

Charles River Basin
Pedestrian and Bicycle Study for Pathways and Bridges
Pedestrian and Bicycle Connectivity Study

Public
Information
Meeting
December 3, 2013



FINAL DRAFT



Need for a Connectivity Study

Background

- 8.5 miles park system along the river from Watertown to Boston
- As many as 10,000 cyclists, pedestrians and runners per hour use these routes at peak
- Well-established bicycle and pedestrian links to the park system at several of the surrounding urban areas



Need for a Connectivity Study

Access Challenges

- Parkways are major arterials as well as pleasure roads
- The river is a barrier to N/S travel, funneling travelers to congested crossings
- Modes of travel in conflict with each other
- Fragmented or non-existing connections
- Existing barriers create gaps in the continuity of access



Need for a Connectivity Study: Policy Context

State-wide goals

- Tripling the share of walking and biking in the Commonwealth by 2020
- MassDOT's Healthy Transportation Policy Objective

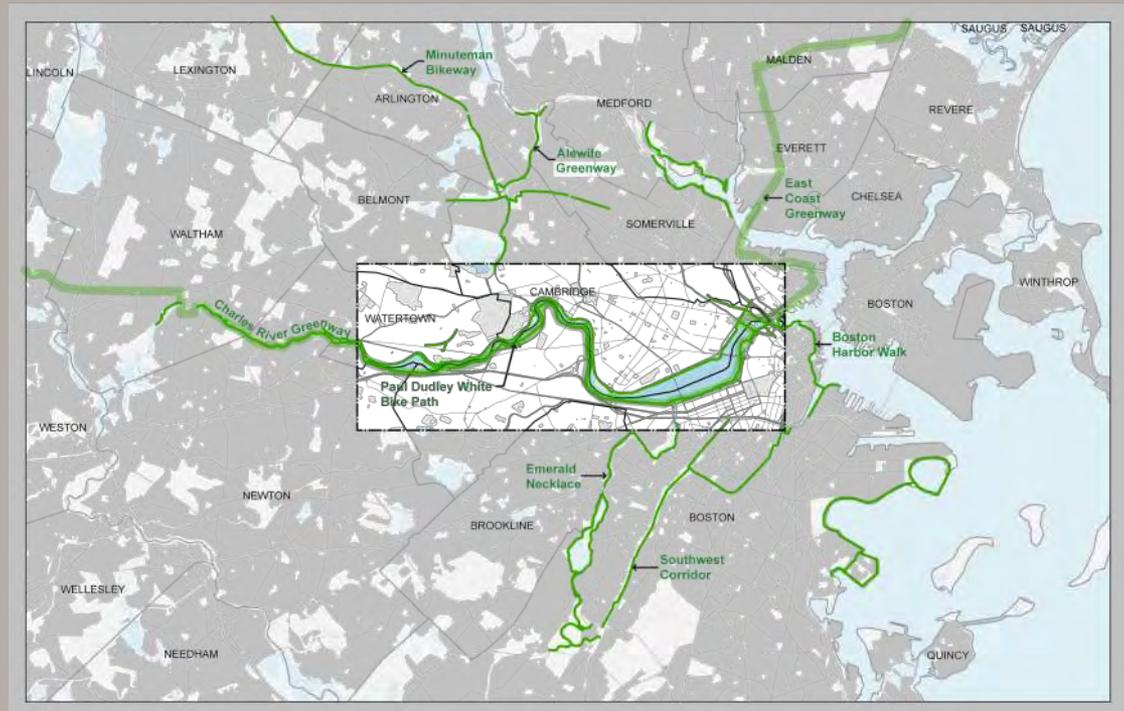
GreenDOT goals:

- Greenhouse gas reduction
- Promoting healthy transportation options of walking, bicycling, and public transit
- Smart growth

DCR goals:

- Promote a trail network for recreation and transportation that appeals to users of all ages, abilities and experience levels
- partner with adjacent communities, businesses and institutions to enhance connectivity





Report Overview

- Part 1: Background + Analysis
 - Provide a background and introduction to the study and description of the public process and analysis
 - Illustration of existing pedestrian and bicycle infrastructure and activity generators
 - Identification of issues and areas
- Part 2: Recommendations
 - Recommend enhancements for eight sections of the study area
 - Table of listed recommendation projects with level of priority

Study Area

Study focuses on the Charles River Reservation from the Galen Street Bridge in Watertown downstream to the Craigie Dam Bridge and Drawbridge and includes areas within approximately two blocks of the reservation



Part 1: Existing Pedestrian + Bicycle Infrastructure

Infrastructure

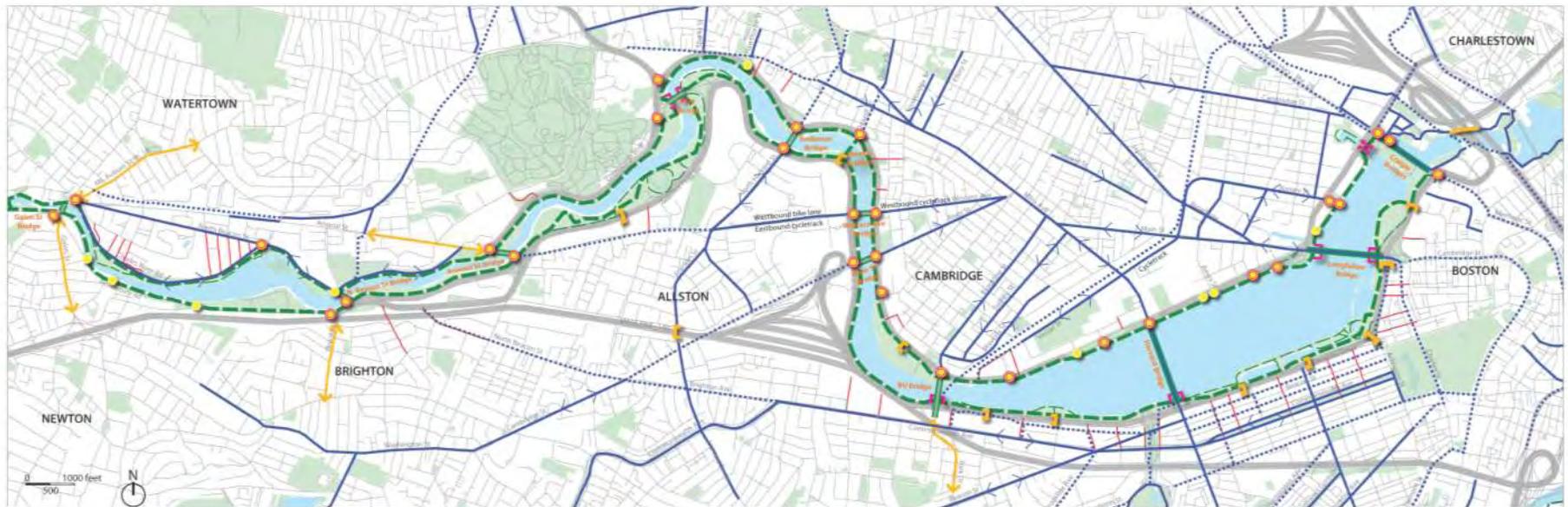
- Crosswalks
- Overpass / underpass
- Bike facilities
- Primary / secondary paths
- Sidewalks
- Bridges
- Parks

Barriers

- Highways
- Railroads
- Bridges without bike facilities
- Crosswalks without signals
- Streets lacking connections to the river

Legend

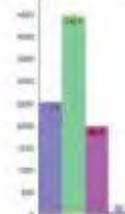
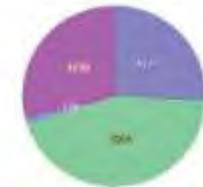
	Signalized crosswalk		Charles River Basin primary path
	Non-signalized crosswalk		Charles River Basin secondary path
	Pedestrian overpass		Sidewalks connect path across bridge
	Pedestrian underpass		Sidewalks and on-road bicycle facility connect path across bridge
	Existing bicycle facilities		Highway or Railroad Barrier
	Proposed bicycle facilities		Street lacking connections to the river
	Key bridge connection without bicycle facility		Parks



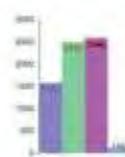
Part 1: Data Collection - Pedestrian + Bicycle Activity in the Basin



Wednesday 9/23/09 4:30 - 5:30 PM
Total Count = 15,903



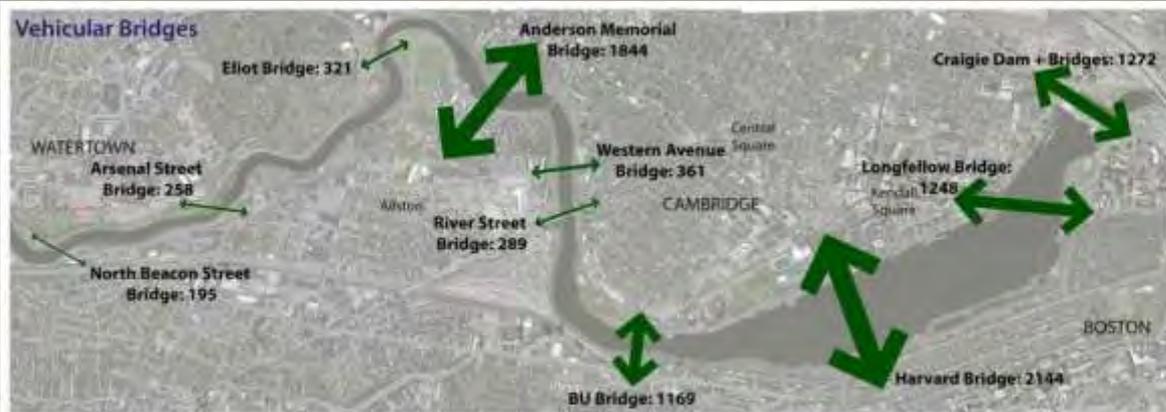
Vehicular Bridges Total = 9,101



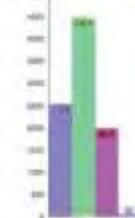
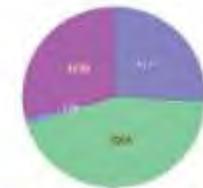
Paths, Crosswalks, Bike/Ped Bridges Total = 6,802

Non-Motorized User Counts - Midweek

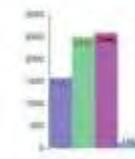
Part 1: Data Collection - Pedestrian + Bicycle Activity in the Basin



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Total Count = 15,903



Vehicular Bridges
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Paths, Crosswalks,
Bike/Ped Bridges
Total = 6,802



Non-Motorized User Counts - Midweek

Part 1: Generators of Pedestrian + Bicycle Activity

Generators

- Academic: school campus
- Commercial: retail districts and workplaces
- Transportation: MBTA stations, Hubway
- Residential uses: residential neighborhoods
- Recreation: boathouses, parkland, landmarks, parks and open spaces

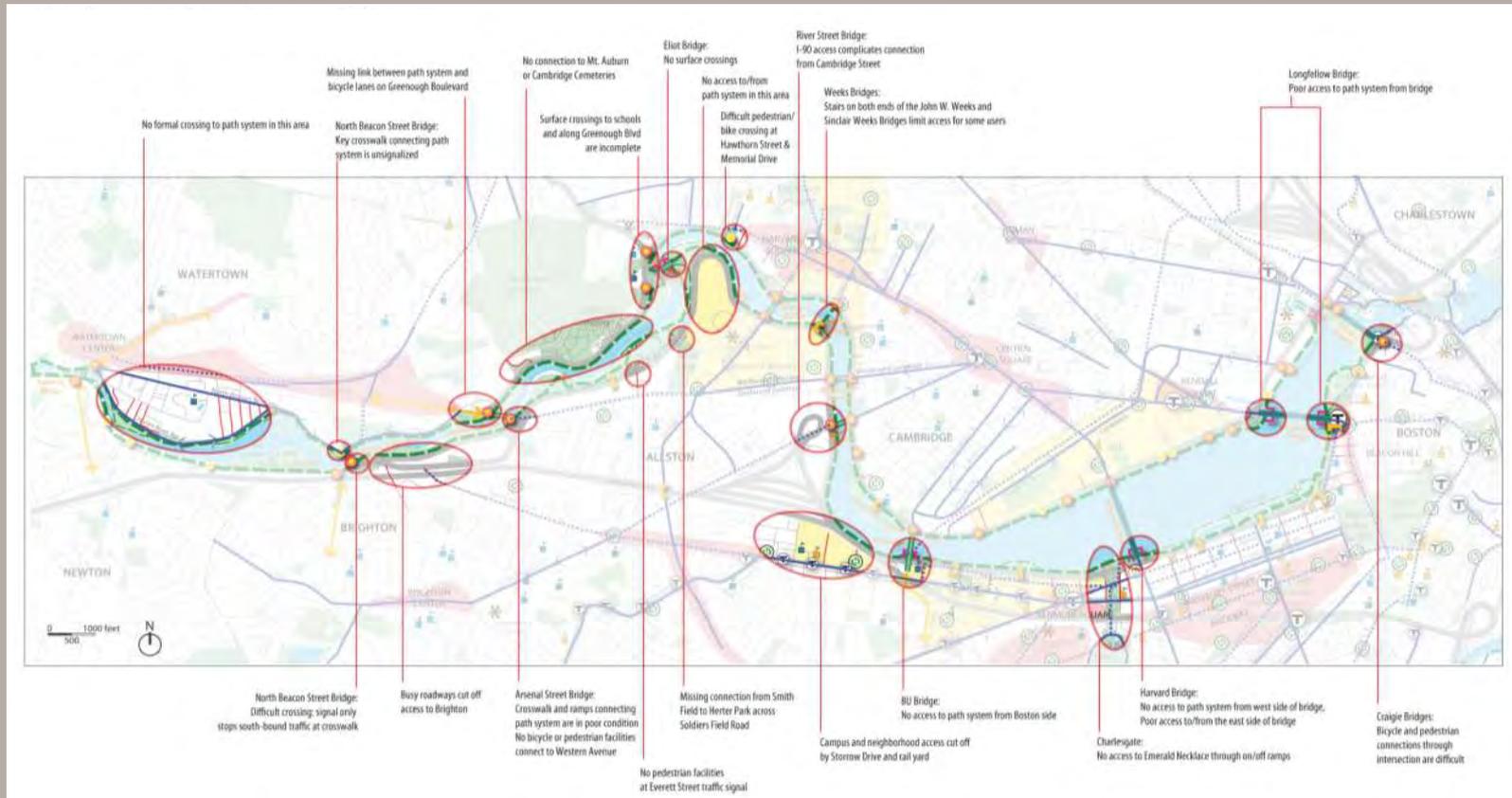
Legend

	Landmarks/Destinations		Charles River Basin primary path
	Primary School		Charles River Basin secondary path
	Secondary School		Boat house
	College/University		MBTA rapid transit stop
	Large campus		Hubway Station
	Key Retail District		Town Boundary
	Parks		



Part 1: Critical Connectivity Gaps + Problem Areas

- Bridges that do not provide safe and convenient access to the path system
- Long stretches of parkways without traffic signals or well-designed crosswalks
- Locations where highways, on/off ramps and other roadway infrastructure create barriers to the river from adjacent inland areas.



Part 1: Pedestrian + Bicycle Issues along the Linear Pathways

- Widths along the Dr. Paul Dudley White path and elsewhere
 - Review adequacy for shared modes / uses
 - Evaluate “auto-widening” – where usage compacts adjacent soil
 - Consider impact on green space
- Physical deterioration
- Buffers: improving the landscape between the river and back-of-curb
- Safety
- Accessibility
- Design deficiencies
 - to increase user safety and enjoyment / decrease conflicts
 - to bring up to current best practice standard for multi-modal use
- Managing mixed use
- Accommodating various user desires



Part 1: Pedestrian + Bicycle Issues at the Bridges + Intersections

- Bicycle + pedestrian accommodation on bridges varies
- Bicycle / pedestrian congestion at the ends of bridges
- Transitions between off-road and on-road facilities
- Signal phasing and timing
- Accessibility deficiencies
- “Missing” crosswalks and connections
- Conflicts with left-turning vehicles
- Vehicular congestion -> unpredictable behavior
- Free right-turns



Part 1: Pedestrian Facility Toolbox



Well-connected **sidewalks**, lined by street trees, create a comfortable buffer from moving or parked cars



Curb cuts allow pedestrian routes to be accessible for people of all mobility levels



Interpretive or wayfinding **signage** and mile markers help people understand the landscape around them



Shared-use paths along the riverfront provide tremendous amenities for cities



Seating and shade trees are particularly important for the elderly and people with limited mobility



Pedestrian **countdown signals** create predictability for pedestrians and discourage jay walking

Part 1: Pedestrian Facility Toolbox



Raised crosswalks and median refuge islands improve safety at pedestrian crossings



Paved paths with a **separate stonedust track** provide a soft-surface option for walkers and runners



Corners with **short-radius curbs** require motorists to slow down when taking turns and provide shorter pedestrian crossing distances



Streetscape elements and **landscaping** help to create a strong sense of place



Traffic calming measures, such as chicanes, slow traffic and improve the pedestrian environment

Part 1: Bicycle Facility Toolbox



Bike lanes create a designated area for cyclists alongside a motor vehicle lane and are typically used on roadways with over 3000 ADT



Buffered bike lanes create additional separation from opening car doors



Counter-flow bike lanes allow bicyclists to ride against traffic on a one-way street



Two-stage, **turn-queue boxes** help bicyclists safely make left turns on high volume streets



Colored paint may be used to increase the visibility of a bike lane as it goes through an intersection



Shared lane markings provide guidance on roadways that are not wide enough for bike lanes

Part 1: Bicycle Facility Toolbox



Cycle tracks are protected from adjacent travel lanes through curb separation, a buffer or parked cars



Bicycle- and pedestrian-only **bridges** help to remove gaps in an urban bikeway network



Bicycle boulevards are streets with signage, markings and other devices to reduce speeds and volumes of motor vehicles



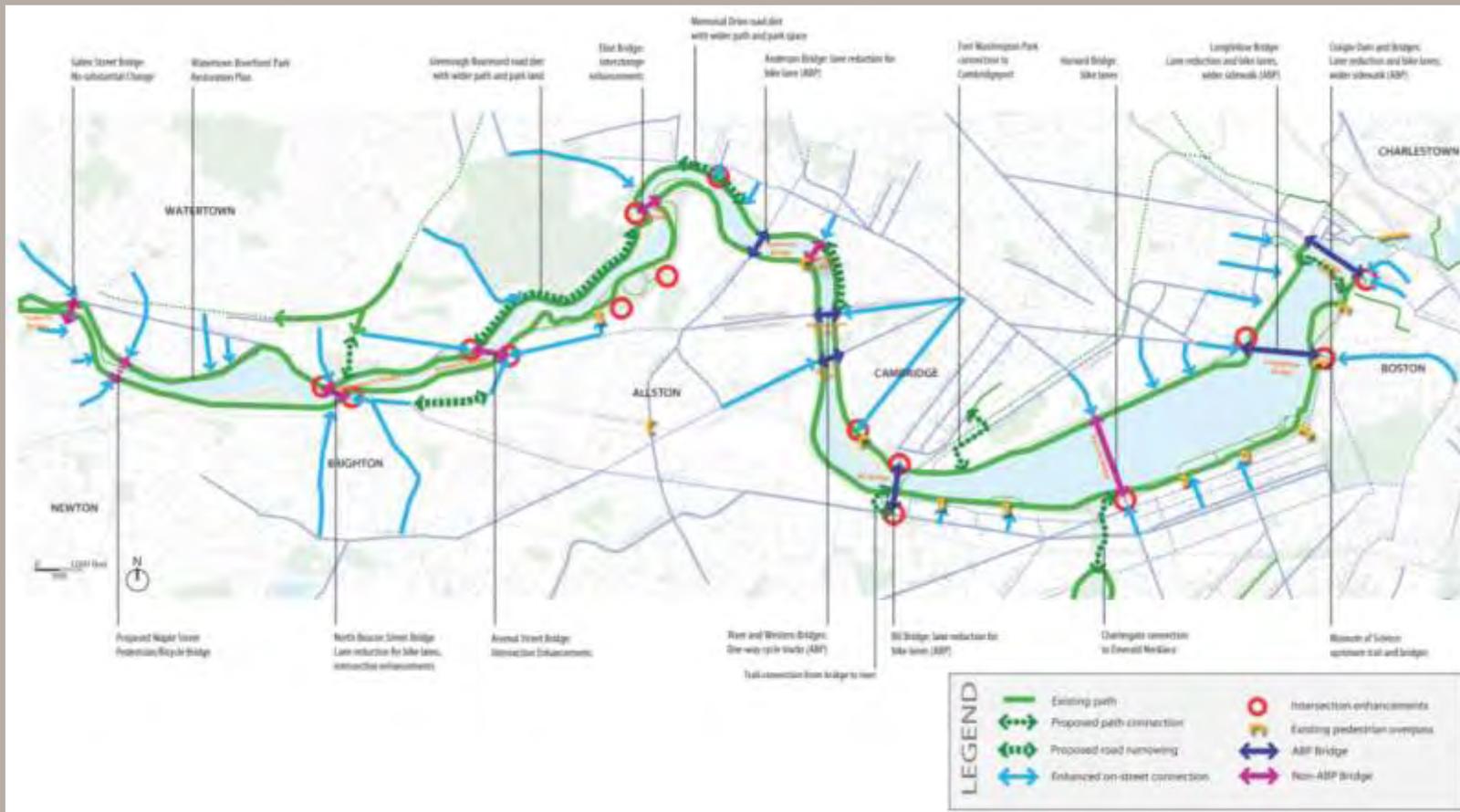
Bike Boxes provide additional queuing space for cyclists and a visual warning for turning motorists



Roadway-to-bridge **transitions** should be clearly defined

Part 2: Primary Goals and Recommended Enhancements

- Promoting walking and bicycling as transportation
- Highlighting the recreational, environmental and cultural opportunities within the Reservation
- Making the Reservation accessible for all users



Part 2: Key Areas of Recommendations

Section A: Galen Street Bridge to North Beacon Street Bridge

Section B: North Beacon Street Bridge to Arsenal Street Bridge

Section C: Arsenal Street Bridge to Eliot Bridge

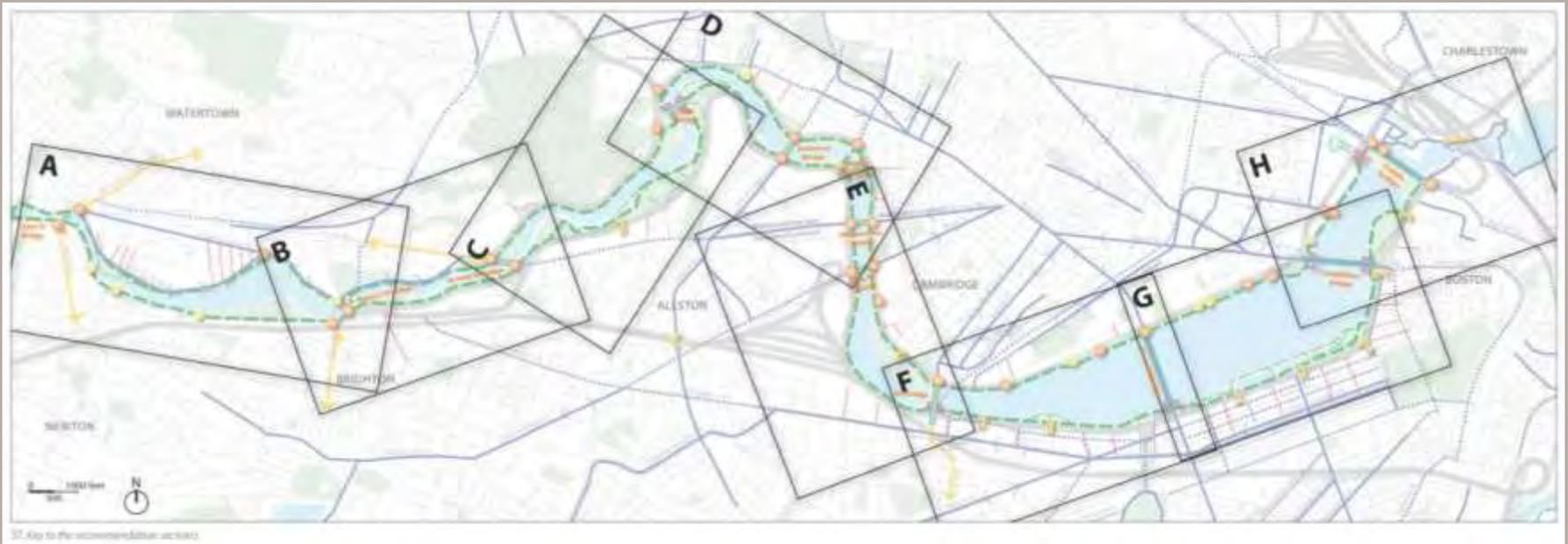
Section D: Eliot Bridge to Western Avenue Bridge

Section E: Western Avenue Bridge to Boston University Bridge

Section F: Boston University Bridge to Harvard Bridge

Section G: Harvard Bridge to Longfellow Bridge

Section H: Longfellow Bridge to Craigie Dam Bridge + Drawbridge



Implementation Project Tables – Priority Projects

Priority projects

<i>PROJECT AREA/DESCRIPTION</i>	<i>DESCRIPTION</i>	<i>JURISDICTIONAL INVOLVEMENT</i>
A. UPPER CHARLES RIVER BASIN (GALEN ST BRIDGE TO ELIOT BRIDGE)		
Watertown Square Intersection	Shared lane markings on Charles River Rd and N Beacon St to continue bike lanes through the intersection	Watertown
Irving Street / Charles River Road	New crossing with pedestrian signal, entry node to path with art, seating, etc.	DCR, Watertown
N. Beacon Street / Charles River Road	Improvements to crosswalks and widen path to 10 feet at pinch point	DCR, DOT
N. Beacon Street Bridge (north end)	Pedestrian actuated signal; improve crosswalks	DCR, DOT
N. Beacon Street Bridge	Lane reduction, new bike lanes	DCR
Community Rowing Launch Site	Improve path visibility at boat launch	DCR
North Beacon St Bridge (south end)	Improve path crossing	DCR, DOT, City of Boston
Arsenal Bridge (south end)	Improve crosswalks and curb ramps at path crossing; remove or tighten free-right turn lanes	DCR, DOT, City of Boston
Soldiers Field Road parking lot (east of Western Avenue)	Improve path connection through parking lot; improve crosswalk	DCR
Everett Street at Soldiers Field Road	New crosswalks across Soldiers Field Road	DCR, DOT, City of Boston
B. MIDDLE CHARLES RIVER BASIN (ELIOT BRIDGE TO BU BRIDGE)		
Memorial Drive at Hawthorn Street	Enhanced crosswalk; potential entry node to river with art, seating, etc.	DCR, City of Cambridge
JFK Street	Bike lanes from Anderson Bridge to Eliot Street	City of Cambridge
Dewolfe Street	Bike/ped ROW and streetscape improvements (from Memorial Drive to Mt. Auburn Street)	City of Cambridge
River Street	Bike/ped ROW and streetscape improvements (from Memorial Drive to Putnam Avenue)	City of Cambridge
Path improvements along Memorial Drive	Raised crosswalks along path at driveways, widen path to 10 ft between River Street Bridge and BU	DCR, City of Cambridge
Path along Soldiers Field Road (west of Anderson Bridge)	Improve path crossings to be more visible at driveways to boathouse (potential raised crosswalk)	DCR
C. LOWER CHARLES RIVER BASIN (BU BRIDGE TO CRAIGIE BRIDGE)		
Memorial Drive Rotary at BU Bridge	Colored bike lanes in conflict areas, signage and curb adjustments	DCR, City of Cambridge
Memorial Drive / Ames Street	Improve crosswalks; proposed pedestrian actuated signal	DCR, DOT, City of Cambridge
Path west of Longfellow Bridge	Add wayfinding signage to direct bicyclists/pedestrians to and from the Longfellow Bridge	DCR, City of Cambridge
Longfellow Bridge (Cambridge side)	Improve crosswalks at on/off ramp from bridge to Memorial Drive/Land Boulevard	DCR, City of Cambridge
Commonwealth Avenue / BU Bridge	Improve all crosswalks; potential two-stage left turn queue box for bikes	DOT, City of Boston
Boylston Ave to Beacon Street via Charlesgate East ramp	Sidewalk widened to shared-use path, improved crossings (part of proposed Charlesgate connection)	DCR, City of Boston
Beacon Street to Harvard Bridge	New crosswalk, add curb extension to remove slip lane; proposed path connection under Storrow Drive	DCR, City of Boston
Harvard Bridge / Storrow Dr WB off-ramp	New traffic signal and crossings (part of proposed Charlesgate connection)	DCR, DOT, City of Boston
Beacon Street / Massachusetts Ave	Improve crosswalks and other intersection improvements (part of proposed Charlesgate connection)	DCR, City of Boston
Dartmouth Street	Bike/ped ROW and streetscape improvements; add counterflow bike lane to improve access to	City of Boston
Charles Circle	Bike improvements: bike lanes, shared lane markings, green bike lanes in conflict areas, etc.	DCR, DOT, City of Boston
Leverett Circle	Improvements to existing crosswalk, new crosswalk, and other at-grade improvements	DCR, DOT, City of Boston
D. NEW CHARLES RIVER BASIN (CRAIGIE BRIDGE TO NORTH STATION)		
North Station to Martha Road connection	New path connection between North Station and Martha Road, including wayfinding signage	City of Boston
Nashua Street at North Station	Include stop sign for vehicles exiting garage and improve wayfinding and access to bike ramp; potential reconfiguration of intersection	City of Boston

Implementation Project Tables – All Recommended Projects

All recommended projects | Sections A - C

PROJECT AREA/DESCRIPTION		DESCRIPTION	PRIORITY PROJECT	EARLY ACTION(S) (2-3Y)	MID-TERM (3-5Y)	LONG-TERM (6-10Y)	MAJOR COR	MAJOR COR	CITY OF BOSTON	CITY OF CAMBRIDGE	CITY OF NEWTON	TOWN OF WATERTOWN	OTHER	LOCAL	MEDIUM	HIGH	M/T	FINANCED	NON-FINANCED/COLOCATION	POTENTIAL REVENUE ASSISTANCE	ADDITIONAL NOTES	
UPPER CHARLES RIVER BASIN (GALEN ST BRIDGE TO ELIOT BRIDGE)																						
NORTH SIDE (WATERTOWN - CHARLES RIVER RD - GREENOUGH BLVD)																						
A	1	Watertown - Main Street	Adjust vehicular travel lane widths to accommodate bike lanes																			
	2	Watertown Square Intersection (Galen Street Bridge (north end))	Shared lane markings on Charles River Road and N. Beacon Street to continue bike lanes through the intersection																			
	3	Park between Riverside Street and Charles River Road	Entry node to path with art, seating, etc.; improved crossings through intersection																			
	4	Irving Street	Path from Riverside Street to primary riverfront path; improved crossings																			
	5	Irving Street / Charles River Road	Bike/ped ROW and streetscape improvements (from Charles River Road to Mt. Auburn Street)																			
	6	Riverside Street from Irving Street to Perkins School	Bike/ped ROW and streetscape improvements																			
	7	Beachwood Avenue and Paul Street	Bike/ped ROW and streetscape improvements (from Charles River Road to N. Beacon Street)																			
	8	Watertown Square to North Beacon Street	Path improvements proposed in Watertown Riverfront Park Restoration Plan																			
	9	Charles River Road (various locations)	New crosswalks to access river at Wheeler Lane, Beechwood Avenue and Paul Street																			
	10	Charles River Rd between Bay St & Watertown Yacht Club	Complete sidewalk on north side of Charles River Road																			
	11	N. Beacon Street / Charles River Road	Improvements to crosswalks and sidewalk path to 10 feet at pinch point																			
	12	Arsenal Mall and Arsenal Park Path	Path connection with new crosswalk between Arsenal Street and the N. Beacon Street Bridge																			
	13	Arsenal Street	Bike/ped ROW and streetscape improvements (from School Street to the Arsenal Bridge)																			
B	1	Talcott Avenue	Bike/ped ROW and streetscape improvements																			
	2	N. Beacon Street Bridge (north end)	Pedestrian activated signal; improve crosswalks																			
	3	N. Beacon Street Bridge	Law reduction, new bike lanes																			
C	1	Arsenal Street between Coolidge Ave and Greenough Blvd	Widen/improve sidewalk																			
	2	Greenough Blvd at Arsenal Street (western intersection)	Improve crosswalk																			
	3	Greenough Blvd from Arsenal Street to Eliot Bridge	Improve crosswalks; potential reconfiguration of intersection																			
C	1	Greenough Blvd from Arsenal Street to Eliot Bridge	Road diet and potential expansion																			
	2	Grave Street	Bike/ped ROW and streetscape improvement (from Greenough Blvd. to future Watertown Path extension)																			
	3	Path at Grave Street crossing	Entry node to the river with art, seating, etc.																			
SOUTH SIDE (NEWTON - SOLDIERS FIELD ROAD - BRIGHTON)																						
A	14	Galen Street Bridge (south end)	Improve path visibility; improve crossing																			
	15	Watertown Street and Aldrich Street	Bike/ped ROW and streetscape improvements (from Galen Street to Corey Park)																			
	16	Water Street	Bike/ped ROW and streetscape improvements (from Galen Street to Nonantum Road)																			
	17	Hunt Street/Magle Street	Bike/ped ROW and streetscape improvements (from Galen Street to Magle Street)																			
	18	Jefferson Street	Bike/ped ROW and streetscape improvements (from Galen Street to Magle Street)																			
	19	Nonantum Road (various locations)	Improvements to bicycle transition from roadway to path adjacent to Nonantum Road (Water Street, Maple Street and Brook Street intersections)																			
	20	Nonantum Rd at Magle Street	Potential location for new bike/ped bridge across river (located above culvert)																			
	21	Brooks Street	Bike/ped ROW and streetscape improvements (Nonantum Road to Washington Street)																			
	22	Community Rowing Launch Site	Improve path visibility at boat launch																			
	23	N. Beacon Street Bridge (south end)	Improve path crossing																			
B	1	N. Beacon Street Bridge (south end)	Add crossing from north end of bridge to path across Nonantum Road																			
	2	Soldiers Field Road connection to Parsons Street	New crossing from river path to Parsons Street (in conjunction with new path connection); includes study for new signal at crossing of Soldiers Field Road; includes entry node to the river with art, seating, etc.																			
	3	Birmingham Parkway	New path connection between Parsons Street and N. Beacon Street along the parkway; new crosswalks at N. Beacon Street signal																			
	4	N. Beacon Street	Bike/ped ROW and streetscape improvements (from bridge to Birmingham Parkway)																			
	5	Parsons Street	Bike/ped ROW and streetscape improvements (from N. Beacon Street to Washington Street)																			
	6	Arsenal Bridge (south end)	Improve crosswalks and curb ramps at path crossing; remove or tighten fire right turn lanes																			
	7	Soldiers Field Road at Western Ave/Arsenal Bridge	New crosswalks																			
	8	Birmingham Parkway from N. Beacon to Lincoln Street	Road diet and/or path along north side of parkway																			
	9	Birmingham Parkway from Lincoln Street to Western Ave	Bike/ped ROW and streetscape improvements																			
	10	Intersection of Leo M Birmingham Pkwy & Lincoln Street	Improve existing crosswalks and crosswalks across the Parkway																			
C	1	Market Street	Bike/ped ROW and streetscape improvements (from N. Beacon Street to Birmingham Parkway)																			
	2	Western Avenue	Bike/ped ROW and streetscape improvements (from Birmingham Parkway to Everett Street)																			
	3	Soldiers Field Road parking lot (rear of Western Avenue)	Improve path connection through parking lot; improve crosswalk																			
	4	Telford Street	Bike/ped ROW and streetscape improvements (from pedestrian overpass to Western Avenue)																			
	5	Everett Street	Bike/ped ROW and streetscape improvements (from Soldiers Field Road to Western Avenue)																			
	6	Everett Street at Soldiers Field Road	New crosswalks across Soldiers Field Road																			
	7	Soldiers Field Road / Herter Park	New path connection from Soldiers Field Road/ Everett Street to existing path network in Herter Park; entry node to river with art, seating																			
	8	Soldiers Field Road / Smith Field	Potential new crosswalk at Soldiers Field Road from Smith Field to Herter Park; includes study to anticipate future signal																			

Part 2: Section A - Galen Street Bridge to North Beacon Street Bridge

Figure 30
Recommendations
 Section A | west
 Galen Street Bridge to
 North Beacon Street Bridge

- Legend**
- Existing crosswalk not improvements needed
 - Existing crosswalk needs improvement
 - Proposed crosswalk
 - Existing/Proposed signal
 - Proposed signal
 - Existing path bridge crossing
 - Proposed path bridge crossing
 - Existing ferry station
 - Existing/Proposed bike lanes/cycle track
 - Existing/Proposed multi-use path/bike/crosswalk (shared pt)
 - Existing/Proposed multi-use path/bike/crosswalk (separated)
 - Proposed multi-use path
 - Proposed bike/ped/bike/crosswalk lanes
 - Proposed bike/ped and crosswalk improvements within BDFY
 - Recommended location of bike lanes not recommended
 - Entry route to the river with a kiosk, seating, lighting, public art elements, and small plaza features



KEY PLAN

Part 2: Section A - Galen Street Bridge to North Beacon Street Bridge



PROPOSED OPTION



EXISTING CONDITION

Recommendation route - Option 1
 Connect people from Greenough Boulevard/ North Beacon St intersection through the Arsenal Mall



SECTION A KEY PLAN

Alternative connections from the Charles River to the Watertown Community Path through the Arsenal Mall and Arsenal Park

Part 2: Section B - North Beacon Street Bridge to Arsenal Street Bridge

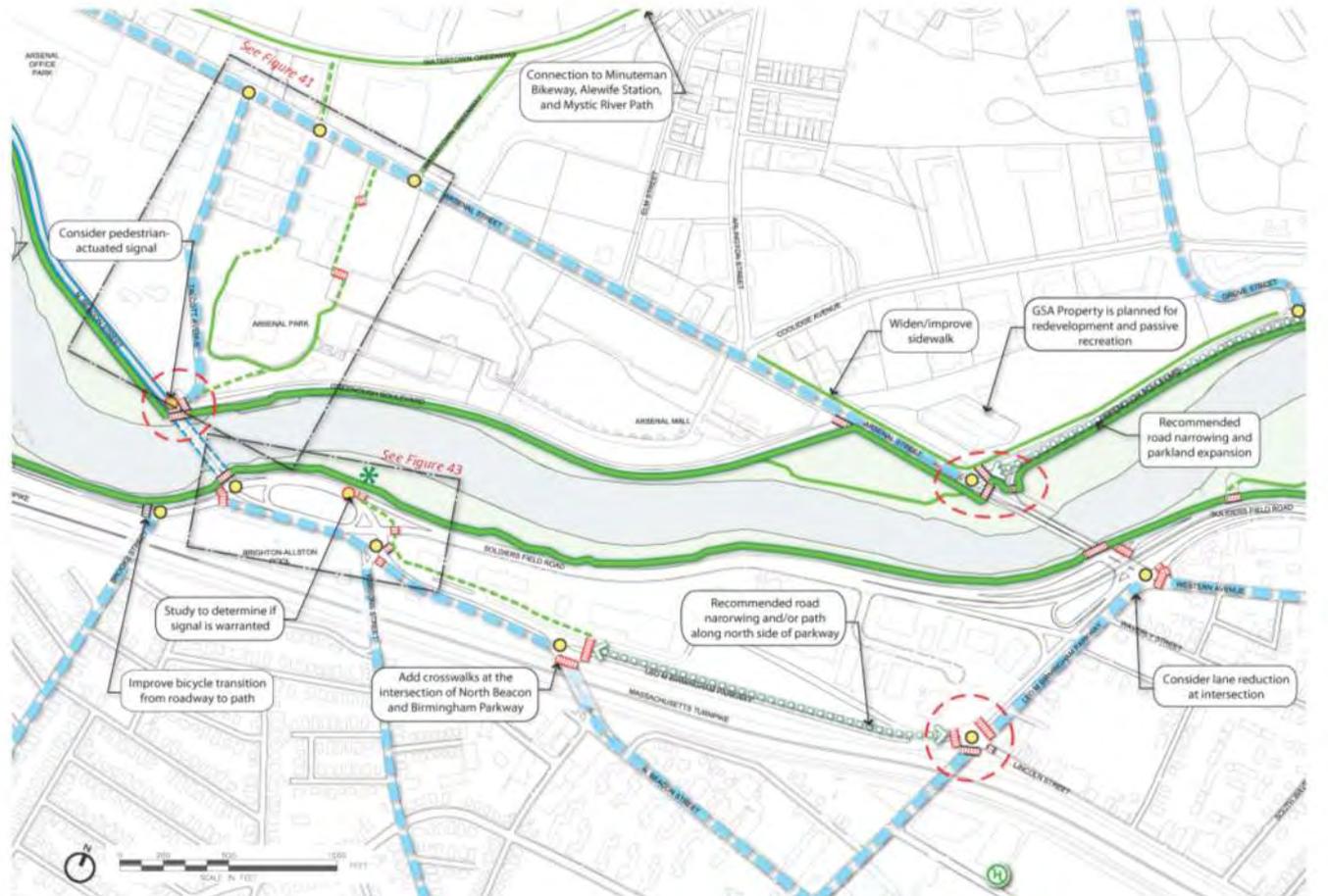
Figure 45

Recommendations

Section B North Beacon Street Bridge to Arsenal Street Bridge

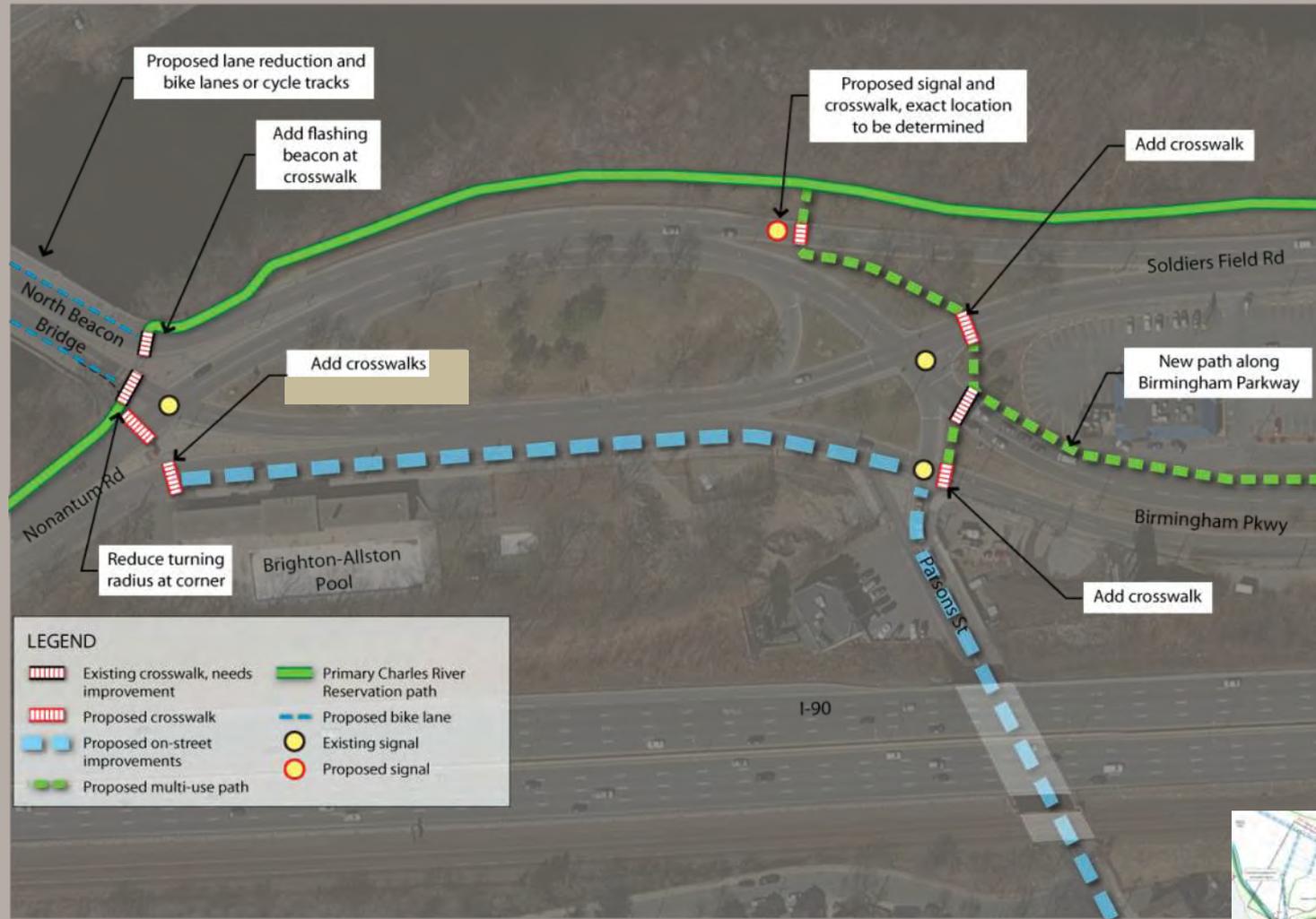
Legend

-  Existing crosswalk, no improvements needed
-  Existing crosswalk, needs improvement
-  Proposed crosswalk
-  Existing/handed signal
-  Proposed signal
-  Existing ped bridge/overpass
-  Proposed ped bridge/overpass
-  Existing Hubway station
-  Existing/handed bike lane/cycle track
-  Proposed bike lane/cycle track
-  Existing/handed multi-use path/sidewalk (primary)
-  Existing/handed multi-use path/sidewalk (secondary)
-  Proposed multi-use path
-  New path/landscaping/reduced lanes
-  Proposed bike/ped and street-scape improvements within ROW
-  Reconfiguration of intersection recommended
-  Entry node to the river with art, seating, lighting, landscape elements and small plaza features



KEY PLAN

Part 2: Section B - North Beacon Street Bridge to Arsenal Street Bridge



Bicycle and pedestrian improvements at the North Beacon Street Bridge/
Soldiers Field Road/ Parsons St/ Birmingham Parkway rotary



Part 2: Section C - Arsenal Street Bridge to Eliot Bridge

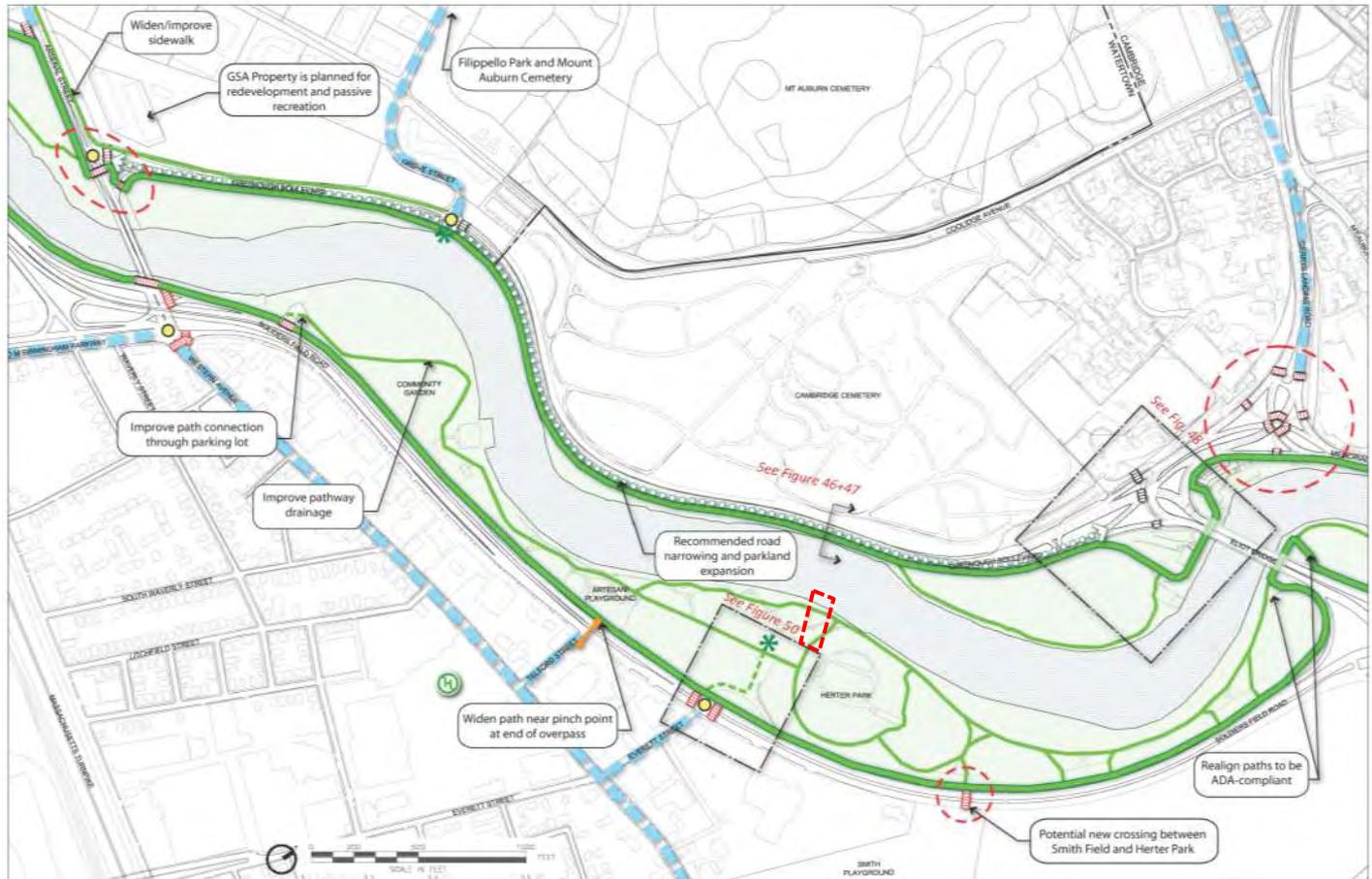
Figure 49

Recommendations

Section C Arsenal Street Bridge to Eliot Bridge

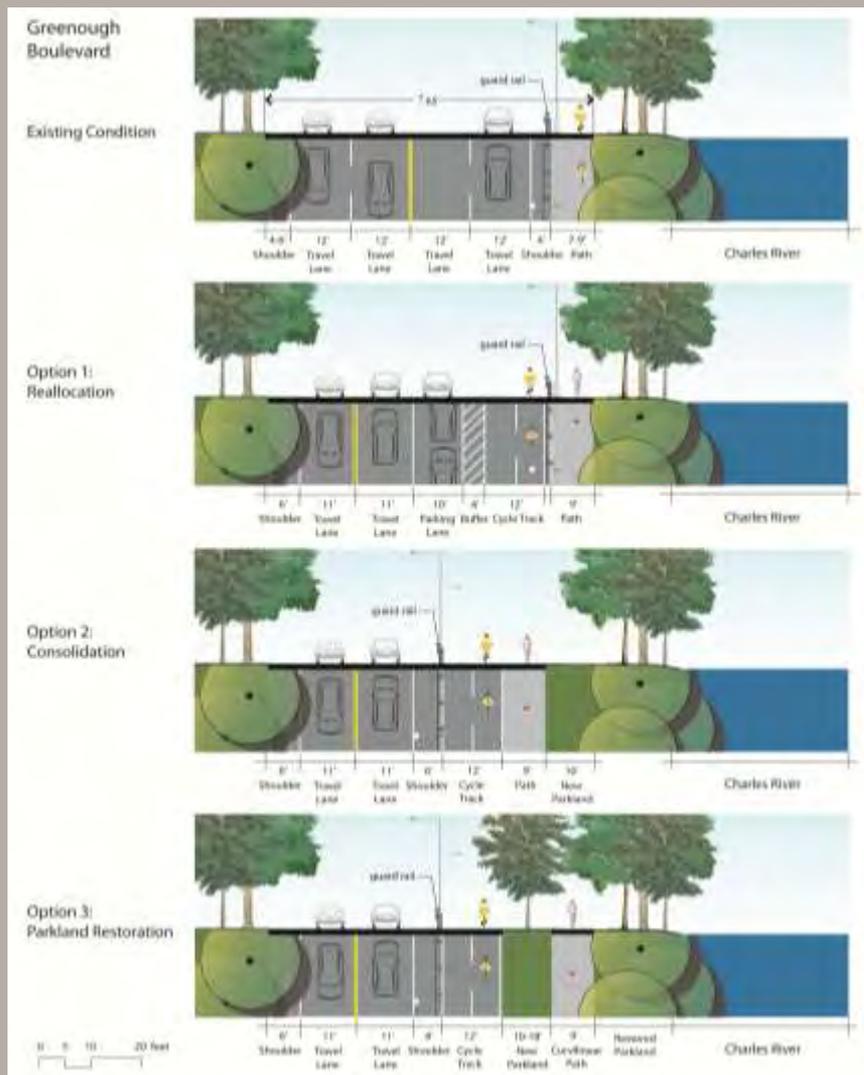
Legend

-  Existing crosswalk, no improvements needed
-  Existing crosswalk, needs improvement
-  Proposed crosswalk
-  Existing/funded signal
-  Proposed signal
-  Existing ped bridge/overpass
-  Proposed ped bridge/overpass
-  Existing Hubway station
-  Existing/funded bike lane/cycle track
-  Proposed bike lane/cycle track
-  Existing/funded multi-use path/sidewalk (primary)
-  Existing/funded multi-use path/sidewalk (secondary)
-  Proposed multi-use path
-  New path/landscaping/reduced lanes
-  Proposed bike/ped and street-scape improvements within ROW
-  Reconfiguration of intersection recommended
-  Entry node to the river with art, seating, lighting, landscape elements and small plaza features



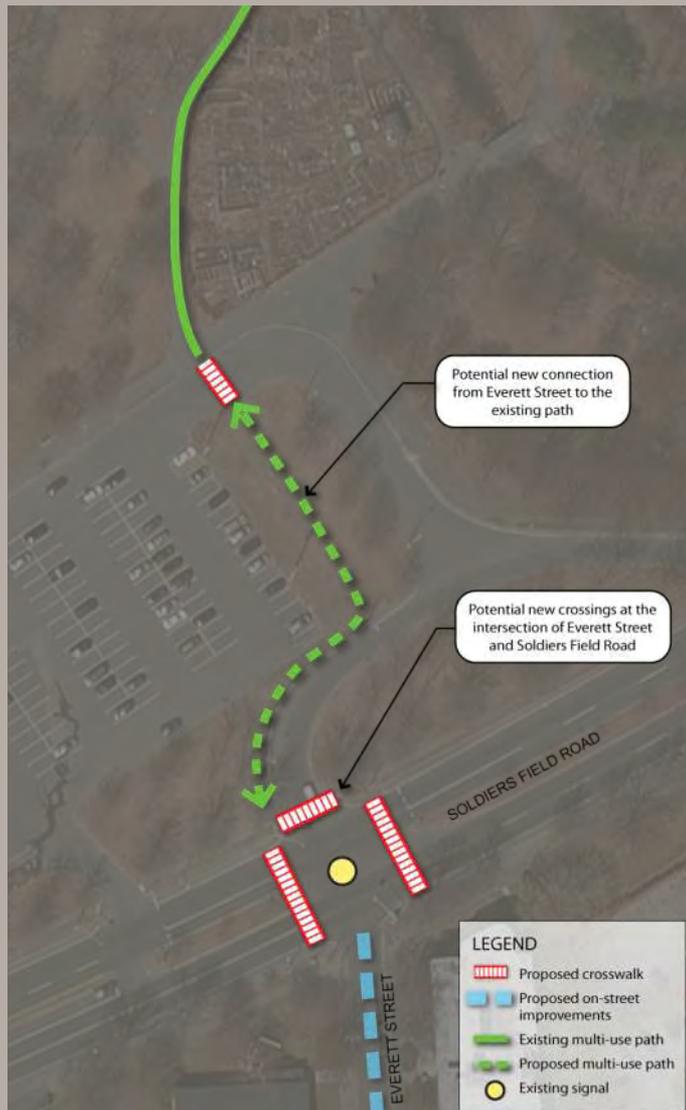
KEY PLAN

Part 2: Section C - Arsenal Street Bridge to Eliot Bridge @ Greenough Boulevard



Greenough Boulevard existing and proposed sections

Part 2: Section C - Arsenal Street Bridge to Eliot Bridge @ Greenough Boulevard



Recommend a new connection from Everett St to the existing path



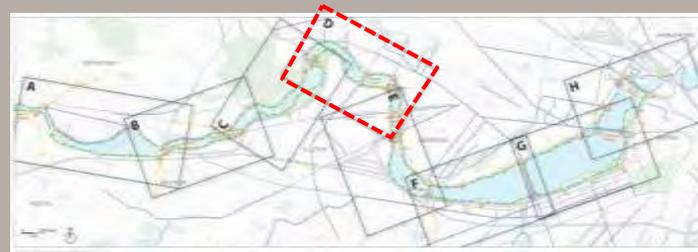
Part 2: Section D - Eliot Bridge to Western Avenue Bridge

Figure 34

Recommendations Section D Eliot Bridge to Western Avenue Bridge

Legend

-  Existing crosswalk, no improvements needed
-  Existing crosswalk, reach improvement
-  Proposed crosswalk
-  Existing/limited signal
-  Proposed signal
-  Existing path bridge/overpass
-  Proposed path bridge/overpass
-  Existing Hubway station
-  Existing/limited bike lane/cycle track
-  Proposed bike lane/cycle track
-  Existing/limited multi-use path/sidewalk (primary)
-  Existing/limited multi-use path/sidewalk (secondary)
-  Proposed multi-use path
-  New path/landscaping/vegetation
-  Proposed lake/park and street-scapes improvements within ICRI
-  Reconfiguration of bike routes recommended
-  Entry node to the river with art, seating, lighting, landscape elements and small plaza features



KEY PLAN

Part 2: Section D - Eliot Bridge to Western Avenue Bridge @ Memorial Dr. at Hawthorn St.



EXISTING CONDITION



EXISTING SECTION



PROPOSED

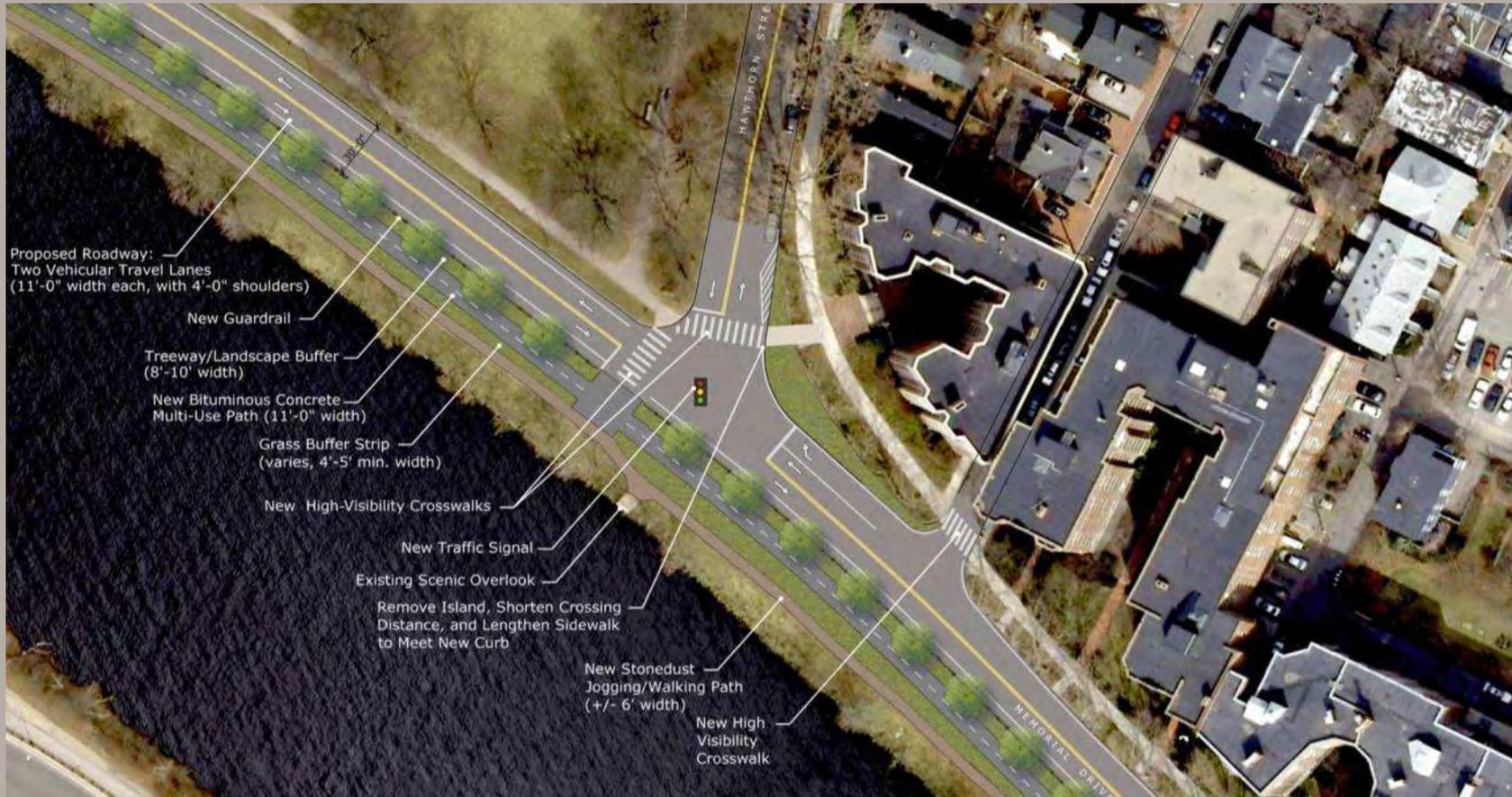


PROPOSED SECTION



SECTION D KEY PLAN

Part 2: Section D - Eliot Bridge to Western Avenue Bridge @ Memorial Dr. at Hawthorn St.



- Narrow roadway
- Expand parkland
- Widen multi-use path
- Create Landscape buffer
- Grass buffer strip
- New Guardrail
- Additional jogging/walking path
- New high visibility crosswalk

Charles River Basin
Pedestrian + Bicycle Connectivity
Study



Part 2: Section E - Western Avenue Bridge to Boston University

Figure 57

Recommendations Section E Western Avenue Bridge to Boston University Bridge

Legend

- Existing crosswalk, no improvements needed
- Existing crosswalk, needs improvement
- Proposed crosswalk
- Existing hand signal
- Proposed signal
- Existing path/bridge/overpass
- Proposed path/bridge/overpass
- Existing MBTA station
- Existing hand bike lane/bike track
- Proposed bike lane/bike track
- Existing hand multi-use path/sidewalk (primary)
- Existing hand multi-use path/sidewalk (secondary)
- Proposed multi-use path
- New path/landscape-related lanes
- Proposed bikeway and street-cape improvements within BCR
- Reconfiguration of intersection recommended
- East j-beds to the river with all seating, lighting, landscaping, and small plaza features



KEY PLAN

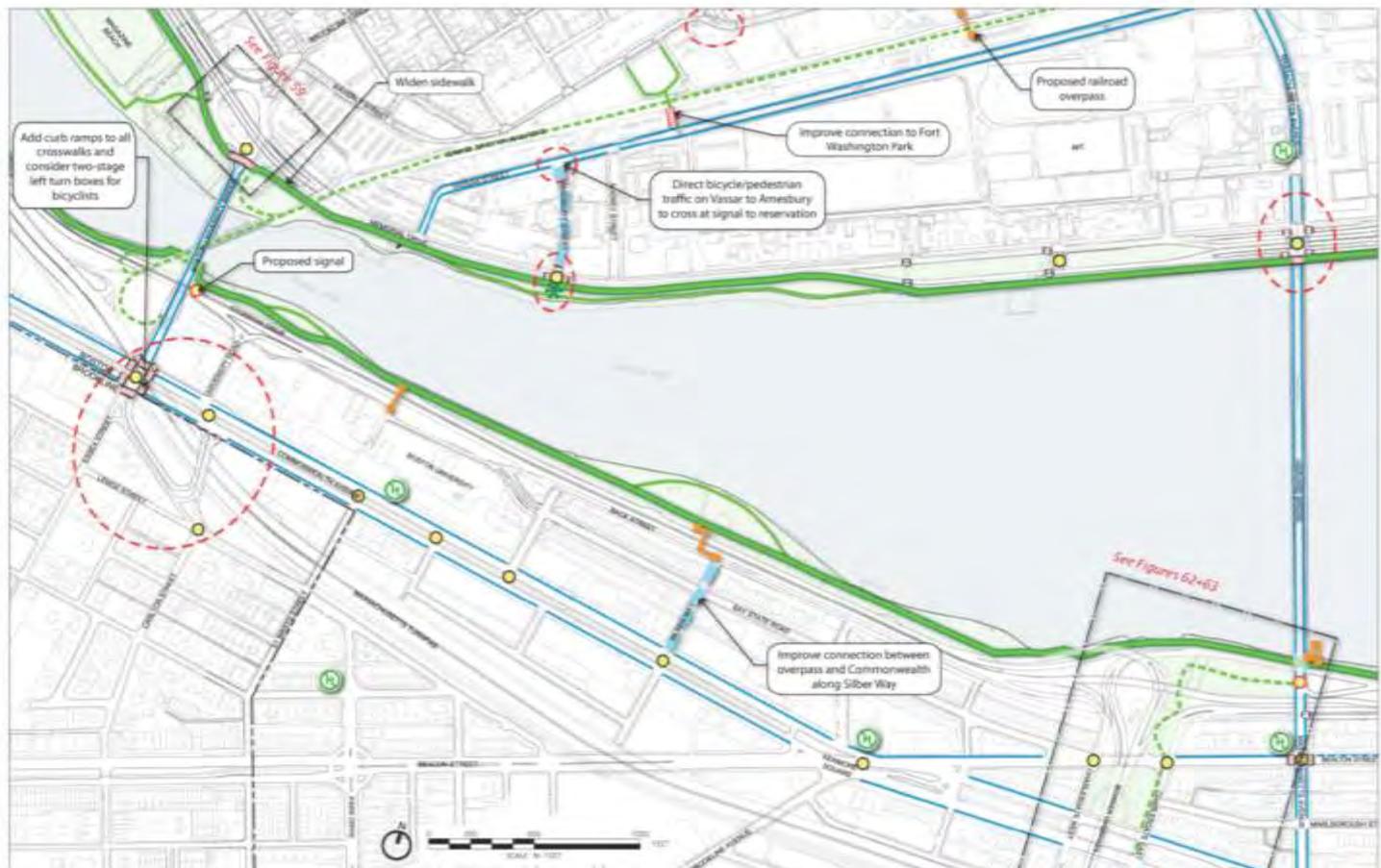
Part 2: Section F - Boston University Bridge to Harvard Bridge

Figure 60

Recommendations Section F Boston University Bridge to Harvard Bridge

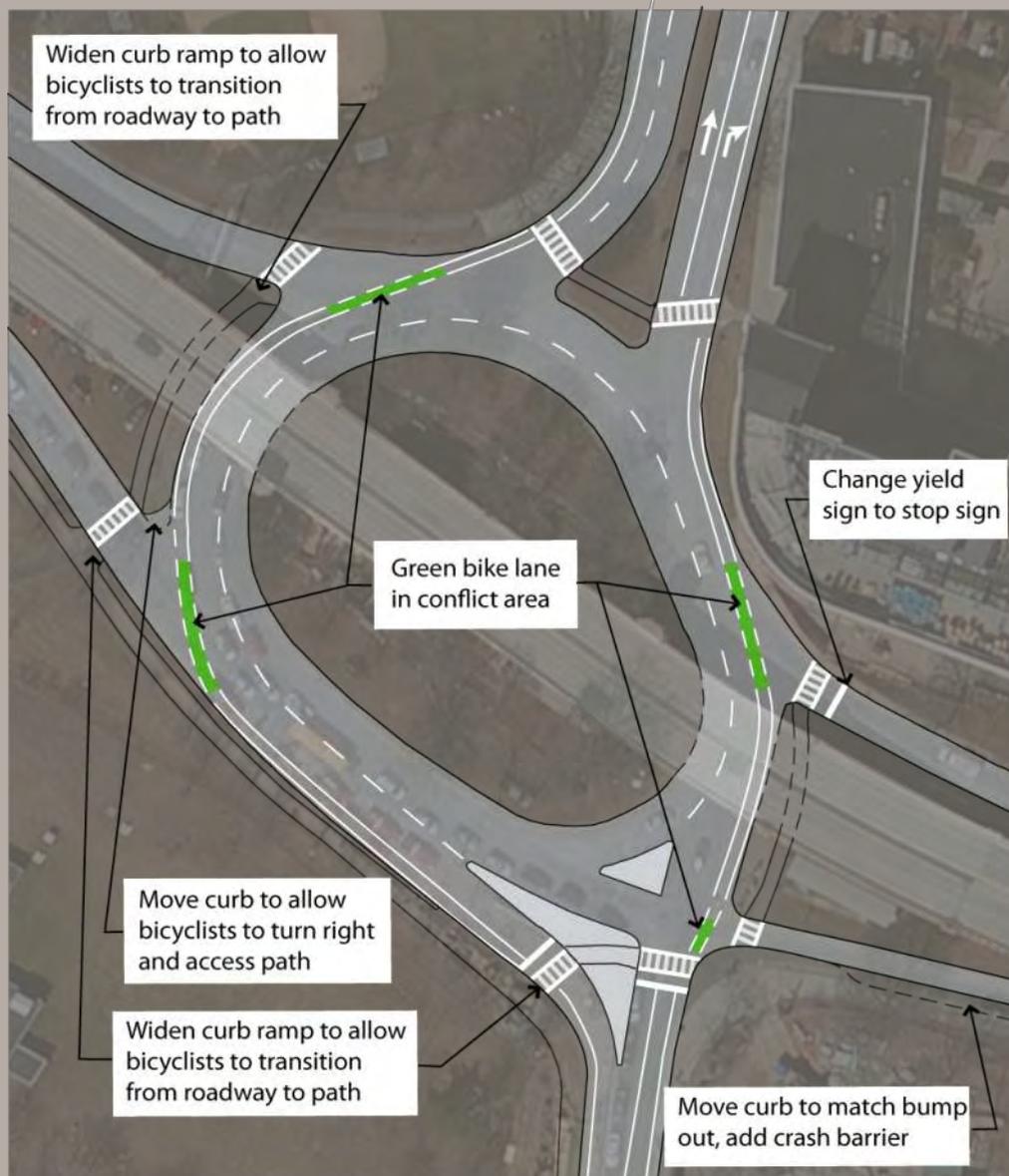
Legend

-  Existing crosswalk, no improvements needed
-  Existing crosswalk needs improvement
-  Proposed crosswalk
-  Existing/funded signal
-  Proposed signal
-  Existing ped bridge/overpass
-  Proposed ped bridge/overpass
-  Existing Hubway station
-  Existing/funded bike lane/cycle track
-  Proposed bike lane/cycle track
-  Existing/funded multi-use path/sidewalk (primary)
-  Existing/funded multi-use path/sidewalk (secondary)
-  Proposed multi-use path
-  New path/landscape (reduced lanes)
-  Proposed bike path and street-scapes improvements within ROW
-  Reconfiguration of intersection recommended
-  Entry node to the river with art, seating, lighting, landscape elements and small plaza features



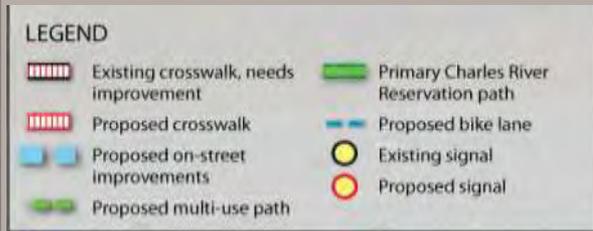
KEY PLAN

Part 2: Section F - Boston University Bridge to Harvard Bridge



SECTION F KEY PLAN

Part 2: Section F - Boston University Bridge to Harvard Bridge Bowker Overpass @ Charlesgate



Part 2: Section F - Boston University Bridge to Harvard Bridge



EXISTING CONDITIONS



PROPOSED

View of new Charlesgate path connection in the wide median of Storrow Drive



Part 2: Section G - Harvard Bridge to Longfellow Bridge

Figure 71

Recommendations Section G Harvard Bridge to Longfellow Bridge



KEY PLAN

Part 2: Section G - Harvard Bridge to Longfellow Bridge Memorial Drive Phase II reconstruction



PROPOSED



EXISTING CONDITIONS

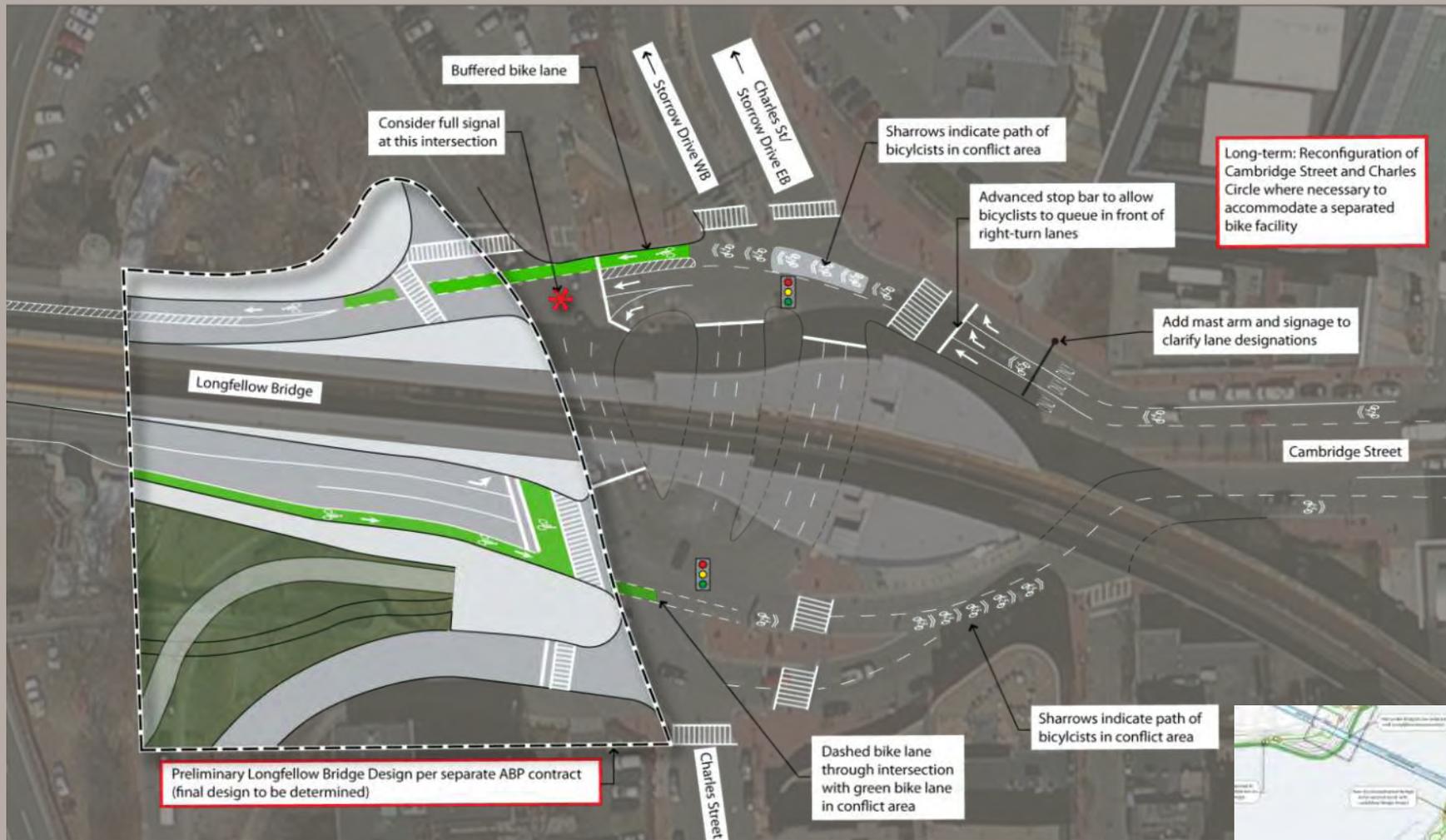


View of Proposed Memorial Drive Phase II upriver from the Harvard Bridge



KEY PLAN

Part 2: Section G - Harvard Bridge to Longfellow Bridge @ Charles Circle

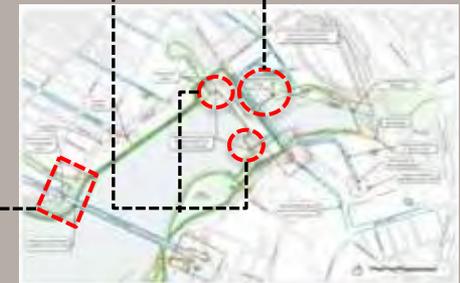


Part 2: Section G - Longfellow Bridge to Craigie Dam Bridge + Drawbridge



- Proposed bike lane
- Add crosswalks
- Add pedestrian activated traffic signal
- Widen path

Charles River Basin
Pedestrian + Bicycle Connectivity
Study



SECTION G KEY PLAN

Part 2: Section G - Longfellow Bridge to Craigie Dam Bridge + Drawbridge

Figure 78

Recommendations

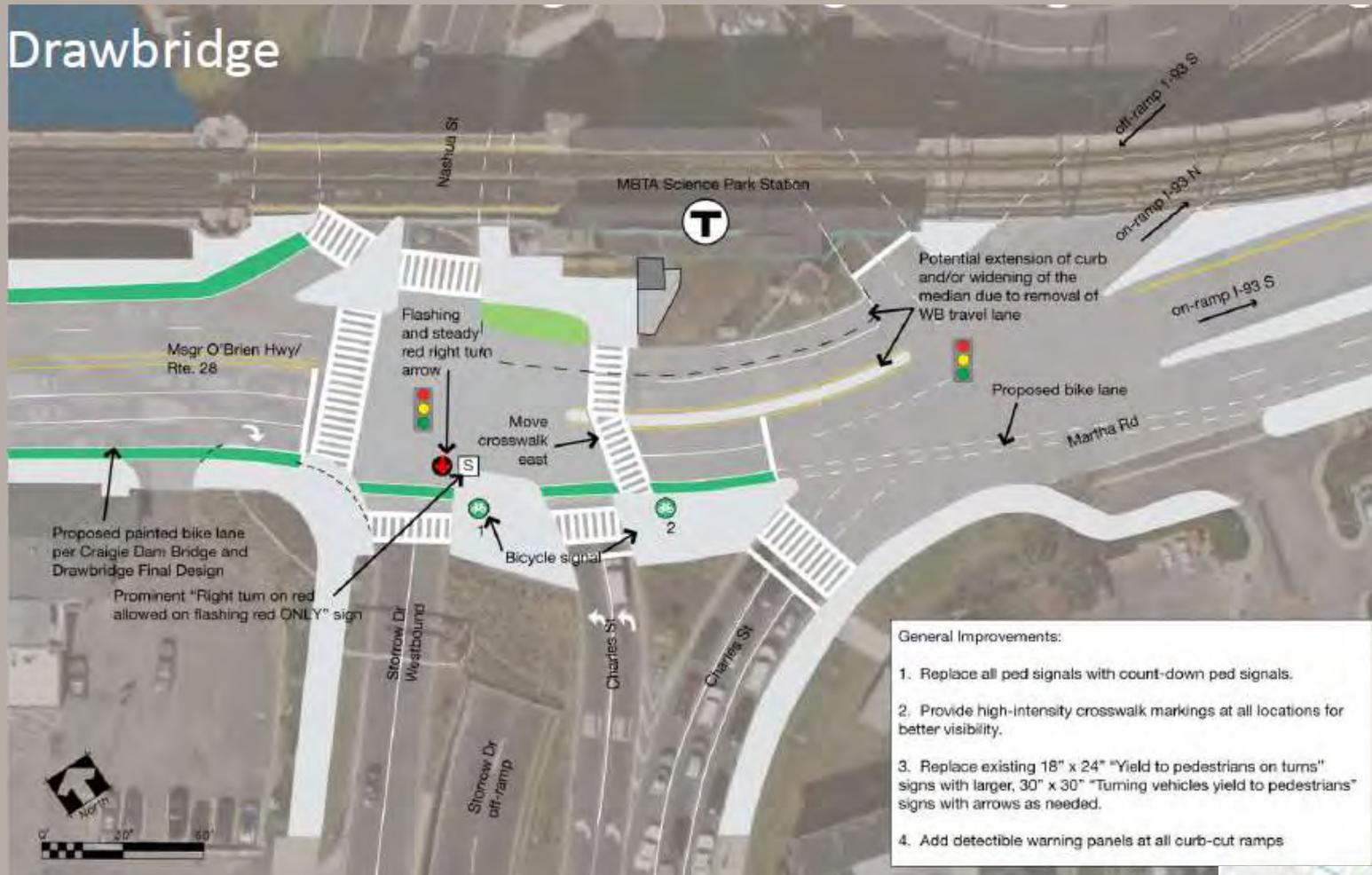
Section H Harvard Bridge to Craigie Dam Bridge + Drawbridge



KEY PLAN

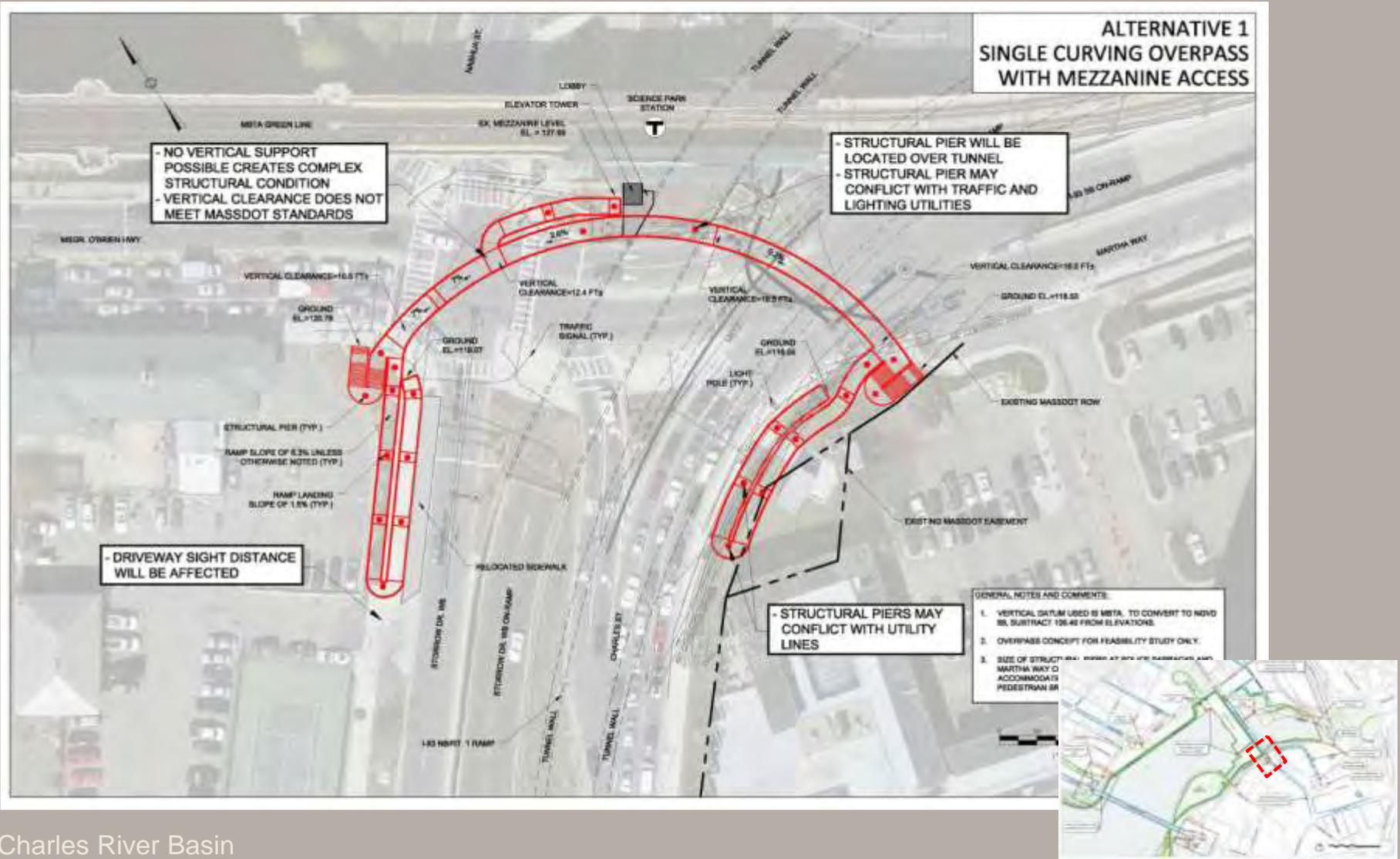
Part 2: Section G - Longfellow Bridge to Craigie Dam Bridge +

Drawbridge



SECTION G KEY PLAN

Part 2: Section G - Longfellow Bridge to Craigie Dam Bridge + Drawbridge



A more walkable, runnable, bikable and accessible Charles River Basin



Charles River Basin
Pedestrian + Bicycle Connectivity
Study

Questions & Answers

For more information:

– Web: <http://www.mass.gov/dcr/news/publicmeetings/parklandspast.htm>

If you have comments:

30-day Comment Period: Dec 3, 2013 to Jan 2, 2014

Email: dcr.updates@state.ma.us

Call: **617-626-4974**

Write: Department of Conservation and Recreation, Office of Public Outreach, 251 Causeway Street, Suite 600, Boston, MA 02114

Note: Public comments submitted to DCR by email or letter will be posted on the DCR website in their entirety, and no content, including personal information, will be redacted.

If you have questions or concerns or would like to be added to an email list to receive DCR general announcements:

Email: MassParks@state.ma.us

Call: **617-626-4973**