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ALLSTON MULTIMODAL PROJECT

Multimodal Local Street Network

Working Group Meeting 4

February 6, 2025

Multimodal Local Street Network Agenda



Meetings:

- **Meeting 1: Working Group Goals and Project Background**
8/22/2024, 3:00pm – 5:00pm
- **Meeting 2: Identifying & Supporting Key Desire Lines**
9/5/2024, 3:00pm – 5:00pm
- **Meeting 3: Refining / Deconflicting the Desire Lines**
9/12/2024, 3:00pm – 5:00pm
- **Meeting 4: Review, Refine, and Next Steps**
2/6/2025, 2:00pm – 4:00pm

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Today's Agenda

- Working Group Process Recap
- Review of Interchange Options
- Next Steps
- Discussion and Questions

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Working Group Process: Recap of Purpose/Goals



- This process helps MassDOT and the City of Boston understand priorities, concerns, desires, and goals for the road network
- FHWA controlling criteria will impose certain requirements on certain roads due to their impact on highway operations
- This working group's recommendations will inform and guide MassDOT and COB decision-making on local roadway design

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MULTIMODAL LOCAL STREET CONNECTIONS WORKING GROUP MEETING 4 – 2/6/25

Today's Agenda

- Working Group Process Recap
- Review of Interchange Options
- Next Steps
- Discussion and Questions

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Interchange Options

- 3L Interchange Option
- 3L Modified Interchange Option
- 3-Bridge Interchange Option

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Concept Plan Development: Controlling Criteria



FHWA Policy on “Access to the Interstate System”

Policy Requirement No. 1

An operational and safety analysis has concluded that **the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections.** The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

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MULTIMODAL LOCAL STREET CONNECTIONS WORKING GROUP MEETING 4 – 2/6/25

Concept Plan Development: Controlling Criteria



FHWA Policy on “Access to the Interstate System”

Policy Requirement No. 1

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network (23 CFR 625.2(a) and 655.603(d)).

Translation of the Policy for Allston:

Demonstrate that operations of the proposed roadway network will not result in queues that spill back onto the I-90 mainline.

to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

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Concept Plan Development: Approach

- Started with minimal roadway cross-sections
- Incorporated signal assumptions to ensure pedestrian and bicycle safety
 - Exclusive Pedestrian/Bicycle Phases
 - Concurrent Lead Pedestrian Interval (LPI)
 - Bicycle Signals
- Bus Lanes (Seattle Street and Stadium Way corridors)
 - Exclusive Phase or
 - Transit Signal Priority

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MULTIMODAL LOCAL STREET CONNECTIONS WORKING GROUP MEETING 4 – 2/6/25

Concept Plan Development: Approach

- Strategic employment of left turn restrictions
- Added lanes as necessary to prevent queue spillbacks onto the I-90 mainline
- Other
 - Monitor City of Boston studies in the area, including:
 - Western Ave Transitway Study
 - Cambridge St./ Western Ave one-way circulation

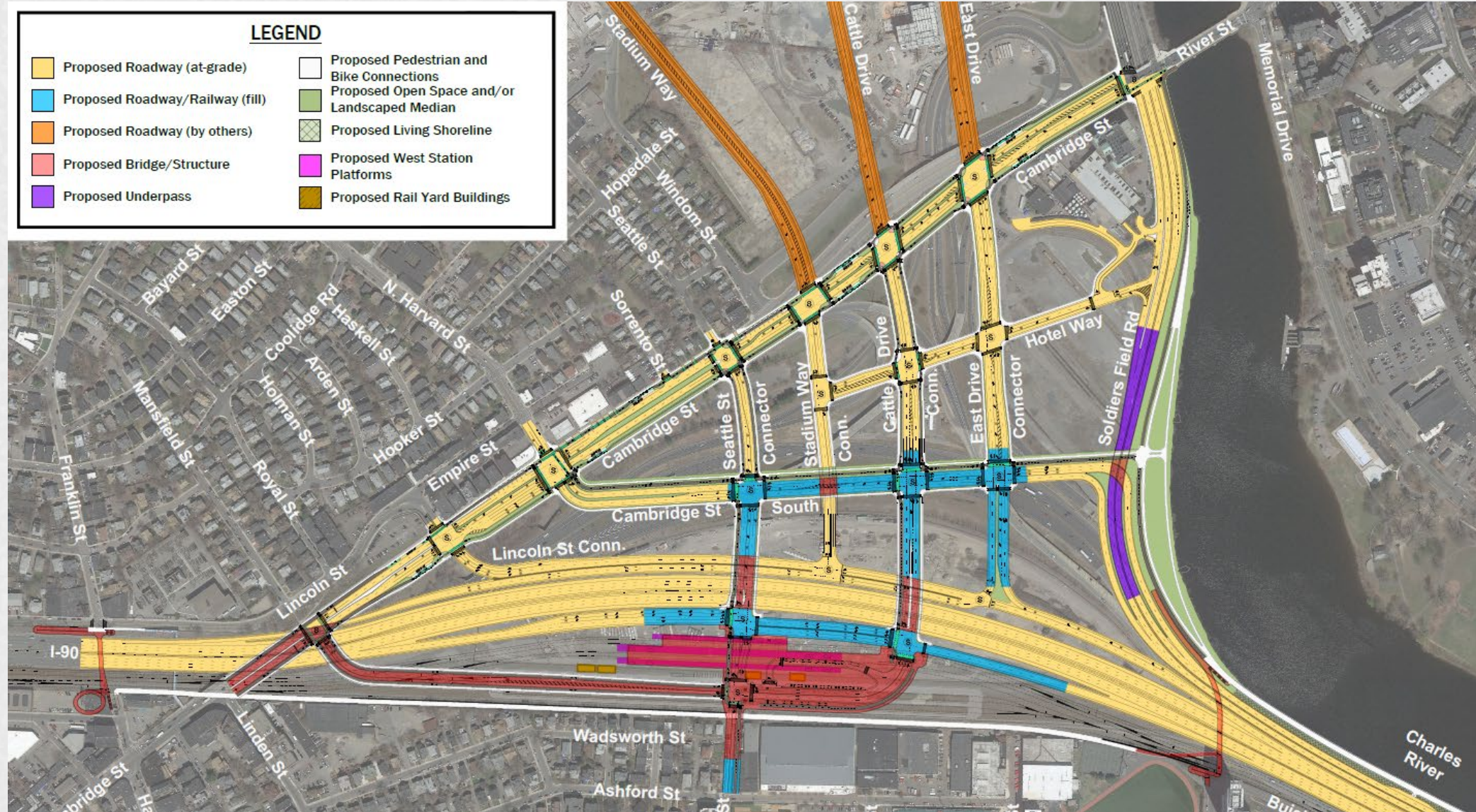
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Concept Plan Development: Pedestrian and Bicycle Facilities

- Sidewalks on all streets
- Two-way bikeway on north side of Cambridge St. South
- Two-way bikeways on Seattle St. and Cattle Dr. (south of Cambridge St. South)
- Separated bicycle facilities on all other streets
- Separate crossing zones for pedestrian and bicyclists at all intersections

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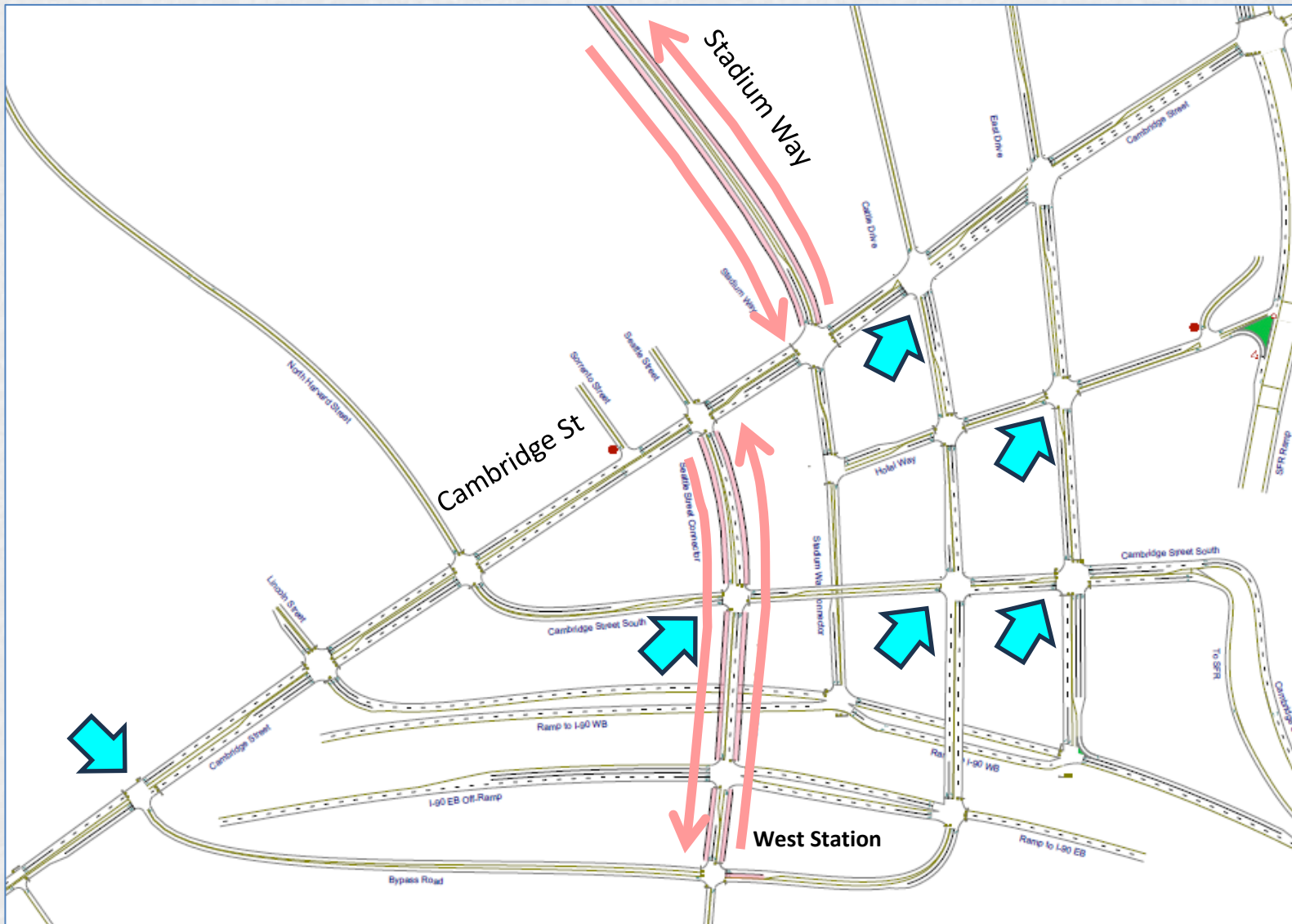
3L Interchange Option (old)



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3L Interchange Option (new)



Legend



Proposed
Bus Lanes



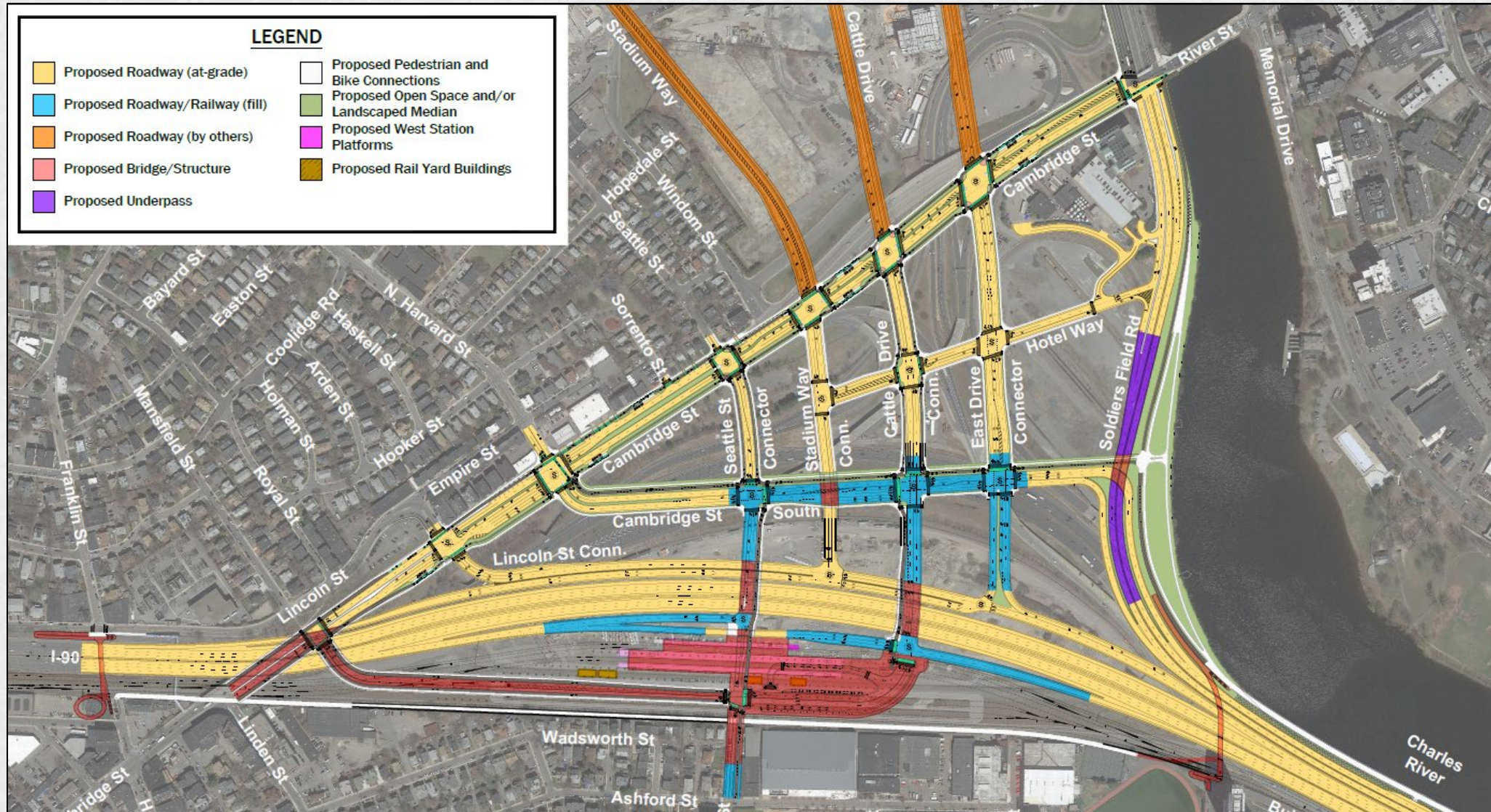
Location with
Turn Restriction

Note: Image is a traffic model plot and does not include visual representation of the pedestrian and bicycle facilities, etc.

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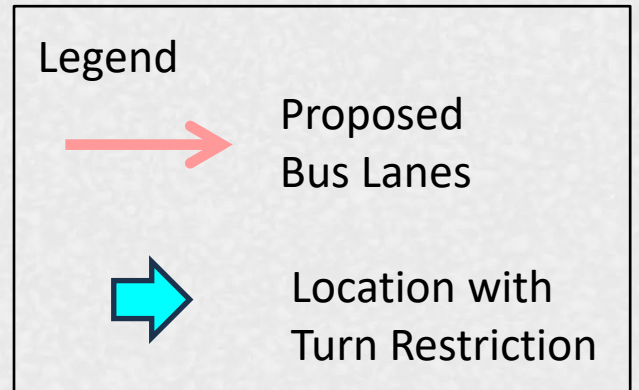
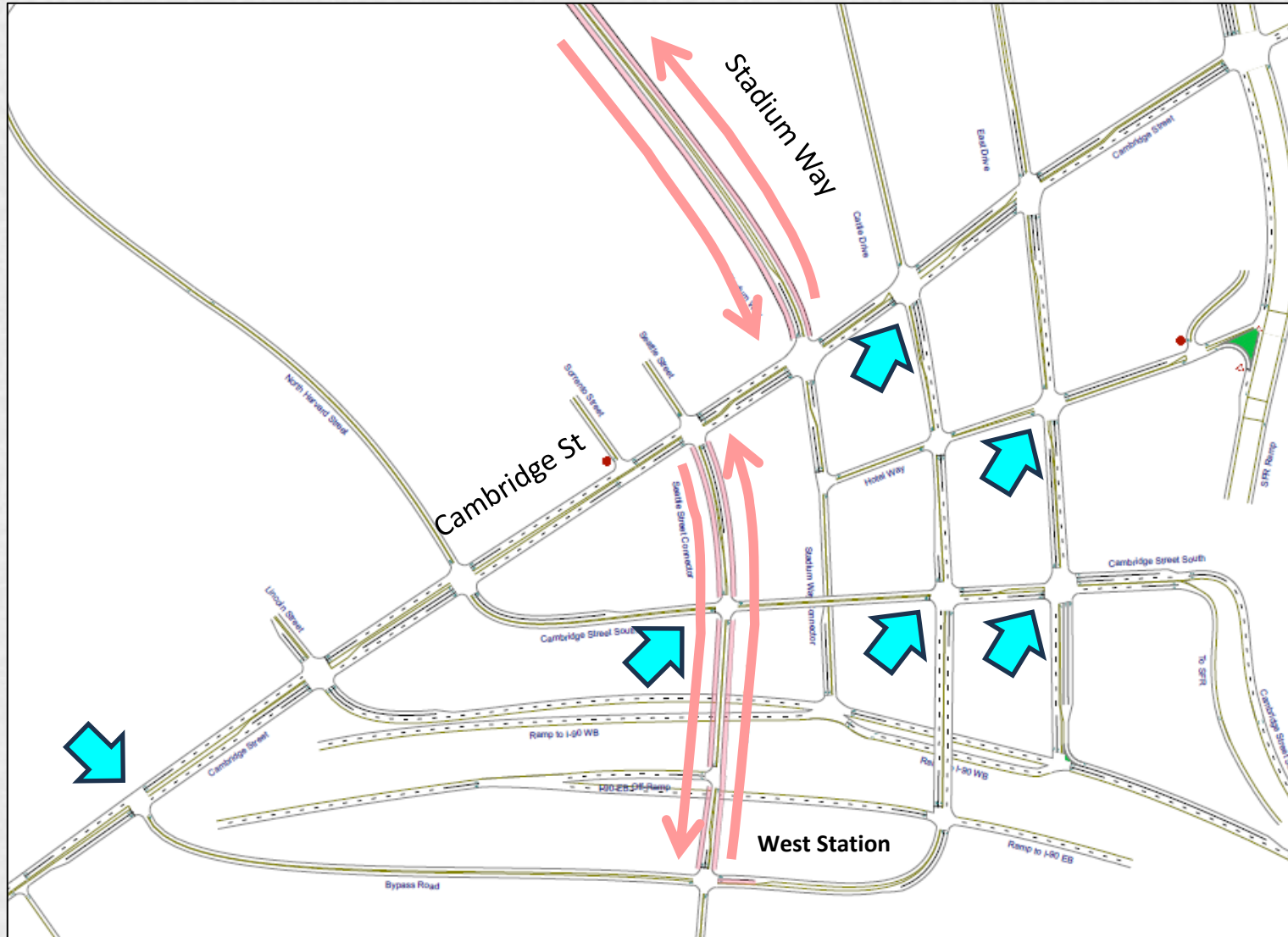
3L Modified Interchange Option (old)



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3L Modified Interchange Option (new)

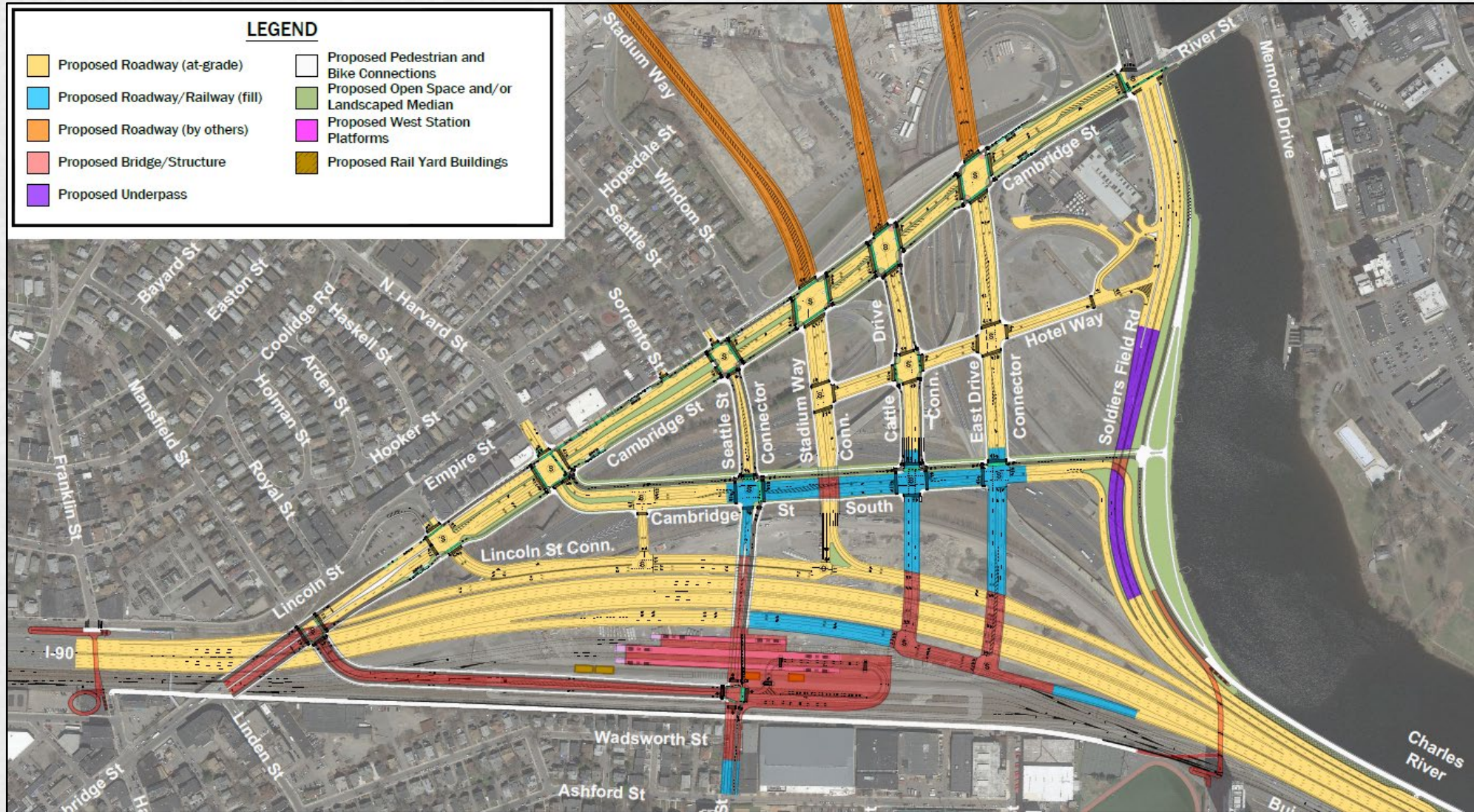


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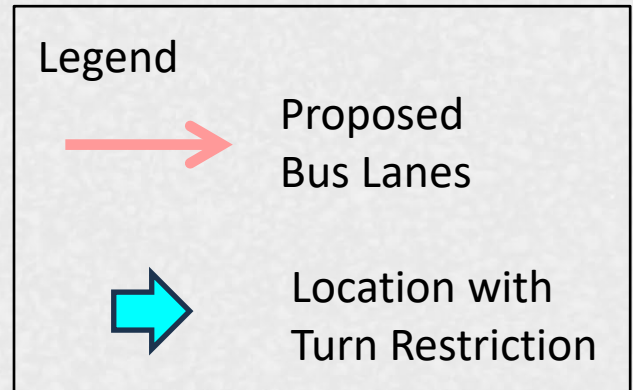
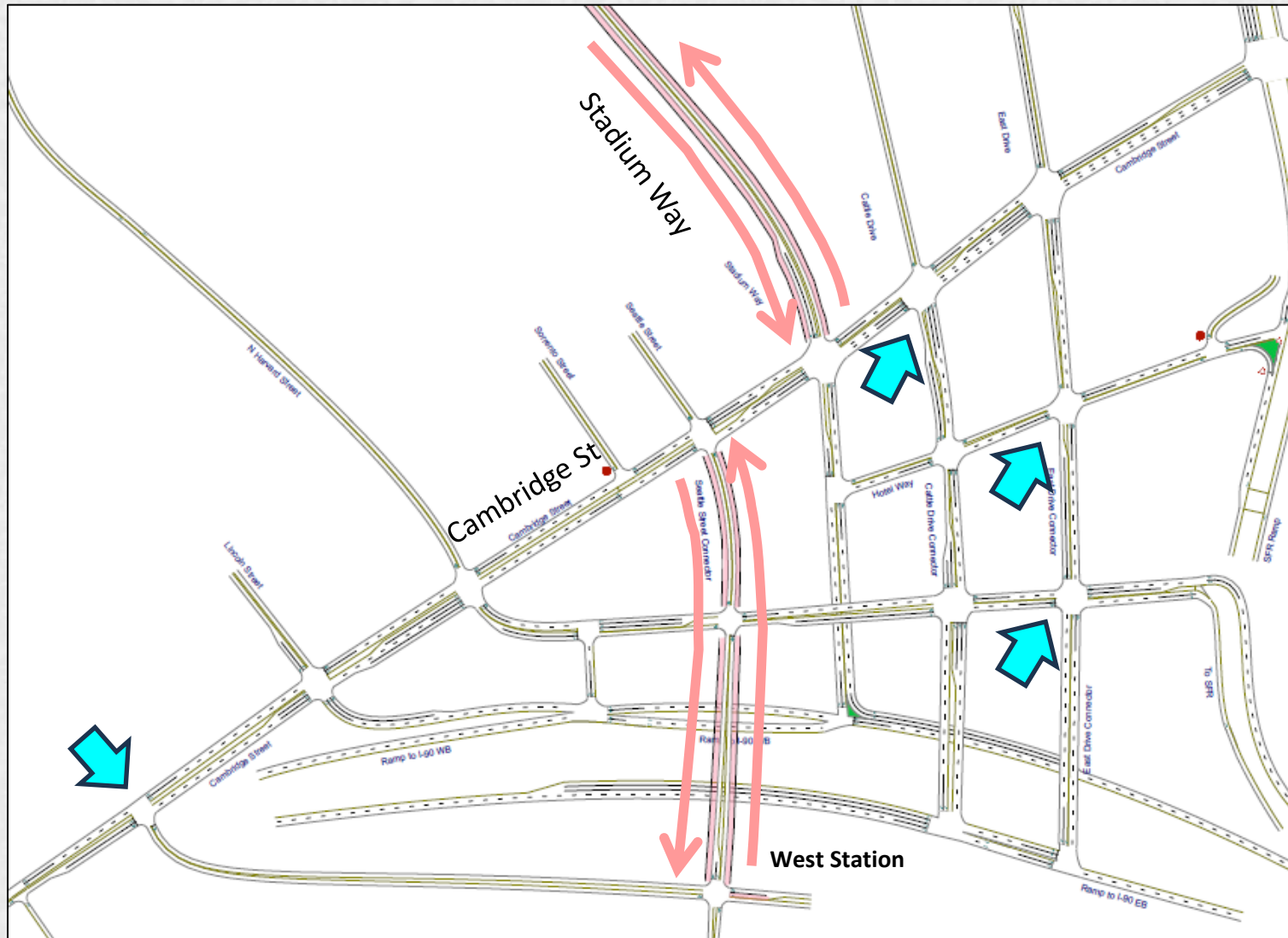
3-Bridge Interchange Option (old)



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3-Bridge Interchange Option (new)



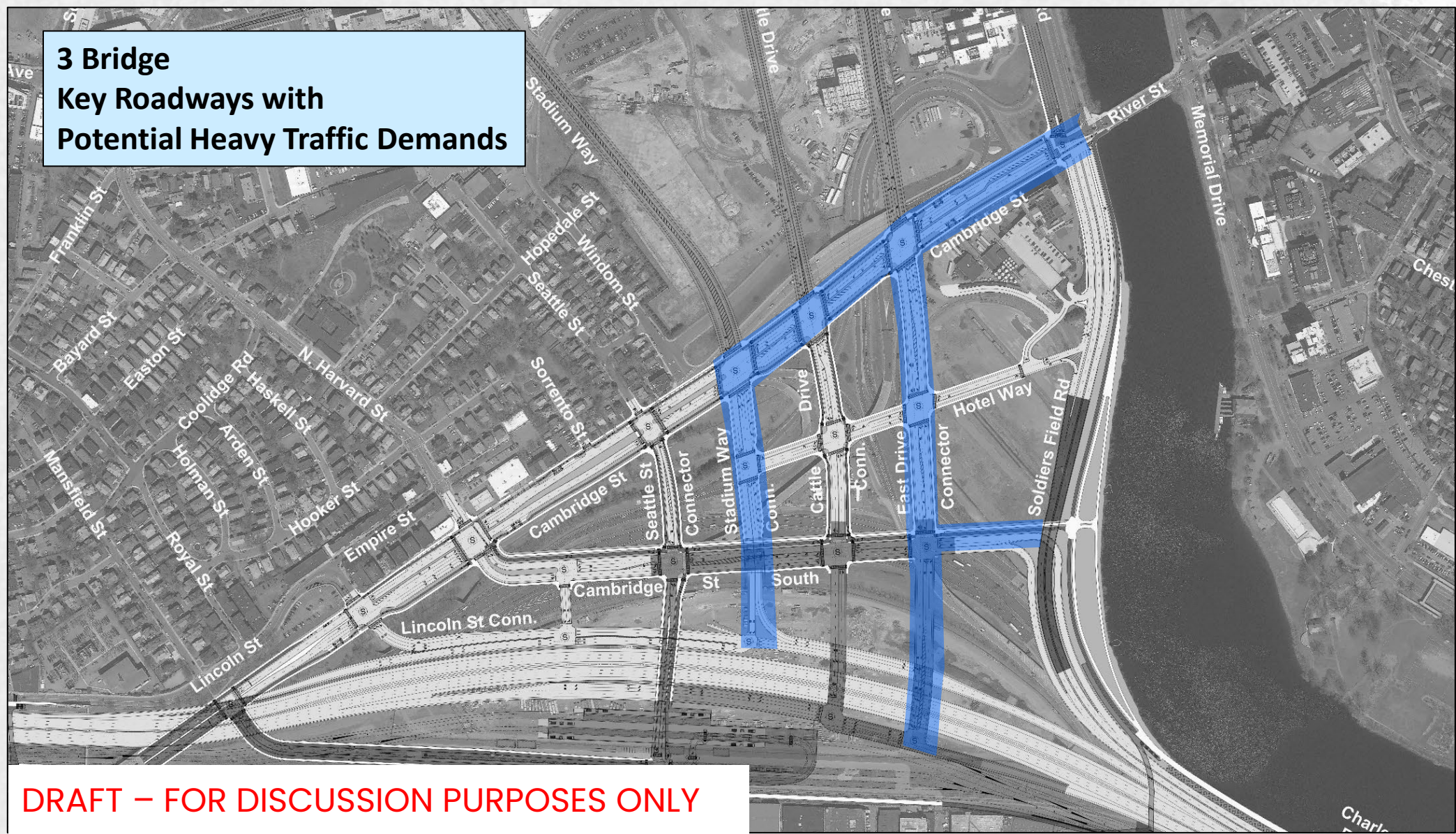
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**3 Bridge
Key Roadways with
Potential Heavy Traffic Demands**



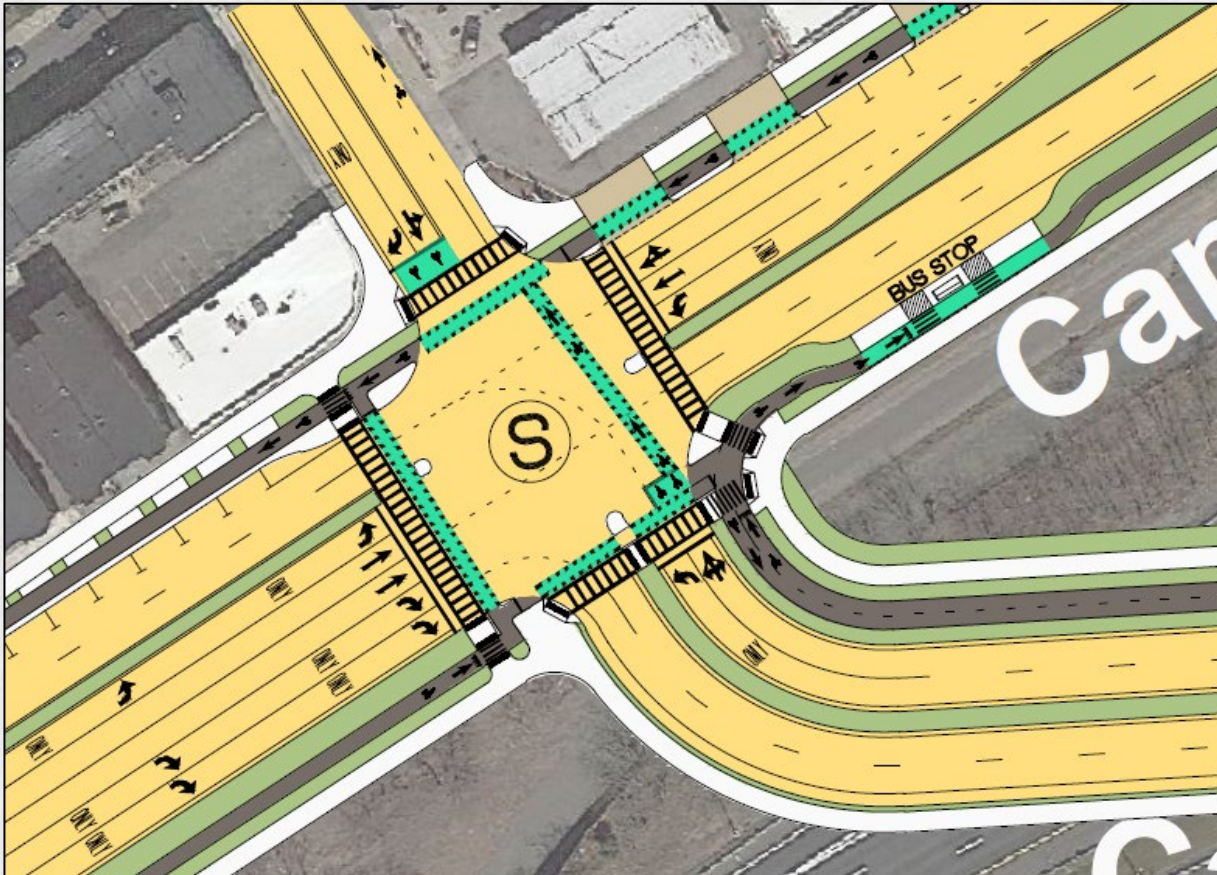
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Review of Interchange Options – Key Locations

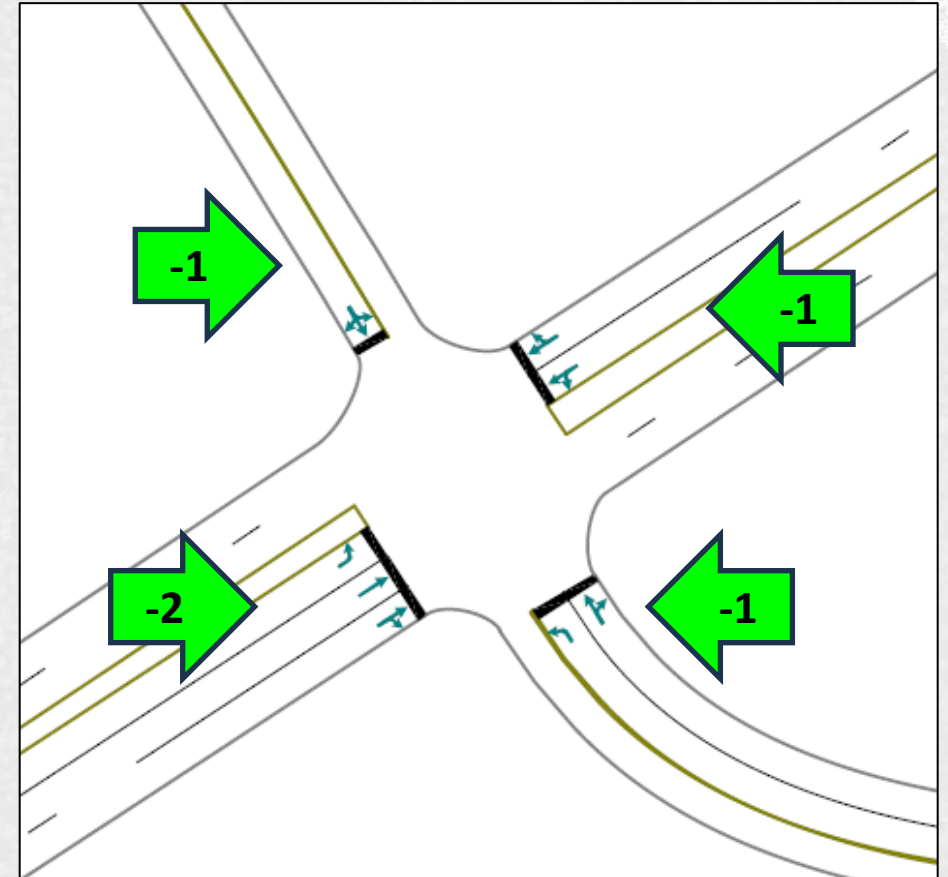
- Cambridge St./North Harvard St./Cambridge St. South
- Cambridge St. South/Seattle St. Connector
- Cambridge St. South/Cattle Dr. Connector
- Cambridge St./East Dr.
- Cambridge St./Cattle Dr.
- Cambridge St. (Stadium Way to SFR)
- Cambridge St. South (Cambridge St. to Cattle Dr. Connector)

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Key Location Comparisons: Cambridge St./N. Harvard/Cambridge St. South



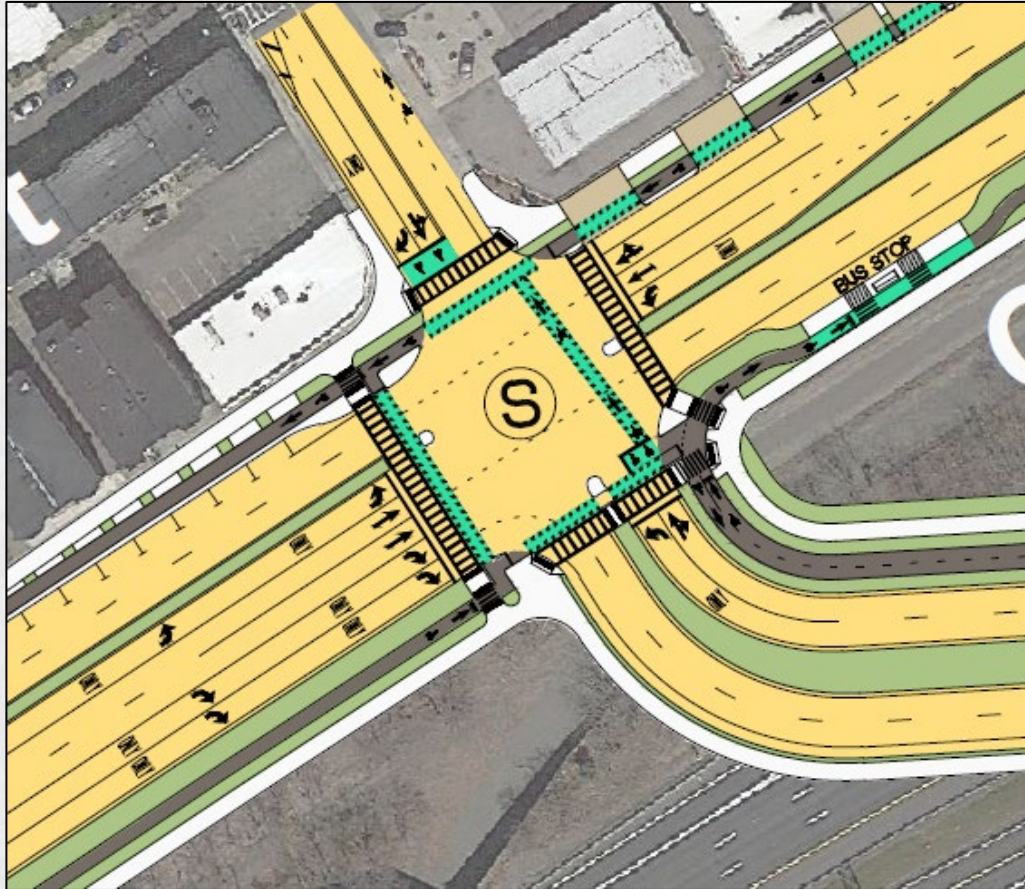
3L/3L Modified (old)



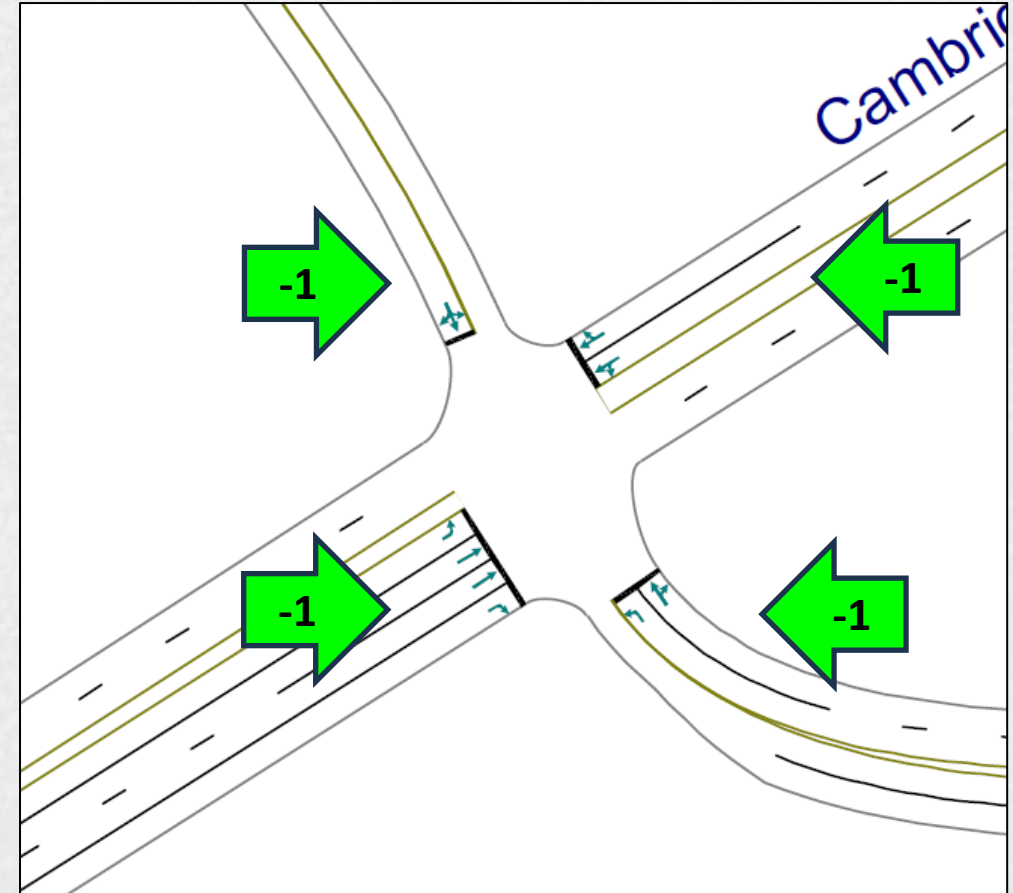
3L/3L Modified (new)

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Key Location Comparisons: Cambridge St./N. Harvard/Cambridge St. South



3-Bridge (old)

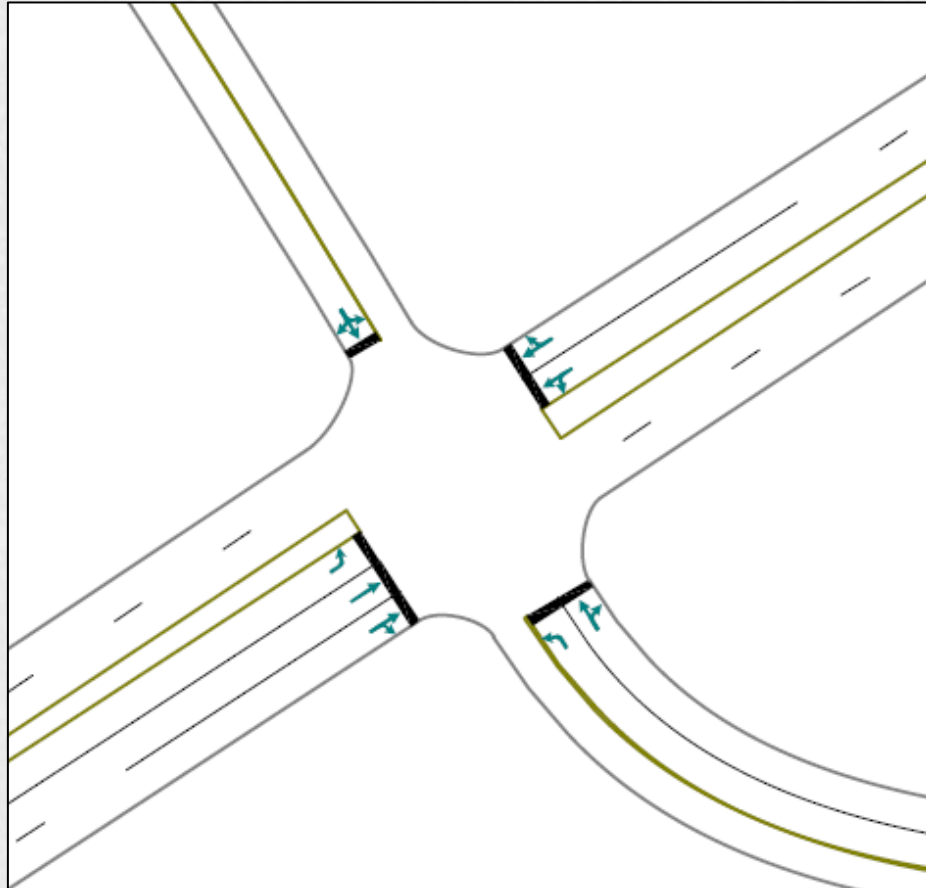


3-Bridge (new)

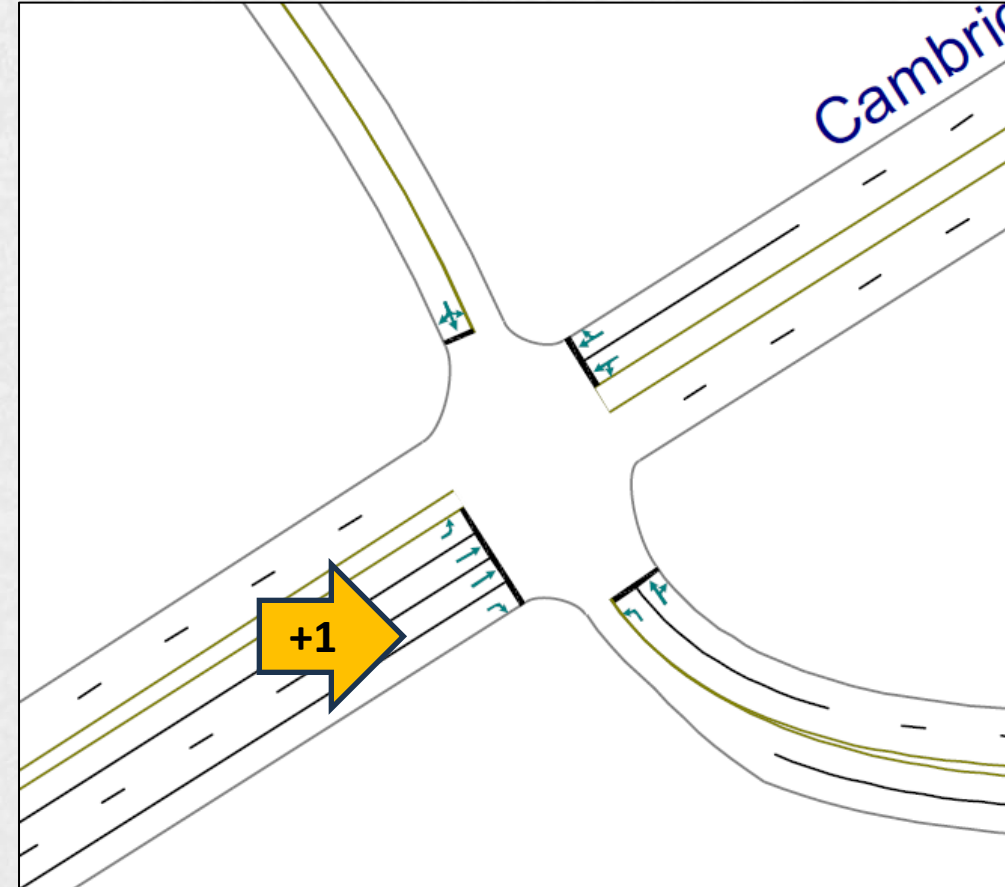
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Key Location Comparisons: Cambridge St./N. Harvard/Cambridge St. South



3L/3L Modified (new)

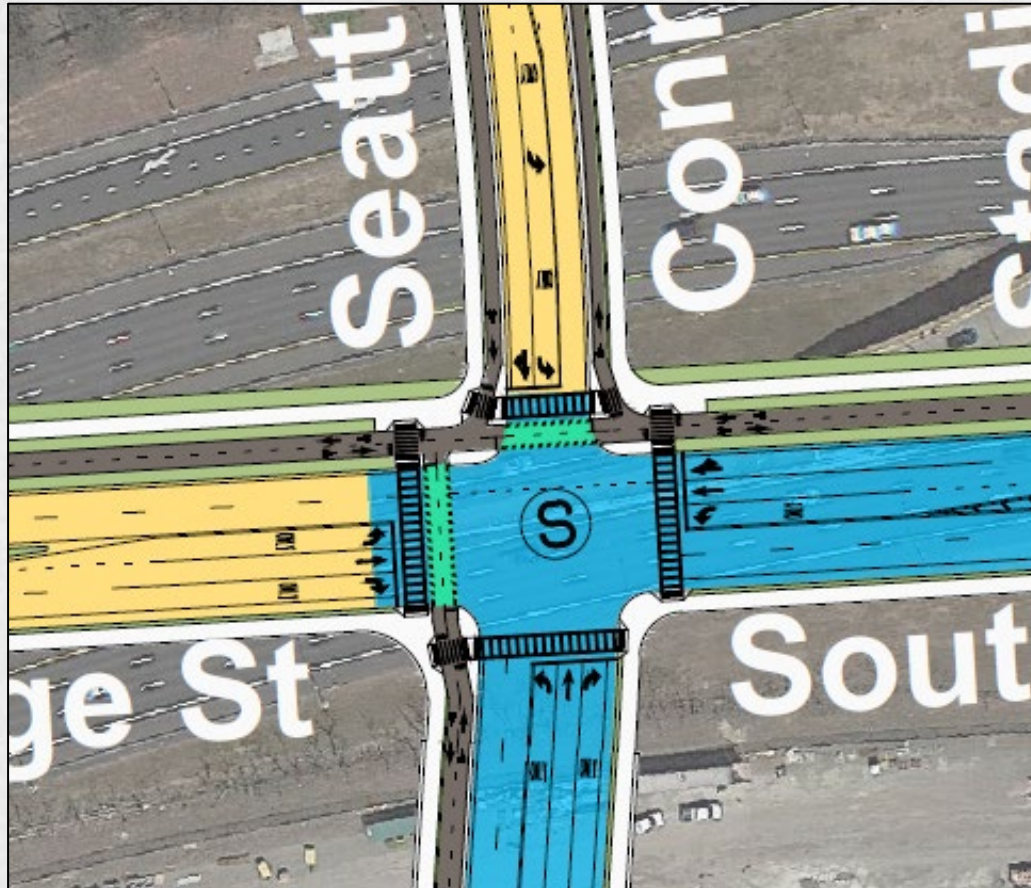


3-Bridge (new)

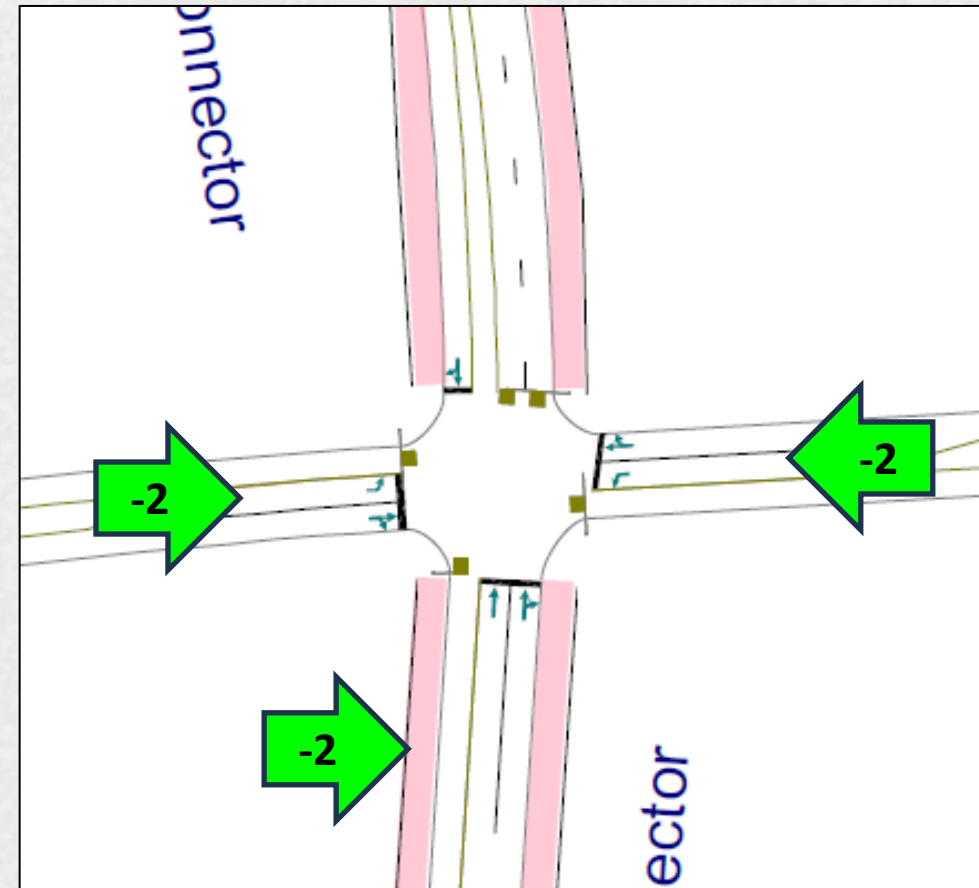
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Key Location Comparisons: Cambridge St. South/Seattle St. Connector



3L Option (old)

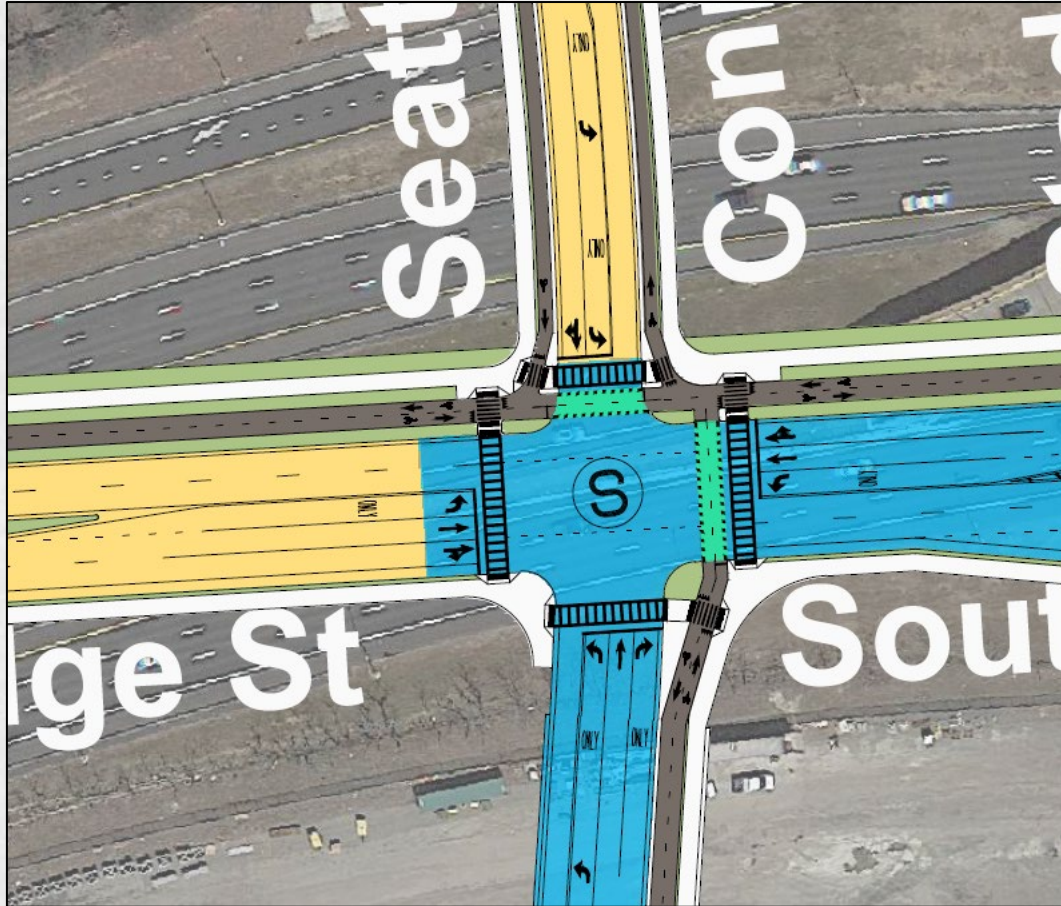


3L Option (new)

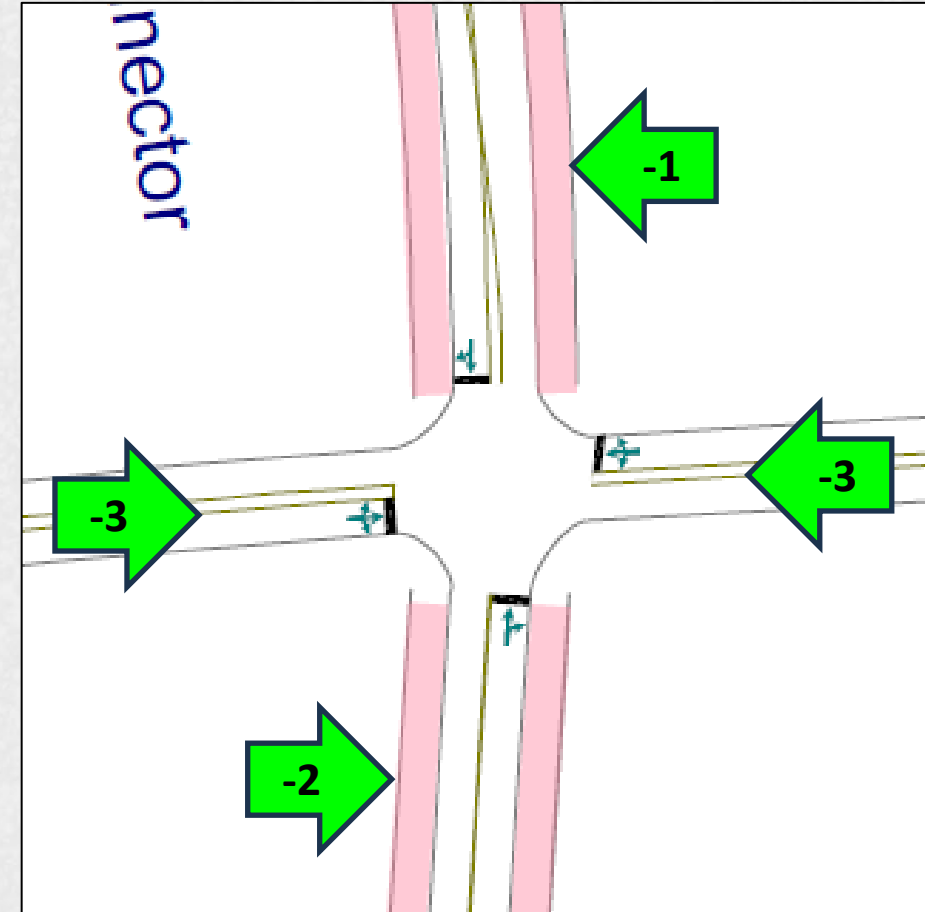
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MULTIMODAL LOCAL STREET CONNECTIONS WORKING GROUP MEETING 4 – 2/6/25

Key Location Comparisons: Cambridge St. South/Seattle St. Connector



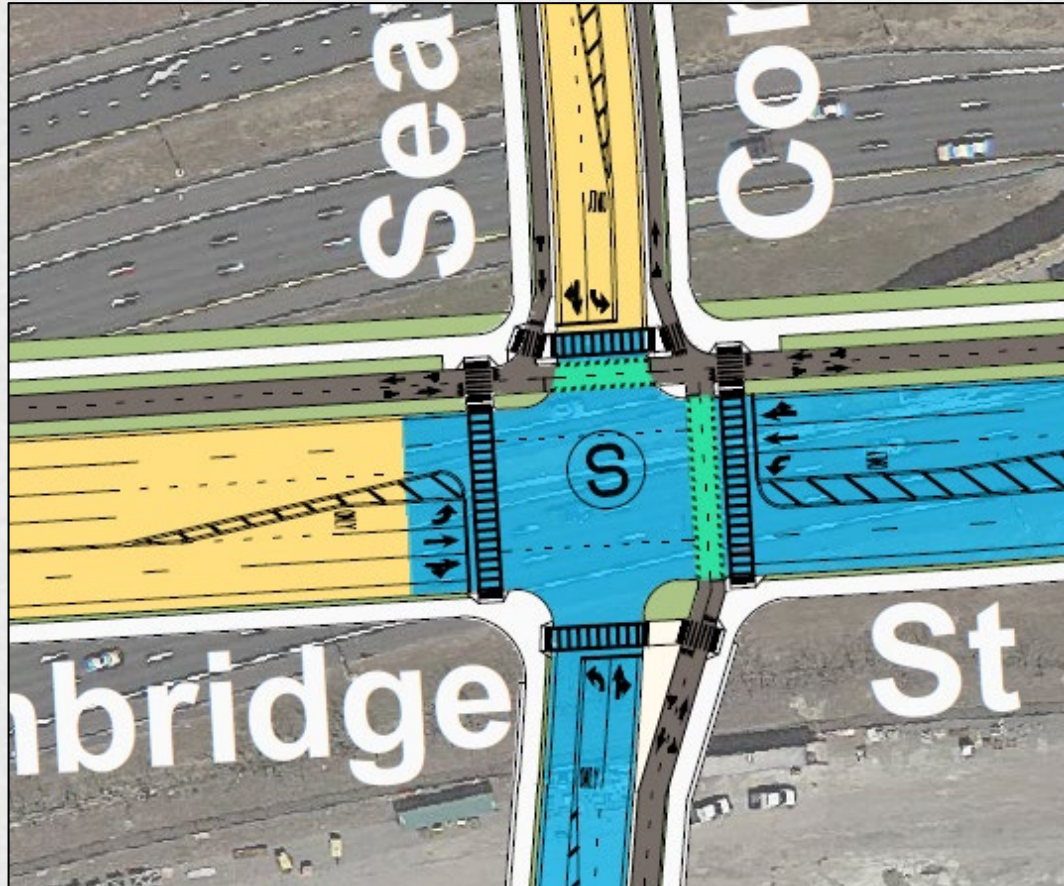
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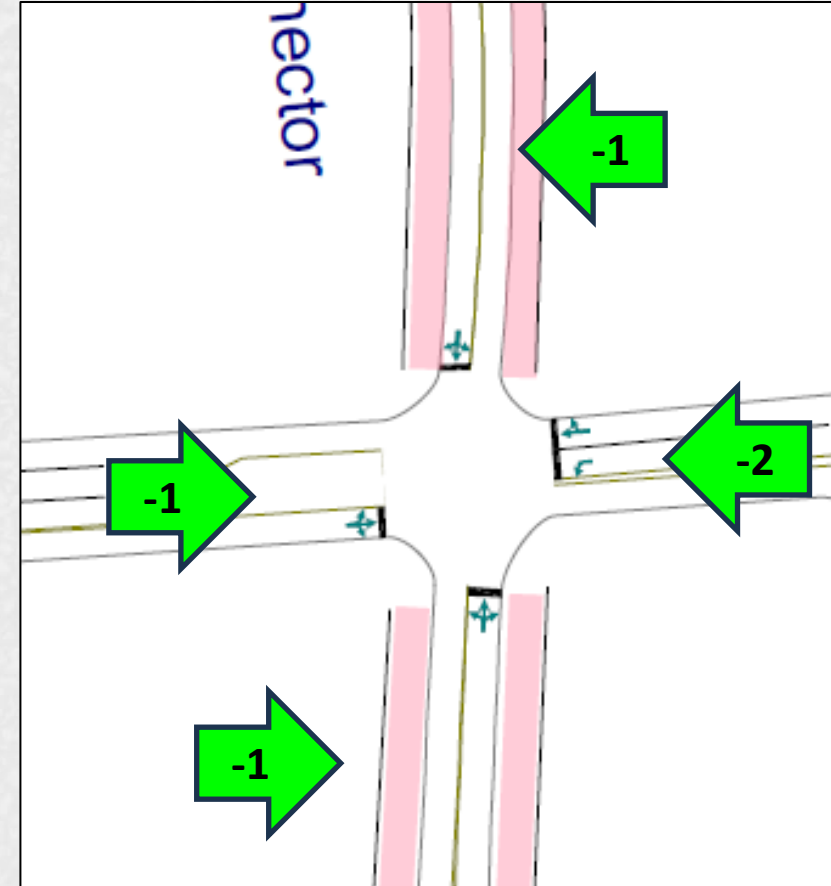
3L Modified (new)

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Key Location Comparisons: Cambridge St. South/Seattle St.



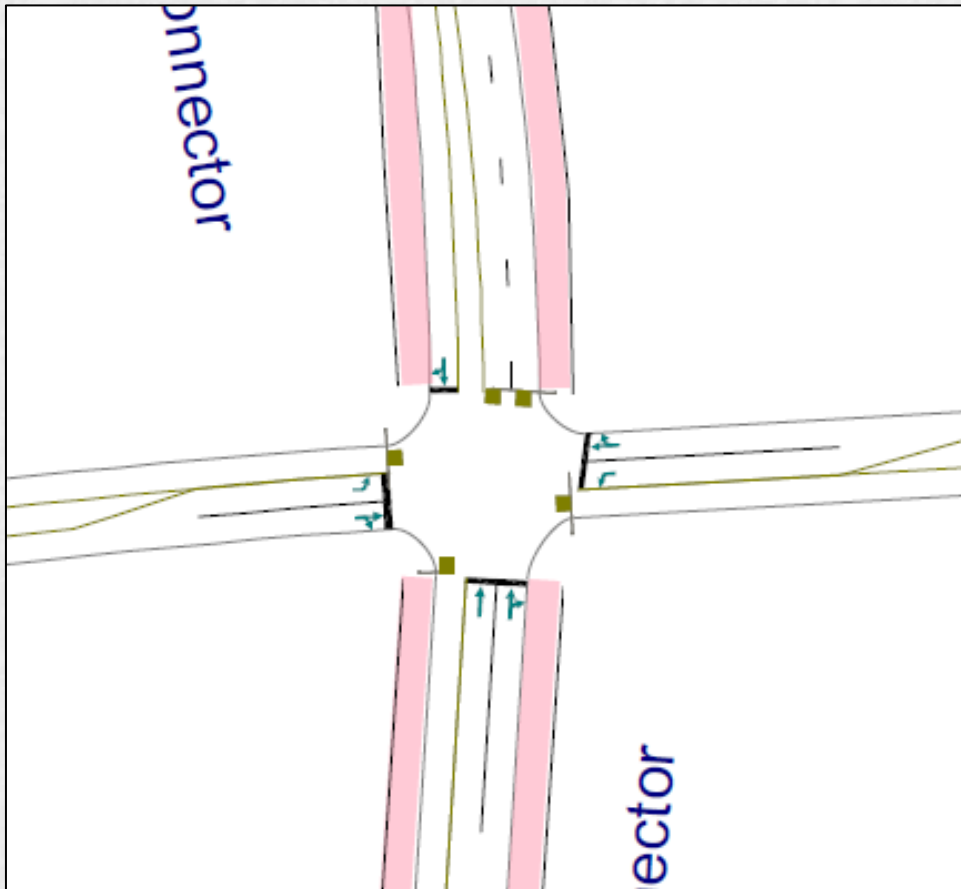
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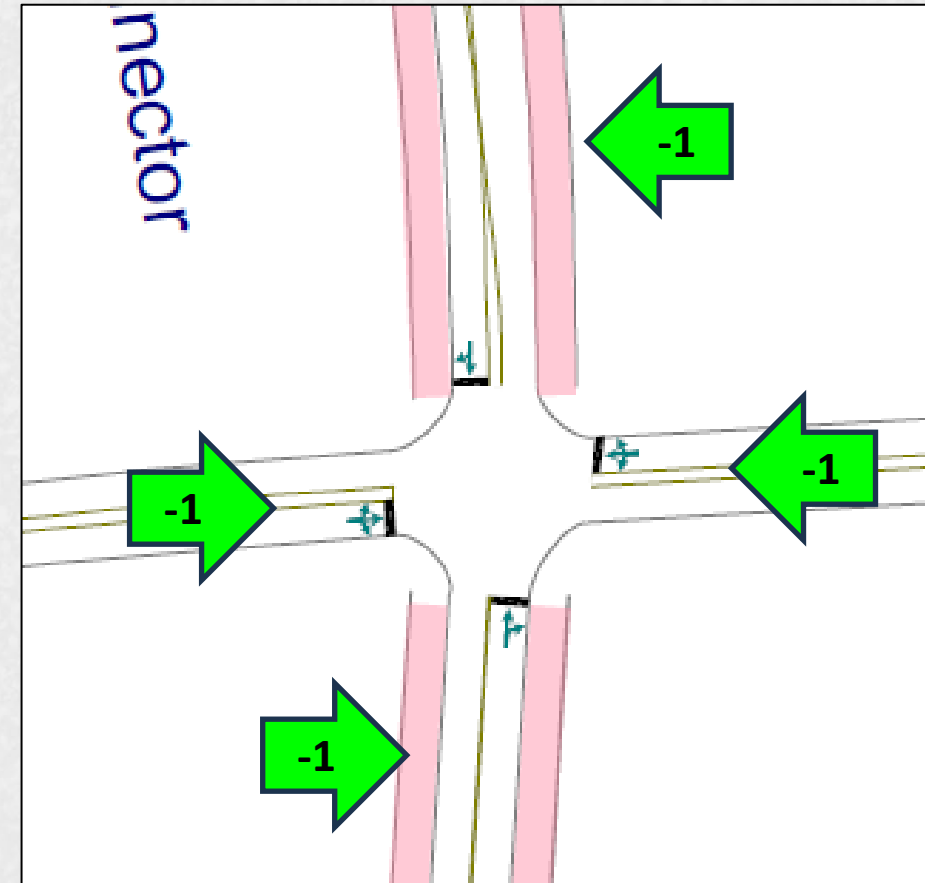
3-Bridge (new)

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Key Location Comparisons: Cambridge St. South/Seattle St.



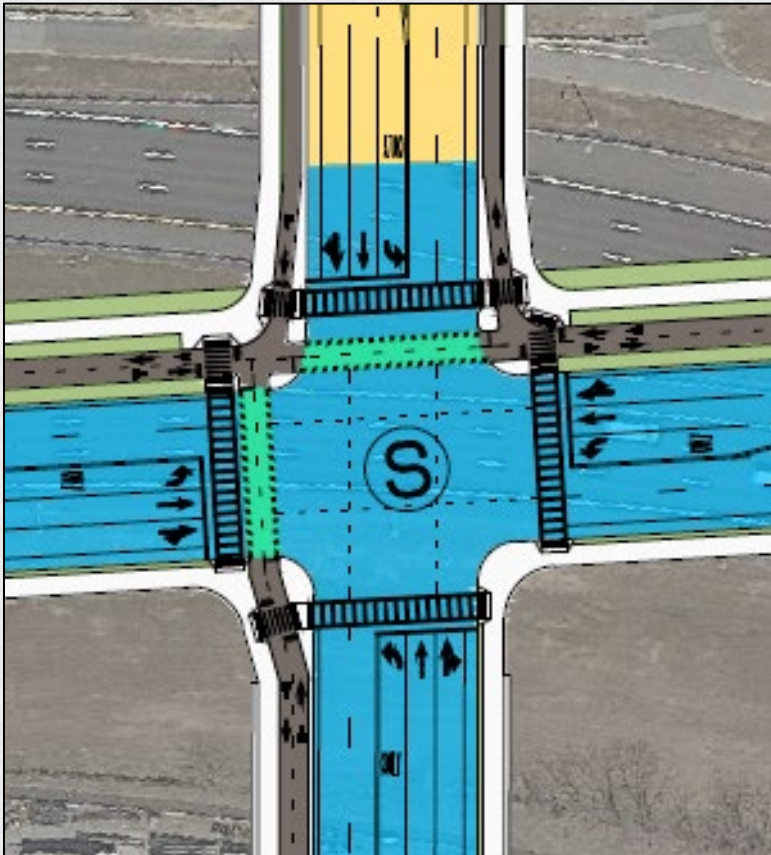
3L Option (new)



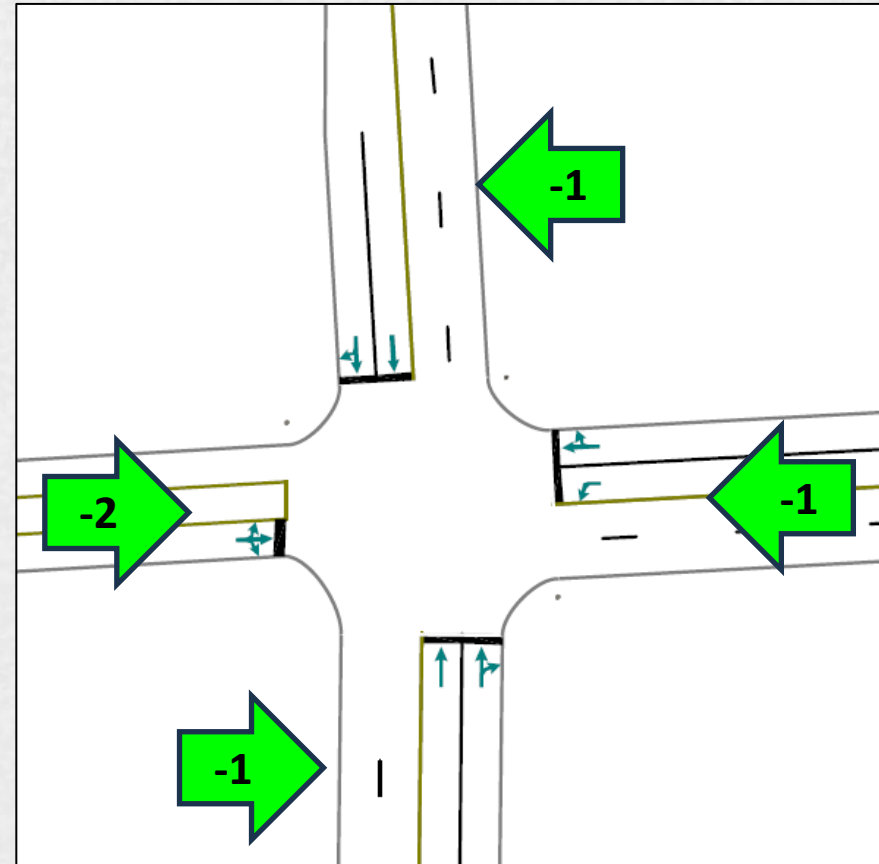
3L Modified (new)

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Key Location Comparisons: Cambridge St. South/Cattle Dr. Connector



3L Option (old)

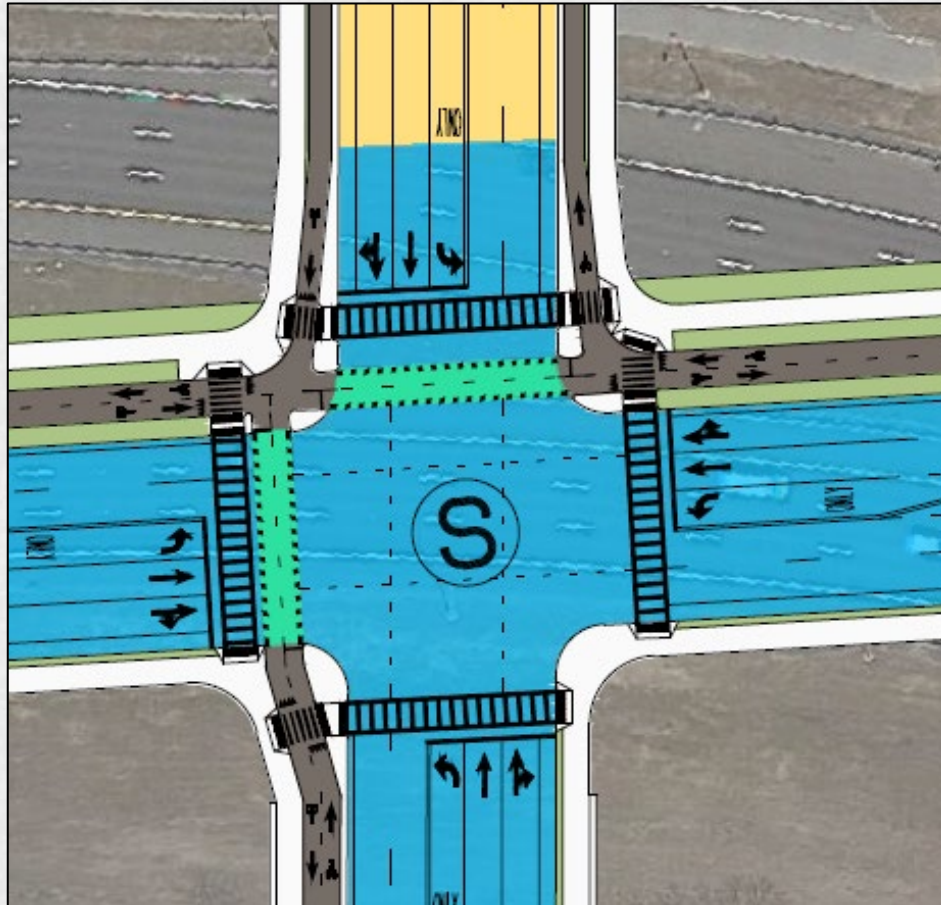


3L Option (new)

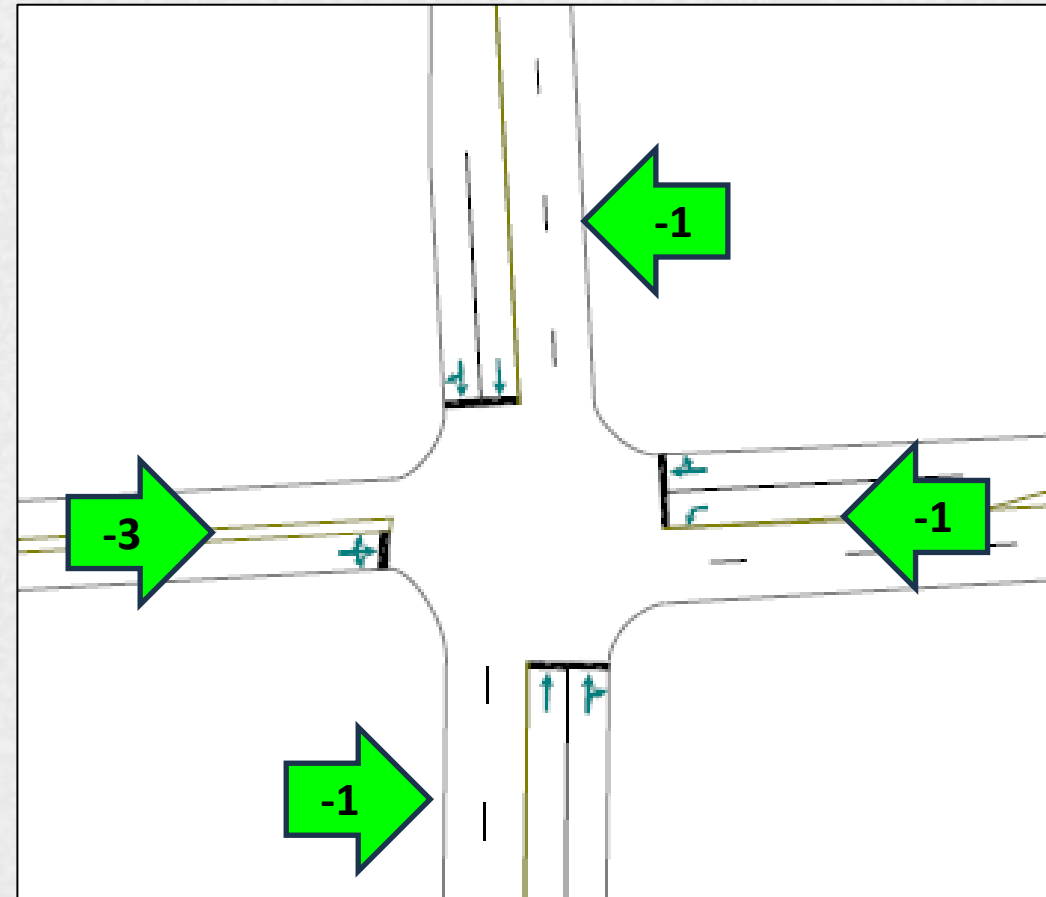
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Key Location Comparisons: Cambridge St. South/Cattle Dr. Connector



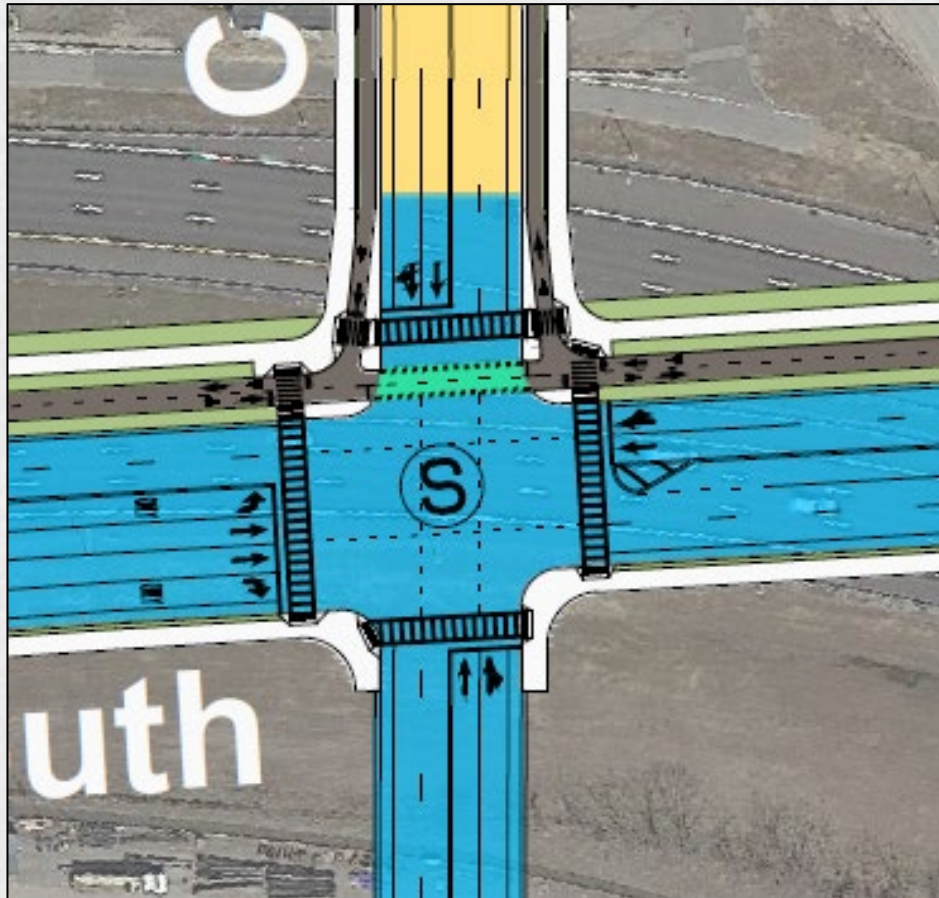
3L Modified (old)



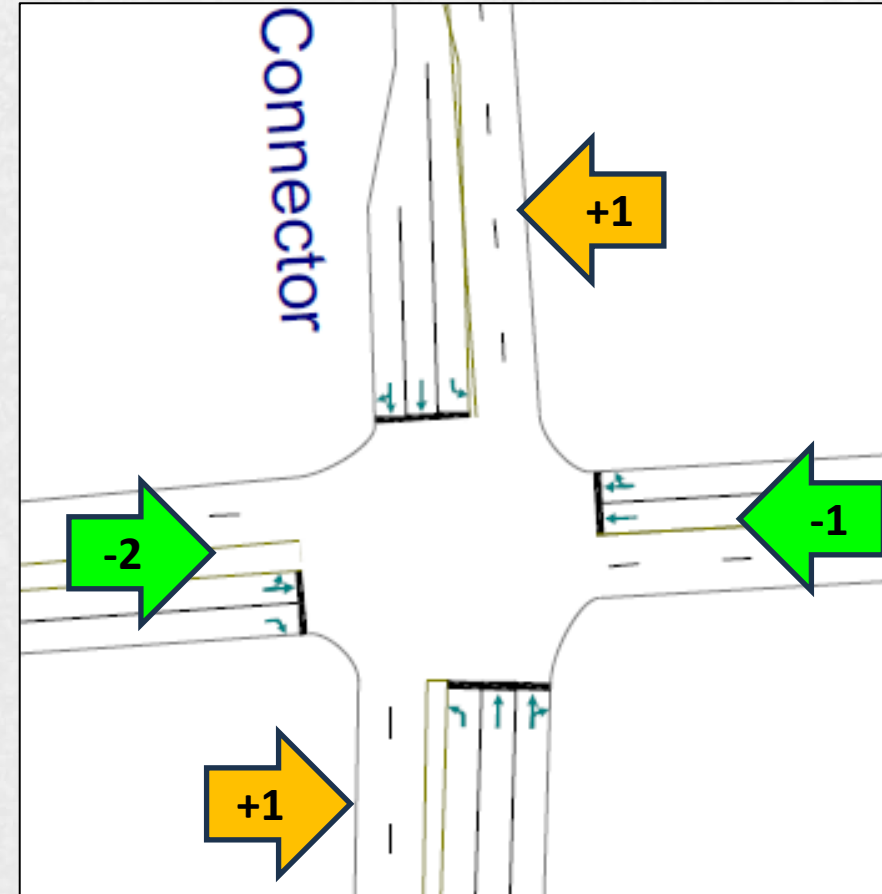
3L Modified (new)

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Key Location Comparisons: Cambridge St. South/Cattle Dr. Connector



3 Bridge (old)

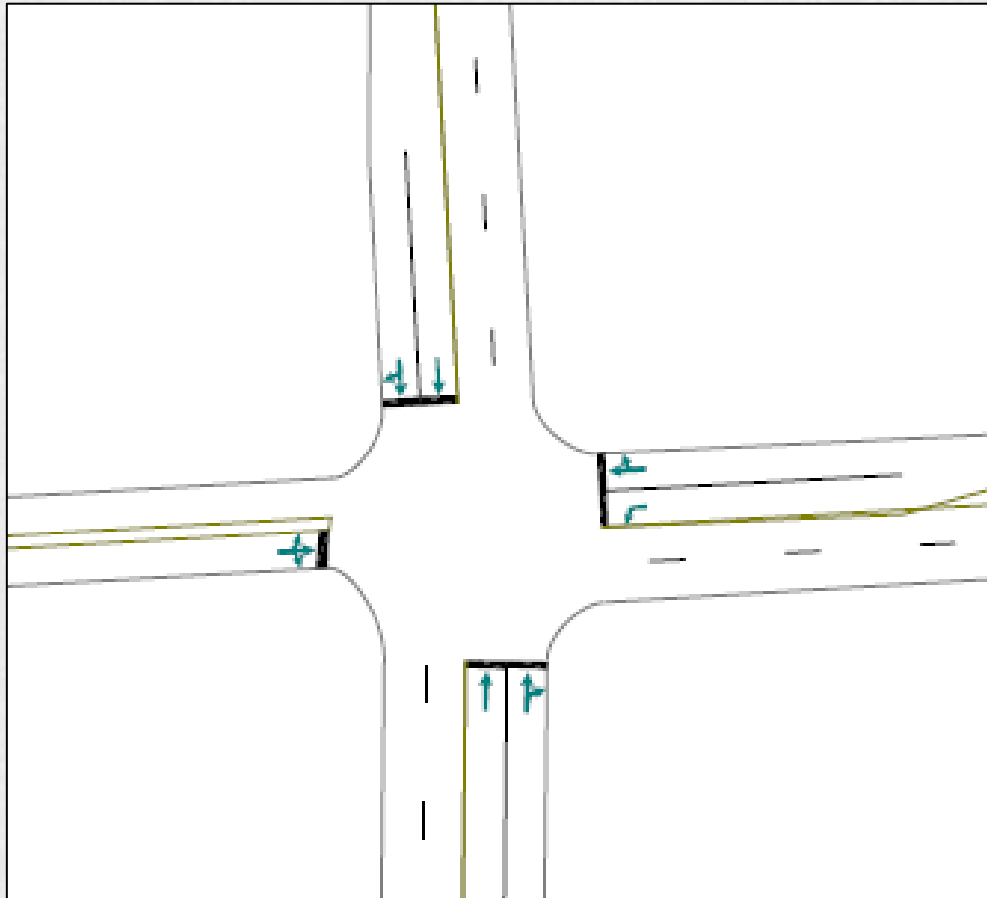


3 Bridge (new)

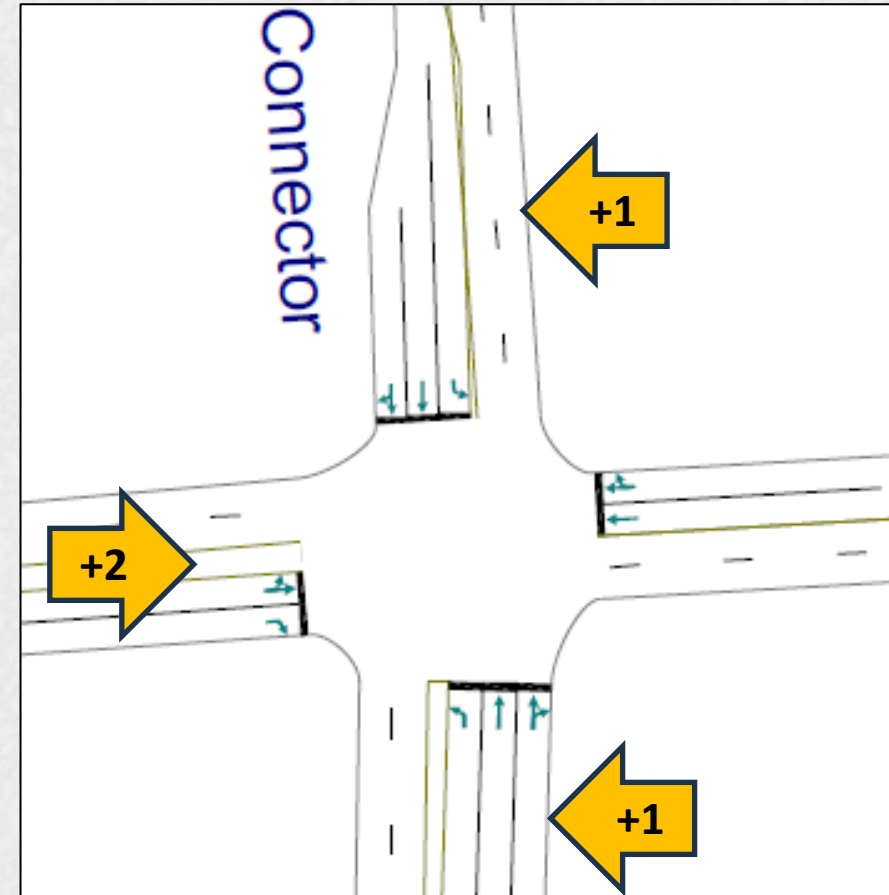
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MULTIMODAL LOCAL STREET CONNECTIONS WORKING GROUP MEETING 4 – 2/6/25

Key Location Comparisons: Cambridge St. South/Cattle Dr. Connector



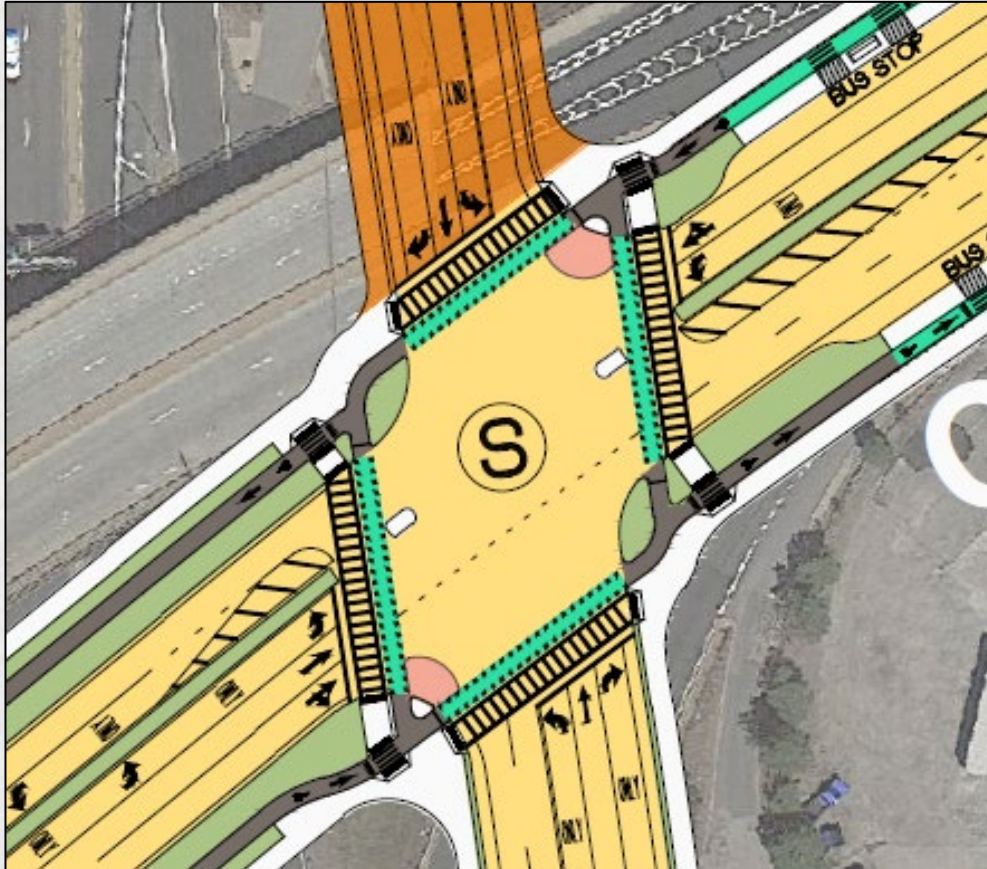
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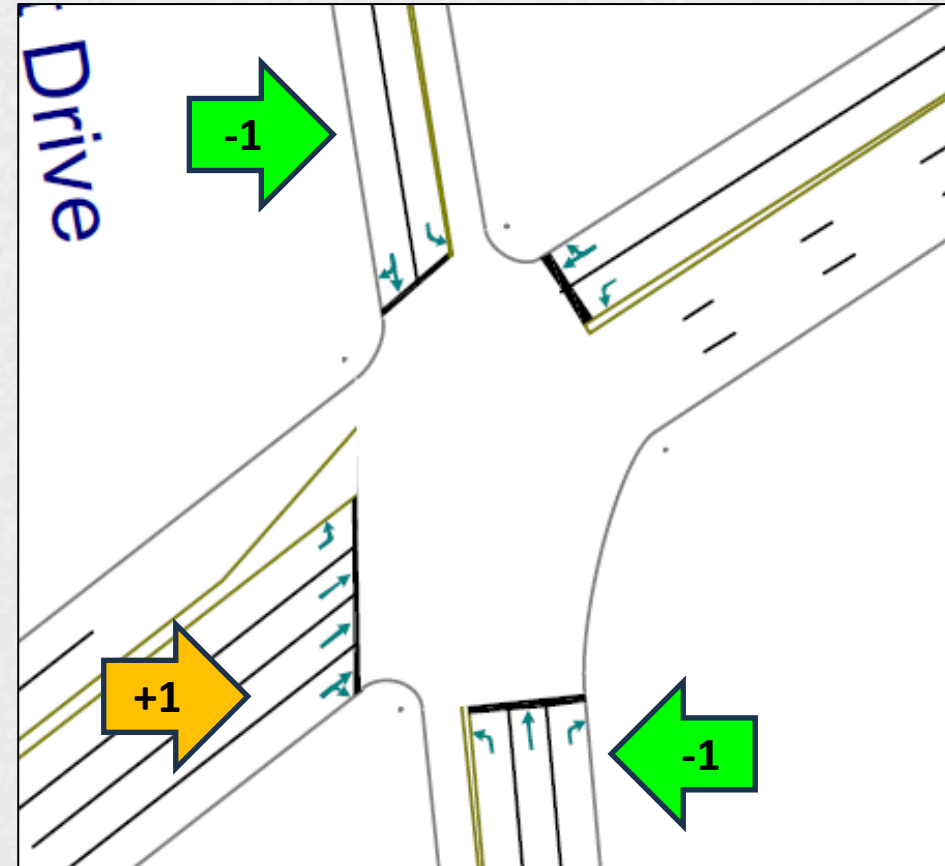
3 Bridge (new)

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Key Location Comparisons: Cambridge St./East Dr.



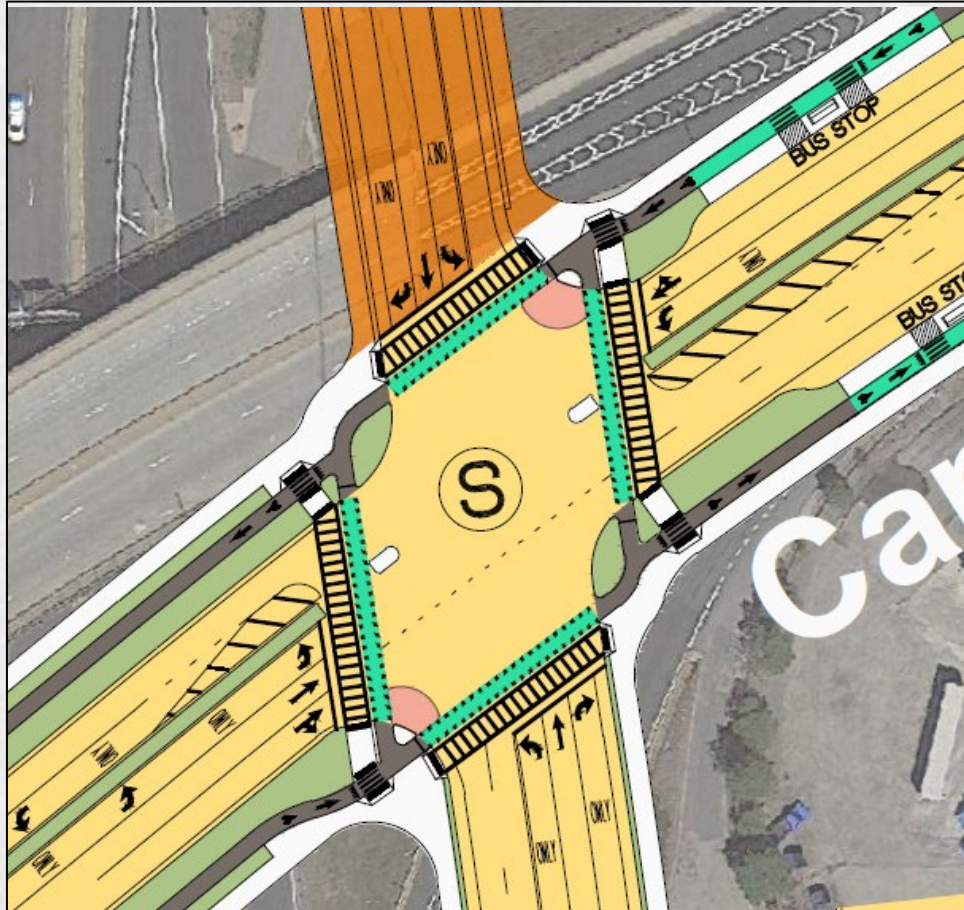
3L Option (old)



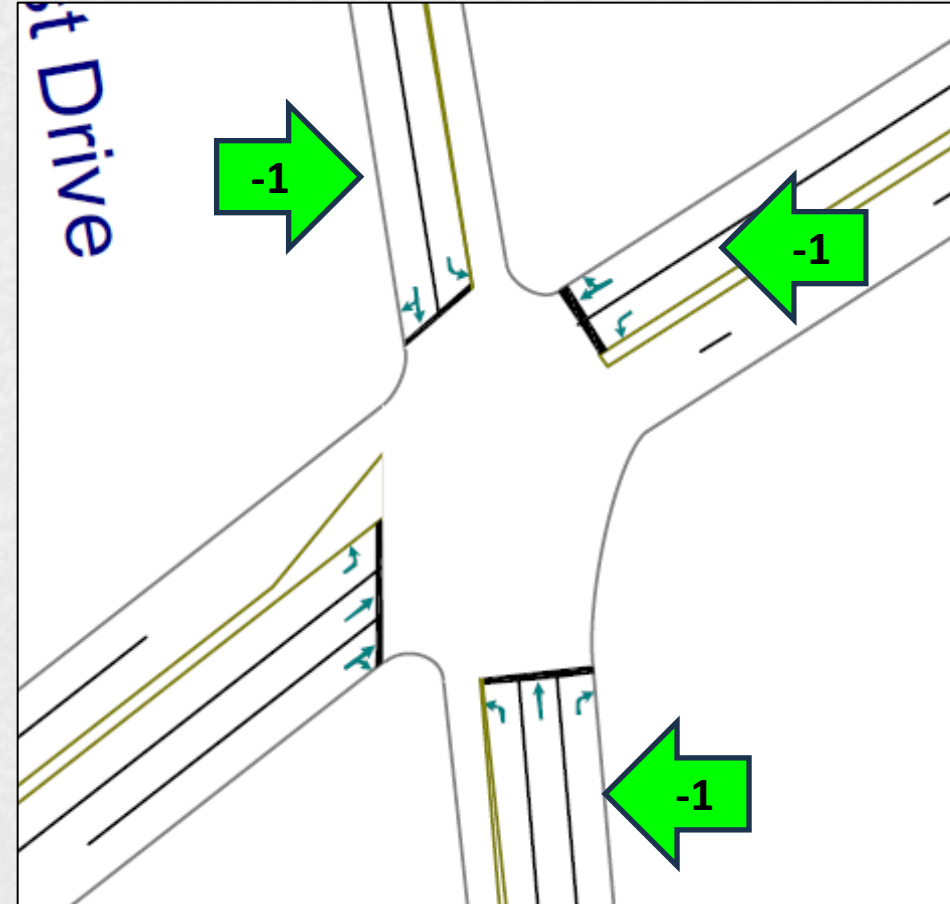
3L Option (new)

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Key Location Comparisons: Cambridge St./East Dr.



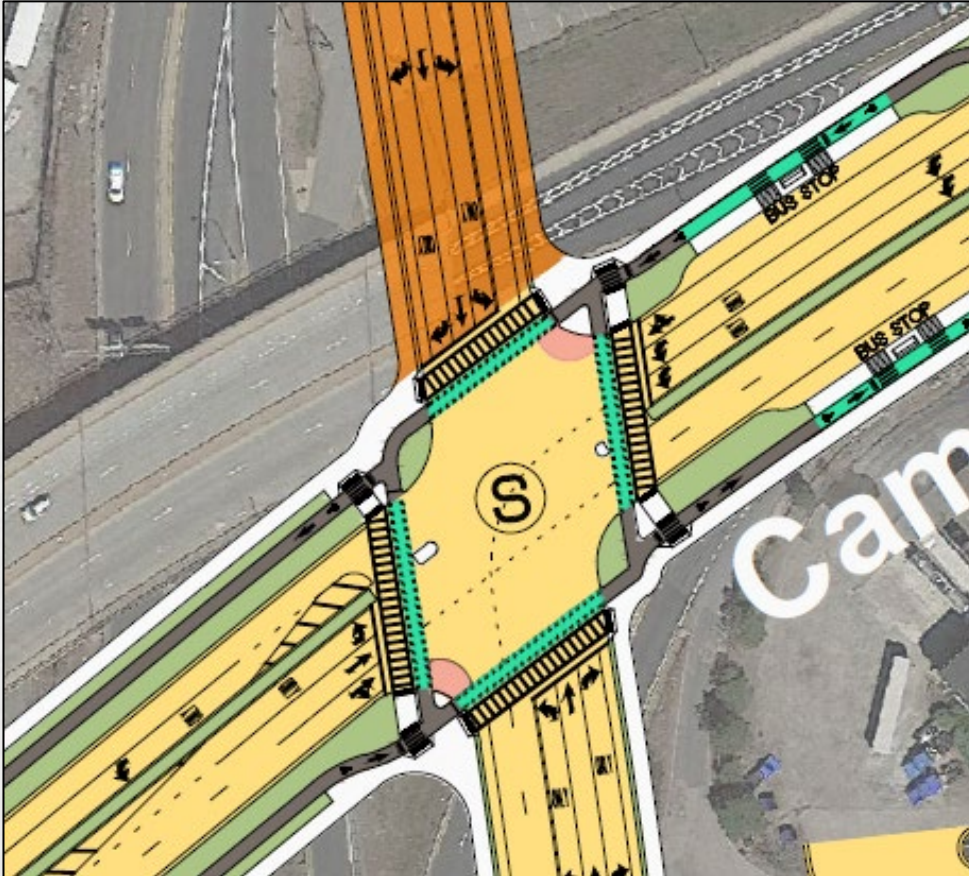
3L Modified (old)



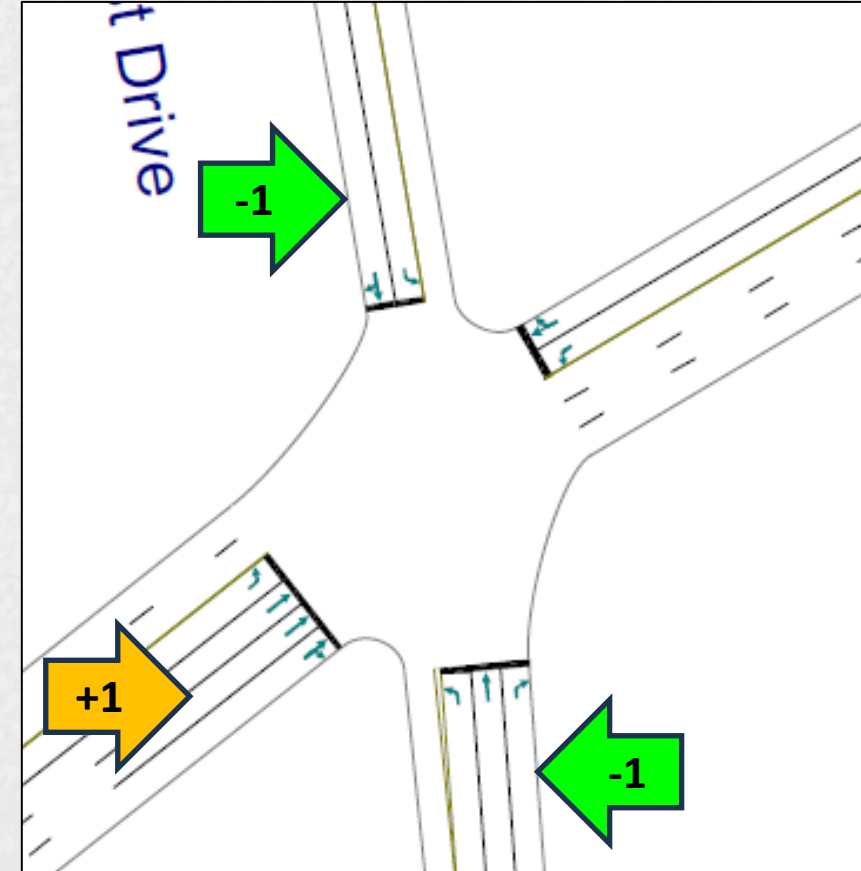
3L Modified (new)

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Key Location Comparisons: Cambridge St./East Dr.



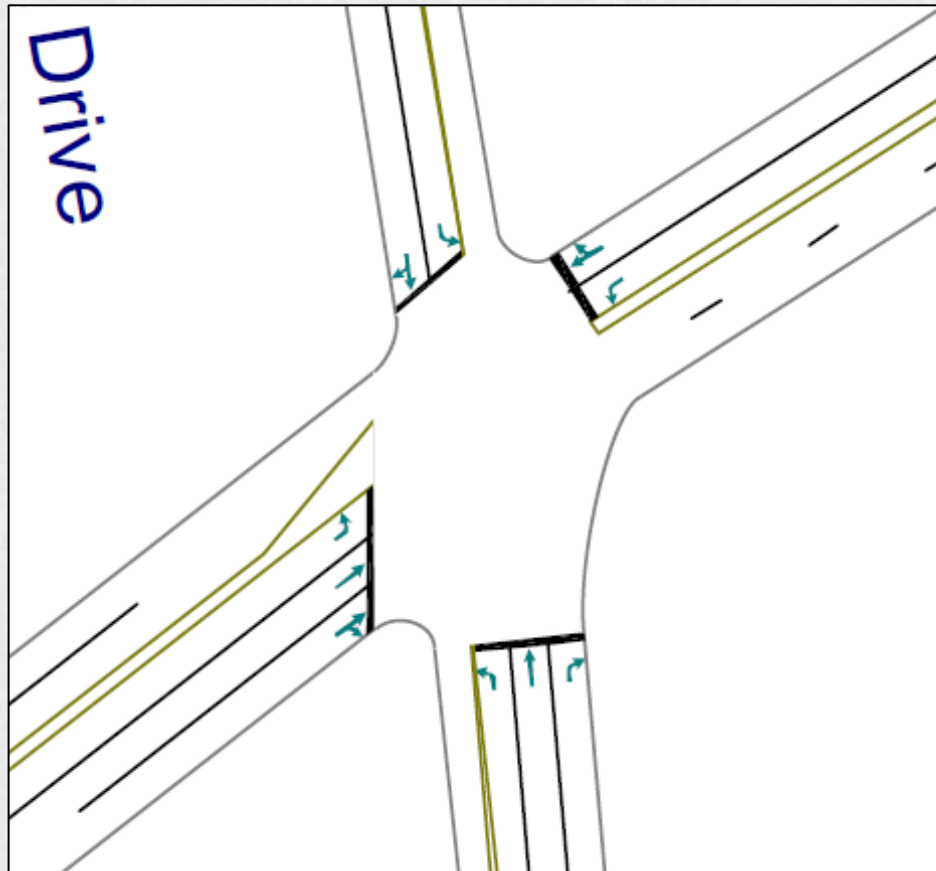
3-Bridge (old)



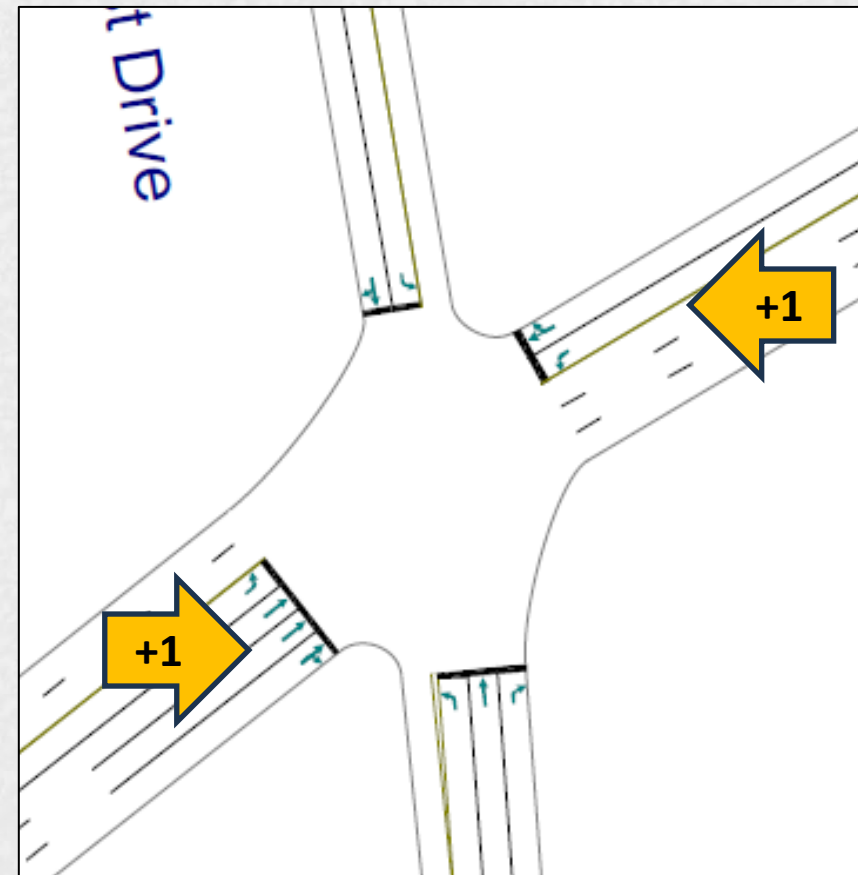
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Key Location Comparisons: Cambridge St./East Dr.



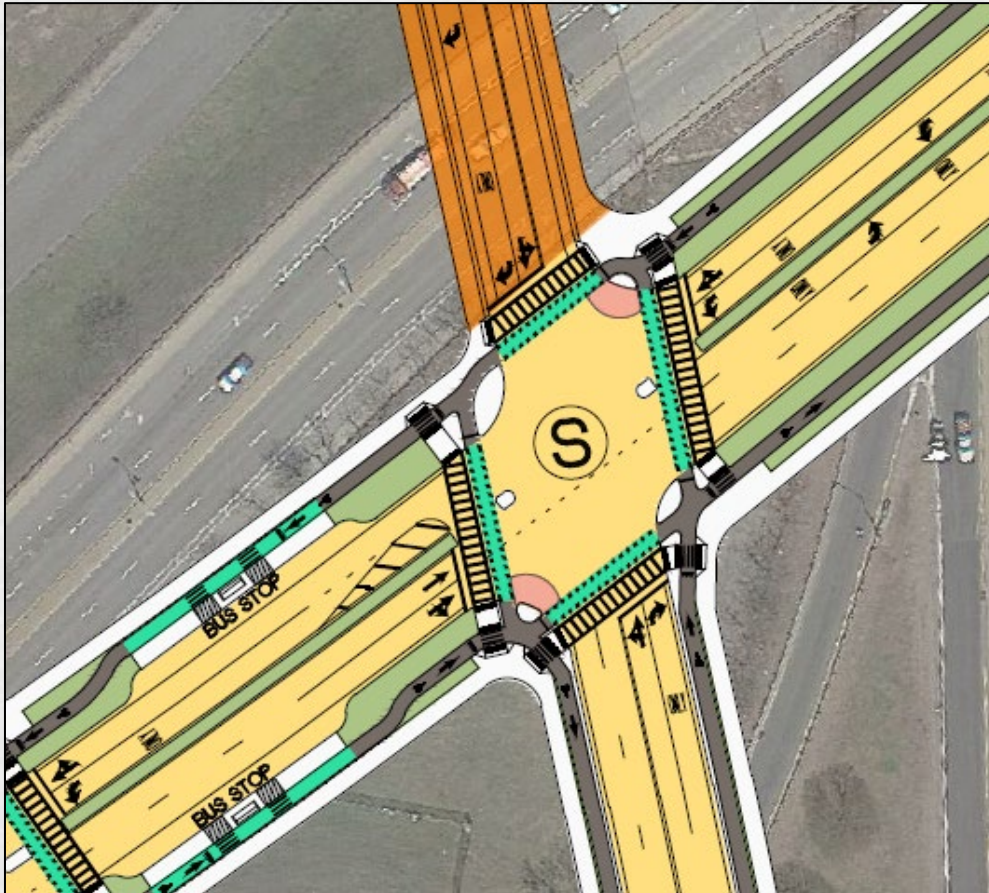
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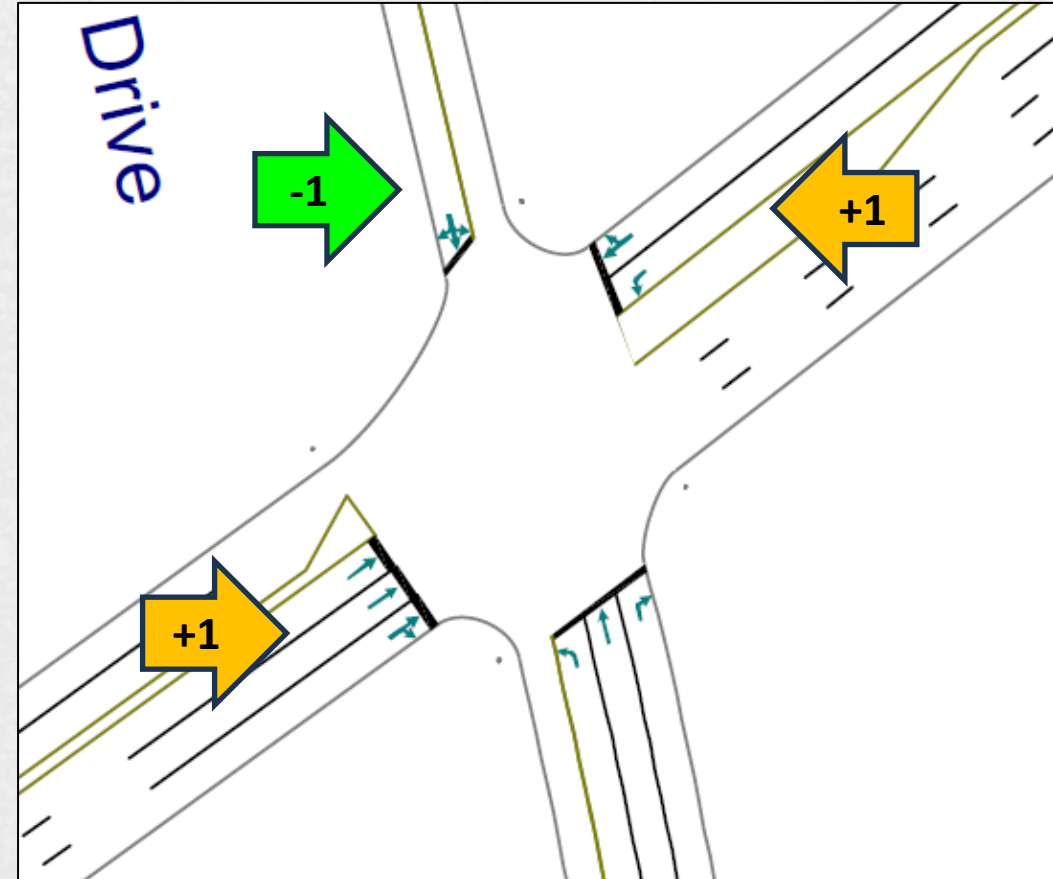
3-Bridge (new)

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Key Location Comparisons: Cambridge St./Cattle Dr.



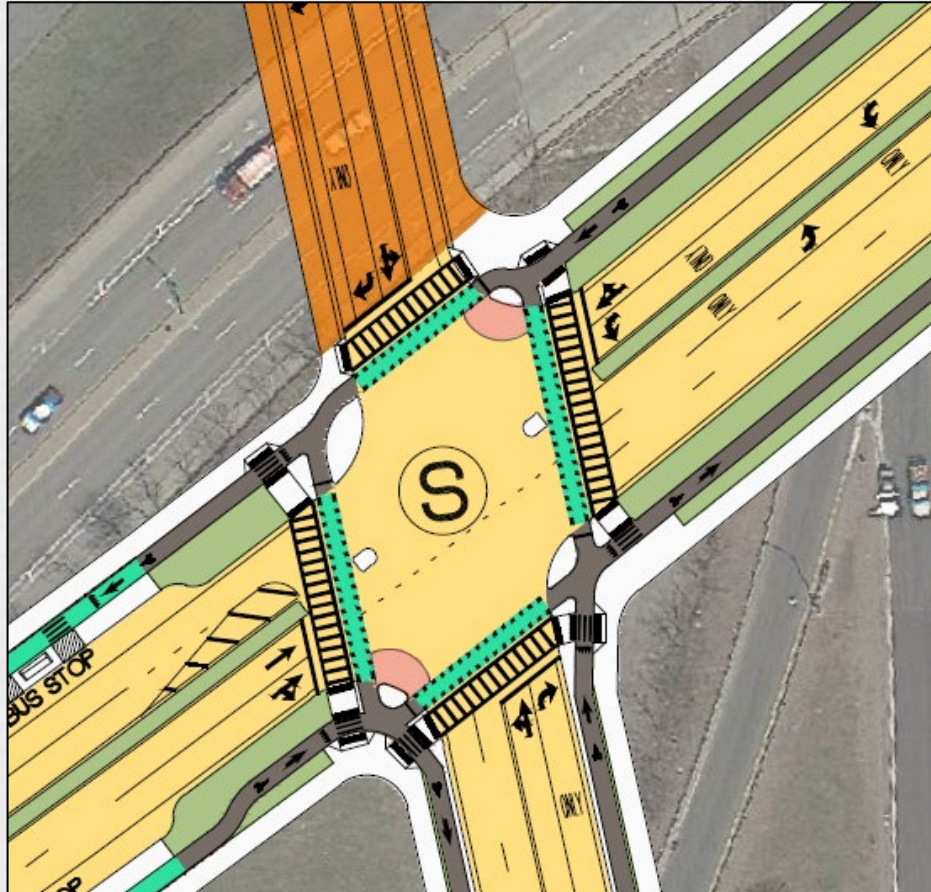
3L Option



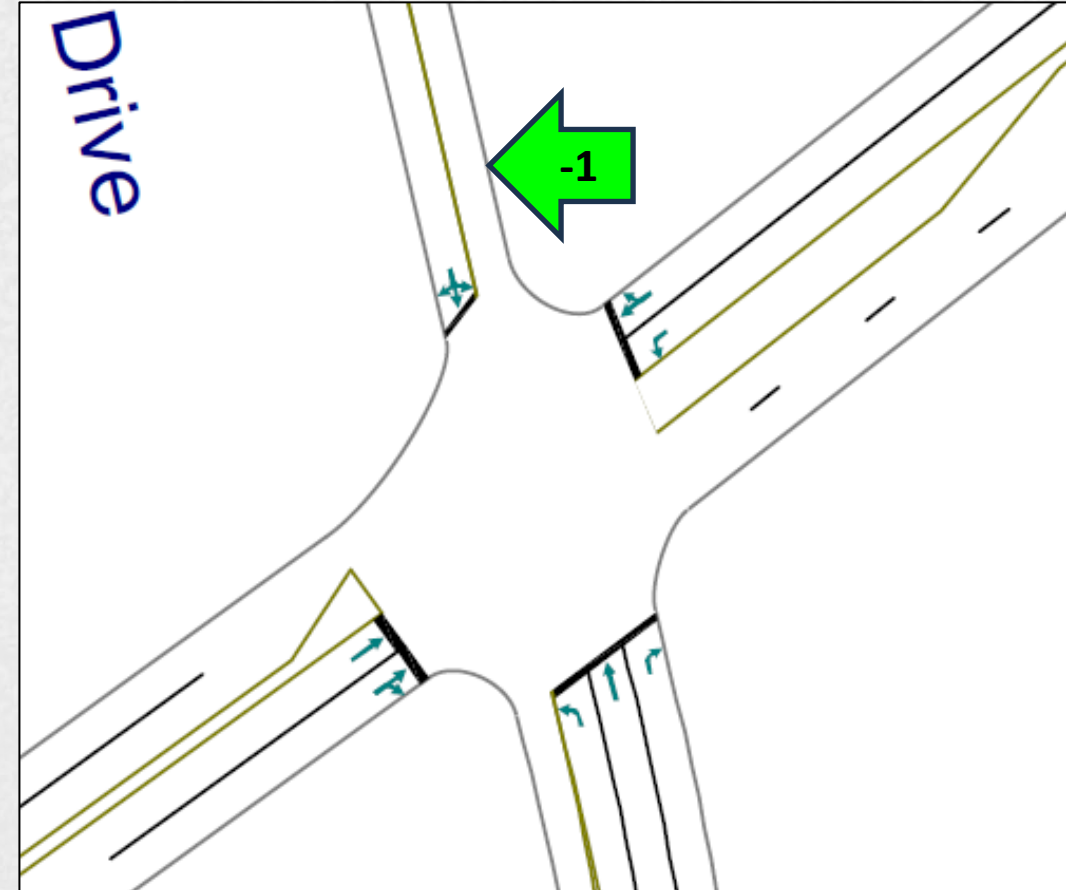
3L Option

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Key Location Comparisons: Cambridge St./Cattle Dr.



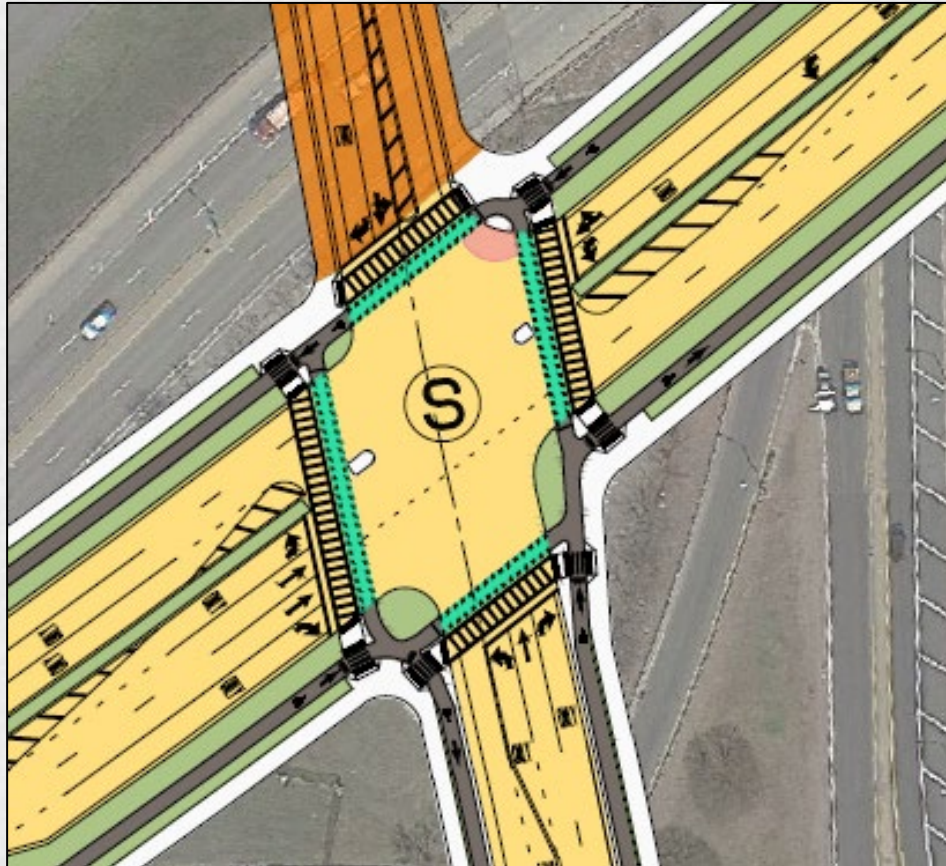
3L Modified



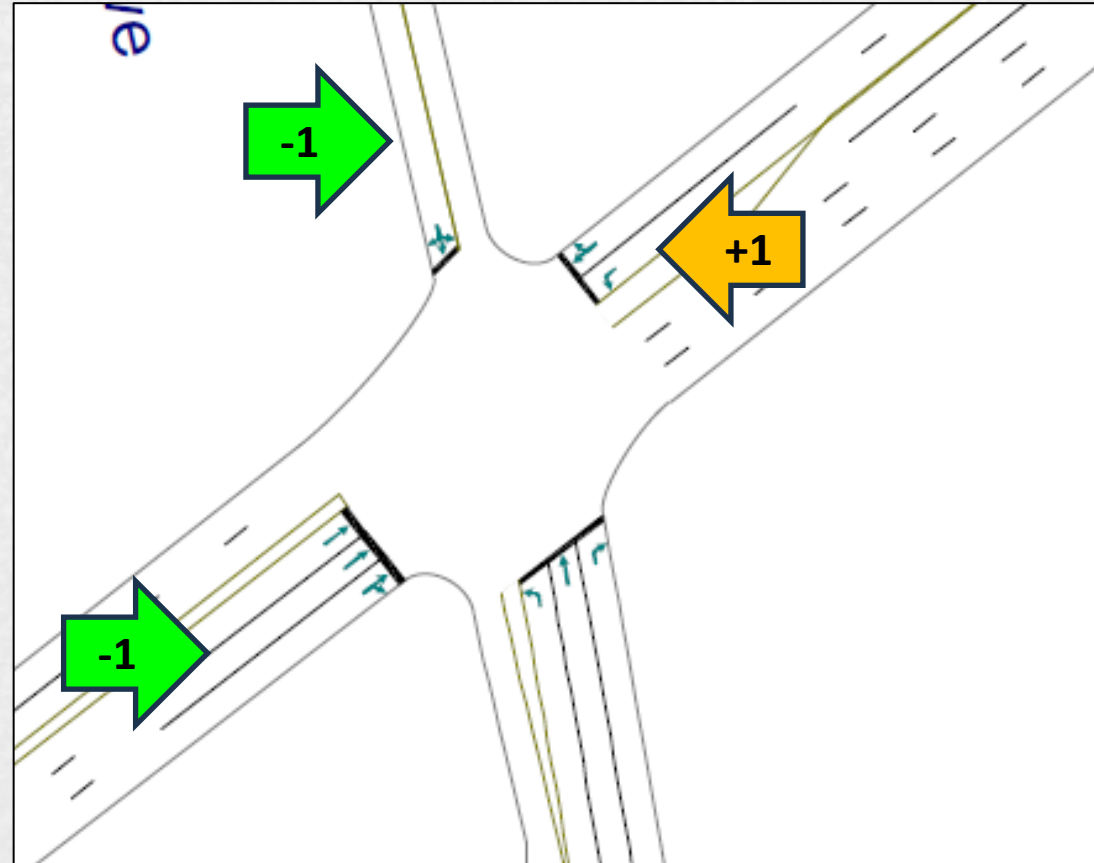
3L Modified

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Key Location Comparisons: Cambridge St./Cattle Dr.



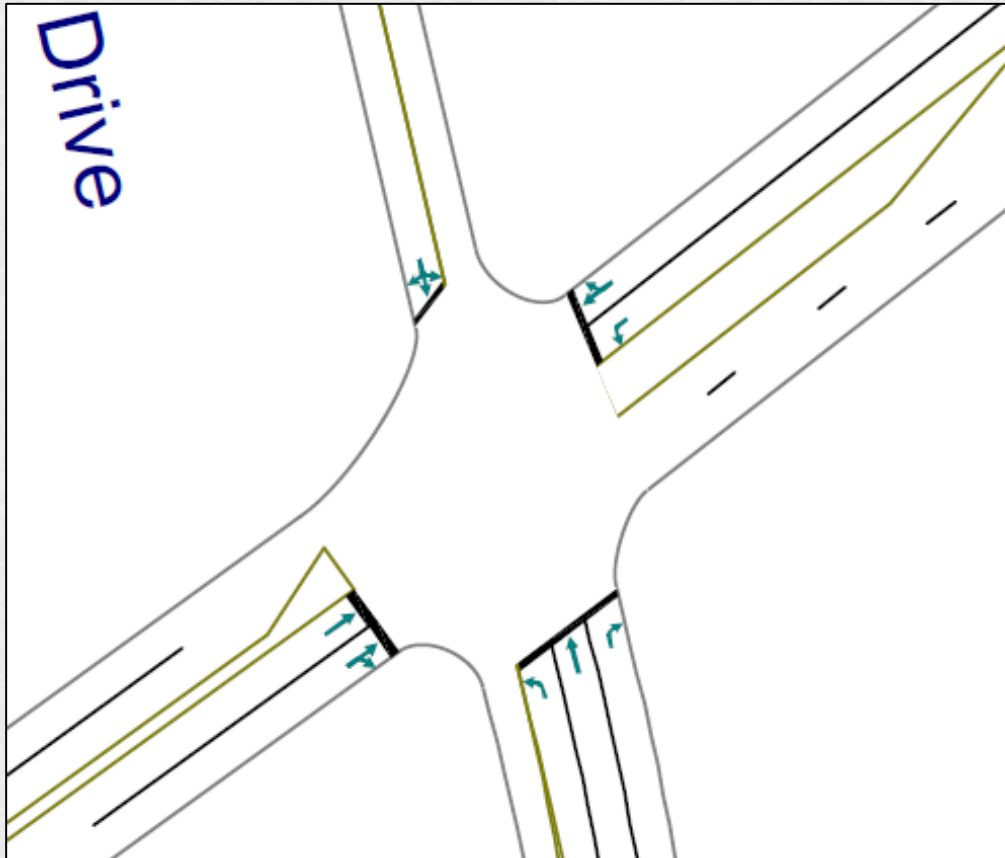
3-Bridge



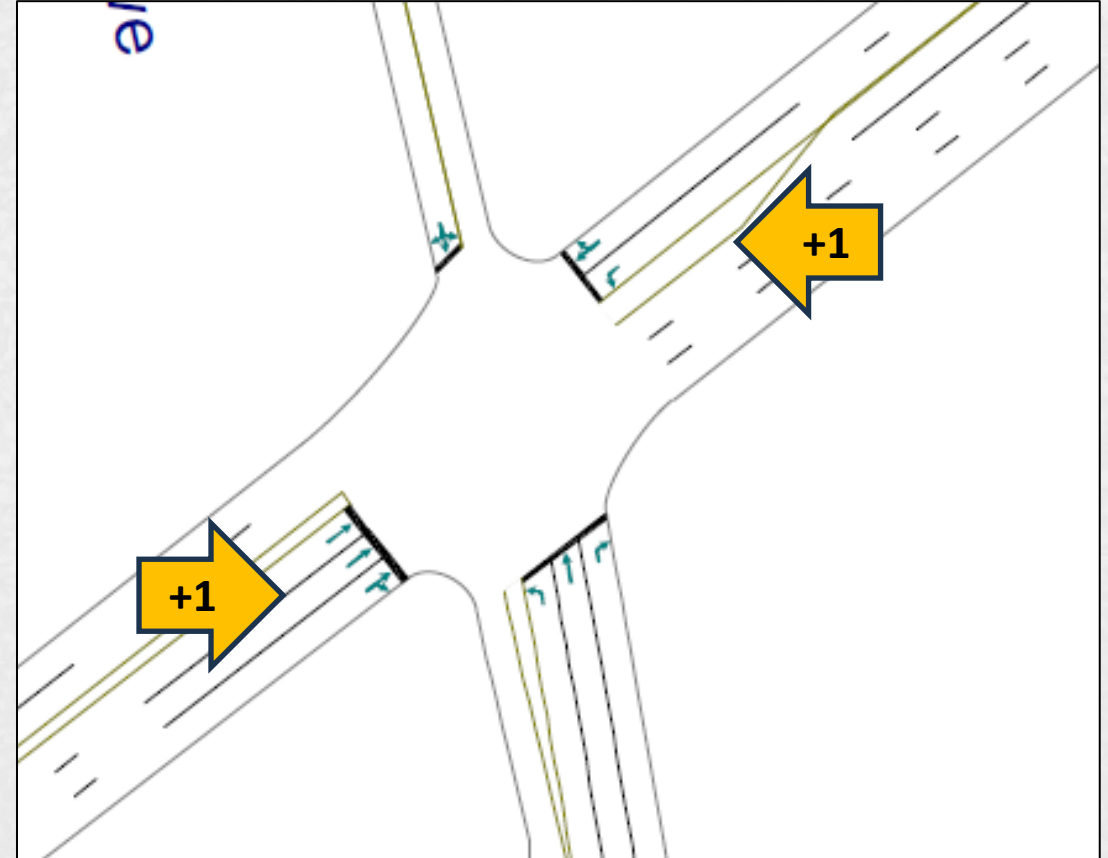
3-Bridge

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Key Location Comparisons: Cambridge St./Cattle Dr.



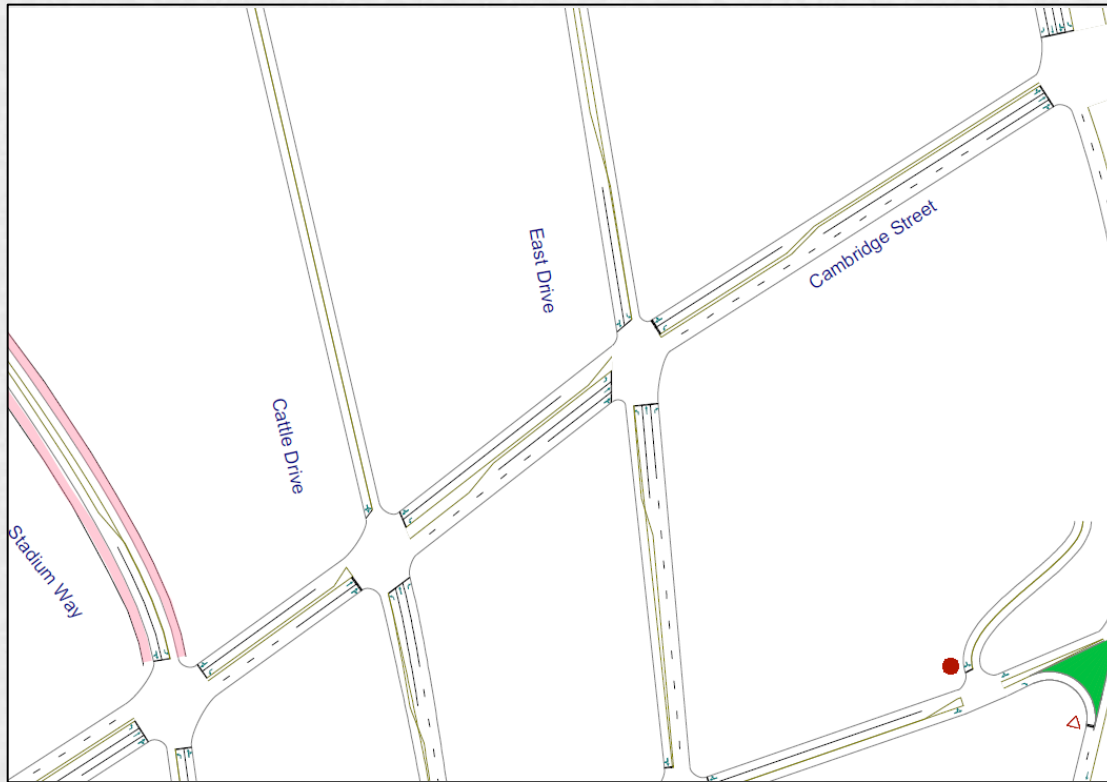
3L Modified



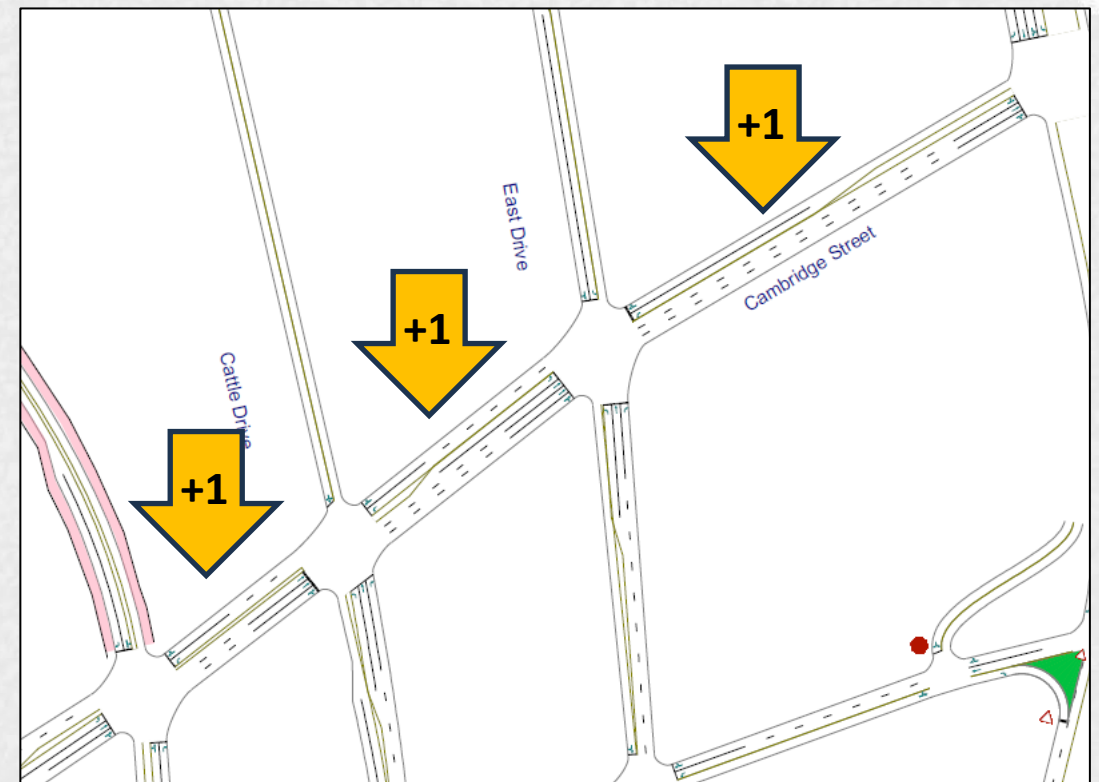
3-Bridge

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Key Location Comparisons: Cambridge St. (Stadium Way to SFR)



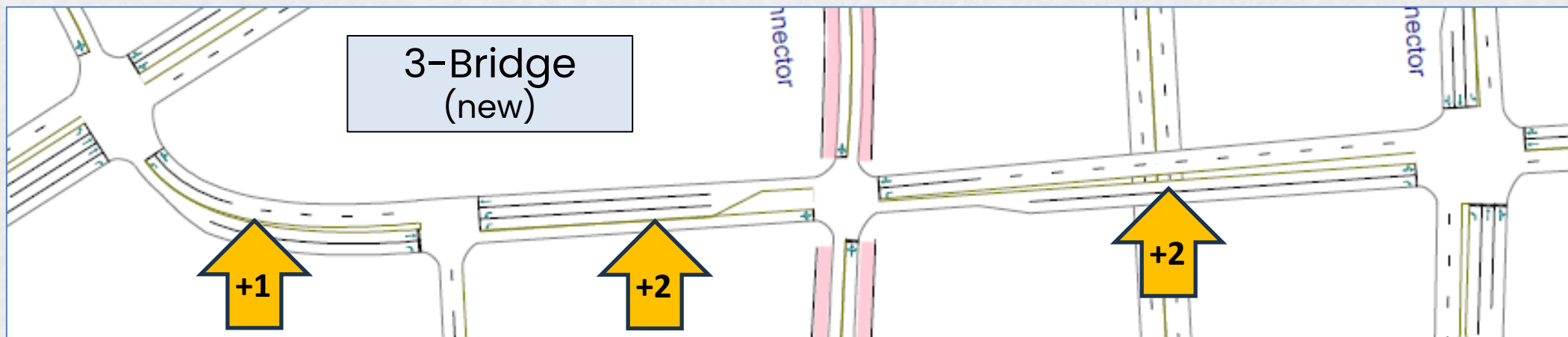
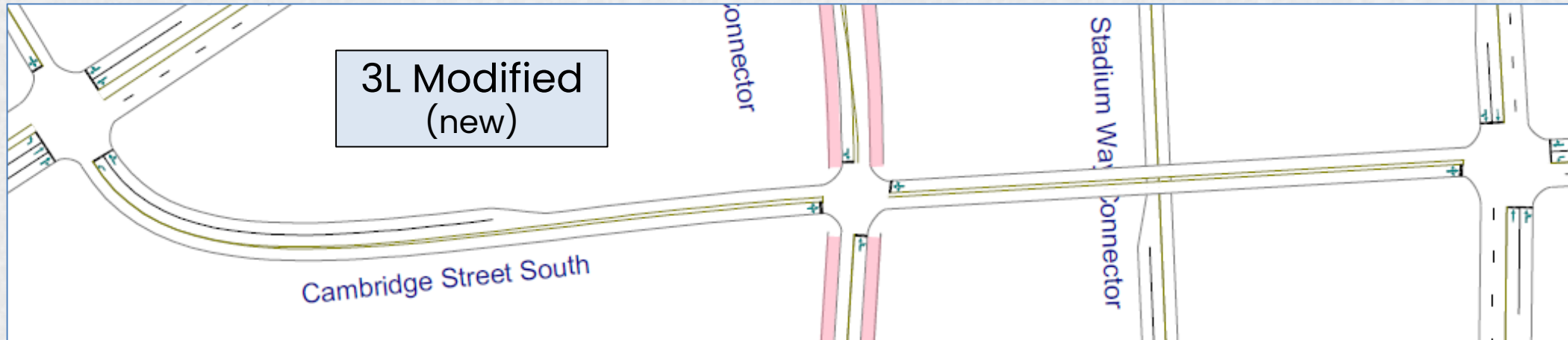
3L Modified (new)



3-Bridge (new)

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Key Location Comparisons: Cambridge St. South (Cambridge St. to Cattle Dr. Connector)



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MULTIMODAL LOCAL STREET CONNECTIONS WORKING GROUP MEETING 4 – 2/6/25

Today's Agenda

- Working Group Process Recap
- Review of Interchange Options
- Next Steps
- Discussion and questions

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Next Steps

- Finish concept plans for the interchange options
- Present results of analyses to the Task Force
- Prepare DEIS/SDEIR

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