



MARTIN J. WALSH
MAYOR

RECONSTRUCTION OF COMMONWEALTH AVENUE PHASES 3 & 4

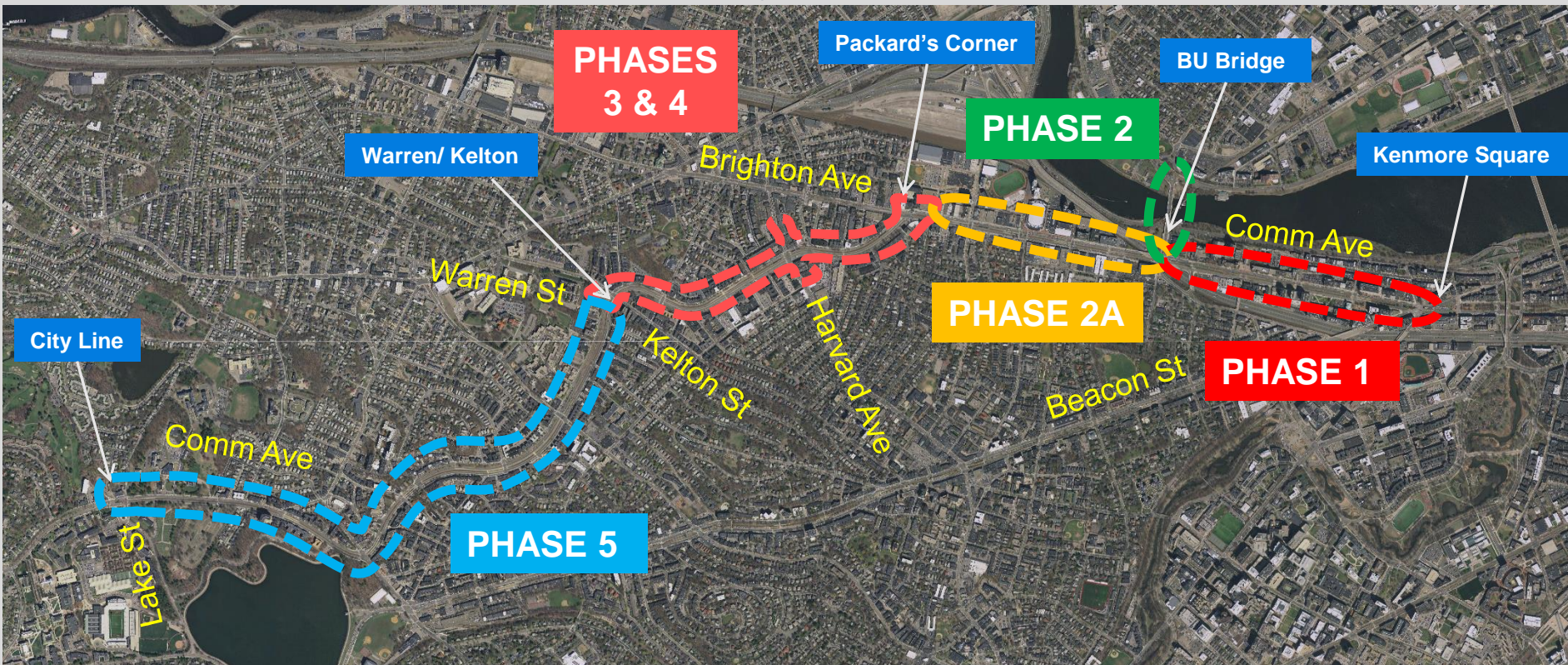
PACKARD'S CORNER TO KELTON STREET

MARCH 16, 2017

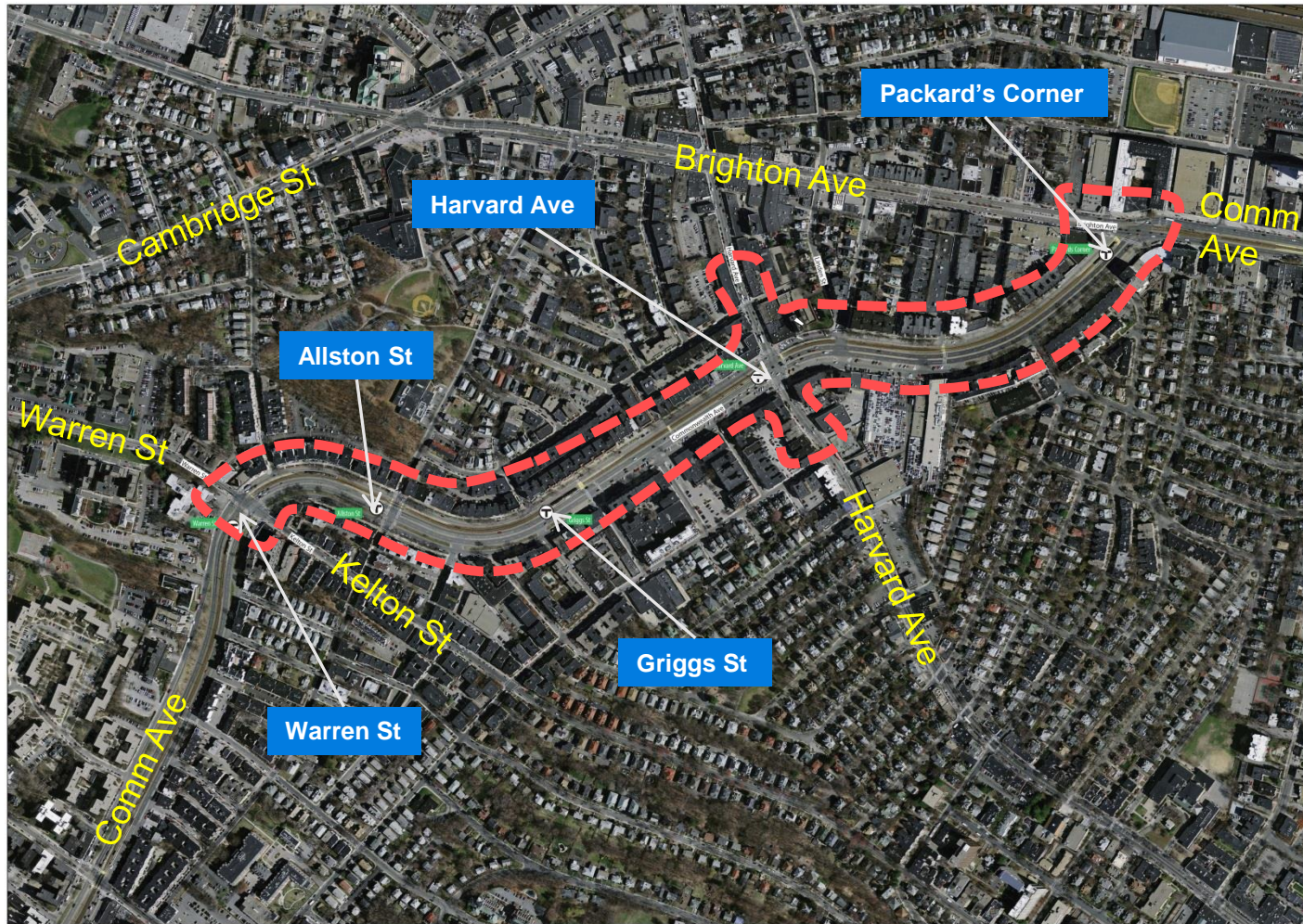


PROJECT CONTEXT

- Phase 1 Kenmore Square to BU Bridge
- Phase 2A BU Bridge to Packard's Corner
- Phase 2 BU Bridge
- Phase 3 & 4 Packard's Corner to Warren/ Kelton
- Phase 5 Warren/ Kelton to City Line



PROJECT LIMITS – PHASES 3 & 4



— GUIDING PRINCIPLES

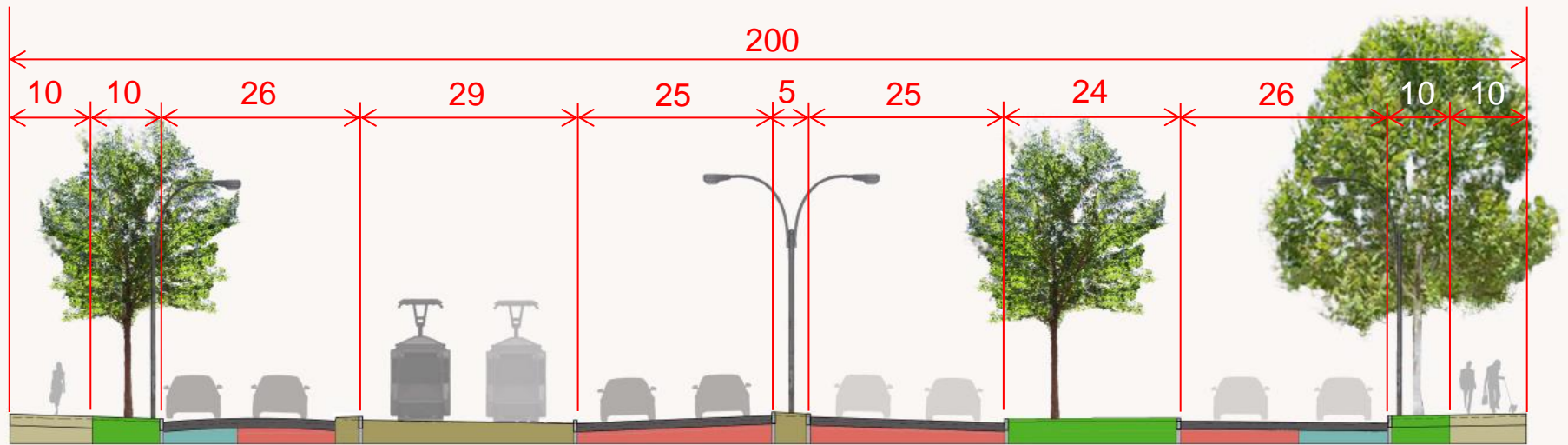
- **Create a Complete Street**
- **Increase Multimodality**
- **Improve Safety / Vision Zero**
- **Enhance Transit Experience and Capacity**
- **Re-establish Olmsted Vision**

— PUBLIC OUTREACH AND SUPPORT

- **Advocacy Groups**
 - **Boston Cyclists Union**
 - **Massachusetts Bicycle Coalition**
 - **Livable Streets**
 - **Walk Boston**
- **Community Meetings**
 - **November 17, 2014**
 - **October 27, 2015**

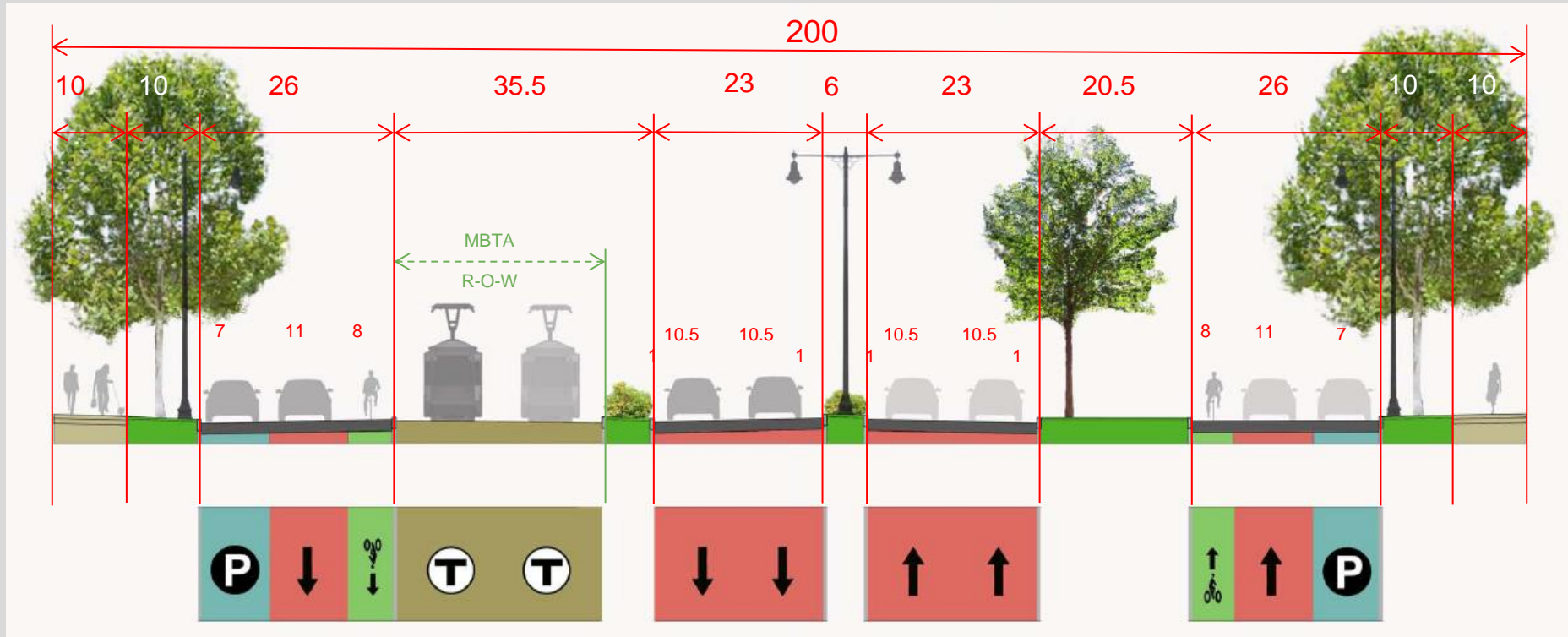
CREATE A COMPLETE STREET

EXISTING CROSS SECTION



CREATE A COMPLETE STREET

PROPOSED CROSS SECTION



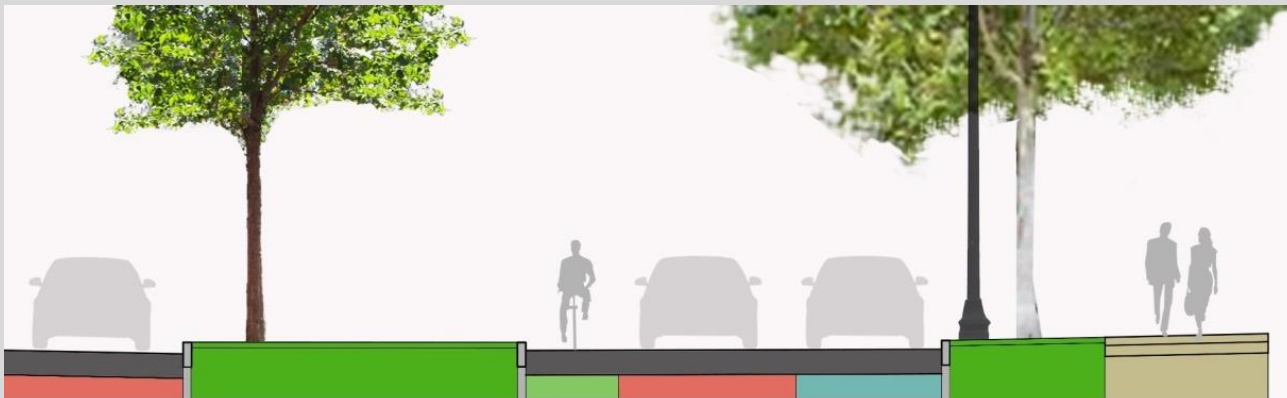
CREATE A COMPLETE STREET BICYCLE/ CARRIAGE ROADS



INCREASE MULTIMODALITY

BASIC CROSS SECTION: BICYCLES / CARRIAGE ROADS

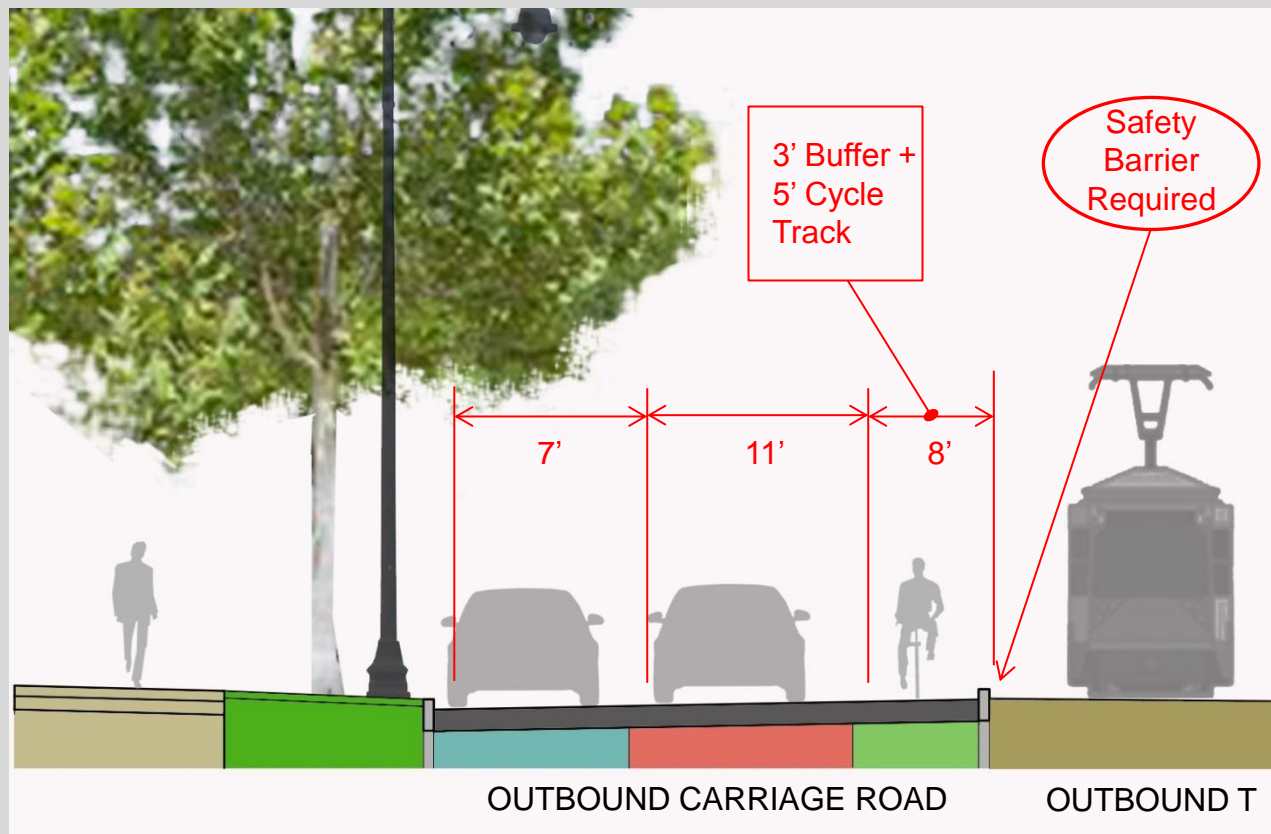
- Cycle track not compatible with “left side” parking in the Carriage Road
- Concept eliminates most left-side parking from corridor
- Consistent with goal of “re-greening” corridor and consistent with other City streets



INCREASE MULTIMODALITY

BASIC CROSS SECTION: BICYCLES / CARRIAGE ROADS

Carriage Road / Cycle Track Design Concept

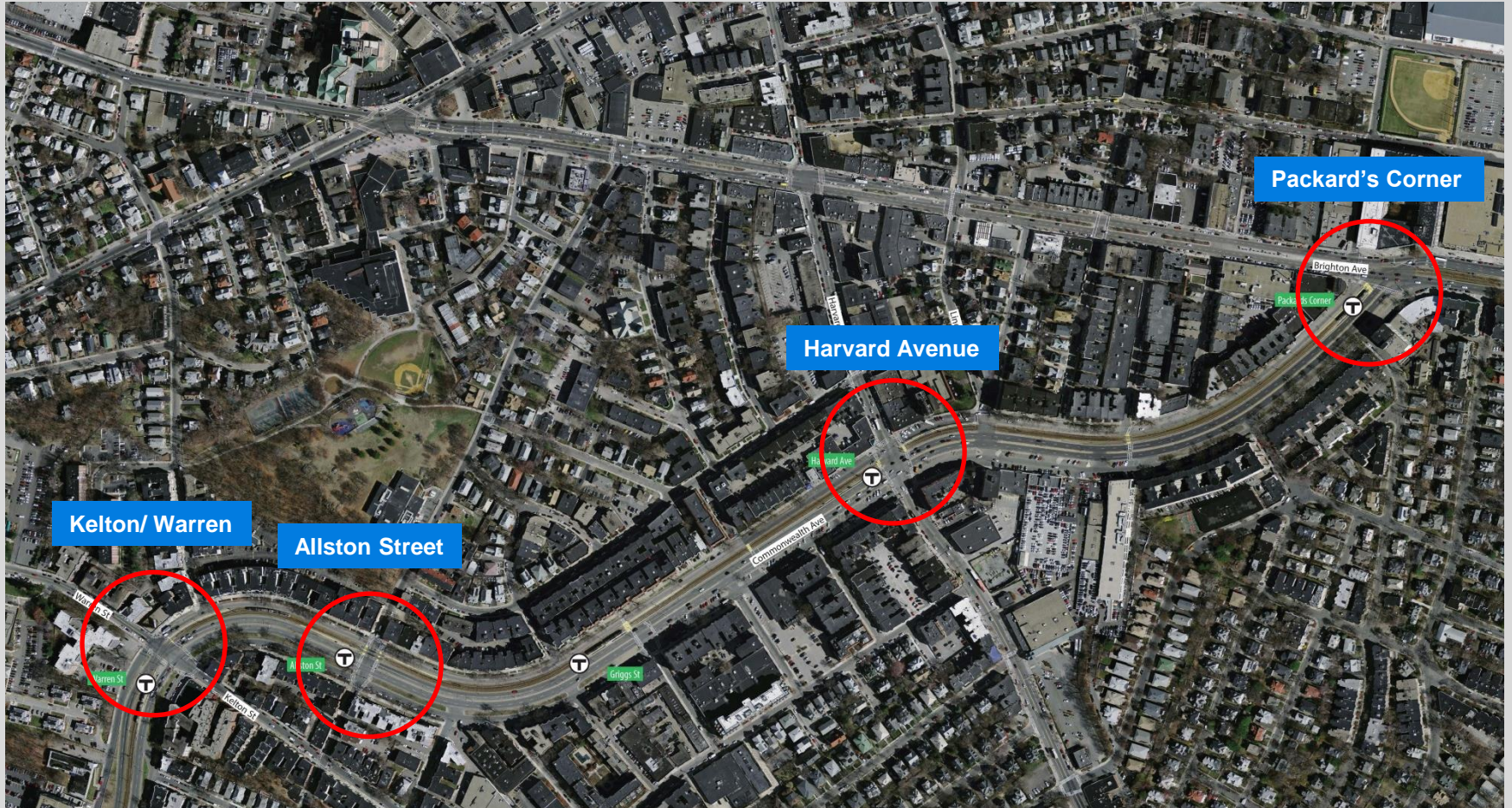


— IMPROVE SAFETY/ VISION ZERO

- **Vehicular AADT (2014)**
 - 11,711 vpd
- **Transit Ridership (2010 at Harvard Ave Station)**
 - Inbound 10,210 riders per day
 - Outbound 7,522 riders per day
- **Pedestrian Usage (Harvard Ave)**
 - 500 in AM Peak Hour
 - 900 in PM Peak Hour
- **Crash Data**
 - 110 crashes (2 fatal) between 2008 and 2012
 - Highest density of crashes at Harvard Ave and Allston St

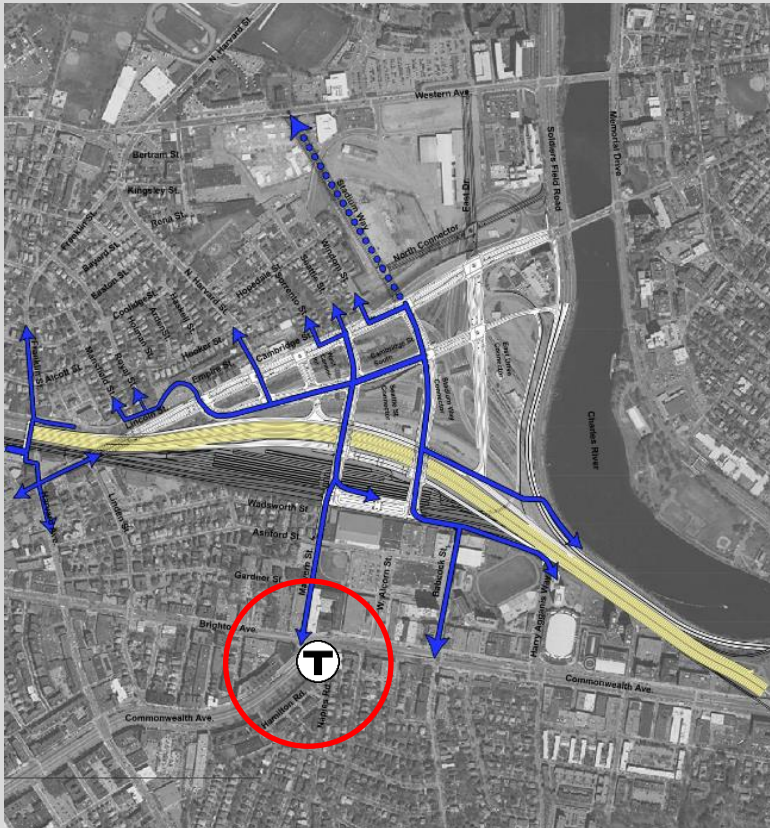
IMPROVE SAFETY/ VISION ZERO

KEY INTERSECTIONS



IMPROVE SAFETY/ VISION ZERO

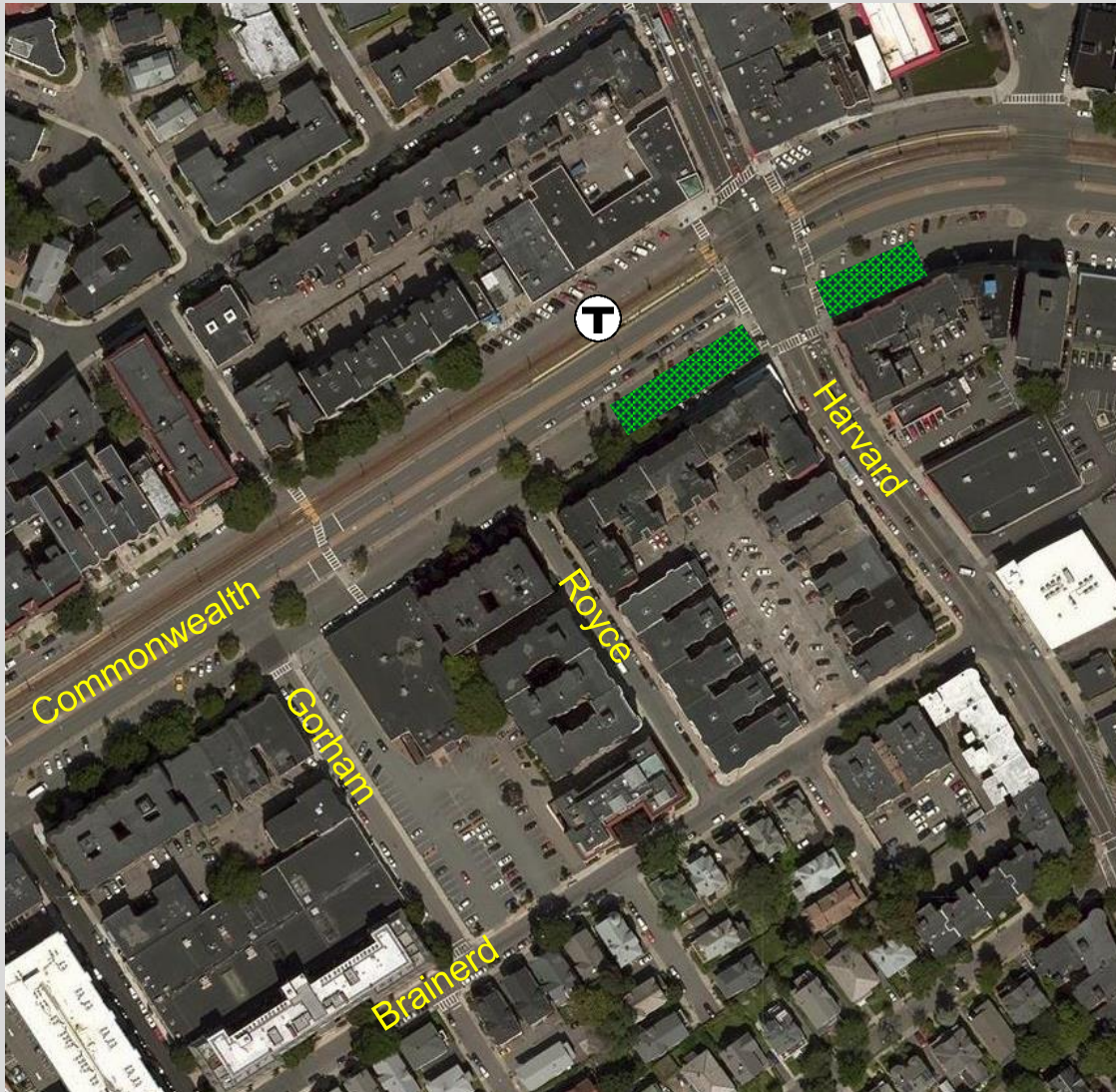
KEY INTERSECTIONS: *PACKARD'S CORNER*



- Simplify complicated intersection
- Importance for peds/bikes grows as a result of I-90 Redevelopment
- Need for safer ped movement
- Create additional ped crossing with refuge island on east side
- Create safe transition from cycle tracks on Phase 2A to Phase 3/4

IMPROVE SAFETY/ VISION ZERO

KEY INTERSECTIONS: *HARVARD AVENUE*



- High Crash Intersection
- Core Idea: Truncate Carriage Roads at Intersection and create a sense of place at this intersection
- Provides significant programmable space – a real “there” there
- Major safety improvement (simplifies intersection and reduces conflicts)

IMPROVE SAFETY/ VISION ZERO

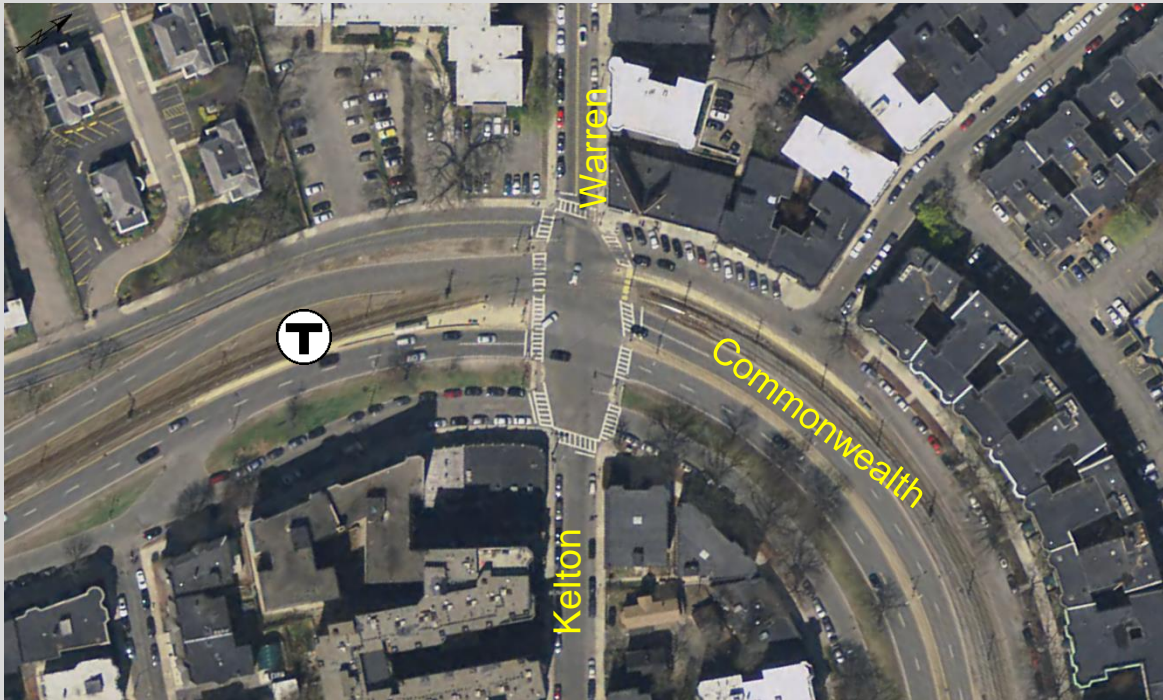
KEY INTERSECTIONS: **ALLSTON STREET**



- High Crash Intersection
- Fatal pedestrian crash
- Proposed dedicated left turn lanes for EB and WB Comm Ave
- Optimize signal timing for peds and bikes to cross

IMPROVE SAFETY/ VISION ZERO

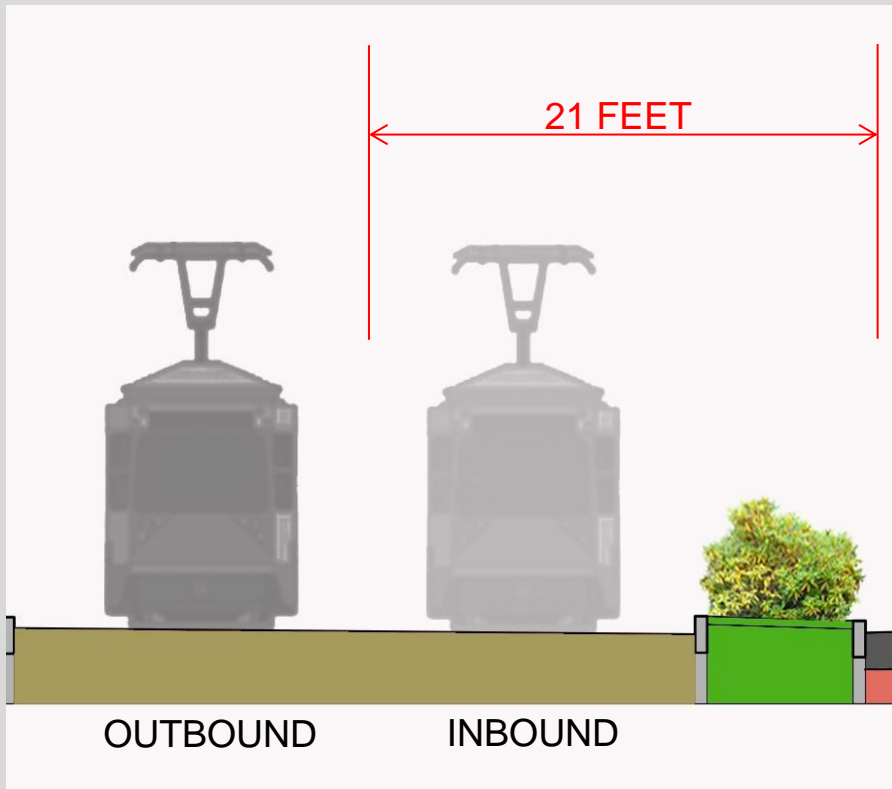
KEY INTERSECTIONS: *KELTON STREET/ WARREN STREET*



- Complex intersection as the MBTA reservation transitions from carriage lane to median
- Fatal crash involving bicyclist
- Transition dedicated cycle tracks to shared facility beyond project limits
- Transition proposed typical section configuration to existing
- Propose to reduce the conflict points at this intersection

ENHANCE TRANSIT EXPERIENCE AND CAPACITY

BASIC CROSS SECTION: *MBTA*



Inbound Track:

- Allows existing platforms to be widened; or new accessible platforms at any location
- Allows secondary egress walkways at any location
- Provides room for landscape buffer at all other locations (contributes to “greening” goal)

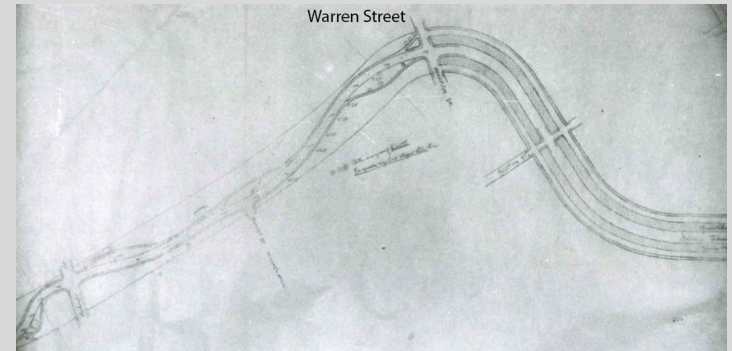
• Signalize Linden Street and allow only EB left turns to reduce conflicts and reduce delay at this intersection.

• Reduce conflicts at Harvard Ave and reduce delay at this intersection.

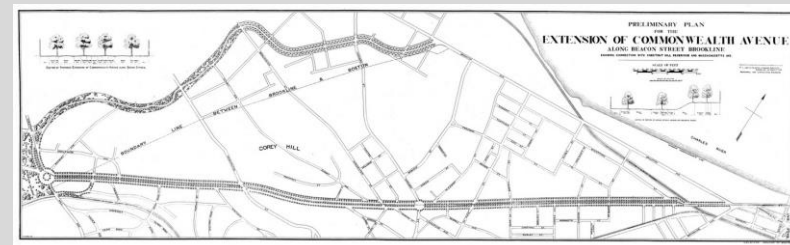
RE-ESTABLISH OLMSTED VISION



1885 map showing the plan for Commonwealth Ave.



Olmsted Sr. sketch of Commonwealth Ave.



Olmsted's Commonwealth Ave. Extension

- The overall design for Commonwealth Avenue was developed by Frederick Law Olmsted.
- Original design called for tree lined medians with carriage lanes.
- We propose to reclaim much of the inbound median green space.

DISCUSSION

