Welcome & Introductions

- Ethan Britland – Project Manager (MassDOT)
- Michael Clark – Transportation Planner (MassDOT)
- Mark Arigoni, L.A. – Principal-in-Charge (MMI)
- Van Kacoyannakis, P.E. – Traffic (MMI)
- Nick Armata, AICP – (MMI)
- John Hoey - QA/QC (MMI)
- Sarah Paritsky – Public Involvement (Regina Villa)
Agenda

- Welcome and Introductions

- Refresher of the Three Alternatives:
  - Alternative #1: Sunken & Covered - Following Current I-91 Alignment
  - Alternative #2: Sunken & Covered following Modified I-91 Alignment (section of combined rail and highway corridor)
  - Alternative #3: Reconstructed Elevated Structure (Modern Viaduct)

- Evolution of Study Evaluation Criteria

- Evaluation Criteria Break-out Station Discussions
  - Station 1: Mobility and Safety Criteria
  - Station 2: Land Use, Socioeconomic, and Community Effects
  - Station 3: Environmental Effects and Cost

- Report Back on Evaluation Criteria Station Discussions

- Next Steps
Review of Public Meeting #2

Held on December 6\textsuperscript{th}, 2016 @ UMass - Springfield

\textbf{Part I: Presentation}

- Overview of Working Group Meetings 4-8
- Getting to 3 Alternatives
- Next Steps

\textbf{Part II: Open House}

- Break-Out Stations
  
  - 1. Station 1: I-291 & 91 Area
  - 2. Station 2: Memorial Bridge & Downtown
  - 3. Station 3: South End Bridge & Long Meadow Curves
  - 4. Economic Development and Bike/Ped Improvement
Refresher of Three Alternatives

- Sunken, Tunnel, or Combination(s) following current I-91 Alignment
- Sunken, Tunnel, or Combination(s) following modified I-91 Alignment (section of combined rail and highway corridor)
- Reconstructed Elevated Structure (Modern Viaduct)
Alternative No.1

Sunken following current I-91 Alignment

Conceptual Planning Study: This graphic represents a hypothetical development scenario that could be representative of potential future development along the I-91 Viaduct Corridor and is shown for general informational purposes. Any actual future development that occurs along this corridor may vary from this conceptual representation.
Conceptual Planning Study: This graphic represents a hypothetical development scenario that could be representative of potential future development along the I-91 Viaduct Corridor and is shown for general informational purposes. Any actual future development that occurs along this corridor may vary from this conceptual representation.

A: Eco-Industrial Park, Sustainable Incentive Business, Green Industry
Approximately 60,000 Square Feet (SF) Building Footprint & 100,000 SF Solar Shown

B: Multi-story Riverfront Residential Development & Restaurant
Approximately 80,000 SF Residential & 20,000 SF Restaurant/Retail, Parking & River Access

C: Enhanced Riverfront Access and Park Space along Bikeway

March 23, 2017
Conceptual Planning Study: This graphic represents a hypothetical development scenario that could be representative of potential future development along the I-91 Viaduct Corridor and is shown for general informational purposes. Any actual future development that occurs along this corridor may vary from this conceptual representation.

D: Reconstructed I-91 North Garage (80,000 SF Footprint)

E: Multi-story Riverfront Residential Development & Retail
   Approximately 120,000 SF Residential & 10,000 SF Restaurant/Retail, Parking Garage, Elevated Green Terrace over Rail, Park Connection to Downtown & Riverfront Park, Marina

F: Parkview & Riverfront Development (West Columbus & Hall of Fame)
   New Development along sunken & covered I-91 Park Corridor West (140,000 SF Residential & 127,000 SF Commercial Office/Retail)

G: Parkview Development (East Columbus)
   New Development along I-91 Parkview Corridor East Columbus from Union to Broad Street (70,000 SF Residential & 55,000 SF Commercial Retail/Office)
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**Alternative #1**
H: Gateway Development
Approximately 100,000 Square Feet (SF) & 40,000 SF Car Dealership Expansion

I: Connecticut River Bikeway Extension
Accessible Ramps up to Bridge Elevation, New Bridge or Modification of existing to allow Bike Accommodation to Agawam Side, Construct Accessible Ramps to River Road (remove stair case)
Alternative No. 2

Sunken following modified I-91 Alignment

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A: Eco-Industrial Park, Sustainable Incentive Business, Green Industry
   Approximately 90,000 Square Feet (SF) Building Footprint & 70,000 SF Solar Shown

B: Public/Private Community Greenhouse & Gardens
   Approximately 10,000 Restaurant/Retail, Parking & River Access

C: Parking Garage (Approximately 110,000)
Conceptual Planning Study: This graphic represents a hypothetical development scenario that could be representative of potential future development along the I-91 Viaduct Corridor and is shown for general informational purposes. Any actual future development that occurs along this corridor may vary from this conceptual representation.

D: Multi-story City Center North Development
Approximately 150,000 SF Office  10,000 SF Restaurant/Retail, Parking

E: Bridgeview & Riverfront Development (Memorial Bridge/Riverfront Park)
New Development along and above I-91 Park Corridor with 180,000 SF Office/Retail, and 120,000 SF Residential, Parking Garage under Elevated Green Terrace over Rail, Connection to Downtown & Riverfront

F: Parkview & Hall of Fame Development West
New Development along and above I-91 Park Corridor with 135,000 SF Office, 185,000 Retail, and 85,000 SF Residential, with new Parking Garage at HOF, and Skywalk Connections to Casino from West Columbus

G: Parkview Development (East Columbus)
Development along I-91 Parkview Corridor East Columbus from Union to Broad Street (75,000 SF Retail & 225,000 SF Residential
Conceptual Planning Study: This graphic represents a hypothetical development scenario that could be representative of potential future development along the I-91 Viaduct Corridor and is shown for general informational purposes. Any actual future development that occurs along this corridor may vary from this conceptual representation.

Alternative #2
**H: Gateway Development**
Approximately 120,000 Square Feet (SF) Commercial Office/Retail

**I: Connecticut River Bikeway Extension**
Accessible Ramps up to Bridge Elevation, New Bridge or Modification of existing to allow Bike Accommodation to Agawam Side, Construct Accessible Ramps to River Road (remove stair case)

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March 23, 2017
Alternative No. 3

Reconstructed Elevated Structure (Modern Viaduct)

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A: Eco-Industrial Park, Sustainable Incentive Business, Green Industry
   Approximately 60,000 Square Feet (SF) Building Footprint & 100,000 SF Solar Shown

B: Multi-story Riverfront Residential Development & Restaurant
   Approximately 80,000 SF Residential & 20,000 SF Restaurant/Retail, Parking & River Access

C: Enhanced Riverfront Access and Park Space along Bikeway
Conceptual Planning Study: This graphic represents a hypothetical development scenario that could be representative of potential future development along the I-91 Viaduct Corridor and is shown for general informational purposes. Any actual future development that occurs along this corridor may vary from this conceptual representation.

D: I-91 North Garage Remains. Enhance Riverfront and River Access
E: Remove I-91 South Garage. Enhance Connection under New Viaduct
F: Enhanced Riverfront Access and Park Space along Bikeway
Conceptual Planning Study: This graphic represents a hypothetical development scenario that could be representative of potential future development along the I-91 Viaduct Corridor and is shown for general informational purposes. Any actual future development that occurs along this corridor may vary from this conceptual representation.

Alternative #3
I: Connecticut River Bikeway Extension
Accessible Ramps up to Bridge Elevation, New Bridge or Modification of existing to allow Bike Accommodation to Agawam Side, Construct Accessible Ramps to River Road (remove stair case)

March 23, 2017
Refinement of Evaluation Criteria

- Significant MASSDOT & MASSDPH Coordination

Massachusetts Department of Public Health
Bureau of Environmental Health

- Comprehensive Evaluation Criteria that include Health Pathways…..
  - Mobility & Accessibility, Safety, Environmental Effects
  - Land Use & Economic Development
  - Community Effects, and Cost
Refinement of Evaluation Criteria

- Mobility & Accessibility
- Safety
- Environmental Effects
- Land Use & Economic Development
- Community Effects
- Cost

Too Much Detail to Present!
Detailed Evaluation Criteria

Break into equal sized groups and spend some time reviewing the detailed approach to the evaluation criteria and assessment progress, ask questions & provide feedback. We have allotted approximately 30 minutes or 10 minutes per station.

(Van) Station 1: Mobility & Safety Criteria

(Nick) Station 2: Land Use, Socioeconomic, & Community Effects

(Mark) Station 3: Environmental Effects & Cost
# Project Schedule

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<th>Task 1</th>
<th>Study Area, Goals &amp; Objectives, Evaluation Criteria, and Public Involvement Plan</th>
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<td>Task 2</td>
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- ![Working Group Meeting](image)
- ![Public Meeting](image)
Next Steps

- Complete Evaluation Criteria Rating Process
- Determine Preferred Alternative
- Additional Working Group Meeting
- Final Public Informational Meeting
Questions & Comments

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Study Website Link:
www.massdot.state.ma.us/i91viaductstudy
THANK YOU FOR YOUR PARTICIPATION