

# INMAN SQUARE INTERSECTION IMPROVEMENTS PROJECT

## Design Option Summary

### Legend:

- Improves
- Minimally changes
- Negatively impacts

DESIGN OPTION	Improve bicyclist safety	Improve pedestrian safety	Reduce vehicular delay	MBTA bus route efficiency	Impact on Vellucci Plaza as open space	Impacts on other open space	Impacts to truck access	Signalized intersection for firehouse access
Bend Cambridge								
Bend Hampshire								
Bend Northside								
Roundabout			 (More analysis needed)	 (More analysis needed)				

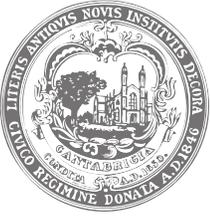
\* Please note that all categories are not weighted equally

**Notes:** \_\_\_\_\_

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## Design Option Details

Each of the four design options were developed to maximize multi-modal access and safety. While there are elements that can be “mixed and matched” to some degree in terms of transit priority, shared streets, floating bus stops, location of bus stops, and other treatments, the intent is to present a wider range of options with varying priority of some modes across the concepts. However, each option provides state-of-the art bicycle treatments for separated bicycle lanes, European-style protected intersections, reduced pedestrian crossing distances, and enhanced bus stops while maintaining the essential emergency vehicle access required of the fire house in the heart of the square.

### **Bend Cambridge**

This alternative benefits the high volume of bike traffic on Hampshire Street by maintaining it as a straight road. It also provides a two-way internal bike connection in the heart of the square, seamlessly connecting all approaches on Hampshire Street, Cambridge Street, and Springfield Street. Pedestrian access is significantly enhanced through a crossing at the heart of the square. The intersection approaches all provide one lane in each direction, allowing more cohesion within Inman Square. Vellucci Plaza is preserved in its current location and additional new open space is provided on the southern side of the square near the medical clinic. MBTA Bus Route 91 is rerouted to Prospect Street, as Springfield Street becomes one-way northbound for vehicles and 2-way for cyclists promoting low stress connections to Union Square and Central Square.

### **Bend Hampshire**

This alternative provides the most efficient MBTA bus routing and additional open space in the square. Transit priority for MBTA Bus Route 69, a heavily utilized route connecting Harvard and Lechmere stations, is provided via a queue jump lane, which allows the bus to bypass traffic heading eastbound during the morning rush hour. MBTA Bus Route 83 is improved with the addition of floating bus stops, separating bike lanes from bus traffic on Hampshire Street. As with the other alternatives, bicyclists and pedestrians are given additional space compared to the existing condition through additional separated bike lanes and sidewalk connections. Although the size of Vellucci Plaza is reduced, new open space and a shared street is provided on the north side of the square, in an area with sufficient sun to support plantings.

### **Bend Northside**

This alternative realigns both Hampshire Street and Cambridge Street so that both require motorists, cyclists, pedestrians, and buses to turn as they travel through the intersection. Springfield Street is proposed as a 2-way street in this option, permitted through a right-in/right-out movement, but prohibiting direct connections to Inman Street that are permitted today. Cyclists are provided with separated bike lanes on both roadways and a two-way crossing in the heart of the square. Pedestrians also benefit from a mid-intersection crossing, connecting businesses on both sides of Cambridge Street. Bus riders benefit from the addition of floating bus stops at all four stops in the intersection for MBTA Bus Routes 69 and 83. Floating bus stops provide additional space for passengers to wait and for amenities like shelters, as well as separated bike lanes.

### **Roundabout**

The roundabout option gives priority to the safety of pedestrians and bicyclists coming to, and moving through, Inman Square. A cycle track level with the sidewalk around the intersection provides a safe and comfortable path for bicyclists. Raised pedestrian crossings, including the central pedestrian crossing through the intersection, allows for greater pedestrian connectivity. The slow speeds and reduced conflict points associated with the roundabout further enhance the safety of the most vulnerable intersection users.