Anderson Grade Separated Path Project

Dr. Paul Dudley White Path at Anderson Memorial Bridge

Fiorentino Community Center,
123 Antwerp Street, Allston, MA

October 22, 2015
6 PM
Agenda

• Introduction
• Project Overview
• Project Background
• Project Goals
• Discussion of Alternatives
• Question & Comments
Introduction

MassDOT Project Manager: Michael Trepanier

• Our goal tonight:
  • Introduce the project to you
  • Identify our project team
  • Outline next steps
Project Team

massDOT
Massachusetts Department of Transportation

dcr
Massachusetts

GILL
ENGINEERING

CRJA
landscape architects

Epsilon
ASSOCIATES INC.

HOWARD STEIN HUDSON

GEI Consultants
Consulting Engineers & Scientists

ROSALES + PARTNERS
ARCHITECTS ENGINEERS

Peter Furth, PhD
Project Location
Project Overview

• What?
  • Evaluation of at-grade and grade-separated concepts

• Why?
  • To provide grade-separated shared use path
  • To enhance the recreational use of the Charles River Basin
  • To accommodate bicycle / pedestrian transportation modes
  • To improve crossing efficiency at North Harvard Street
  • To address safety, accessibility & congestion concerns of path users

• How?
  • Evaluate alternatives: underpass, boardwalk, and at-grade
  • Select preferred alternative
  • Advance preliminary design
  • Obtain environmental permit approvals
• History of community interest in underpass at this location.

• Just beginning tonight:
  • Some preparatory stakeholder discussions
  • Looking ahead to future public meetings
Background

- Anderson Memorial Bridge was built in 1915
- Modified in 1950’s for Soldiers’ Field Rd (SFR) underpass
- Bridge and surroundings are on the National Historic Register
- Bridge rehabilitation currently underway
- Project includes improvements to SFR/N. Harvard intersection
Existing Conditions

- Paul Dudley White (PDW) Path crosses intersection at grade.
  - Path narrows on approach to the bridge.
- Over three quarters of bicycle traffic and more than half of pedestrian traffic continue along path across North Harvard Street.
- SFR westbound vehicle right turns (to Harvard Square from Boston) run concurrent with PDW crossing.
Existing Conditions
Bridge Rehabilitation Project

Before

After
Bridge Rehabilitation Project

Before and After

Existing Conditions
Soldiers Field Road/North Harvard Street

Proposed Improvements
Soldiers Field Road/North Harvard Street
Project Goals

• Study *fully and without bias*, the provision of grade-separated shared-use path

• A successful grade-separated path would:
  o Address bike/ped safety, accessibility & congestion concerns
  o Accommodate increased bicycle and pedestrian use
  o Improve crossing efficiency for bicycles and pedestrians
  o Meet public requests for more bicycle/pedestrian alternatives
  o Enhance recreational use of Charles River Basin & PDW Path
Discussion of Alternatives

• Alternative 1 – Underpass Tunnel
Proposed Improvements - Underpass
Underpass Alternative

Benefits
• Addresses bike/ped safety concerns
• Path connectivity facilitates commuting
• Relieves congestion at intersection
• Enhances recreation – access to river
• Supports healthy transportation

Design Considerations
• Impact to historic resource
• Impact to landscape’s character
• Constructability – tunnel / walls
• Additional path intersections
• Security
• Sight distance and tunnel height
• MWRA approval
• 1 local permit to obtain
Discussion of Alternatives

• Alternative 2 – Boardwalk
Proposed Improvements - Boardwalk
Boardwalk Alternative

Benefits
- Addresses bike/ped safety concerns
- Path connectivity facilitates commuting
- Relieves congestion at intersection
- Enhances recreation – access to river
- Supports healthy transportation

Design Considerations
- Impact to historic resource
- Impact to navigability of river
- Environmental impacts to river
- Impact to landscape’s character
- Constructability – pile installation in river
- Additional path intersections
- Security
Discussion of Alternatives
No-Build Alternative
Bridge Rehabilitation Project Intersection Improvements

Before

After
No-Build Alternative
Bridge Rehabilitation Project Intersection Improvements

Benefits
• No cost
• No permitting
• No environmental impacts
• No impacts to historic resource or landscape character
• No impacts to navigability of river
• Security issues avoided

Design Considerations
• Does not address community request for uninterrupted path connectivity
• Potential bike/ped conflicts with vehicles remain
• Congestion at crossing for pathway users remains
Project Schedule

- Ongoing Anderson Bridge reconstruction
  - Planned completion in Summer 2016
- Tonight’s meeting will be documented
- Final feasibility report anticipated for fall, 2015
  - These materials will be made available upon request
- Preliminary design and permitting efforts are next
- Current study ends at 25% design level (Summer, 2016)
- Public involvement will continue throughout the project
Contact Information

• To join our stakeholder database, submit a comment, or ask a question, please contact:
  Nathaniel Cabral-Curtis
  Manager of Public Involvement
  ncabral-curtis@hshassoc.com
  (617) 482-7080 x236
Questions and Comments?
Underpass Option - Section C - C'

Shared Use Path at the Anderson Memorial Bridge
Underpass Option - Section E - E'
Shared-Use Path at the Anderson Memorial Bridge