



I-90 ALLSTON INTERCHANGE AN INTERMODAL TRANSPORTATION PROJECT

TASK FORCE MEETING
OCTOBER 24, 2018 – FIORENTINO COMMUNITY CENTER

Meeting Agenda

- **Welcome & Introductions**
- **Street Grid Revisions (Harvard University)**
- **Pedestrian and Bicycle Facilities**
 - **Regional Context**
 - **Proposed Pedestrian and Bicycle Connections**
 - **Complete Streets Review**
- **Soldier's Field Road Outbound Ramp to River Street**

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- **Pedestrian and Bicycle Facilities**

Proposed Project Pedestrian/Bicycle Facilities

Goals:

- Provide connectivity between neighborhoods, transit, and existing bicycle facilities.
- Increase bicycle use in accordance with the Separated Bike Planning and Design Guide, Healthy Transportation Policy Directive and Boston Complete Streets.
- Design for consistency with the characteristics of bordering, connecting bicycle networks.
- Design for comparable Level of Service to all travel modes within the project in accordance with Complete Streets principles.

Pedestrian & Bicycle Connections in the Project Area

Goals:

- **Address existing deficiencies:**
 - **ADA non-compliant**
 - **Difficult for cyclists**
 - **Pedestrian/bicycle/driver conflicts**
- **Strengthen neighborhood connections**
 - **Allston Village to Lower Allston**
 - **Pratt Street/Ashford Street/Malvern Street to Cambridge Street**
 - **All of Allston to the Charles River**
- **Open new bicycle and pedestrian connections to enhance mode choice for people of all ages and abilities**

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Opening New Connections for Cyclists and Pedestrians



CAMBRIDGE TO
BROOKLINE VIA
FRANKLIN STREET

WESTERN AVE TO CHARLES
RIVER, WEST STATION AND
COMMONWEALTH AVE VIA
ALLSTON LANDING NORTH

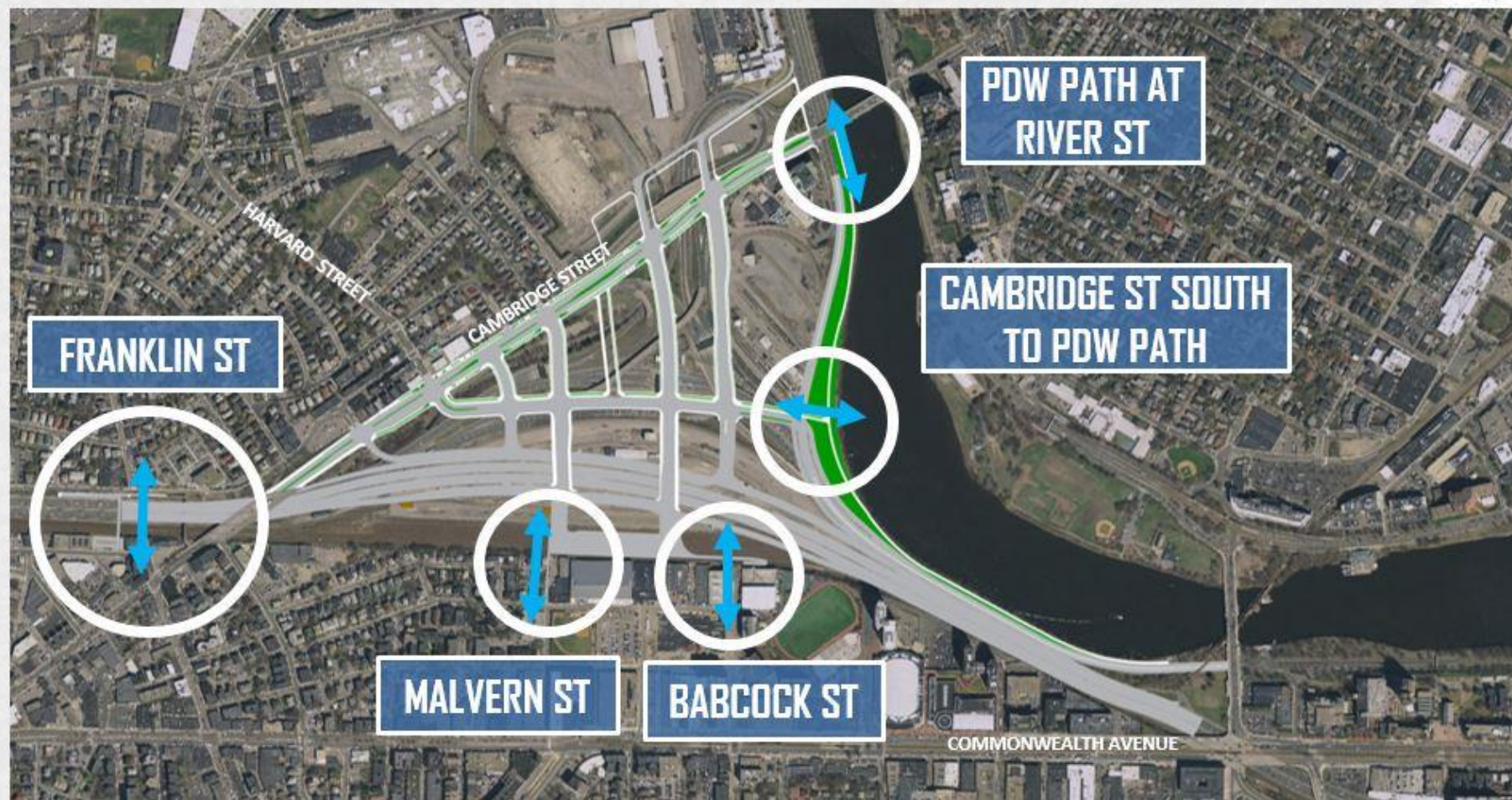
CAMBRIDGE ST TO COMMONWEALTH
AVENUE, VIA WEST STATION,
MALVERN ST AND BABCOCK ST

LOWER ALLSTON TO CHARLES RIVER
VIA CAMBRIDGE ST SOUTH

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Pedestrian and Bicycle Connection Locations



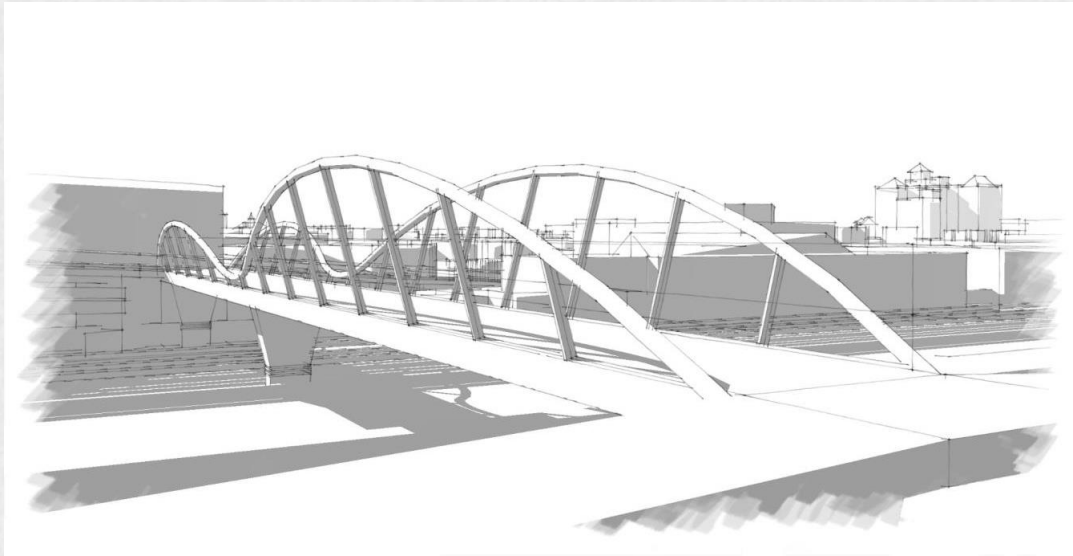
Franklin Street Ped/Bike Connection



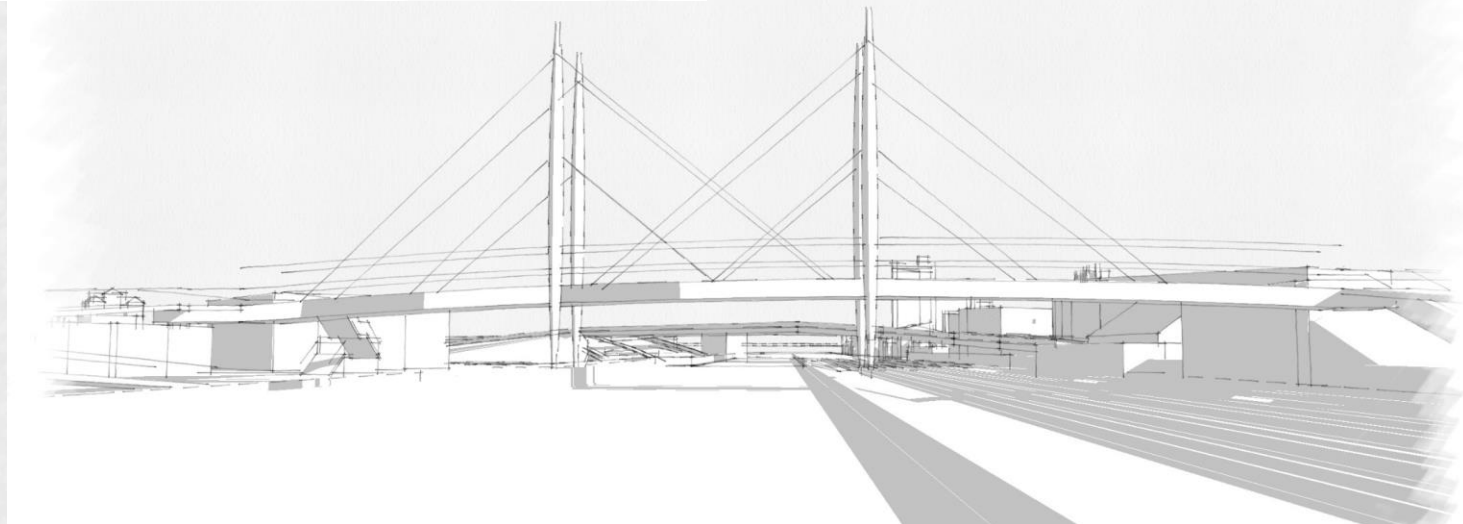
Proposed Franklin Street Ped/Bike Connection



Franklin Street Bridge – Possible Bridge Types



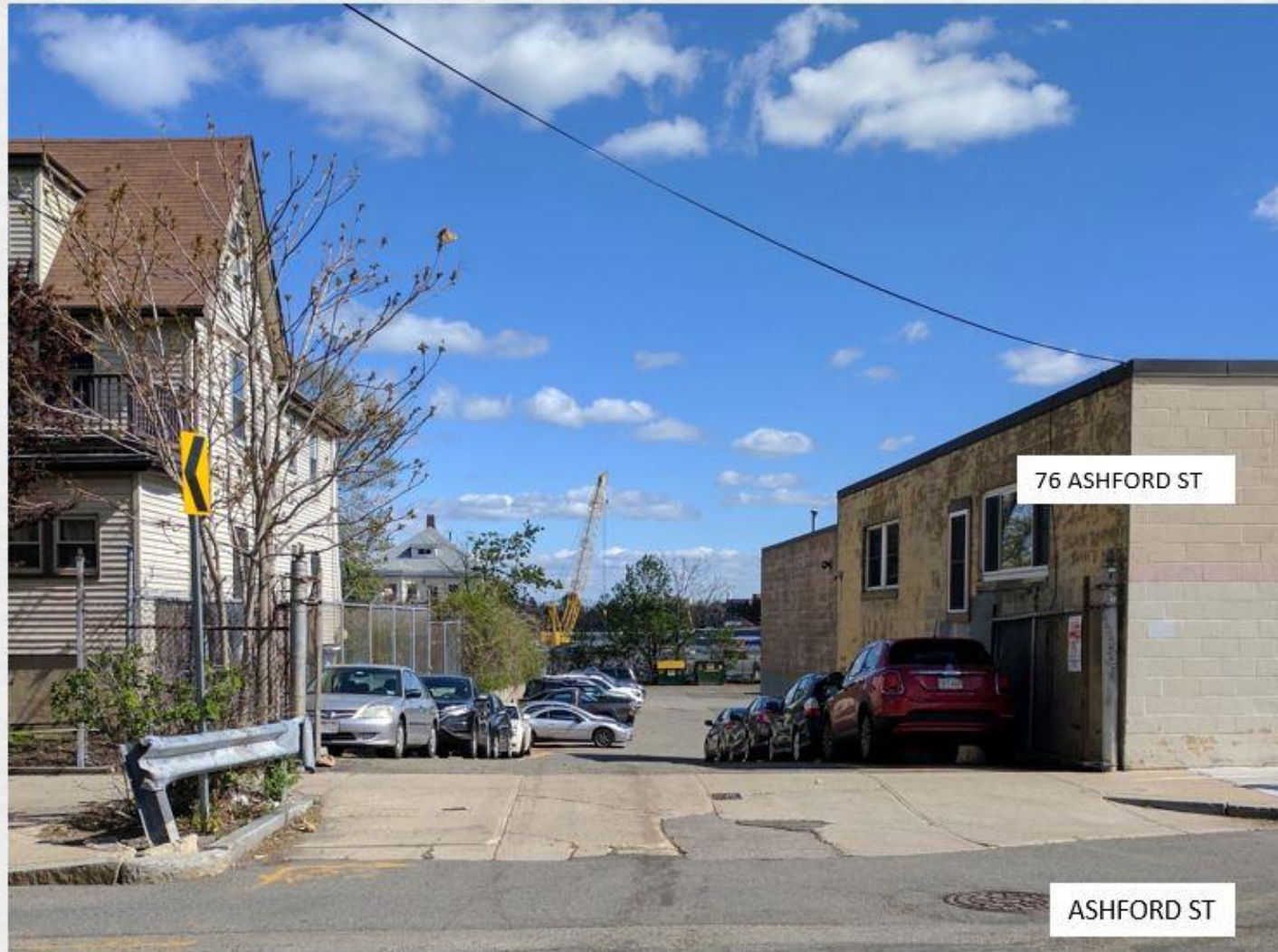
Steel Arch



Cable Stay

Existing Malvern Street

(View looking north towards West Station from Ashford Street)



Proposed Malvern Street Ped/Bike Connection

(View looking north towards West Station from Ashford Street)



Existing Babcock Street

(View looking north towards West Station from Ashford Street)

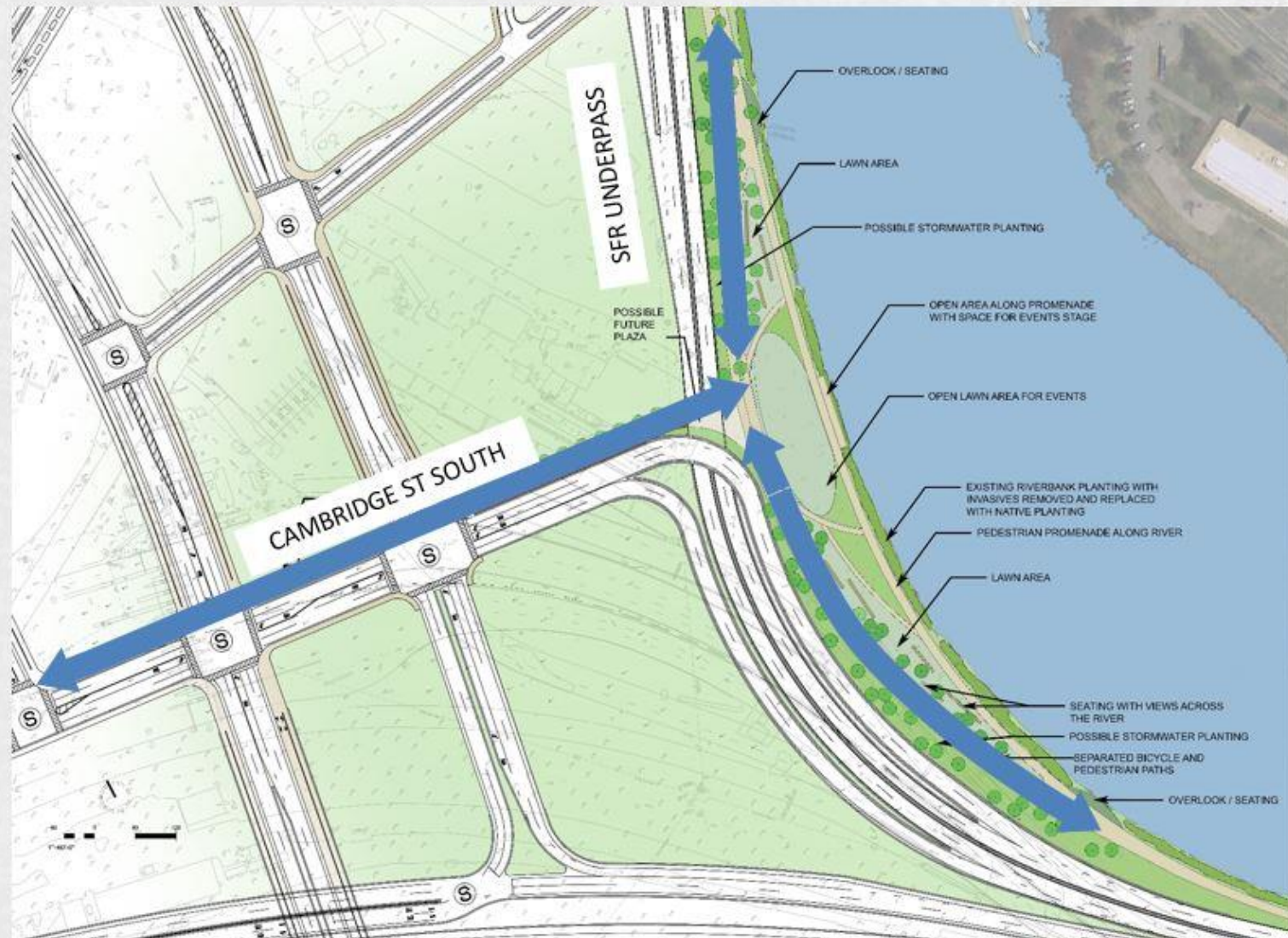


Proposed Babcock Street Ped/Bike Connection

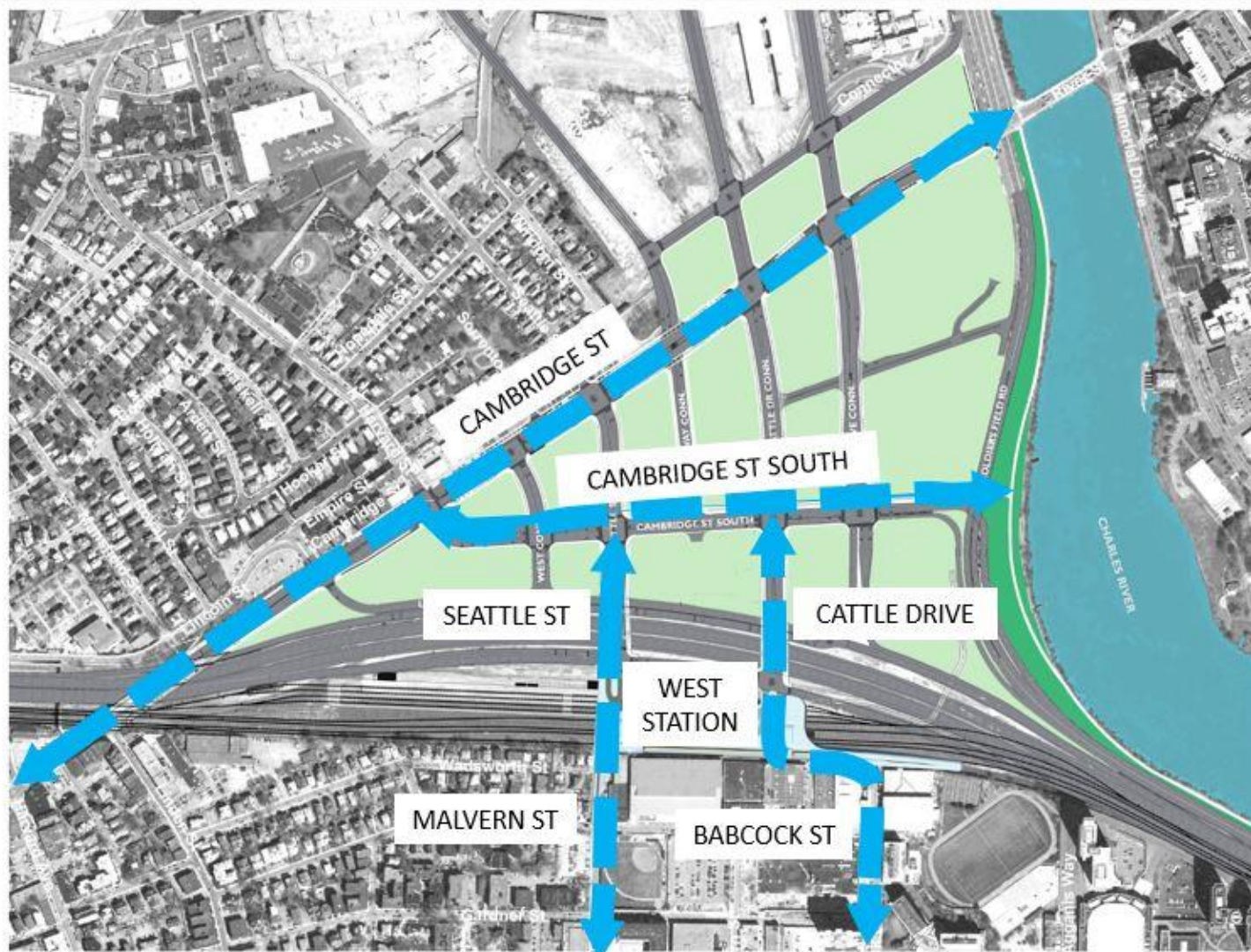
(View looking north towards West Station from Babcock)



Cambridge Street South Connection to PDW Path



Pedestrian and Bike Connections to PDW Path (Outside Throat Area)



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 - **Complete Streets Review**

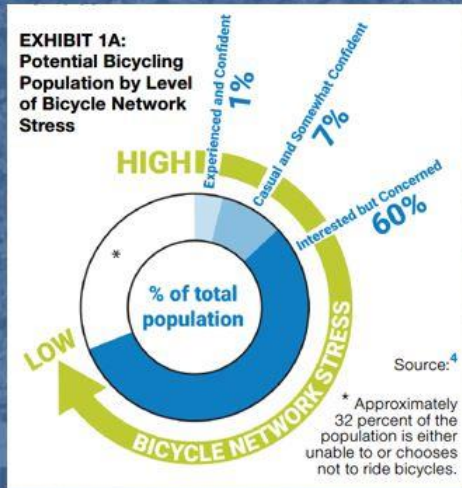
MassDOT Separated Bike Lane Planning & Design Guide



SEPARATED BIKE LANE
PLANNING & DESIGN GUIDE 2015 MASSACHUSETTS DEPARTMENT
OF TRANSPORTATION

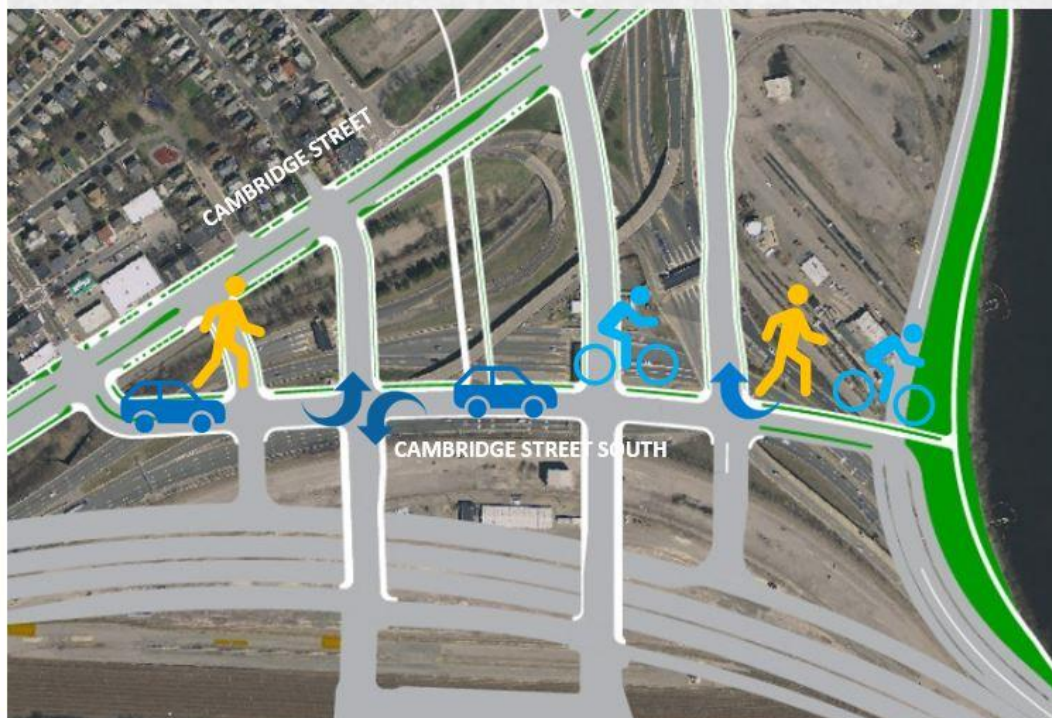
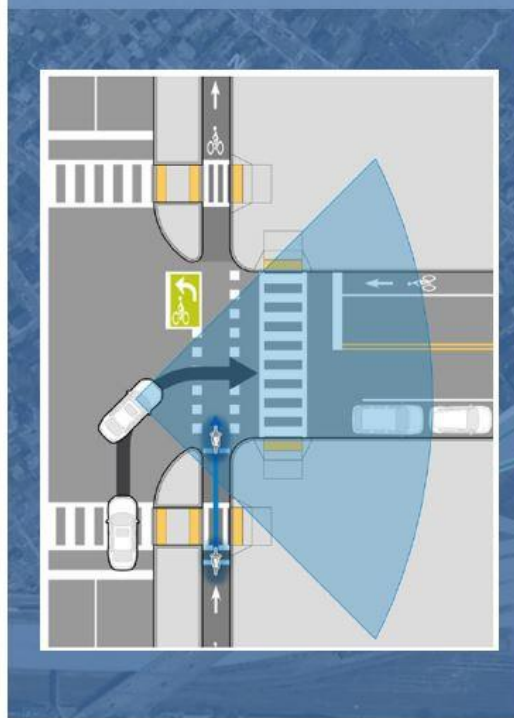
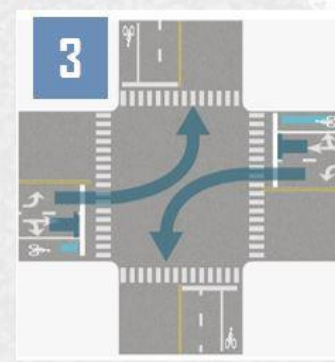
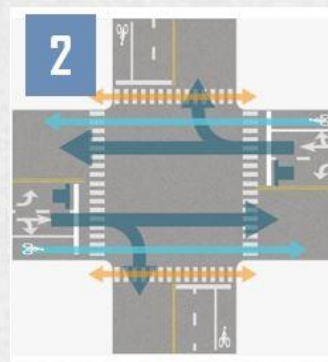
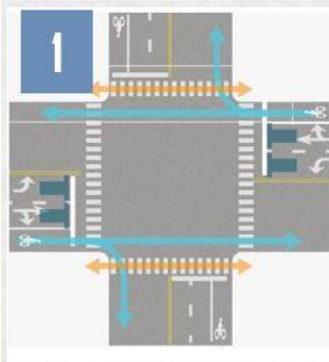
Pedestrian and Bicycle Network - Guidelines

- Lower Stress Network
- Separated Bike Lanes
- ADA Pedestrian Paths
- Ped/Bike Signals
- Reduced Ped/Bike Delay
 - Concurrent Movements
- Adaptive Traffic Signals



Pedestrian and Bicycle Network – Signal Operations

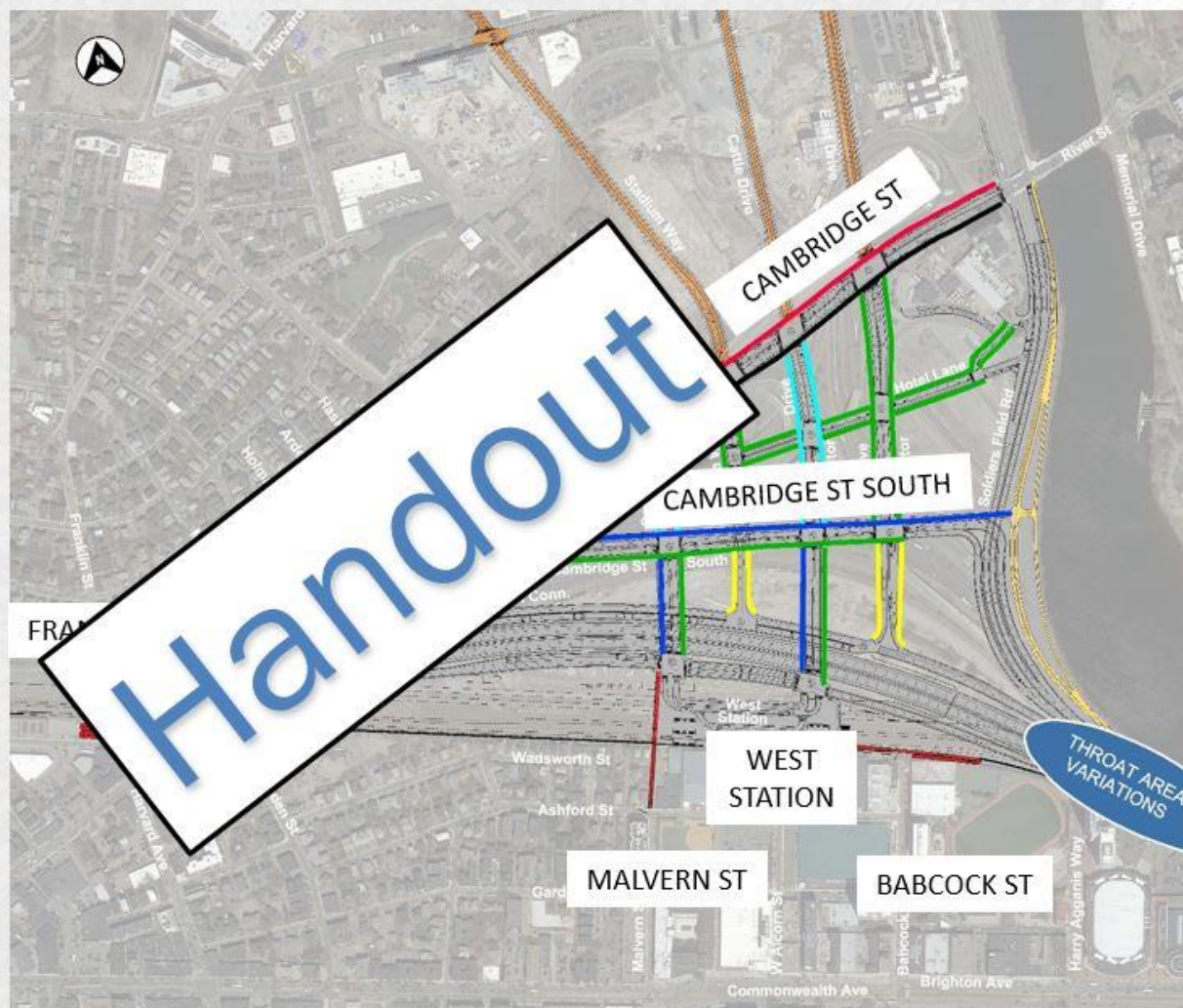
1. Leading Ped/Bike Interval
2. Concurrent Thru/RT vehicles
3. Protected Only LTs



Pedestrian and Bicycle Facilities

LEGEND

-  Proposed Roadway
-  Proposed Pedestrian Bridges
-  Proposed Roadway (By Others)
-  One-Way Separated Bike Lanes Without Parking (6' Buffer)
-  One-Way Separated Bike Lanes With Parking (6' Buffer)
-  One-Way Separated Bike Lanes (1' Buffer)
-  Two-Way Separated Bike Lanes (Buffer Varies)
-  On-Street Bike Lane with 8' Sidewalk
-  No Ped and Bike Access (5' Shoulders)
-  Dr. Paul Dudley White Path (Widened to 12' min. and separated pedestrian and bicycles within open space)

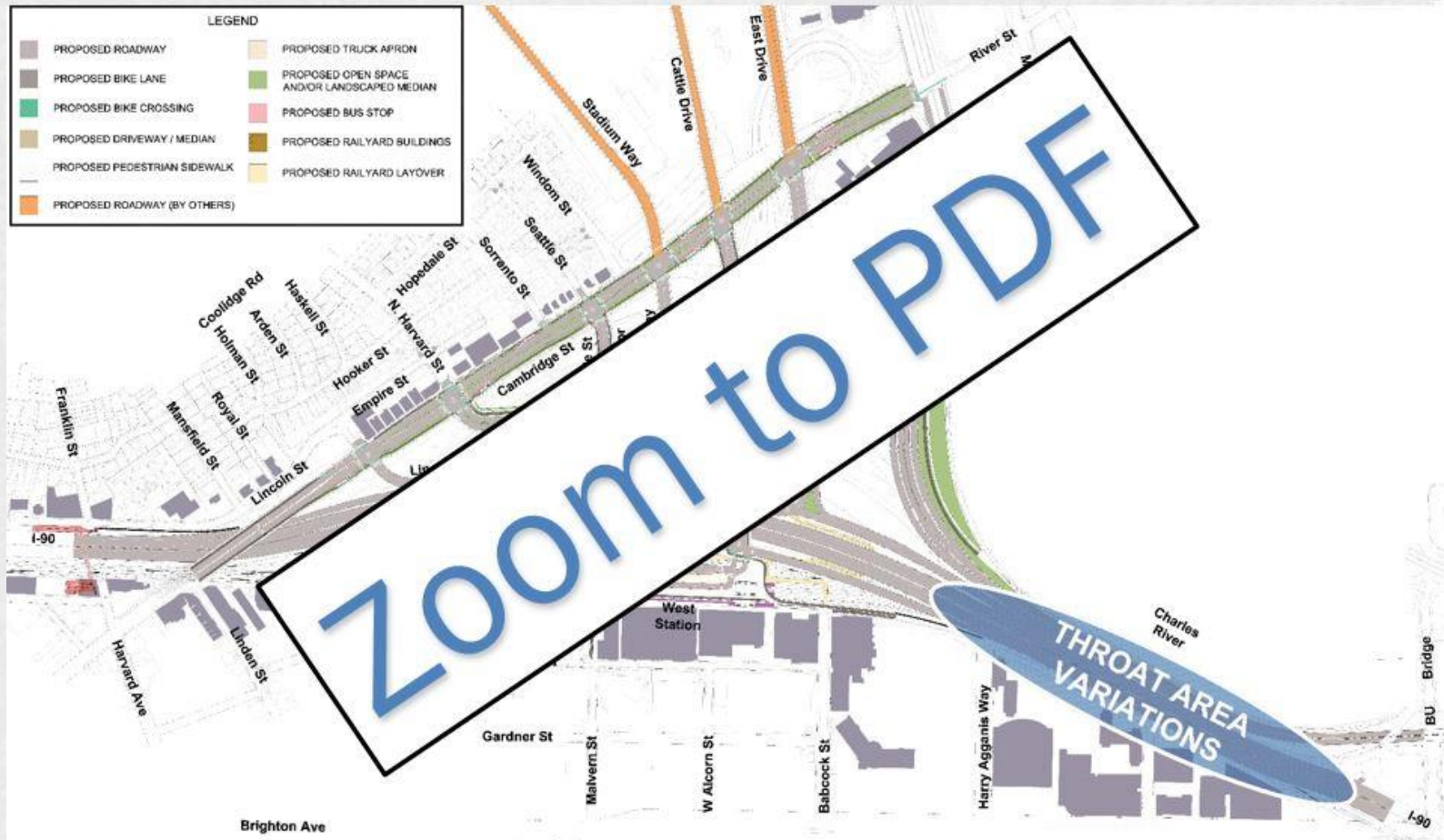


Intersection Design Variables

- **Volumes**
 - Widths of separated bike lanes and sidewalks
 - Number of lanes
- **User Delay**
 - Minimize delay for all users
- **Design Speed**
 - Sight distance and geometric design
- **Bike Lane Operation**
 - One-way separated bike lanes are similar to normal vehicle which simplifies intersection operations
- **Bus Stops**
 - Availability of ROW and stopping location
- **Terrain**
 - Sight lines and approach speeds
- **On-Street Parking**
 - Increases separation
 - Increases frequency of peds crossing bike lanes
 - Potential to reduce sight distances
- **Land Use**
 - Separated bike lanes easier to implement in locations of higher density land use with less driveways
- **Street Buffer**
 - Affects bicyclist comfort and impacts geometric design options at intersections
- **Available Right-of-Way**
 - Creates constraints on geometric design and bike lane, sidewalk and buffer widths
- **Type of Project**
 - Reconstruction/Retrofit

Complete Streets Conceptual Layout

Preferred Interchange Alternative 3K

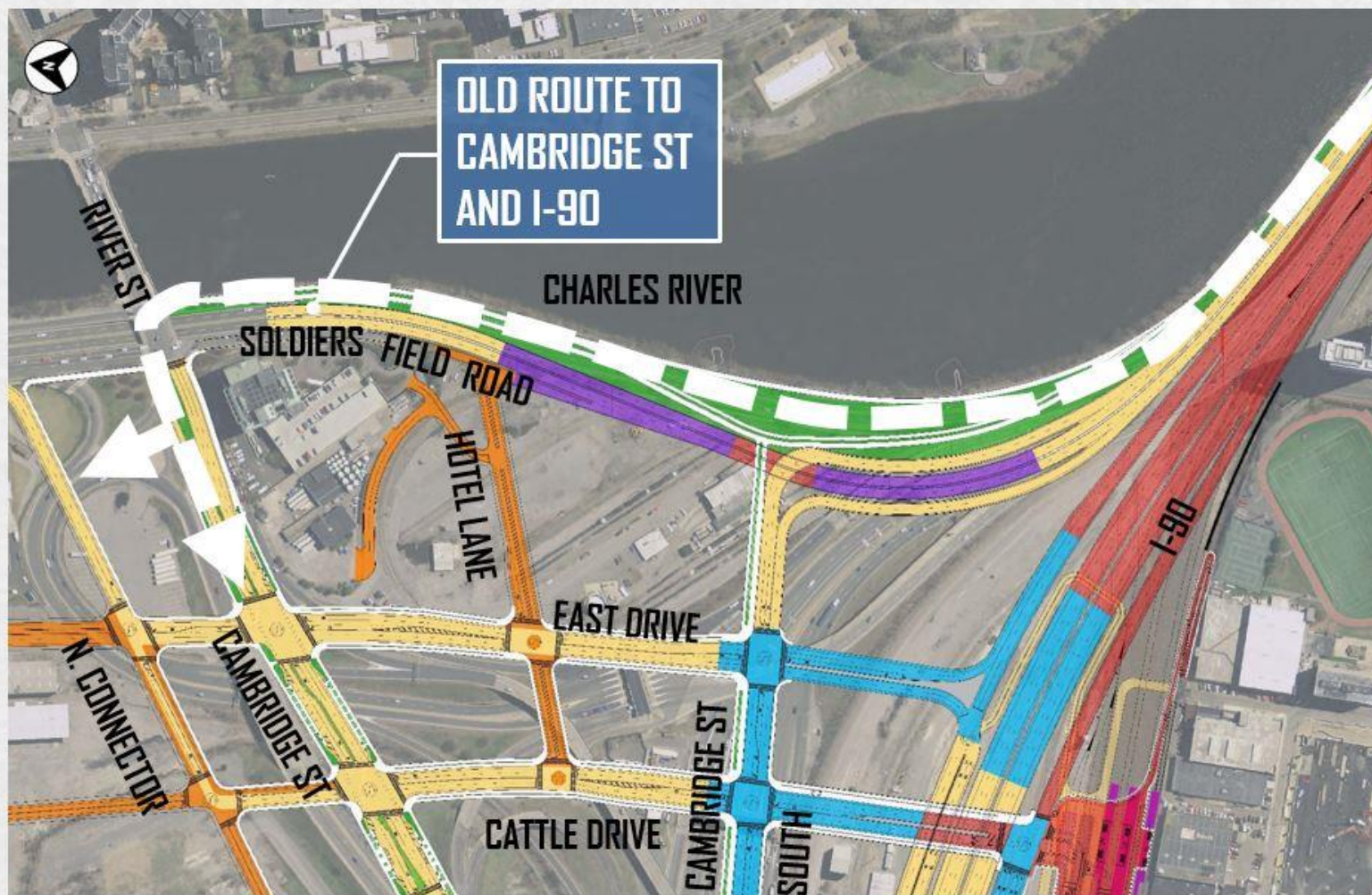


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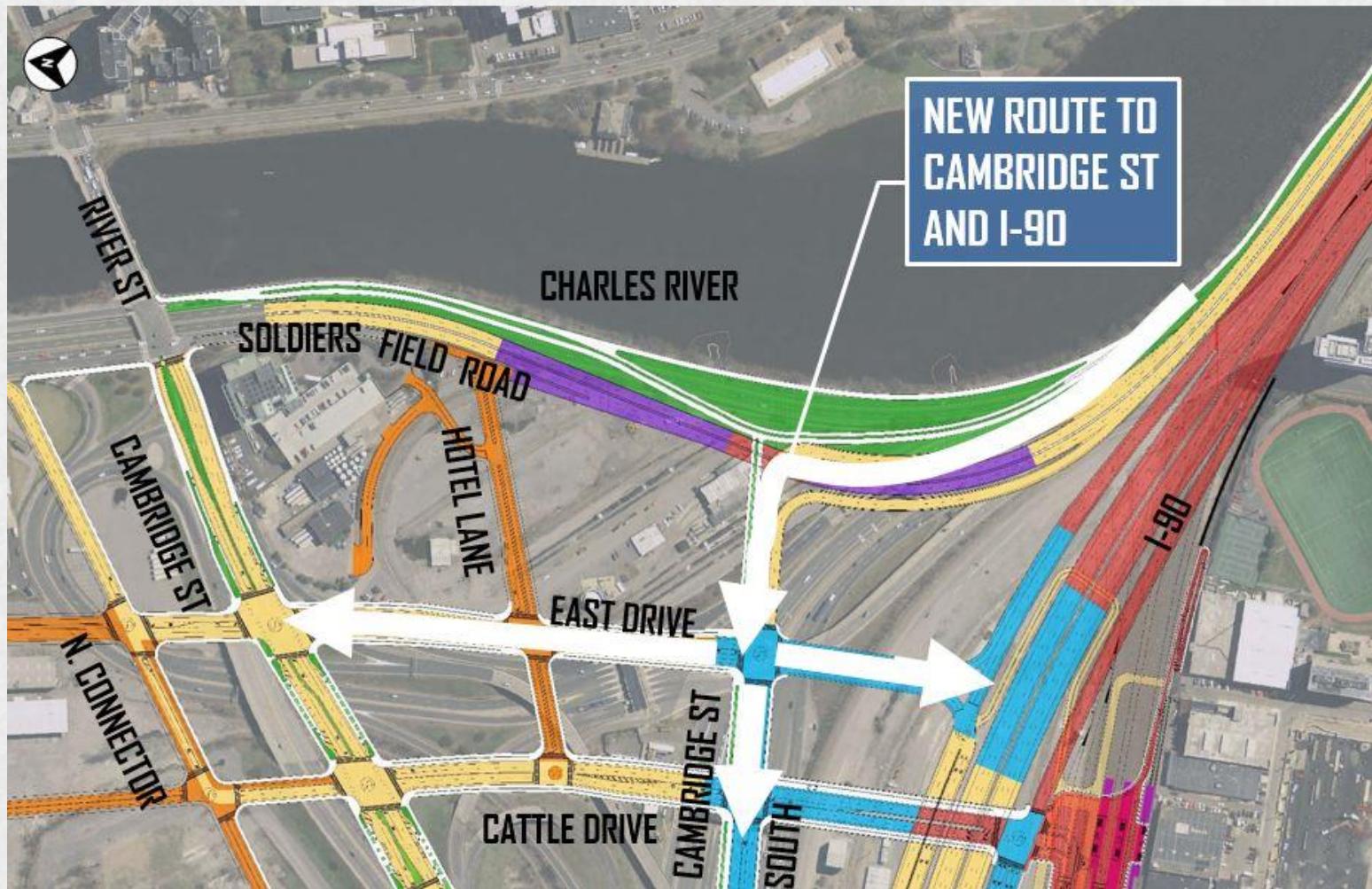
SFR Outbound Ramp to River Street - Removed

DEIR Preferred Interchange Alternative 3K



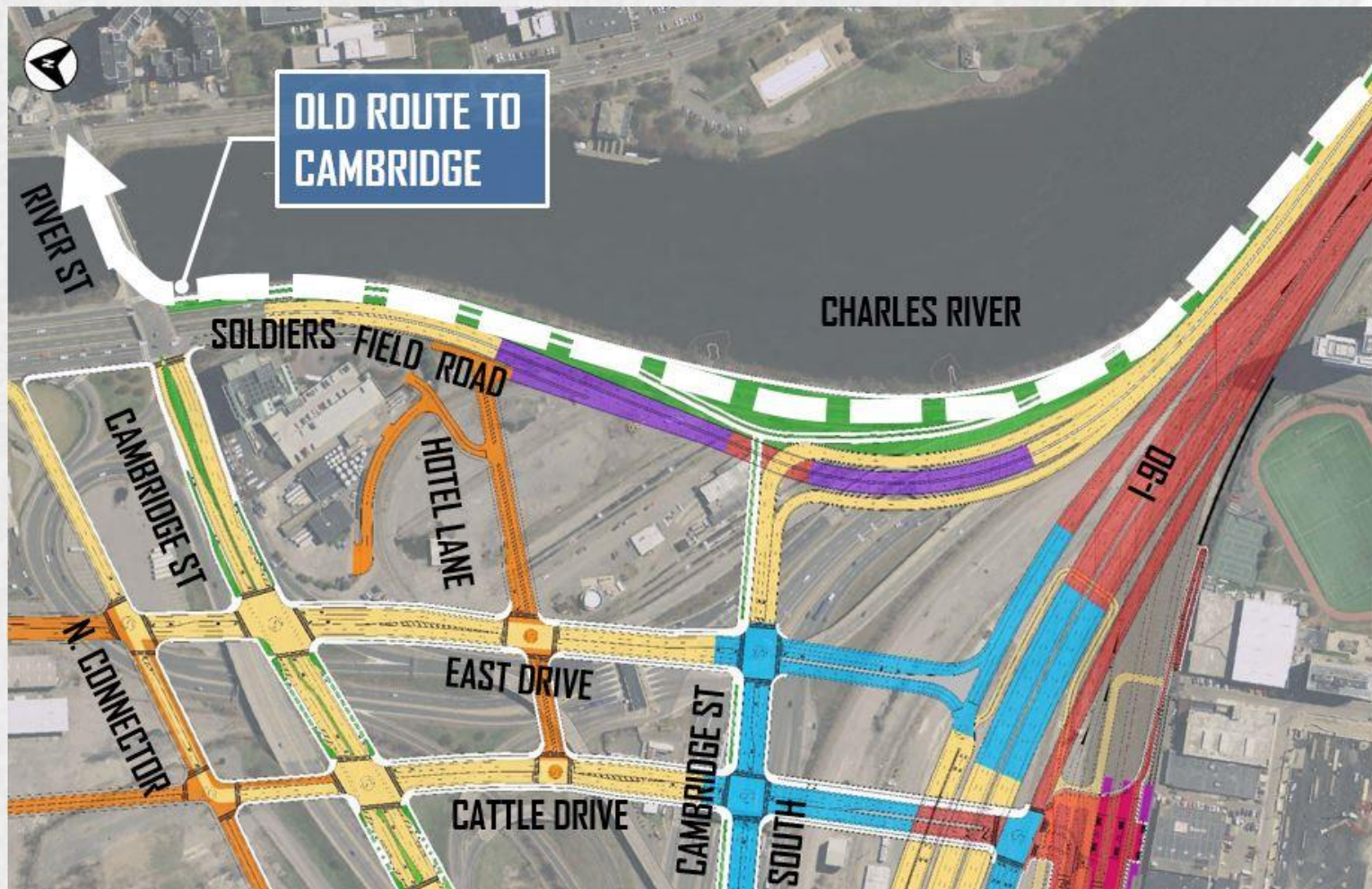
SFR Outbound Ramp to River Street - Removed

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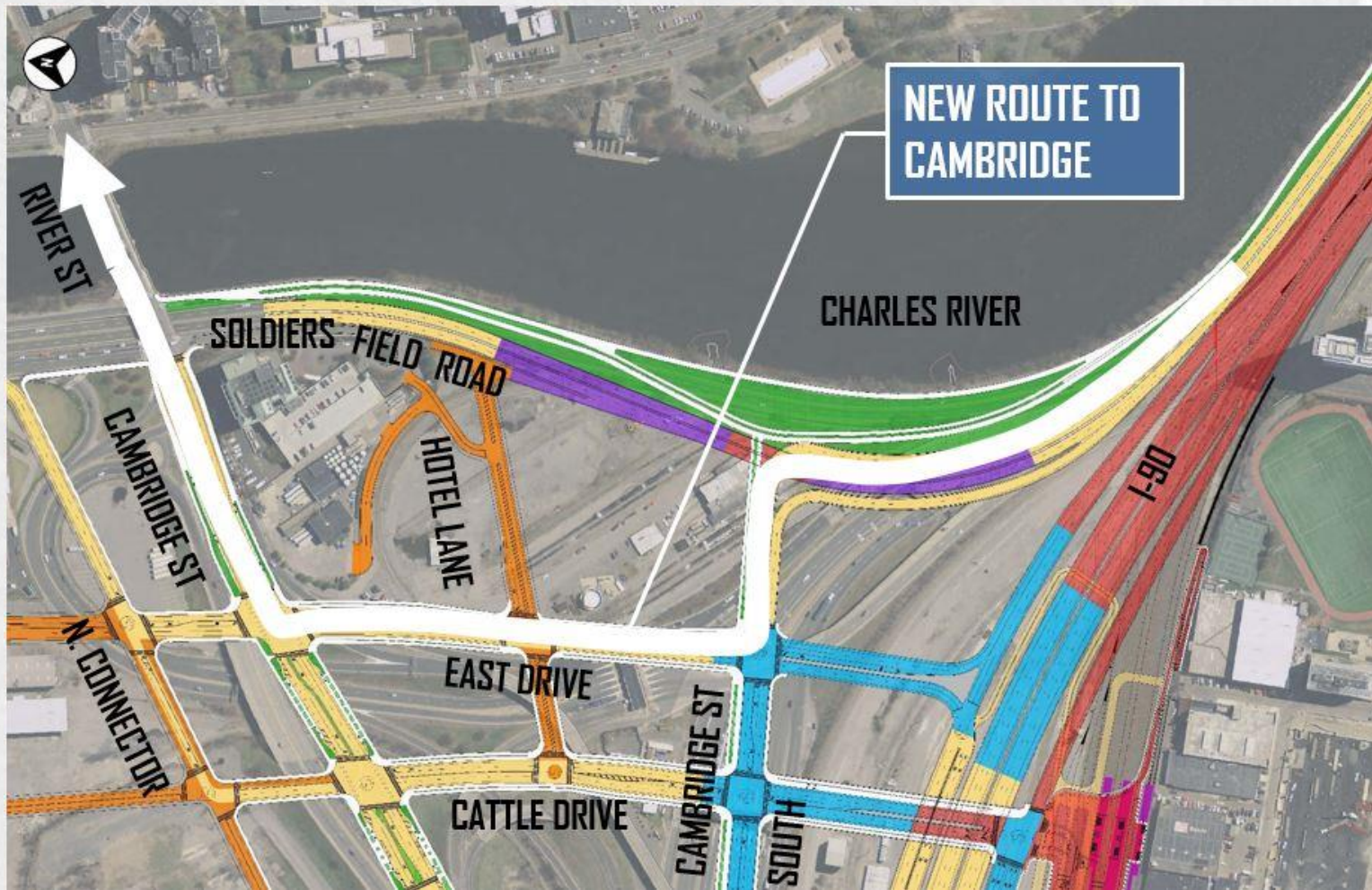
SFR Outbound Ramp to River Street - Removed

DEIR Preferred Interchange Alternative 3K



SFR Outbound Ramp to River Street - Removed

DEIR Preferred Interchange Alternative 3K



SFR Outbound Ramp to River Street – Traffic

Full Ramp Removal:

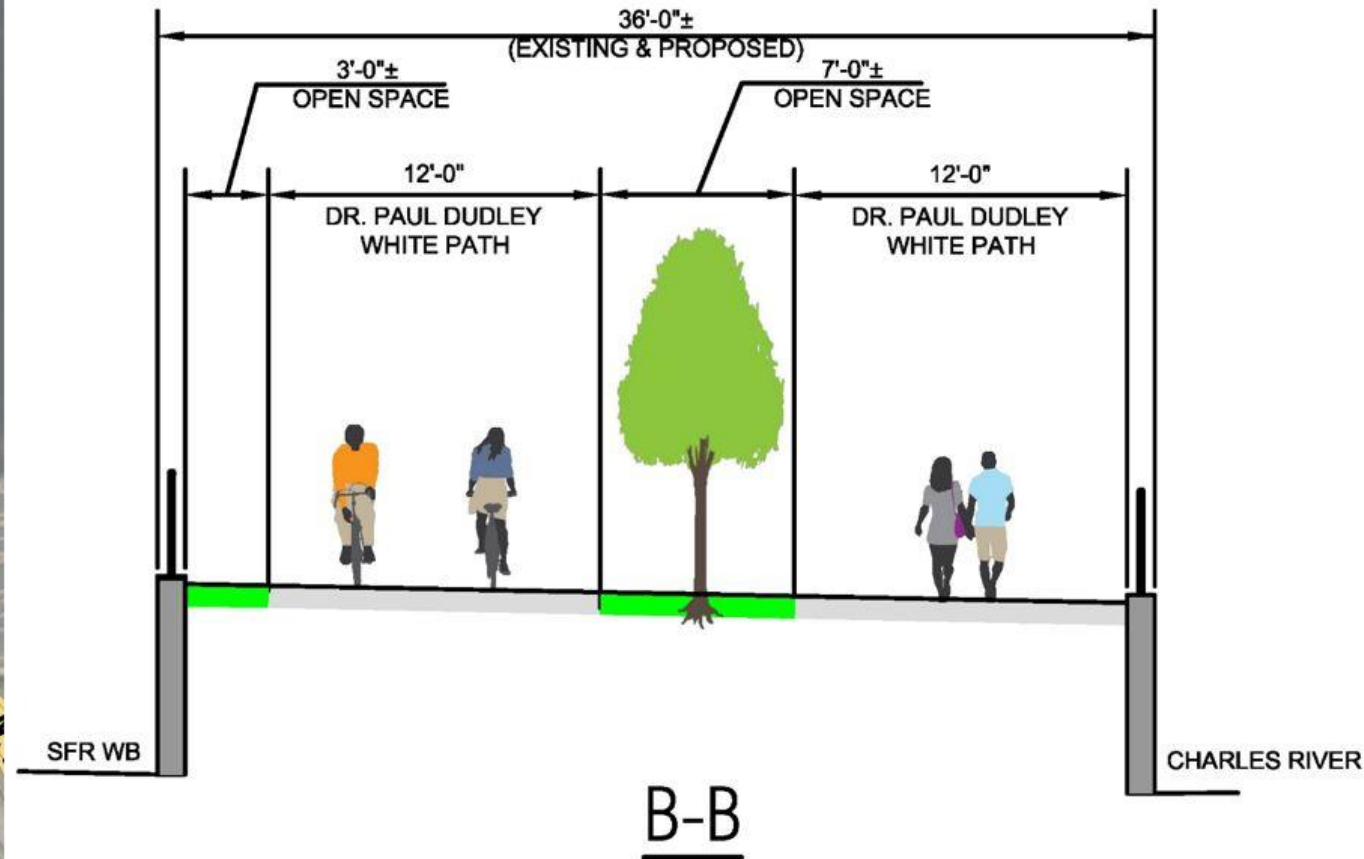
- Allows 16' PDW path and 18' Open Space
 - Benefit to path users (~2000 daily)
- Affected vehicles using ramp (% of total intersection volume)
 - AM Peak 336 cars removed (11%)
 - PM Peak 724 cars removed (20%)
- New route to River Street
 - 800 ft longer, +3 signals
 - Delay similar to current Peak Hour
- Safety
 - No car/bike/ped conflicts

Partial Ramp:

- Allows 12' PDW path
- TH/RT Cars Remain
- Affected vehicles using ramp (% of ramp volume)
 - AM Peak (336 cars)
 - 191 left turning cars removed (57%)
 - 58 thru cars remain (17%)
 - 87 right turning cars remain (26%)
 - PM Peak (724 cars)
 - 519 left turning cars removed (72%)
 - 54 thru cars remain (7%)
 - 151 right turning cars remain (21%)
- Safety
 - Car/bike/ped conflicts

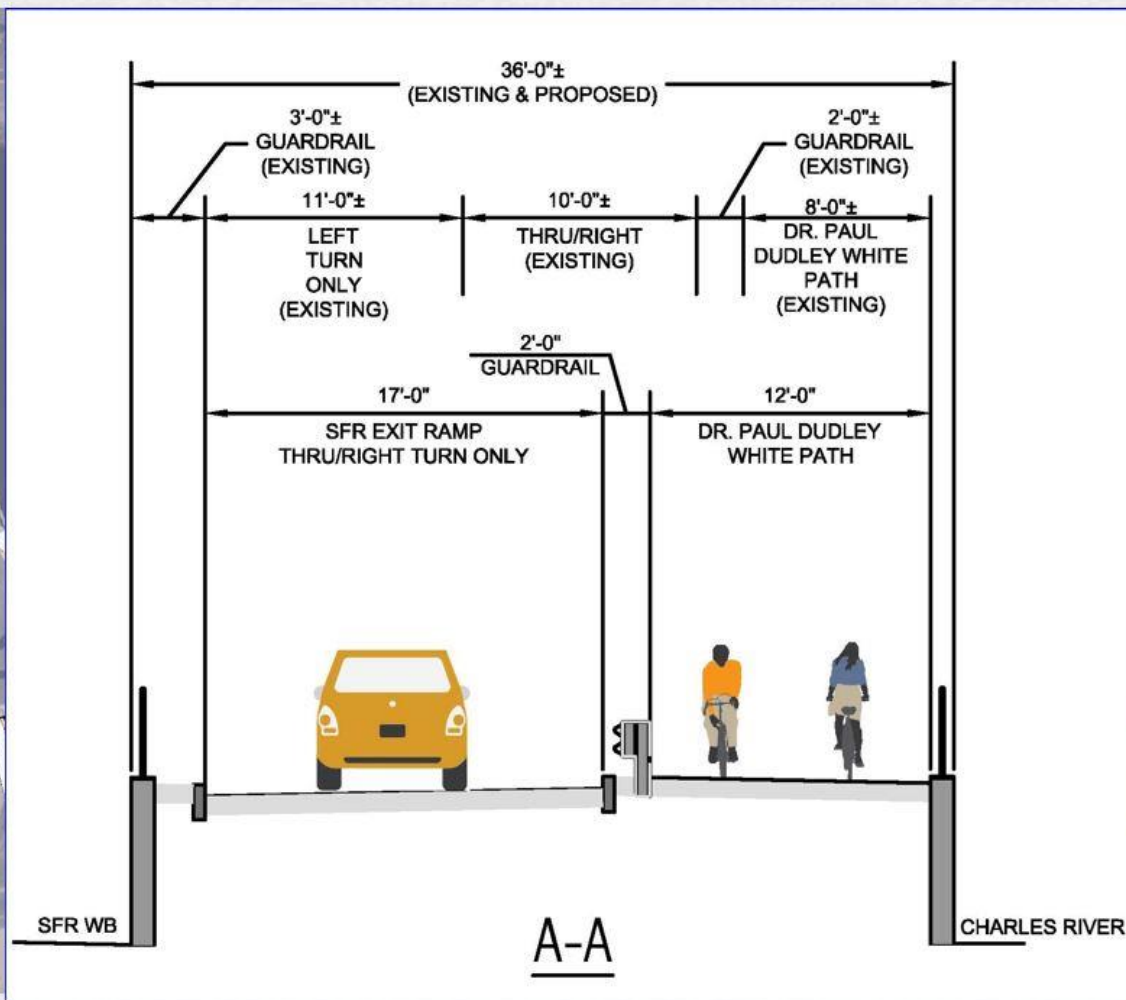
SFR Outbound Ramp to River Street - Removed

DEIR Preferred Interchange Alternative 3K



SFR Outbound Ramp to River Street - Partial

DEIR Chapter 3 Alternatives Analysis



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- Discussion