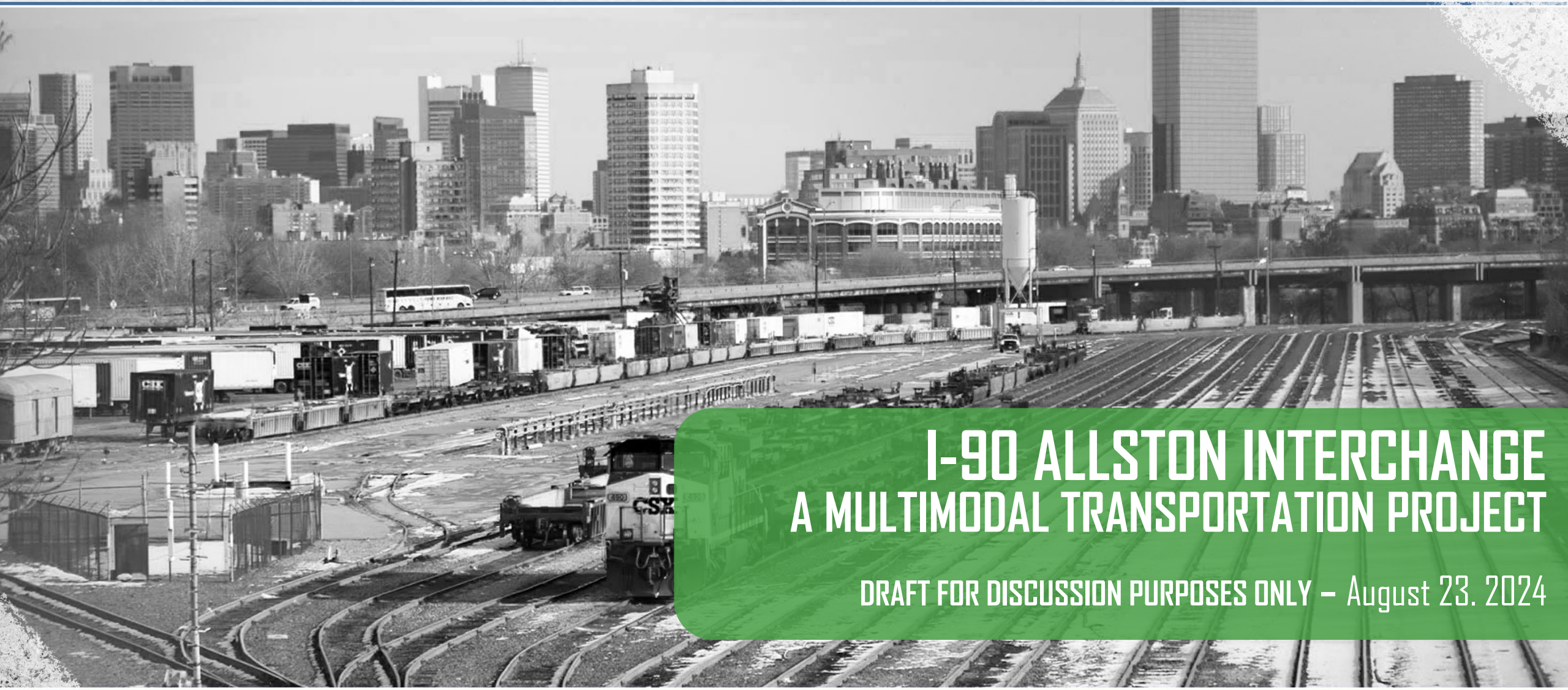


I-90 ALLSTON INTERCHANGE
A MULTIMODAL TRANSPORTATION PROJECT

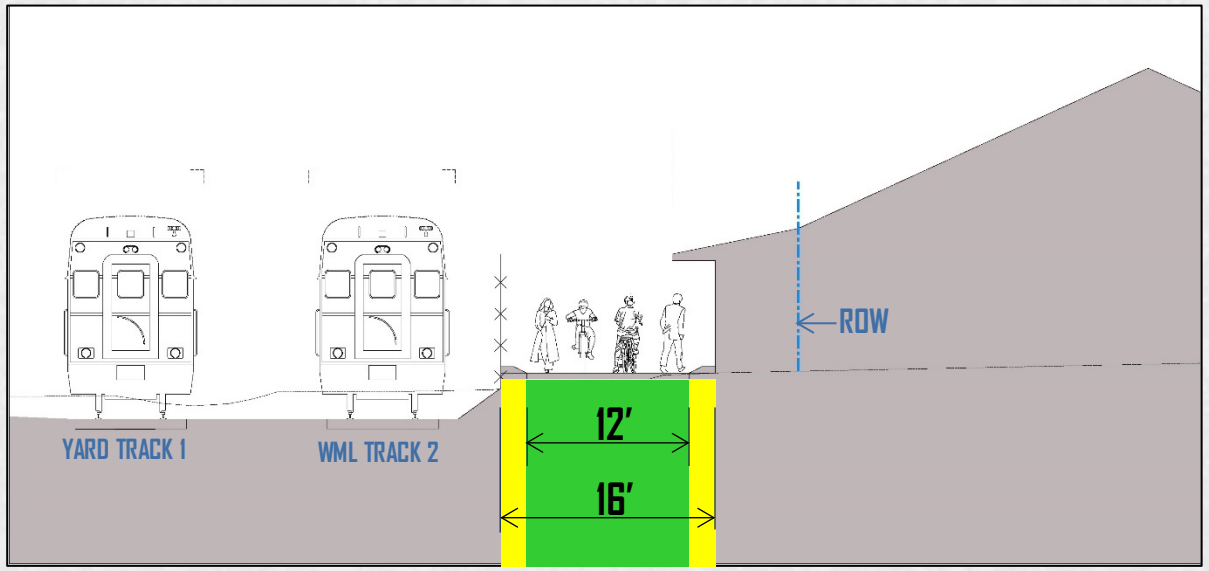
DRAFT FOR DISCUSSION PURPOSES ONLY – August 23. 2024

South Side Buffer Path Review Topics

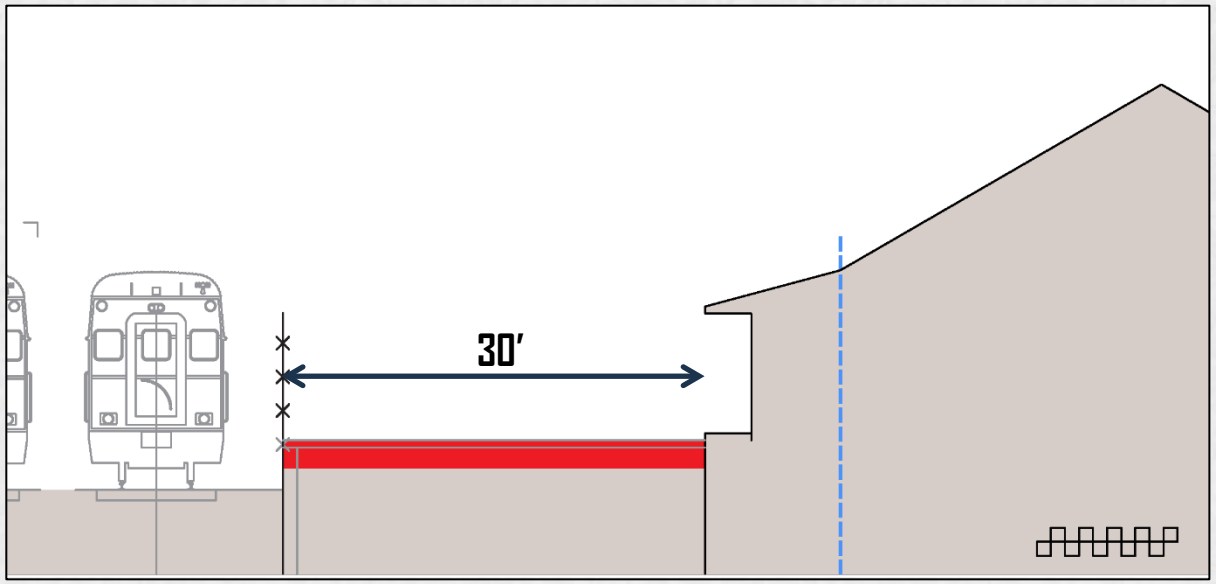
- Path Options and Considerations
  - Connection at Franklin Street, Malvern Street, and Agganis Ped Bridge
  - 30-foot path width and conditions along the corridor
  - Cross section possibilities
- Noise Wall Treatment Options

South Side Buffer Path – Previous Path and new 30' path

Previous Path
Constrained width and pinch points

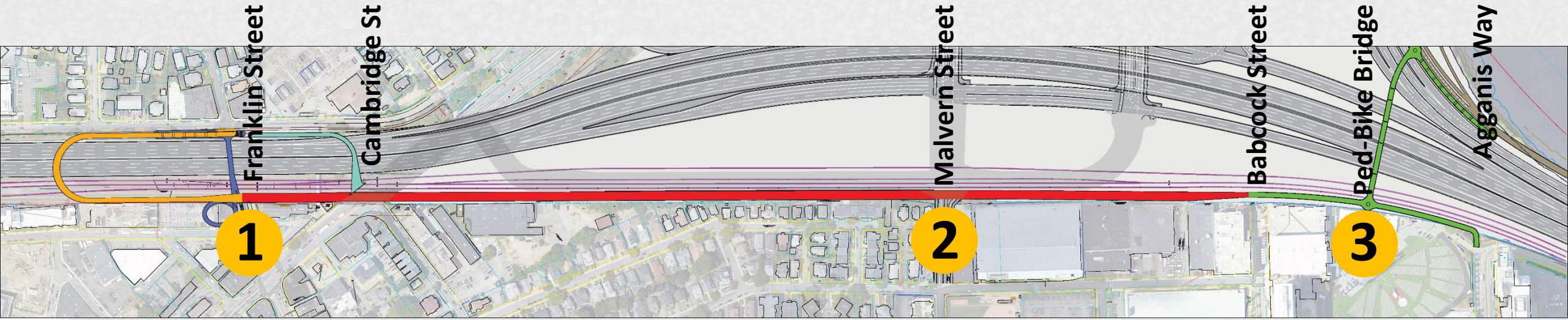


New 30' Path
For full length

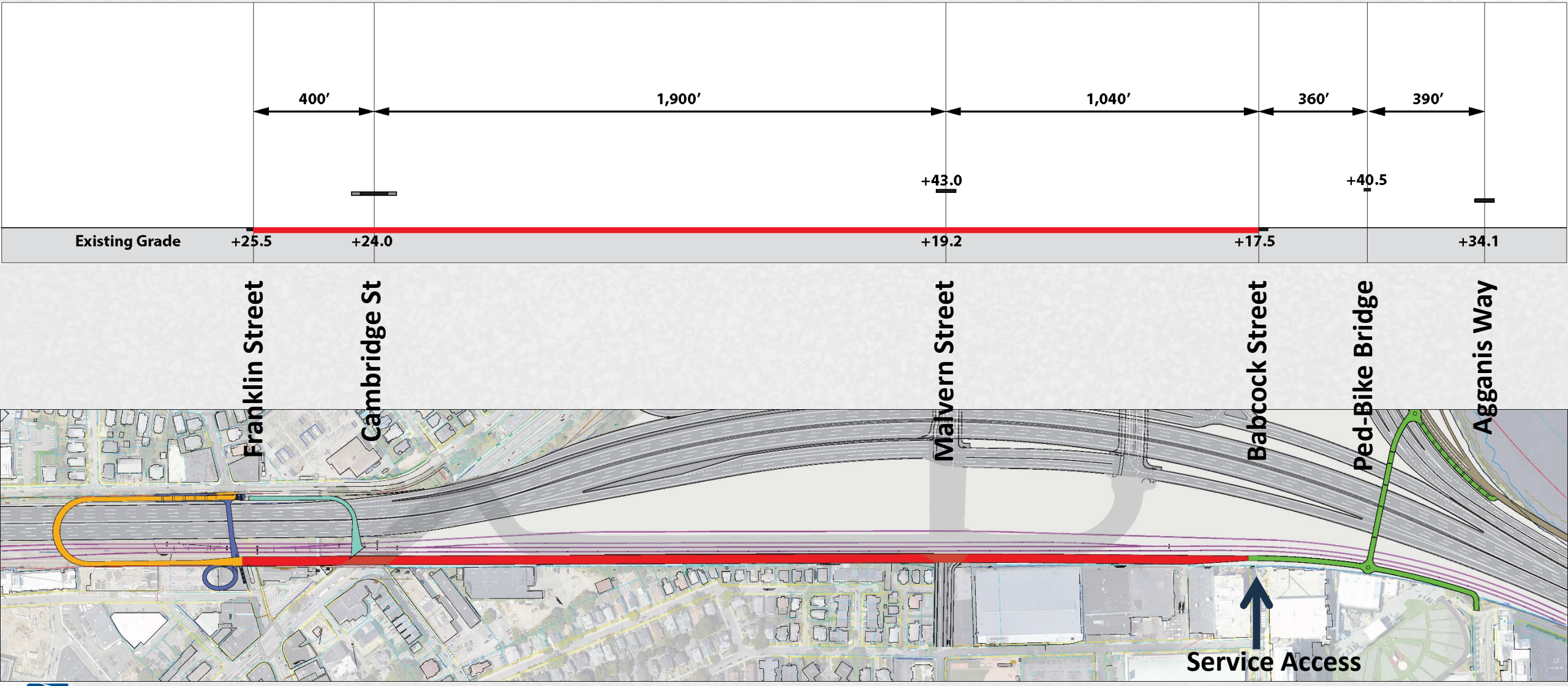


South Side Buffer Path Revised with New Track Alignment

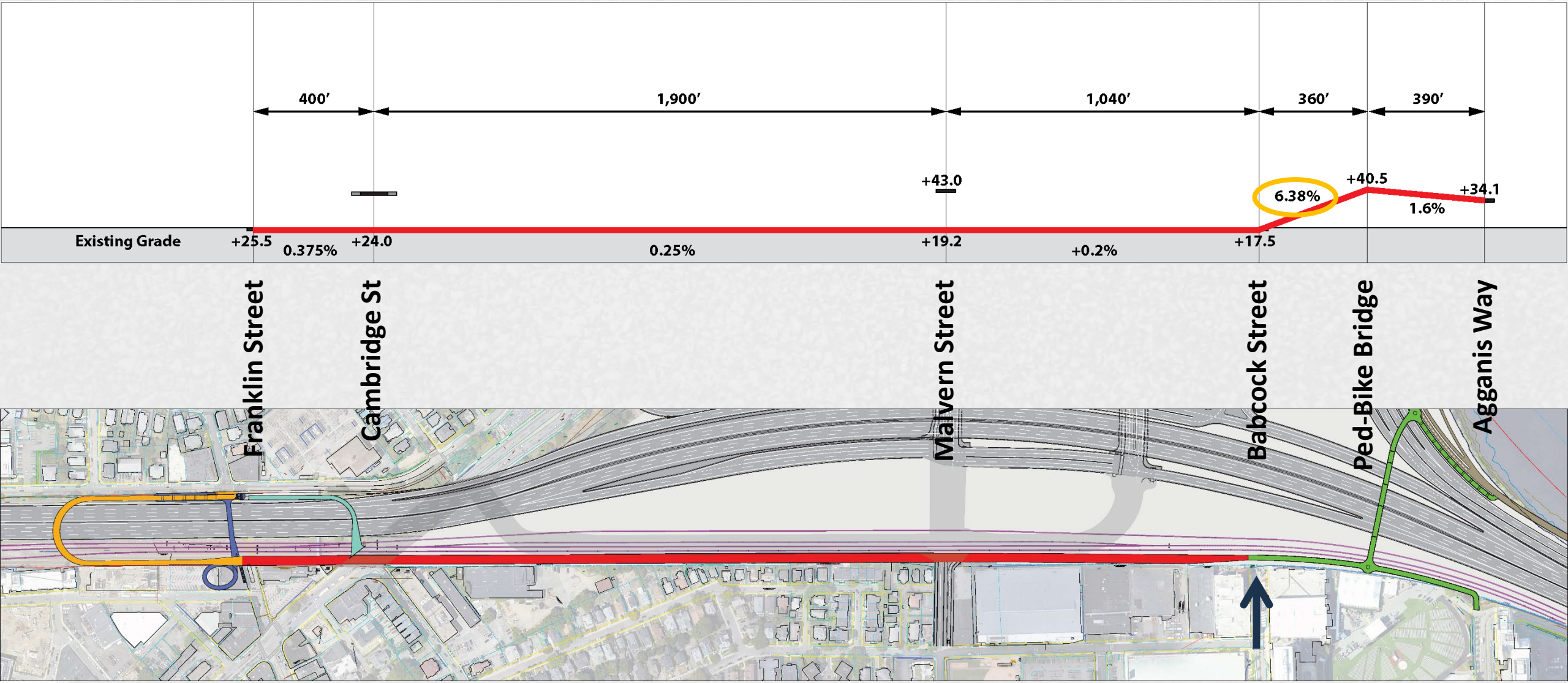
- 30 feet wide
- 3,300 feet from Franklin Street to Babcock Street (0.63 miles)
- Connections at
  1. Franklin Street
  2. Malvern / Seattle Street
  3. Agganis Way Ped/Bike Bridge



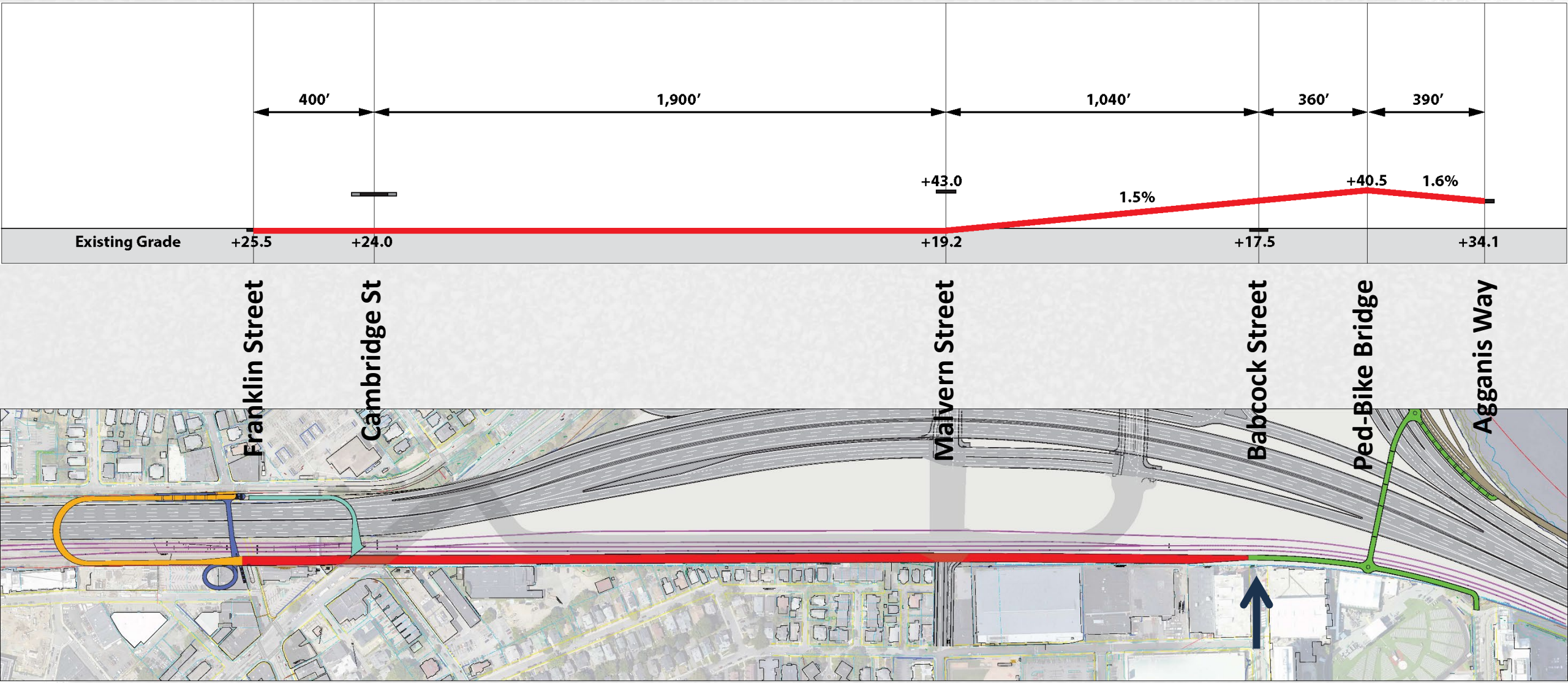
South Side Buffer Path Revised with New Track Alignment



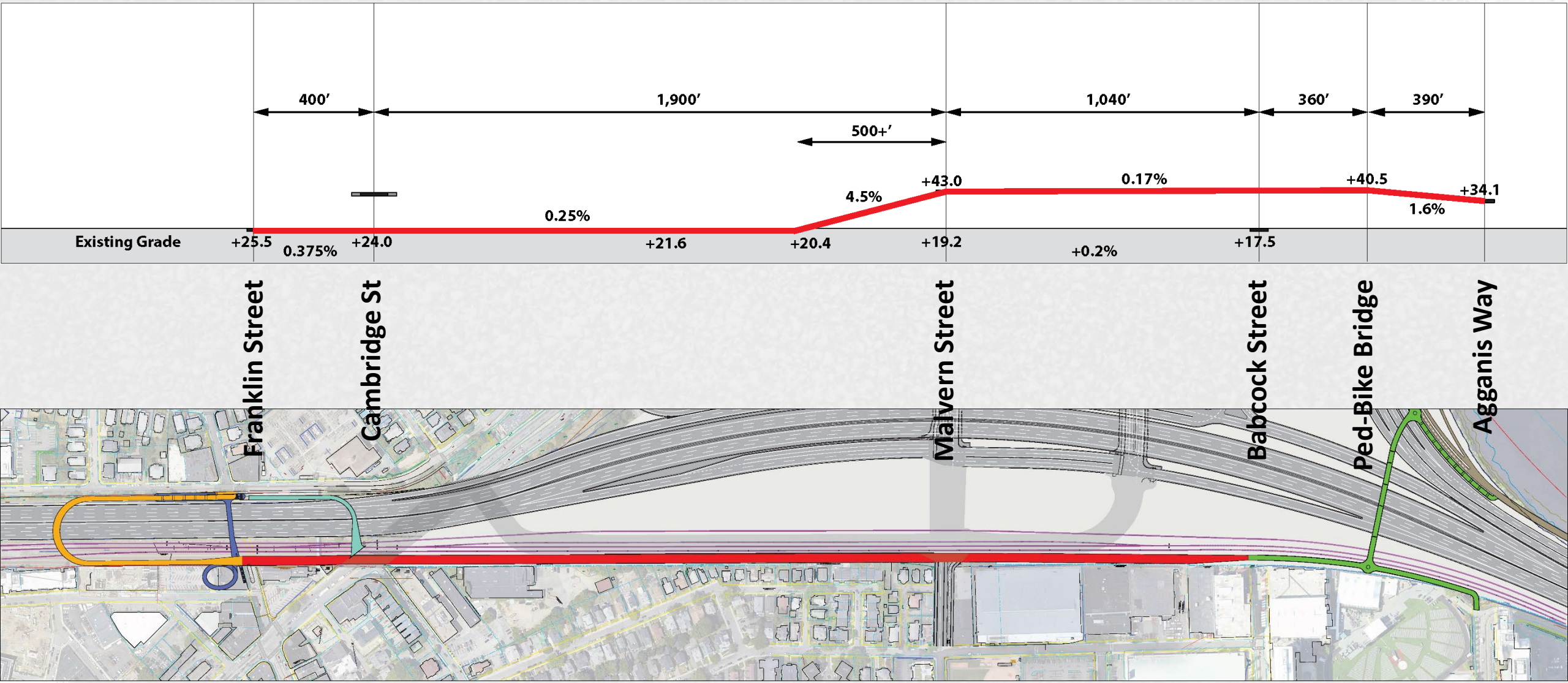
South Side Buffer Path Revised with New Track Alignment



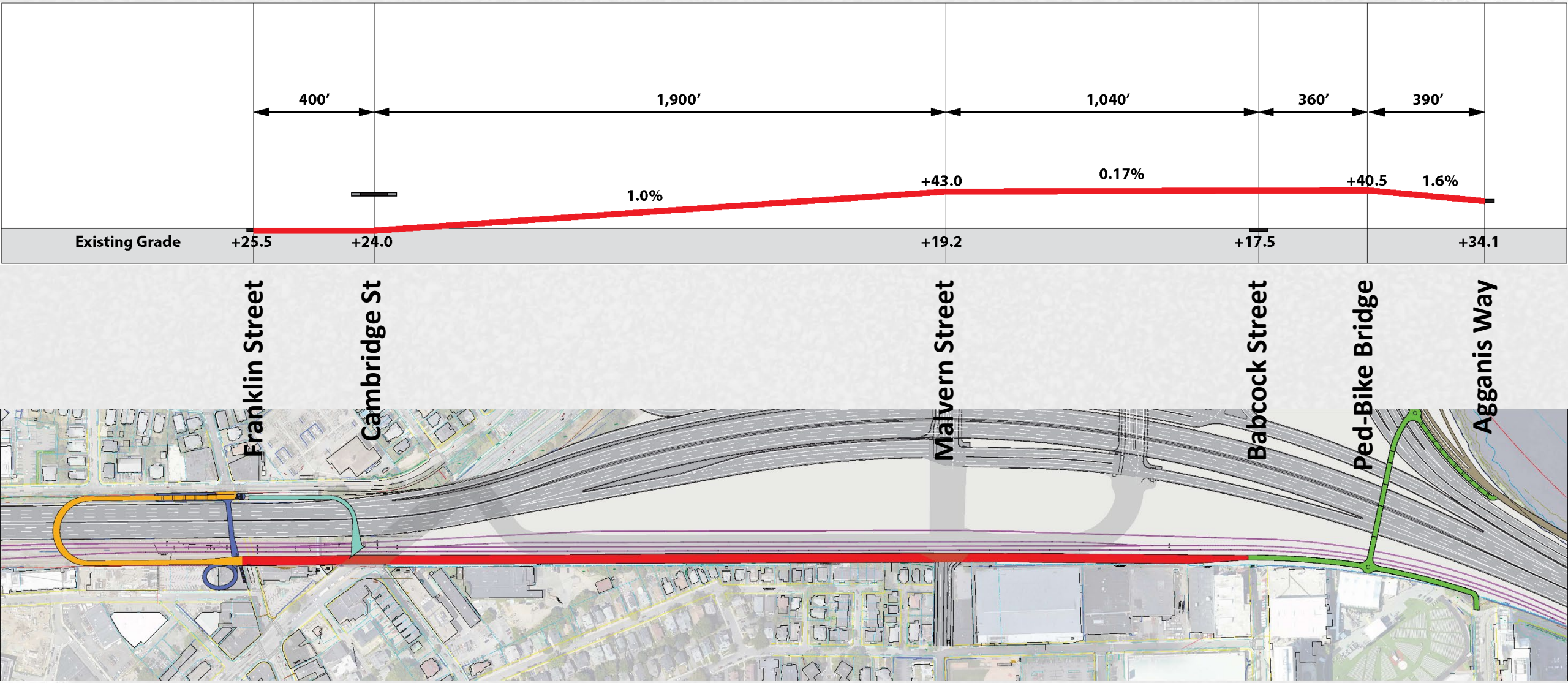
South Side Buffer Path Revised with New Track Alignment



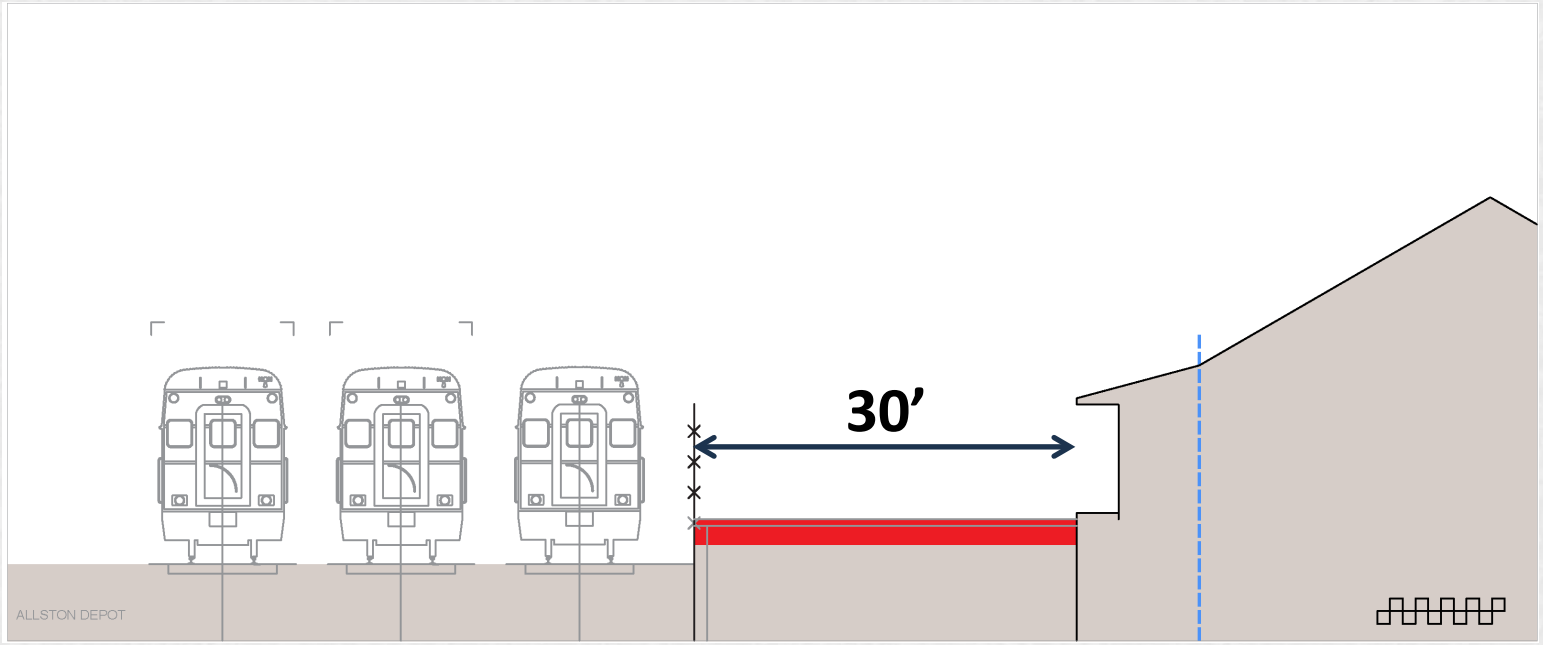
South Side Buffer Path Revised with New Track Alignment

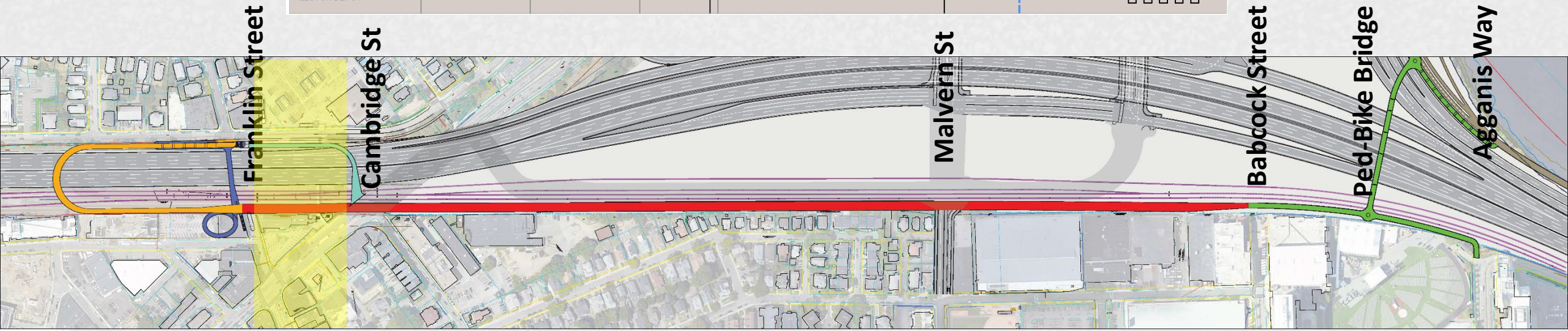


South Side Buffer Path Revised with New Track Alignment

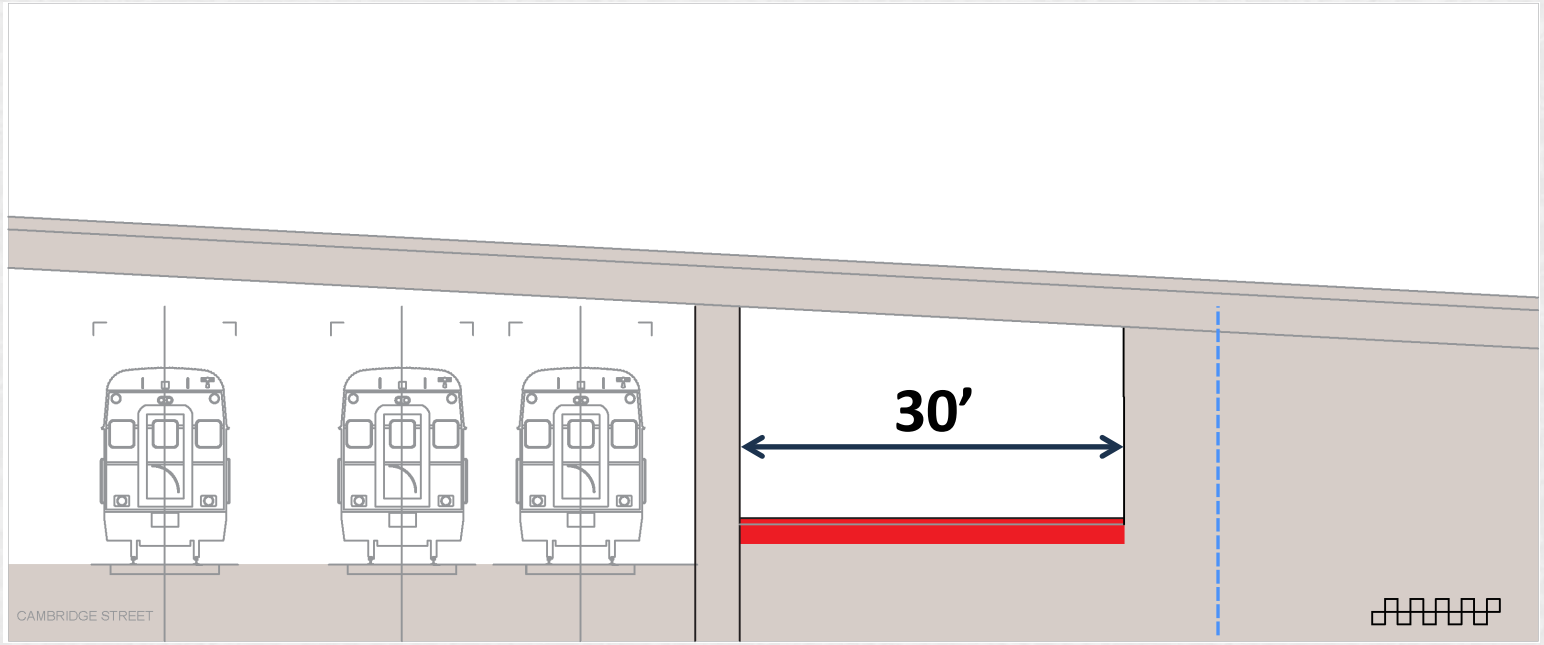


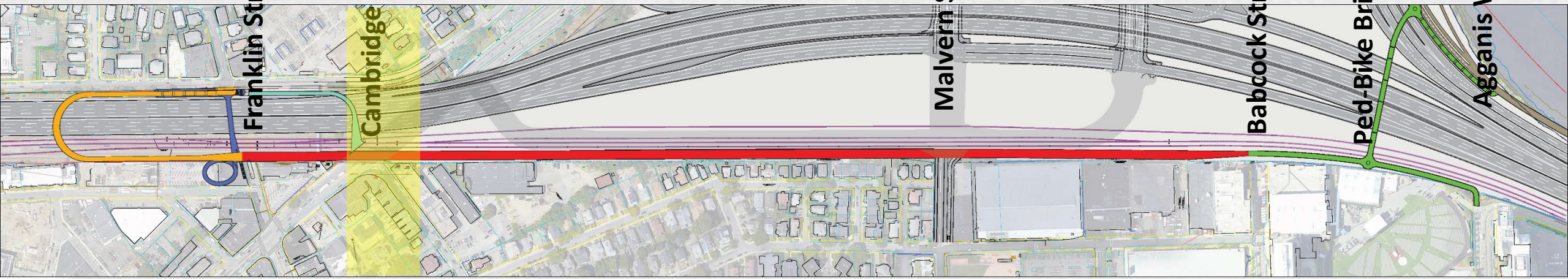
South Side Buffer Path Revised @ Alston Depot



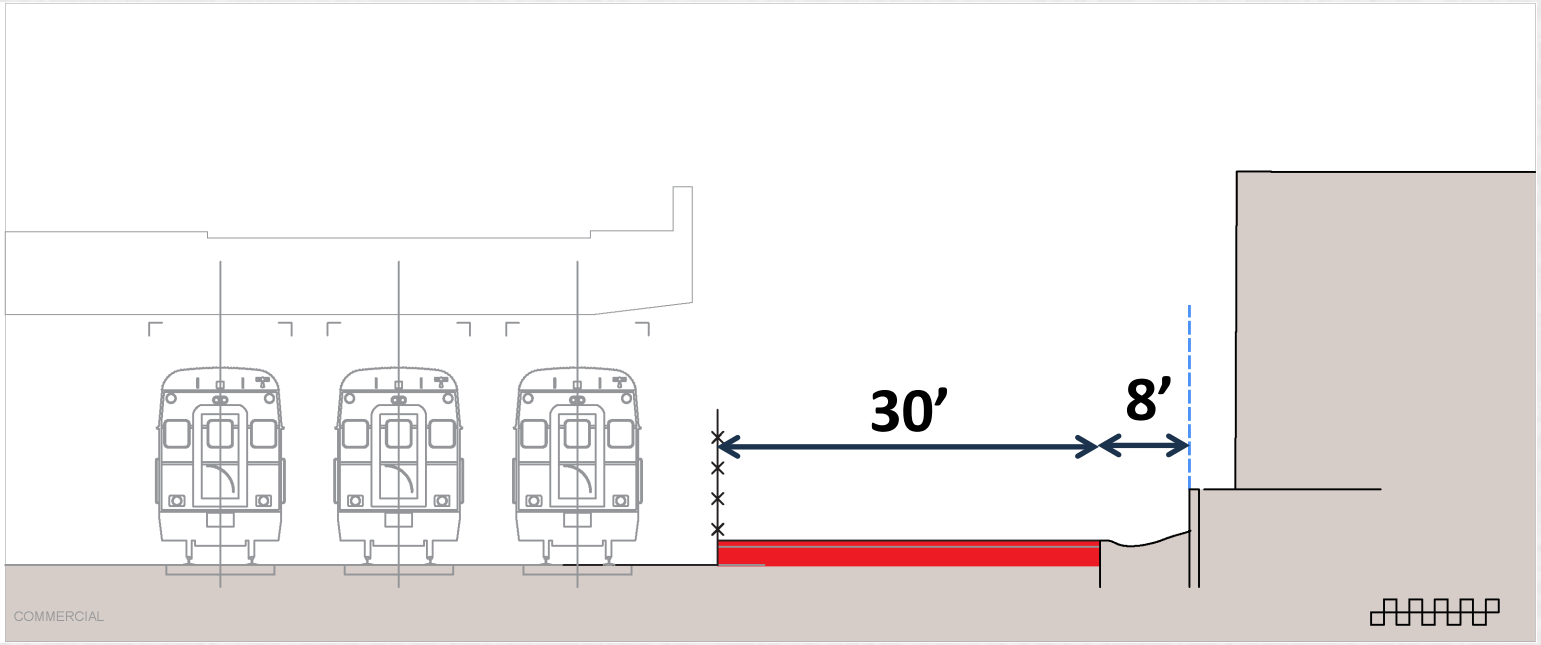


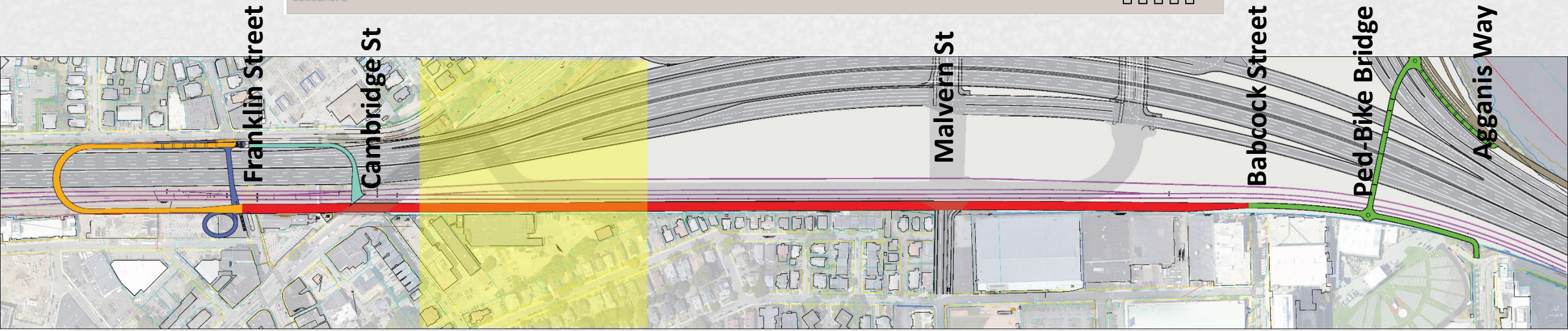
South Side Buffer Path Revised @ Cambridge Street



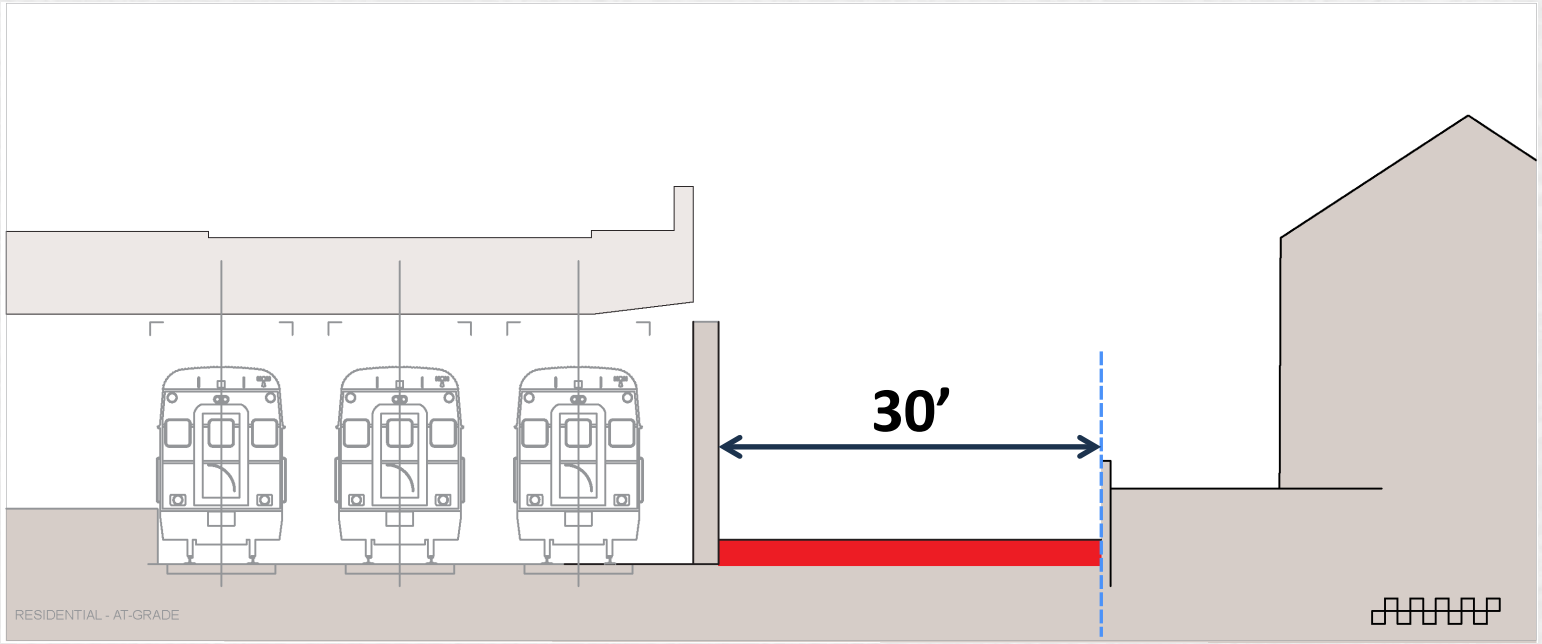


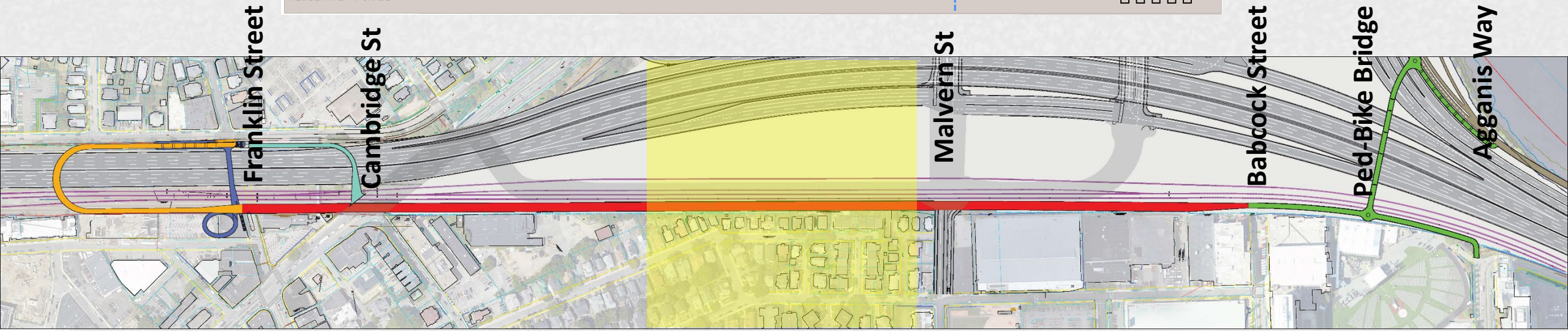
South Side Buffer Path Revised @ Commercial Abutters



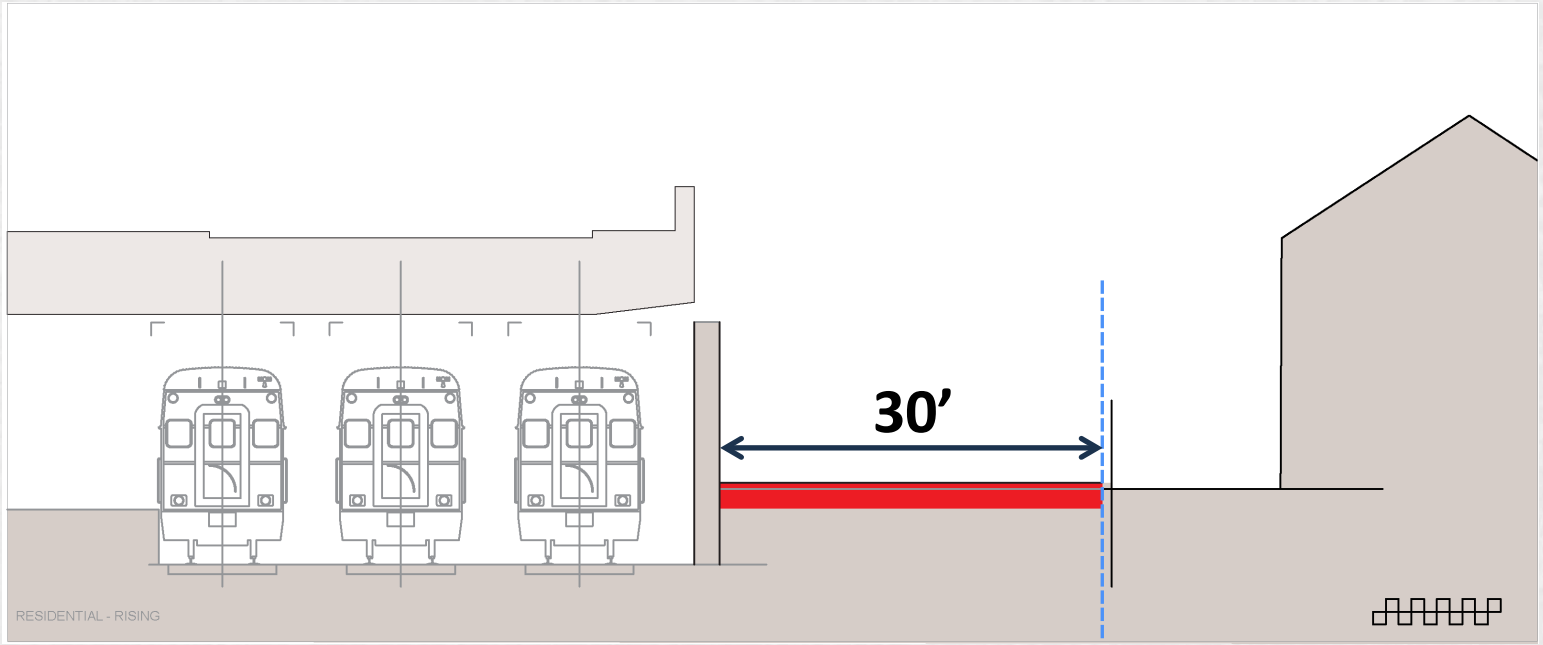


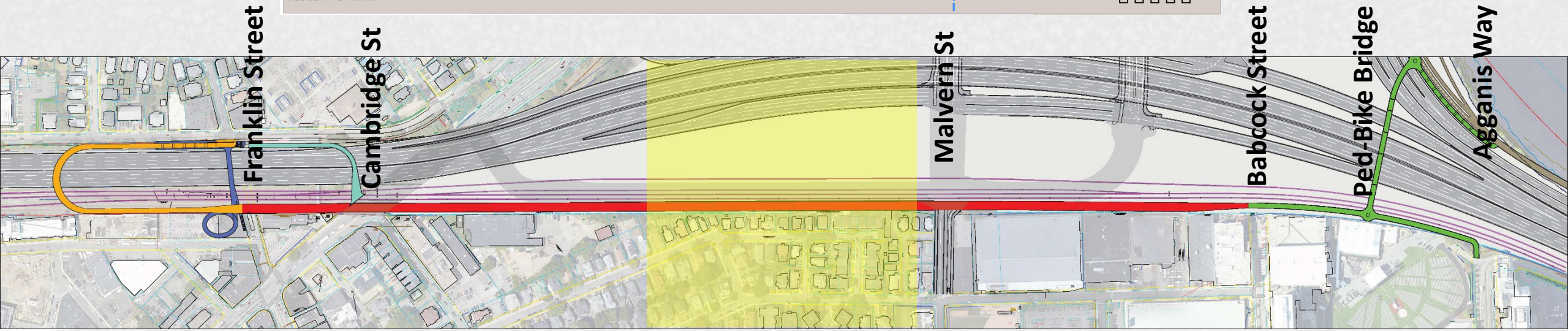
South Side Buffer Path Revised @ Residential Abutters – At Grade



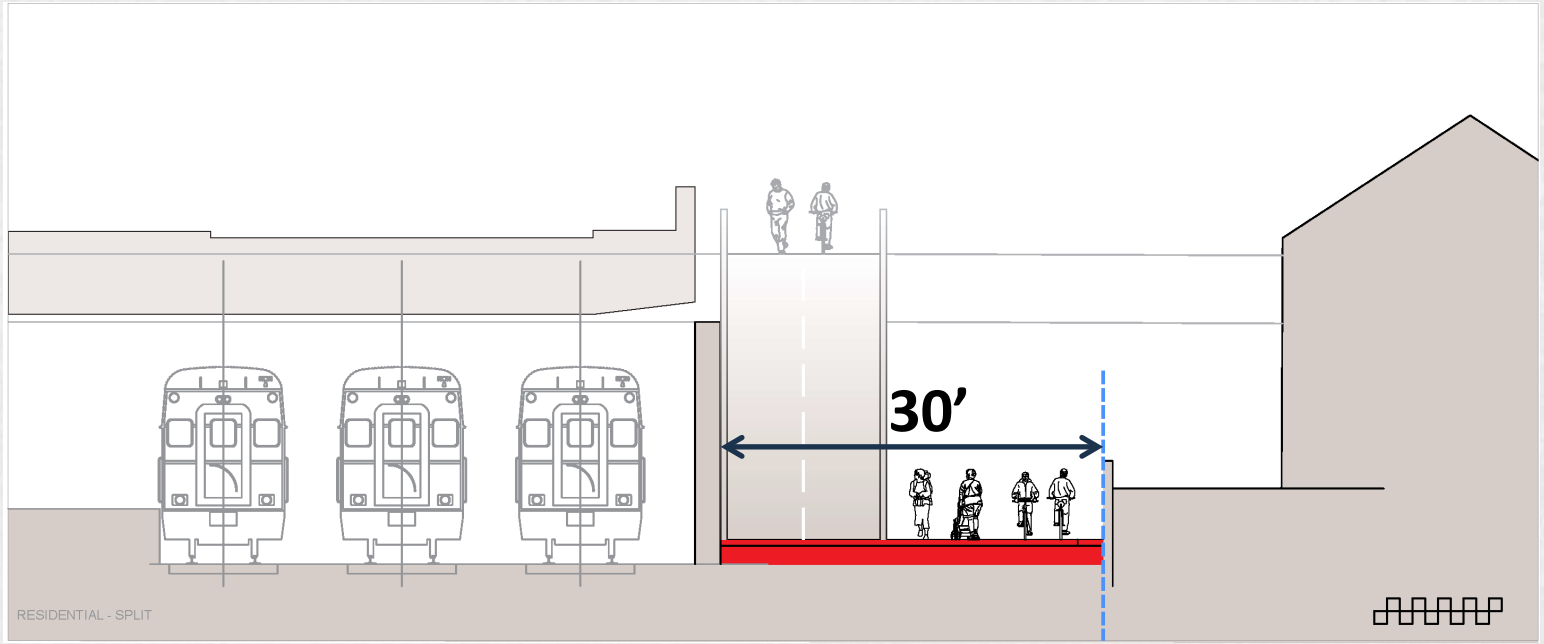


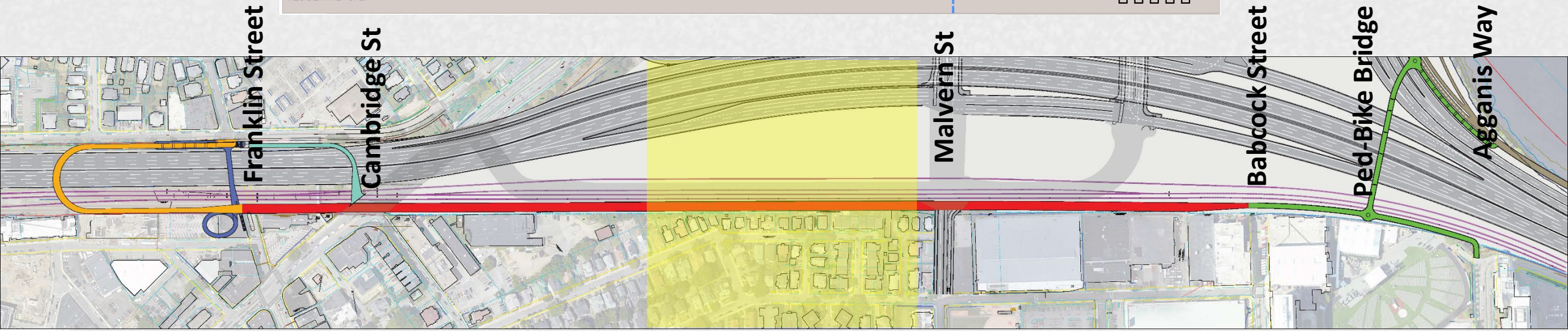
South Side Buffer Path Revised @ Residential Abutters - Rising



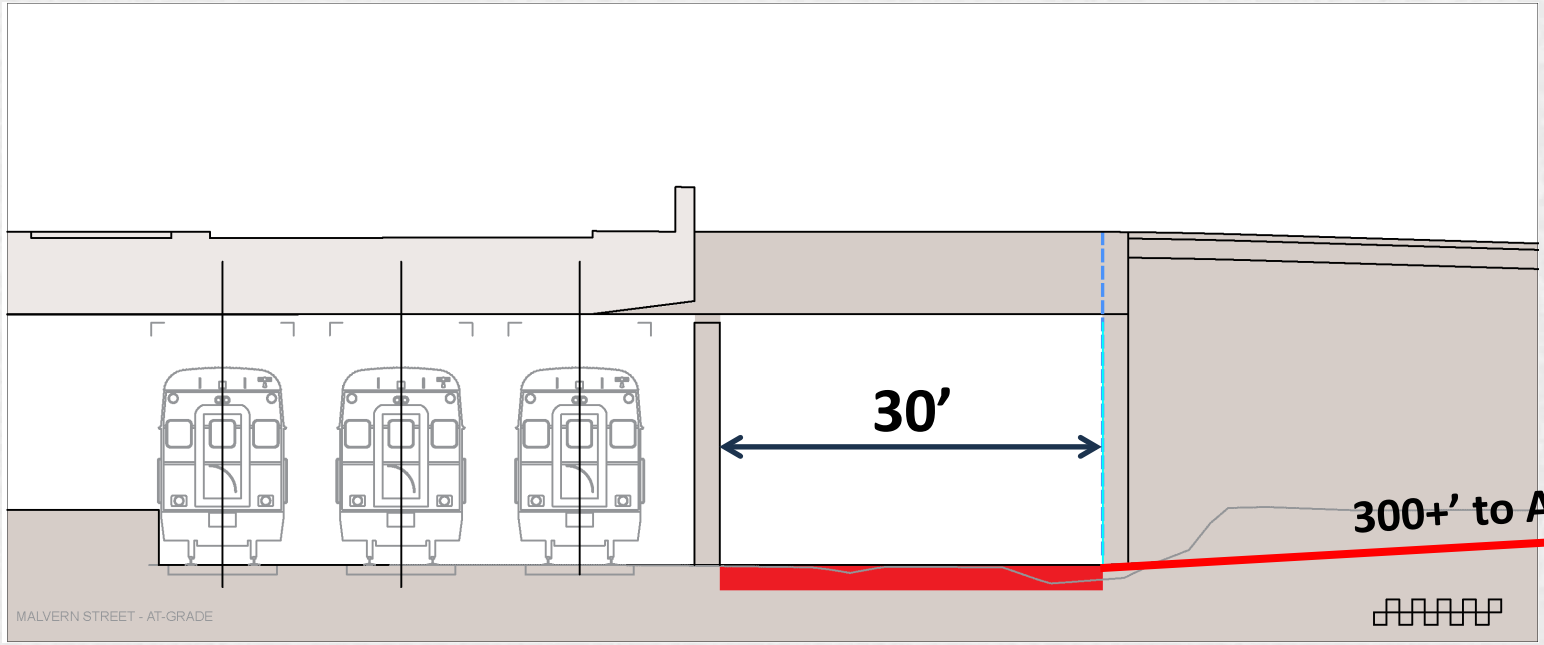


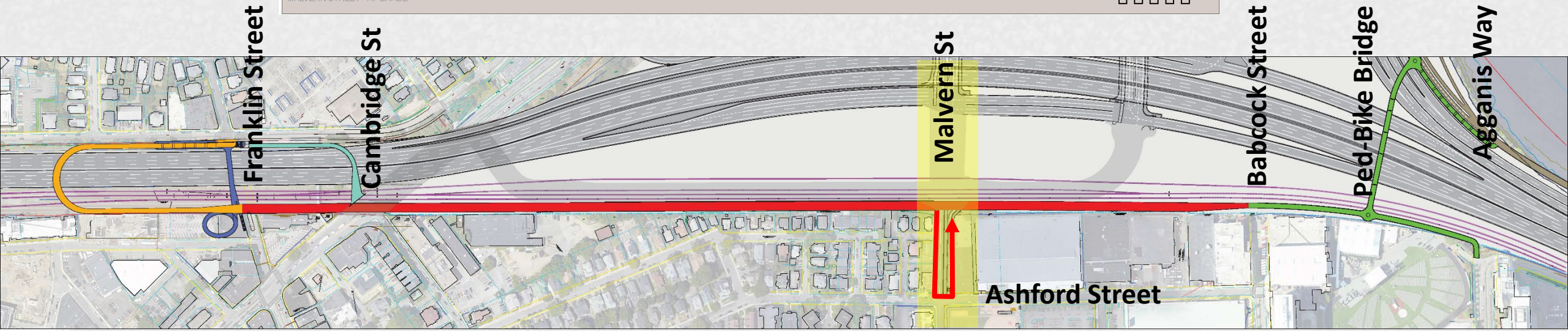
South Side Buffer Path Revised @ Residential Abutters - Split



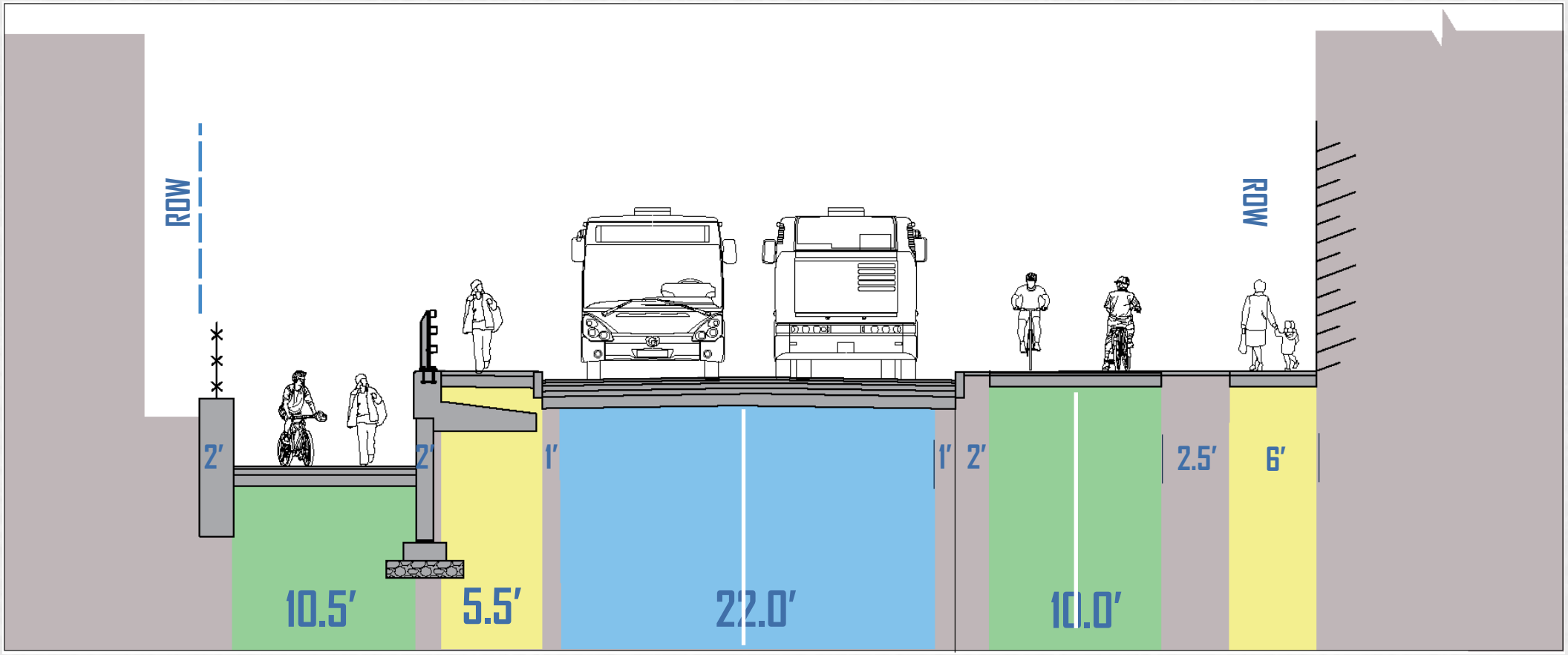


South Side Buffer Path Revised @ Malvern Street – At Grade

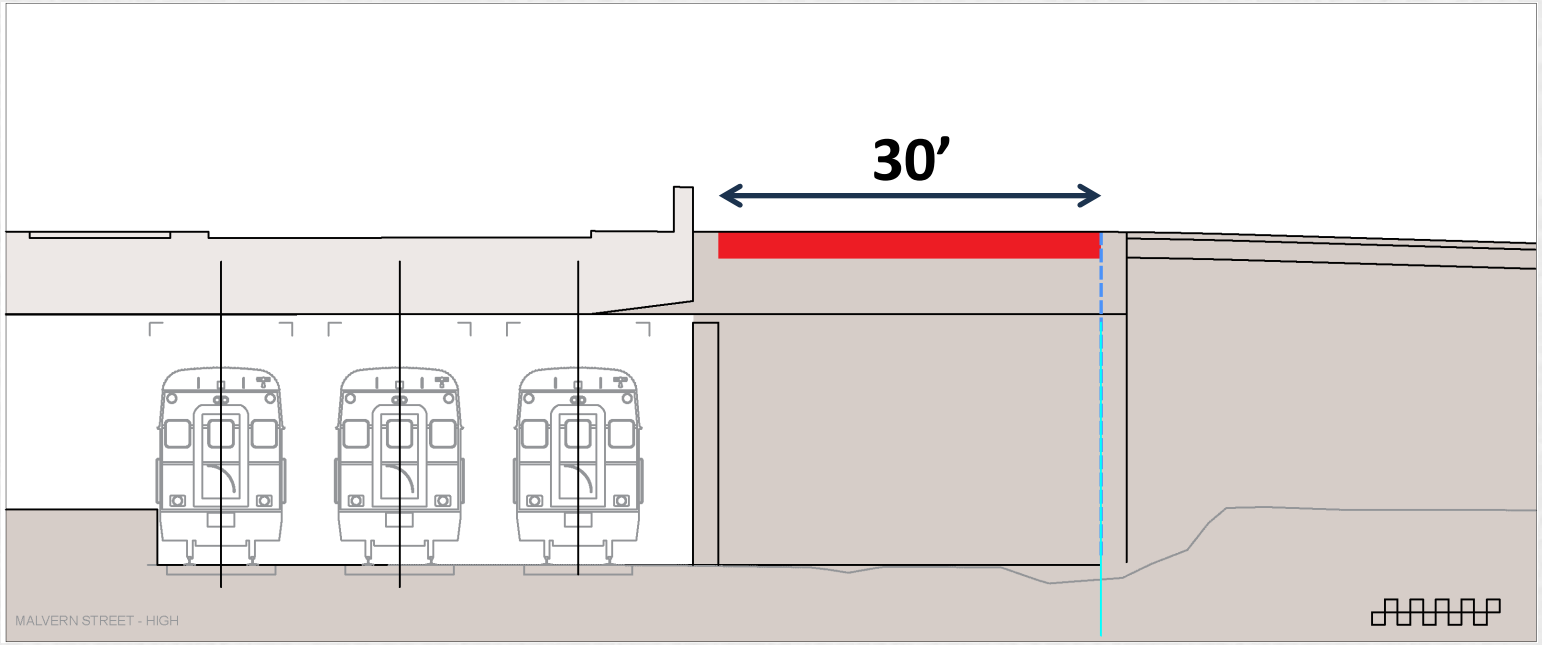


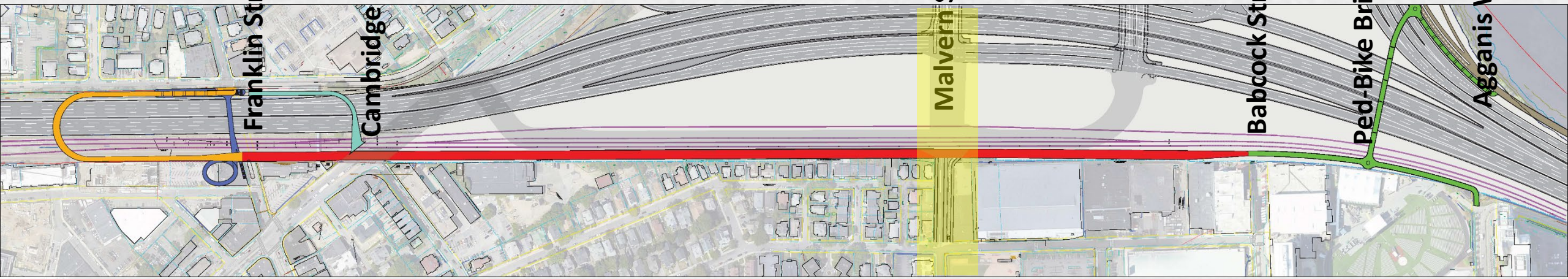


Malvern Street Transitway Cross Sections - Option 3 (Two-way Bikeway w/Connection to At-Grade Southside Path)

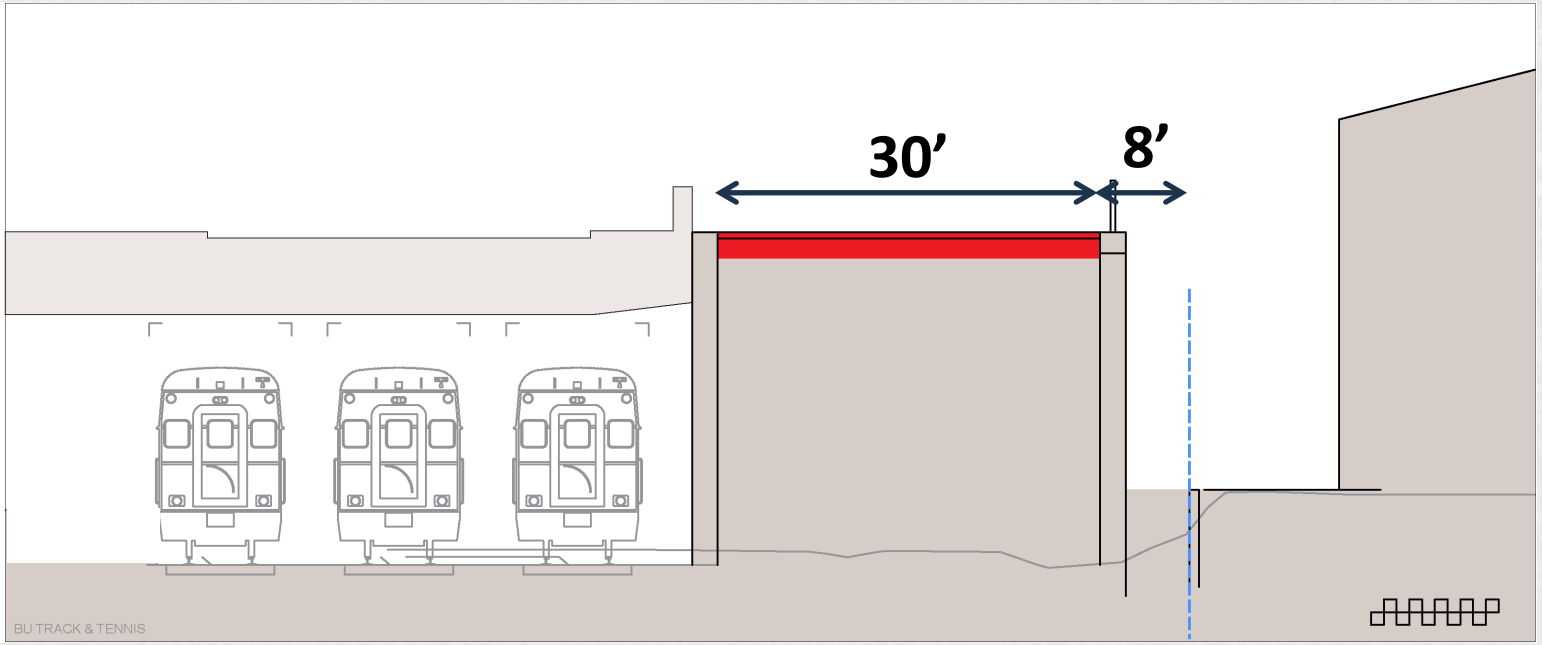


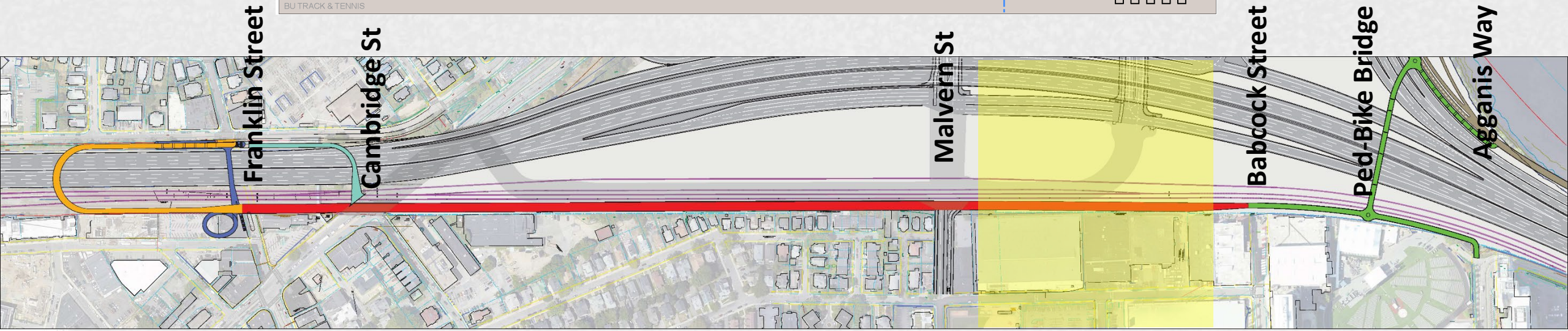
South Side Buffer Path Revised @ Malvern Street – Plaza Level



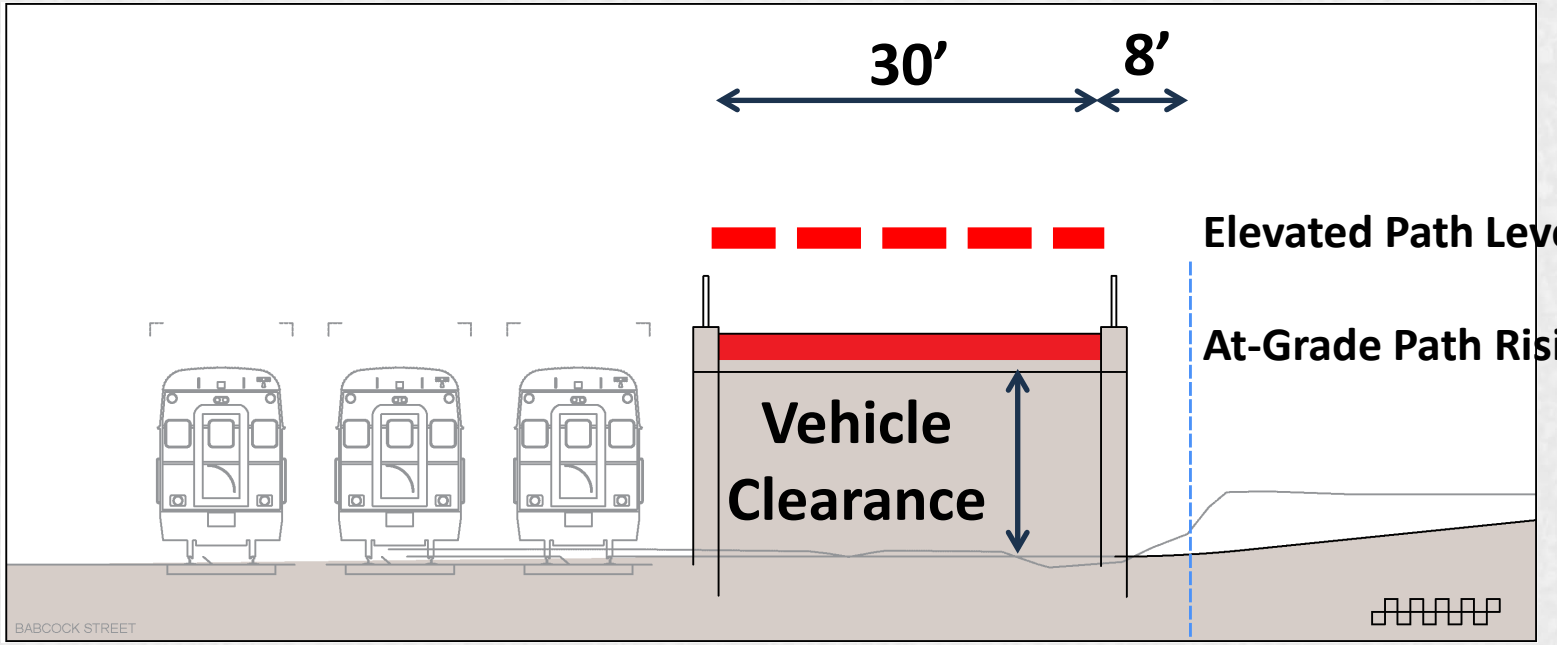


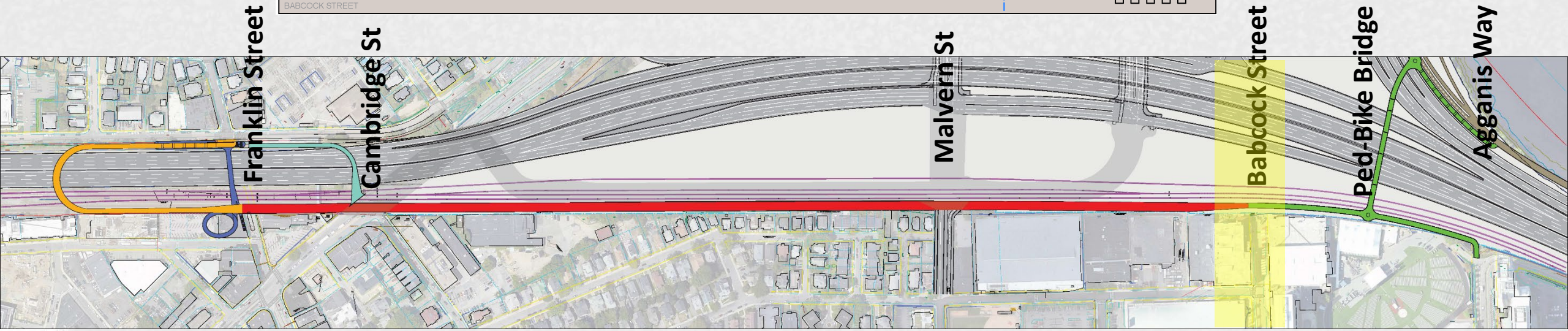
South Side Buffer Path Revised @ BU Track & Tennis Center



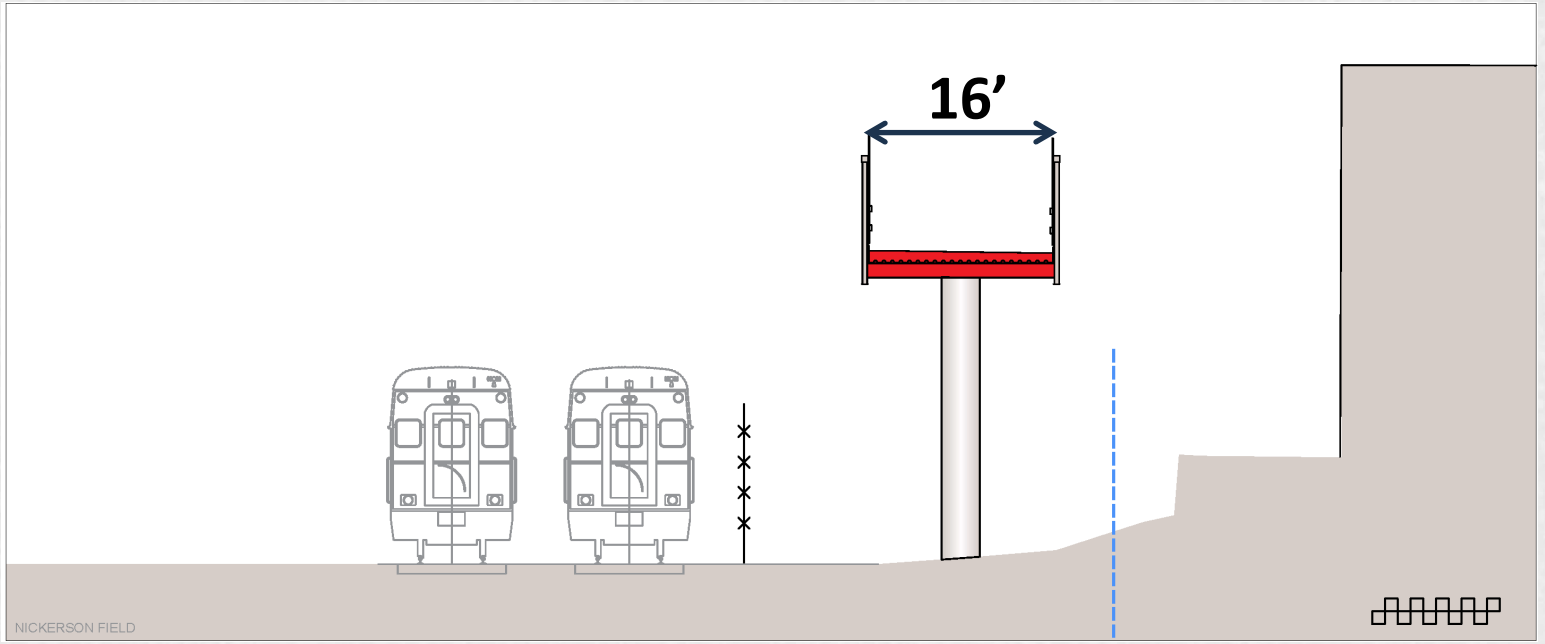


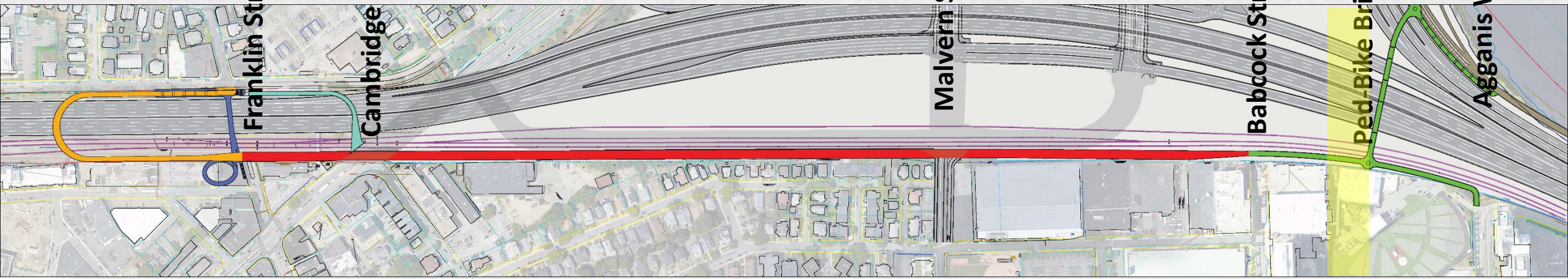
South Side Buffer Path Revised @ Babcock Street





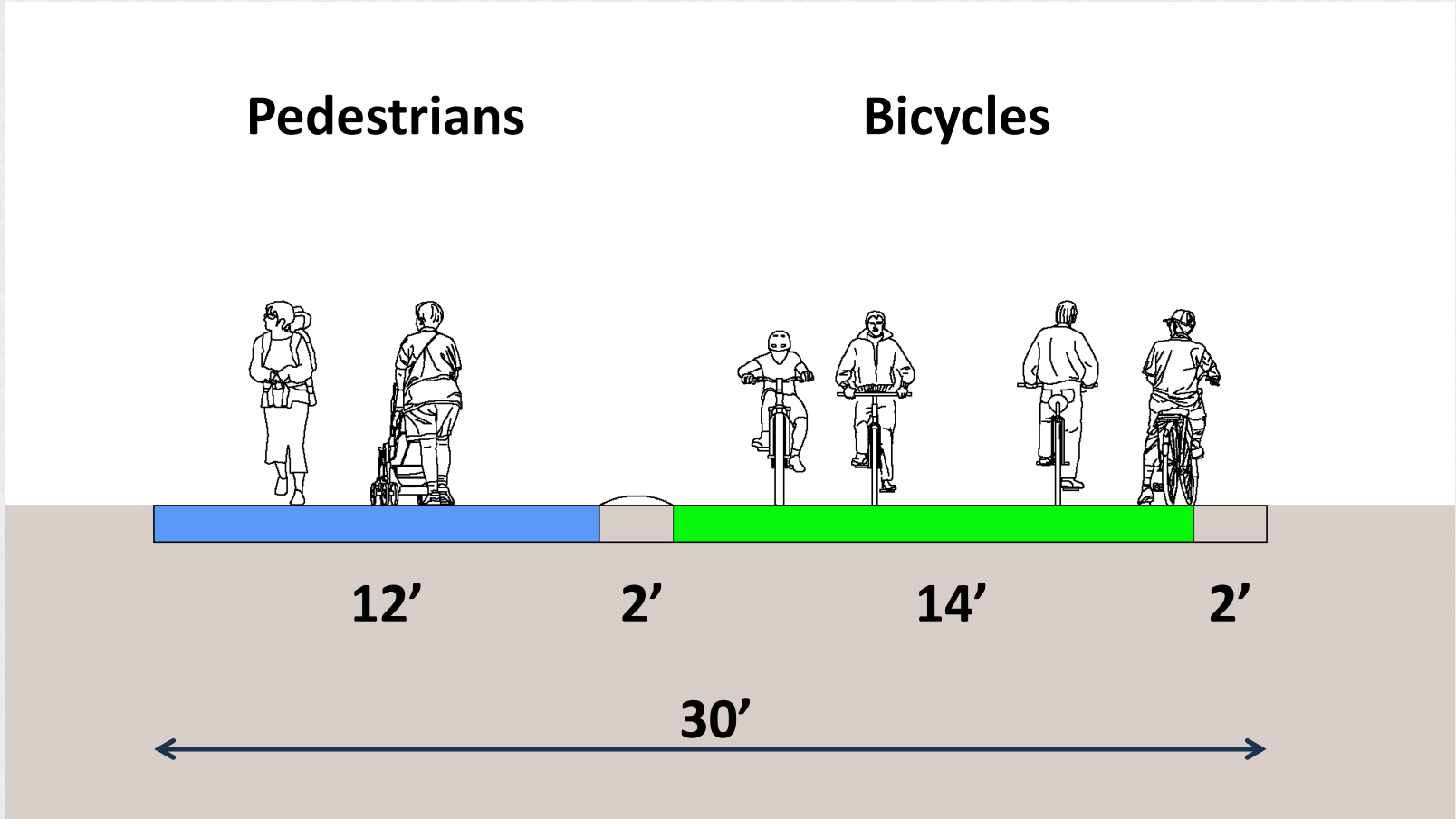
South Side Buffer Path Revised @ Case Athletic Center



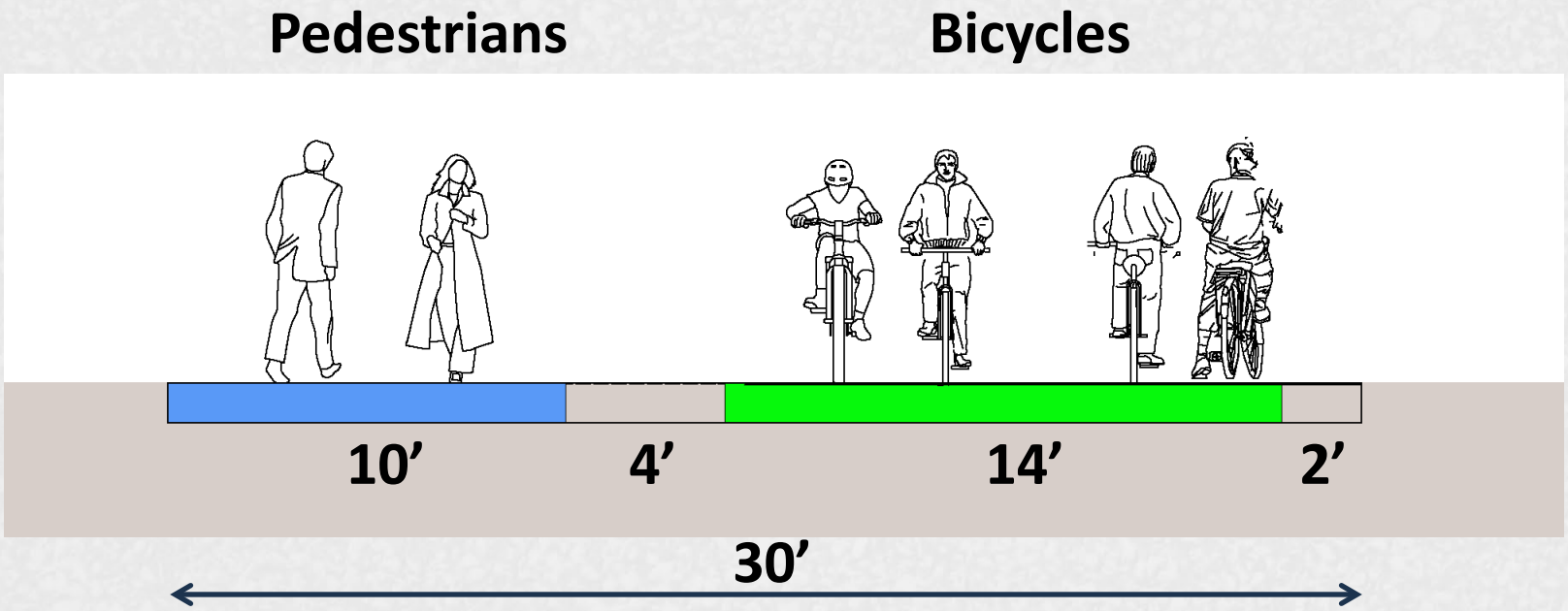


South Side Buffer Path – ABC Proposal Rendering

South Side Buffer Path – Possible Configurations

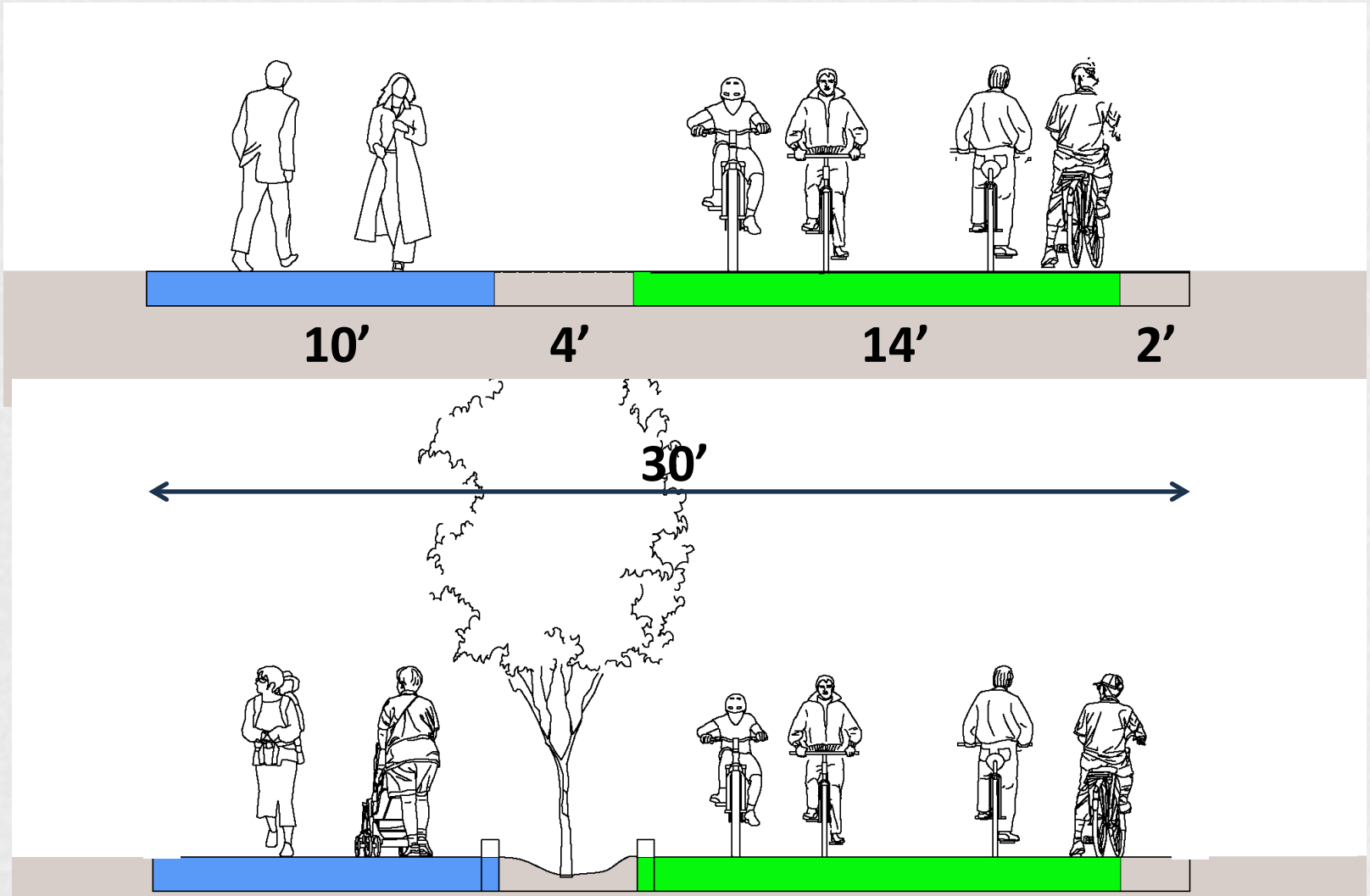


South Side Buffer Path – Possible Configurations



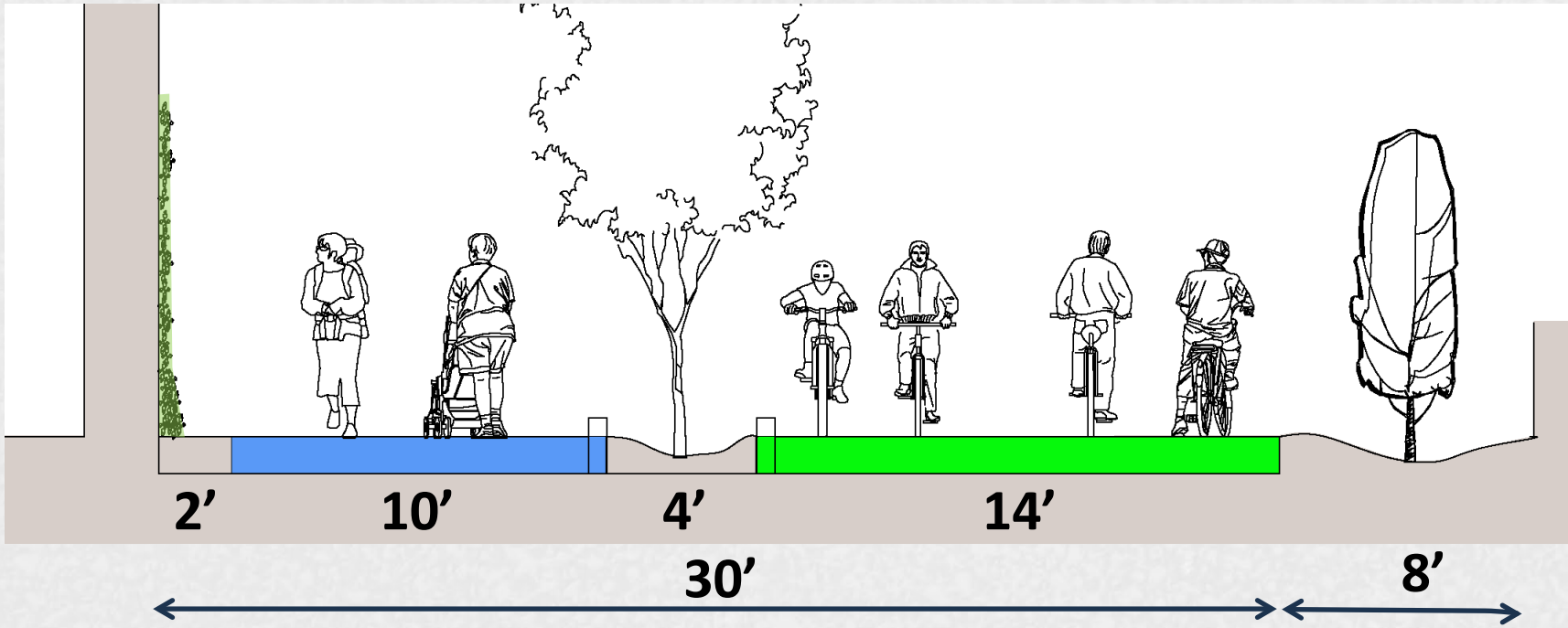
Connection between Forest Hills Station and Arnold Arboretum

South Side Buffer Path – Possible Configurations

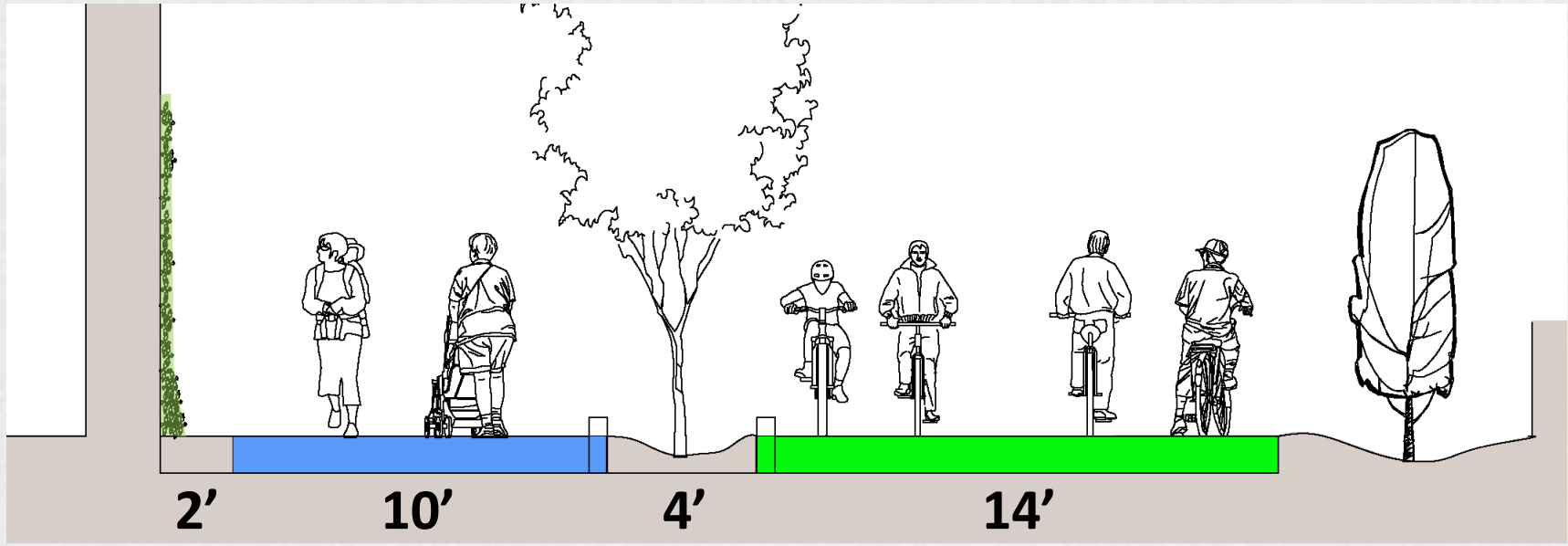


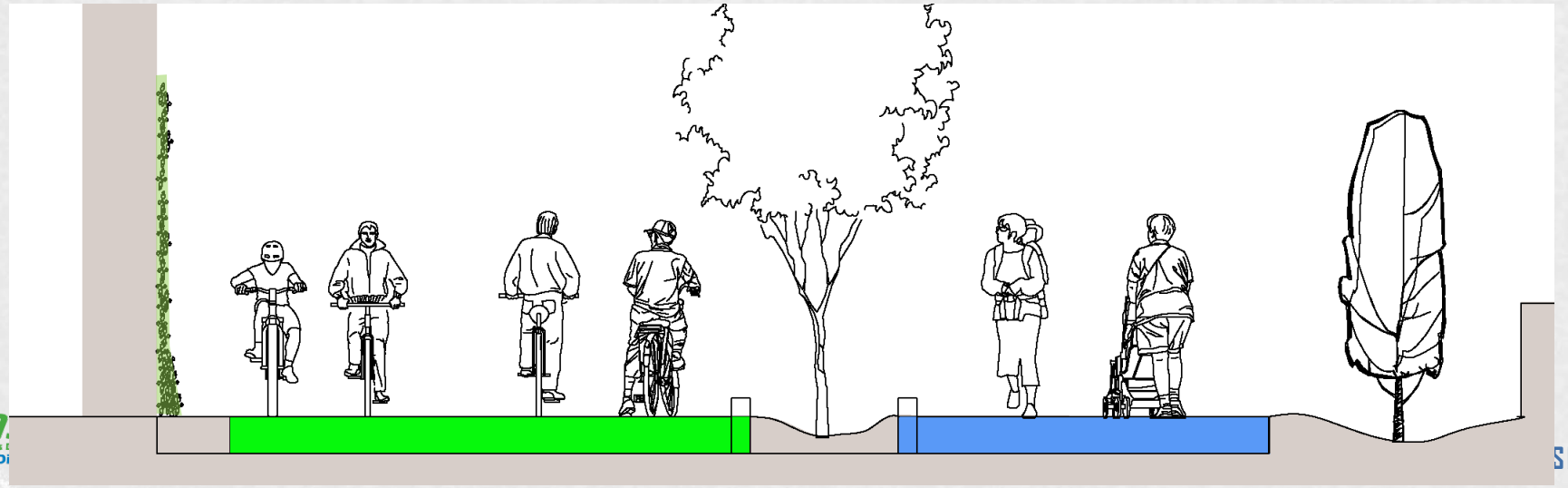
Planted median along Hudson River in Manhattan

South Side Buffer Path – Possible Configurations



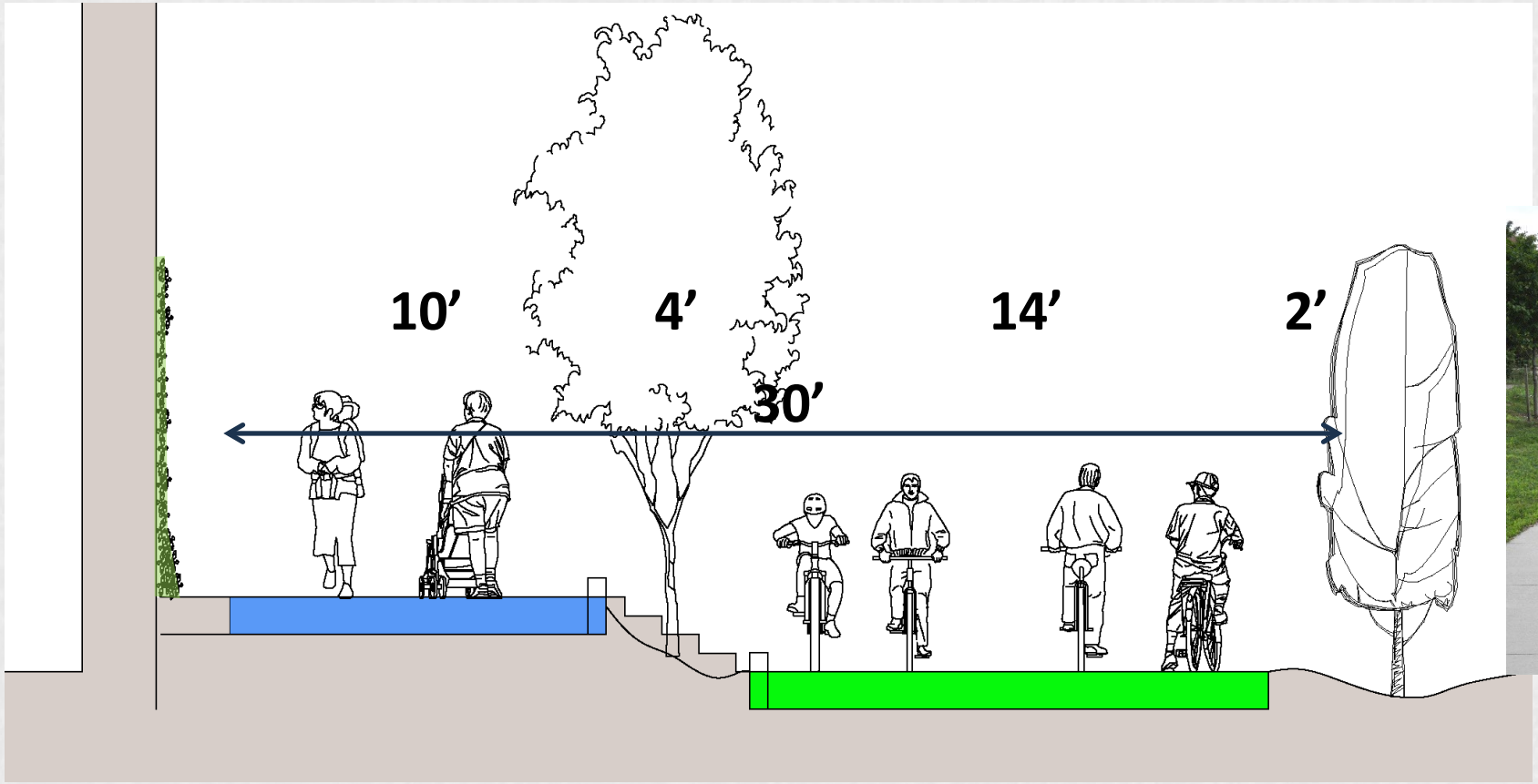
South Side Buffer Path – Possible Configurations

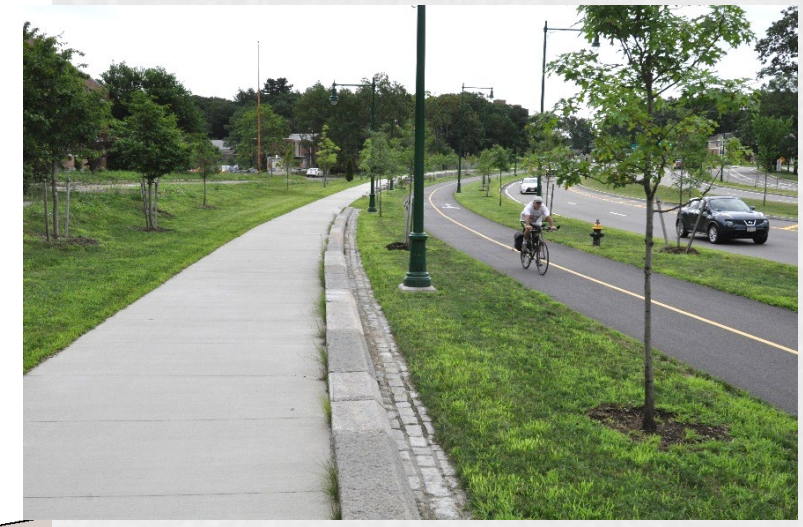




South Side Buffer Path – Possible Configurations

Pedestrians **Bicycles**



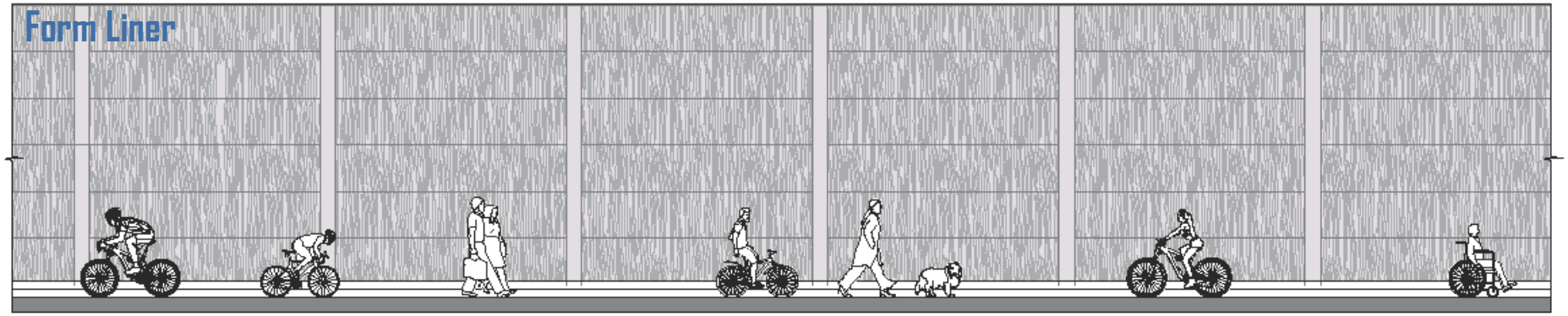


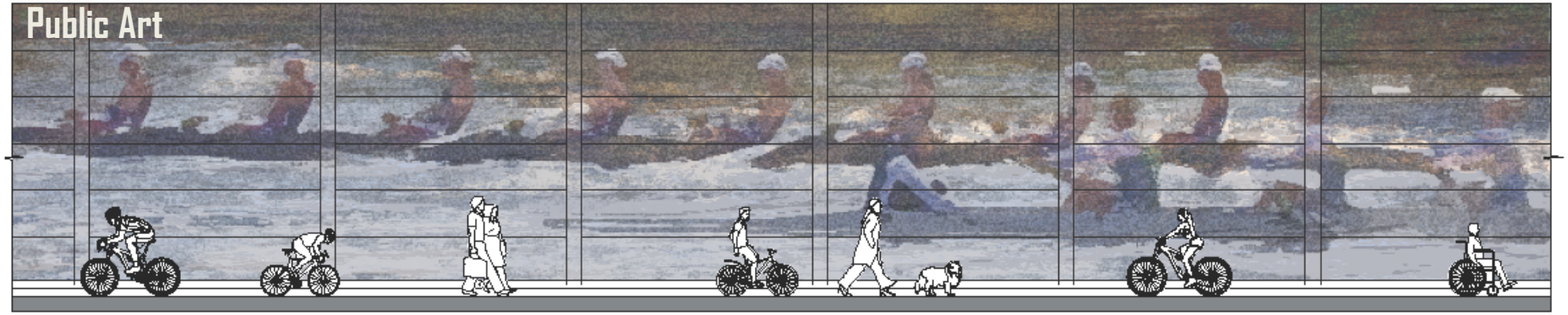
Sloped, planted buffer between peds and bikes at the Casey Arborway in Jamaica Plain.

South Side Buffer Path – Noise Wall

We want to avoid large expanses of concrete wall that could become a graffiti magnet.

South Side Buffer Path – Noise Wall





Highway Division

South Side Buffer Path Discussion Points

Path Options and Considerations

1. Connection at Malvern Street – At-Grade or Elevated
2. Slope between Cambridge to Malvern Street
3. Cross Section Space Allocation