



I-90 ALLSTON INTERCHANGE

A MULTIMODAL TRANSPORTATION PROJECT

TASK FORCE MEETING #29
OCTOBER 13, 2016— FIORENTINO COMMUNITY CENTER

Meeting Agenda

- Welcome & Introductions
- Houghton Chemical Update
- Harvard University Update
- Placemaking Study - Major Standards
- Concept Refinements – Key Elements
- Removal of Houghton RR Spur
- Questions/Comments

Placemaking Study – Major Standards



Organizing the Placemaking Standards

- Charles River Edges and Connections
 - Areas Along and Above the Highway and Rail Alignment
 - Cambridge Street and Connections to the North
 - Areas within the New District
-
- Area-Wide Standards
 - Guidelines for Future Master Planning



Placemaking Study – Major Standards

• Charles River Edges and Connections

Charles River Edges and Connections



1. Add I-90 and Soldiers Field Road connections

*Provide additional access between Soldiers Field Road and new streets leading to the I-90 ramps, in order to reduce vehicular traffic on Cambridge Street and within the new district; this will also help support new development. ***

- The intersection of Cambridge St. at River St. is simplified
- The Paul Dudley White Path can be widened near River St.
- The land in the "corner" near the Charles River will be more adaptable to various types of uses



Placemaking Study – Major Standards


- Charles River Edges and Connections

Charles River Edges and Connections

2. Realign portions of Soldiers Field Road along the River

*Soldiers Field Road can be pulled further away from the Charles River, creating more useable open space, public access and pedestrian/bicycle connectivity. ***

Realignment will require new solutions to access to Houghton Chemical and the MBTA maintenance facility.



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Placemaking Study – Major Standards



- Charles River Edges and Connections

Charles River Edges and Connections

3. Create Park Space on the Charles

*Provide the space for a new park along the Charles River with revisions to the Soldiers Field Road alignments. ***

The space along the Charles will expand the Esplanade and be a neighborhood and district destination.

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Placemaking Study – Major Standards



- Charles River Edges and Connections

Charles River Edges and Connections



4. Provide a primary, at-grade pedestrian and bicycle connection to the Charles River edge

*As part of the roadway interchange and intersection design along Soldiers Field Road, provide a connection to the open space along the River for pedestrians and bicyclists. ***

Depressing a section of Soldiers Field Road will create the opportunity for the continuation of at-grade pedestrian and bicycle links directly into the new river edge park land.



Placemaking Study – Major Standards



- Areas Along and Above the Highway and Rail Alignment

Areas Along and Above the Highway and Rail Alignment



9. Provide for an additional east/west street connection between Cambridge Street and the West Station Area

*Provide for a direct street connection with bicycle and pedestrian accommodations at or near the Cambridge Street Bridge over I-90 and the West Station area, using air rights. ***

The design of the project should anticipate future, phased construction of a new street above the rail and highway alignment that will link West Station area and Cambridge Street near its bridge over I-90.



Placemaking Study – Major Standards



- Areas Along and Above the Highway and Rail Alignment

Areas Along and Above the Highway and Rail Alignment



15. Provide a north/south link for shuttles and buses

*Provide a north/south transit link for buses and shuttles between the North Allston/Harvard Area, West Station, and areas to the east and south, including Kendall Square and the Longwood Medical Area. ***

Buses and shuttles should not terminate their routes at West Station, but should be able to continue across the I-90 and rail alignment. The project should establish feasible ways to accomplish this north/south link by evaluating potential routes and alignments.



Placemaking Study – Major Standards

- Areas Along and Above the Highway and Rail Alignment

Areas Along and Above the Highway and Rail Alignment



16. Provide added width to the connecting bridges to West Station

*Provided added dimension (such as landscaped aprons) to the bridges that span above the highway and rail alignment to provide visual and landscape amenities to support a pleasant pedestrian and bicycle environment. **

The Long Street Bridge in Columbus, Ohio is an award-winning solution that widens a highway bridge to create a pedestrian-friendly, landscaped crossing



MKSK Landscape Architects



Placemaking Study - Major Standards



- Cambridge Street and Connections to the North

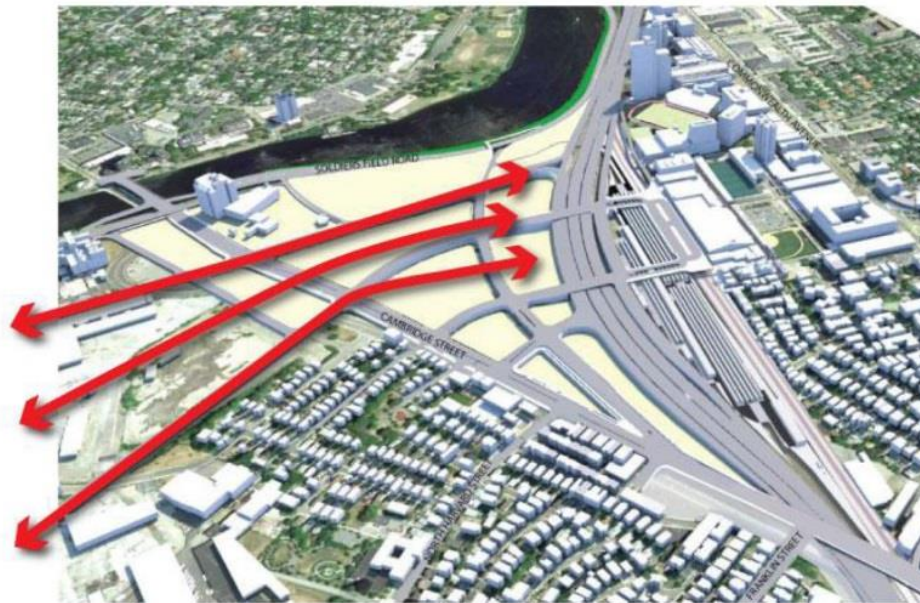
Cambridge Street and Connections to the North



18. Provide a third north/south arterial Street

*Provide three north-south arterial streets across Beacon Yards aligned with three north-south streets now being planned for the Harvard Institutional Master Plan (IMP) area. ***

Updated planning will result in 3 connecting streets, better distributing traffic, transit routes and creating better blocks in the new district



Placemaking Study - Major Standards



- Cambridge Street and Connections to the North

Cambridge Street and Connections to the North



20. Consider a direct North Harvard Street intersection alignment

*A more direct intersection between Cambridge Street South and North Harvard Street at Cambridge Street would limit neighborhood impacts and reduce unnecessary turning movements, congestion, and street and intersection widths along Cambridge Street. ***

If a more direct alignment proves to have fewer impacts, then the odd-shaped blocks in Concept 3K-4 can be reorganized to provide better opportunities for development



Placemaking Study - Major Standards



- Cambridge Street and Connections to the North

Cambridge Street and Connections to the North



21. Strengthen Cambridge Street for early redevelopment along its southern edges

*Provide the opportunity for an improved Cambridge Street as an early phase redevelopment target. ***

Creating an active and developed edge along Cambridge Street will occur better and sooner if the blocks are well proportioned and have adequate depth for retail uses



Placemaking Study – Major Standards



- Areas within the New District

Areas within the New District

31. Limit slopes of new streets and associated sidewalks and bike facilities

*Limit the maximum slopes for the new roadway network to less than 5%. **

Slopes with grades less than 5% accommodate easy walking, people in wheel chairs and bicyclists.

The illustration shows a cross-section of a sidewalk and bike lane. On the left, a person in a wheelchair is shown. In the center, a person is walking. On the right, a bicycle is shown. The sidewalk is flanked by two trees. The ground is represented by a blue line.

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Placemaking Study – Major Standards



- Areas within the New District

Areas within the New District



32. Organize streets to create blocks that can be flexibly and efficiently developed

*Provide a street grid that defines blocks that are scaled consistently and provide continuity of block width and length. ***

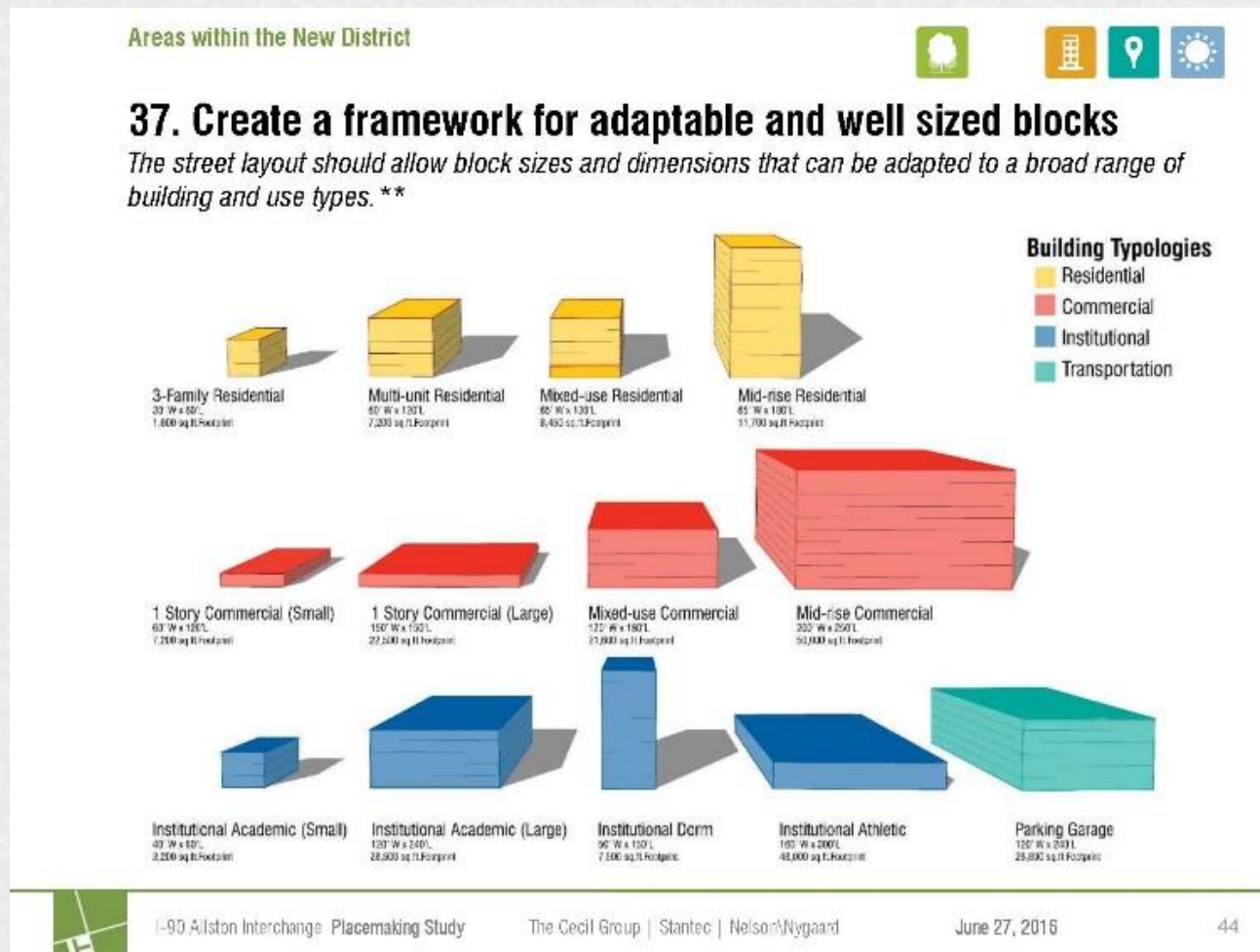
The placemaking standards for street alignment and connectivity will lead to better proportioned blocks that can be adapted to a wide variety of development and open space solutions.



Placemaking Study – Major Standards



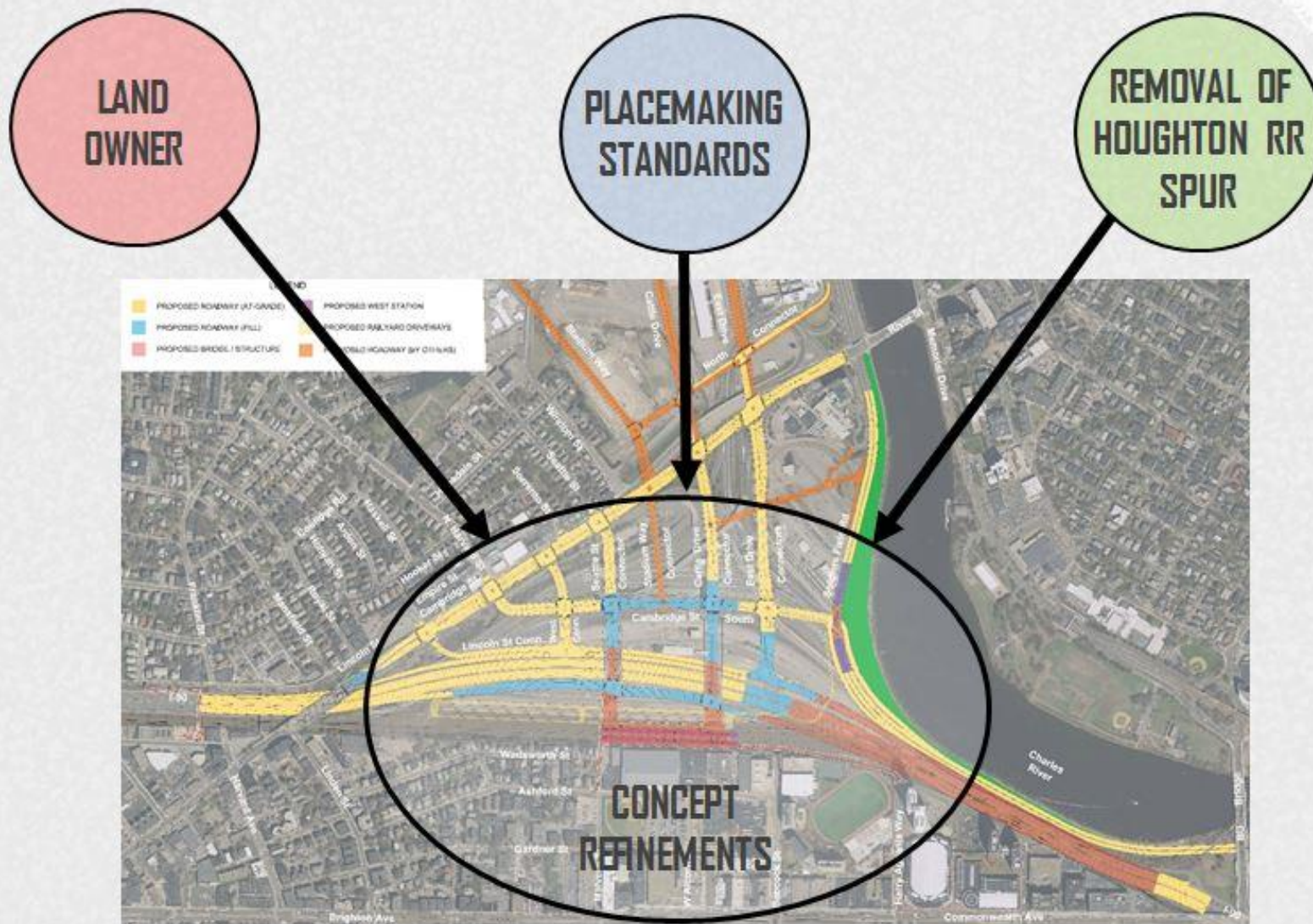
- Areas within the New District



Meeting Agenda

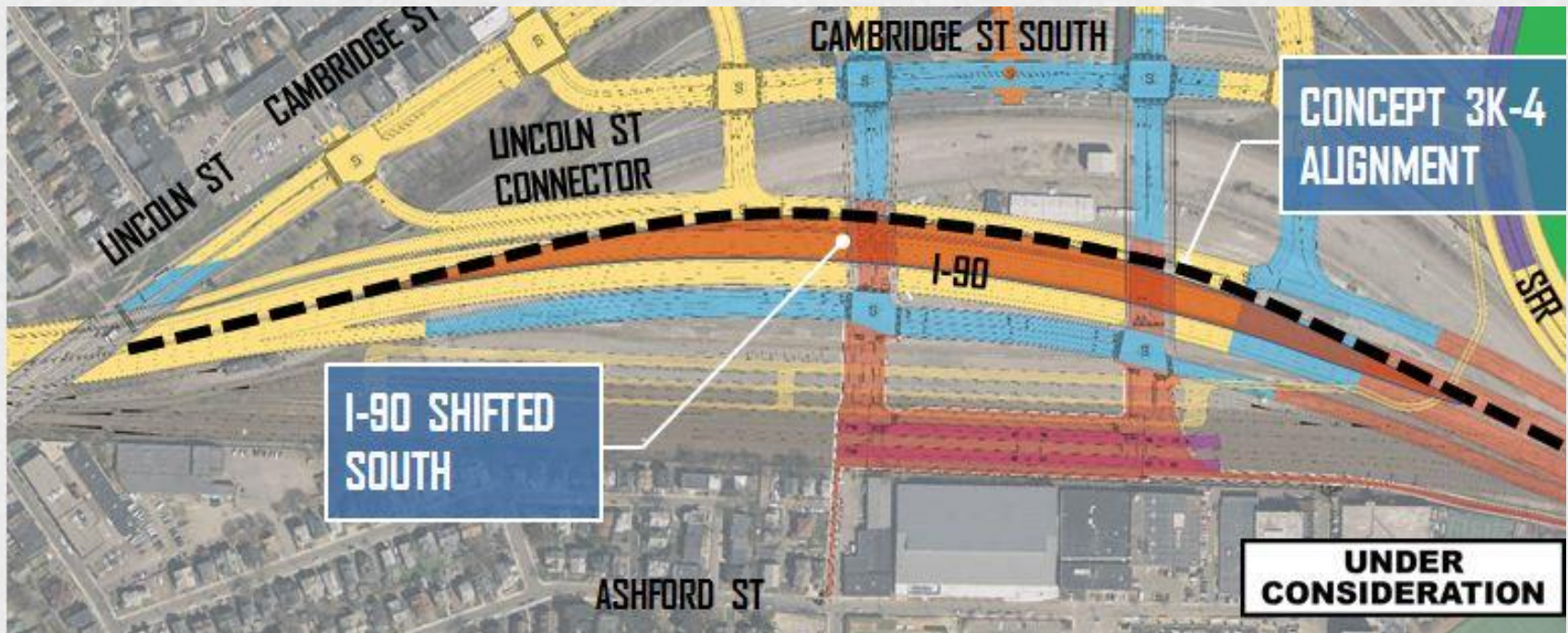
- Welcome & Introductions
- Houghton Chemical Update
- Harvard University Update
- Placemaking Study - Major Standards
- **Concept Refinements – Key Elements**

Concept Refinements – Contributing Factors

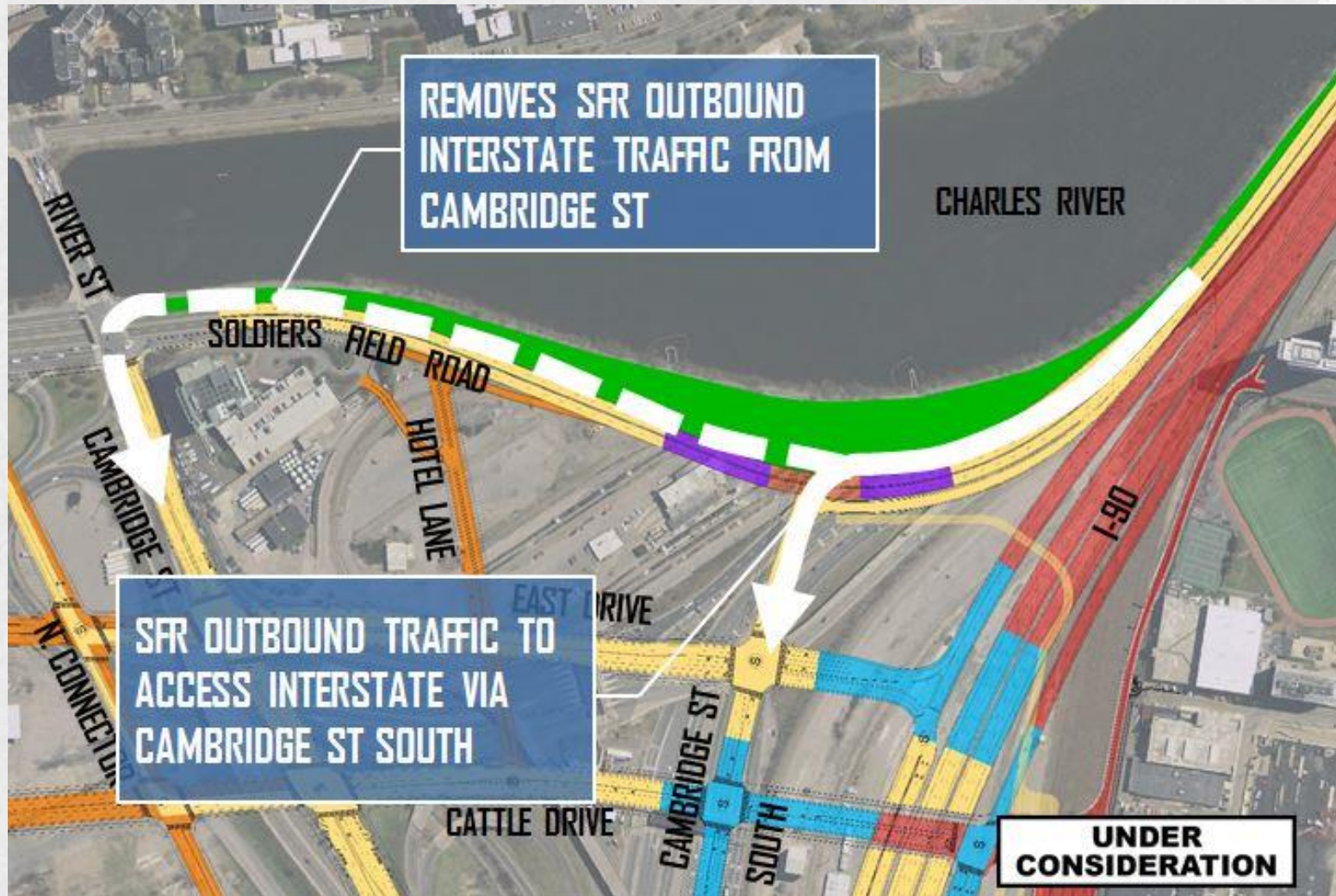


Concept Refinements – I-90 Realignment

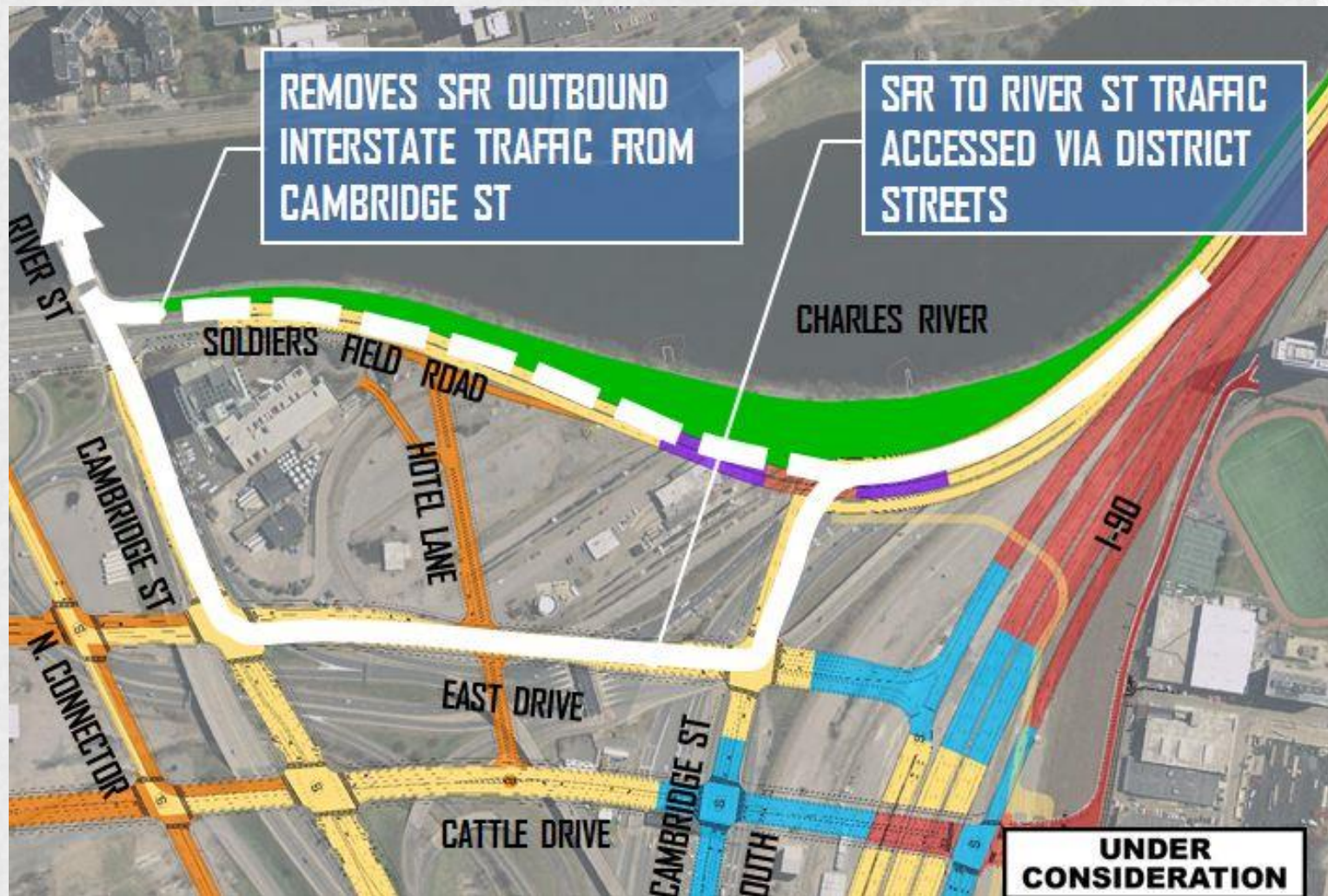
- Shifted 100 ft south
- Allows for Cambridge St South to shift south and addition of Lincoln St Connector due to increased developable land north of I-90
- Decreases slopes between Cambridge St and West Station



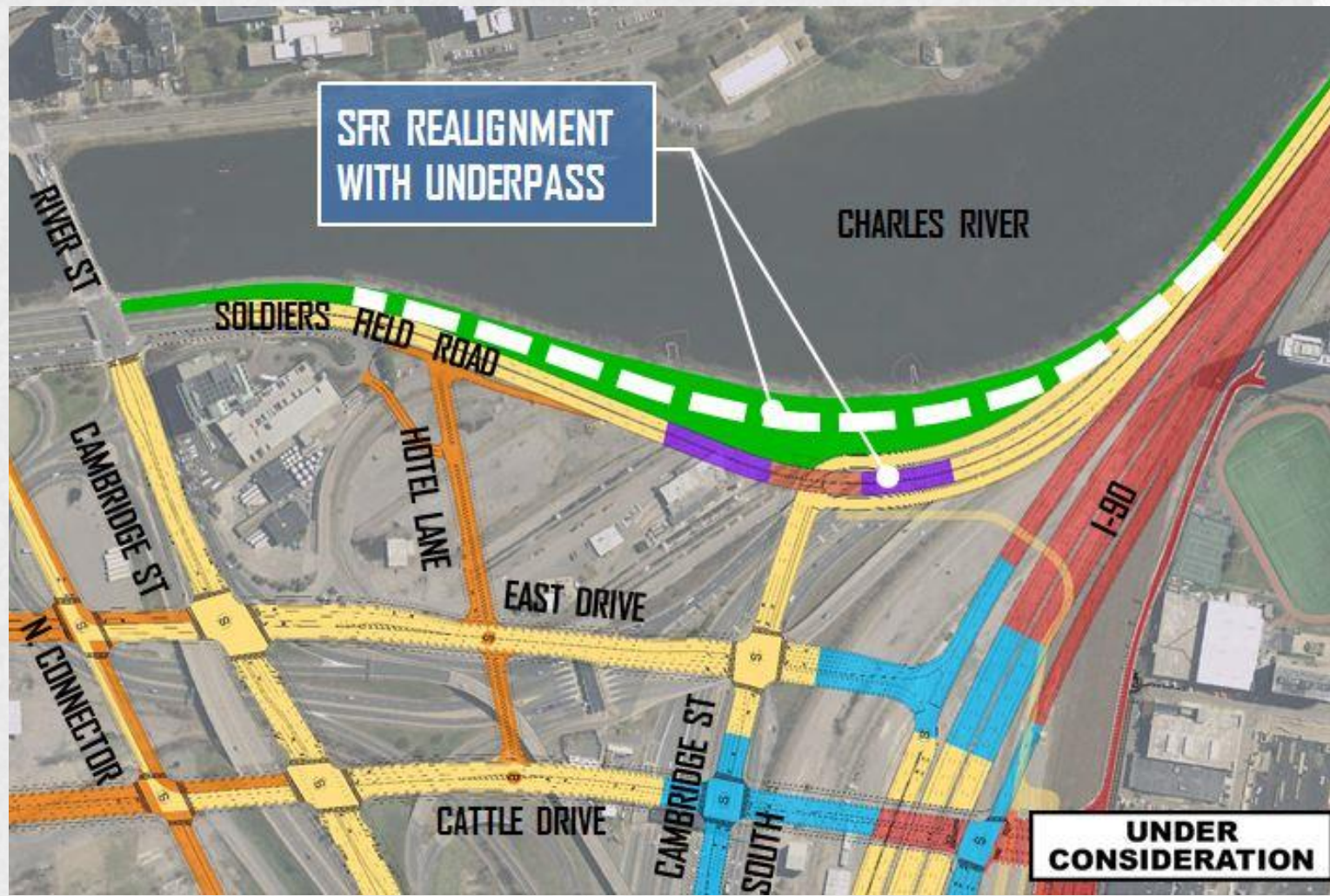
Concept Refinements – SFR Vehicular Access



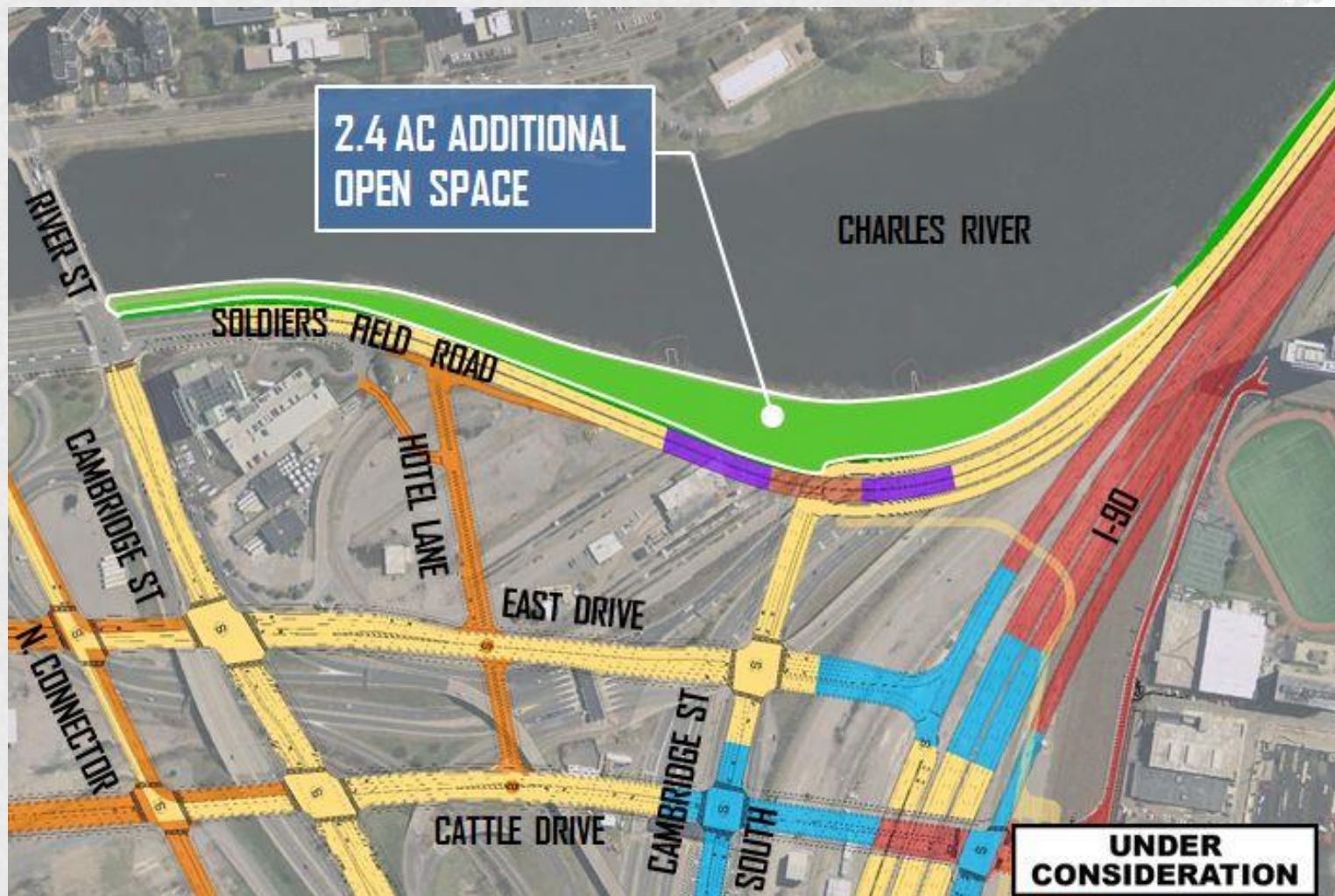
Concept Refinements – SFR Vehicular Access



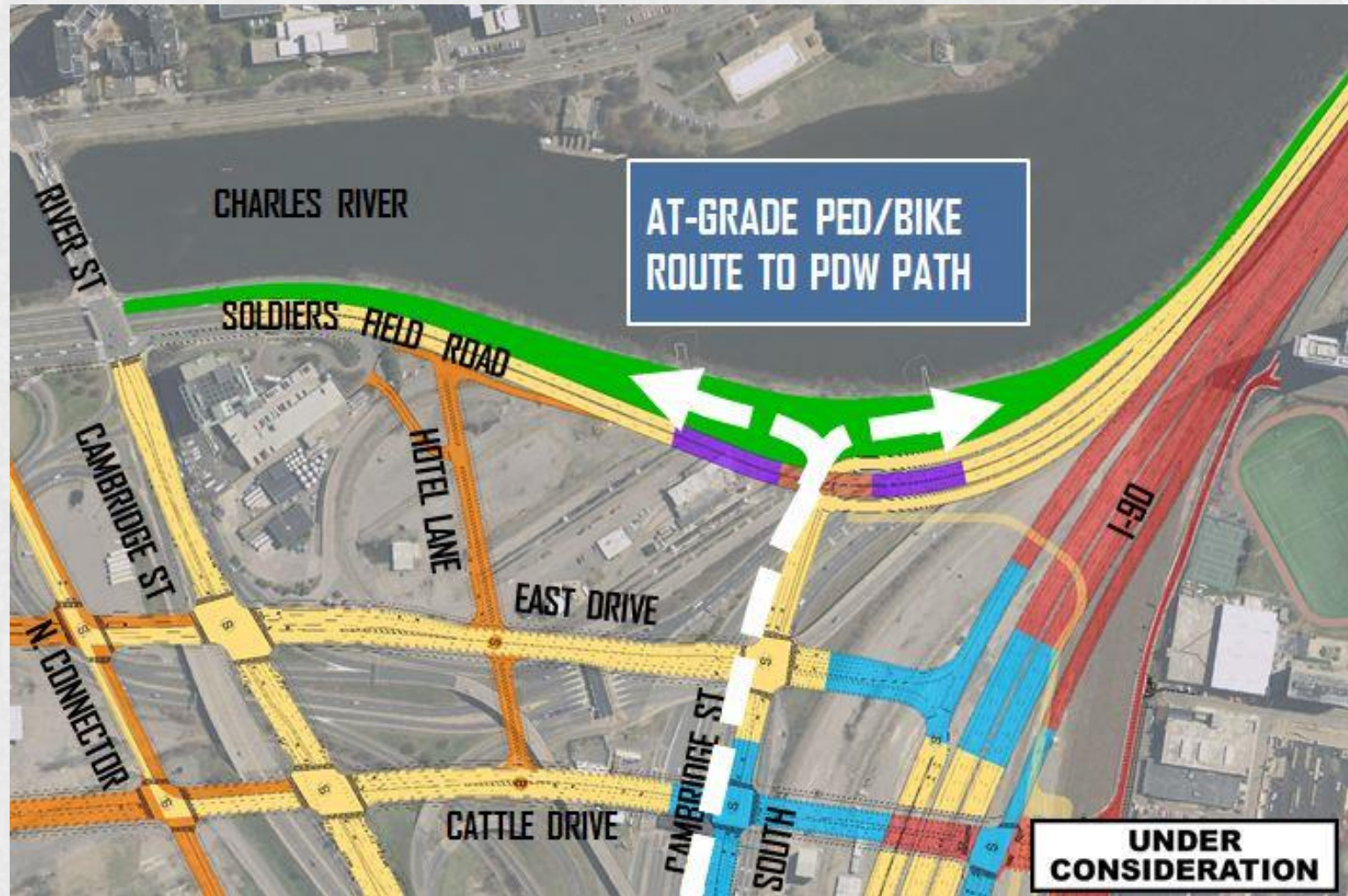
Concept Refinements – SFR Realignment



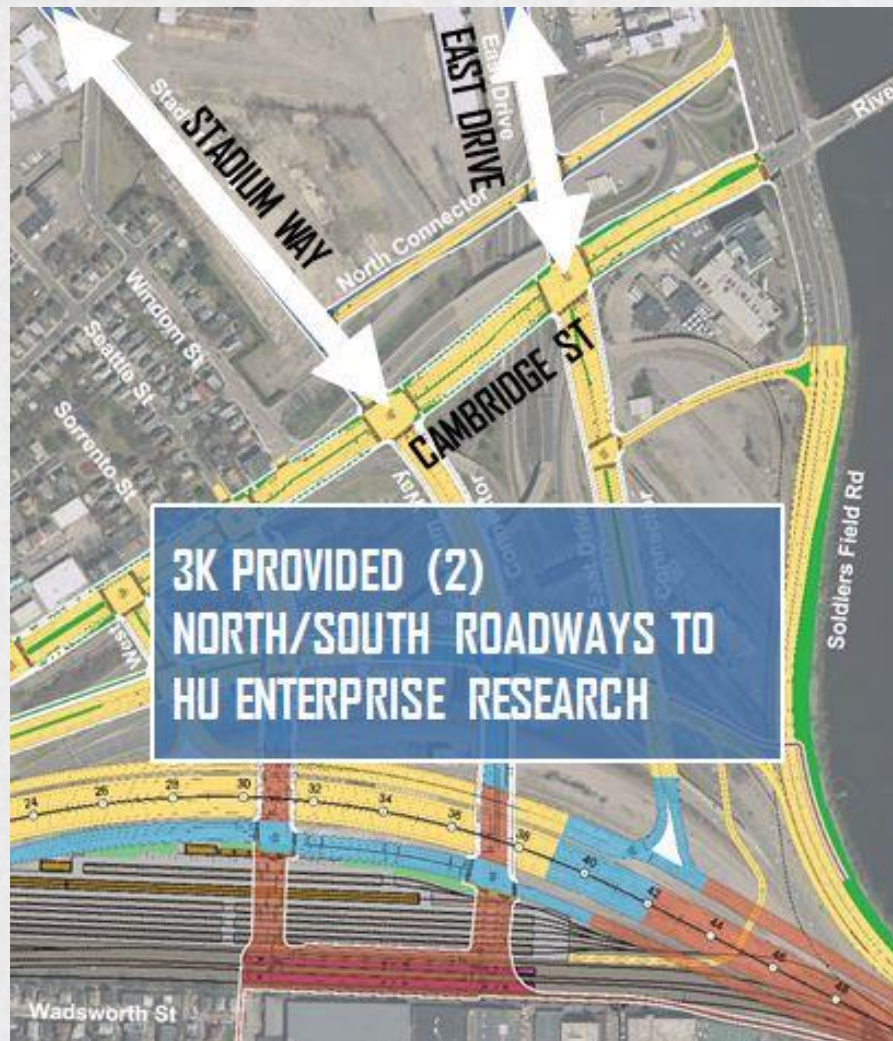
Concept Refinements – SFR Additional Open Space



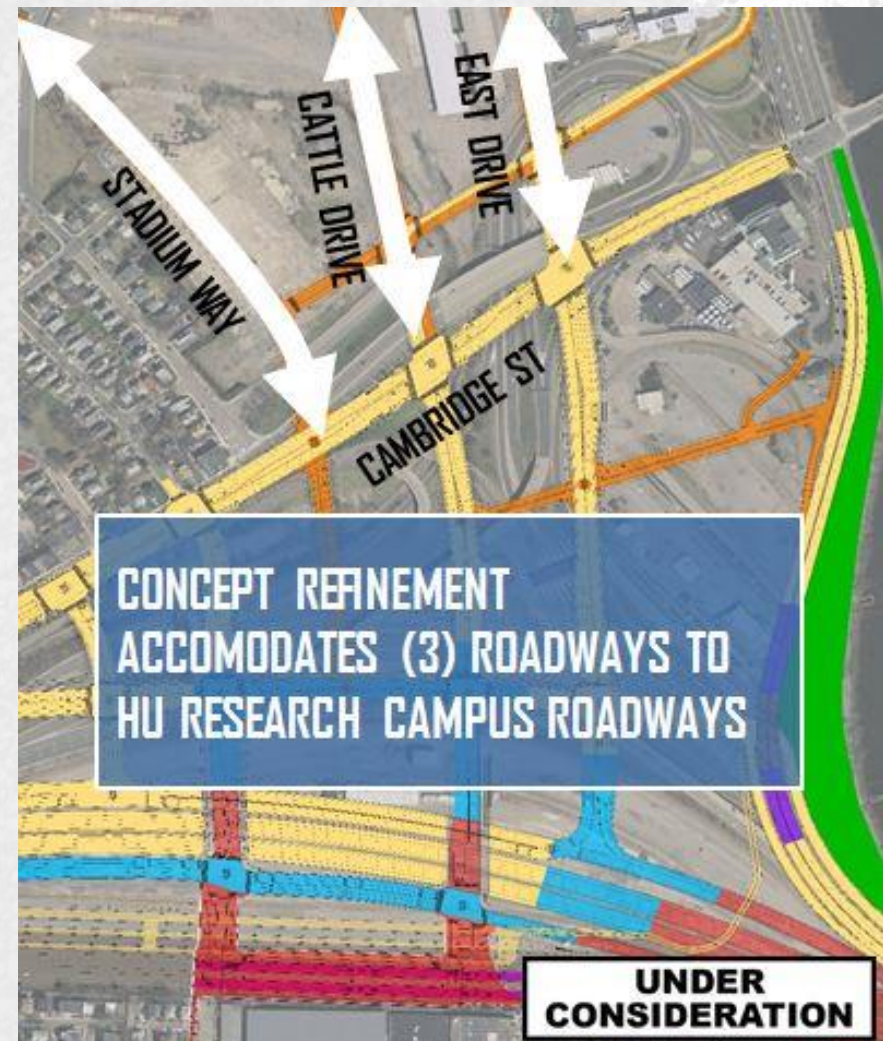
Concept Refinements – SFR At-Grade Ped/Bike



Concept Refinements – 3 North/South Streets

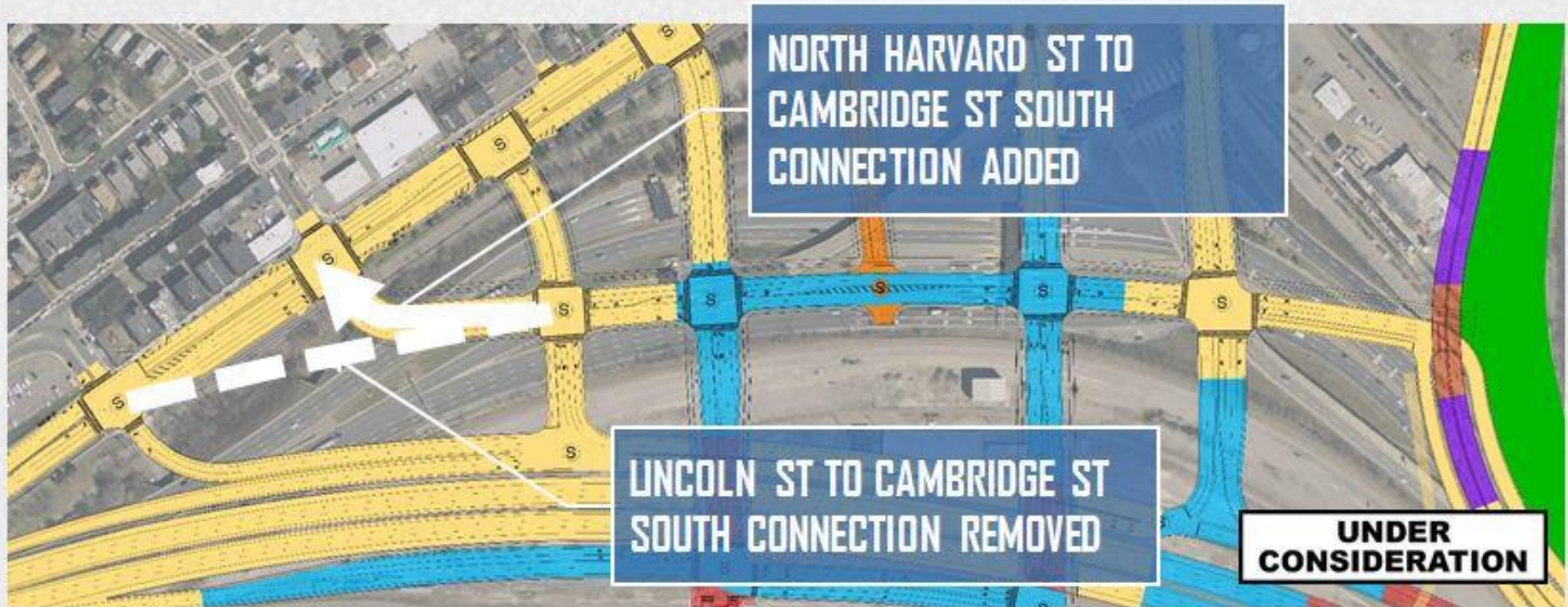


CONCEPT 3K-4

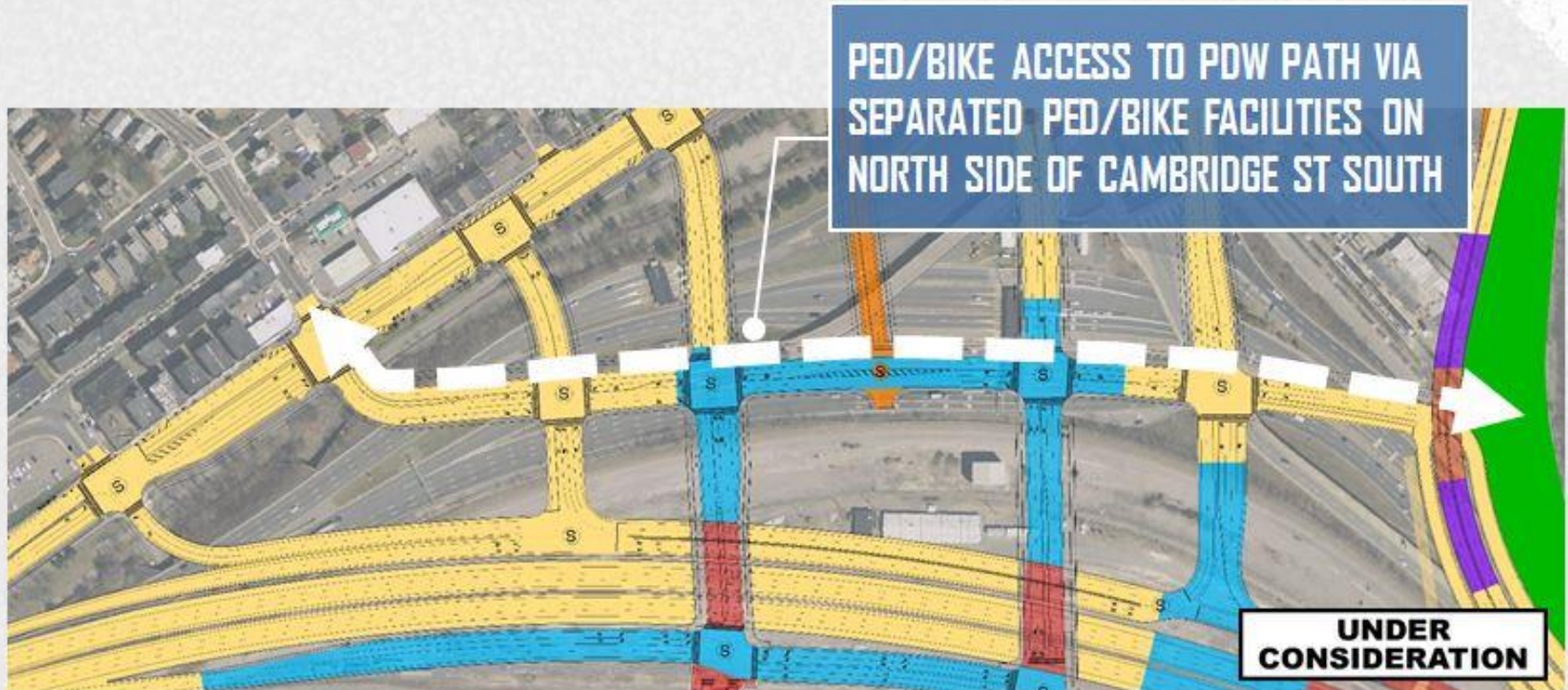


CONCEPT REFINEMENT

Concept Refinements – North Harvard St Connection



Concept Refinements – Cambridge St South Ped/Bike Facilities



Concept Refinements - Cambridge St South Section



**UNDER
CONSIDERATION**

Concept Refinements - Cambridge St South Section



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CONSIDERATION**

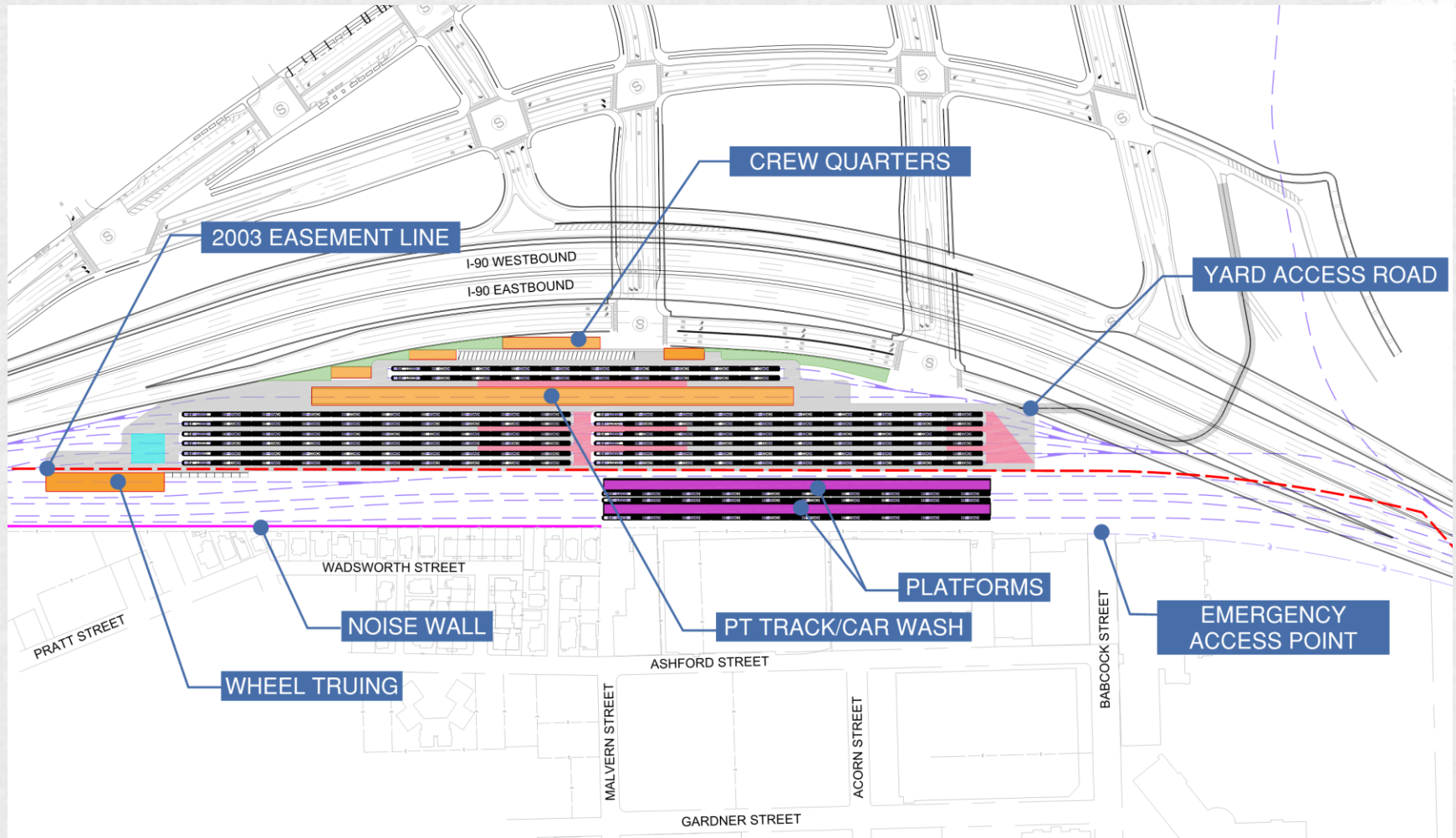
Concept Refinements – BPY Layover Revisions

- MassDOT is considering reduction of layover capacity from 14 trainsets in light of recommendations on concept refinement
- Reduction of layover capacity results in increased land development opportunities.
- Long term operating needs have to be considered

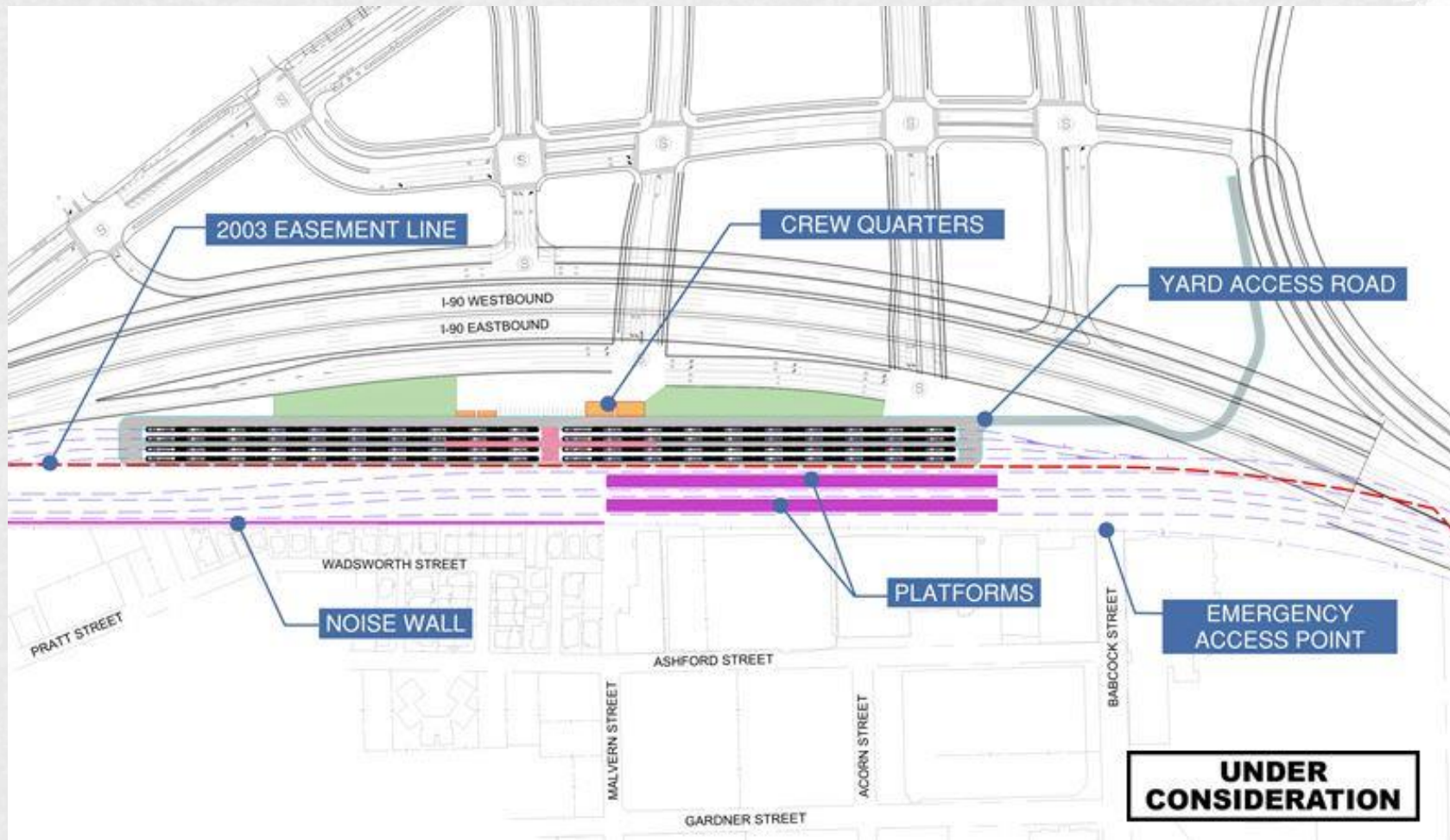
Concept Refinements – Unchanged Railroad-Related Elements

- West Station remains part of the master plan
- Grand Junction railroad (2 tracks) is not precluded
- Bike & pedestrian access across the station and yard
- Air rights development preserved above station and yard tracks
- Noise barrier by the Pratt St and Wadsworth St neighborhood

Concept Refinements – Previous Rail Yard Design



Concept Refinements – Proposed Rail Yard Design Changes



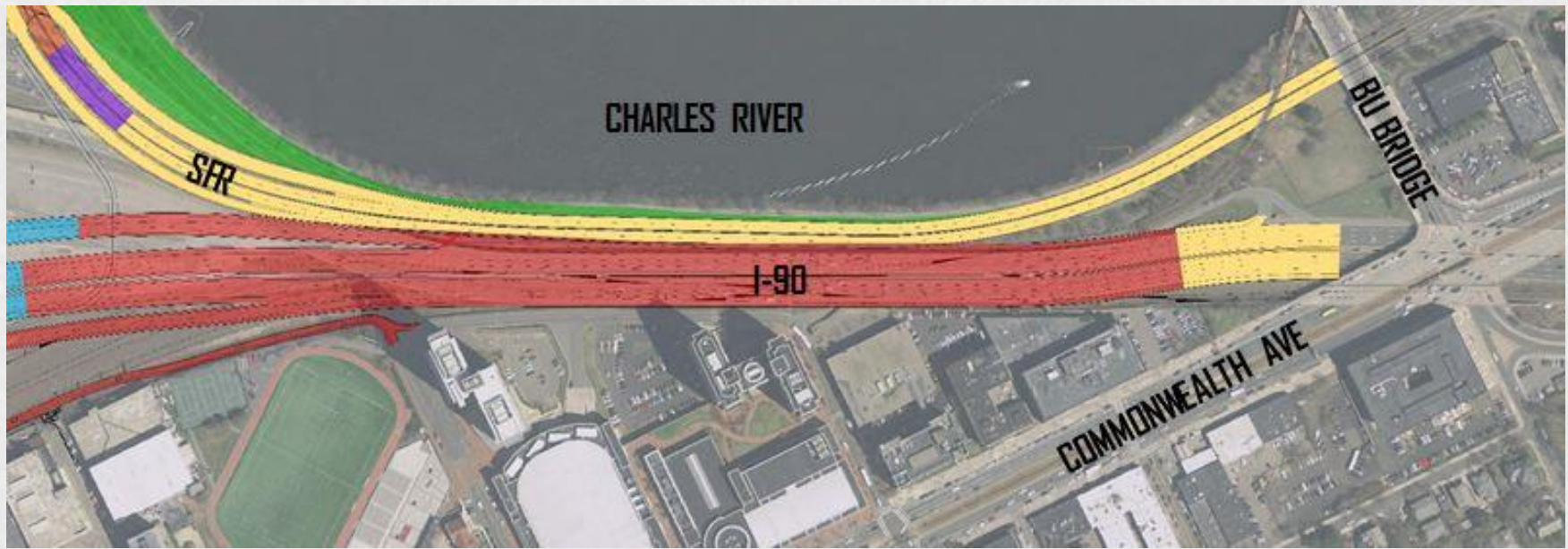
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Concept Refinements – Viaduct Concept without Houghton RR Spur

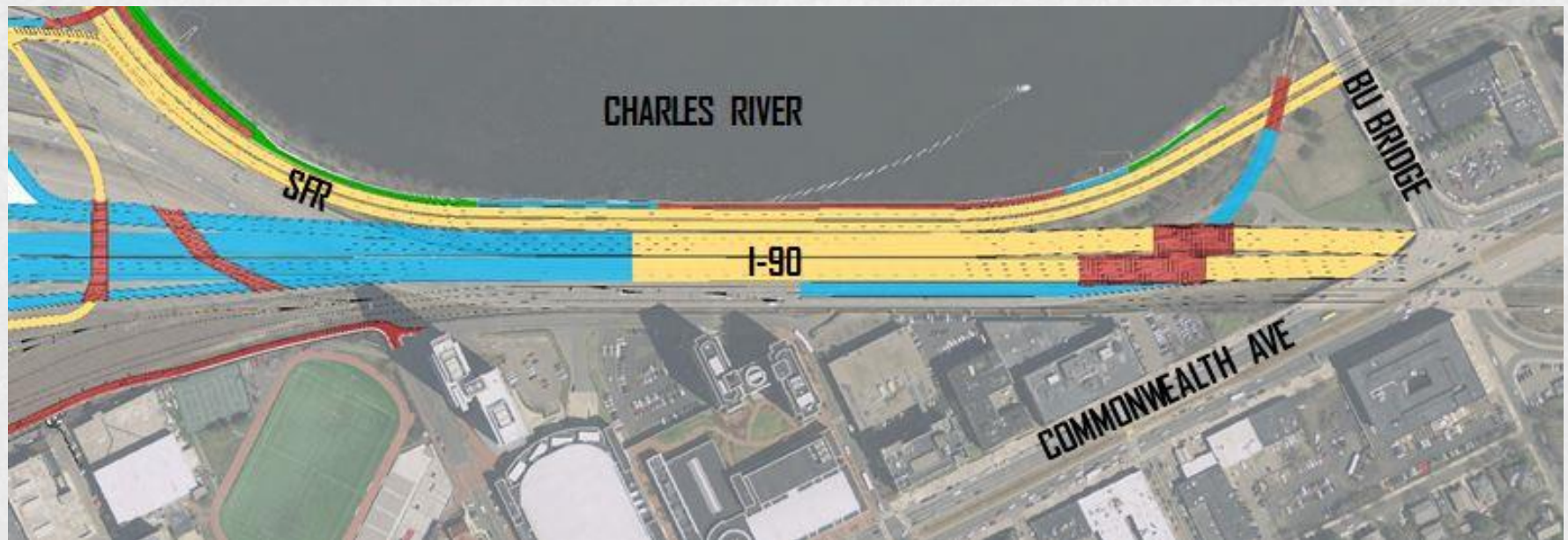


- Grade crossings at Cambridge St South and Hotel Lane eliminated



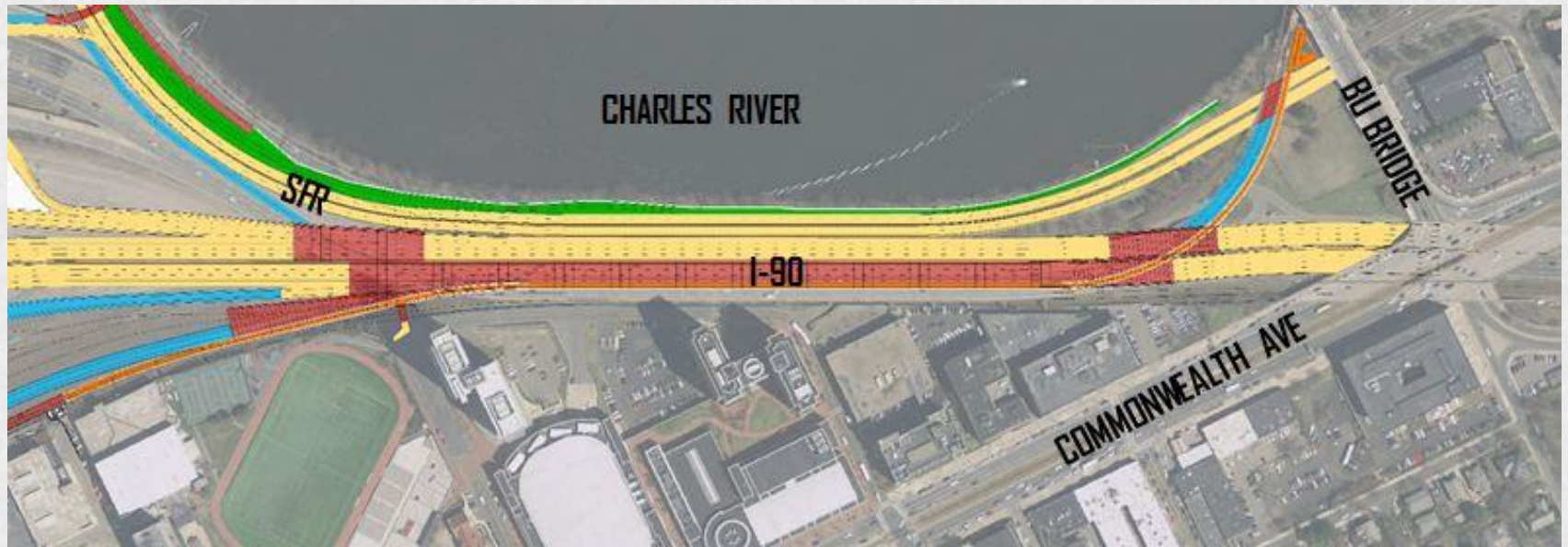
Concept Refinements – ABC Concept without Houghton RR Spur

- Elevated I-90 Over Houghton RR Spur not required
- Grade crossings at Cambridge St South and Hotel Lane eliminated
- Access to Rail Layover a challenge



Concept Refinements – AMP Concept without Houghton RR Spur

- Houghton Rail Viaduct Over not required
- Grade crossings at Cambridge St South and Hotel Lane eliminated
- Access to Rail Layover a challenge



Questions/Comments

