

BOSTON: ROUTE 1A/BOARDMAN STREET GRADE SEPARATION (\$8,500,000)

Description

Construct an overpass with ramps to replace the existing signalized intersection of Route 1A and Boardman Street. Boardman Street will be relocated approximately 400 feet south of its current location and Route 1A traffic will pass over Boardman Street, with connections provided via on- and off-ramps.

Project's Context/Possible Impacts, by MPO Policy Area

Land Use

Boardman Street provides access to the Orient Heights residential neighborhood from Route 1A. Other surrounding land uses include the Suffolk Downs Racetrack (a possible future redevelopment site) to the north and Logan Airport and its associated uses, such as parking lots for passengers and rental cars, gas stations, and a hotel, to the south.

The Metropolitan Area Planning Council, the regional planning agency for the MPO region, provided the following comments/analysis:

- The existing zoning in the project area is waterfront, residential, and industrial.
- Brownfield sites (large sites that are available for infill development) are located close to the project area.
- The city of Boston is state-designated as an economically distressed area/economic target area.
- The proposed project will not significantly improve access to adjacent uses, but is designed to speed travel north and south of the intersection.

Safety

This project is located at a high-crash location: between 1997 and 1999, the Route 1A/Boardman Street intersection was the site of 55 crashes, of which 23 involved only property damage and 32

involved bodily injury. It ranked #298* in the list of the state's high-crash intersections.

Mobility

MassHighway traffic counts conducted in 2000 show that the average daily traffic along Route 1A at the Boston/Revere city line was 51,850 vehicles. According to the Route 1A Corridor Planning Study prepared by CTPS in 1990, the signalized intersection of Boardman Street and Route 1A was operating at level of service (LOS) D in the AM peak hour and LOS F in the PM peak hour. The Route 1A/Boardman Street intersection was ranked the worst intersection along Route 1A (tied with Route 1A/Mahoney Circle intersection). The corridor study indicated that a grade-separated interchange of Boardman Street and Route 1A would produce acceptable operating conditions.

Pollution

The improved flow of traffic at the Boardman Street grade separation will provide air quality benefits by reducing "hot spot" emissions through a reduction in vehicle idling and associated emissions.

* The MPO safety ranking of this intersection is different from the official MassHighway ranking due to a different numbering system.

MAP 5-5 BOSTON: ROUTE 1A/BOARDMAN STREET GRADE SEPARATION

