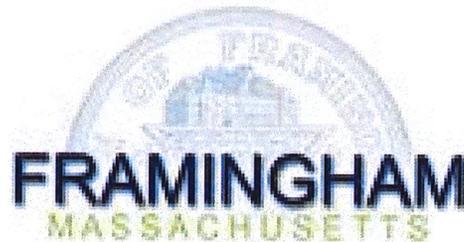


# FRAMINGHAM

## Route 126/135 Grade Crossing

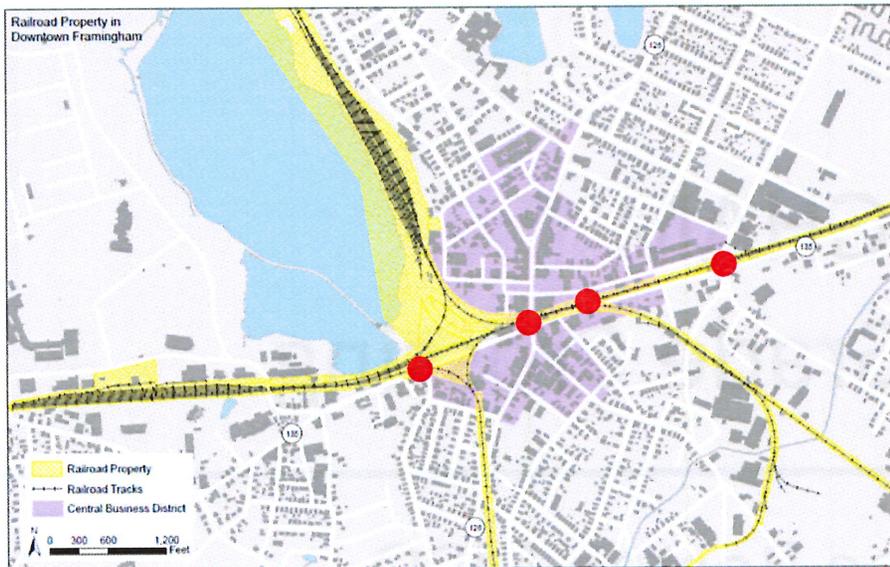
---

Presentation to the Boston MPO  
December 20, 2018



Choose  
**FRAMINGHAM**

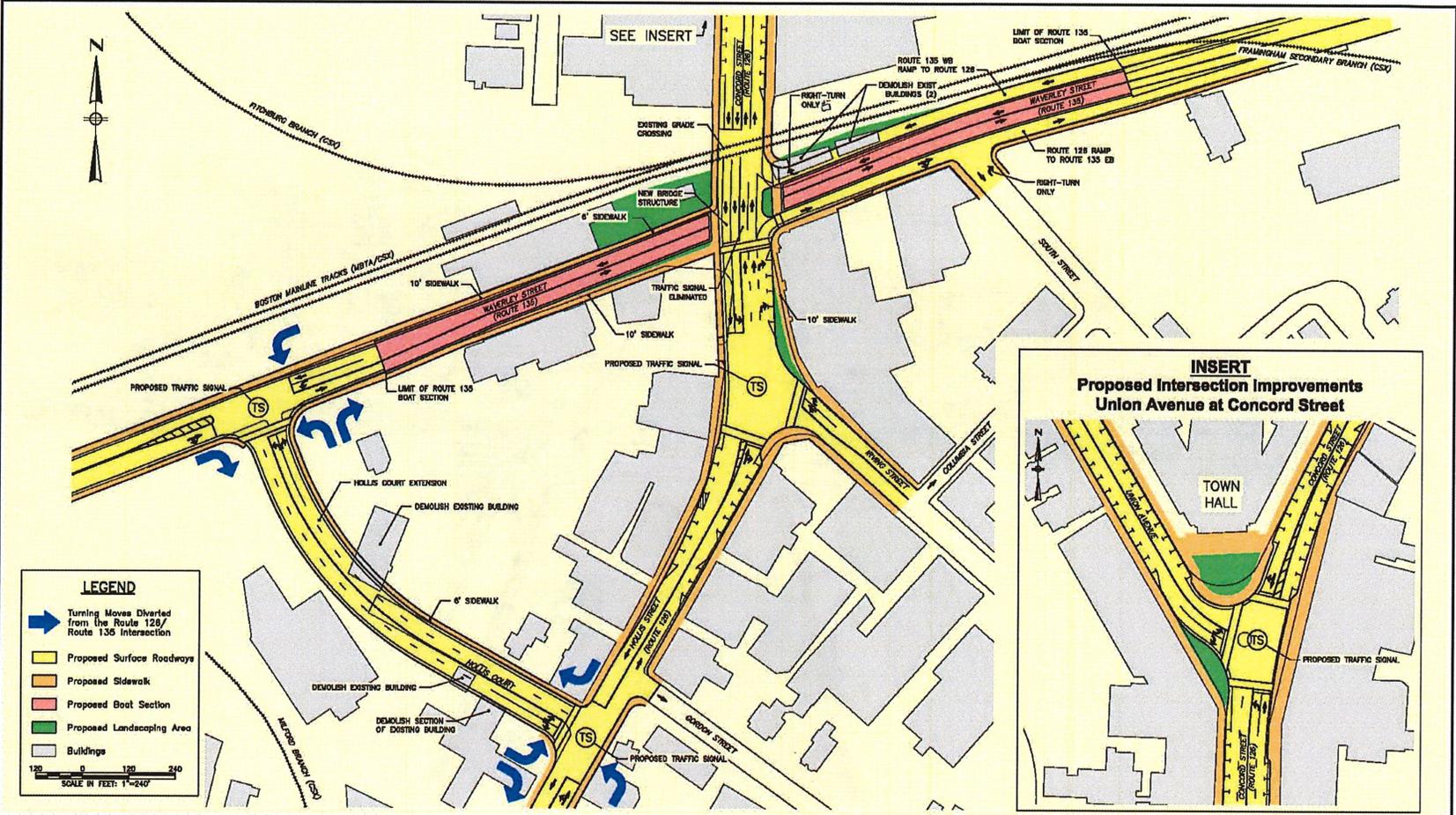
# Grade Crossing Project Overview



- Historic rail impact in the downtown
- 9 at-grade crossings – four just in the core
- Two state roads
- Distressed Downtown in transition
- Historic structures
- Marathon Route



# Grade Crossing Proposal



**BETA Group, Inc.**  
Engineers • Scientists • Planners

**The Ceall Group**  
Planning and Design

**FM ASSOCIATES**  
Economic Planners and Real Estate

**Downtown Study**  
Framingham, MA

**Figure 2-2**  
Alternative 2  
Route 135 Under Route 126

Choose  
**FRAMINGHAM**

# Progress



Routes 126/135 Transportation Alternatives Study

Framingham, MA  
April 2017



View South of the Proposed Route 135 Underpass  
from just North of the Rail Road Tracks

Choose  
**FRAMINGHAM**

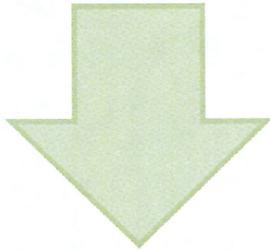
# Changes in Framingham since 2009

- MBTA:
  - Purchased rail from Framingham to Worcester and the Framingham Secondary to Mansfield/Foxboro
  - Added Commuter trains
  - Plans to add track to extend express service
- MassDOT:
  - Commitment to proposed project allowed streetscape investment to proceed
  - New MWRTA 16-region bus hub
- Municipal:
  - City support for DFI, a Mainstreets program
  - City passed TOD zoning
  - New zoning + aggressive outreach + incentives = first major residential and commercial investment in 70+ years
  - Town became a City!



# Grade Crossing Project Status

Previous Studies  
1898-1997



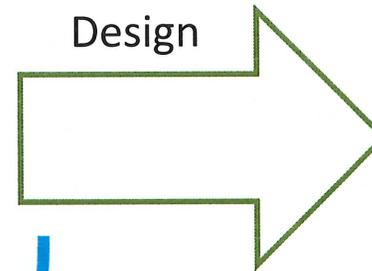
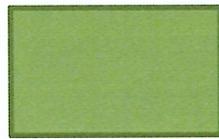
2010  
Downtown  
Study  
Accepted

Utility Work  
+  
Construct.  
Prep

2016  
"Phase 1"  
Downtown  
Streetscape

2017  
Construct-  
ability  
Report

2019  
Begin  
25%  
Design



destination  
**2040**

April 2017 – Today – City Transition

Choose  
**FRAMINGHAM**

# Mayor Support

---



*"I am committed to working with the CTPS and the MPO leadership to demonstrate our ongoing commitment to this critically important project for our downtown."*

- Mayor Yvonne Spicer,  
First Mayor of Framingham

# Contact Us

---

Arthur P. Robert

Director, Community & Economic Development

- [apr@framinghamma.gov](mailto:apr@framinghamma.gov)
- 508.532.5455



<https://www.framinghamma.gov/103/Community-Economic-Development>



[www.chooseframingham.com](http://www.chooseframingham.com)

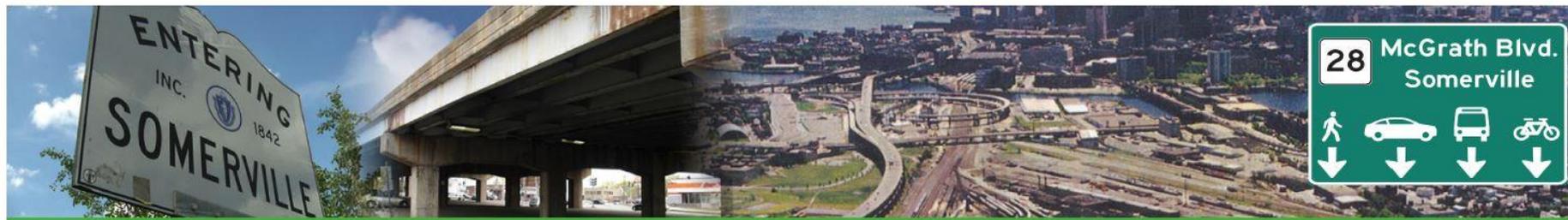


/Choose Fram or #ChooseFram

A blue decorative bar at the bottom of the page, featuring the "Choose Framingham" logo on the right side.

Choose  
FRAMINGHAM





# MCGRATH BOULEVARD PROJECT DEVELOPMENT

## Planning Study

In 2011, the McCarthy Overpass was determined to be structurally deficient and nearing the end of its useful lifespan. MassDOT's 2011 *Grounding McGrath Report* recommended that a short-term improvement be made to the Overpass to extend its useful life and a long-term solution be devised to replace the existing structure with a new, multimodal, at-grade boulevard to accommodate all modes of transportation. The proposed transition into an urban boulevard will help create better circulation and quality of life for pedestrians, bicyclists, drivers, and those who seek to access transit.



## Boulevard Alternative

A strong desire has been voiced by the City of Somerville, its residents, and the McGrath Boulevard Working Group to replace the McCarthy Overpass with a new, multimodal, at-grade boulevard which will serve to reconnect Union Square, East Somerville, and the Brickbottom neighborhoods while continuing to play an important role regionally.

## Current Phasing

The current project development phase includes a preliminary design concept for an at-grade boulevard replacement of the McCarthy Overpass and improvements to McGrath Highway between Broadway in Somerville and Third Street in Cambridge. The conceptual design provides two lanes of travel for motor vehicles in each direction for the majority of the corridor, separated bike lanes, wide sidewalks, and an enormous increase in street trees. This milestone has enjoyed the support and contributions of the community representatives serving on the McGrath Boulevard Working Group. The conceptual design was achieved through contributions from the cities of Somerville, Cambridge, and Boston.



## MassDOT Partners

- MBTA
- City of Somerville
- City of Boston
- City of Cambridge

## Working Group

In November 2014, MassDOT assembled a Working Group consisting of residents, local business owners, elected officials, state agencies, local advocacy groups, municipal officials, and planning organizations. The role of the Working Group is to provide insight to MassDOT based on their constituent groups and report back their findings and project process. As of May 2016, the Working Group had met seven times in addition to two public information meetings and has made significant contributions to the preliminary design.



## Project Team

Michael Trepanier  
MassDOT Project Manager



McMahon Associates  
Project Lead - Traffic Analysis



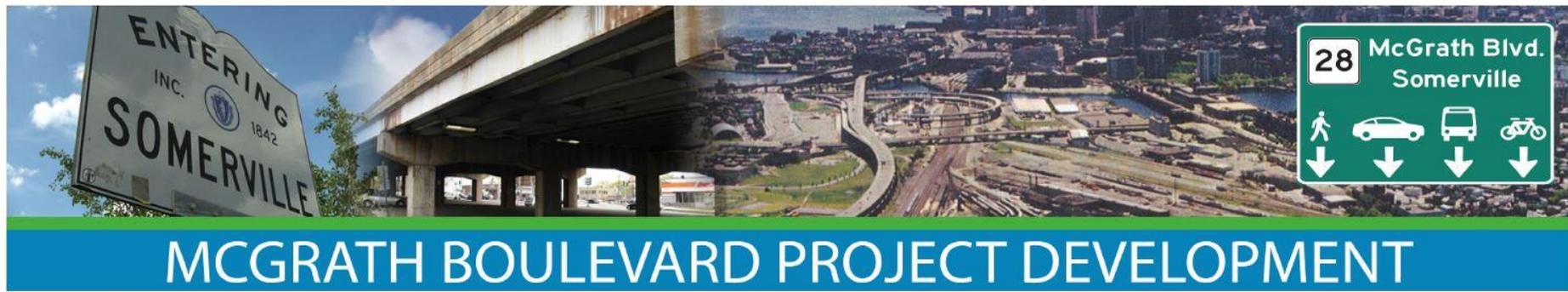
Howard Stein Hudson  
Public Outreach & Active Transportation



Kleinfelder  
Urban & Landscape Design



Contact us: [ngross@hshassoc.com](mailto:ngross@hshassoc.com) or [michael.trepanier@state.ma.us](mailto:michael.trepanier@state.ma.us)



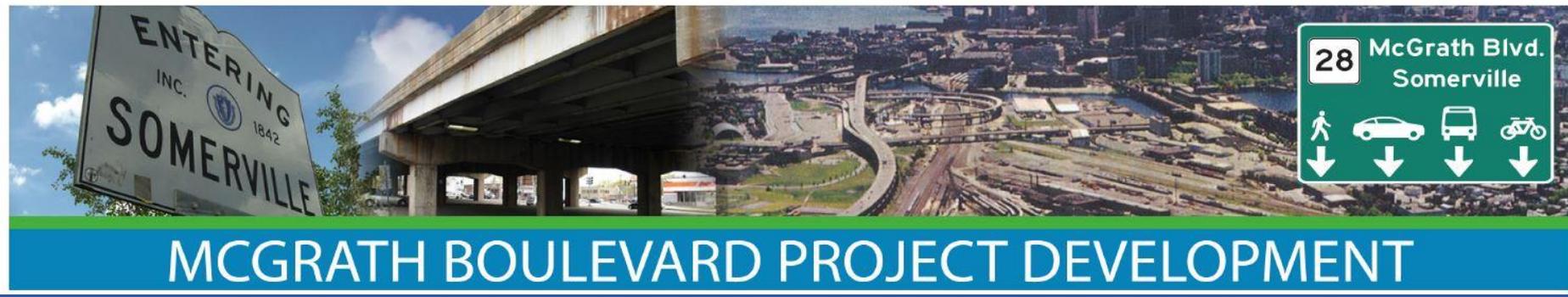
# MCGRATH BOULEVARD PROJECT DEVELOPMENT

**Table 1:  
Long-Range Transportation Plan Universe of Highway Projects**

**Projects to Consider for Programming in the Transportation Improvement Program**

The highway projects listed below are active MassDOT projects that are estimated to cost over \$20 million dollars and/or add capacity to the transportation network. These projects are included in the FFY 2020-24 Transportation Improvement Program (TIP) Universe of Projects list and are being considered for programming in the FFY 2020-24 TIP. This table is the same as Table 3 in the FFY 2020-24 TIP Universe of Projects, with the exception that the LRTP evaluation score from the current LRTP, *Charting Progress to 2040* was added.

Municipality	Project Proponent	Project Name	PROJIS/TIP ID	Design Status	Cost Estimate	MAPC Subregion	MassDOT Highway District	TIP/LRTP Evaluation Score	LRTP Status (if applicable)
<b>Inner Core</b>									
Somerville	Somerville	McGrath Boulevard Project	607981	PRC approved	\$ 82,500,000	ICC	4	68/13	FFY 2026-30
Boston	Boston	Improvements along Commonwealth Avenue (Route 30), from Alcorn Street to Warren/Kelton Streets (Phase 3 and Phase 4)	608449	25% design	\$ 31,036,006	ICC	6	66/0	
Saugus	MassDOT	Interchange Reconstruction at Walnut Street and Route 1, includes S-05-016 (Phase II)	601513	75% design	\$ 19,581,123	ICC	4	46/9	
Boston	MassDOT	Bridge Rehabilitation, B-16-184, Northern Avenue over Fort Point Channel	606265	PRC approved	\$ 55,000,015	ICC	6	Not Scored	
Boston	Boston	Replacement of Allston I-90 Elevated Viaduct, B-16-359, including Interchange Reconstruction Beacon Park Yard Layover and West Station	606475	PRC approved (2011)	\$936,100,000 to \$1,200,000,000	ICC	6	NS/15	
Lynn, Revere	MassDOT	Bridge Reconstruction, L-18-015=R-05-008, Route 1A over Saugus River	608396	PRC approved	\$ 74,750,000	ICC	4	Not Scored	
Lynn	Lynn	Reconstruction of Western Avenue (Route 107)	609246	Pre-PRC; PRC-approval expected Dec. 2018	\$ 36,205,000	ICC	4	Not Scored	
Malden, Revere, Saugus	MassDOT	Reconstruction and Widening on Route 1, from Route 60 to Route 99	605012	PRC approved	\$ 172,500,000	ICC	4	NS/12	
<b>Minuteman Advisory Group on Interlocal Coordination</b>									
Lexington	Lexington	Route 4/225 (Bedford St.) and Hartwell Ave.	na	na	\$ 30,557,000	MAGIC	4	NS/14	FFY 2021-25
Concord	Concord	Improvements and Upgrades to Concord Rotary (Routes 2/2A/119)	602091	25% design	\$ 103,931,250	MAGIC	4	NS/11	
Concord	MassDOT	Reconstruction and Widening on Route 2, from Sandy Pond Road to Bridge over MBTA/B&M Railroad	608015	PRC approved (2014)	\$ 8,000,000	MAGIC	4	Not Scored	
<b>MetroWest Regional Collaborative</b>									
Natick	MassDOT	Bridge Replacement, Route 27 (North Main Street) over Route 9 (Worcester Street) and Interchange Improvements	605313	25% design	\$ 25,793,370	MWRC	3	58/13	FFY 2021-25
Framingham	Framingham	Intersection Improvements at Route 126/135/MBTA and CSX Railroad	606109	PRC approved (2010)	\$ 115,000,000	MWRC	3	NS/11	FFY 2026-30



# MCGRATH BOULEVARD PROJECT DEVELOPMENT



## LONG-RANGE TRANSPORTATION PLAN OF THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

JULY 2015

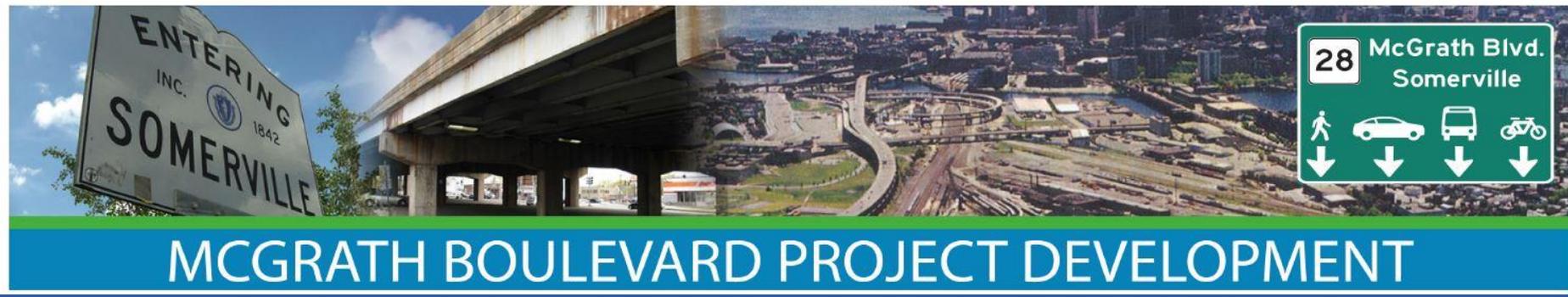
- The Boston Region Metropolitan Planning Organization (MPO) is composed of:
- Massachusetts Department of Transportation
  - Metropolitan Area Planning Council
  - Massachusetts Bay Transportation Authority
  - Massachusetts Bay Transportation Authority Advisory Board
  - Massachusetts Port Authority
  - Regional Transportation Advisory Council
  - Federal Highway Administration (nonvoting)
  - Federal Transit Administration (nonvoting)
  - City of Beverly
  - City of Boston
  - Town of Braintree
  - City of Everett
  - City of Newton
  - City of Somerville
  - City of Woburn
  - Town of Arlington
  - Town of Bedford
  - Town of Framingham
  - Town of Lexington
  - Town of Medway
  - Town of Norwood

Prepared by the MPO's Central Transportation Planning Staff

The Recommended Plan 5-11

TABLE 5.3 Major Infrastructure Projects Programmed with Highway Funding in the Recommended Plan with Costs

Project Name	Current Cost	Investment Category	FFY 2016–2020	FFY 2021–2025	FFY 2026–2030	FFY 2031–2035	FFY 2036–2040	MPO Funding	Non-MPO Funding
Route 128 Additional Lanes (Needham & Wellesley)	\$57,768,183	MI	\$57,768,183					\$57,768,183	
Middlesex Turnpike Improvements from Crosby Dr North to Manning Rd, Phase III (Bedford & Billerica)	\$26,935,171	MI	\$28,296,348					\$28,296,348	\$1,000,000
Reconstruction of Rutherford Ave, from City Sq to Sullivan Sq (Boston)	\$109,967,000	MI	\$7,000,000	\$106,268,126				\$113,268,126	\$15,377,710
Intersection Improvements at Rte 126 & Rte 135/MBTA & CSX Railroad (Framingham)	\$115,000,000	MI			\$184,118,700			\$184,118,700	
Route 4/225 (Bedford St) and Hartwell Ave (Lexington)	\$23,221,000	MI		\$30,557,000				\$30,557,000	
Bridge Replacement, Rte 27 (North Main St) over Rte 9 (Worcester St) and Interchange Improvements (Natick)	\$25,793,370	MI		\$33,942,300				\$33,942,300	
Reconstruction of Highland Ave, Needham St & Charles River Bridge, from Webster St to Rte 9 (Newton & Needham)	\$14,297,606	MI	\$15,464,292					\$15,464,292	
McGrath Boulevard Project (Somerville)	\$56,563,000	MI			\$90,559,000			\$90,559,000	
Green Line Extension Project (Phase 2), College Ave to Mystic Valley Parkway/Rte 16 (Somerville to Medford)	\$190,000,000	MI	\$158,000,000	\$32,000,000				\$190,000,000	
Reconstruction & Widening on Rte 18 (Main St) from Highland Pl to Rte 139* (Weymouth & Abington)	\$58,822,115	MI	\$45,281,758					\$45,281,758	\$14,771,760




# Somerville Vision

City of Somerville, Massachusetts  
Comprehensive Plan | 2010-2030



**Somerville: an Exceptional Place to Live, Work, Play, and Raise a Family**

Endorsed by the Somerville Board of Aldermen April 12th, 2012

Adopted by the Somerville Planning Board April 19th, 2012

## Transportation & Infrastructure Highways, Bridges, Rail Rights-of-Way

**VI. Goal: Connect the city: retrofit, redesign, and build, as necessary, roads, bridges, paths and rights-of-ways to improve transportation networks and link neighborhoods and commercial centers within Somerville and beyond.**

**A. Policy: The City should improve transportation infrastructure in areas identified for new development, and create inviting streets for all transportation modes.**

1. Action: Design and construct an alternative to the 'tubes' in the Inner Belt that allows for greater vehicular, bicycle, and pedestrian access to the district.
2. Action: Increase access to the Brickbottom area by connecting it to the Inner Belt beneath the future Green Line right-of-way.
3. Action: Study options to eliminate the barrier created by McGrath Highway.
4. Action: Plan and develop a transportation network in the Boynton Yards area that allows for greater connectivity to surrounding districts and within Boynton Yards.
5. Action: Complete and implement the Union Square Transportation Plan.

**6. Policy The City should advocate for infrastructure projects that mitigate the adverse impacts of highway infrastructure, with particular attention to providing greater access and connectivity to pedestrians and bicyclists and addressing health and quality of life impacts experienced by commuters.**

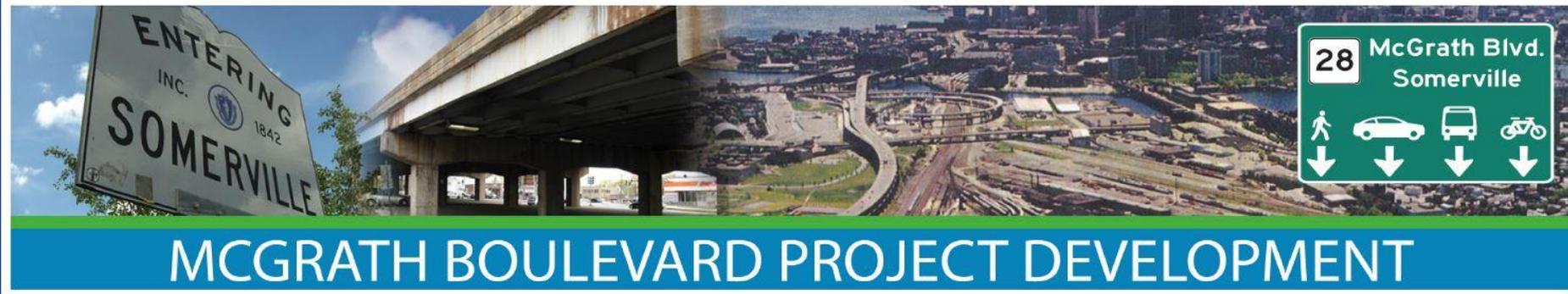
1. Action: Advocate for the conversion of McGrath Highway into a surface-level, tree-lined urban boulevard, crossable by pedestrians at every intersection, with accommodations provided for bicyclists.
2. Action: Improve existing crossings under Interstate 93 to address pedestrian and bicycle safety and enhance the attractiveness of areas including the Kensington Underpass, Lombardi Street, McGrath Highway, and Wheatland Street.
3. Action: Identify a long-term strategy for the design of the Interstate 93 / McGrath Highway interchange and ensure any approved development does not block the vision.
4. Action: Create an additional access point under Interstate 93 to better connect East Somerville

### Reconnecting Neighborhoods What's it all about?

Somerville's highway and railroad corridors divide our neighborhoods and prevent residents from enjoying open spaces and supporting local businesses. Improving pedestrian and bicycle connections over, under and through these barriers is vital to reclaiming Somerville's neighborhoods, growing our economy and improving quality of life.



Current connection under McGrath Highway at Somerville Avenue



# MCGRATH BOULEVARD PROJECT DEVELOPMENT

## UNION SQUARE NEIGHBORHOOD PLAN



Development in Union Square

### Grounding McGrath Highway

Reconnecting Neighborhoods with a Boulevard

State Route 28, known as McGrath Highway in Somerville and O'Brien Highway in Cambridge, is a way for suburbanites to get to employment centers in Cambridge and Boston. The elevated section between Washington Street and Somerville Avenue, known as the McCarthy Overpass, was constructed in the mid 1950's. It creates a towering wall that separates Union Square from East Somerville and the Brickbottom neighborhood. Until recently, Washington Street was the only connecting point under the overpass for pedestrians. The interim improvements for McGrath Highway created a signalized pedestrian crossing at Somerville Avenue as well.

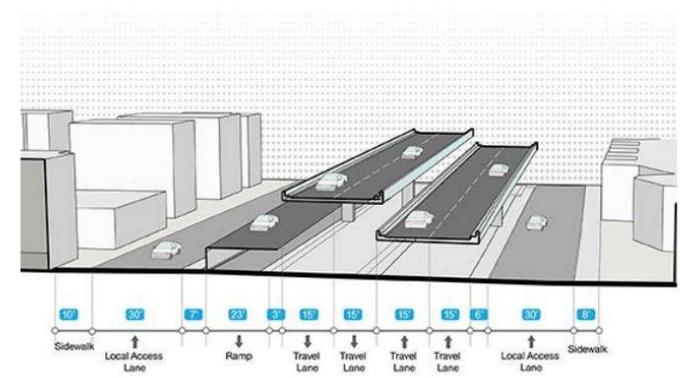
Community members have been advocating for years to have the elevated portion of McGrath taken down. In May 2013, the "Grounding McGrath" study team, after a two-year community process, shared its recommendations with the public, calling for removal of the elevated McCarthy Overpass and replacement with an at-grade roadway that better serves all users.

The concept demonstrates how the plans in the Grounding McGrath study can be taken further. The McGrath right-of-way is so wide that there is opportunity for two-way travel lanes for through traffic, carriageways for local travel, a mixed-use path, a separated bicycle lane, and sidewalks. The design is modeled after a boulevard so there are ample opportunities for canopy trees and under plantings.

Even with maximizing the opportunities for all modes there is still more right-of-way available. These are opportunity areas for a range of activities from development to civic space. As the City works with MassDOT on grounding McGrath Highway, a corridor plan determining a more specific community vision outside of the right-of-way along this 1.5 miles section is needed. These spaces are the innovative ways that all of the SomerVision targets will be met.

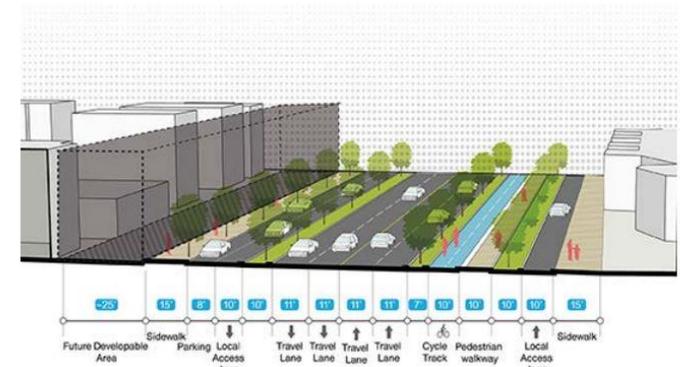


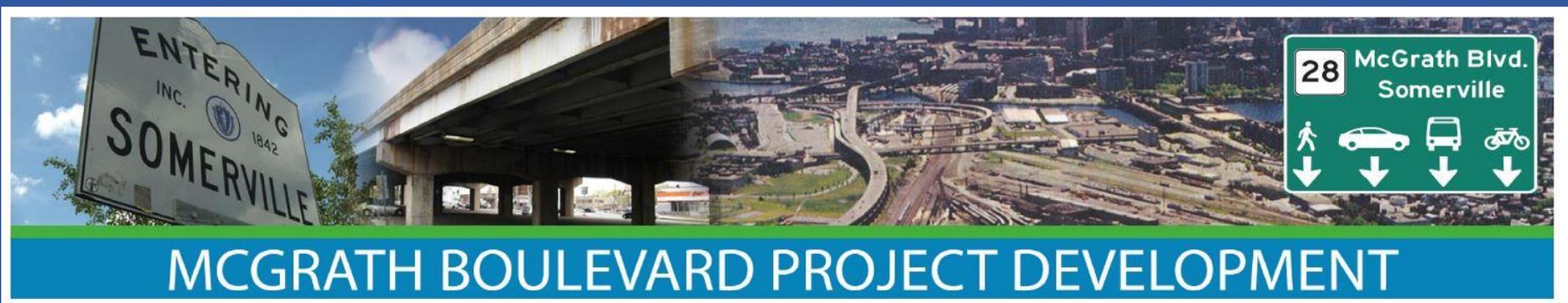
Development in Union Square



ABOVE: MassDOT, the City, and the community agree that McGrath Overpass needs to be de-elevated. Existing conditions only accommodate cars.

BELOW: The right-of-way is so wide there is ample opportunity for all modes of transit after it is de-elevated.





## MCGRATH BOULEVARD PROJECT DEVELOPMENT

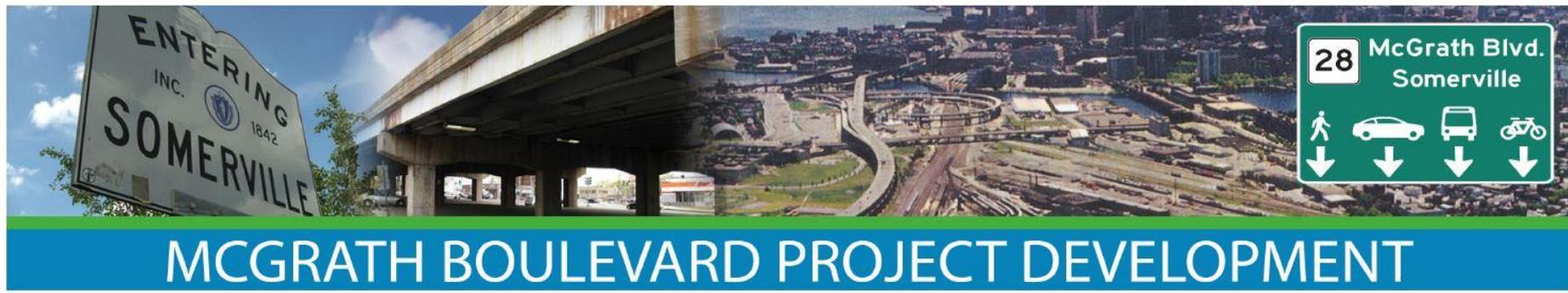
Somerville has been making investments in the Project corridor to advance local and regional priorities



*Somerville's first protected bike facility  
Installed 2017  
Connects to McGrath*



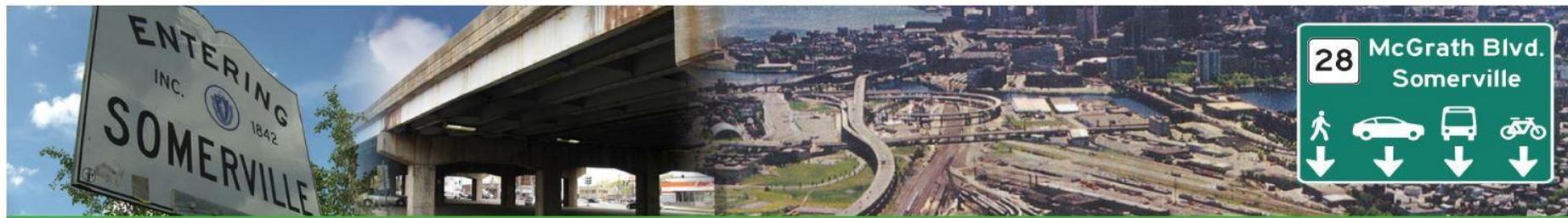
*Somerville's first dedicated bus lane  
Installed 2017  
Connects to McGrath*



## Looking Ahead



- This phase of work is ending...
  - *But more remains to be done*
- Preparation and submission of the project development report
- Environmental filings
- Public information meeting to present preferred concept
- And after?
  - The next stage of work would take the concept to a 25% design



# MCGRATH BOULEVARD PROJECT DEVELOPMENT

