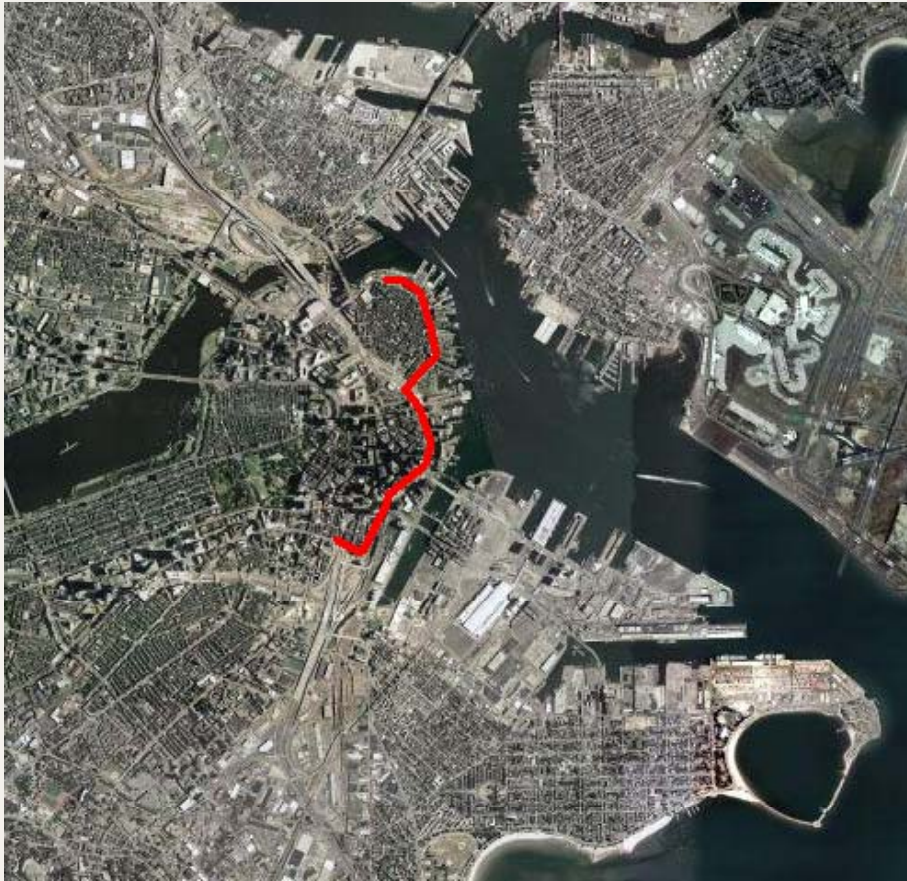




Northeastern

Harbor Ride



Brad Lemont
Harrison Morse
Grace Lin

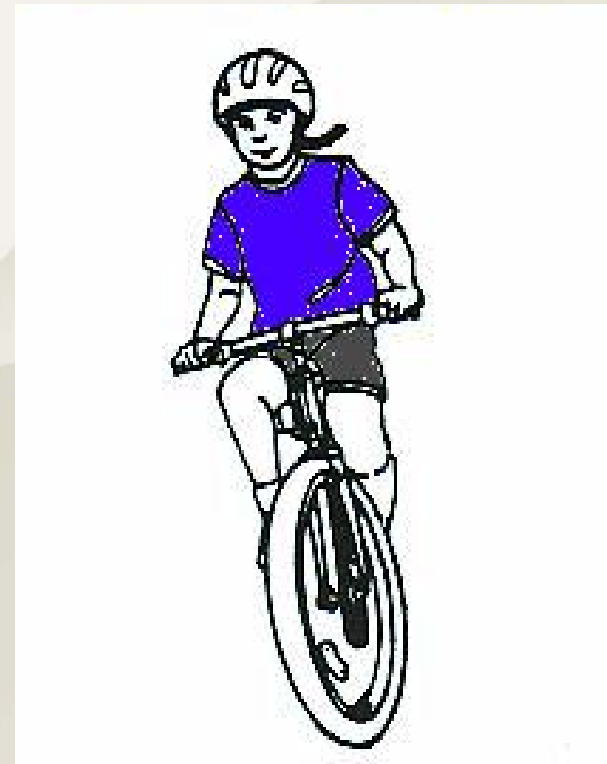
Faculty Advisor: Peter Furth

Client: Nicole Freedman, Bicycle Planner, City of Boston



Outline

- Objectives
- Project Overview
- Proposed Design





Objectives

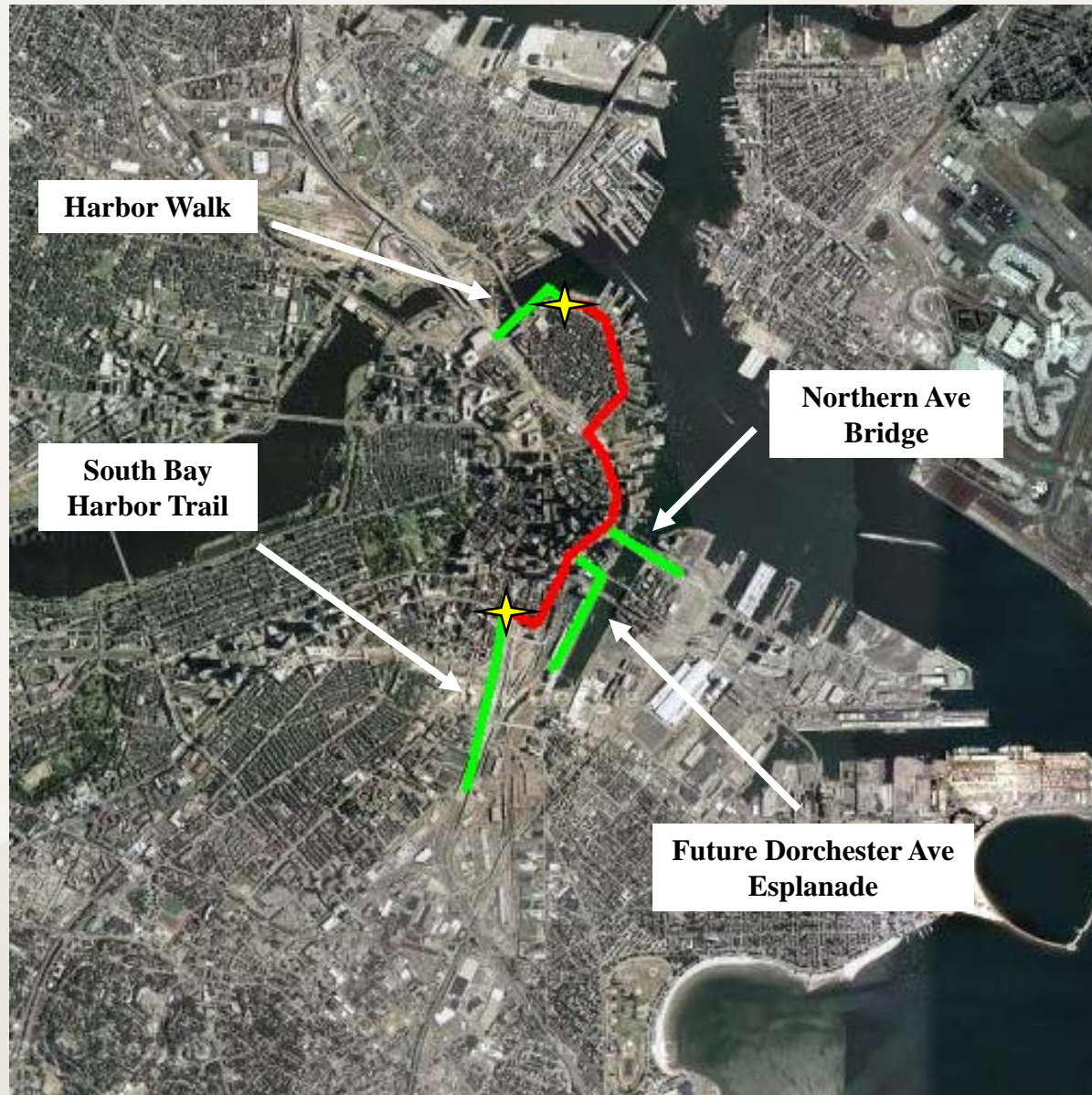
- Feasible bike trail
- Short-term design
- Safe and comfortable travel
- Connections to network
- Separation





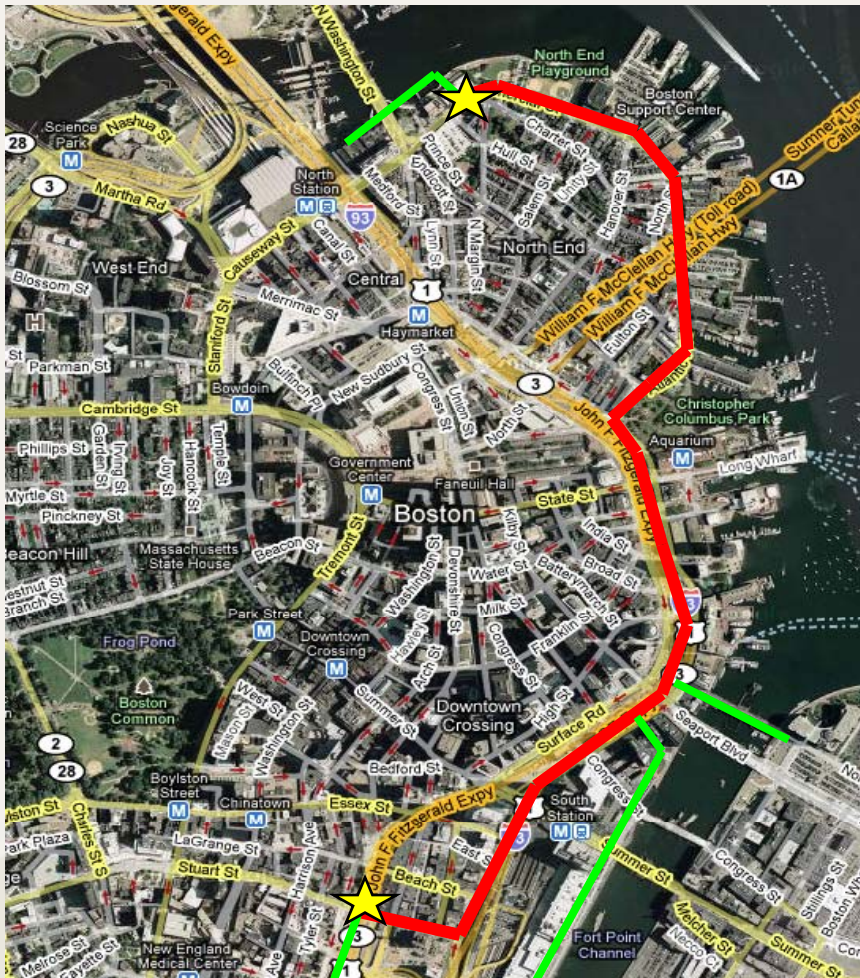
Northeastern

Harbor Ride





Project Overview

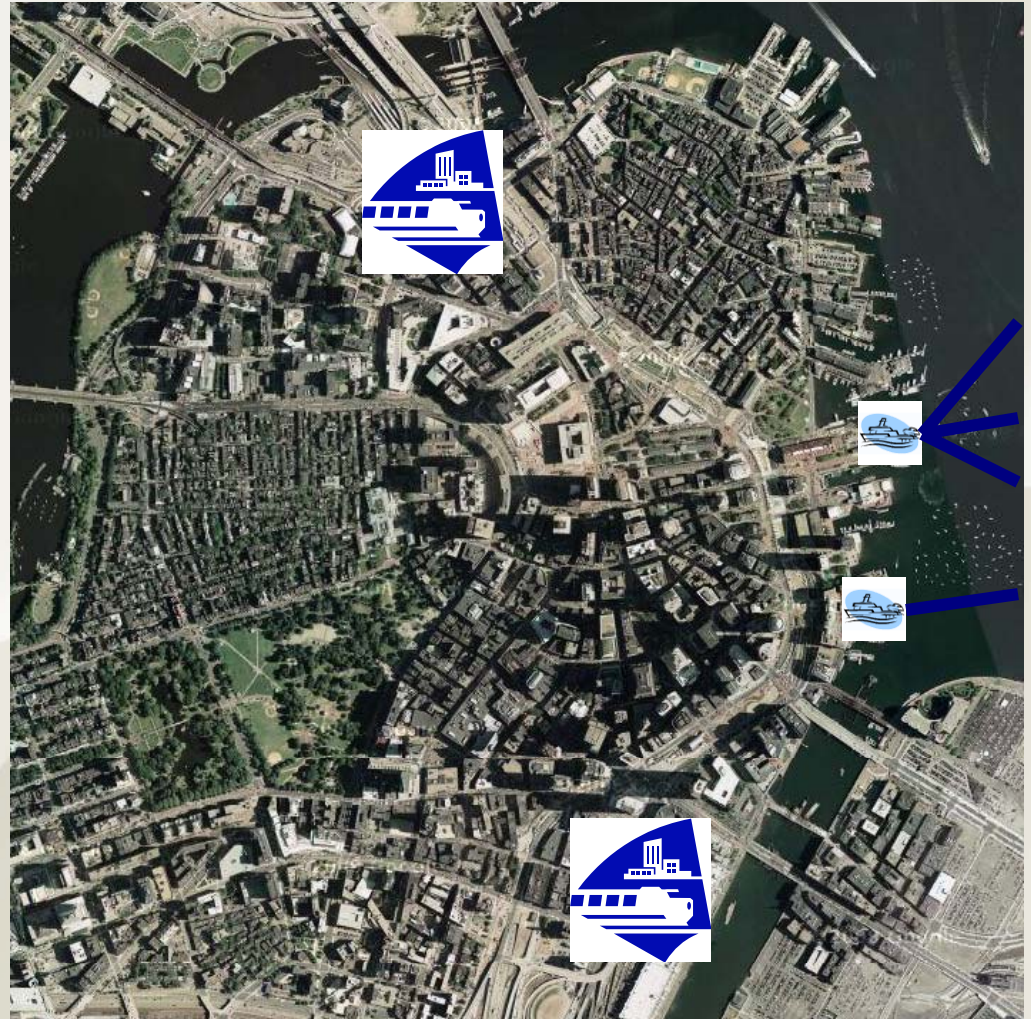


- Two-way separated cycle track
- 1.8 miles long
- High pedestrian and vehicular volumes
- Connections to existing network



Intended Users

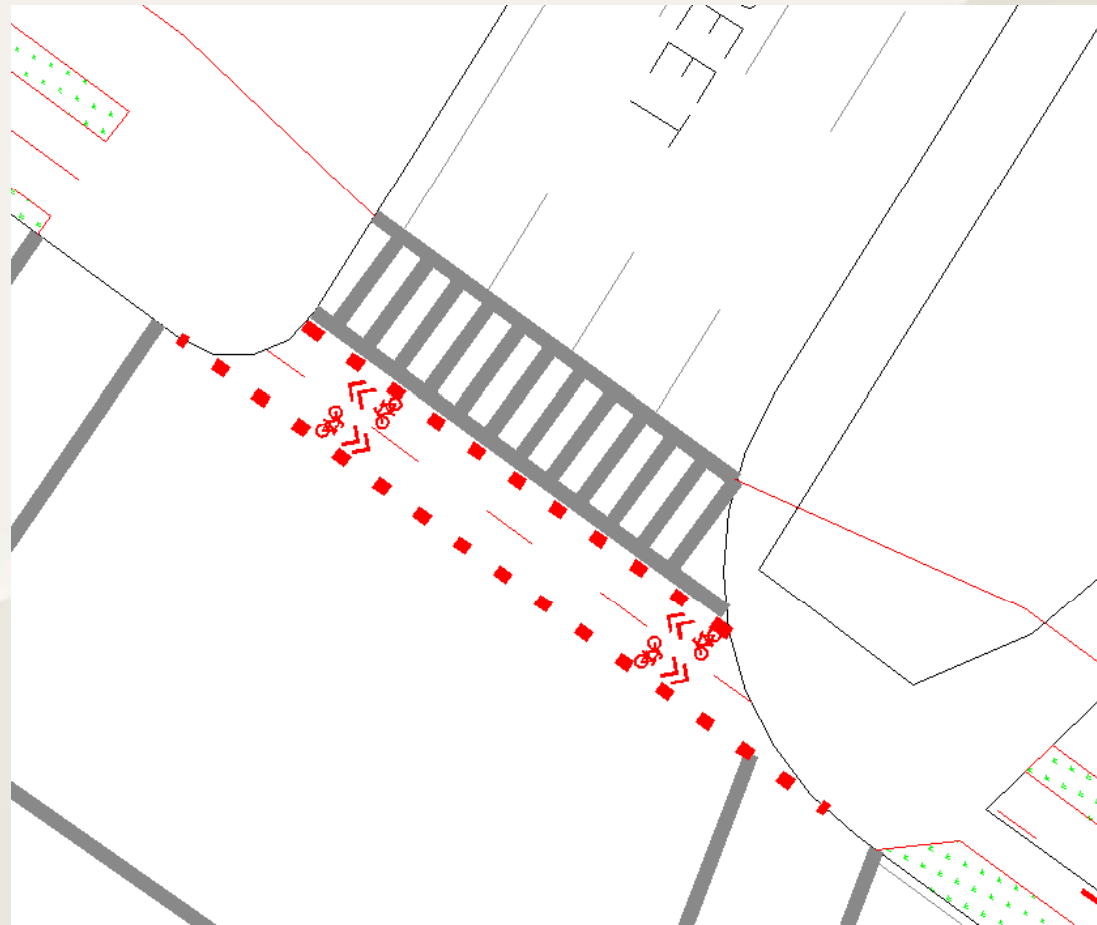
- Commuters
- Recreation and tourism
- People getting off buses, trains, and ferryboats





Typical Design Features

**Bicycle
Crossings**





Typical Design Features

Bollards

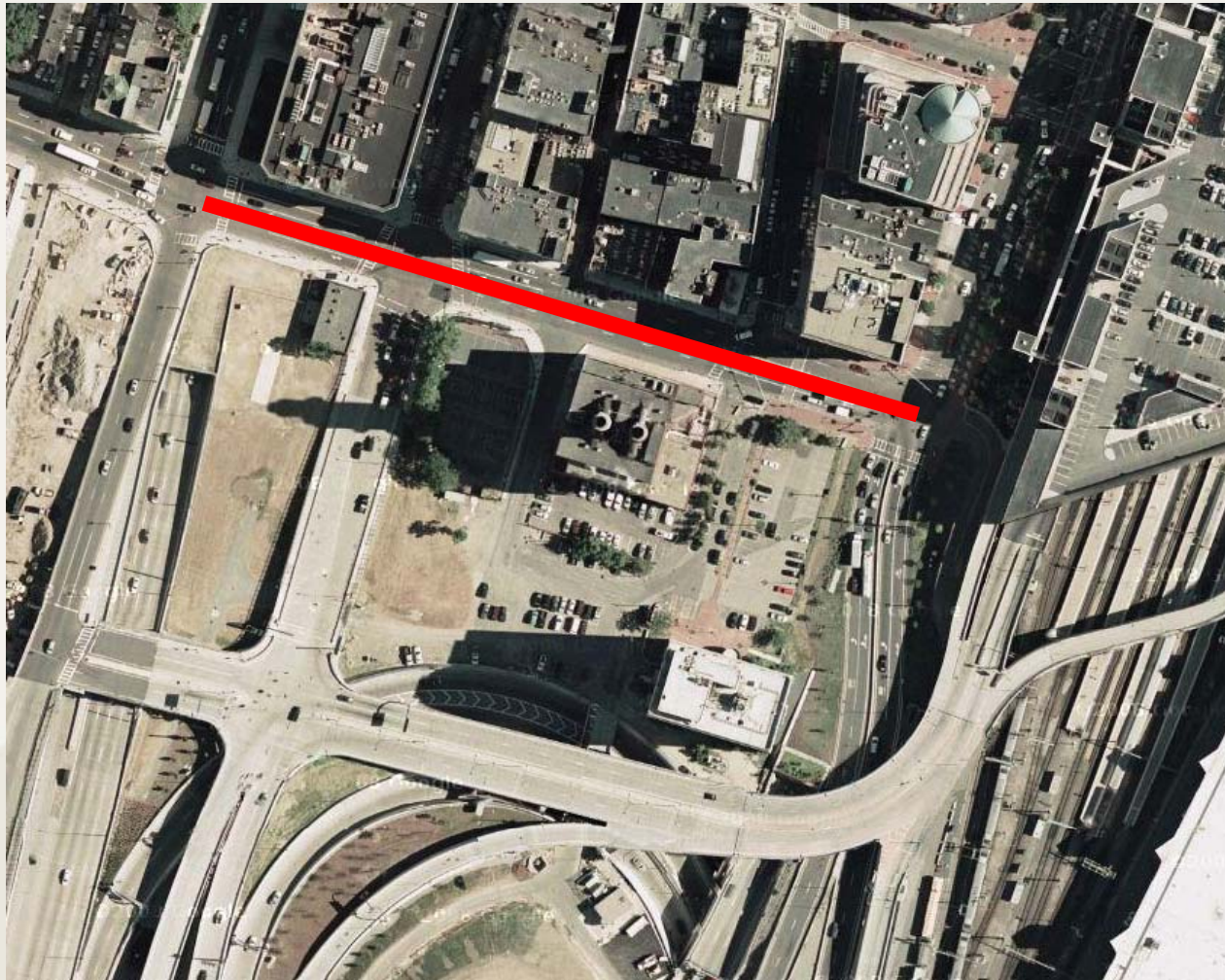




Northeastern

Harbor Ride

Kneeland Street

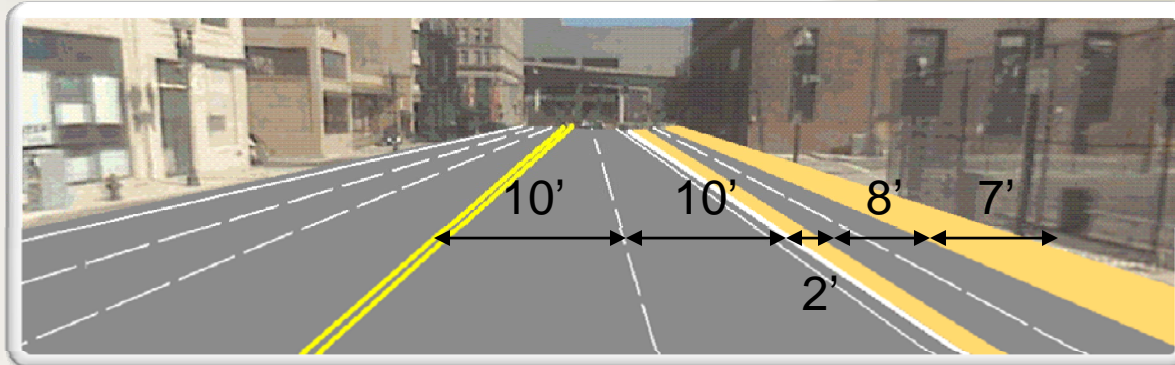




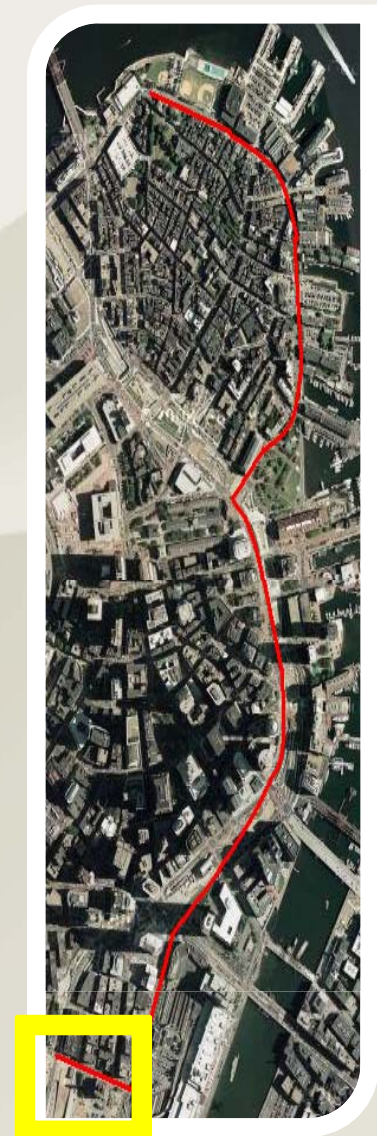
Kneeland Street



Existing Conditions



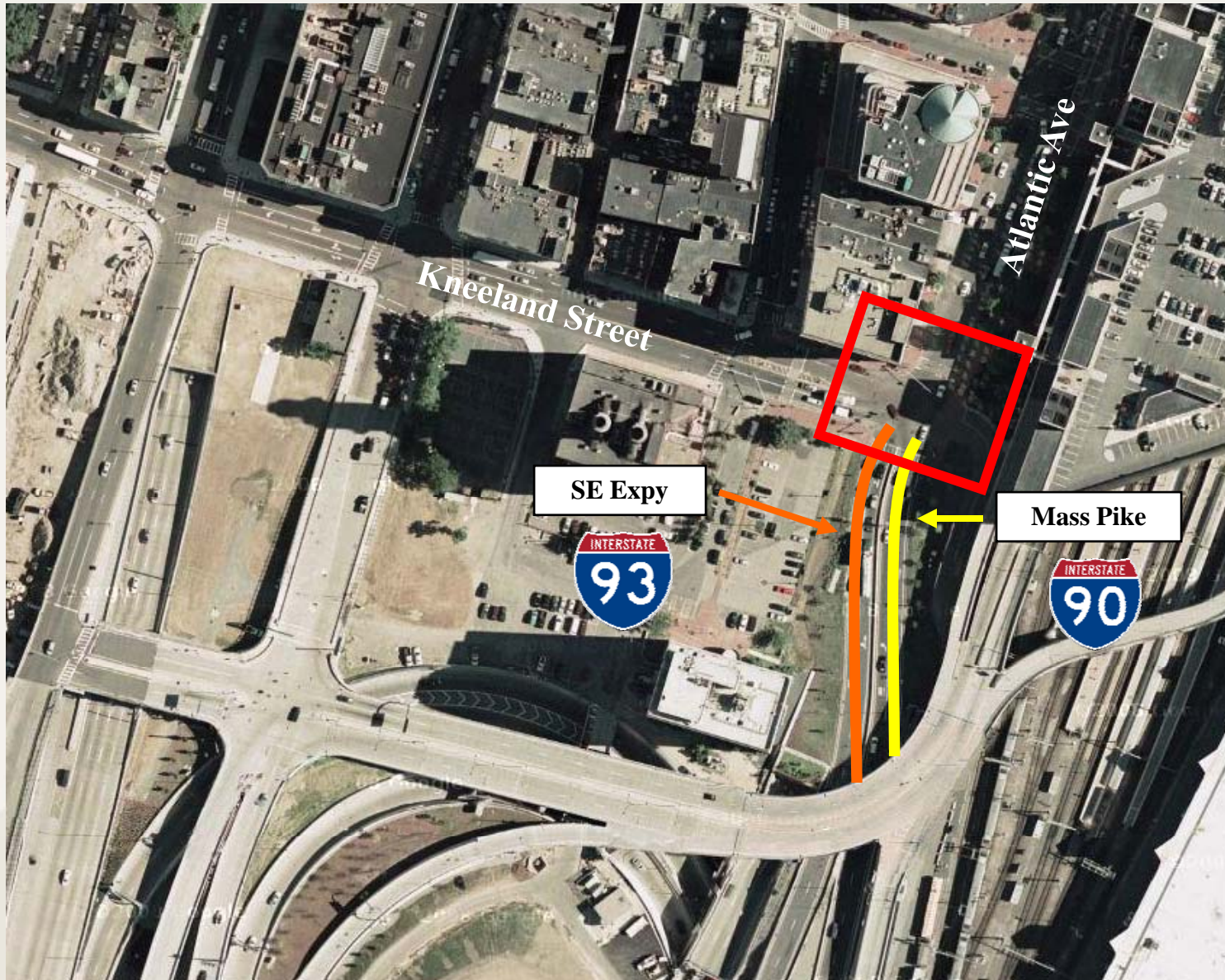
Proposed Design





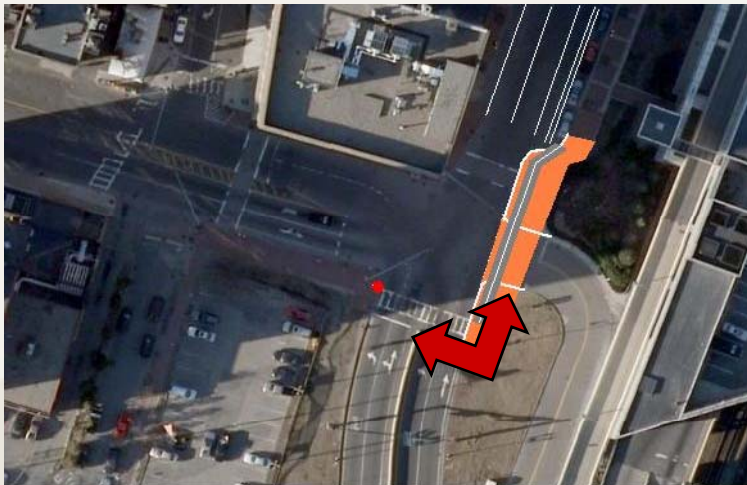
Northeastern

Harbor Ride





Existing Conditions



Proposed Design





Atlantic Ave along South Station



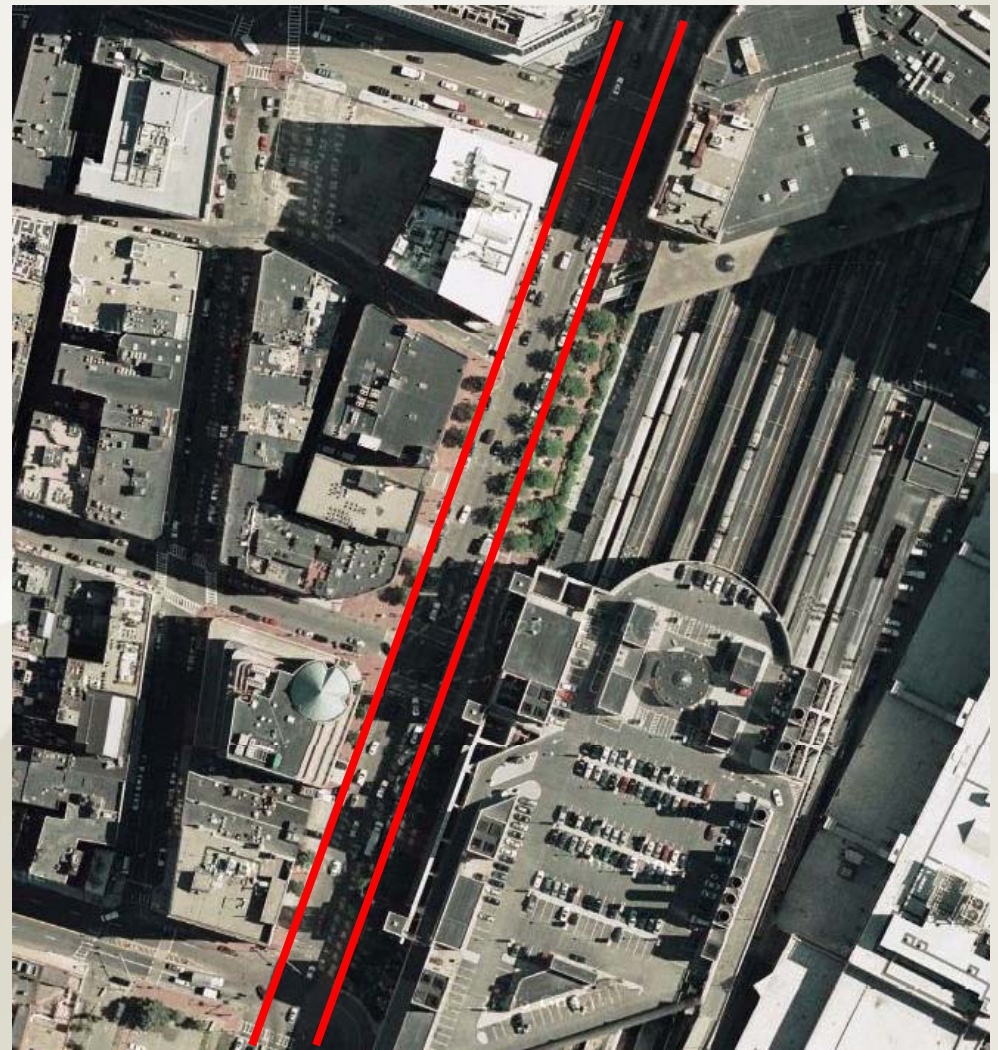
Existing Conditions





Which side?

- East side-
 - Cab stand
 - Frequent pedestrian traffic
 - No intersections
- West side-
 - Bulb outs
 - Heavy vehicular traffic
 - Multiple intersections





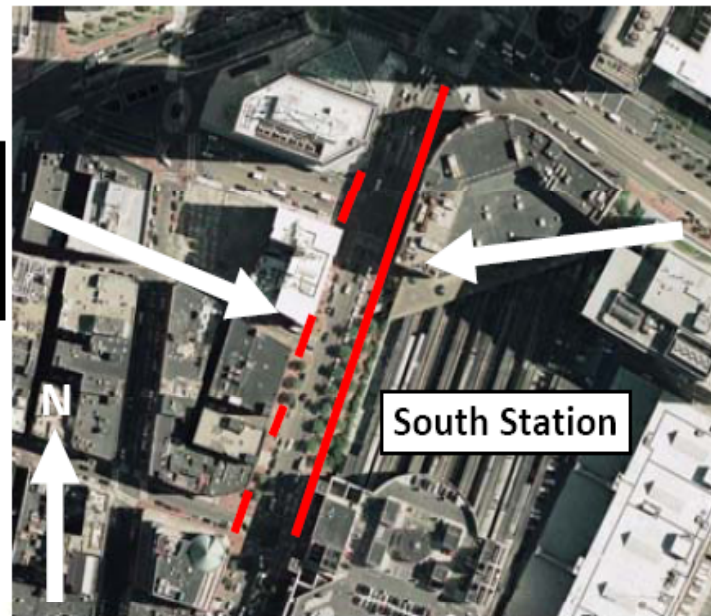
Atlantic Ave at South Station
 Vehicular Turning Movements and Pedestrian Counts
 3/27/2009 7:45 AM - 8:45 AM



West Side

Vehicular Turning Movement		
Beach St.	East St.	Essex St.
150	40	267

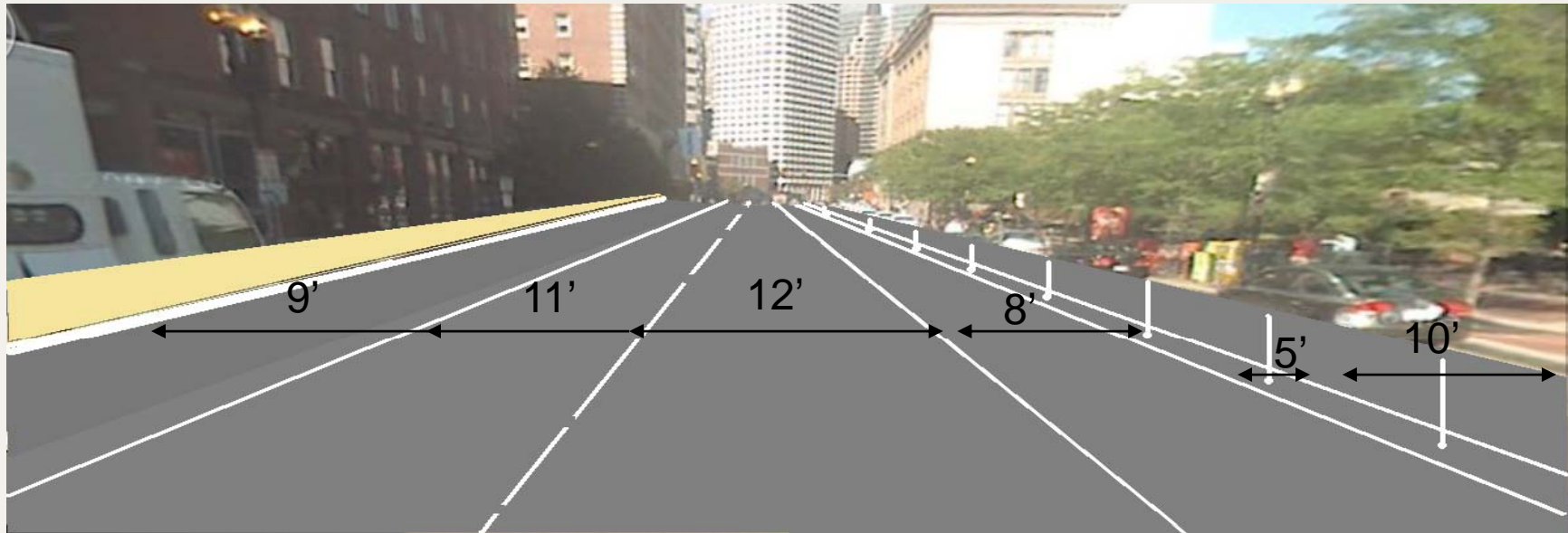
Total = 457 (88%)



East Side

Cab	
Ped (in)	Ped (out)
30	32

Total = 62 (12%)

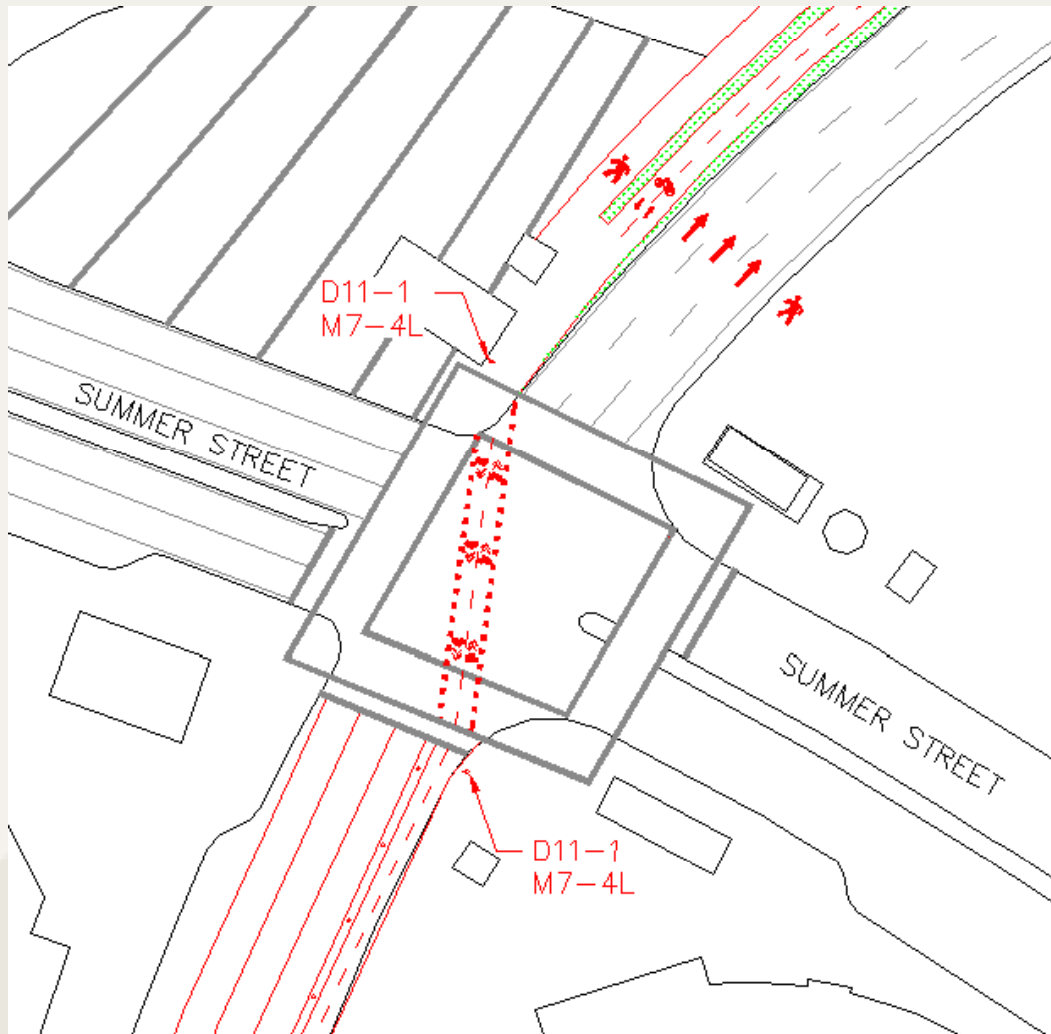


Proposed Design

- Minimizes conflicts
- No issues with traffic signal at Kneeland Street
- Adequate buffer for people to access vehicles
- Low construction costs



Atlantic Ave / Summer Street Crossing





Atlantic Ave along the Rose Kennedy Greenway (RKG)



Where to put the path?

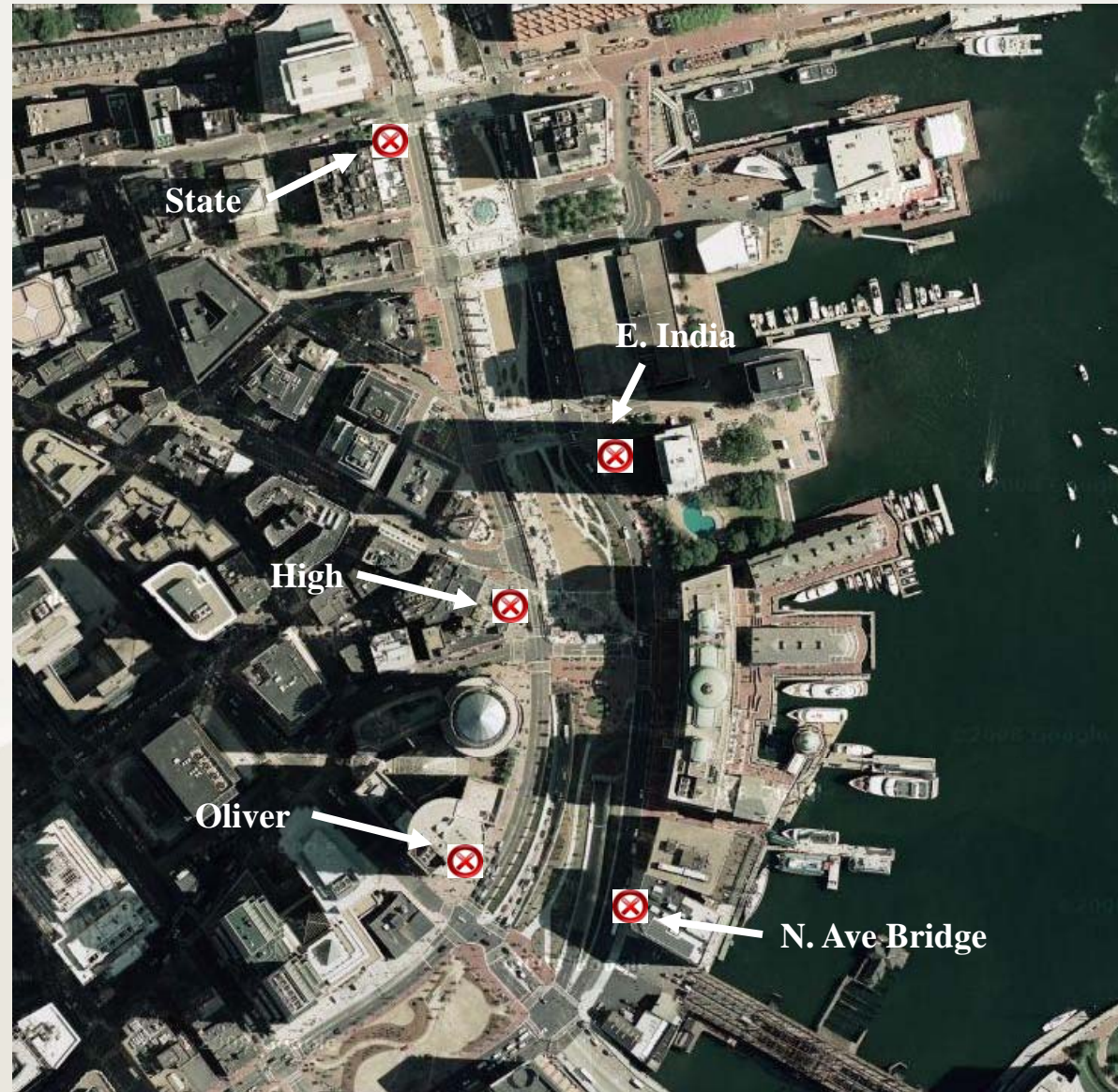




On the Sidewalk

Findings:

Widths
insufficient





In the Street

3rd Lane Usage:

Travel Lane:

- Elimination impossible

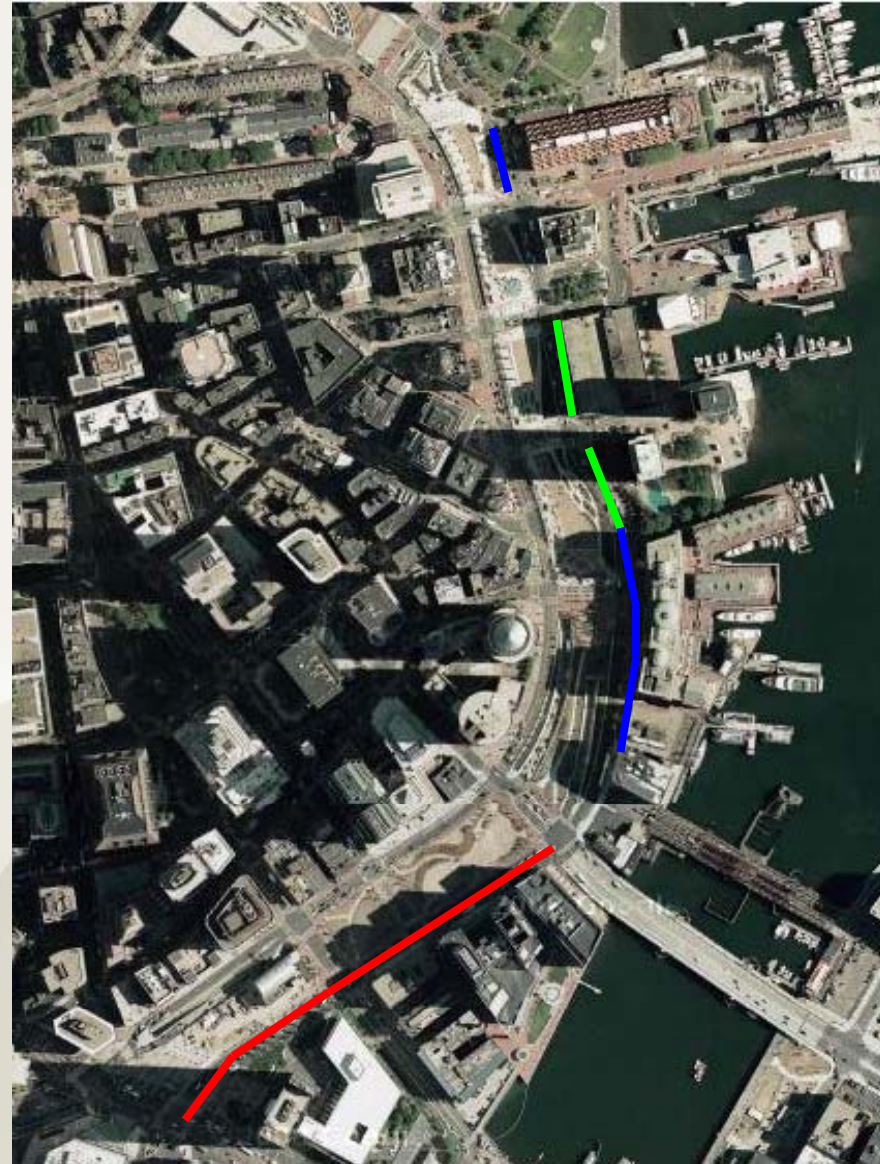
Public Parking:

- Elimination possible

Trolley/Bus/Limo:

- Elimination difficult

***Delivery Vehicles

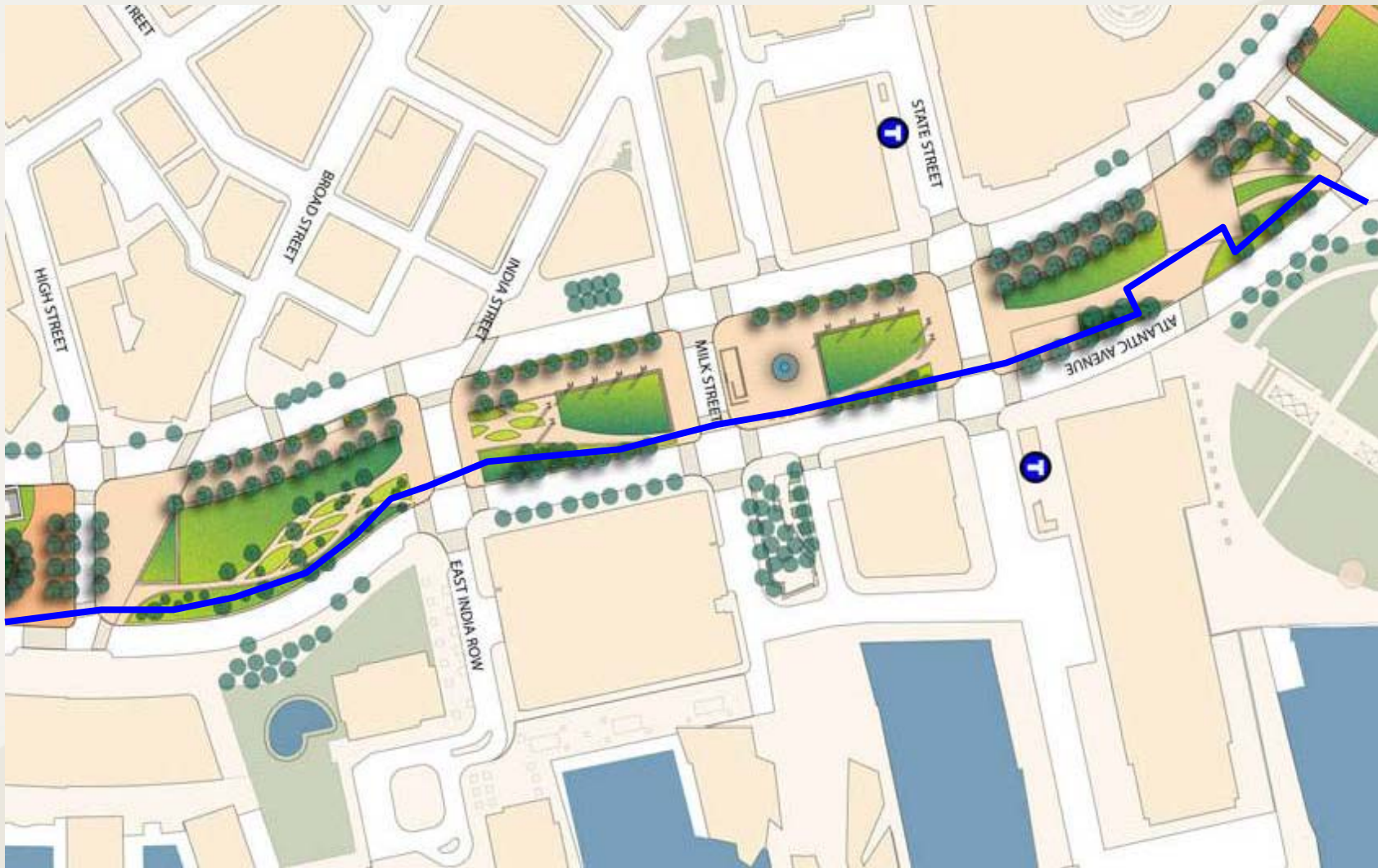




Northeastern

Harbor Ride

On the RKG

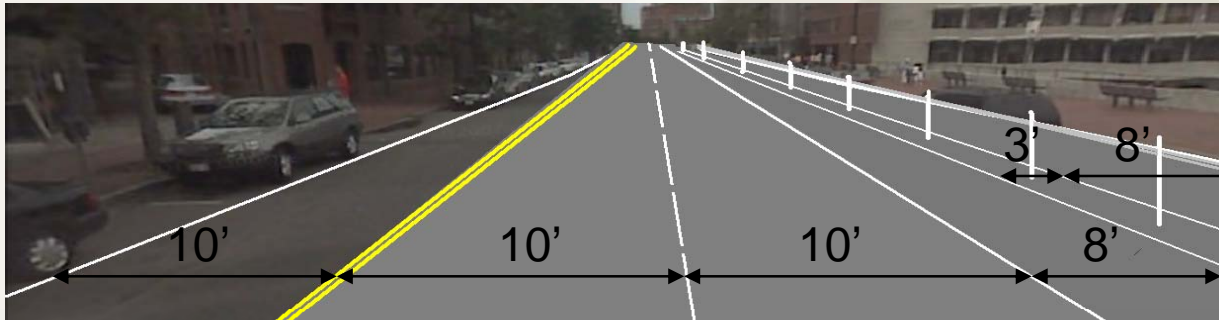




Commercial Street



Existing Conditions



Proposed Design





Conclusions

- Space available
- Safe
- Comfortable
- Promote sustainable travel
- Feasible

