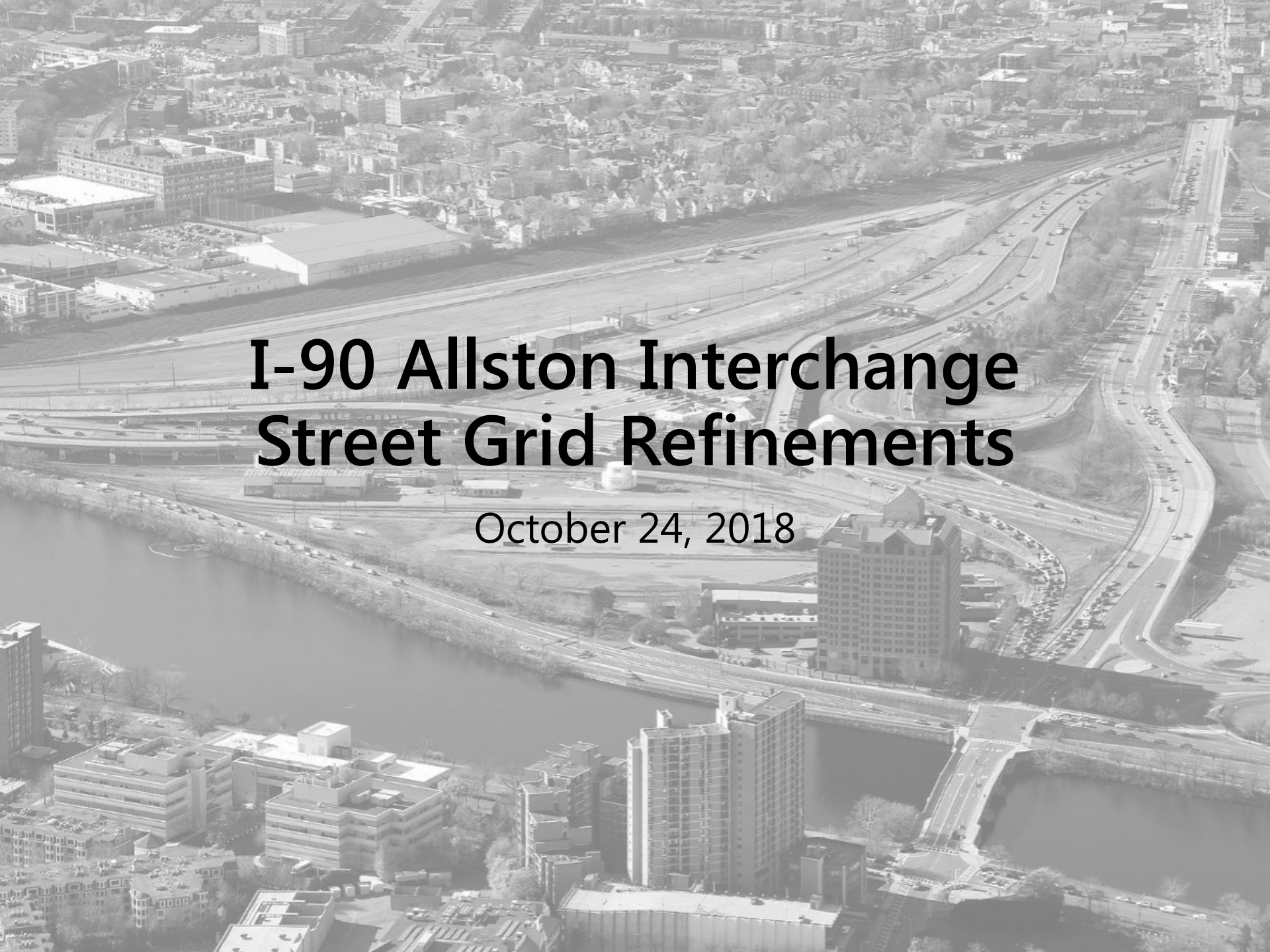


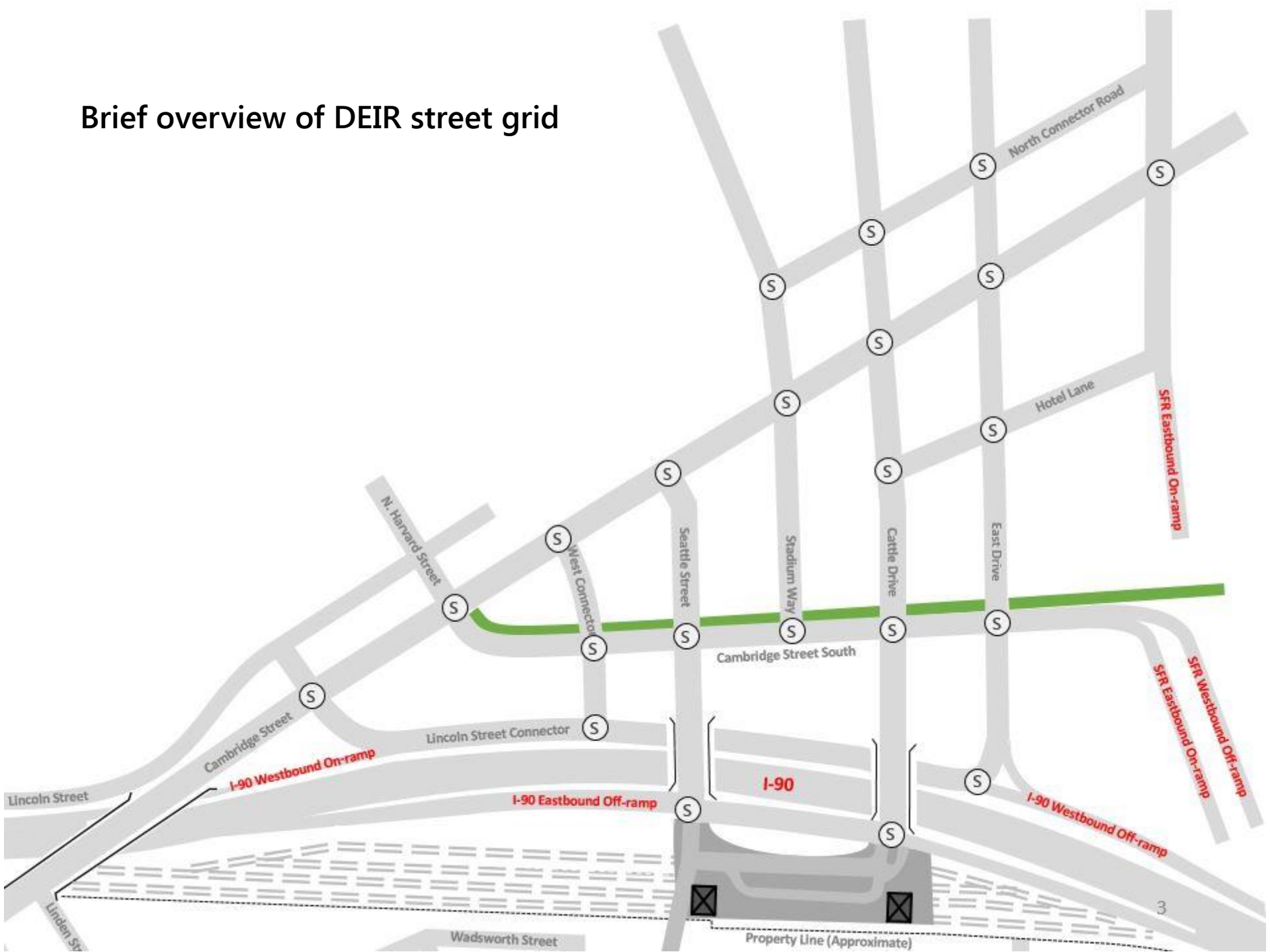
I-90 Allston Interchange Street Grid Refinements

October 24, 2018

Topics

1. Brief Overview of DEIR street grid
2. Goals of evaluation
3. Key regional desire line from the Western Avenue Bridge
4. Opportunities to refine the street network
5. Transportation and land use benefits of refinements
6. Operational and infrastructure considerations

Brief overview of DEIR street grid



Harvard's 2017 DEIR Comments on the Street Grid

Harvard is concerned about the significant amount of traffic that the DEIR assumes will use the Enterprise Research Campus (ERC) roadways. The ERC roadways are local streets that provide access and circulation for abutting land uses and create the opportunity to reduce traffic volumes in the residential neighborhood to the west of the ERC. They are not intended as alternative routes for through traffic that belong on regional roadways like Soldiers Field Road. ***We are particularly concerned about the volume of regional through-traffic traveling southbound from the Soldiers Field Road/Western Avenue Bridge intersection through the ERC and Allston landing South to the new 1-90 on-ramps and its impact on the size and quality of the new local street grid.***

The DEIR traffic analysis assumes that a significant portion of this traffic will opt to use ERC roadways like Cattle Drive, East Drive, and the so-called North Connector Road instead of the southbound Soldiers Field Road service road, a regional traffic facility. These routes may have made sense prior to the inclusion of the new Soldiers Field Road ramp system to Cambridge Street South in the Project. Because of this design improvement, ***the current DEIR plan has created significant excess capacity at the Cambridge Street/Soldiers Field Road intersection that we believe can and should be used to accommodate traffic currently assigned to the North Connector Road and the north-south ERC roadways.***

Proposed Modifications to Street Grid

Some of the modifications Harvard suggests here result from the significant opportunities presented by the enhanced realignment of Soldiers Field Road in the plan. Harvard respectfully requests modifications to the day-of-opening street network to encourage a shift of this regional traffic out of the ERC and onto the southbound Soldiers Field Road service road, including:

1. ***Eliminate the North Connector Road.*** *Harvard no longer supports the construction of the North Connector Road as part of the Project and believes that Hotel Lane is better located to accommodate these traffic flows.*

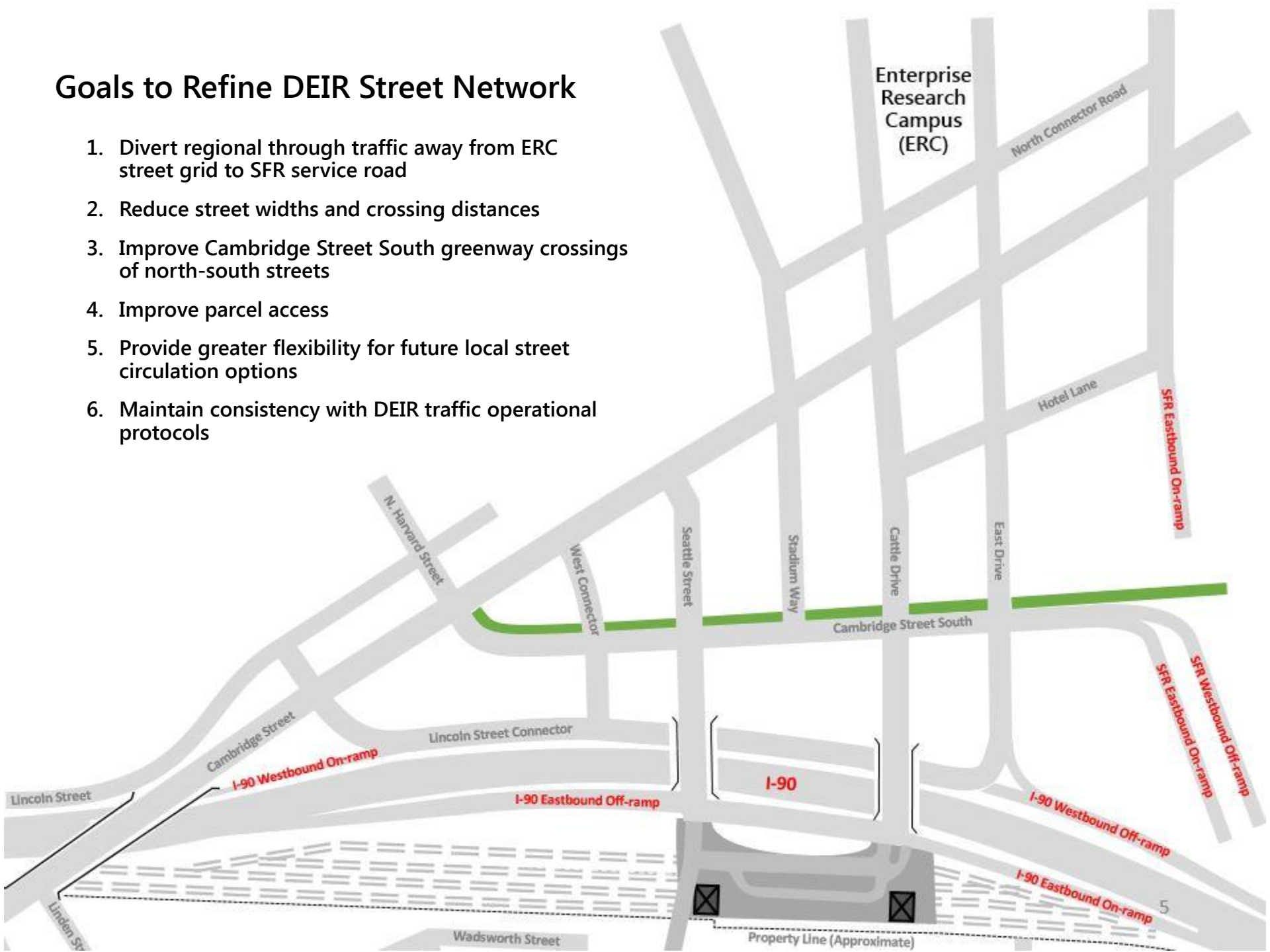
2. ***Construct Hotel Lane.*** *Hotel Lane should replace the North Connector Roadway as the primary east-west distributor for traffic movements identified above. A portion of this street is already needed to provide access to the Doubletree Hotel and Houghton Chemical. We recommend extending the street to Cattle Drive.*

3. ***Construct a new two-way roadway ("Stadium Road Connector")*** *to extend and turn Hotel Lane from its Cattle Drive intersection to the westbound service road. The roadway would form a new "T" intersection with the westbound service road to provide access from the 1-90 westbound off-ramp and to the 1-90 westbound on-ramp.*

4. ***Eliminate the West Connector Road.*** *This connection to the 1-90 westbound on-ramp attracts traffic to cut diagonally through the ERC and Allston Landing South roadway network to and from 1-90 westbound. This movement could be accommodated at the proposed Stadium Road connector.*

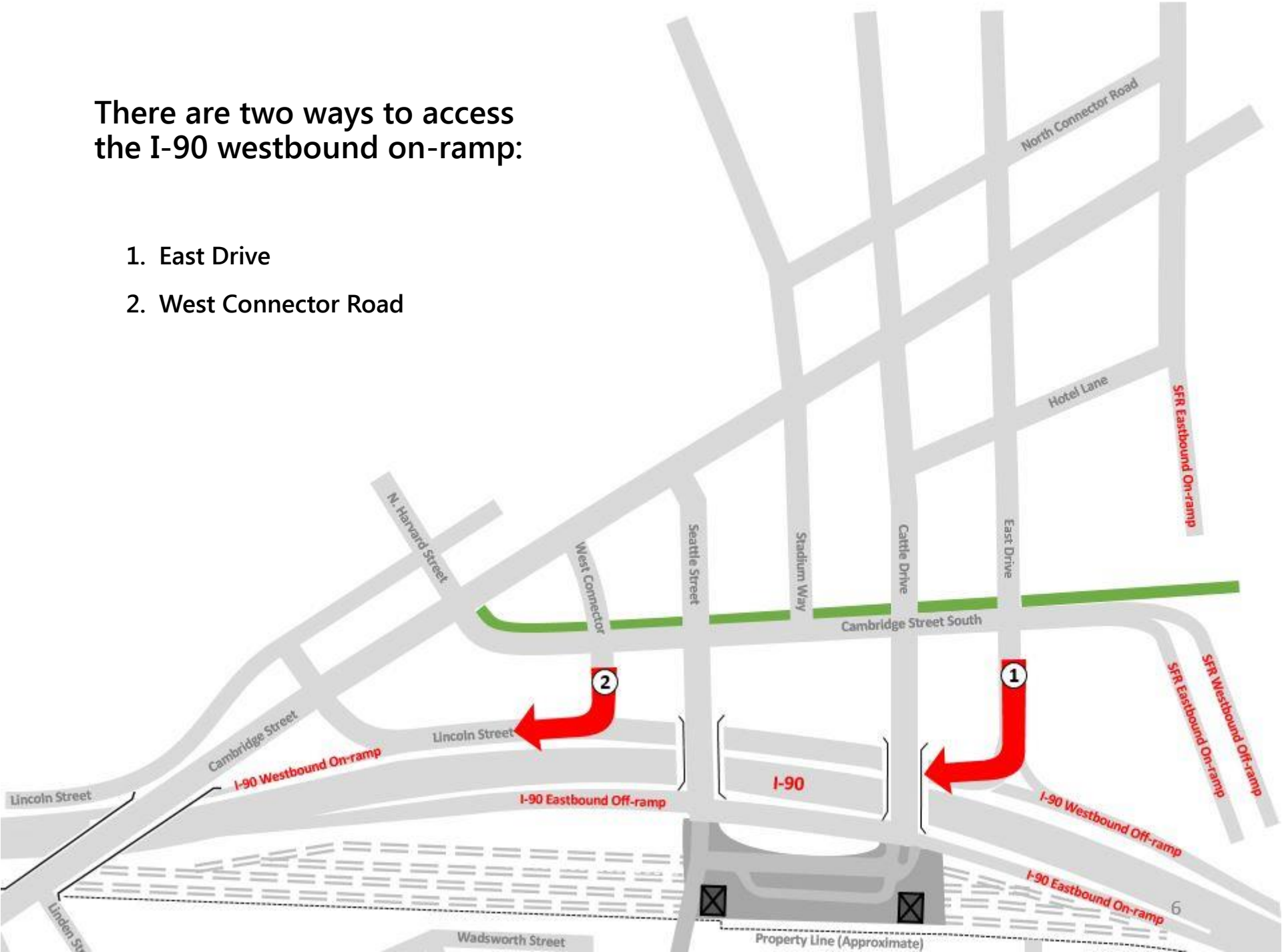
Goals to Refine DEIR Street Network

1. Divert regional through traffic away from ERC street grid to SFR service road
2. Reduce street widths and crossing distances
3. Improve Cambridge Street South greenway crossings of north-south streets
4. Improve parcel access
5. Provide greater flexibility for future local street circulation options
6. Maintain consistency with DEIR traffic operational protocols



There are two ways to access the I-90 westbound on-ramp:

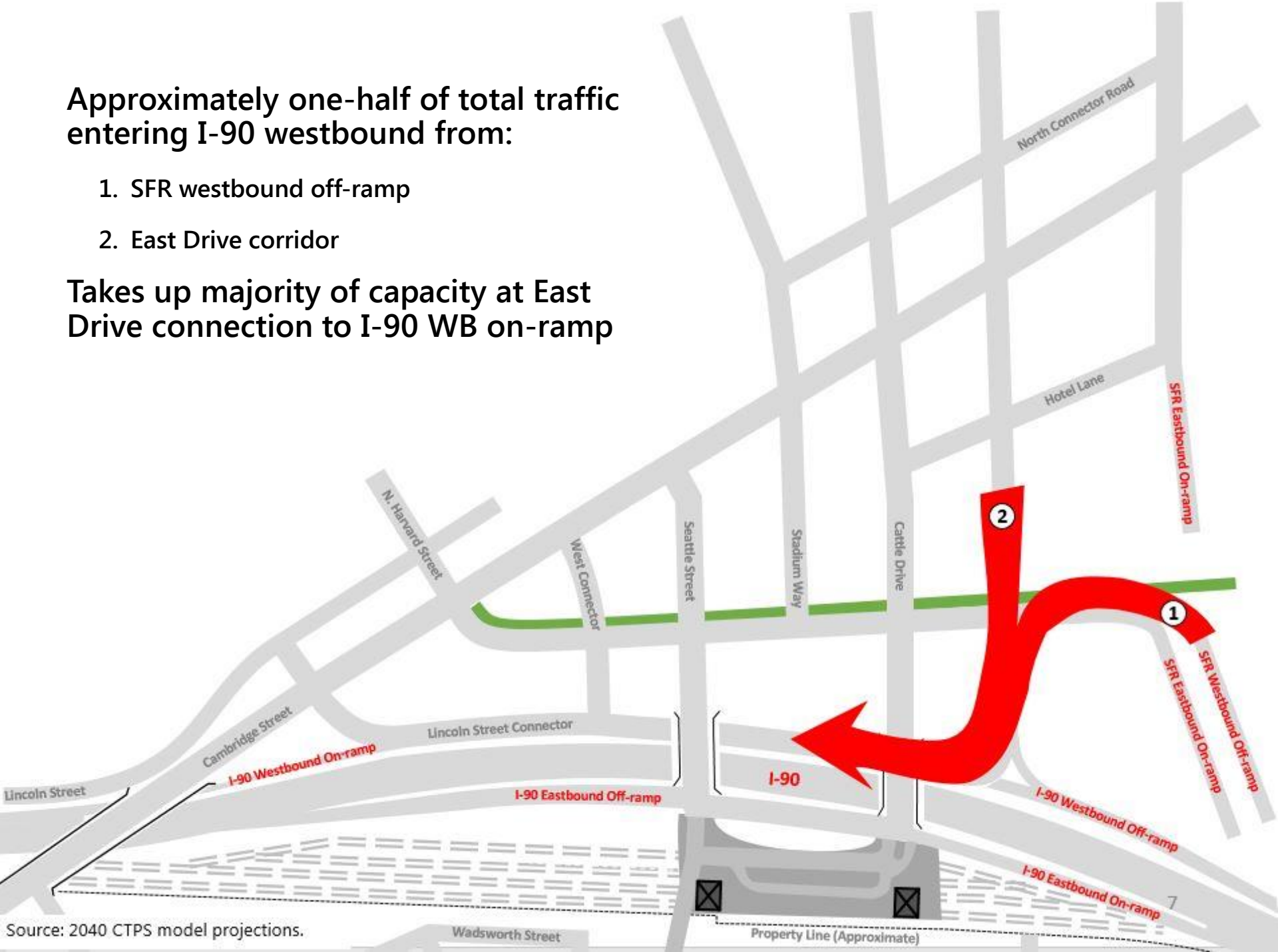
1. East Drive
2. West Connector Road



Approximately one-half of total traffic entering I-90 westbound from:

1. SFR westbound off-ramp
2. East Drive corridor

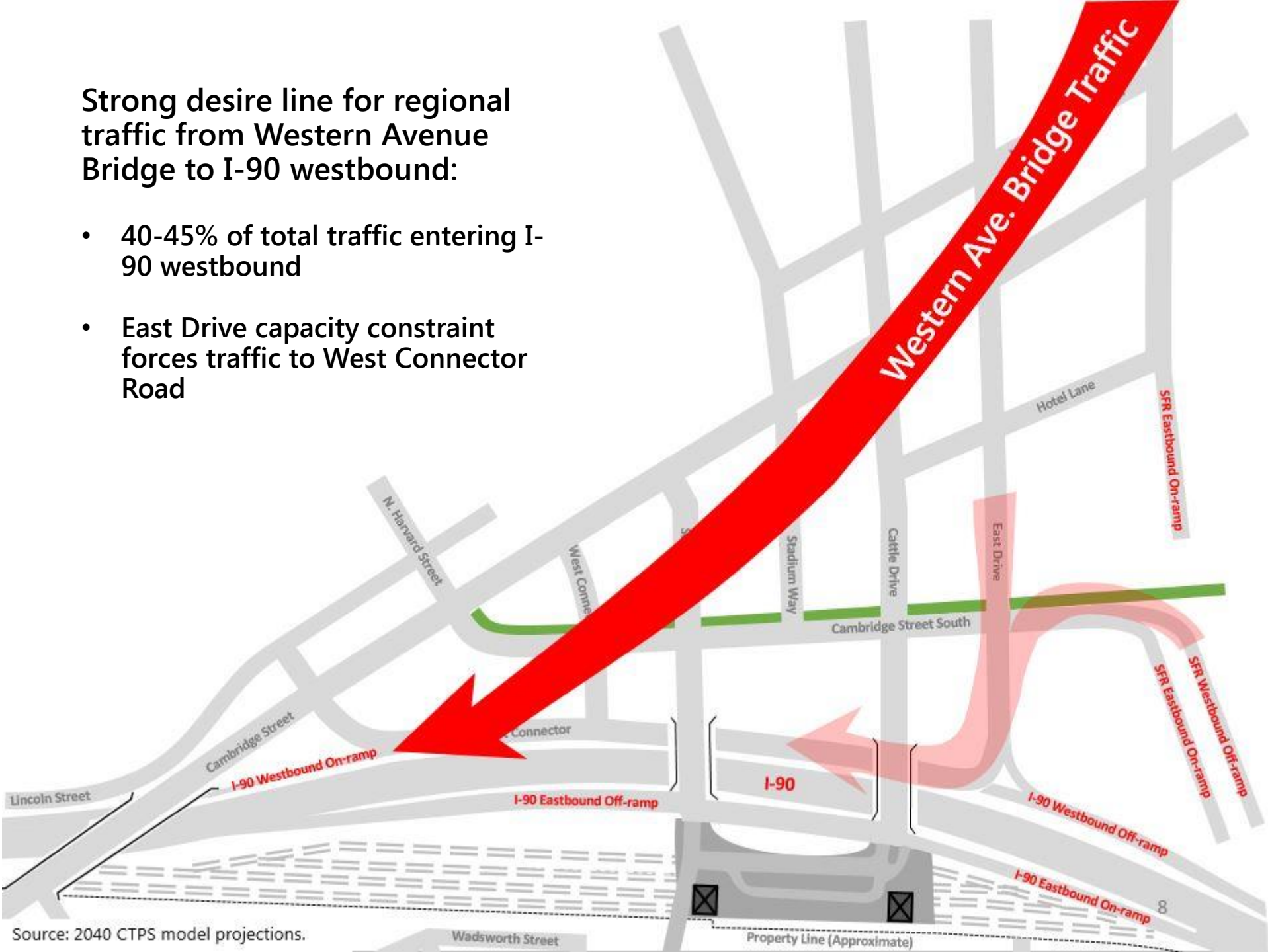
Takes up majority of capacity at East Drive connection to I-90 WB on-ramp



Source: 2040 CTPS model projections.

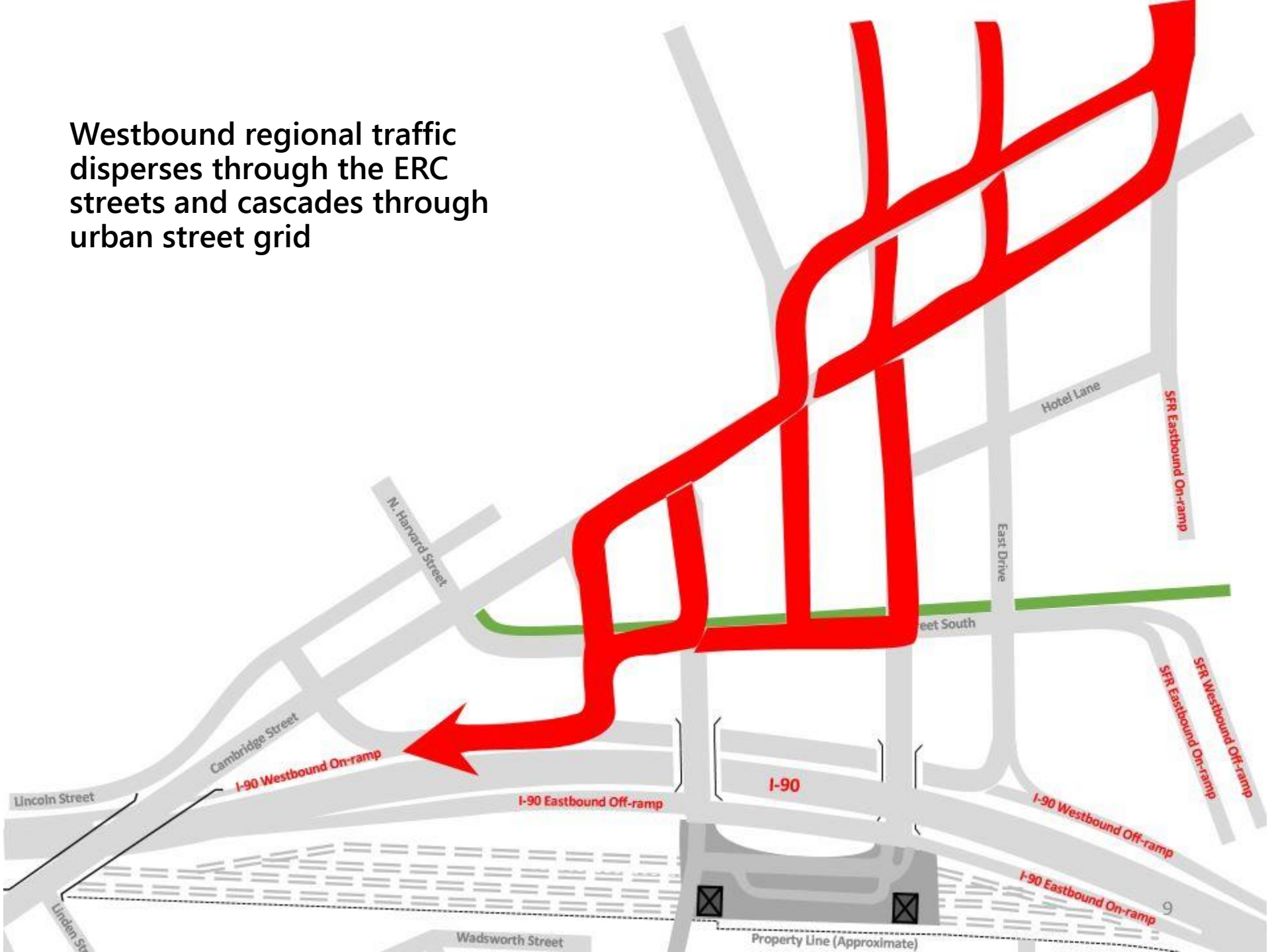
Strong desire line for regional traffic from Western Avenue Bridge to I-90 westbound:

- 40-45% of total traffic entering I-90 westbound
- East Drive capacity constraint forces traffic to West Connector Road

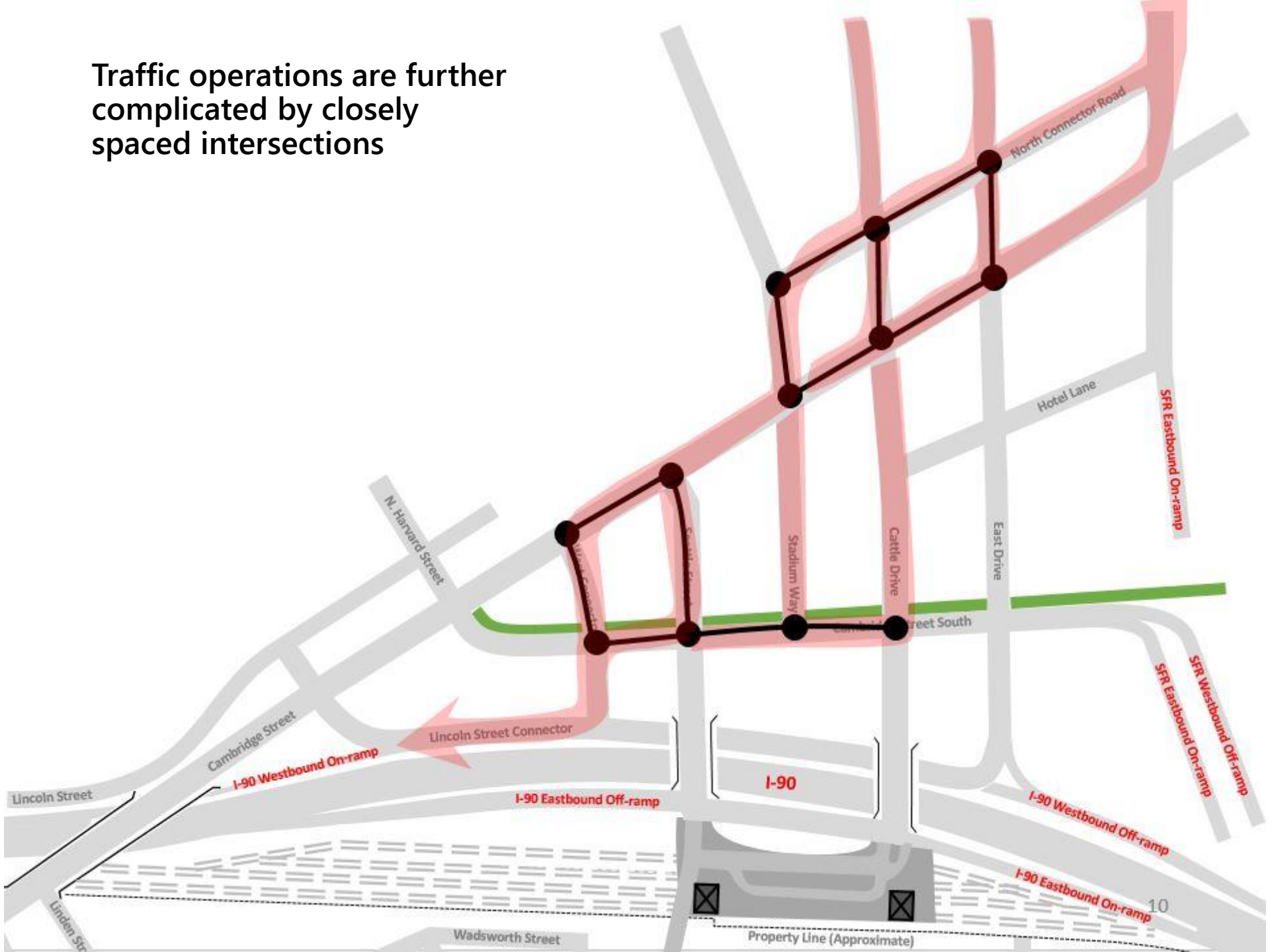


Source: 2040 CTPS model projections.

Westbound regional traffic disperses through the ERC streets and cascades through urban street grid

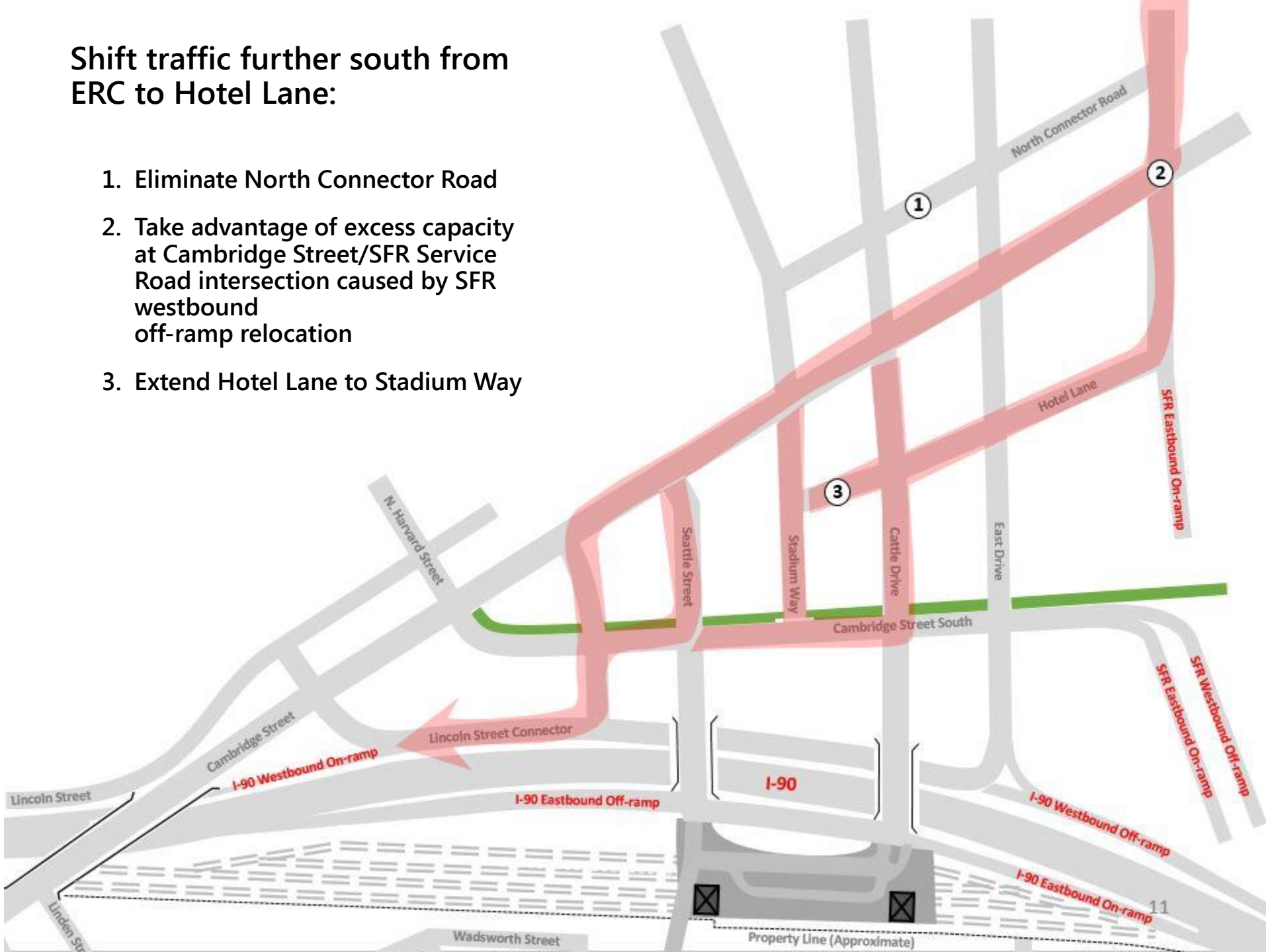


Traffic operations are further complicated by closely spaced intersections



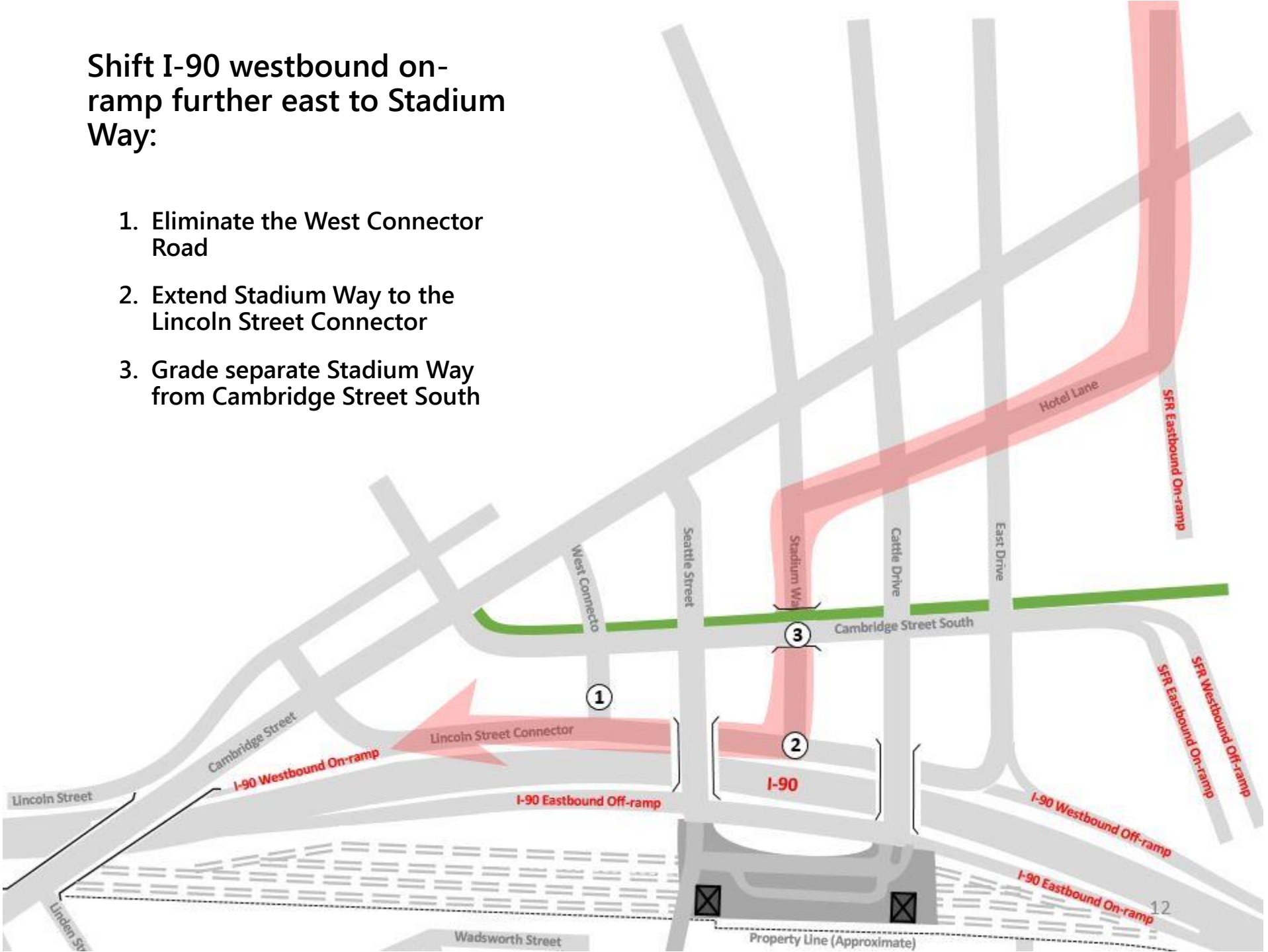
Shift traffic further south from ERC to Hotel Lane:

1. Eliminate North Connector Road
2. Take advantage of excess capacity at Cambridge Street/SFR Service Road intersection caused by SFR westbound off-ramp relocation
3. Extend Hotel Lane to Stadium Way



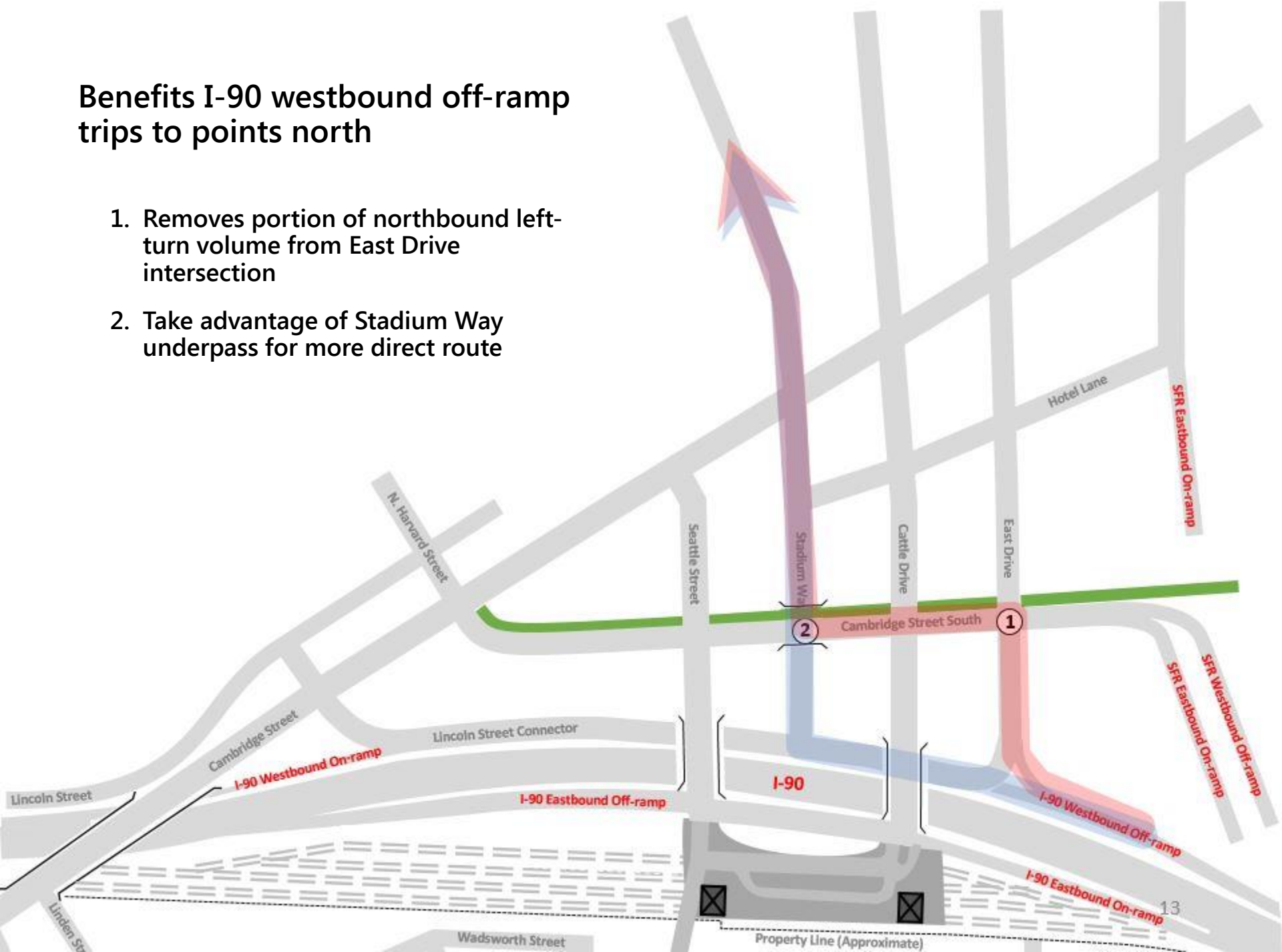
Shift I-90 westbound on-ramp further east to Stadium Way:

1. Eliminate the West Connector Road
2. Extend Stadium Way to the Lincoln Street Connector
3. Grade separate Stadium Way from Cambridge Street South



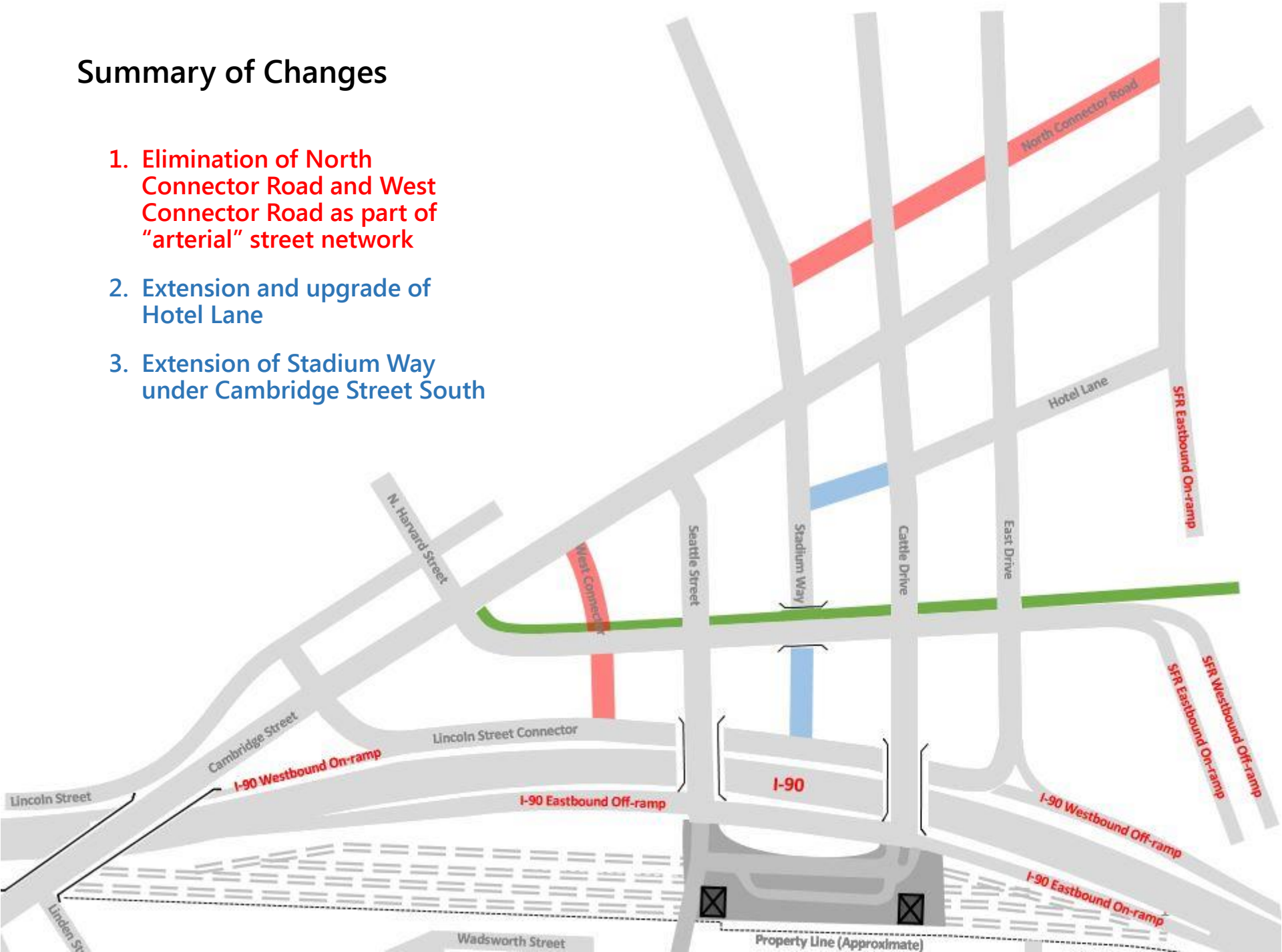
Benefits I-90 westbound off-ramp trips to points north

1. Removes portion of northbound left-turn volume from East Drive intersection
2. Take advantage of Stadium Way underpass for more direct route



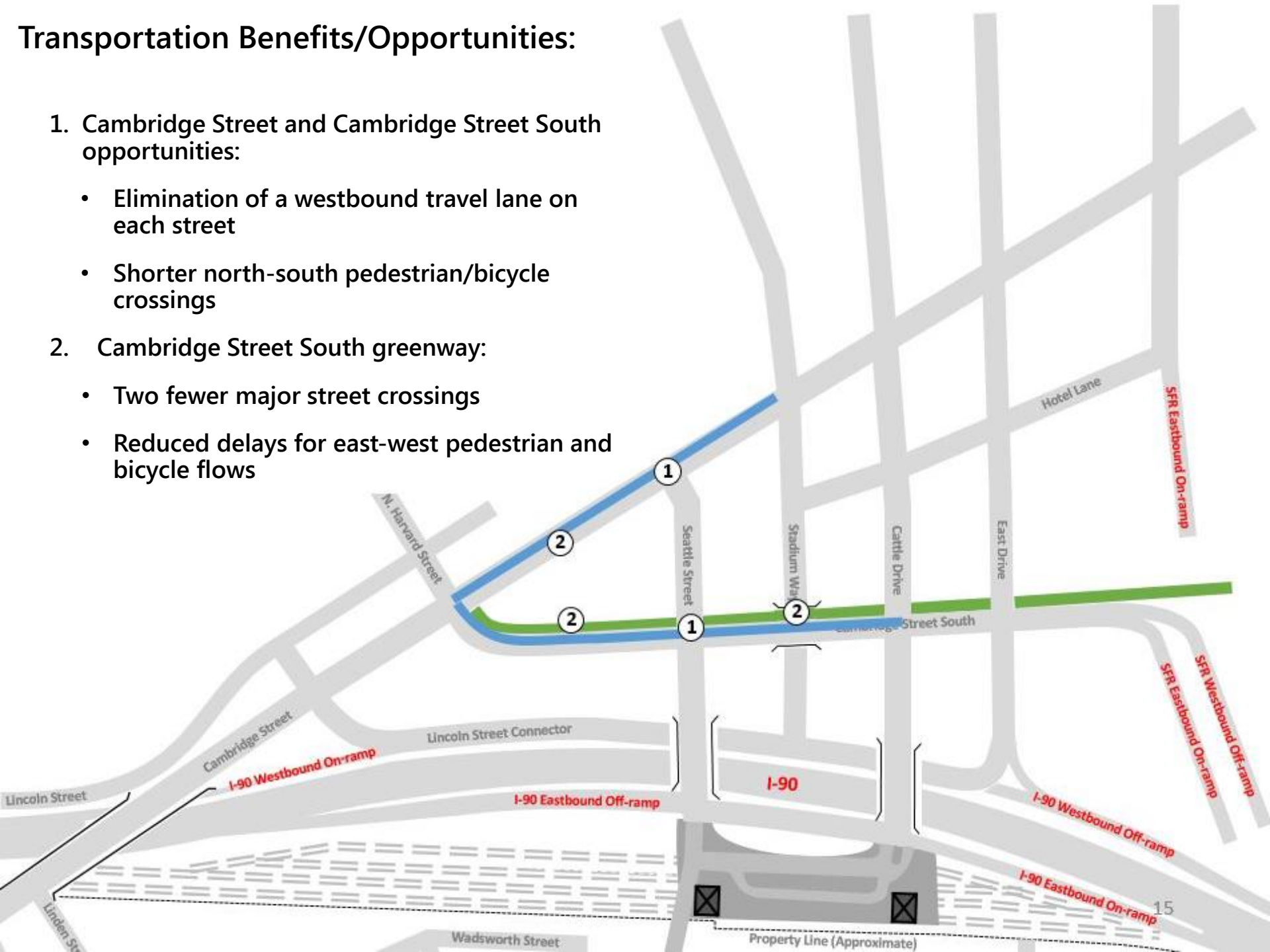
Summary of Changes

1. Elimination of North Connector Road and West Connector Road as part of "arterial" street network
2. Extension and upgrade of Hotel Lane
3. Extension of Stadium Way under Cambridge Street South



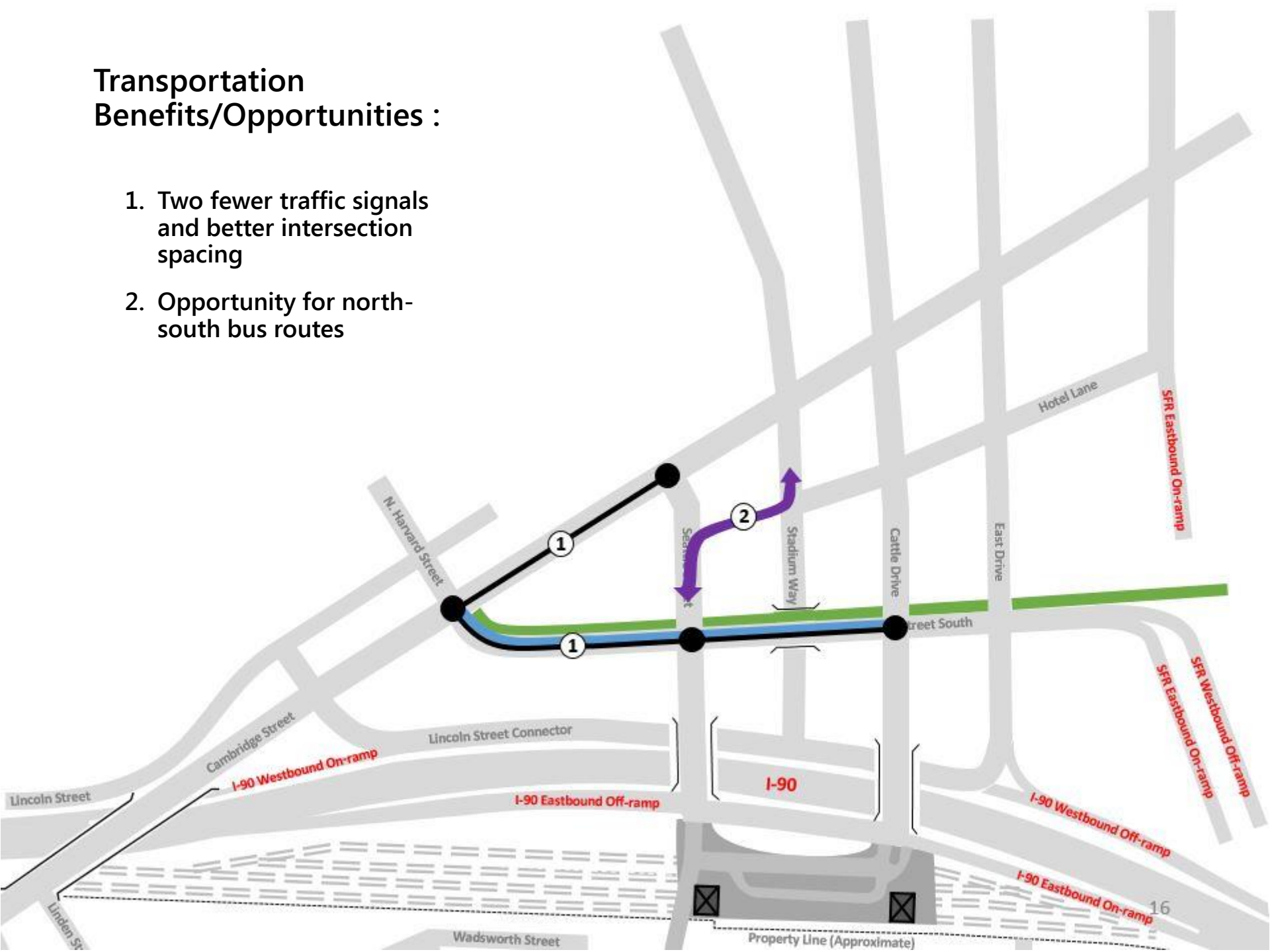
Transportation Benefits/Opportunities:

1. Cambridge Street and Cambridge Street South opportunities:
   - Elimination of a westbound travel lane on each street
   - Shorter north-south pedestrian/bicycle crossings
2. Cambridge Street South greenway:
   - Two fewer major street crossings
   - Reduced delays for east-west pedestrian and bicycle flows



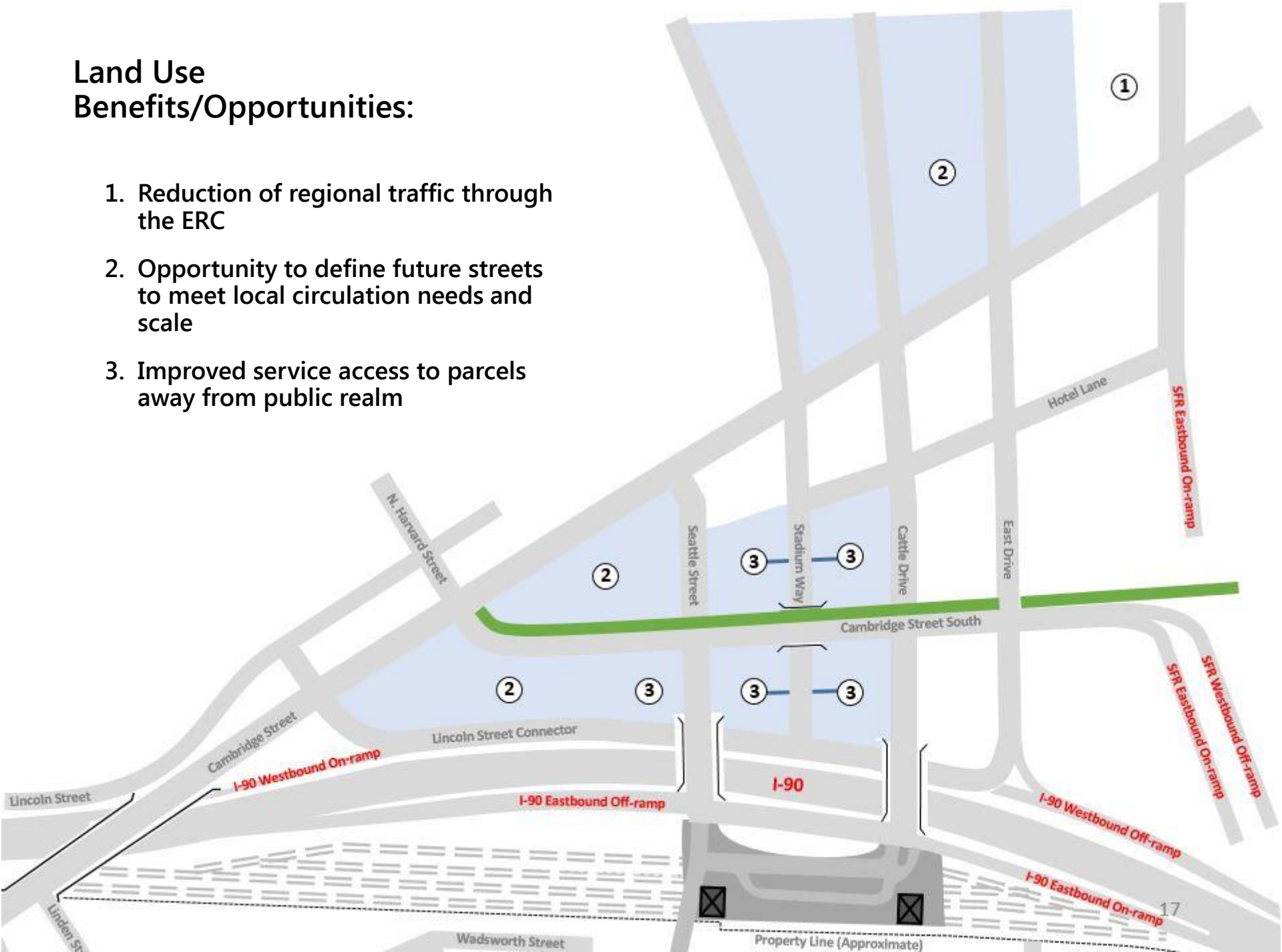
Transportation Benefits/Opportunities :

1. Two fewer traffic signals and better intersection spacing
2. Opportunity for north-south bus routes



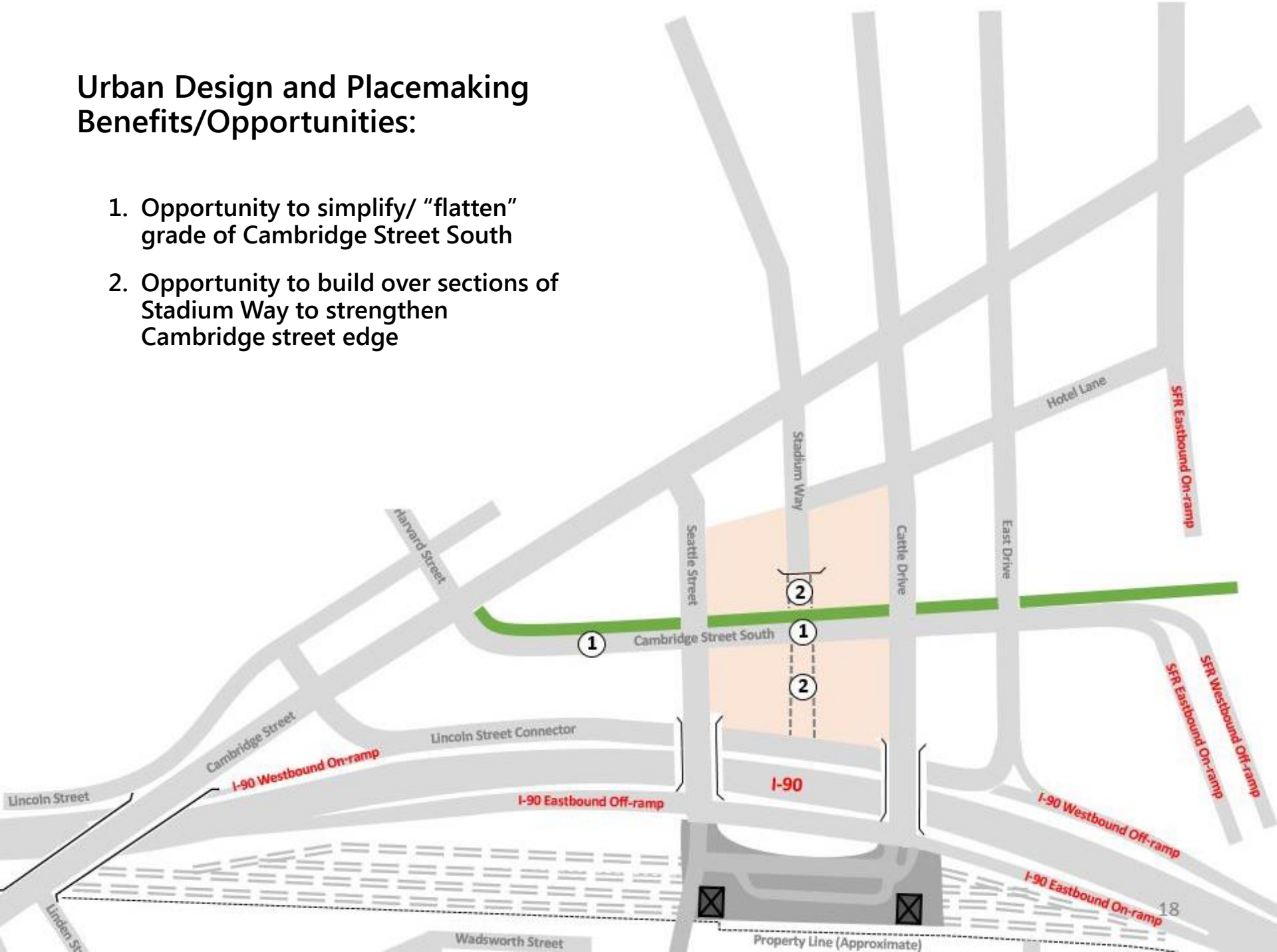
Land Use Benefits/Opportunities:

1. Reduction of regional traffic through the ERC
2. Opportunity to define future streets to meet local circulation needs and scale
3. Improved service access to parcels away from public realm



Urban Design and Placemaking Benefits/Opportunities:

1. Opportunity to simplify/ “flatten” grade of Cambridge Street South
2. Opportunity to build over sections of Stadium Way to strengthen Cambridge street edge




Discussion