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**ALLSTON MULTIMODAL PROJECT**  
**Multimodal Local Street Network**  
**Working Group Meeting 2**  
September 5, 2024



# Multimodal Local Street Network *Initial* 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: Design Standards Street Network**  
*9/19/2024, 3:00pm – 5:00pm*
- **Meeting 5: Review, Refine, and Next Steps**  
*9/26/2024, 3:00pm – 5:00pm*

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# Today's Agenda



- Meeting 1 Recap
- Regional and Local Key Desire Lines
  - Bus
  - Pedestrian/Bike
  - Vehicular (Meeting 1)
- Design Elements Important for Desire Lines to be Successful
- Open discussion and questions

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# Meeting 1 Recap

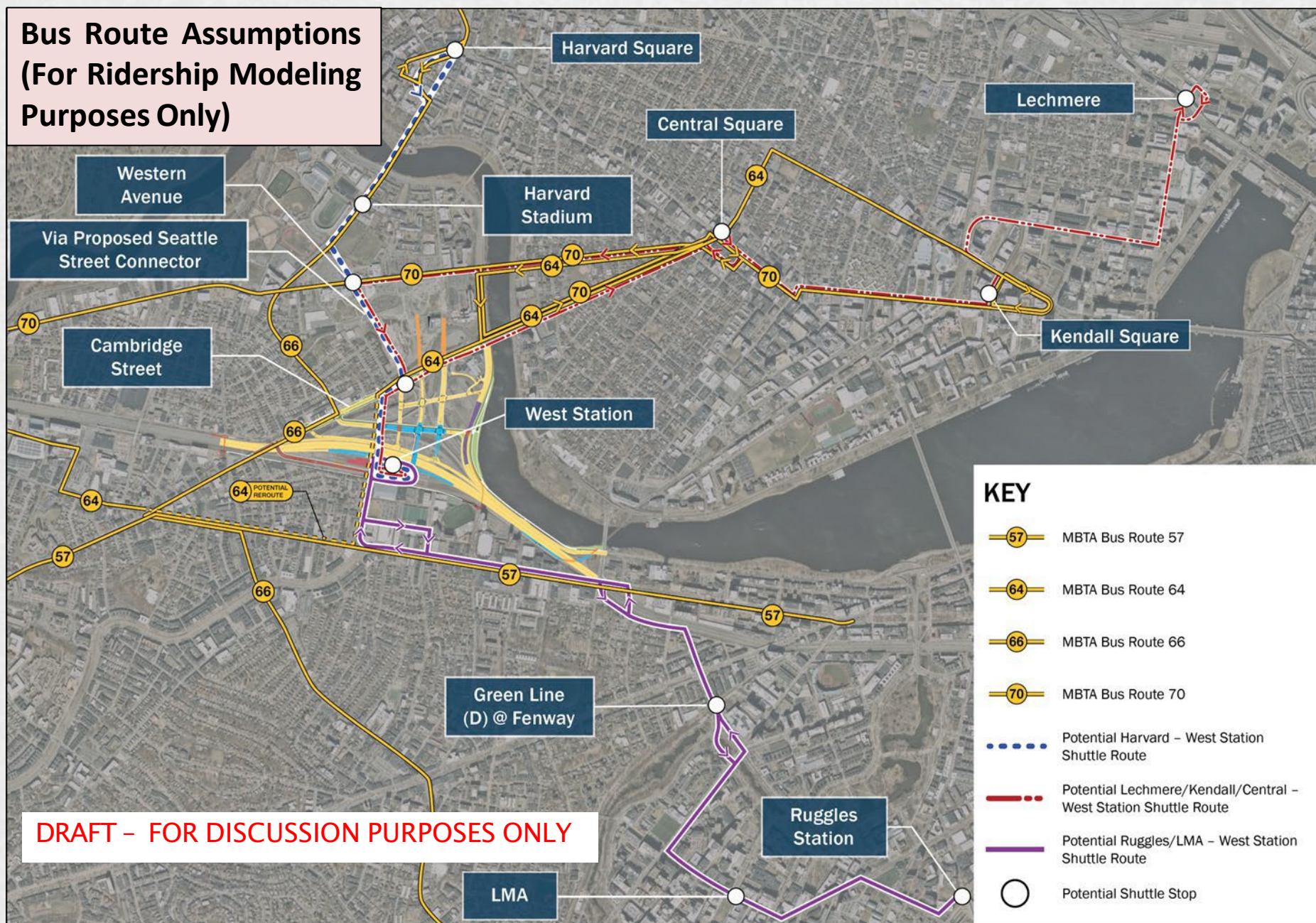


- Meeting 1 takeaways:
  - 15% design level needed to advance documentation and analysis for DEIS/ SDEIR filings
  - The project is modifying an existing interstate interchange, so it must meet the requirements of the Access to the Interstate System policy
  - Goals discussed by the Working Group:
    - Design the most walkable and bikeable streets, start small
    - No Mass and Cass
    - The goal is to build flexible infrastructure that can accommodate various modes and curb use as they evolve
    - The design should integrate elements that make it harder to engage in bad behaviors like double parking
- Questions & Feedback?

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# Bus Route Assumptions (For Ridership Modeling Purposes Only)



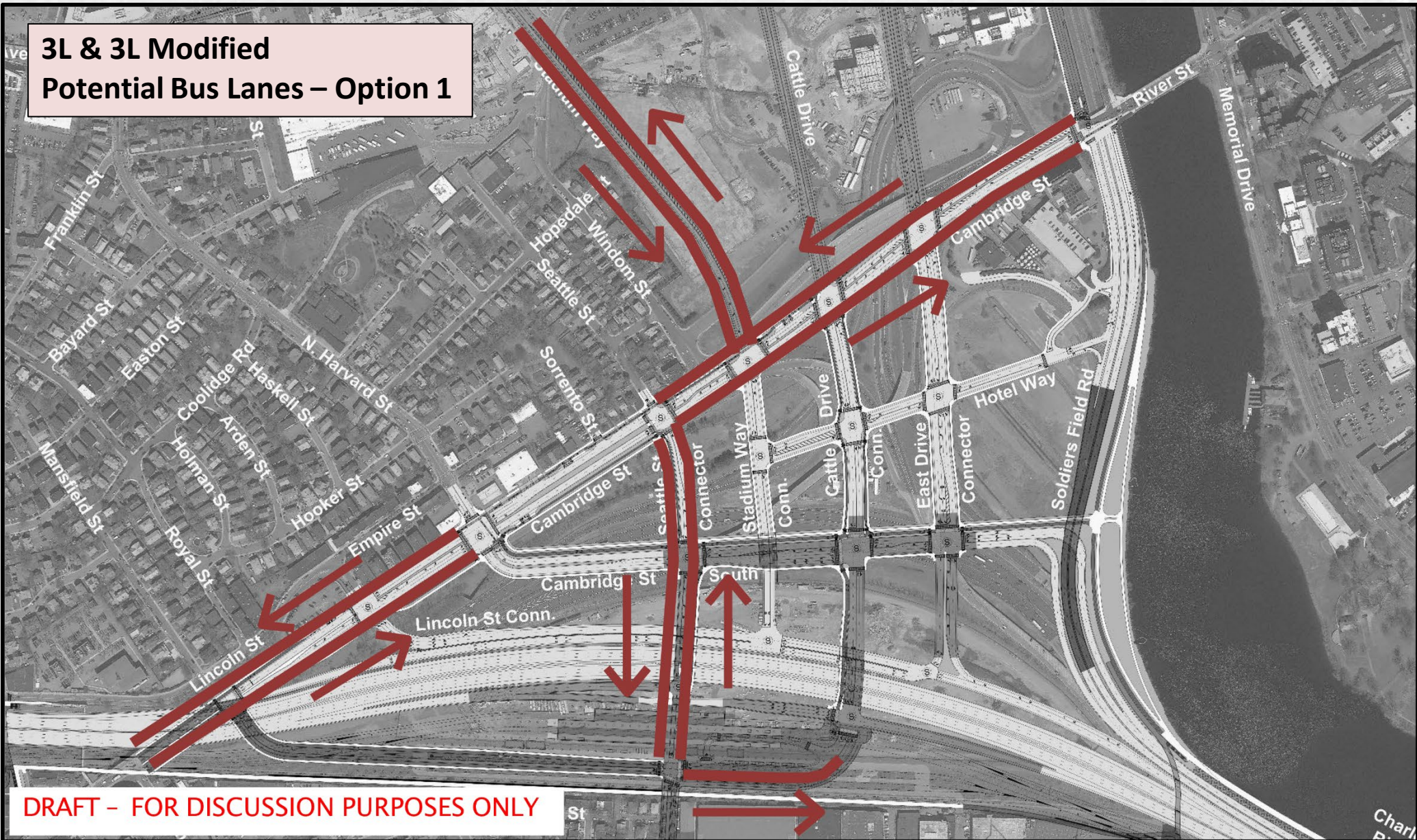
## KEY

- 57 — MBTA Bus Route 57
- 64 — MBTA Bus Route 64
- 66 — MBTA Bus Route 66
- 70 — MBTA Bus Route 70
- ... Potential Harvard - West Station Shuttle Route
- ... Potential Lechmere/Kendall/Central - West Station Shuttle Route
- ... Potential Ruggles/LMA - West Station Shuttle Route
- Potential Shuttle Stop

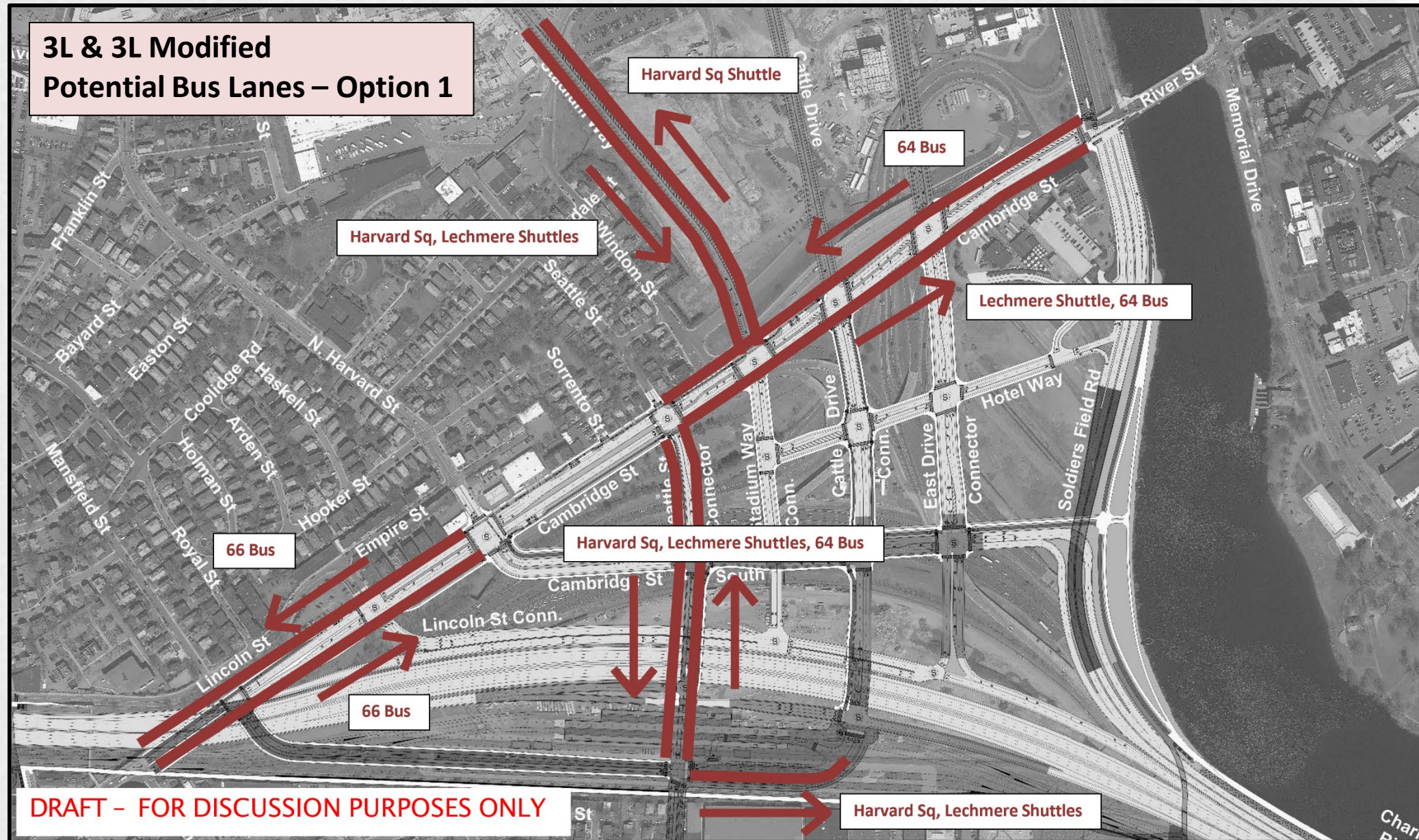
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**3L & 3L Modified  
Potential Bus Lanes – Option 1**

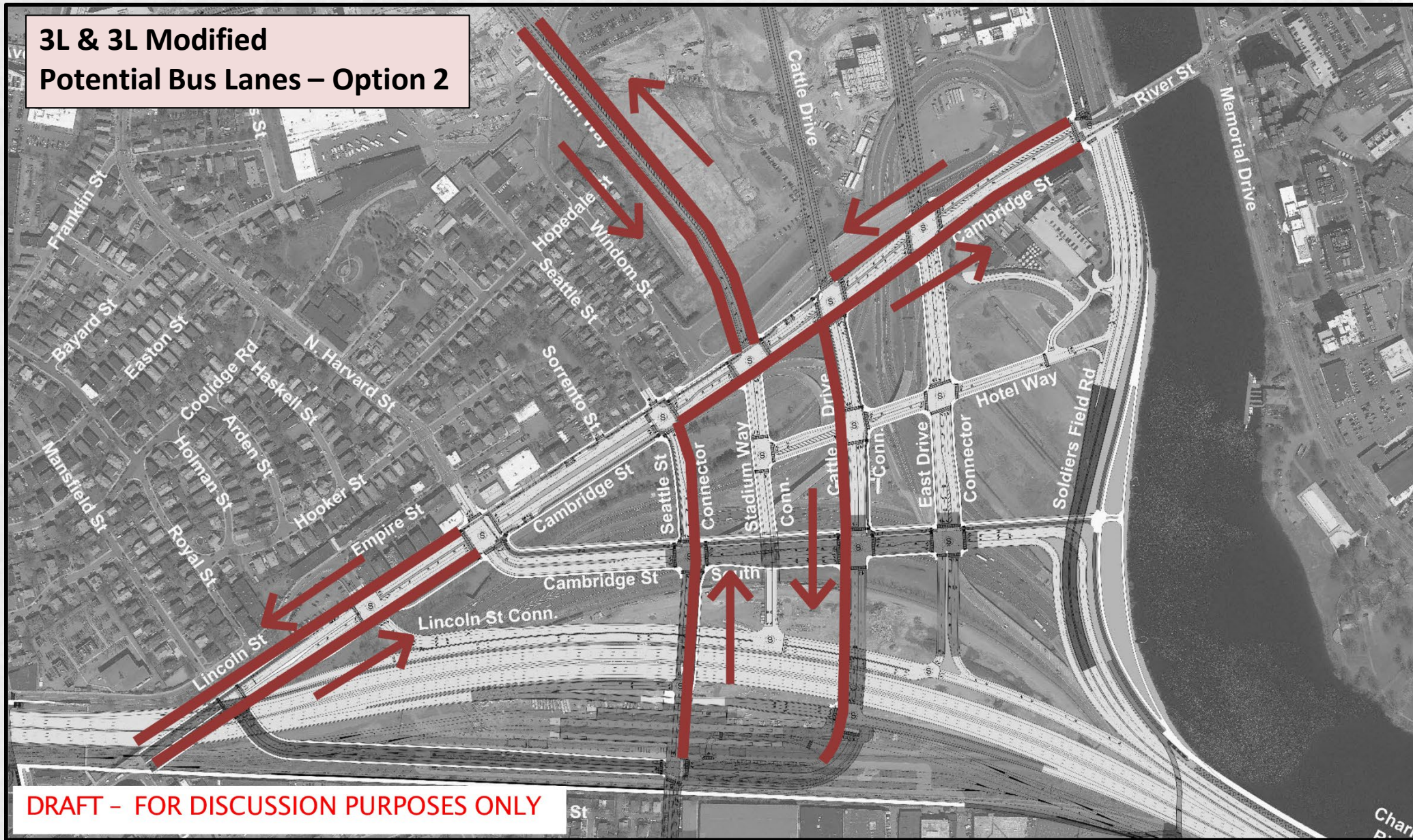








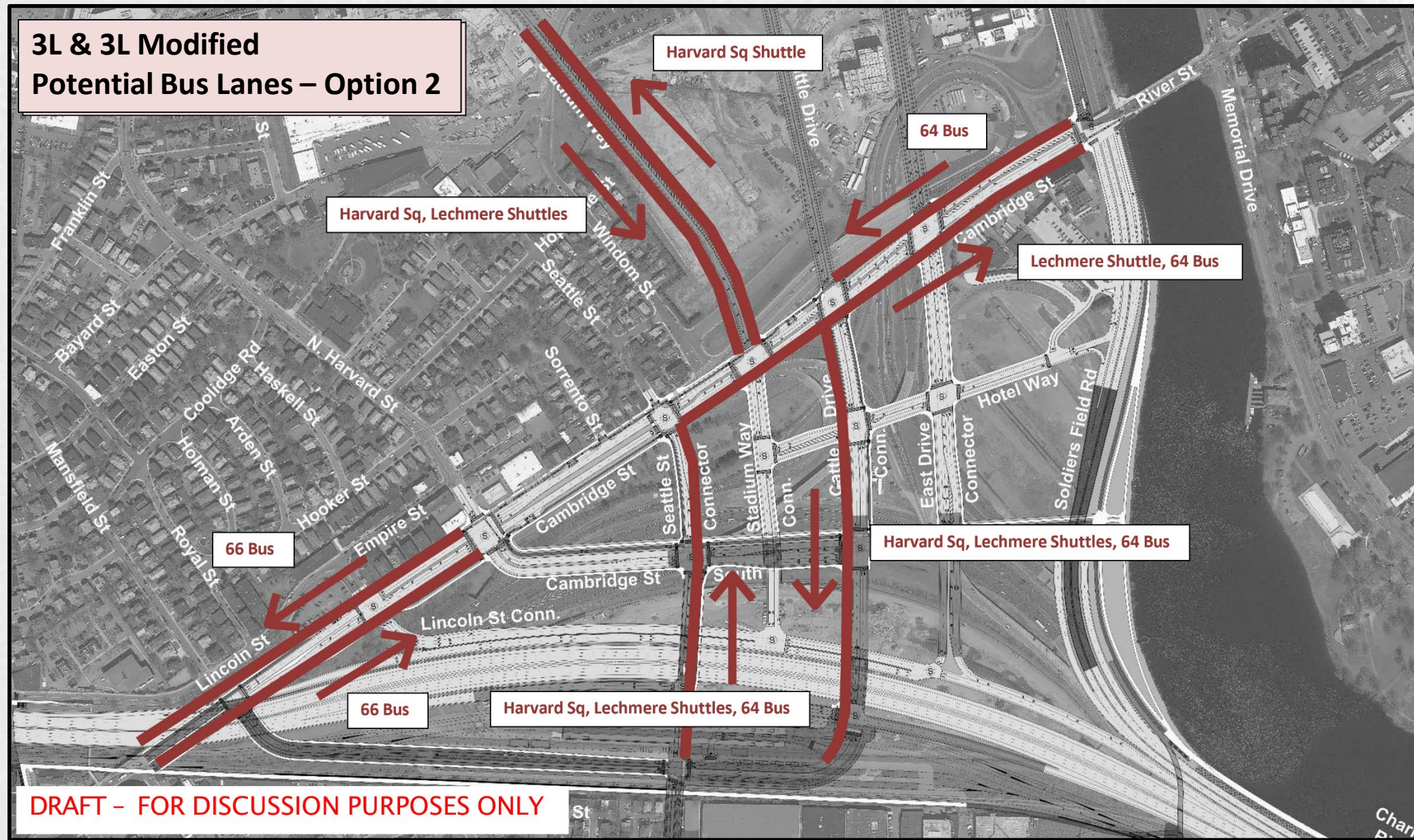
**3L & 3L Modified  
Potential Bus Lanes – Option 2**



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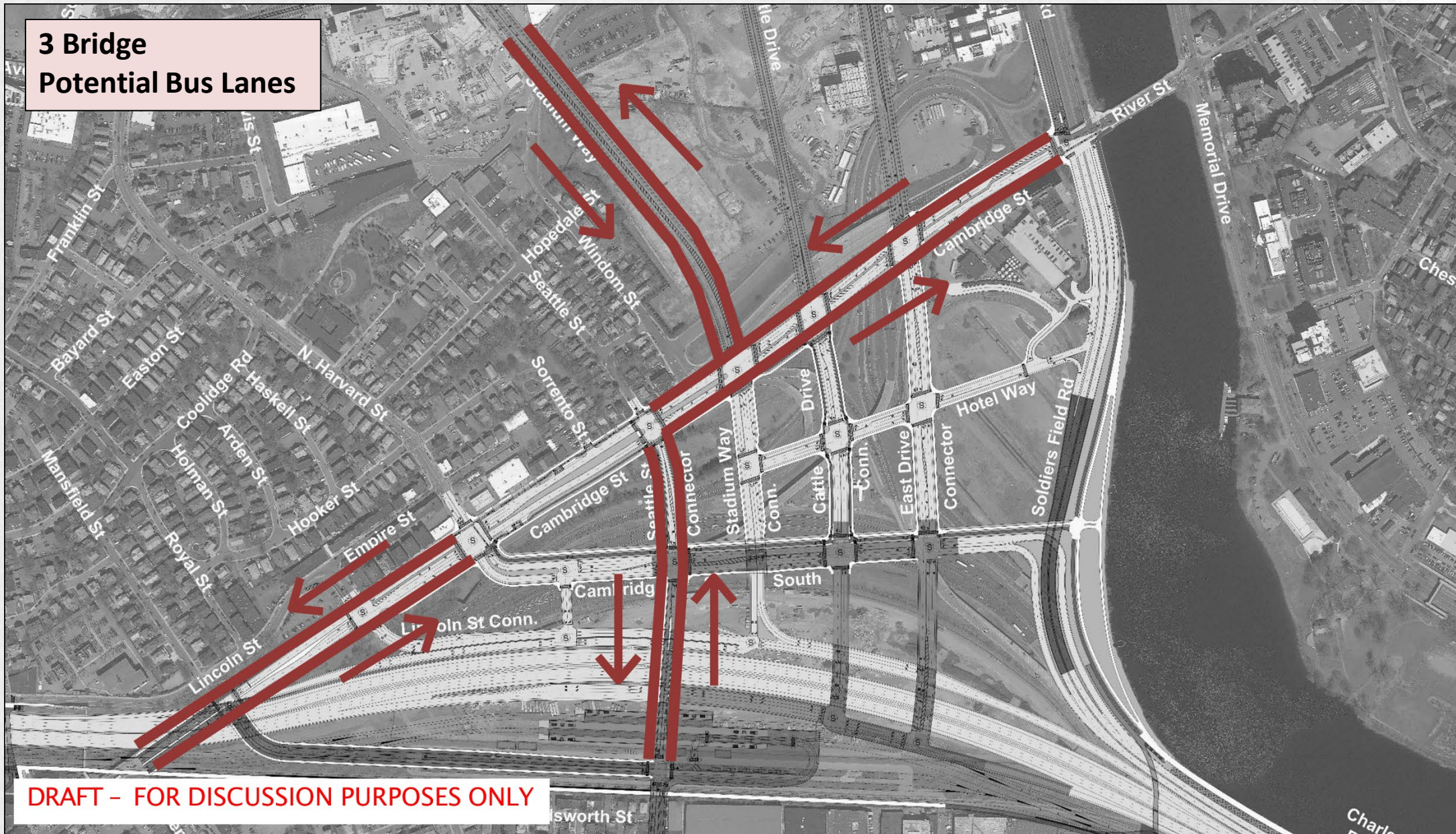
**3L & 3L Modified  
Potential Bus Lanes – Option 2**



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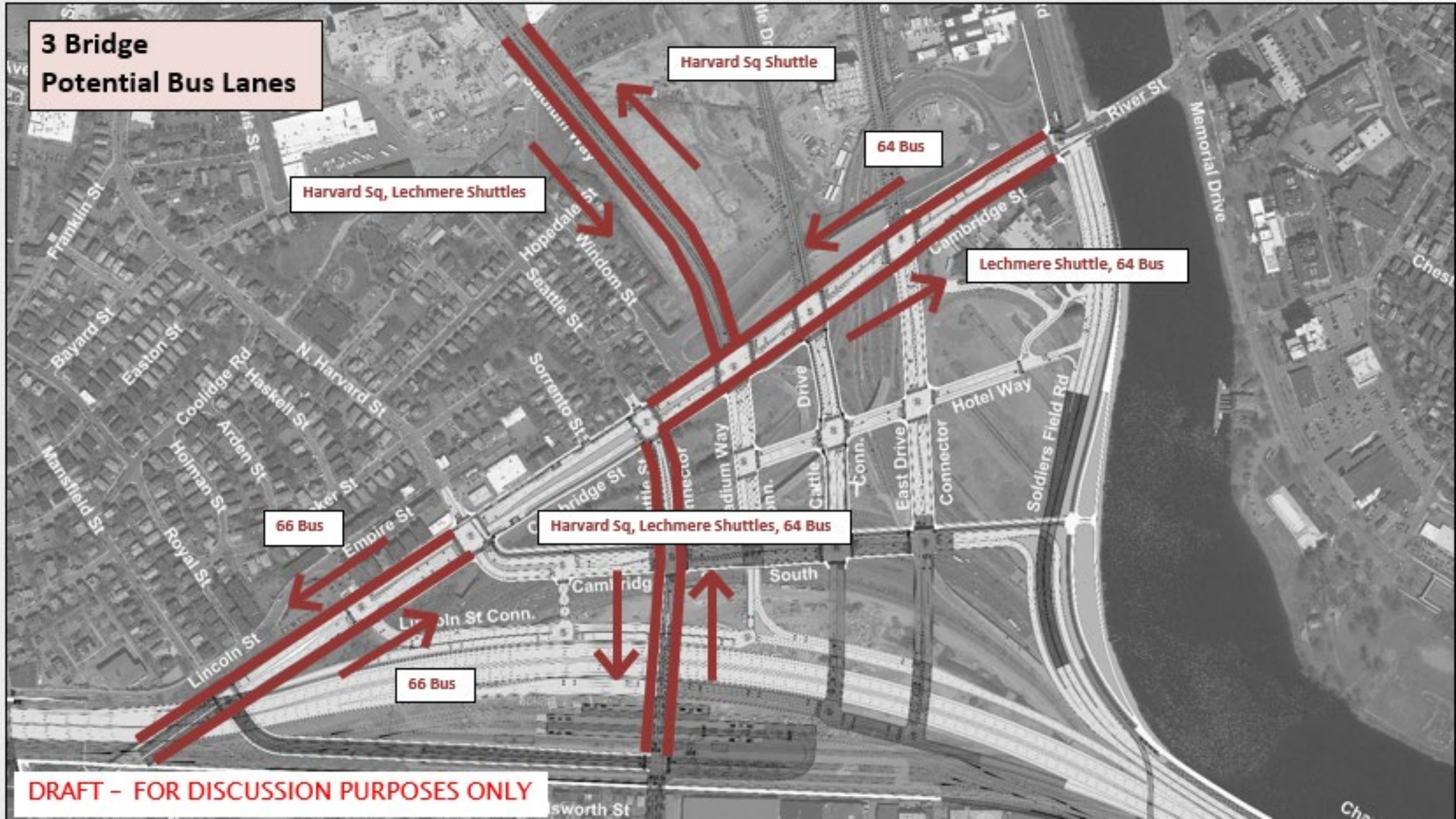


**3 Bridge  
Potential Bus Lanes**

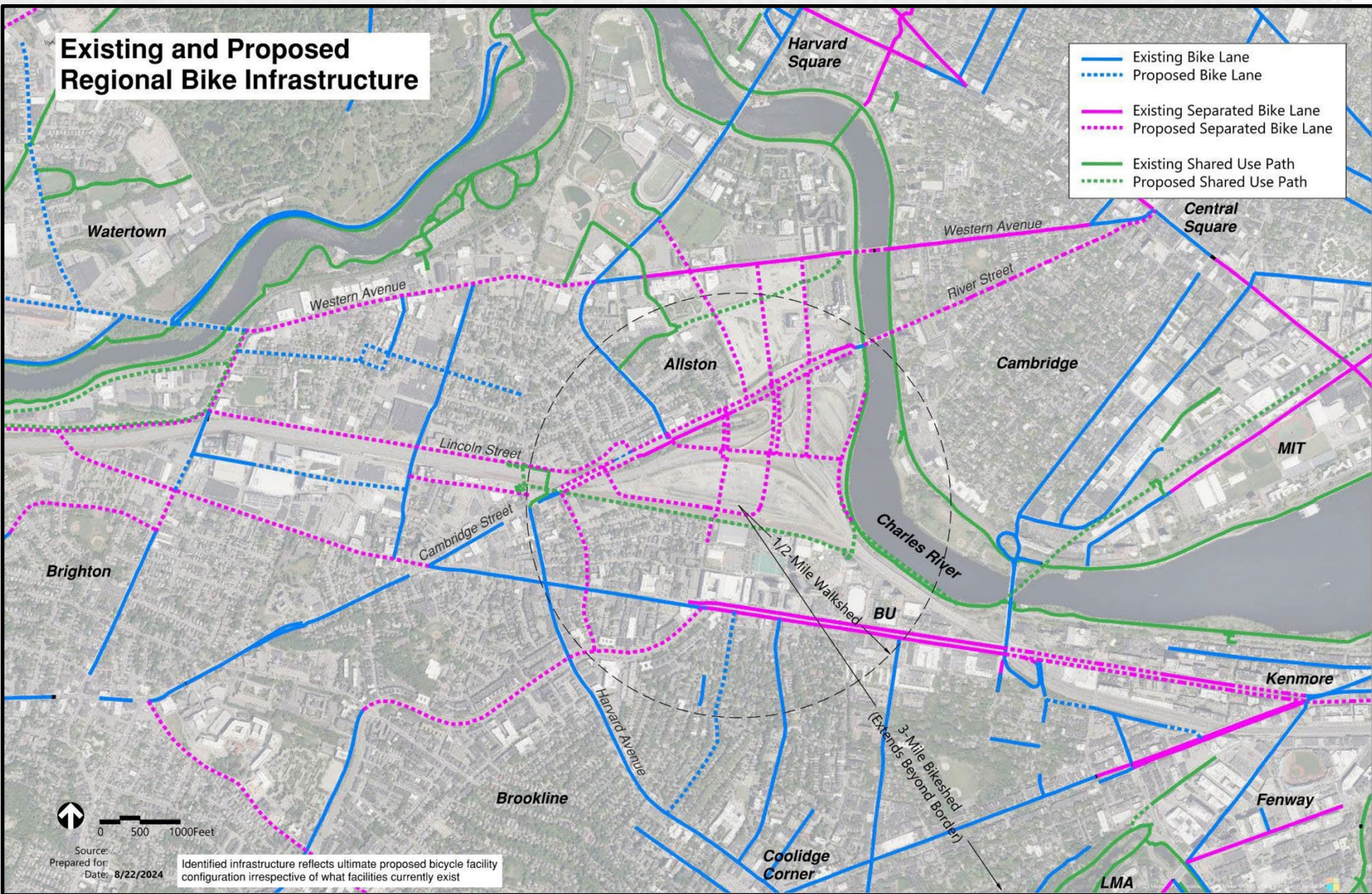


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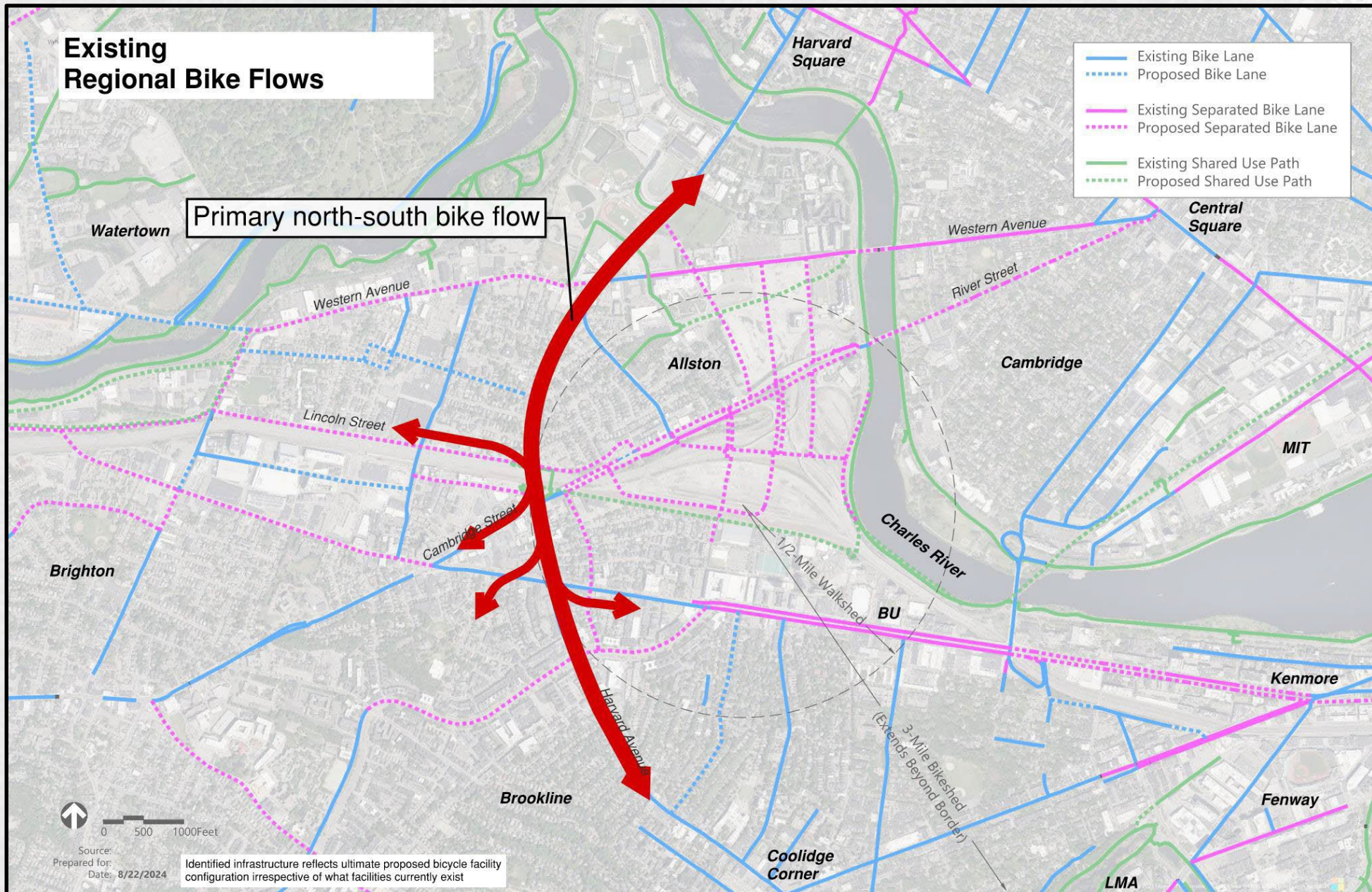




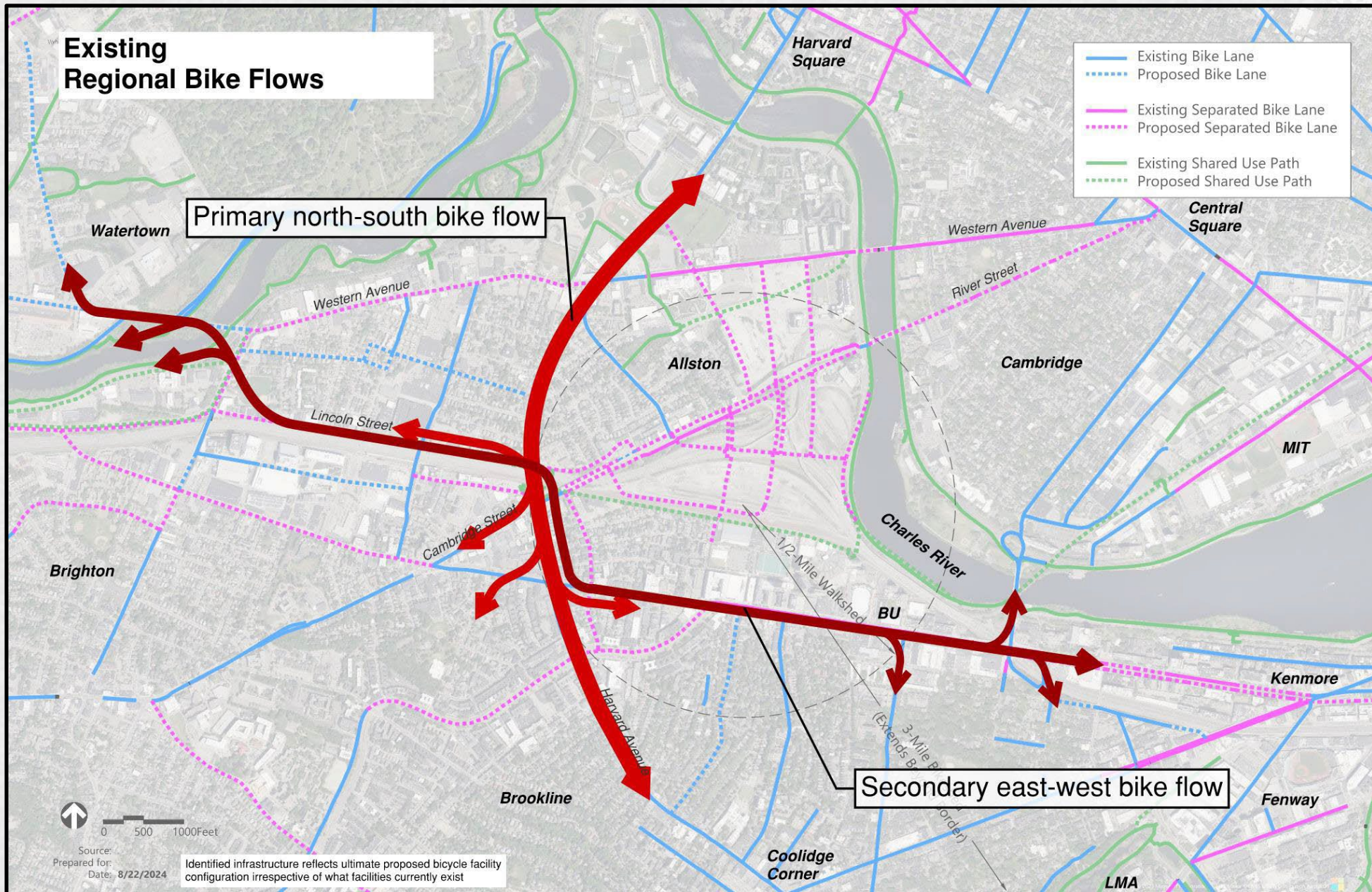




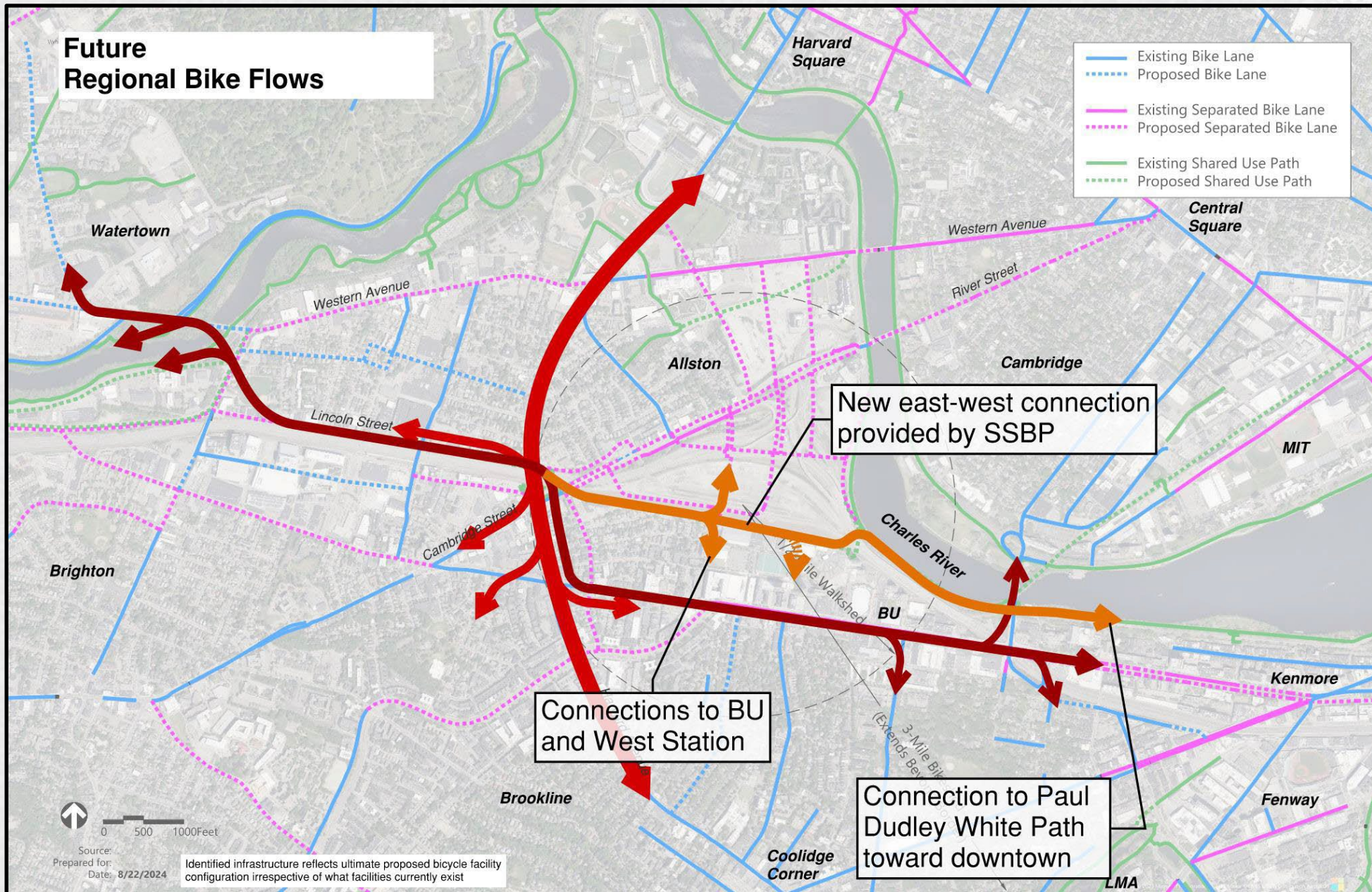




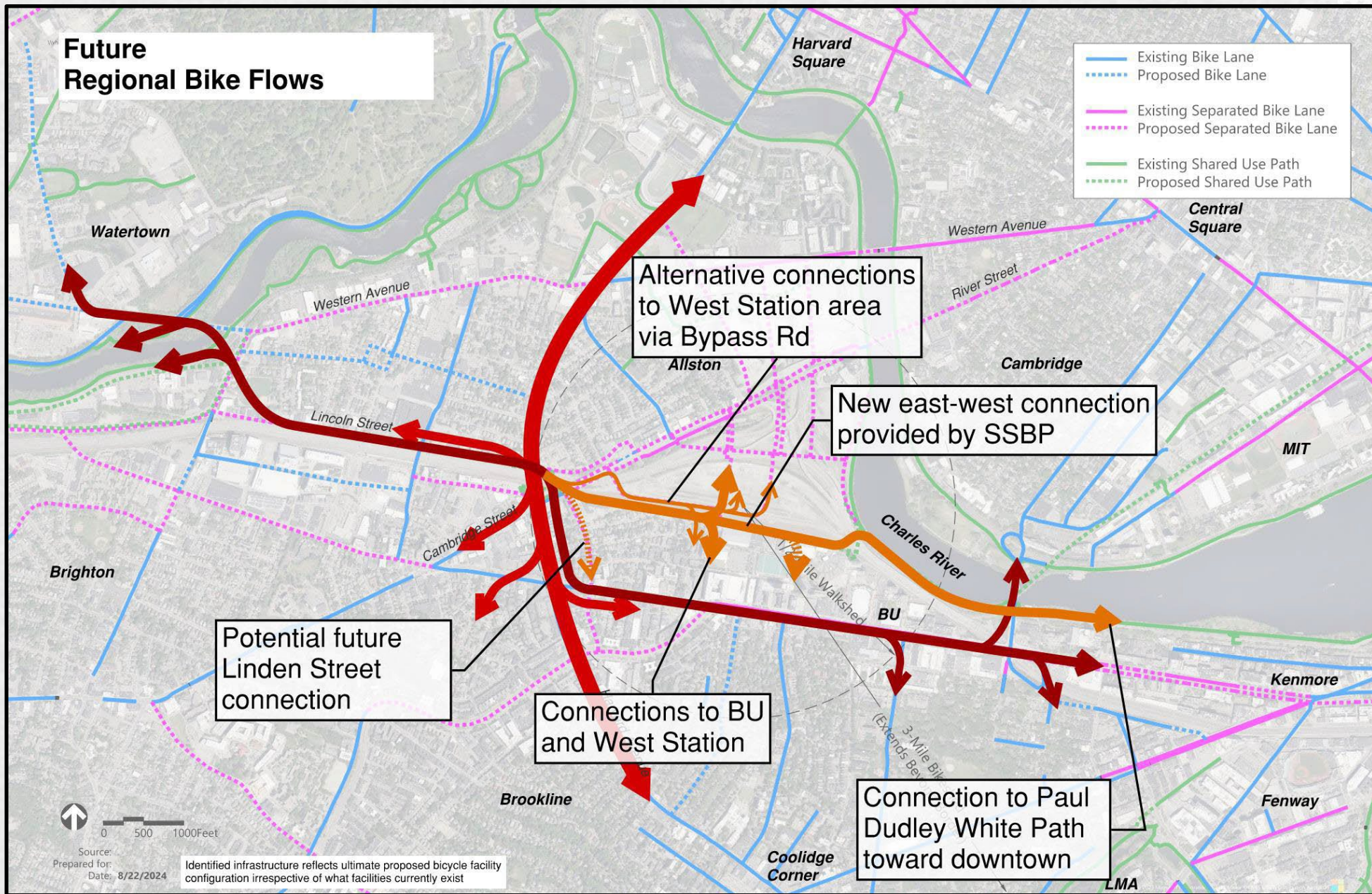




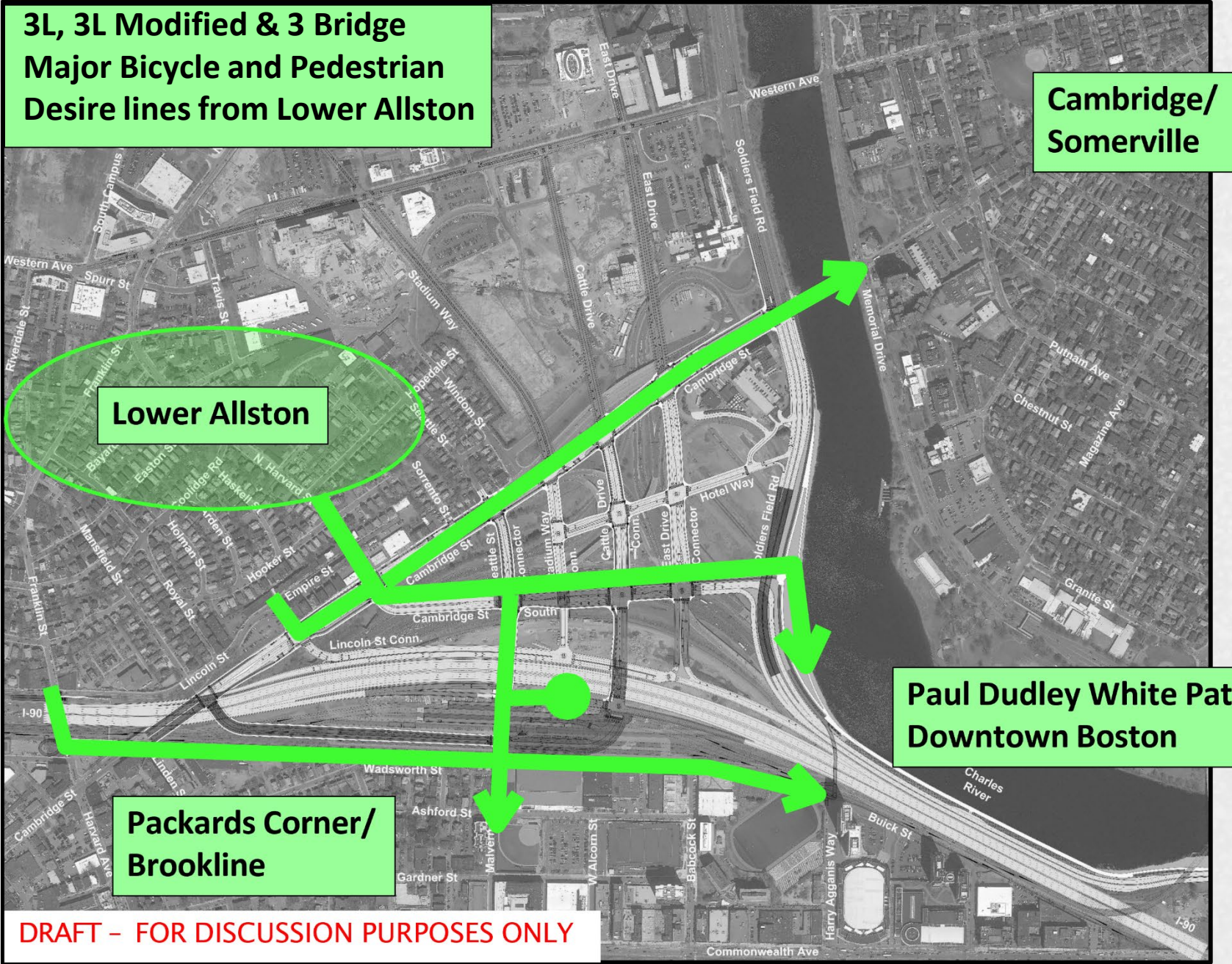














**3L, 3L Modified & 3 Bridge  
Major Bicycle and Pedestrian Desire lines  
From Packards Corner / Brookline to**

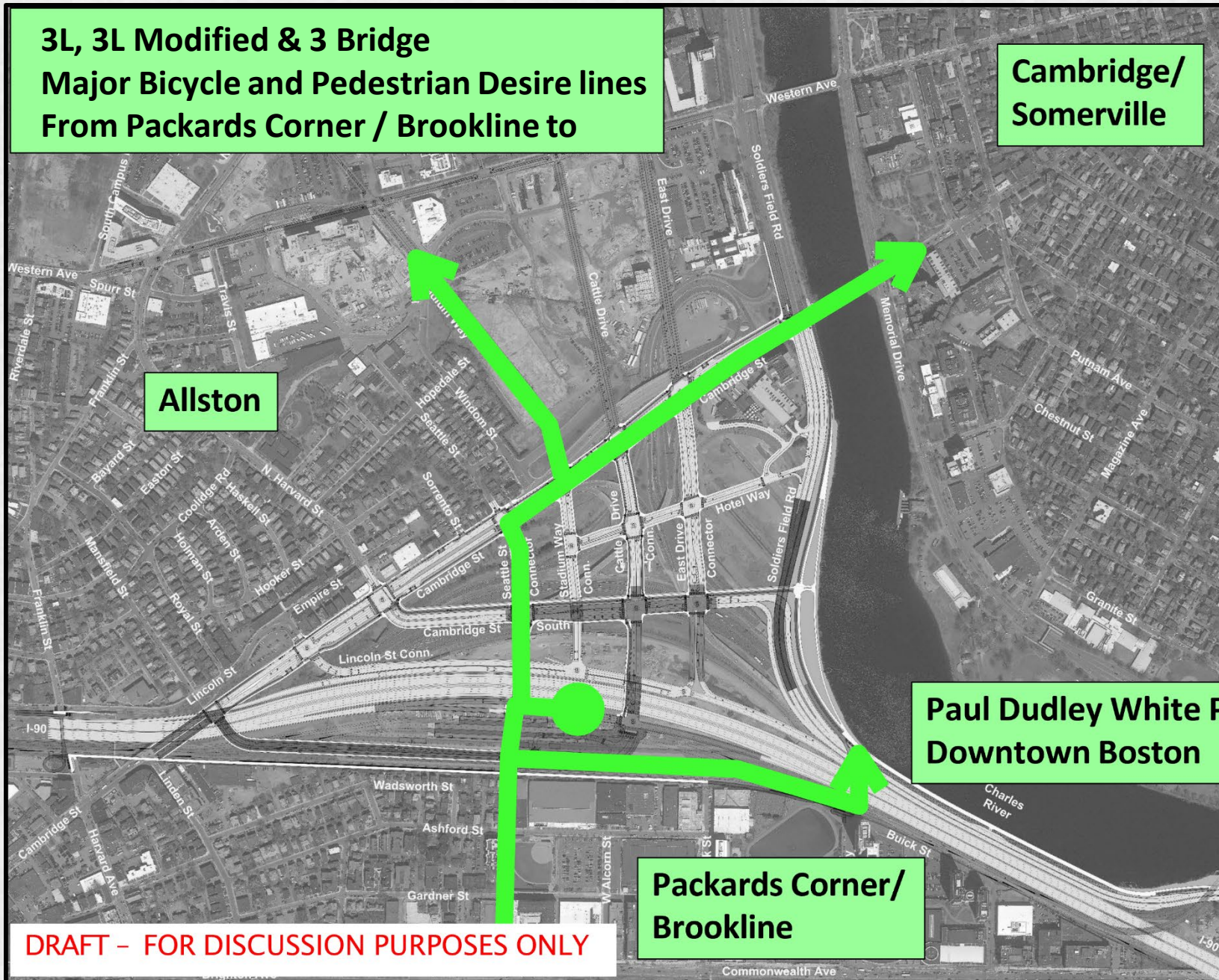
**Cambridge/  
Somerville**

**Allston**

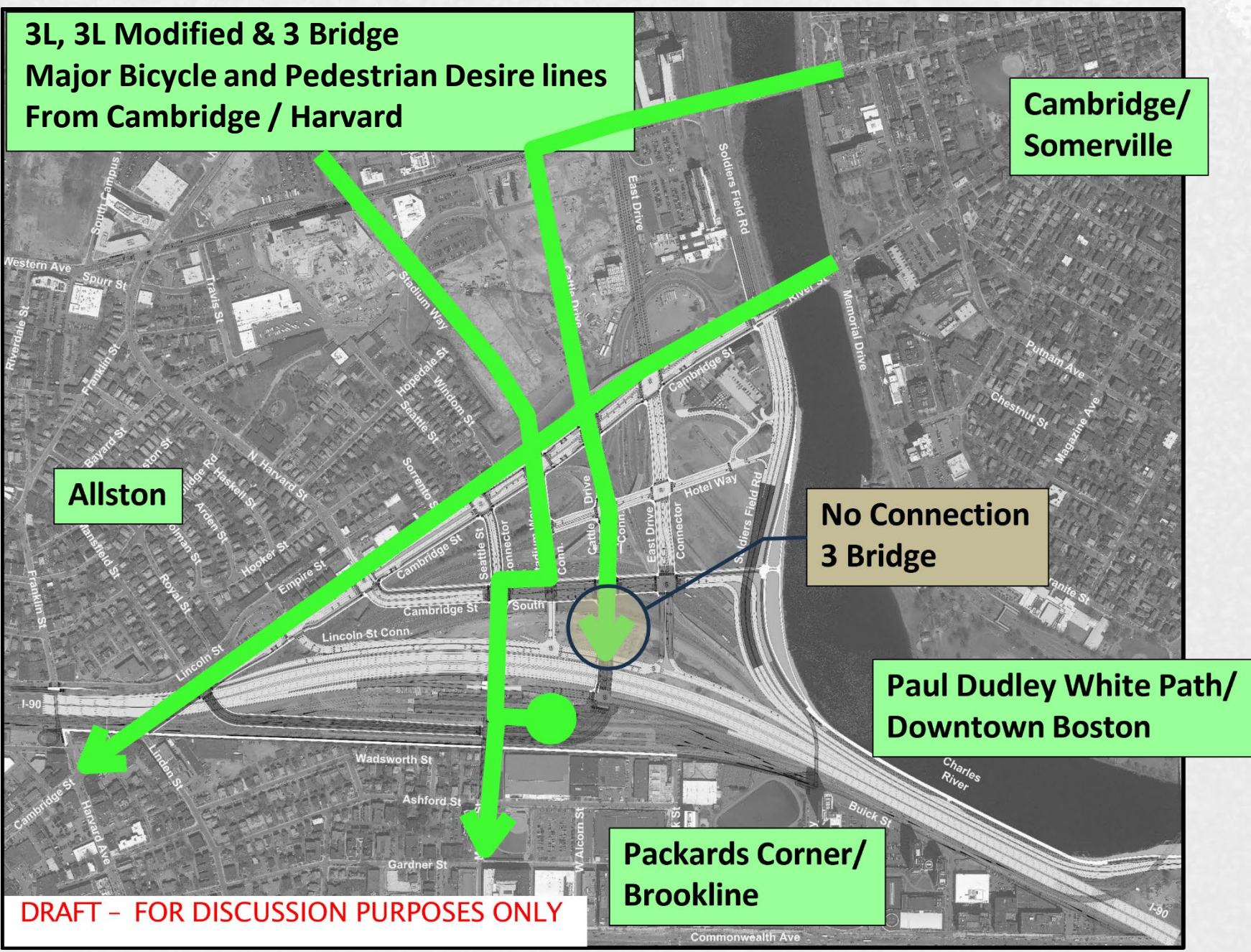
**Paul Dudley White Path/  
Downtown Boston**

**Packards Corner/  
Brookline**

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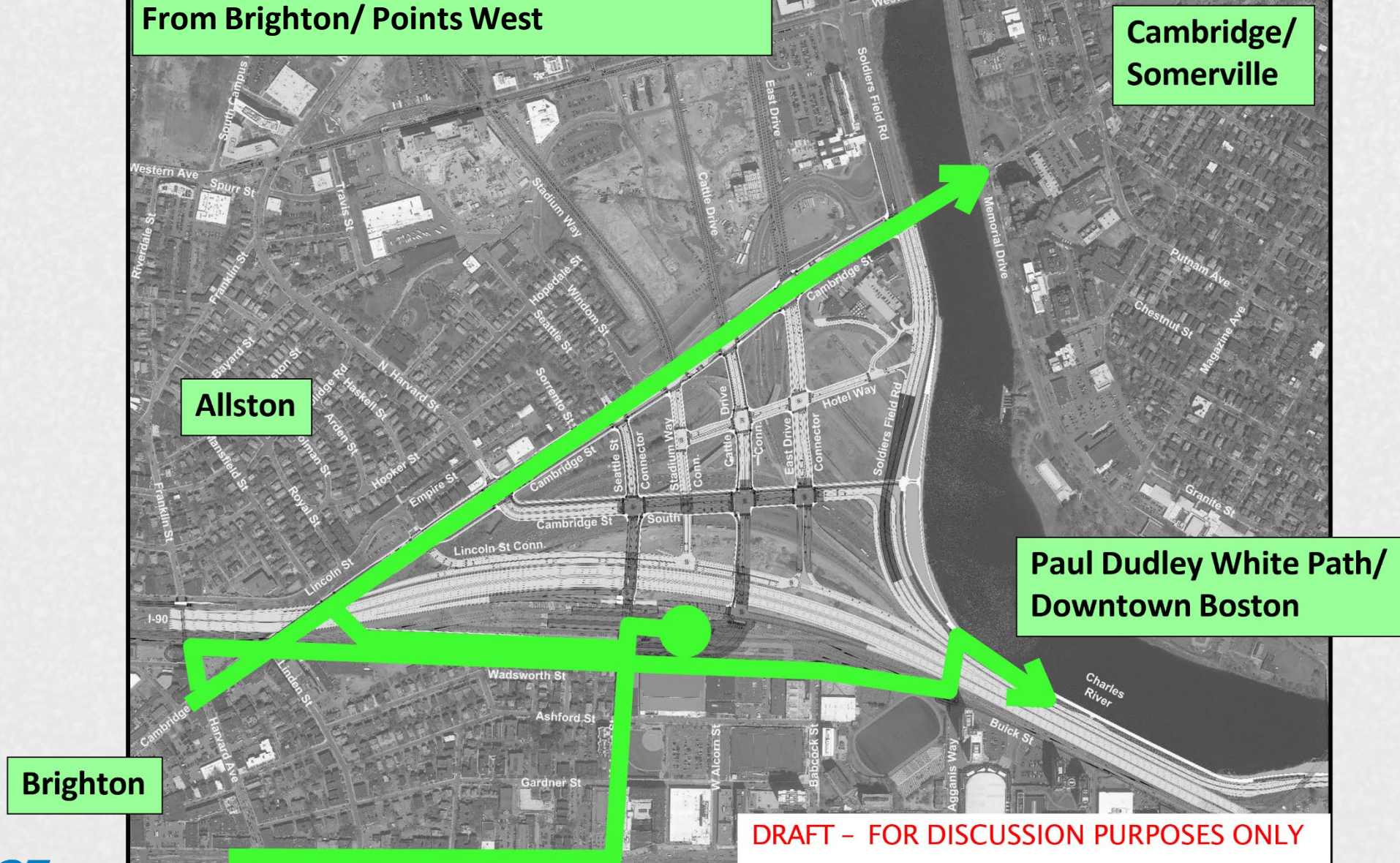




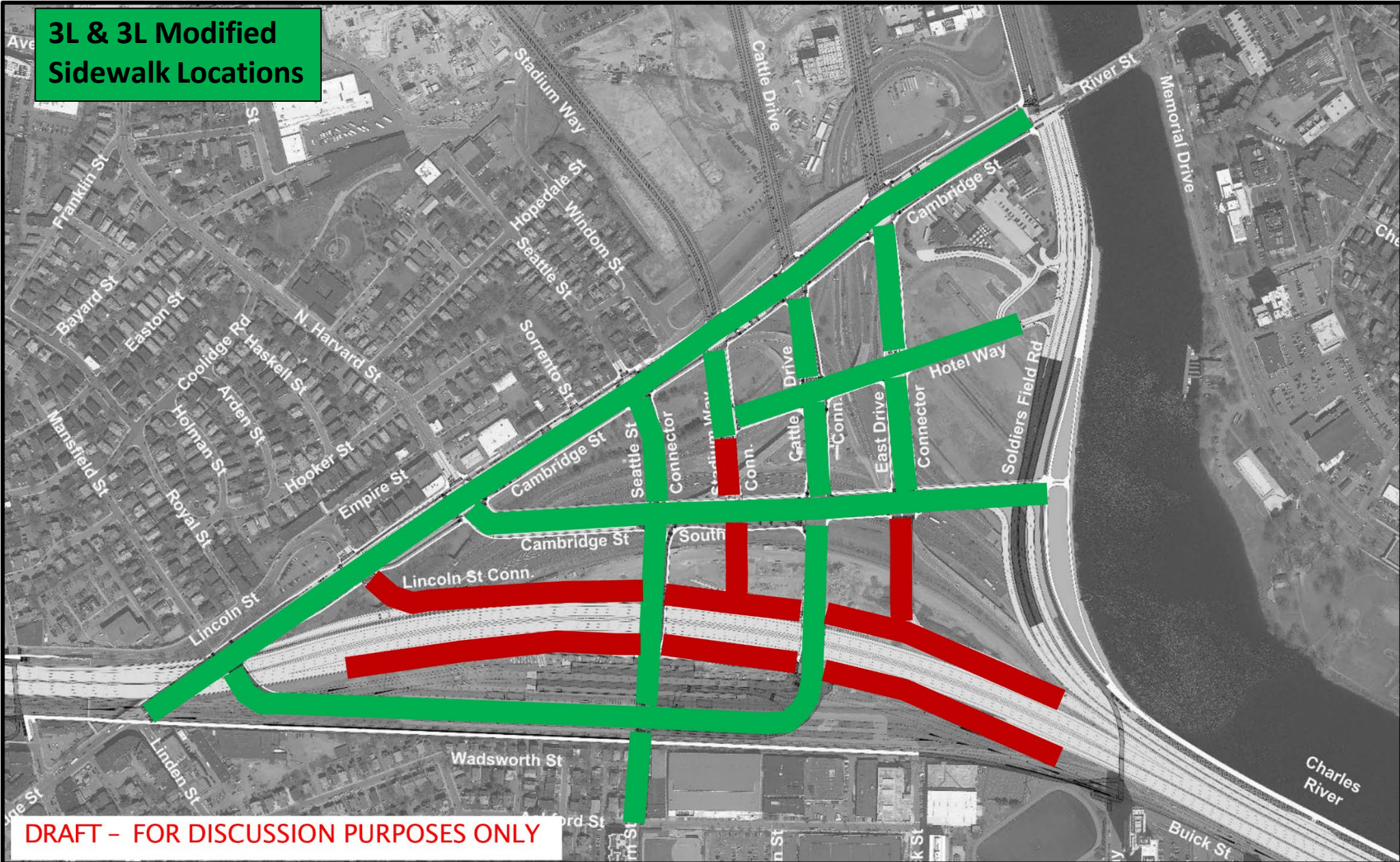




**3L, 3L Modified & 3 Bridge  
Major Bicycle and Pedestrian Desire lines  
From Brighton/ Points West**







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**3 Bridge  
Sidewalk Locations**



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## 3L & 3L Mod

### Proposed Bicycle and Pedestrian Facilities

- Shared Use Path
- Two-Way Separated Bike Lane with Sidewalk

Cambridge/  
Somerville

Allston

Paul Dudley White Path

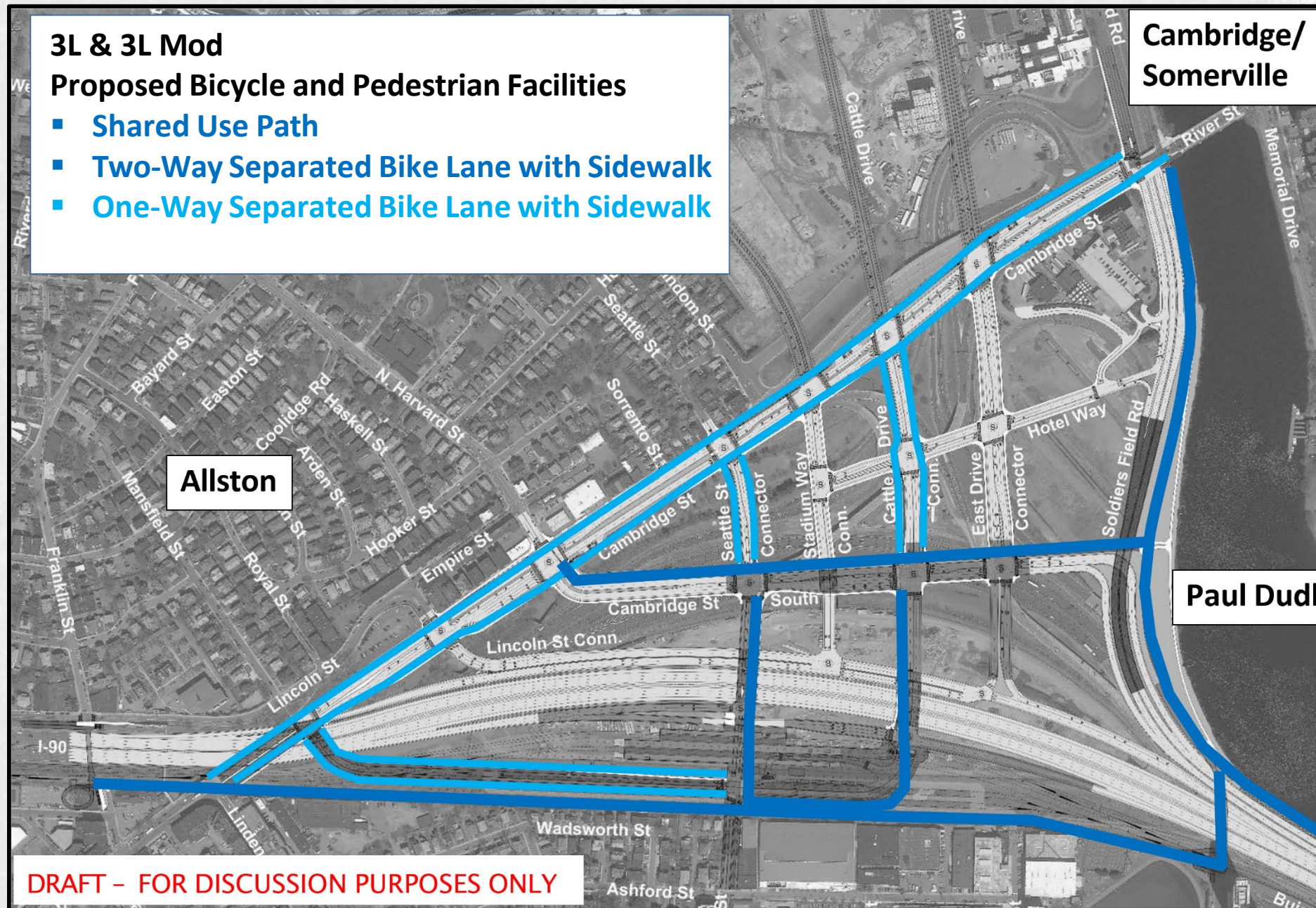
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## 3L & 3L Mod

### Proposed Bicycle and Pedestrian Facilities

- Shared Use Path
- Two-Way Separated Bike Lane with Sidewalk
- One-Way Separated Bike Lane with Sidewalk



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**Cambridge/  
Somerville**

**Paul Dudley White Path**

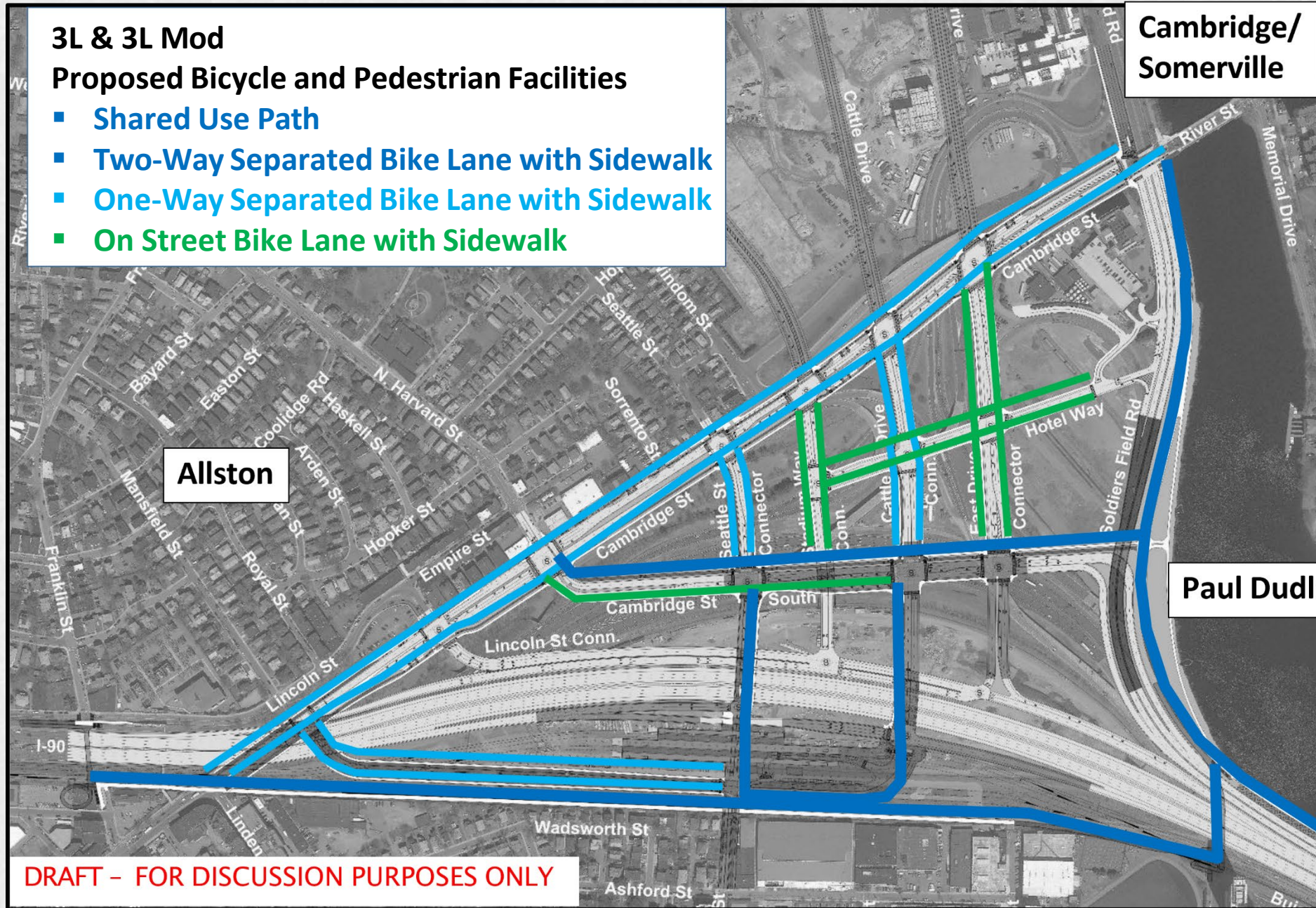
**Allston**



## 3L & 3L Mod

### Proposed Bicycle and Pedestrian Facilities

- Shared Use Path
- Two-Way Separated Bike Lane with Sidewalk
- One-Way Separated Bike Lane with Sidewalk
- On Street Bike Lane with Sidewalk



Cambridge/  
Somerville

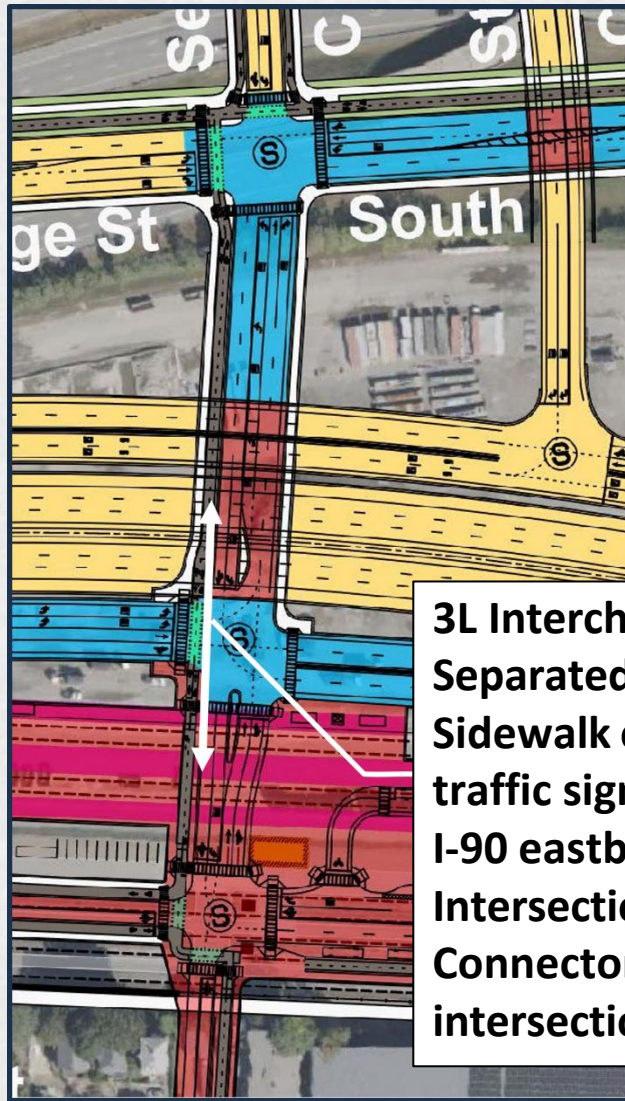
Allston

Paul Dudley White Path

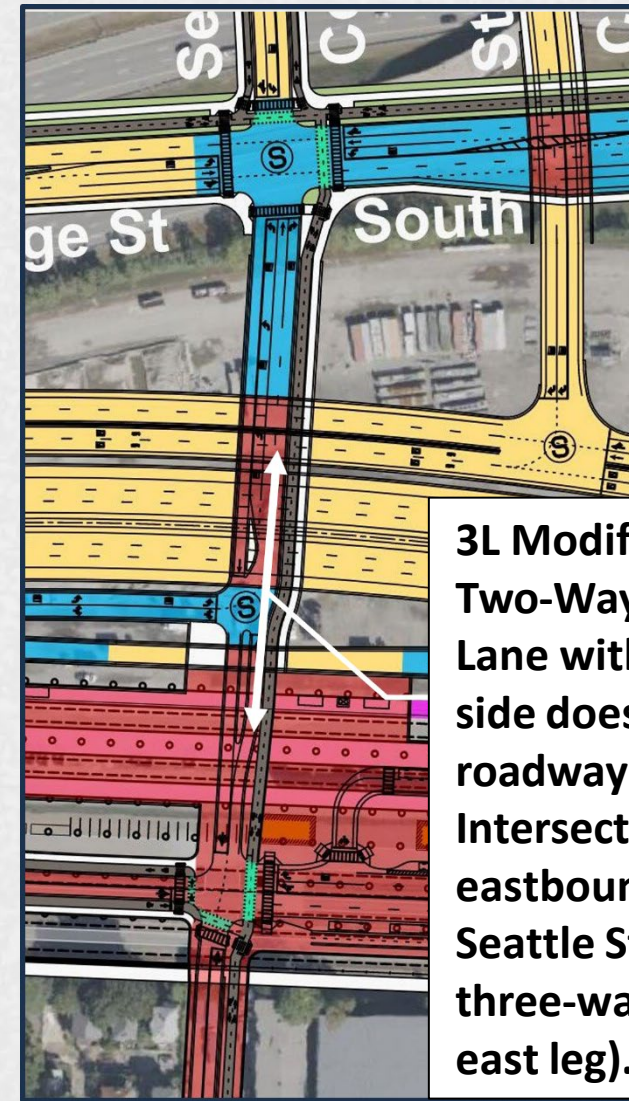
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# Seattle Street Connector 3L Vs 3L Mod



**3L Interchange Two-Way Separated Bike Lane with Sidewalk on west side requires traffic signal phase for crossing I-90 eastbound off-ramp. Intersection with Seattle St. Connector is a four-way intersection**



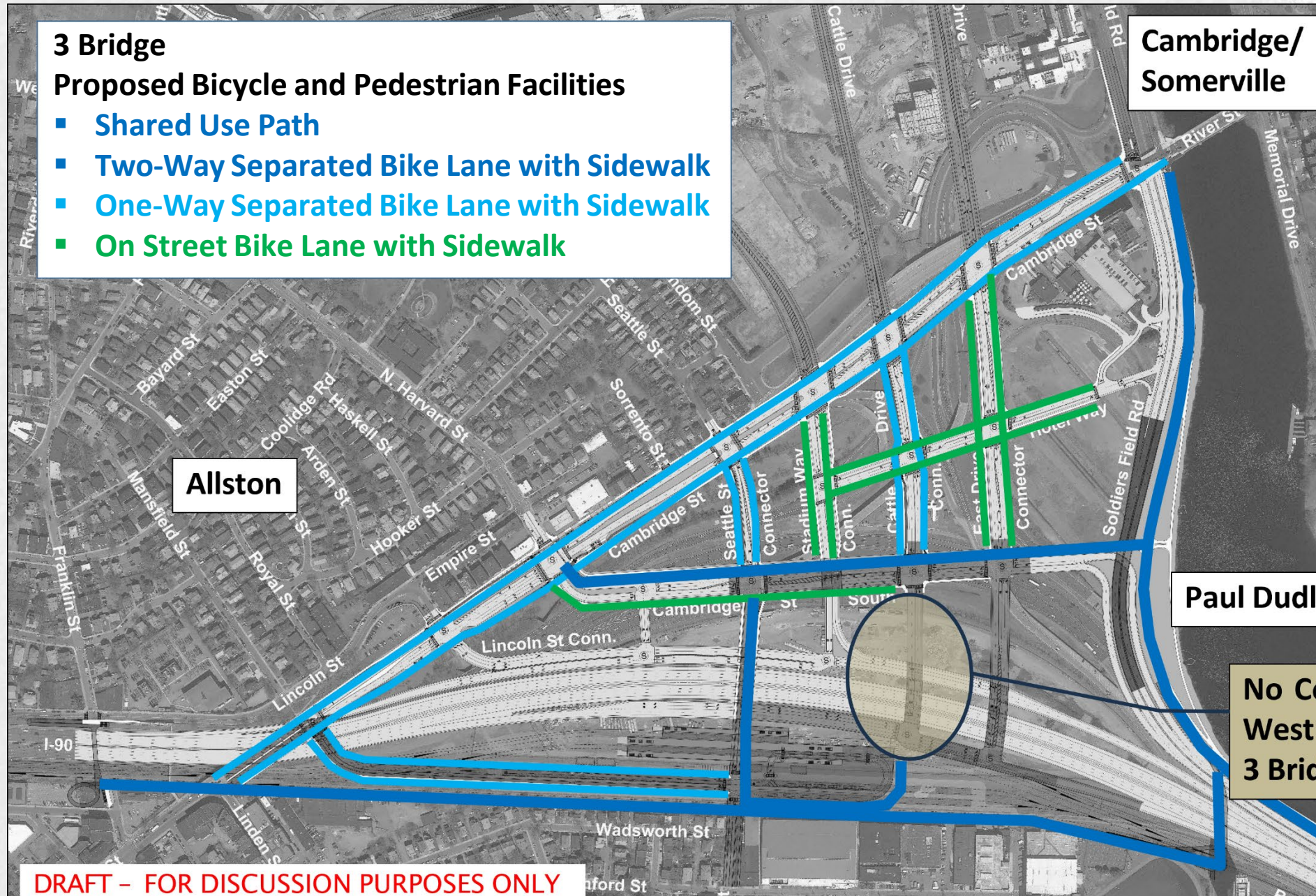
**3L Modified Interchange Two-Way Separated Bike Lane with Sidewalk on east side does not require a roadway crossing. Intersection with I-90 eastbound off-ramp with Seattle St. Connector is a three-way intersection (no east leg).**



### 3 Bridge

#### Proposed Bicycle and Pedestrian Facilities

- Shared Use Path
- Two-Way Separated Bike Lane with Sidewalk
- One-Way Separated Bike Lane with Sidewalk
- On Street Bike Lane with Sidewalk



Cambridge/  
Somerville

Allston

Paul Dudley White Path

No Connection to  
West Station with  
3 Bridge

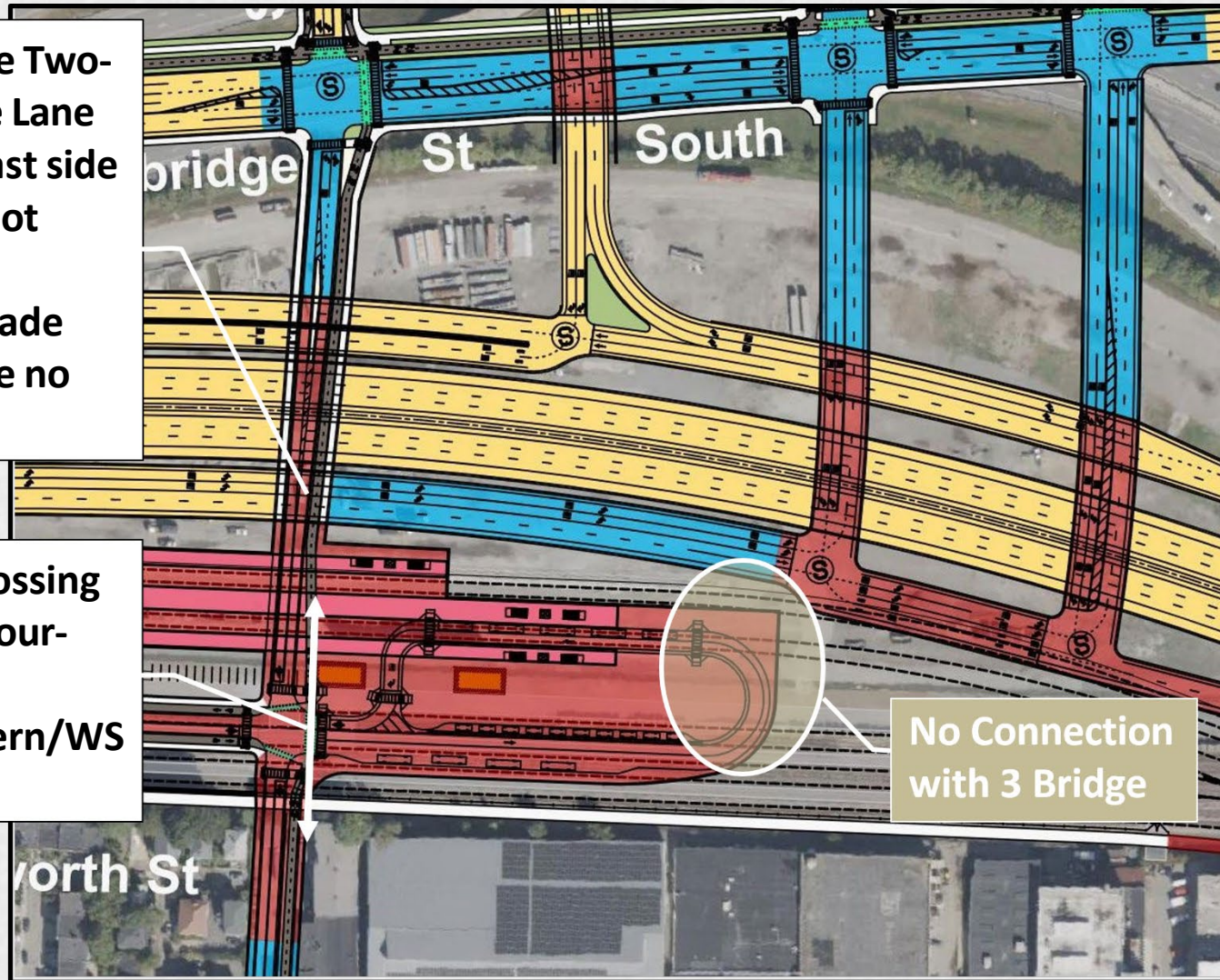
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# Seattle Street Connector 3 Bridge

**3 Bridge Interchange Two-Way Separated Bike Lane with Sidewalk on east side of Seattle St. does not intersect with I-90 eastbound ramp (grade separated) therefore no roadway crossing.**

**Signal-controlled crossing will be required at four-way intersection of CSBR/Seattle/Malvern/WS Concourse.**



**No Connection with 3 Bridge**