

I-90 ALLSTON INTERCHANGE

A MULTIMODAL TRANSPORTATION PROJECT

ALLSTON CIVIC ASSOCIATION BRIEFING
DECEMBER 10, 2014 – HONAN BRANCH LIBRARY

Agenda

- **Overview of the project**
 - Key components
- **Reasons for the project**
- **Public involvement to date**
 - Taskforce and community contributions
- **Evolution of the design concept**
 - Key components
- **Design Phase Elements**
- **Questions from Allston Civic Association**
- **MEPA process**
- **Next steps**

PROJECT BACKGROUND

Project Area



Key Components



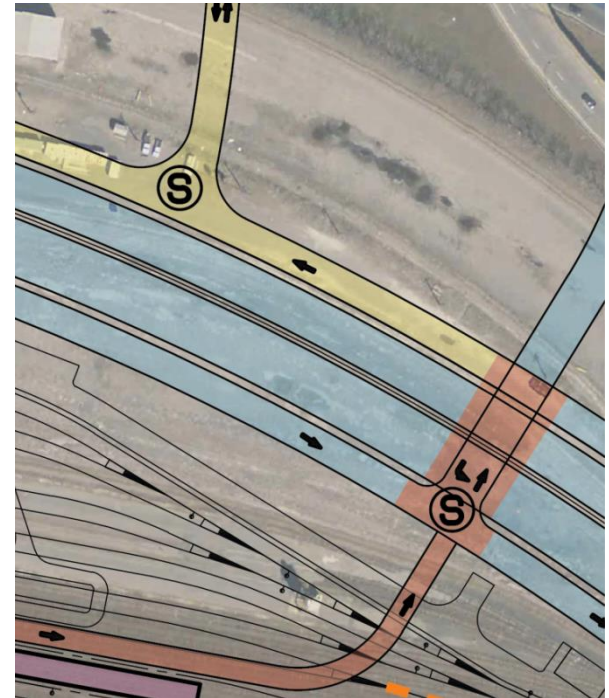
Reasons for the Project

- Allston viaduct approaching structural deficiency
- Electronic tolling allows for interchange reconfiguration
- Safety hazards for all modes:
 - Cambridge Street unfriendly to cyclists and pedestrians
 - Allston viaduct lacks modern safety features

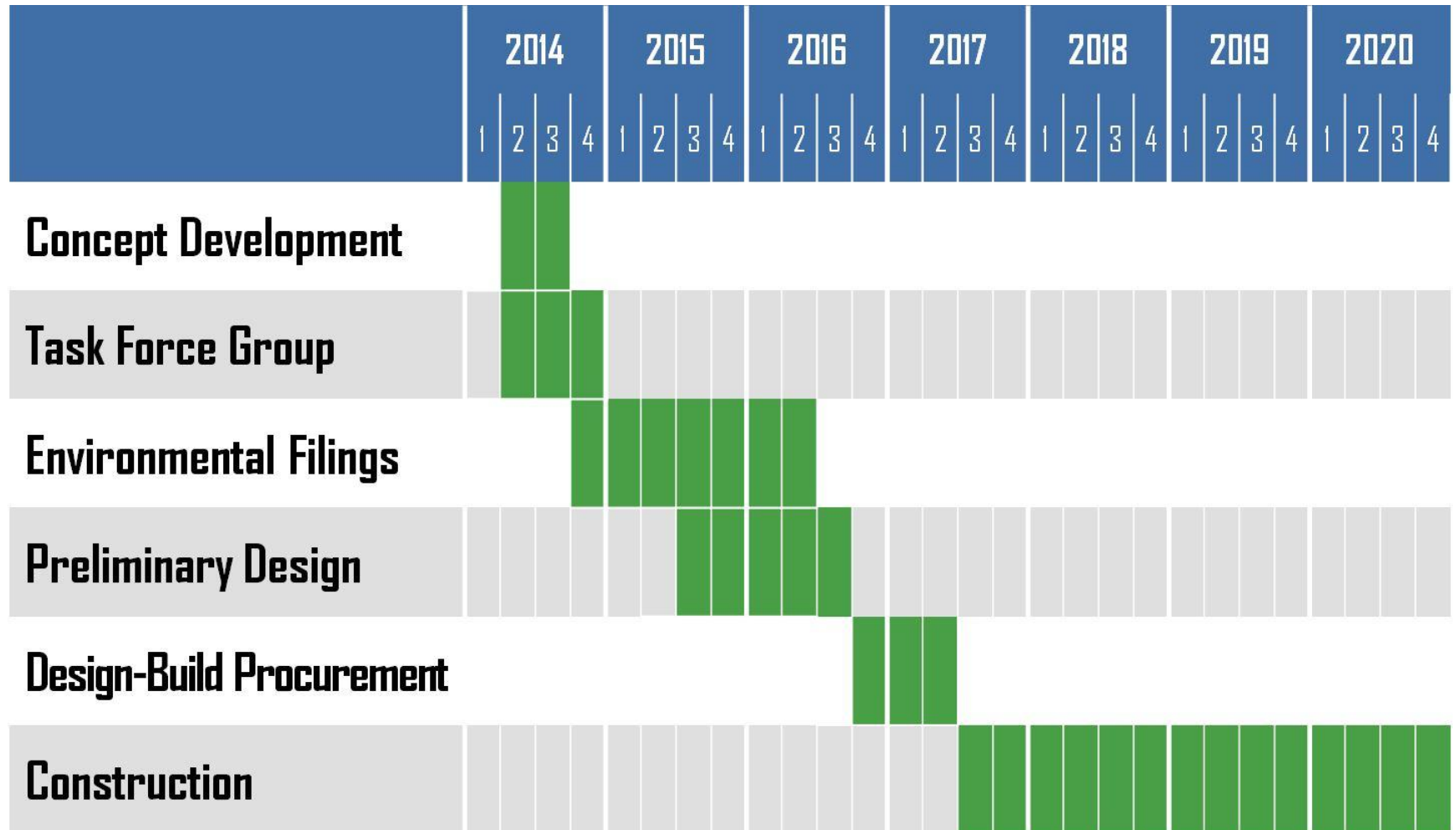


Opportunities for Improvement

- Improved safety for all modes across project area
- New, modern viaduct with reduced maintenance costs
- Improved traffic flow on:
 - I-90 Mainline
 - Interchange
- Cambridge Street:
 - Traffic calming
 - Pedestrian and bicycle improvements
 - Rebuild Franklin Street footbridge
- New multi-use pathway:
 - Lincoln Street area to Paul Dudley White Path
- New rail service at West Station



Project Timeline



PUBLIC INVOLVEMENT AND INPUT

Public Involvement - Overview

- A project of this nature means significant outreach:
 - 10 taskforce meetings from May to November
 - 2 public information meetings
 - 1 MEPA site visit and scoping meeting
 - 3 stakeholder briefings (including tonight)
 - Project website: www.mass.gov/massdot/I90Allston
 - Dozens of emails from community members

Project Coordination

Additional Project Team Meetings

- City of Boston/Boston Transportation Department/
Boston Redevelopment Authority
- Department of Conservation and Recreation
- Massachusetts Environmental Policy Act (MEPA) Unit
- Central Transportation Planning Staff
- City of Cambridge
- Harvard University/Boston University
- LivableStreets Alliance
- Charles River Conservancy/Esplanade Association
- Site bicycle tour
- Boston Society of Architects

Public Involvement – The Taskforce

| Name | Representing | Name | Representing | Name | Representing |
|----------------------------------|---------------------------------------|---------------------------|-----------------------------------|--------------------------|---------------------------------------|
| Joseph <u>Beggan</u> | Harvard University | Rochelle Dunne | Allston Resident | Wayne <u>MacKenzie</u> | Allston Resident |
| Glen Berkowitz | <u>LivableStreets</u> Alliance | Paola Ferrer | Allston Resident | Mary Maguire | AAA Southern New England |
| Andrew <u>Bettenelli</u> | Office of Senator <u>Brownsberger</u> | Nicole Freedman | Boston Bikes Program | Harry <u>Mattison</u> | Charles River Conservancy |
| Sen. William <u>Brownsberger</u> | 2 nd Suffolk & Middlesex | James <u>Gillooly</u> | BTD | Galen <u>Mook</u> | Allston Resident |
| Steve Bushnell | Office of Senator <u>DiDomenico</u> | <u>Anabela</u> Gomes | Allston-Brighton Improvement | Rep. Michael Moran | 18 th Suffolk |
| Craig Cashman | Office of Representative Moran | <u>Vineet</u> Gupta | BTD | Tom <u>Nally</u> | ABC |
| Councilor Mark <u>Ciommo</u> | District 9 Boston | Kevin Handley | Office of Councilor <u>Ciommo</u> | Paul Nelson | MASCO |
| Nick Clemons | Office of Congressman Kennedy | Rep. Kevin Honan | 17 th Suffolk | Alana Olsen | Allston Village Main Streets |
| Ken <u>Coehlo</u> | Federal Highway Administration | Bruce Houghton | Houghton Chemical | Joe Orfant | DCR |
| Jim Curley | Office of Representative Honan | Barbara Jacobson | <u>MassBike</u> | John <u>Pourbaix</u> | Construction Industries of MA. |
| John Cusack | Allston Resident | Stephen Jones | MBTA | Susanne <u>Rasmussen</u> | City of Cambridge Planning Department |
| Matt Danish | Allston Civic Association | <u>Marc</u> <u>Kadish</u> | Allston Board of Trade | Tad Read | BRA |
| Bill <u>Deignan</u> | City of Cambridge Planning Department | John <u>Laadt</u> | Office of Neighborhood Services | Jessica Robertson | Allston Resident |
| Sen. Sal <u>DiDomenico</u> | 1 st Suffolk & Middlesex | Wendy <u>Landman</u> | <u>walkBoston</u> | Steve <u>Silveira</u> | Boston University |
| Rick <u>Dimino</u> | ABC | Elizabeth Leary | Boston University | Kevin Wright | Federal Highway Administration |
| Anthony <u>D’Isidoro</u> | Allston Civic Association | David Loutzenheiser | MAPC | Jillian <u>Zywien</u> | Mass Motor Association |
| Brian Doherty | Boston Building Trades | Will <u>Luzier</u> | Allston Resident | | |

Shared Priorities

- ✓ *Improve safety for all modes: walking, cycling, driving, transit*
- ✓ **Realign I-90**
- ✓ **Context sensitive design or:**
 - ✓ **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**

Task Force Influences on Concept Development

- Overall emphasis on neighborhood cohesion
- Advancement of urban interchange concepts
- Integration and location of West Station into the project
- Incorporation of a shared use path providing a route from North Allston to the Charles River
- Inclusion of bicycle and pedestrian connections throughout the project including connections to the Charles River waterfront, Cambridge, West Station and the Boston University area
- Flexibility for future land use development opportunities

Task Force Influences on Concept Development (cont.)

- **Importance of a traffic design which discourages cut-through traffic on residential streets**
- **Defining the scale of Cambridge Street and including sidewalks, cycle tracks, and on-street parking to create an urban streetscape.**
- **Focus on reducing the impact of the interchange roadways on the surrounding neighborhood.**

CONCEPT DEVELOPMENT

Alternatives Development

Conceptual Ideas Analyzed & Eliminated

- **Depressing I-90**
- **Elevating Rail**
- **Reduced Interstate Standards**
- **Alternative Interchange Configurations**



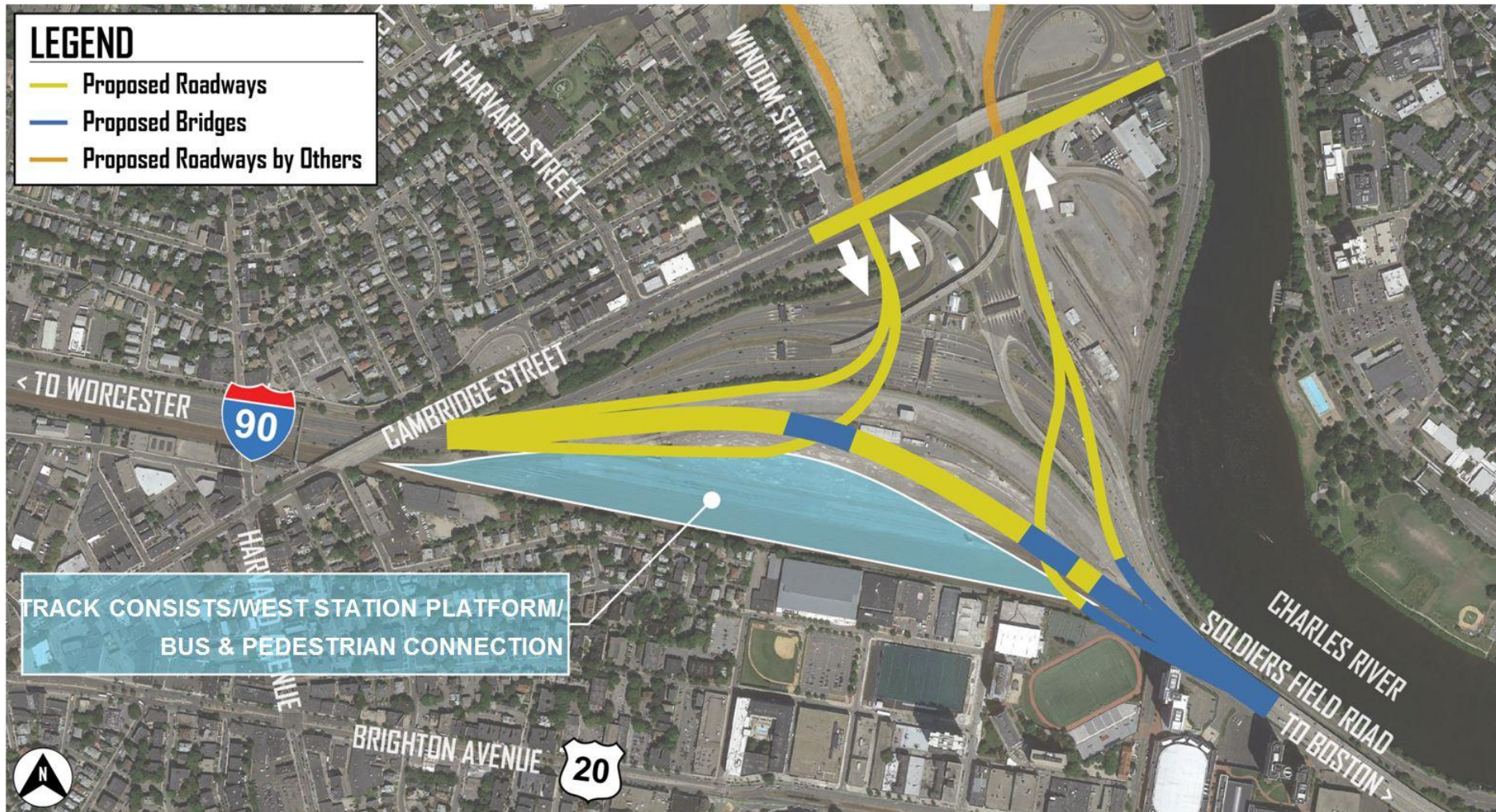
Group 1

- Suburban Type Interchange - One Intersection On / One Intersection Off



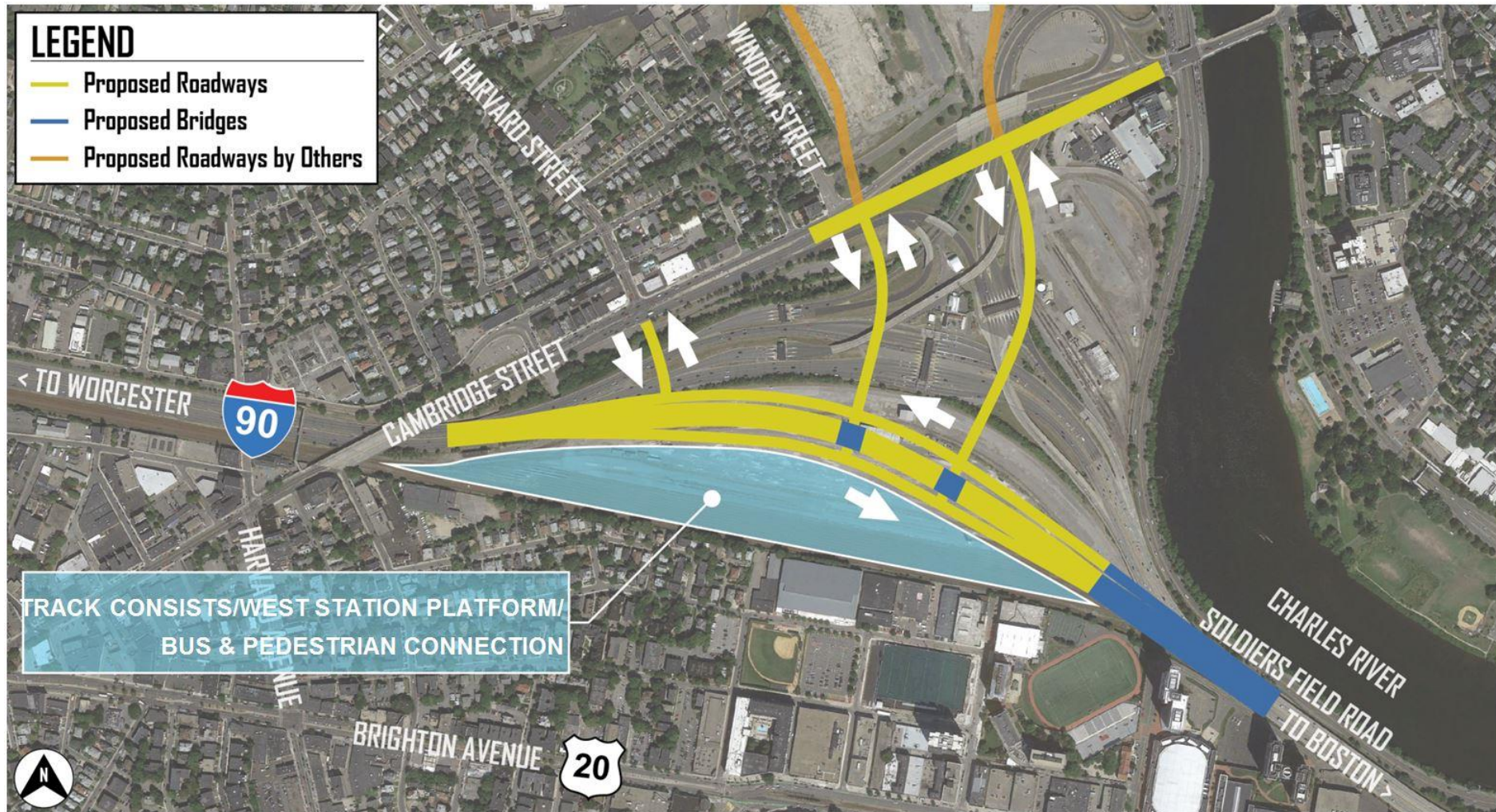
Group 2

- Suburban Type Interchange - Both Intersections On & Off

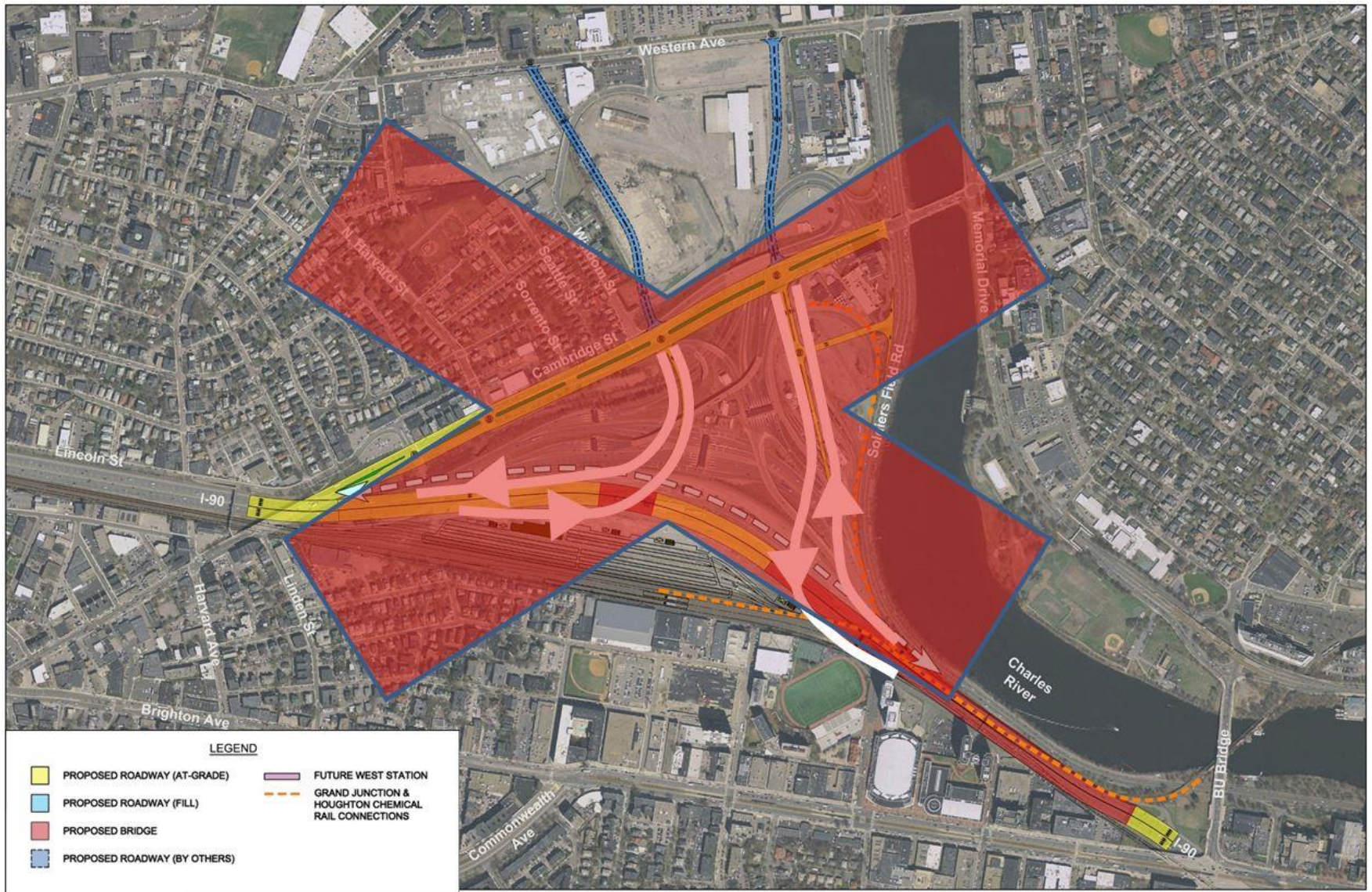


Group 3

- Urban Type Interchange - Collector/Distributor Road System

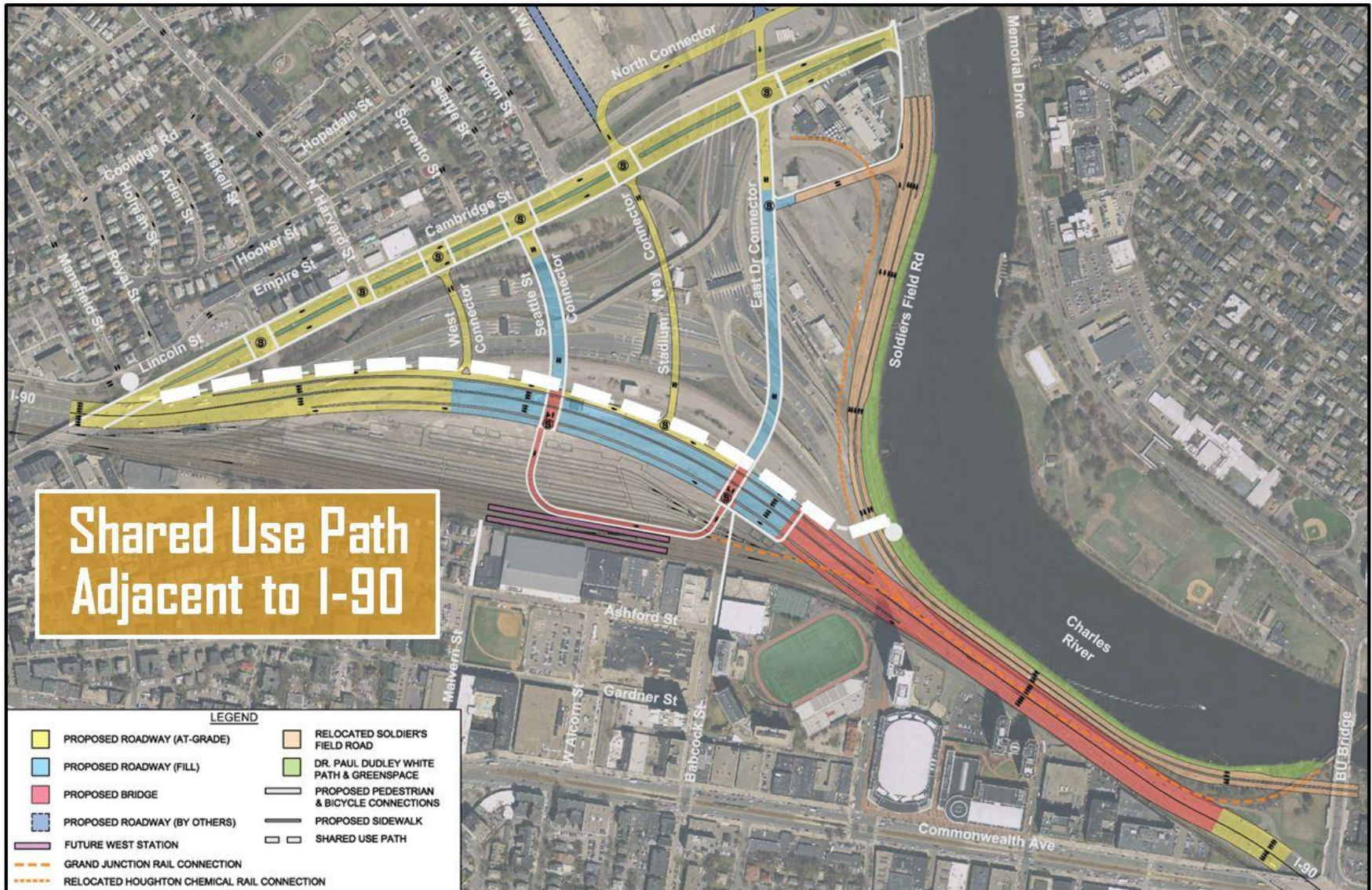


Eliminate Suburban Interchange Concepts



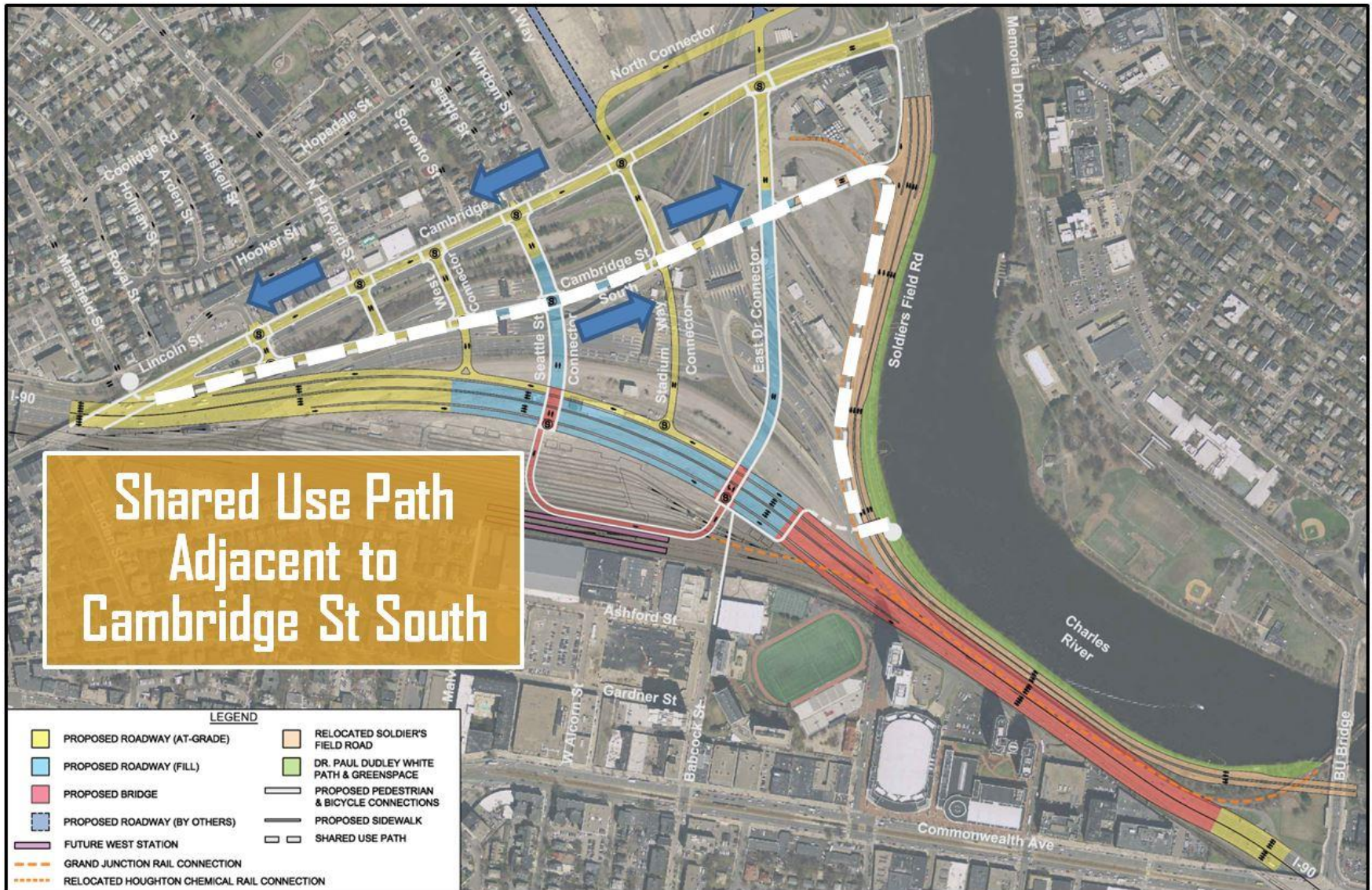
Urban Interchange Option 3J-1

Cambridge Street Two-Way



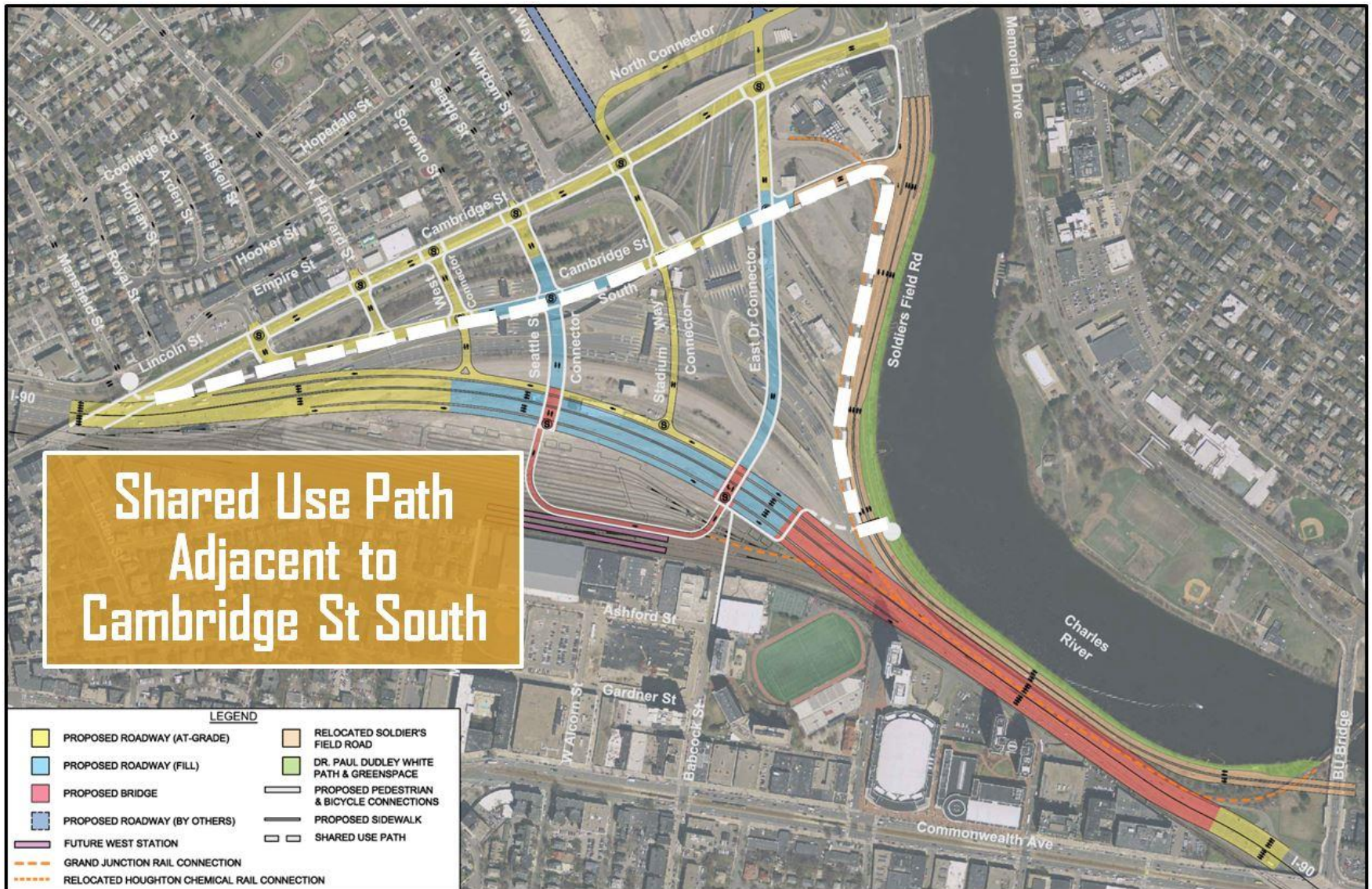
Urban Interchange Option 3J-2

Cambridge St. South: One-Way Pair

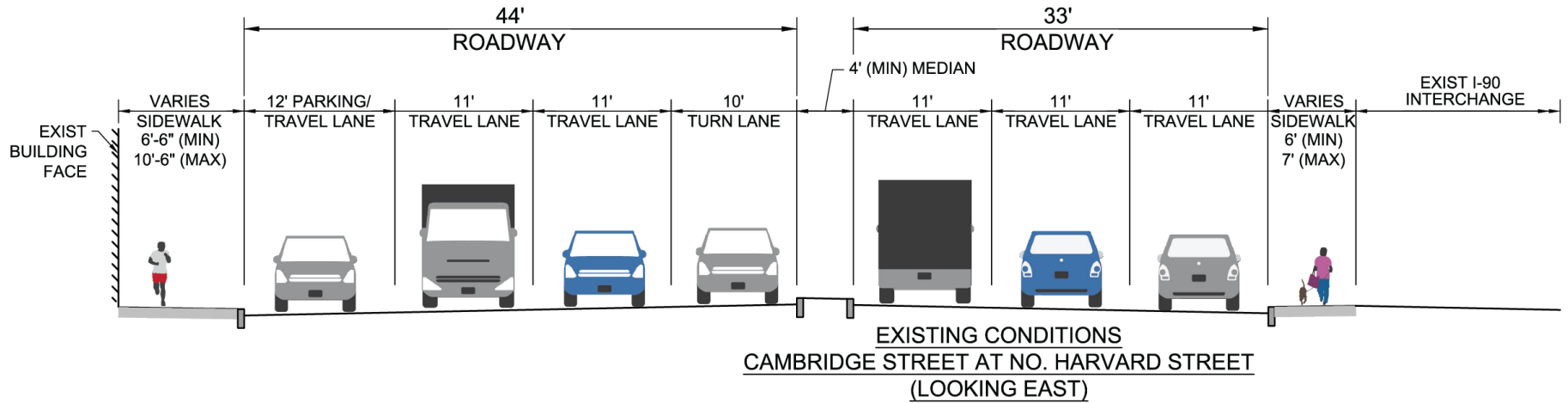


Urban Interchange Option 3J-3

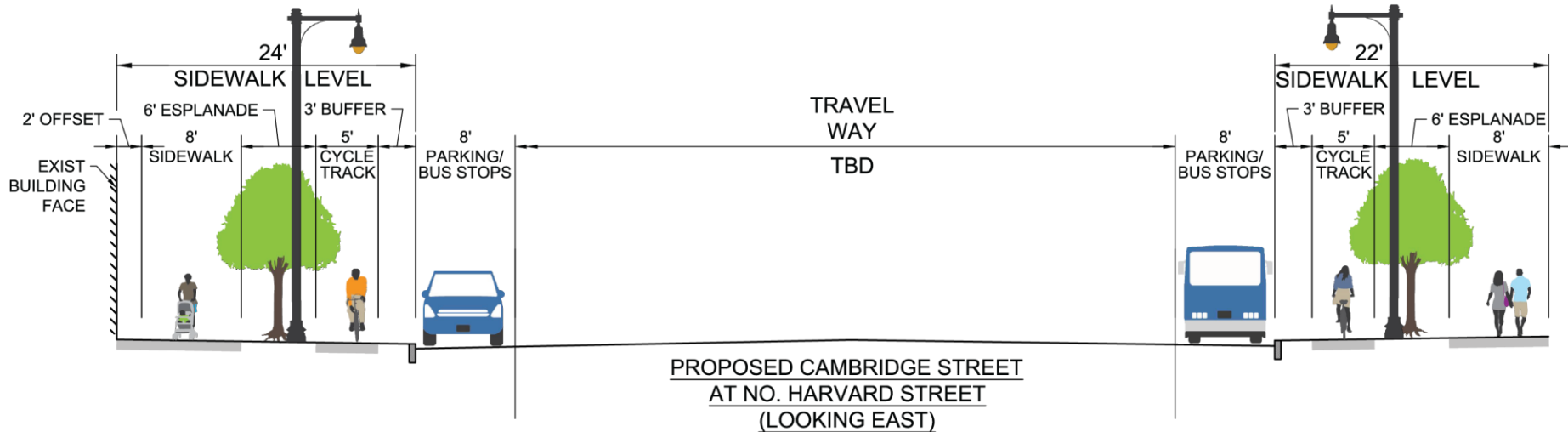
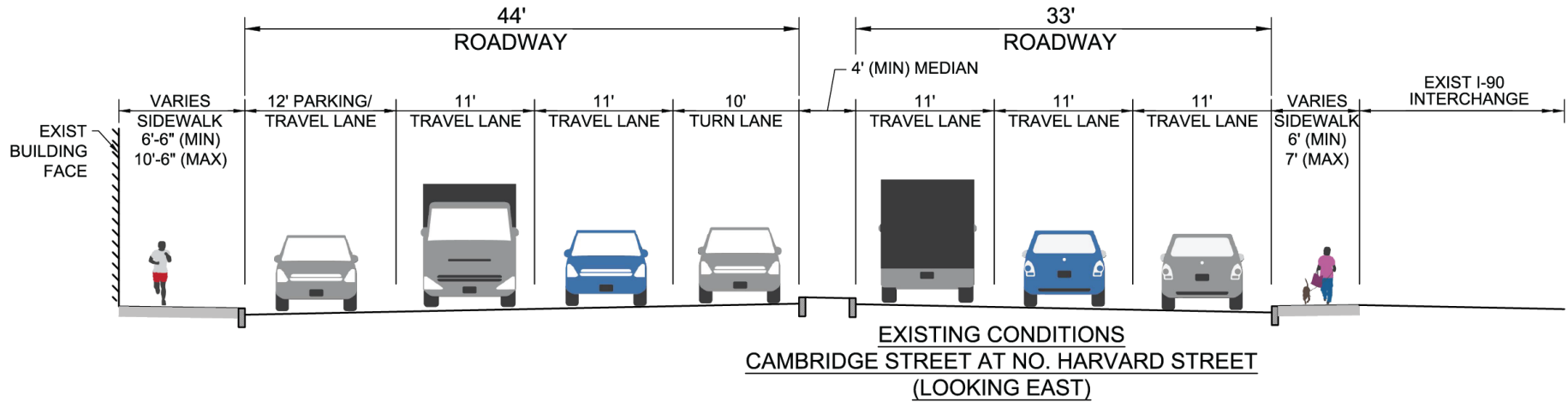
Cambridge St. South: Two-Way Pair



Existing Cambridge Street Cross Section



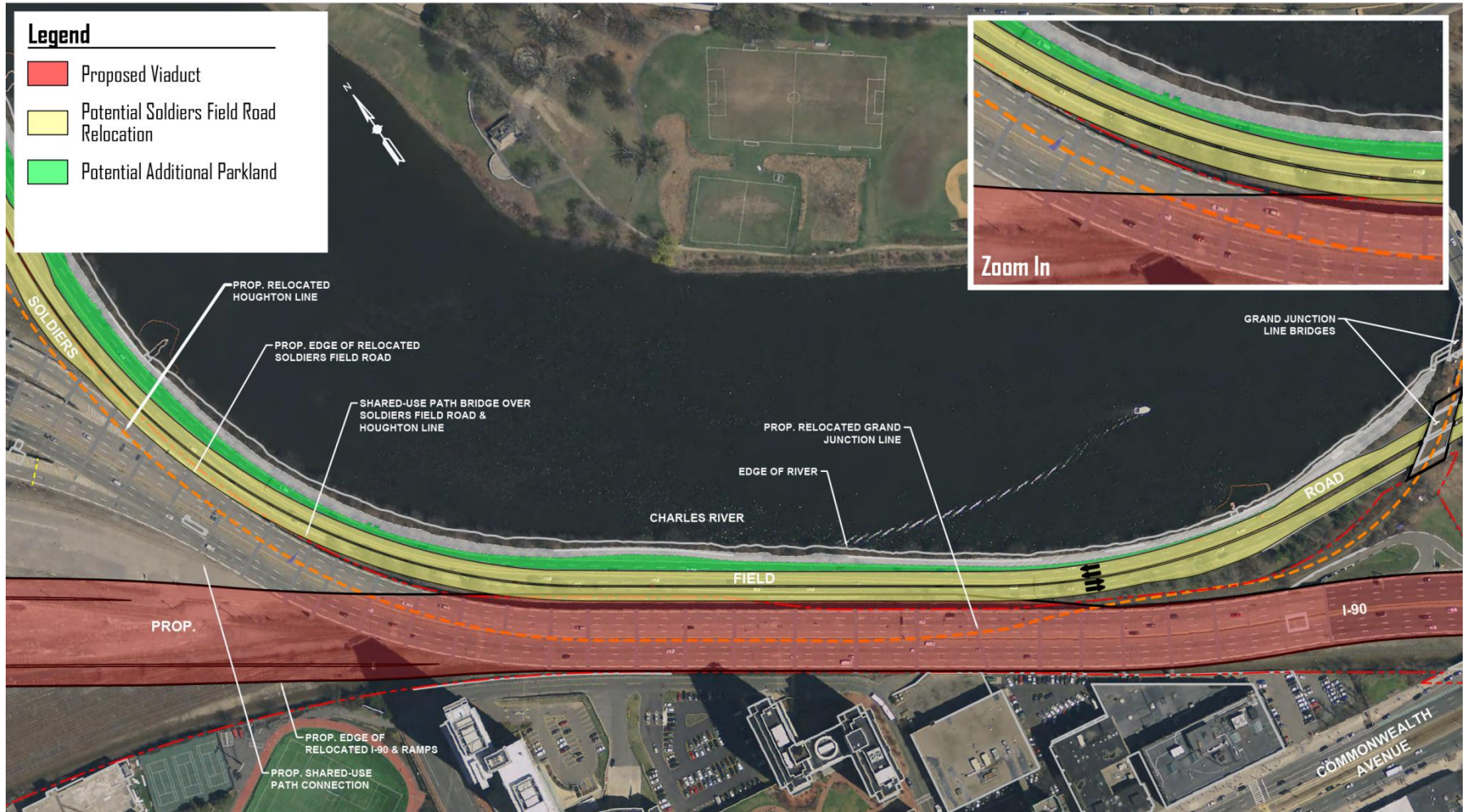
Existing Cambridge Street Cross Section 2



Relocate Soldiers Field Road (SFR)

- Early Concept Development Underway
- Goal is to Expand Useable Parkland Adjacent to River
- Provide space for a Pedestrian Bridge over SFR
- Grand Junction Rail Alignment/Profile Constraints
- Existing MWRA Sewer Line Constraint
- Potential Historic Impacts Section 106/Parkland Impacts Section 4(f)
- Coordination with DCR

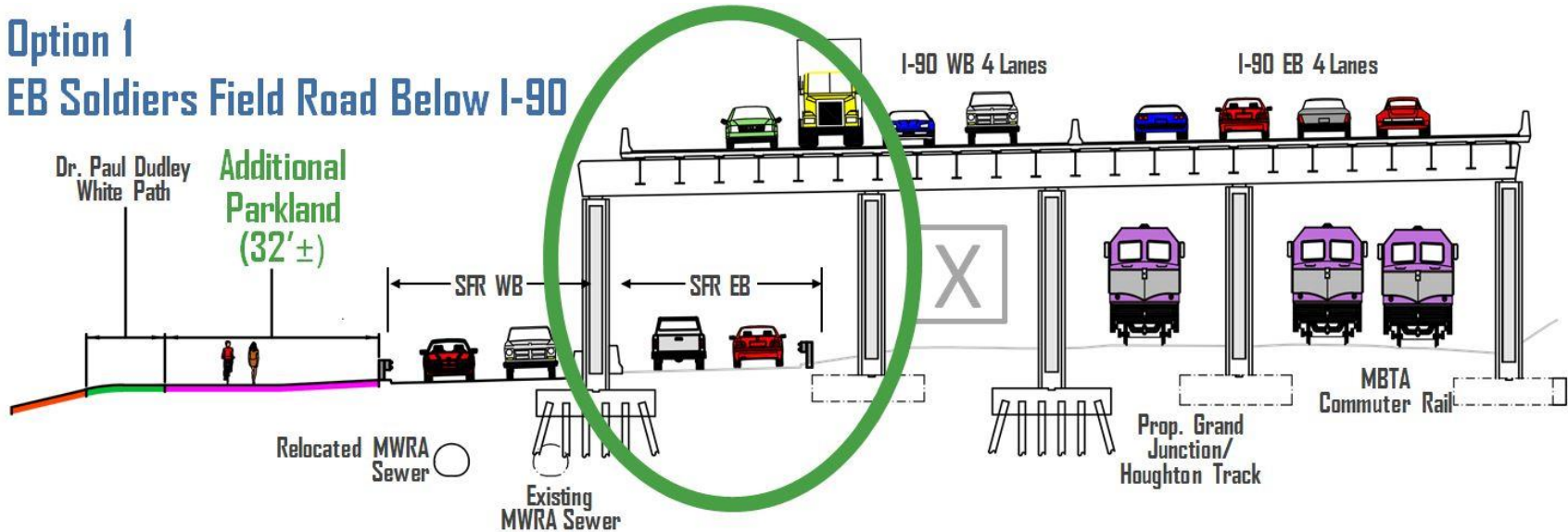
Soldiers Field Road – Plan View



Soldiers Field Road – Alternative Sections

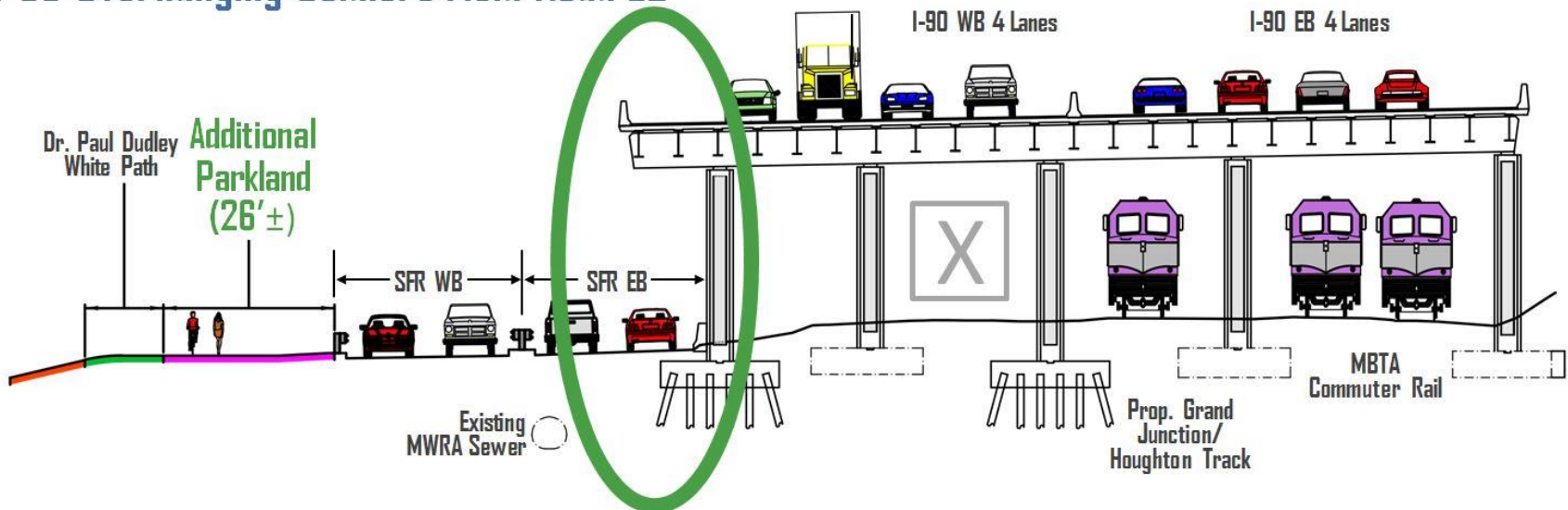
Option 1

EB Soldiers Field Road Below I-90

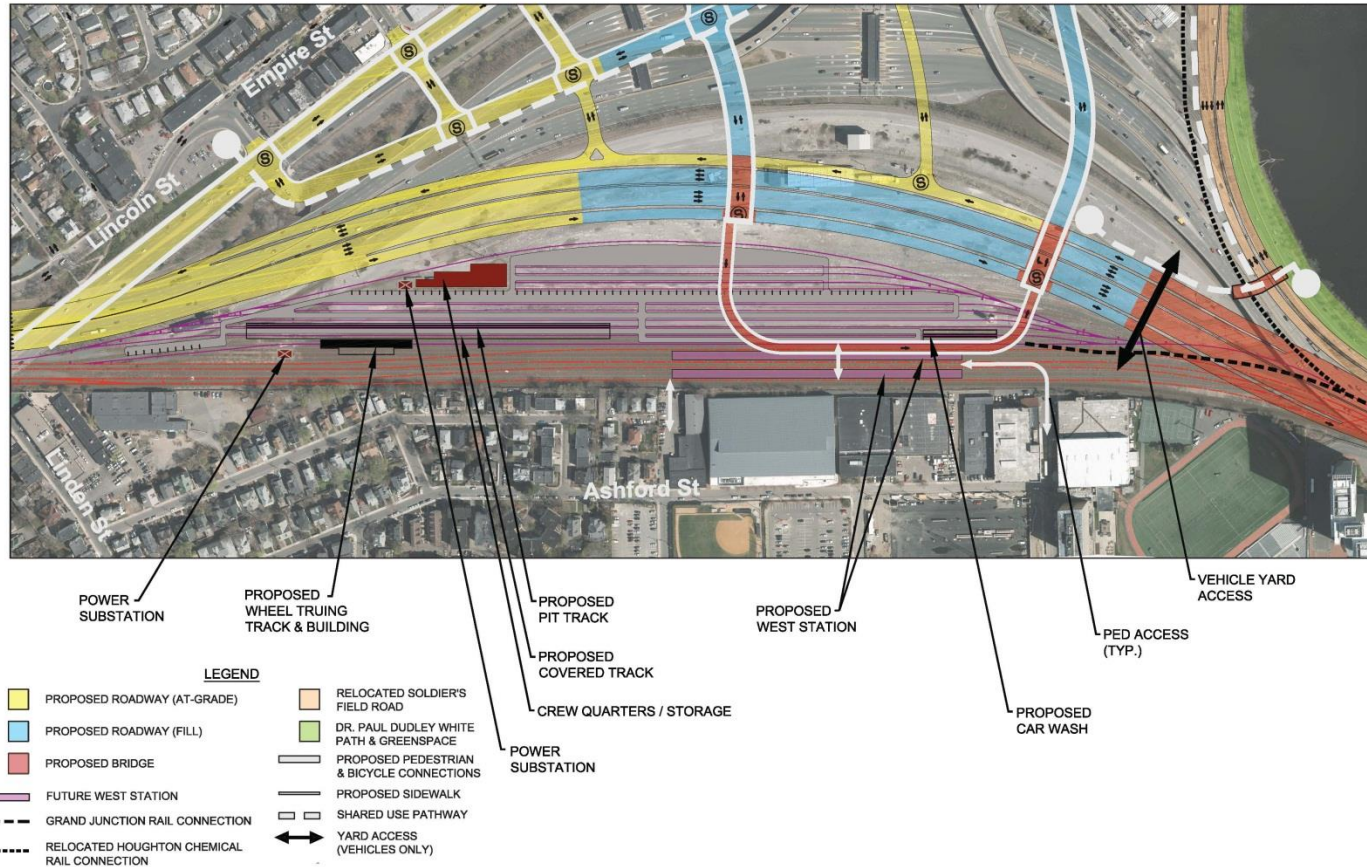


Option 2

I-90 Overhanging Soldiers Field Road EB



West Station & Layover Yard



I-90 Interchange Allston, MA
Environmental Notification Form - October 2014

West Station and
Layover Yard

FIGURE
11D

Alt 3J Meets Shared Priorities

- ✓ *Improve safety for all modes: walking, cycling, driving, transit*
- ✓ **Realign I-90**
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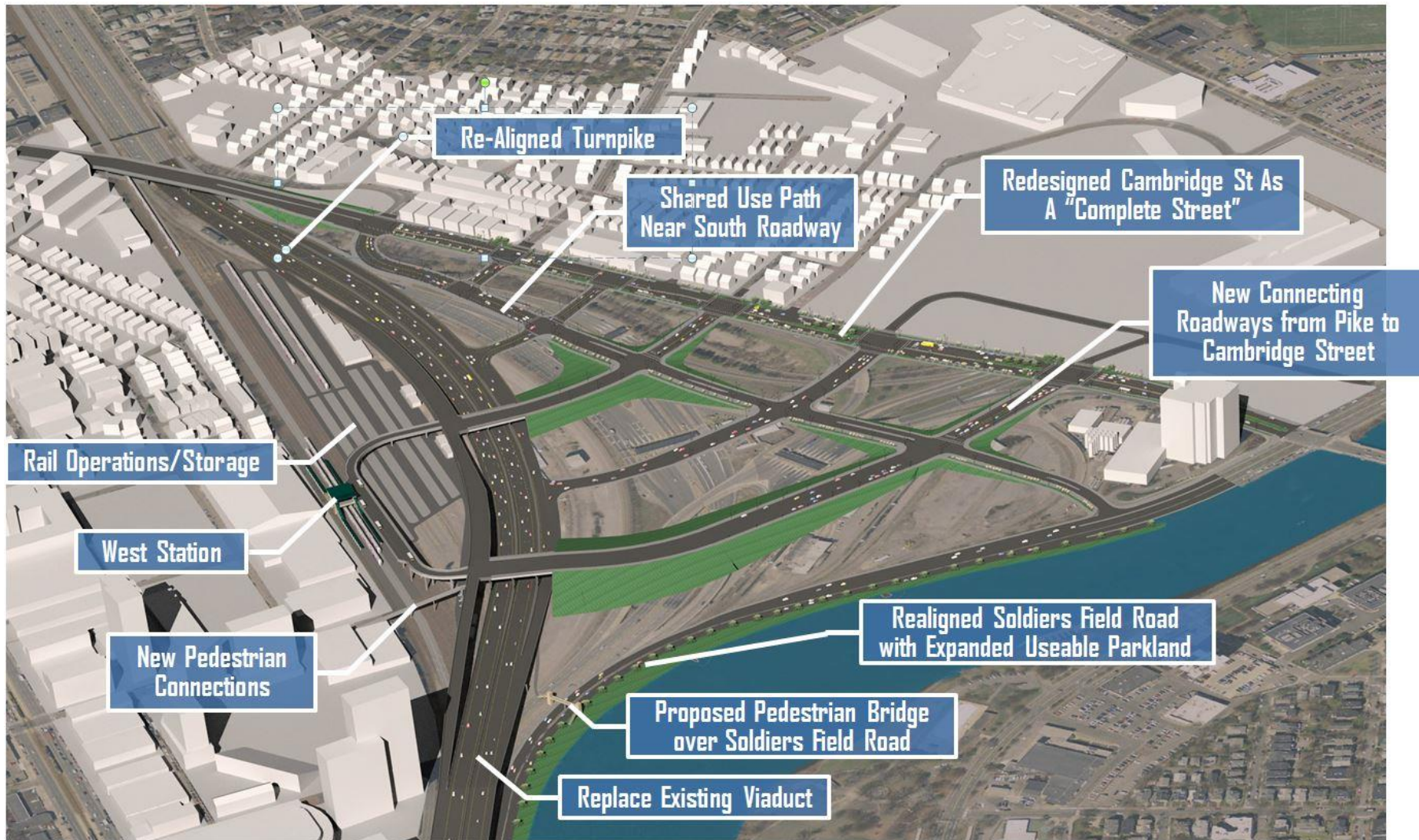
Preliminary 3D Renderings – Concept 3J-3

Existing Aerial



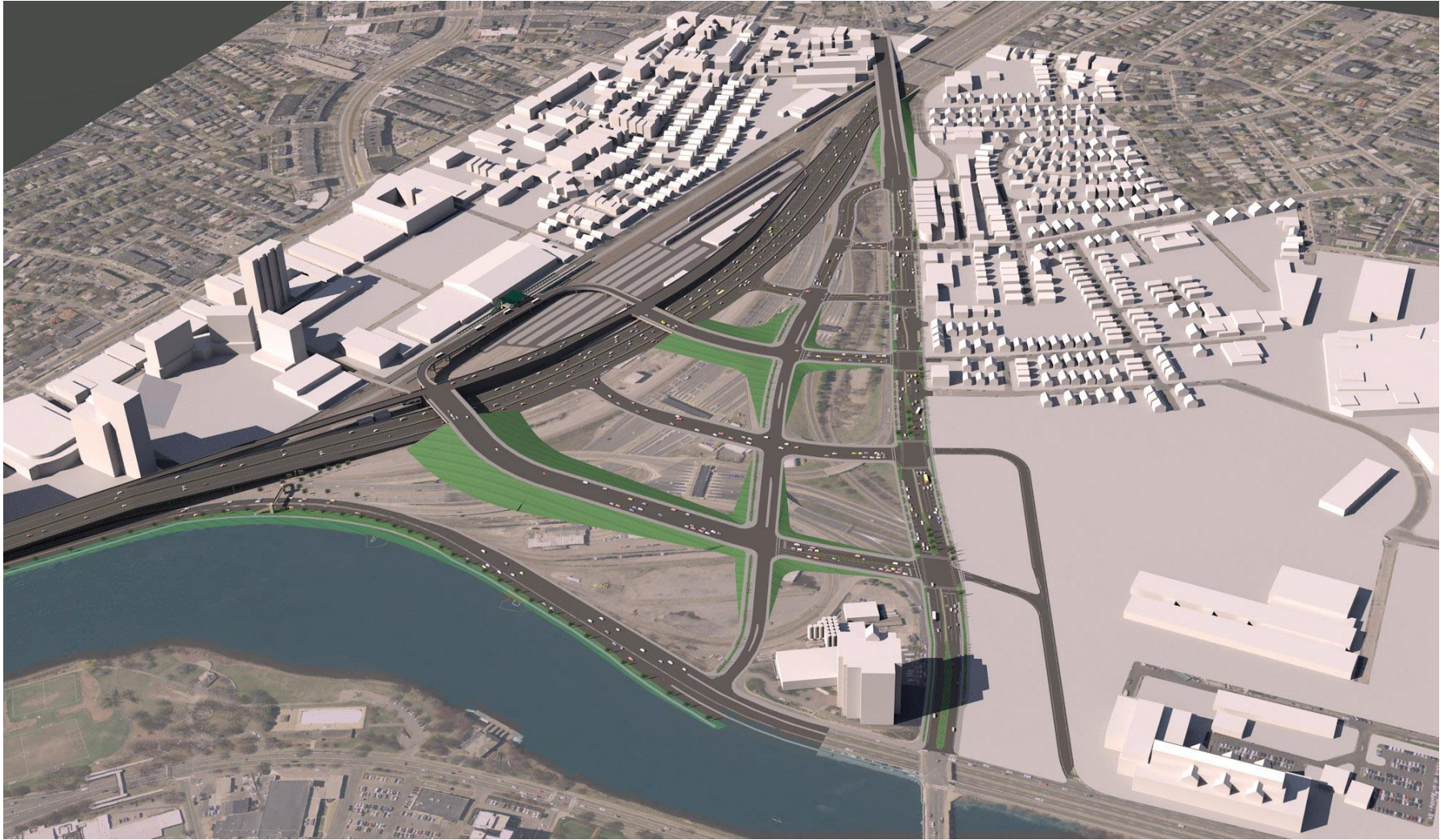
Preliminary 3D Renderings – Concept 3J-3

Existing Aerial with Proposed Interchange



Preliminary 3D Renderings – Concept 3J-3

Aerial with Proposed Interchange



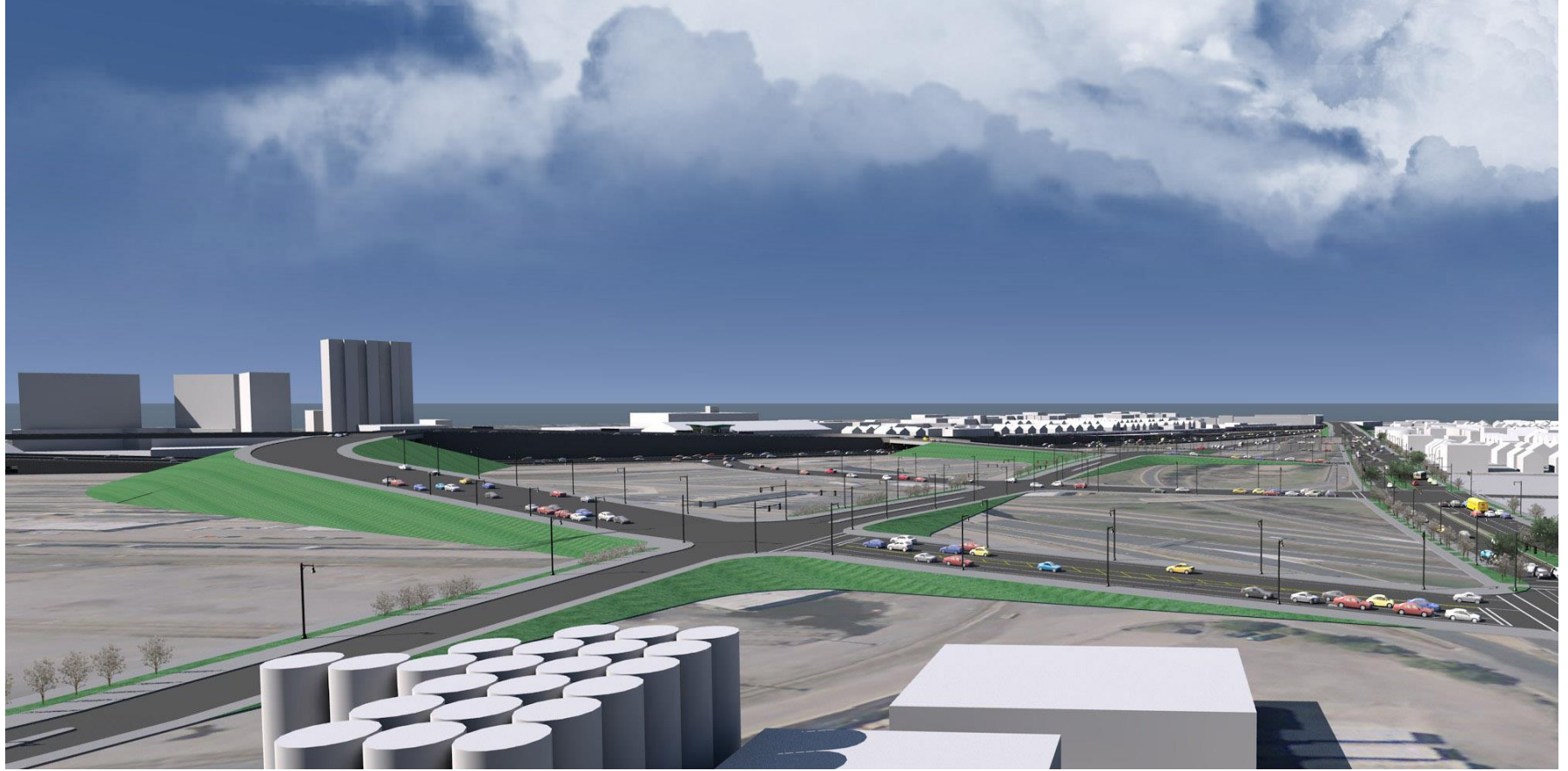
Preliminary 3D Renderings – Concept 3J-3

Aerial with Proposed Interchange and Buildings



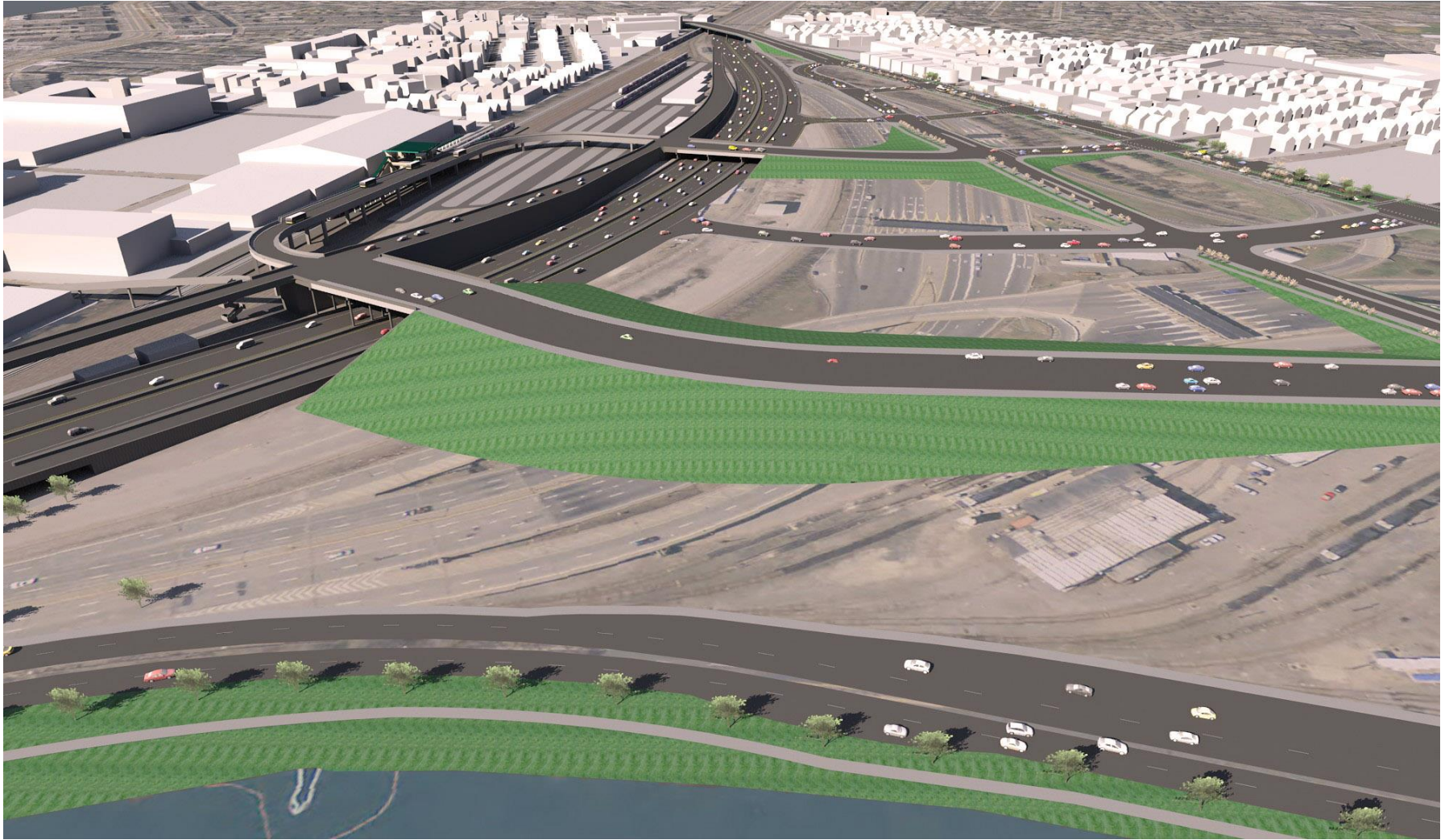
Preliminary 3D Renderings – Concept 3J-3

View Looking Southwest 1



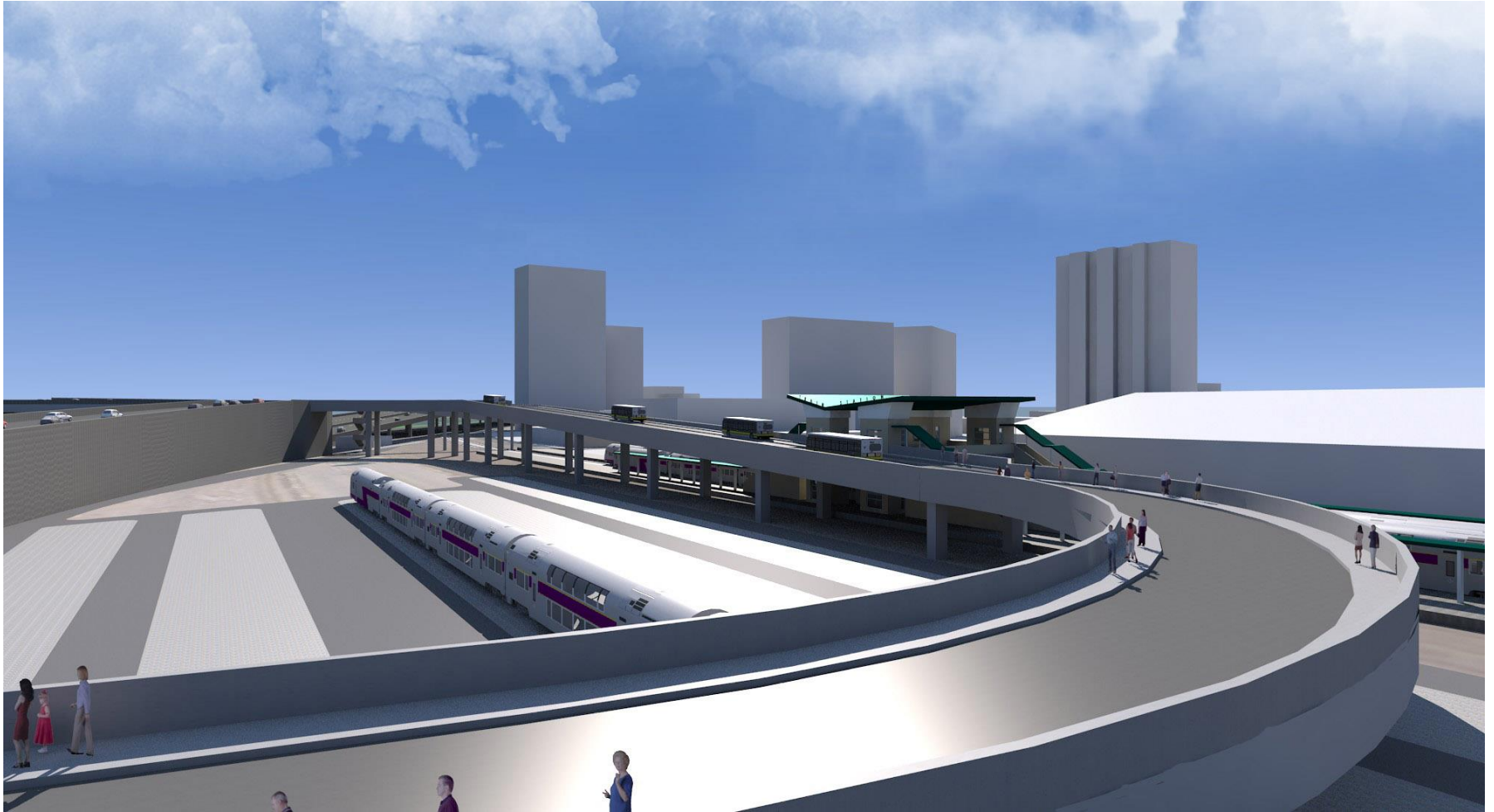
Preliminary 3D Renderings – Concept 3J-3

View Looking West 1



Preliminary 3D Renderings – Concept 3J-3

View Looking East 1



Preliminary 3D Renderings – Concept 3J-3

View Looking West 2



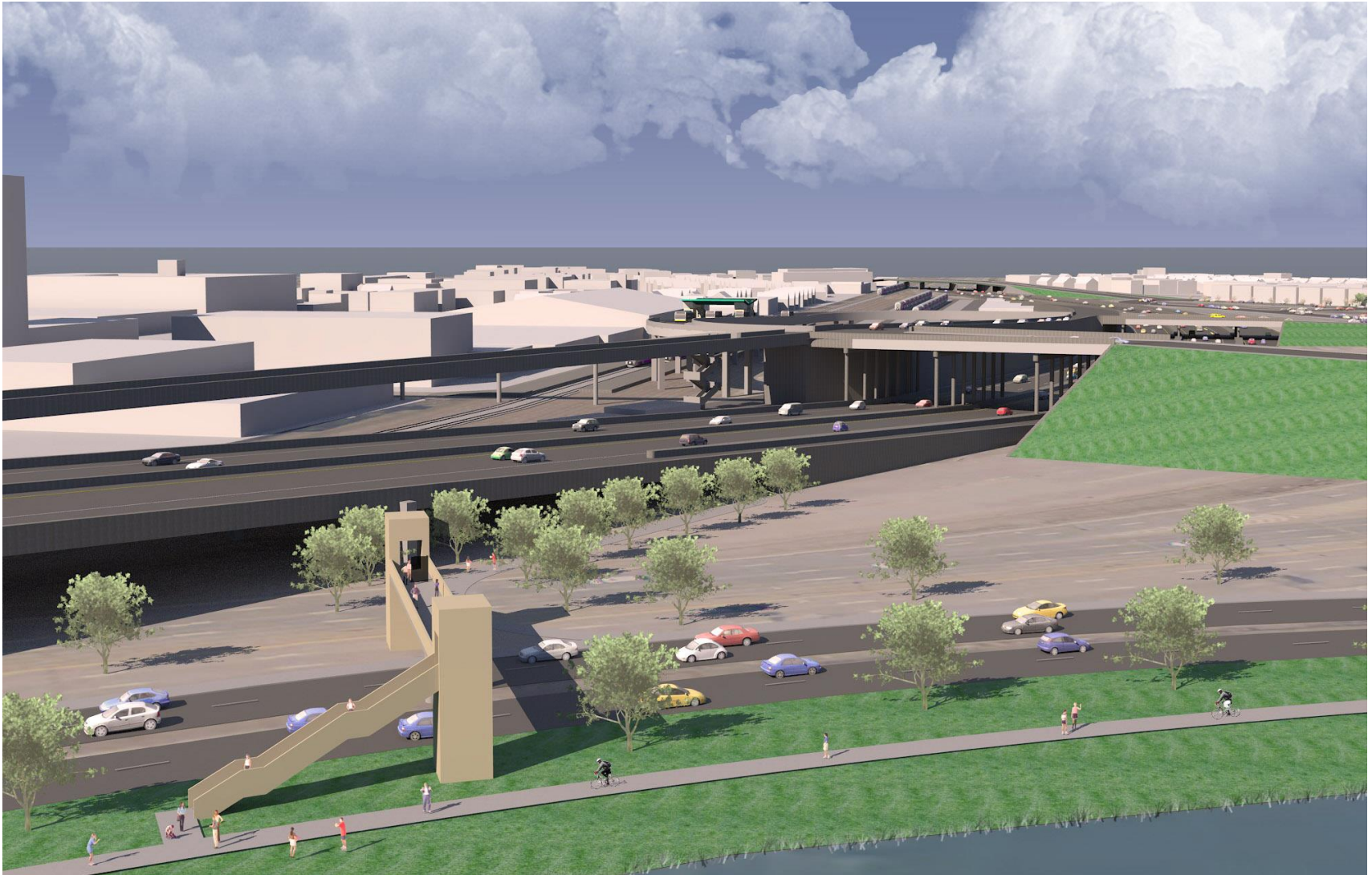
Preliminary 3D Renderings – Concept 3J-3

View Looking East 2



Preliminary 3D Renderings – Concept 3J-3

View Looking Southwest 2



Preliminary 3D Renderings – Concept 3J-3

View Looking Northeast



Preliminary 3D Renderings – Concept 3J-3

View of East Drive Connector Looking South



Preliminary 3D Renderings – Concept 3J-3

View of Seattle Street Connector Looking South



Preliminary 3D Renderings – Concept 3J-3

View of Cambridge Street Looking Southwest



No Build Alternative

- A pro-forma baseline for purposes of analysis
- *Not where MassDOT wants to end up*

| What Happens | What Doesn't |
|--|--|
| <ul style="list-style-type: none">• \$160 spent on viaduct replacement<ul style="list-style-type: none">• (funds in hand today)• Toll plazas removed – AET implemented• Old plaza area narrowed to 4 lanes with Jersey barriers• MBTA constructs Commuter Rail support facility• Stadium Way constructed by others | <ul style="list-style-type: none">• Interchange stays as is• No changes to Cambridge Street• No changes to SFR/Cambridge Street• No West Station• No accommodation for GJL 2nd track• No mixed-use path• SFR stays as is• Storm water mgmt. stays as is• No noise mitigations constructed |

DESIGN ELEMENTS

Elements That Will Be Further Detailed As Project Advances into Design Phase

- **Shared use path location, width, features, etc.**
- **Replacement of pedestrian bridge over I-90**
- **Sidewalk and cycle treatment along Cambridge St & other facilities**
- **Travel lanes/intersection layout for Cambridge Street**
- **Other roadways; Stadium, East, parallel road north and south**
- **Location of pedestrian bridge over SFR**
- **Extent of relocation of SFR**
- **Allocation of open space within area of relocated SFR**
- **State Highway “No Access” limits on connecting roadways**

Elements That Will Be Further Detailed As Project Advances into Design Phase (cont.)

- **West Station including connections to the north and south**
- **Rail yard configuration and operations**
- **Viaduct configuration**
- **Approach streets to West Station**
- **Incorporate CTPS regional traffic study**
- **Noise and air quality analysis**
- **Feasibility of two track line over Grand Junction**
- **Stormwater treatment**
- **Construction staging concepts**
- **Landscaping and urban design of MassDOT elements**

MEPA PROCESS

MEPA Process Overview

- **MEPA requires state agencies to study the environmental consequences of their actions, including permitting and financial assistance**
- **Requires all feasible measures to avoid, minimize, and mitigate damage to the environment**
- **Requires that state agencies minimize damage to the environment by studying alternatives to the proposed project**
- **MEPA review is not a permitting process. MEPA requires public study, disclosure, and development of feasible mitigation**

MEPA Process Overview - Continued


- **Review Threshold Categories (310 CMR 11.03)**
 - Land, Rare Species, Wetlands, Water, Wastewater, Transportation, Energy, Air, Solid/Hazardous Waste, Historic/Archaeological Resources
- **MassDOT projects typically exceed thresholds associated with Land, Wetlands and Transportation**
- **Site walk and scoping meeting conducted on November 20th.**

Public Comment

- Comment on the proposed project must be submitted in writing by December 15, 2014, via email or fax to:

Secretary Maeve Vallely Bartlett
Executive Office of Energy & Environmental Affairs
Attn: MEPA Office, Holly Johnson (EEA #15278)
100 Cambridge Street, Suite 900
Boston, MA 02114

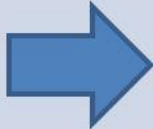
- Email comments to: Holly.S.Johnson@state.ma.us
- Fax #: (617) 626-1181



Just a few
days left!

QUESTIONS FROM ALLSTON CIVIC

Concerns and Answers

| Concern | | Answer |
|-------------------------------------|--|--|
| Rodent management |  | Standard part of MassDOT contract |
| Worker parking | | Contractor must submit parking plan for DOT approval – <i>not your streets</i> |
| Truck routes | | Standard part of MassDOT contract – suggestions welcome |
| Site safety, security, fencing etc. | | To be maintained by contractor under direction of MassDOT resident engineer |
| Dust and hazardous material control | | Standard part of MassDOT contract |
| Noise and vibrations monitoring | | Standard part of MassDOT contract – monitored by contractor under direction of MassDOT resident engineer |
| Maintenance of access | | Constructability, “keeping Allston moving” a major part of design phase |
| Local employment | | Not typical of MassDOT jobs – can be investigated |
| Night/weekend work | | Will be determined in design phase – all night work must conform to DOT standards |

WHAT'S NEXT?

The View Ahead

- **MEPA certificate issues on 12/24/14**
 - Defines job and elements for investigation during design
- **2015-2016:**
 - Continued environmental permitting
 - Concept developed into preliminary design
- **Ongoing public involvement**
 - Website/Email Responses
 - Quarterly public information meetings
 - Briefings like this one
 - Some sort of taskforce structure – to be defined

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

ncabral-curtis@hshassoc.com

