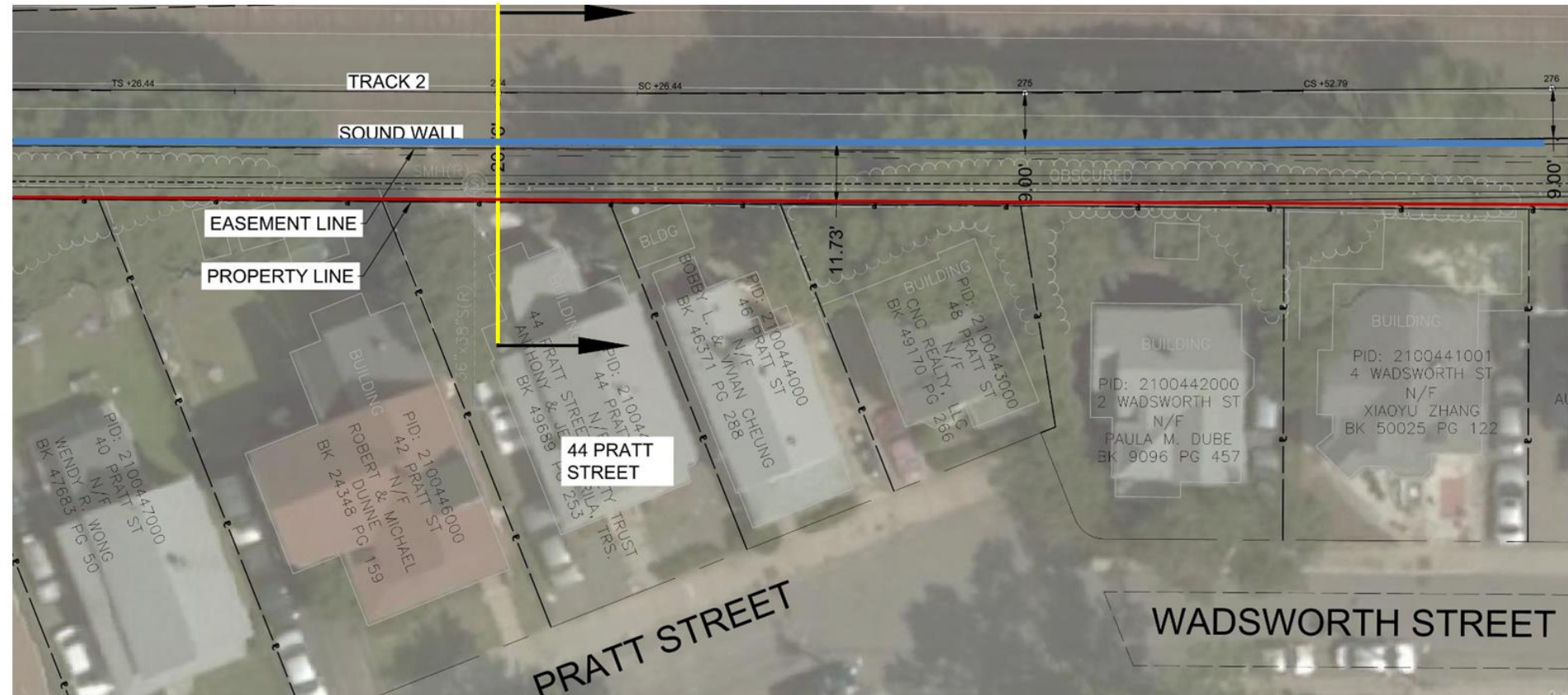
BPY Noise Barrier – Wadsworth/Pratt St Area



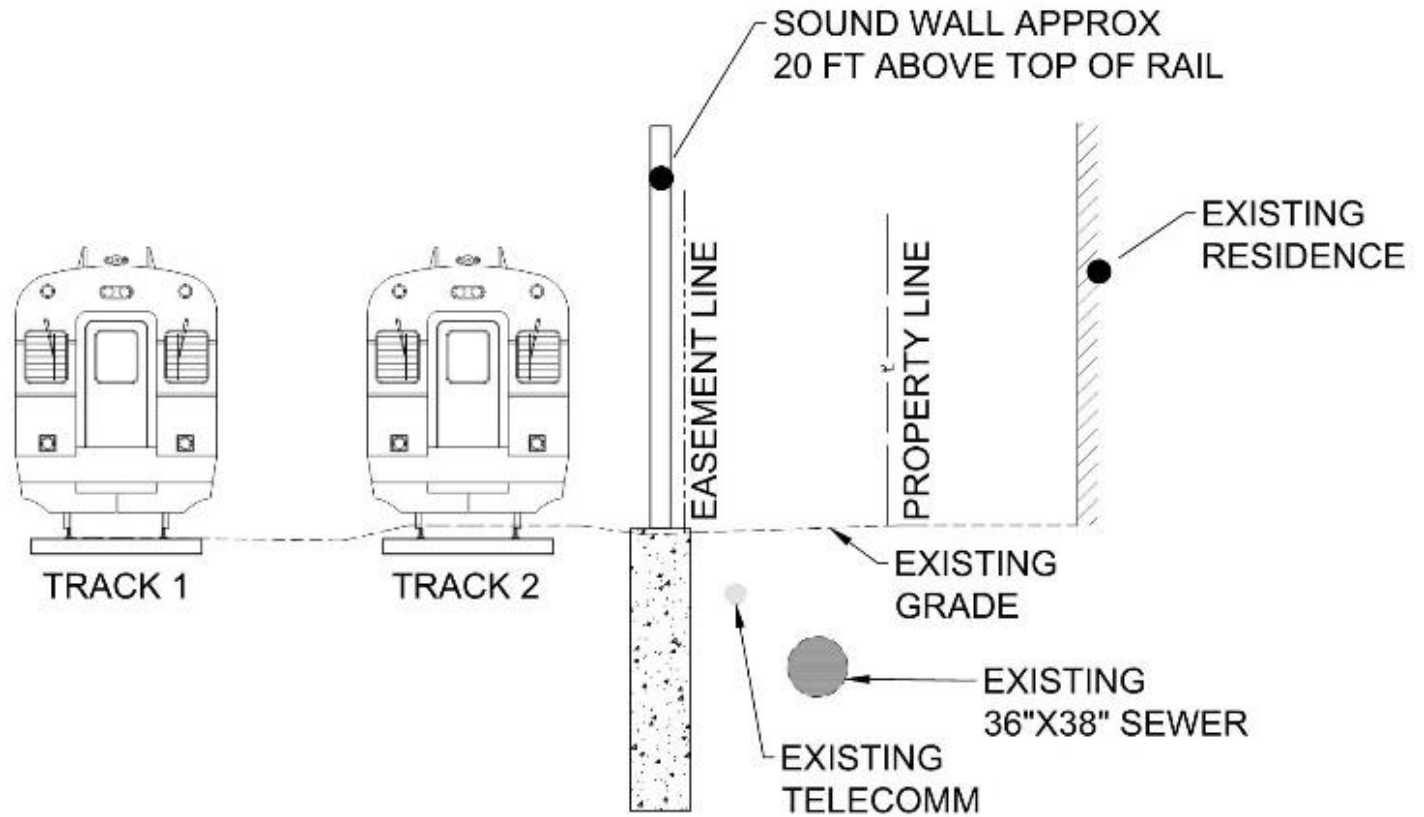
Noise Barrier Elevation (Standard)



Noise Barrier at 44 Pratt Street



Noise Barrier Section by 44 Pratt St.



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- **BRA Placemaking Study Update**

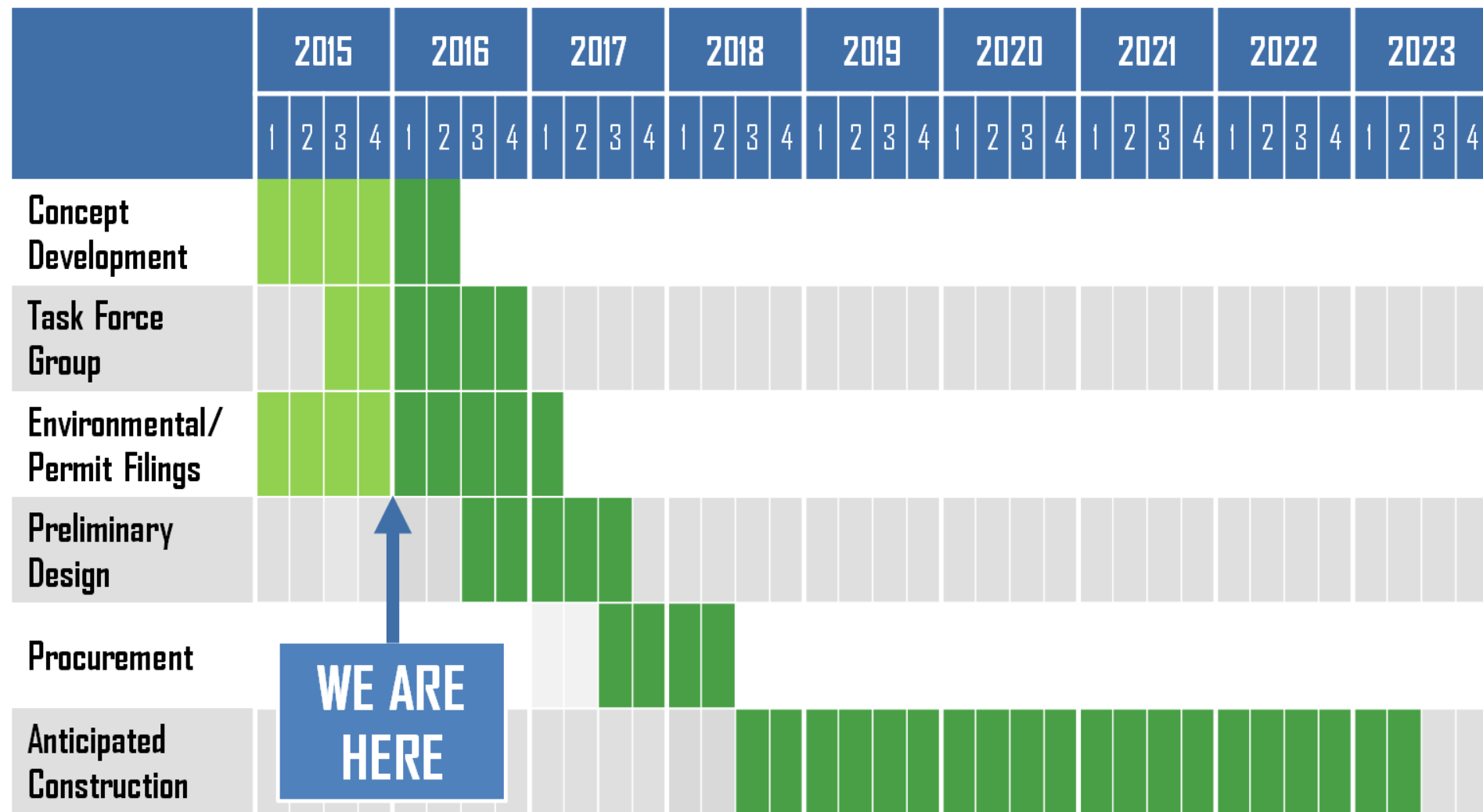
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On-Going Public Outreach

- **Ongoing Task Force Meetings**
 - 17 task force meetings to-date including 3 workshop style sessions
 - Periodic Public Information meetings
- **Next Steps**
 - Continued task force meetings
 - Draft Environmental Impact Report (DEIR) to include all three alternatives
 - MassDOT Concept 3K
 - Amateur Planner: Turnpike At-Grade
 - A Better City: I-90 Feasibility
 - Advance alternatives to preliminary design

Preliminary Project Timeline



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Question & Comments

Patricia Leavenworth, PE, **MassDOT, Chief Engineer**

10 Park Plaza, Boston, MA 02116

Attn: Bridge Project Management - Project File No: 606475

Nathaniel Curtis, **Howard Stein Hudson, Public Involvement**

(617) 482 – 7080 ext. 236

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