



RESPONSE TO PUBLIC COMMENTS

We hosted an Open House for the Cambridge Street Safety Improvements project on September 25, 2019 at the Honan-Allston Library. We collected written and verbal comments from residents. This document contains our responses to these comments. We have edited, consolidated, and categorized comments for clarity.

Residents' comments are written in bold. Our response follows in standard typeface.

GENERAL COMMENTS

Will you refresh the faded bike lane pavement markings along Cambridge Street?

Yes. We will refresh and add bike lane pavement markings, including lane lines, bike lane symbols, and arrows.

How will you prevent the bike lane on the bridge deck from freezing after winter weather events? We are working with the Public Works Department to standardize maintenance for bicycle facilities on bridges.

Can you post a 25 mph speed limit on Cambridge Street? We can explore changes to the speed limit after the project is constructed. Currently, there is a posted speed limit of 35 mph west of Windom Street and 40 mph east of Windom Street. Changes to posted speed limits are subject to state-regulated procedures. They require a Traffic Engineering Study to change a posted speed limit.

Can you design the bus stops on Cambridge Street as [bus boarding islands](#) (a.k.a., floating bus stops)? Bus boarding islands are not feasible as part of this project. They would require changes to drainage and curbs greater than we can do now.

LOCATION-SPECIFIC COMMENTS

Can you install curb ramps along the southern side of Cambridge Street at Lincoln Street and at North Harvard Street? New curb ramps at these locations are outside of the scope of this project. We will work with MassDOT to evaluate new crosswalks on Cambridge Street as part of the [future reconstruction of the corridor](#).



Can you move the eastbound Route 64 bus stop at the I-90 off-ramp closer to Soldiers Field Road? Relocating this bus stop is not within the scope of this project. MassDOT recently reconstructed the bus stop and sidewalk near the stop. We will work with MassDOT to determine bus stop locations on Cambridge Street as part of the [future reconstruction of the corridor](#).

Can you add a pedestrian crossing across Cambridge Street at Linden Street?

We understand the community’s desire for a crosswalk at this location. Upon review, we determined it is not feasible to add a crosswalk at Linden Street within the scope of this project. The reasons are as follows:

- The work would require changes to the bridge deck and expansion joints on the bridge over I-90. Any bridge work would add complexity, cost, and delay.
- There is a grade difference between the Cambridge Street eastbound and westbound roadways. Creating an ADA-compliant crosswalk would require major construction work and may not even be feasible.
- The crest of the roadway over the I-90 bridge limits visibility for westbound drivers. Signal equipment may be needed to make the crosswalk safe for pedestrians. But, adding signal equipment to the bridge deck would require major construction and may not even be feasible.

We will work with MassDOT to evaluate new crosswalks on Cambridge Street as part of the [future reconstruction of the corridor](#).

Will the Allston Square development have a passenger pickup and dropoff zone on Cambridge Street? There is not enough width for a passenger pickup and dropoff zone on Cambridge Street while maintaining traffic operations (including the planned bike lane) and an adequate sidewalk width. You may review project documents on the BPDA’s [Allston Square web page](#).

COMMENTS ABOUT THE PLANNED PEDESTRIAN AND BICYCLE CROSSING AT THE ON-RAMP FROM CAMBRIDGE STREET EASTBOUND TO I-90 (EAST OF NORTH HARVARD STREET)

Can you install more signage to alert drivers approaching the crossing? Yes. We will add one or more “Pedestrian and Bicycle Crossing Ahead” sign assemblies (W11-15 and W16-9P) at appropriate distances back from the crossing.



How will you encourage motorists to slow down as they approach the crossing?

Our design has several features to slow drivers approaching the crossing and encourage yielding:

- We will reduce the on-ramp to one travel lane, build a curb extension to physically narrow the roadway, and install pavement markings to visually delineate the on-ramp approaching the crossing. These changes will limit vehicle speeds and eliminate the potential for “multiple-threat” crashes.
- We will construct an island along the right side of Cambridge Street eastbound east of North Harvard Street. The island will create an S-curve on the approach to the on-ramp. The S-curve will moderate vehicle speed on entry to the on-ramp. This will be an improvement over current conditions that allow for speeding onto the on-ramp. The constructed island will also be a protective barrier for the bike lane.

Read more about the planned changes at the I-90 on-ramp [here](#).

Will the planned rectangular rapid-flashing beacon (RRFB) be enough to make drivers yield to pedestrians and bicyclists?

The RRFB, plus the design changes, will enhance safety and comfort for pedestrians and bicyclists over current conditions. RRFBs are a proven safety countermeasure. They alert drivers to the presence of a pedestrian or bicyclist in the crossing and encourage yielding. Read more about the planned changes at the I-90 on-ramp, including the RRFB, [here](#).

Have you considered a full signal for the crossing? We evaluated the suitability of a full signal at the crossing. A full signal would add to the complexity of the project and extend the timeline. We determined that an RRFB is an appropriate measure for the crossing that allows us to build the project without added delay.

Can you improve the lighting near the crossing to ensure that motorists can see pedestrians and bicyclists? A MassDOT-owned street light was previously located near the proposed crossing at the on-ramp. MassDOT is exploring options for reinstalling the street light.