Atherton Street Access

Share your input on Egleston Square Redesign Concepts!

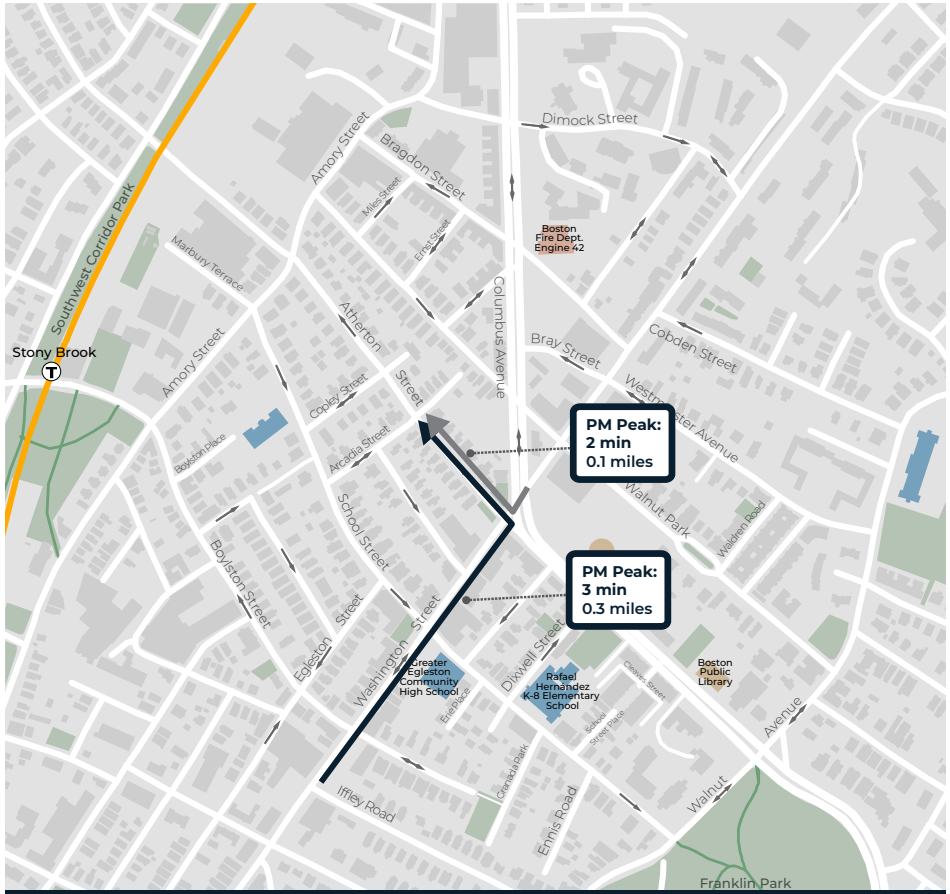
Boston Transportation Department (BTD) is exploring options to improve traffic safety for everyone in and around Egleston Square. In this packet, you will find information about draft concepts for redirecting traffic to and from Atherton Street.

These designs are based on earlier community meetings where neighbors provided input on Atherton Street. Tell us which solutions you prefer, provide comments, or ask questions for us to address in the future!

Why is there a focus on access to and from Atherton Street?

Atherton Street is the fifth leg of the complicated intersection at Egleston Square. Vehicles turning left onto Atherton Street from Washington Street are often met with delays during rush hour. Modifying access to Atherton Street will simplify the intersection, eliminate conflicting vehicle movements, and improve the efficiency of intersection operations.

The following **four options** show how vehicles can still access Atherton Street with the proposed changes. The 1st option maintains left-turns onto Atherton Street while the 2nd, 3rd, and 4th options restrict left-turns. This packet also includes information about proposed traffic calming and bicycle improvements.



Approximate travel time to access Atherton Street from select points

To learn more about this study or to provide feedback online, go to: boston.gov/departments/transportation/egleston-square-redesign

Atherton Street Access - OPTION 1

Add left-turn lane on Washington Street for left-turns onto Atherton Street
Maintain Atherton Street directionality

This option is closest to present-day conditions. It maintains the current northbound direction of Atherton Street and continues to allow left-turns to Atherton Street by providing a dedicated left-turn lane on Washington Street.

This option will not require any detours to access Atherton Street but existing on-street parking on Washington Street will be impacted and delay for motorists and transit riders at the Egleston Square intersection will increase.

Less → More

●●●○○	Safety and Comfort for All Users
●●●●●	Delay for Drivers and Transit Riders
●●○○○	Impacts to Parking
○○○○○	Impacts to Vehicle Routing
○○○○○	Number of Vehicles Rerouted

Street Direction

Turning Restrictions

Atherton Street Access - OPTION 2

Restrict left-turns onto Atherton Street
Maintain Atherton Street directionality

This option would restrict left turns onto Atherton Street, improving safety and traffic flow at the Egleston Square intersection and reducing cut-through traffic on Atherton Street. Vehicles would access Atherton Street via parallel streets, like Boylston Street, West Walnut Park, and Bragdon Street.

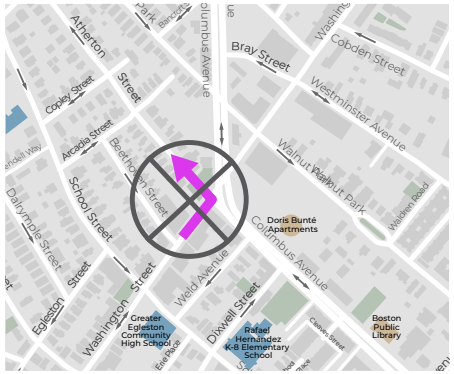
This option could result in 1-4 minute detours for some drivers accessing Atherton Street, but drivers and transit riders at the Egleston Square intersection would experience reduced delay.

Less → More

●●●●○	Safety and Comfort for All Users
●●●○○	Delay for Drivers and Transit Riders
●○○○○	Impacts to Parking
●●●●○	Impacts to Vehicle Routing
●○○○○	Number of Vehicles Rerouted

Street Direction

Turning Restrictions



Atherton Street Access - OPTION 3

Restrict left- and right-turns onto Atherton Street
Allow two-directional travel on Atherton Street (right out only on Washington)
Reverse directionality on Beethoven Street

This option allows travel in both directions between Arcadia Street and Washington Street and reverses the direction of Beethoven Street to create an access loop. Southbound drivers will only be able to turn right onto Washington Street.

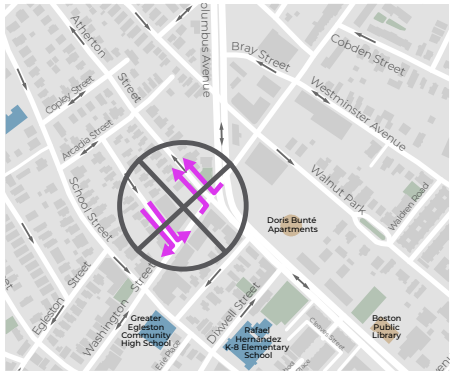
This option will result in shorter detours but additional on-street parking on Atherton Street will be impacted and visibility for drivers turning onto Washington Street will be limited.

Less → More

●●○○○	Safety and Comfort for All Users
●●●●○	Delay for Drivers and Transit Riders
●●●○○	Impacts to Parking
●●●○○	Impacts to Vehicle Routing
●●●○○	Number of Vehicles Rerouted

Street Direction

Turning Restrictions



Total Entering Vehicles

Existing

Proposed

Atherton Street Access - OPTION 4

Restrict left- and right-turns onto Atherton Street
Allow two-directional travel on Atherton Street (emergency vehicle access only)
Reverse directionality on Beethoven Street

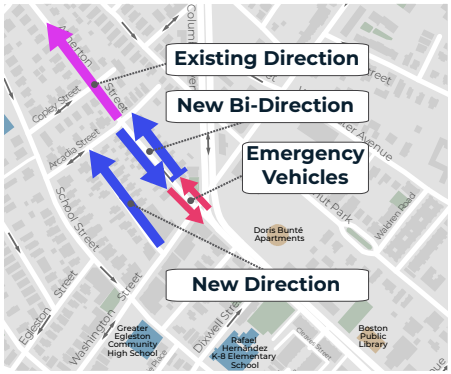
This option allows travel in both directions between Arcadia Street and Washington Street and reverses the direction of Beethoven Street to create an access loop. Only emergency vehicles will have access in and out of Atherton Street at Washington Street. This option has the greatest safety benefits by removing all potential conflicts at Atherton Street and Washington Street.

This option will result in shorter detours and reduced delay for drivers and transit riders at the Egleston Square intersection. Additional on-street parking on Atherton Street will be impacted.

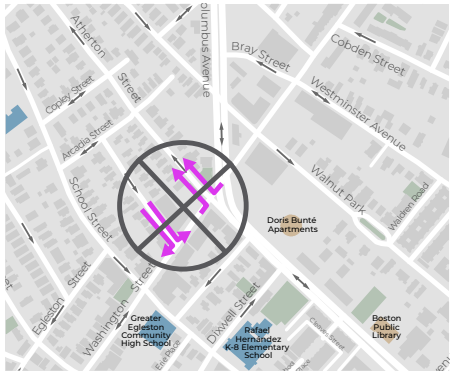
Less ⟶ More

●●●●●	Safety and Comfort for All Users
●●●●○	Delay for Drivers and Transit Riders
●●●○○	Impacts to Parking
●●●○○	Impacts to Vehicle Routing
●●●○○	Number of Vehicles Rerouted

Street Direction



Turning Restrictions



Total Entering Vehicles

Existing

Proposed

Traffic Calming: Shared Street

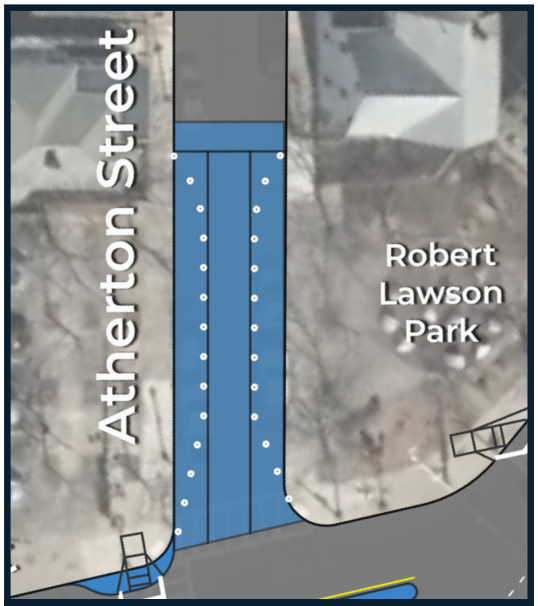
Convert Atherton Street at Robert Lawson Park to a raised, shared street

For all of the preceding options, Atherton Street at Robert Lawson Park could be converted to a **raised, shared street**. A raised, shared street is a street that is raised to the level of the sidewalk to define a shared space for people walking, biking, and driving. Textured pavement and street furniture, including bollards, help calm traffic and reinforce the shared nature of the street. Implementing a raised, shared street would impact some on-street parking on Atherton Street.

A raised, shared Atherton Street could connect Robert Lawson Park and the plaza across the street into a more cohesive public space at the heart of Egleston Square.

NACTO

NACTO



Raised, Shared Atherton Street Concept

1. Street at sidewalk level
2. Bollards
3. Textured pavement
4. Supporting signs

Traffic Calming and Pedestrian Accessibility

Potential treatments to implement on Atherton Street

Traffic calming treatments help slow driving speeds on residential streets while pedestrian accessibility treatments provide a better experience for people walking.

These treatments are being considered to improve the comfort and safety of people walking along Atherton Street.

Curb Ramp

Curb ramps allow people walking, people with mobility aids, and people pushing strollers or carts to access sidewalks and crosswalks.

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Mini Roundabout

Kittelson & Associates

A small roundabout with a mountable central island that aids in directing vehicle traffic, slowing driving speeds, and facilitating safe pedestrian crossings.

Speed Hump

Speed Humps are a traffic calming tool that uses a ramped speed table to slow driving speeds. Unlike speed bumps, speed humps gradually taper up and down.

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Clear Corners

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Clear corners use paint and flex posts to keep drivers from parking too close to intersections or crosswalks, improving visibility for people walking and driving through the intersection.

Bicycle Improvements

Separated contraflow bicycle lane on Atherton Street

A separated contraflow bicycle lane between Lamartine Street and Amory Street will enable two-way bicycle travel along Atherton Street.

A **separated** bicycle lane provides both horizontal and vertical separation between people biking and driving. Separation is often provided by flex posts or by raising the bicycle lane to sidewalk level.

A **contraflow** bicycle lane allows people biking to travel in the opposite direction of motor vehicle traffic.

Separated Bicycle Lane

Kittelson & Associates

Contraflow Bicycle Lane

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