



Information Meeting

William Reid Overpass Memorial Drive over Brookline Street

Morse Elementary School | Thursday, August 6, 2026 | 6:30 P.M.

Project File No. 611987



Notice of MassDOT's policy on diversity and civil rights:

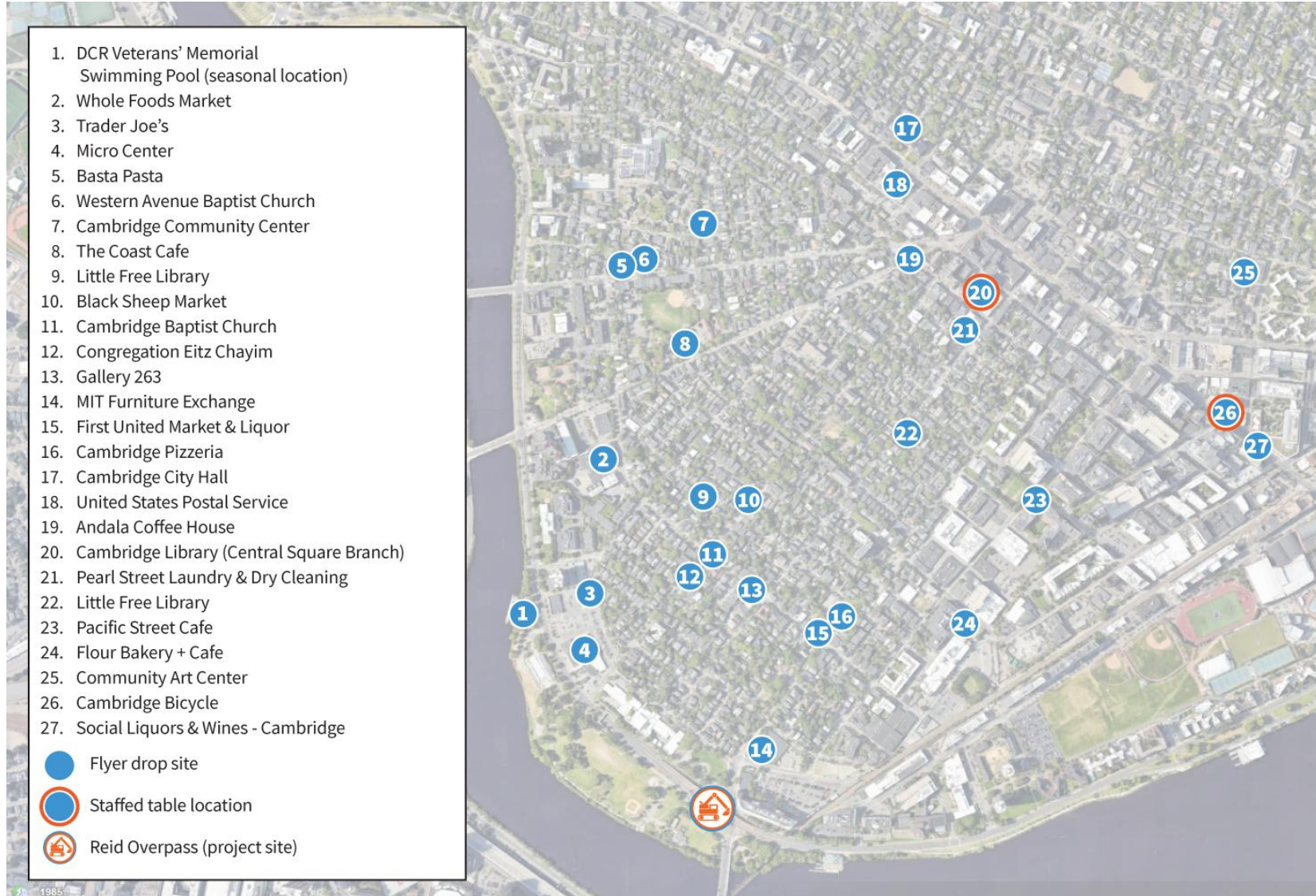
- All MassDOT activities, including public meetings, are free of discrimination.
- MassDOT complies with all federal and state civil rights requirements preventing discrimination based on sex, race, color, ancestry, national origin (limited English proficiency), religion, creed, gender, sexual orientation, gender identity or expression, or veteran's status.
- We welcome the diversity from across our entire service area. If you have <https://www.mass.gov/nondiscrimination-in-transportation-program> any questions or concerns, please visit to reach the Office of Diversity and Civil Rights.

Thank you for joining our meeting. We appreciate your participation!

Public Information Meeting – Advertisement

- MassDOT email bursts
- Newsprint:
 - *Cambridge Chronicle*
 - *El Planeta*
- News websites
 - *Cambridge Day*
 - *Cambridge Tab*
 - *El Mundo*
 - *El Planeta*

Public Meeting – Flyer Drops and Staffed Tables



Staffed Tables:

- Cambridge Bicycle
- Cambridge Public Library - Central Square Branch

Flyer drops at 27 locations in the area around the bridge

Agenda

- Project Area & Overview
- Project Purpose & Need
- Public Outreach
- Refined Conceptual Alternatives
- Next Steps
- Questions & Discussions



Project Team

- MassDOT
 - Josh Bartus – Project Manager
 - Joe Doucette – MassDOT District 6
- Consultant Design Team
 - Tony Timperio (Benesch)
 - Hutch Myers (Benesch)
 - Hojjat Barati (Benesch)
 - Gary McNaughton (Bowman)
 - Erin Fredette PE (Bowman)
 - Nathaniel Cabral-Curtis (WSP)

Project Area / Project Limits

MassDOT Project #611987 – Cambridge Reid Overpass Viaduct/Rotary



Notable Infrastructure

- Reid Overpass Viaduct
- Grand Junction Railroad Bridge
- Recreational & Open Space
- Paul Dudley White Bike Path
- Institutional Facilities
- N/W: Morse School
- N/E: Commercial Building
- S/E: Goose Park
- S/W: MWRA Facility
- Magazine Beach

Project Purpose & Need



Purpose:

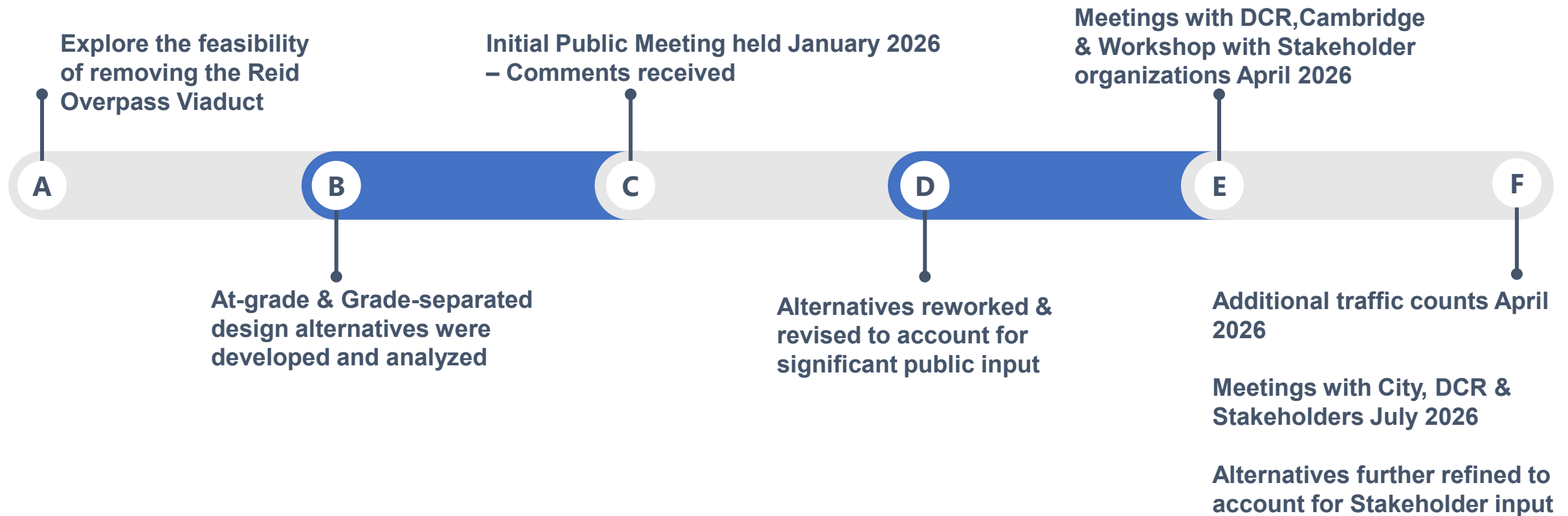
- Address the deteriorated viaduct structure.
- Reconfigure the intersection to:
 - Improve safety for all users.
 - Integrate multimodal transportation.
 - Create calmer, more predictable traffic operations.

Need: The project is necessary to address:

- Aging and substandard infrastructure.
- Safety deficiencies.
- Traffic congestion and operational inefficiencies.

Goal: Deliver a safer, more efficient transportation network that serves all users, cyclists, drivers, pedestrians, and transit users.

How did we get here?



MassDOT is seeking to identify a preferred concept to advance into design phase:

- A. Remove Viaduct:** Remove the existing bridge and reconfigure the intersection to accommodate all movements at-grade.
- B. Replace Viaduct:** Construct a new bridge and reconfigure the intersection to improve operations and connectivity.

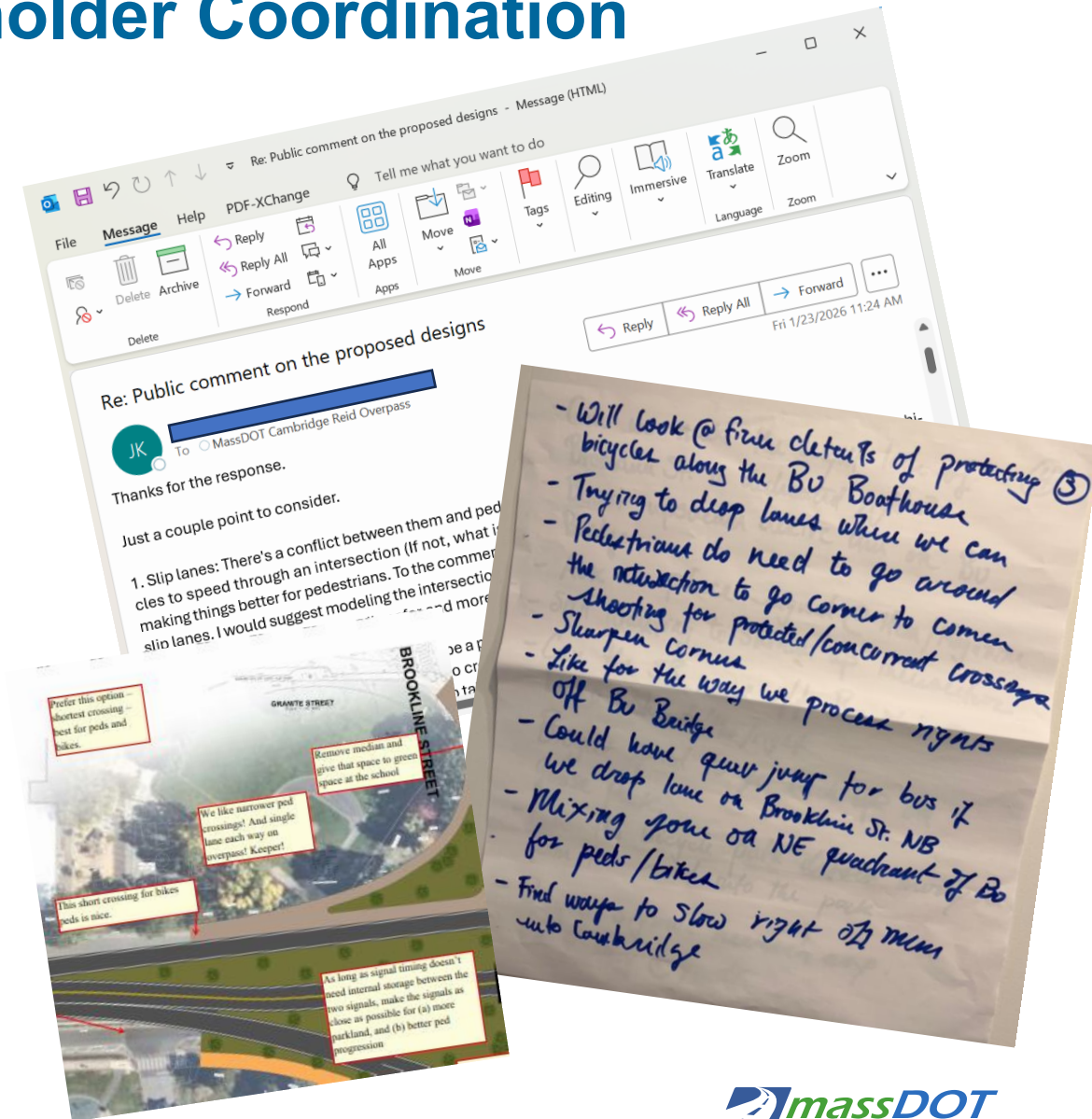
Both concepts provide opportunities to:

- Improve safety for all modes through better separation and more intuitive movements.
- Enhance transit operations and reliability.
- Improve connections to the Charles River and surrounding green space.
- Create calmer, more predictable traffic conditions.
- Increase opportunities for additional green space.
- Replace the bridge over the Grand Junction Line to support future MBTA operations.



Community Engagement and Stakeholder Coordination

- Cambridgeport Neighborhood Association (CNA) Public Meeting – October 8, 2024
 - Feedback gathered from participants via charrette and comment boards.
 - Participants helped identify problems, needs and opportunities.
- Public Informational Meeting #1 – January 6, 2026
 - Feedback gathered from participants on initial alternatives.
- Stakeholder Workshop Meetings – April 13, 2026 & July 29, 2026
 - Re-worked alternatives.
 - Feedback gathered from participants via charrette and comment boards.
- Community and stakeholder input from each engagement milestone has directly informed the refinement and development of the alternatives presented tonight.



Stakeholder Input – What Did We Learn?

➤ Opportunity for Real Change

- The overpass is nearing the end of its lifecycle — creating an opportunity to rethink the entire area.

➤ Shared Goals for the Future:

- Increase safety for all users
- Provide dedicated, separated facilities for each mode
- Expand sidewalks and enhance bicycle infrastructure
- Improve lighting throughout the corridor
- Create safer, simpler street crossings
- Reclaim excess roadway space for parkland

January 6, 2026, Public Information Meeting – What Did We Hear?

- At the meeting itself and dozens of follow-up emails, comments were remarkably consistent
- Concepts presented did not go far enough towards the shared goals:
 - Complex intersection concepts reminded commenters of existing conditions
 - Gentle curves could support higher vehicle speeds on turns
 - Unsignalized crossings could put cyclists and pedestrians at risk
 - Roadway widths extended crossings
 - MBTA bus transit was not explicitly addressed
- **The refinements you will see tonight respond directly to these comments**



Alternative Development Process

Process for the Development of Alternative

- ✓ Built upon work completed prior to the January 6 Public Meeting
- ✓ Incorporated:
 - Public & stakeholder feedback
 - Updated April 2026 traffic data
 - Additional engineering & operational analysis
- ✓ Balanced:
 - Safety
 - Multimodal connectivity
 - Community values
 - Transportation operations
 - Long-term viability

Balancing operational goals with the needs of the surrounding area;

- ***including its physical setting, community culture, and environment***
- ***to create a solution that works well for everyone.***

Alternatives Evaluated and Screening Outcomes

At-Grade Alternatives

➤ **Multi-Lane Roundabout**

- Similar existing configuration & operational challenges. Multi-modal & capacity concerns.

➤ **Modified Partial Displaced Left Turn**

- Complex geometry and signal phasing which may be challenging to drivers. Pedestrian/bike safety concerns by right turn onto Memorial Drive.

Grade-Separated Alternatives

➤ **Single Point Intersection Under Bridge**

- Intersection requires expansive footprint and large overpass. Operational challenges.

➤ **Multi-Lane Roundabout Under Bridge**

- Similar existing configuration & operational challenges.

➤ **Stakeholder – Roundabout with offset Bridge**

- Complex geometry introduces new conflicts between all users. Granite Street/Morse School operation concerns. Unable to reroute MBTA bus lines.



Reworked Alternatives

Alternatives Reworked & Advancing for Further Evaluation

- **Alternative 1 – At-Grade Signalized Intersection:**

A four-legged signalized intersection managing movements from Memorial Drive, Brookline Street, and the BU Bridge

- **Alternative 2 – Grade Separated Tight Urban Diamond Intersection:**

A conventional diamond intersection featuring short ramps and closely spaced signals beneath a new viaduct structure

- **Reworked Through:**

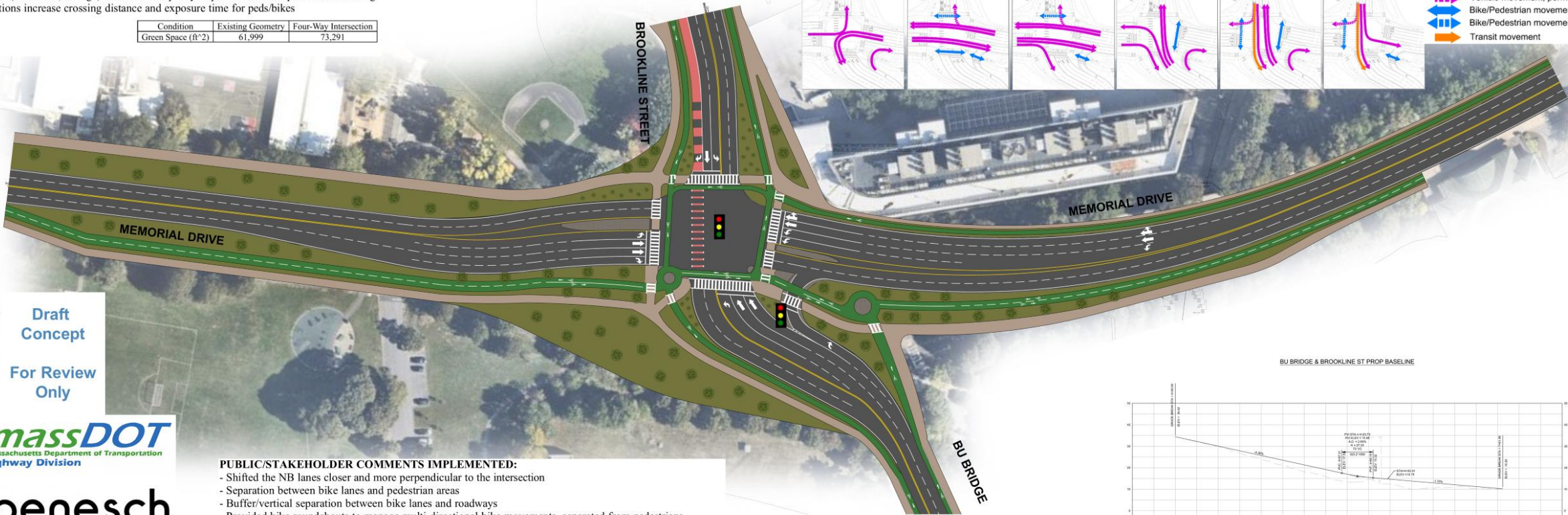
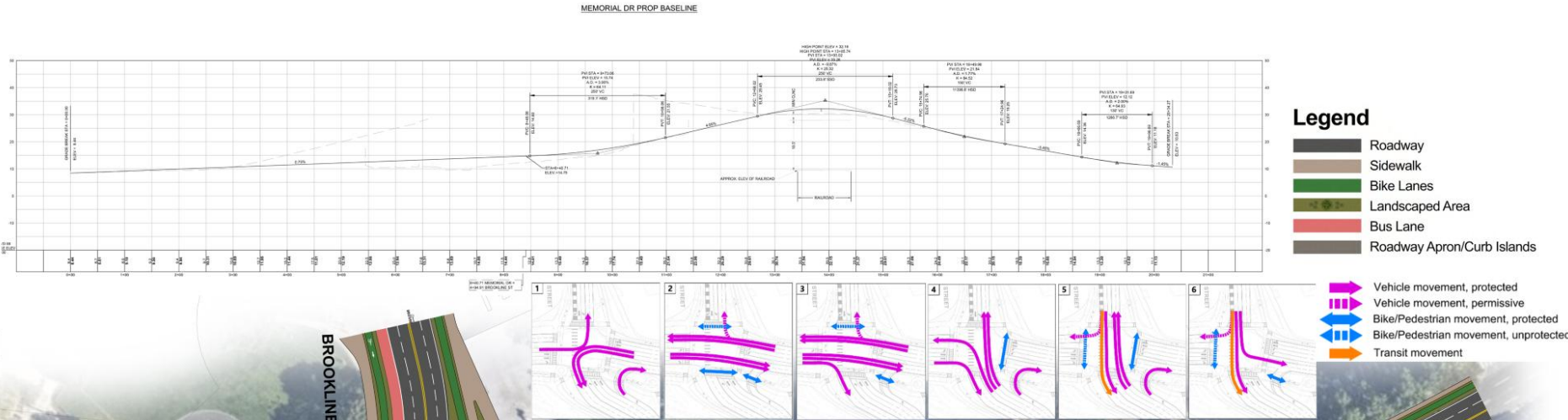
- ✓ Community feedback
- ✓ Stakeholder coordination
- ✓ Updated traffic analysis
- ✓ Engineering refinement

Alternative 1 – At-Grade Signalized Intersection

- ADVANTAGES**
- At-Grade Signalization: provides traditional assignment of right-of-way for all approaches and turning movements
 - Acceptable operational performance: achieves reasonable control delay, queue lengths, and v/c ratios with optimized signal timing and lane configurations
 - Maintains all turning movements: supports local and regional circulation
 - Integrates pedestrian crossings, bicycle facilities, and ADA-compliant features
 - Allows for protected pedestrian phases and signal-controlled crossings
 - Signal timing can be adjusted and coordinated with adjacent intersections to respond to changing traffic conditions
 - Less expensive than grade-separated alternatives; no bridge or major structures required
 - Context-sensitive solution: Fits within urban setting without introducing large vertical infrastructure allow open river vista opportunity
 - Option for bus queue jump shared with right turn lane coming off Brookline Street

- LIMITATIONS**
- At-grade Memorial Drive traffic limits signal time available for side street movements.
 - Signal timing limits performance, particularly under high traffic volumes or unbalanced flows
 - Additional lanes (turn lanes, storage) to maintain capacity requires additional pavement widening
 - Wider intersections increase crossing distance and exposure time for peds/bikes

Condition	Existing Geometry	Four-Way Intersection
Green Space (ft²)	61,999	73,291



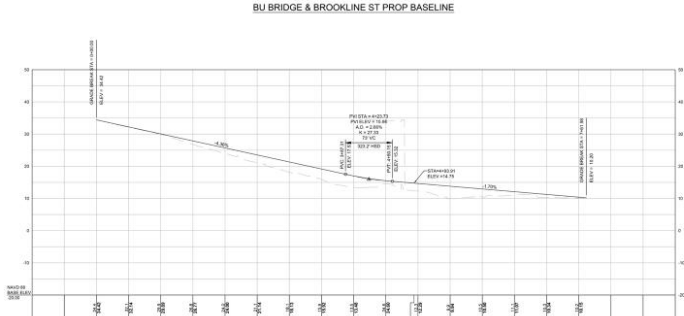
Draft
Concept

For Review
Only



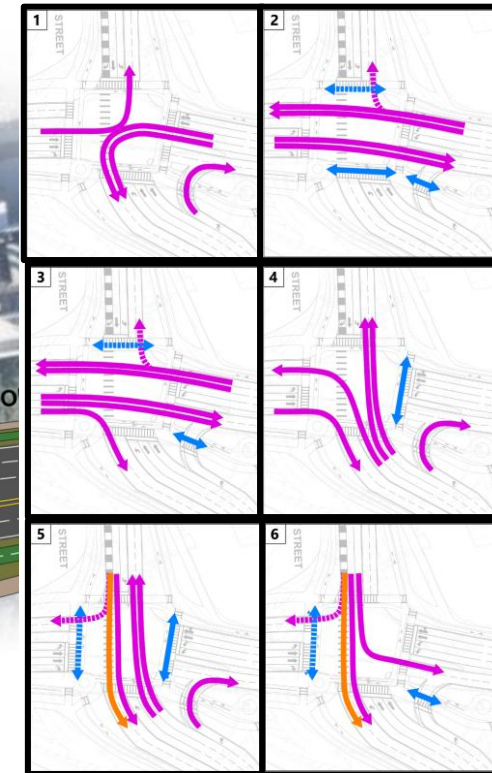
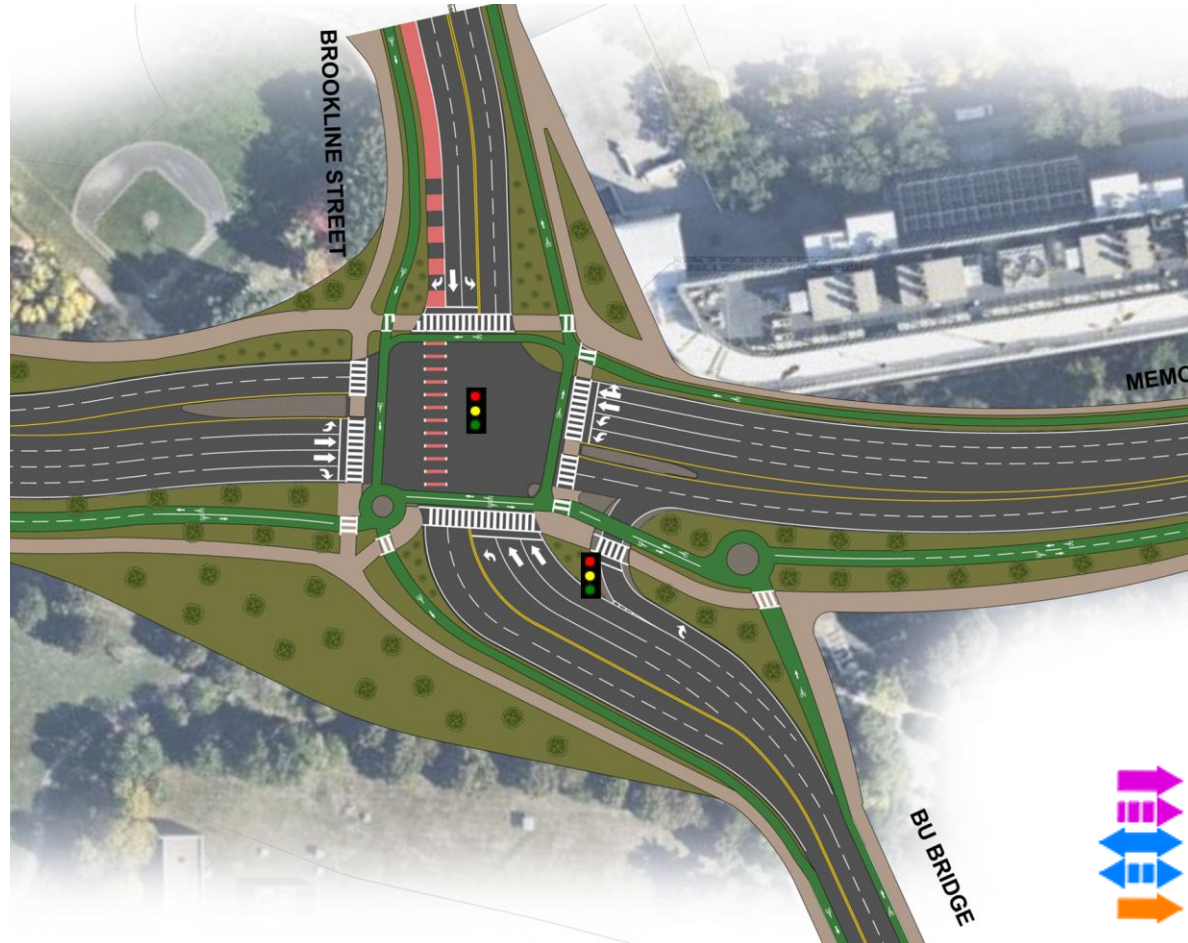
- PUBLIC/STAKEHOLDER COMMENTS IMPLEMENTED:**
- Shifted the NB lanes closer and more perpendicular to the intersection
 - Separation between bike lanes and pedestrian areas
 - Buffer/vertical separation between bike lanes and roadways
 - Provided bike roundabouts to manage multi-directional bike movements, separated from pedestrians
 - Tightened the NB right turn & provided a mountable apron for larger vehicles
 - Removed the medians through Brookline Street, narrowing the roadway corridor, giving back space to bikes, peds, and green space.

Four-way At-Grade Intersection



Four-Way At-Grade Intersection

- Bus lane out of Cambridgeport
- Typical signalized vehicle operations
 - Protected only left-turns
 - Protected Paul Dudley White Path crossing
- Memorial Drive traffic stops at signal
- Opportunity for continued refinement based on additional analysis and feedback



-  Vehicle movement, protected
-  Vehicle movement, permissive
-  Bike/Pedestrian movement, protected
-  Bike/Pedestrian movement, turning vehicles yield
-  Transit movement

Evaluation of Alternative 1 – At-Grade Signalized Intersection

Advantages

- At-grade signalization provides traditional right-of-way for all approaches and turning movements.
- Acceptable operational performance achieves reasonable control delay, queue lengths and V/C ratios with optimized signal timing and lane configurations.
- Maintains all turning access and local/regional circulation.
- Integrates ADA-compliant pedestrian crossings, bicycle facilities, and features.
- Allows signal timing coordination with adjacent intersections.
- Less expensive alternative; no bridge required.
- Fits the urban setting and preserves open river views.
- Allows for a bus queue jump via the Brookline Street right- turn lane.

Limitations

- At-grade Memorial Drive traffic limits signal time for side street movements.
- Signal timing limits performance, particularly under high traffic volumes or unbalanced flows.
- Additional lanes for turning and storage to maintain capacity widen pavement.
- Wider intersection increases crossing time and exposure for bicyclists and pedestrians.

Evaluation of Alternative 1 – At-Grade Signalized Intersection (continued)

Green Space: Existing: 61,999 square feet | **Four-Way Intersection: 73,291 square feet** |

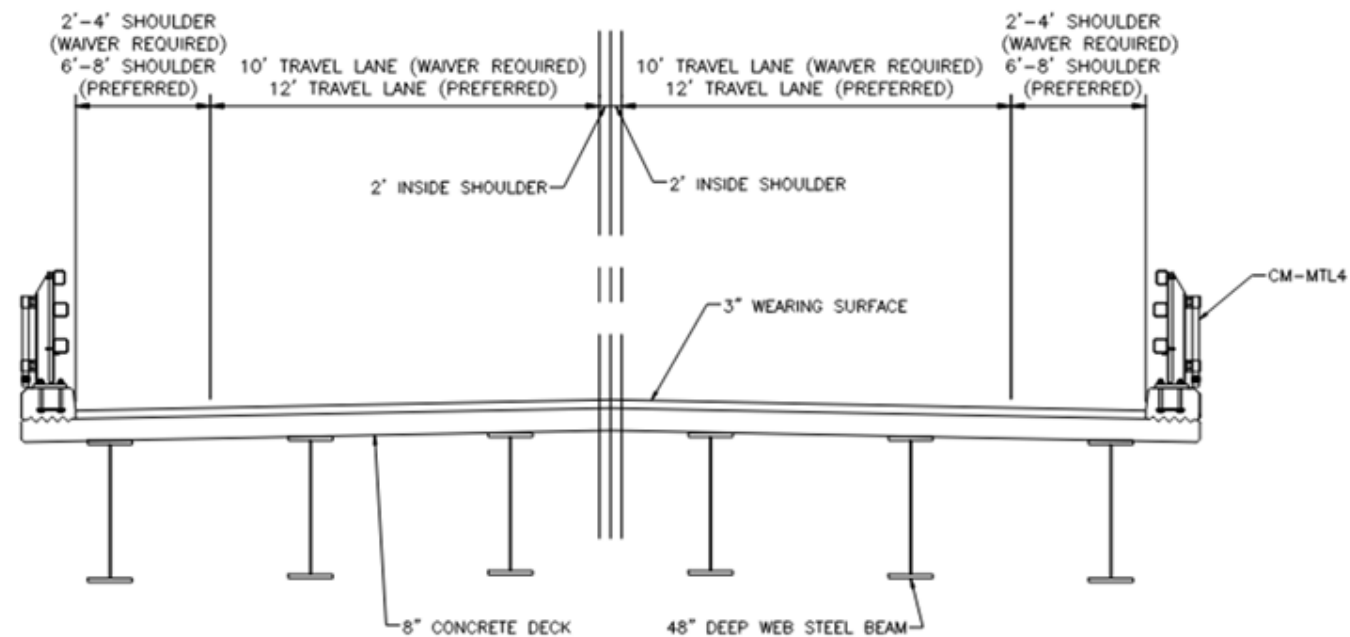
Tight Diamond Intersection with Bridge: 84,329 square feet

Public/Stakeholder comments implemented:

- Shifted the northbound lanes closer and more perpendicular to the intersection
- Added separation between pedestrian and bicycle areas
- Added bicycle roundabouts to manage multidirectional bicycle movements
- Added tighter northbound right lane with mountable apron for large vehicles
- Removed median on Brookline St. with space returned to green/pedestrian/bicycles
- Provided a bus queue jump lane coming south off Brookline St.

Bridge Width Cross Section – Design Criteria

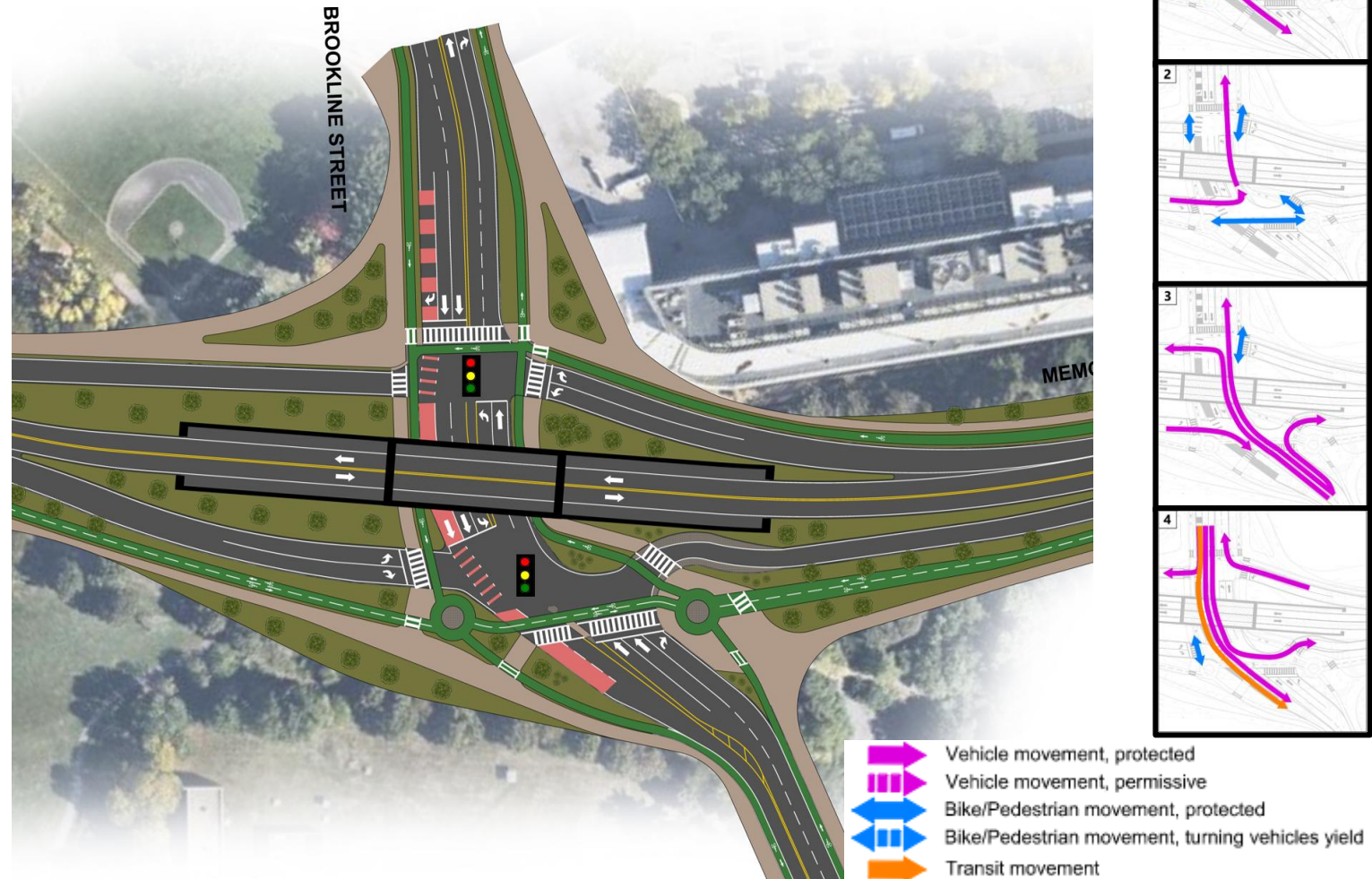
- **MassDOT/FHWA Preferred:** 12' travel lanes, 8' outside shoulders
- **DCR Parkway Guidance:** Context-sensitive design; typical lane widths 9'–12' (10' lanes may be appropriate)
- **Proposed Reduced Section:** 10' travel lanes, 2'to 4' shoulders
- **Benefits:** Reduced bridge width, improved parkway context
- **Approval Required:** MassDOT Design Exception/Waiver and final MassDOT approval
- **Objective:** Balance safety, operations, historic character, and stakeholder input



Criteria Source	Lane Width	Shoulder Width
FHWA/AASHTO typical urban arterial	11-12 ft	4-8ft
MassDOT typical practice	11-12 ft	Project-specific
DCR Historic Parkway Guidance	9-12 ft (10 ft acceptable)	Preserve existing/minimize widening
Stakeholder requested concept	10 ft	≤ 4ft

Grade Separated Tight Diamond Intersection

- Bus lane out of Cambridgeport
- Shorter north-south crossings for pedestrians/bicycles
- Protected pedestrian/bicycle crossings for all moves
- Longer delay/queues for turning vehicle movements
- Minimal delay for Memorial Drive vehicles on overpass
- Opportunity for continued refinement based on additional analysis and feedback



Evaluation of Alternative 2 – Grade Separated Tight Urban Diamond Intersection

Advantages

- Separates Memorial Drive through traffic above the intersection.
- Minimizes pedestrians and bicyclists crossing distances.
- Provides free-flow Memorial Drive through movements, reducing delay and queues.
- Reduces Memorial Drive travel time and reliability.
- Uses tight geometry to manage speeds.
- Option for a southbound bus queue jump via the Brookline St. right-turn lane.

Limitations

- High construction cost, requires a bridge and retaining wall systems
- Reduces contiguous green space and increases approach footprint.
- Crossing over Paul Dudley White path is similar to existing conditions.
- Introduces visual impacts from a larger structure with aesthetic concerns
- Requires careful pedestrian/bicycle connectivity under the structure.

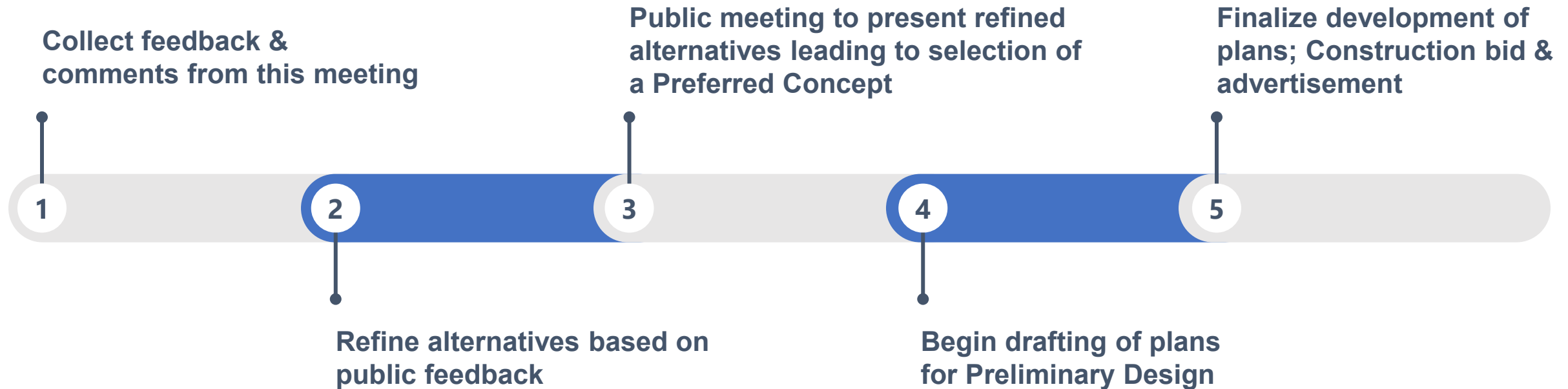
Evaluation of Alternative 2 – Grade Separated Tight Urban Diamond Intersection (continued)

Green Space: Existing: 61,999 square feet | Four-Way Intersection: 73,291 square feet | **Tight Diamond Intersection with Bridge: 84,329 square feet**

Public/Stakeholder comments implemented:

- Added a separate northbound right-turn lane coming off the Boston University Bridge.
- Added a second southbound receiving lane before the Boston University Bridge.
- Added a second southbound through lane between intersections serving transit vehicles.
- Provided buffered, vertically separated between bicycle lanes and roadways.
- Incorporated bicycle roundabouts for multidirectional bicycle movements.
- Used a tighter northbound right-turn lane with a mountable apron for large vehicles.
- Removed the Brookline St. median and relocated space to green/pedestrian/bicycle uses.
- Provided a bus queue jump lane coming south off Brookline St.

Next Steps





Thank you!

*William Reid Overpass
Memorial Drive over Brookline Street*

Thursday, August 6, 2026 | 6:30 P.M.

Project File No. 611987



How to reach us?

- Submit written comments to:
Carrie Lavalley, P.E., Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116
Attention: MAJOR PROJECTS, PROJECT FILE NO. 611987
- Submit email comments to:
cambridgereidoverpass@dot.state.ma.us
- Project website: www.mass.gov/reid-overpass-project
The concepts we shared tonight will be posted there
Please send us your comments after tonight's meeting