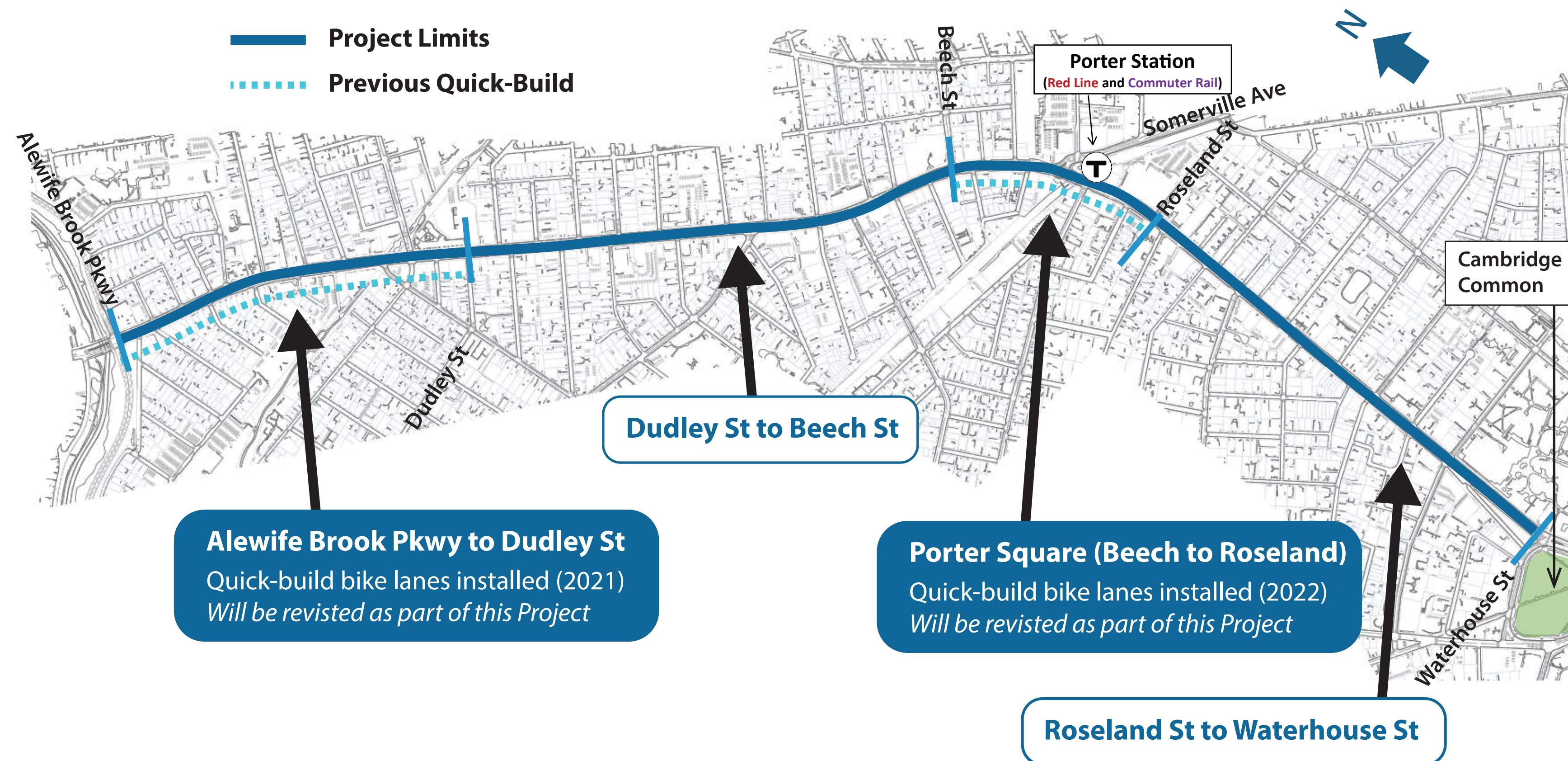


Project Overview - Mass Ave Partial Construction

Project Limits

Massachusetts Ave from Alewife Brook Parkway to Waterhouse Street



The Project **Must:**

> Balance the needs of people who:

- Ride a bike
- Take a bus
- Use the curb
- Walk
- Drive
- Own a Business

> Meet the requirements of the **Cycling Safety Ordinance** and align with **City policies**



> Stay within limitations of **partial construction**



Features of Partial Construction

Flex-post or curbed bike lane separation

Can remove median except at unsignalized pedestrian crossings - provides more opportunities for parking and loading

Opportunity to upgrade affected utilities and bus stops

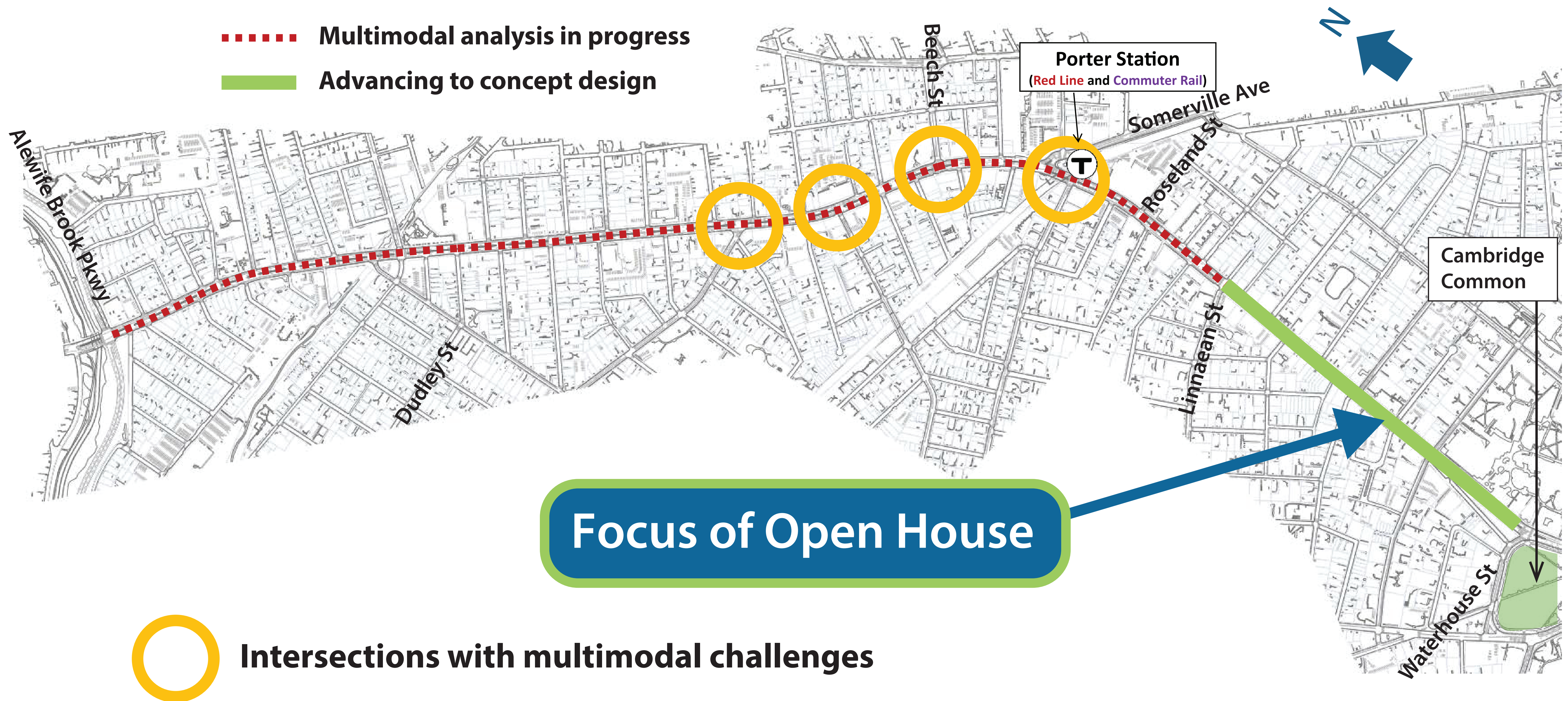


Medium implementation timeline compared to long-term full-build

Medium cost compared to quick-build or full-build



Project Status

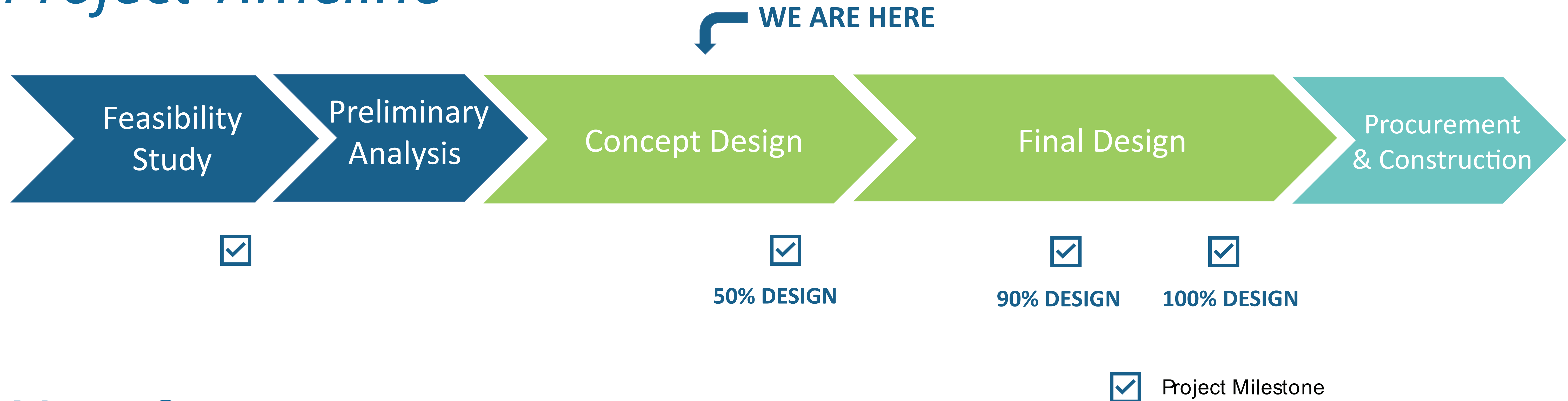


Linnaean Street to Waterhouse Street has fewer multimodal challenges to solve, and is thus ready to move to the concept design phase

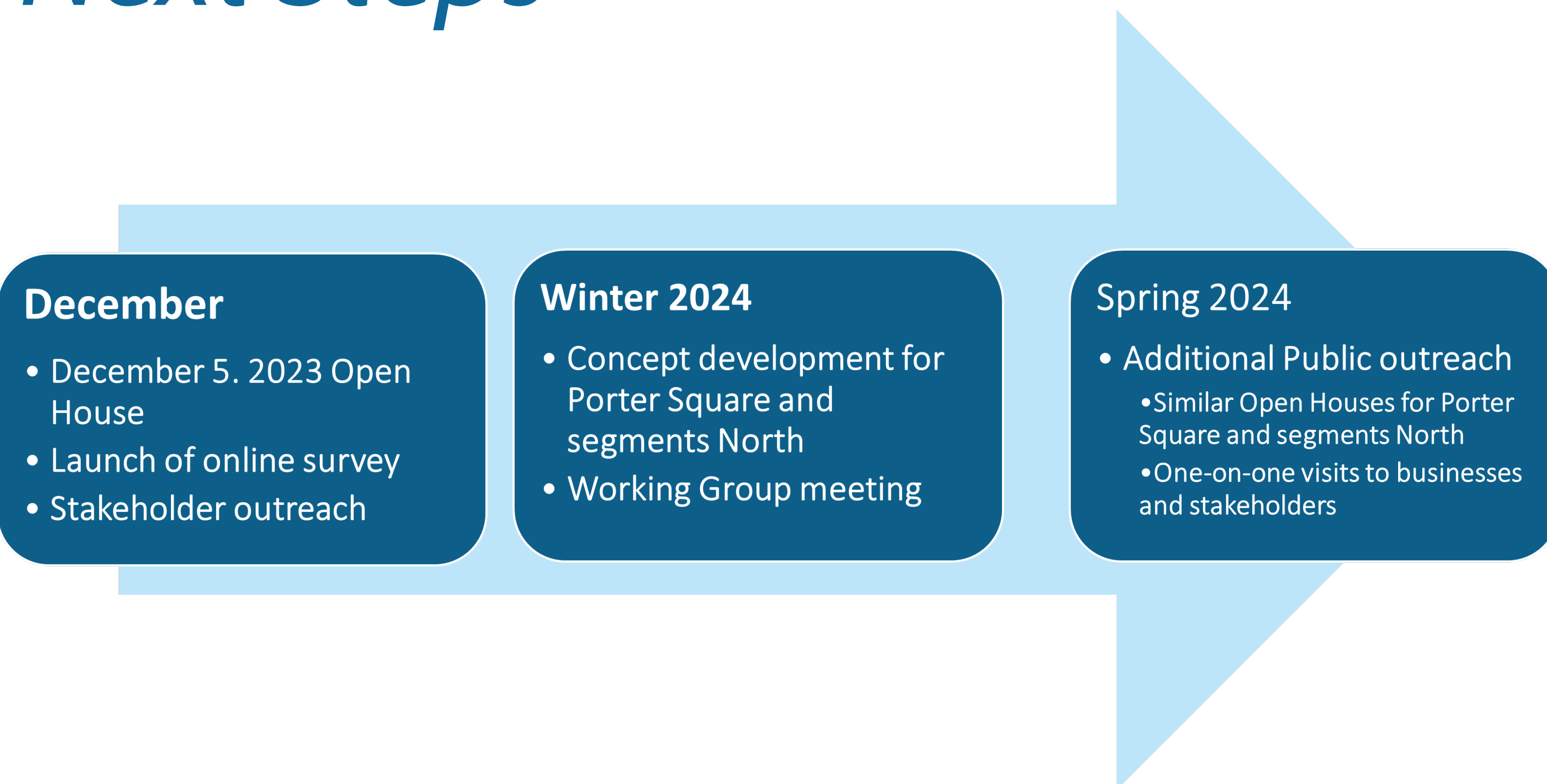


Project Schedule and Next Steps

Project Timeline



Next Steps



Tell us what you think!

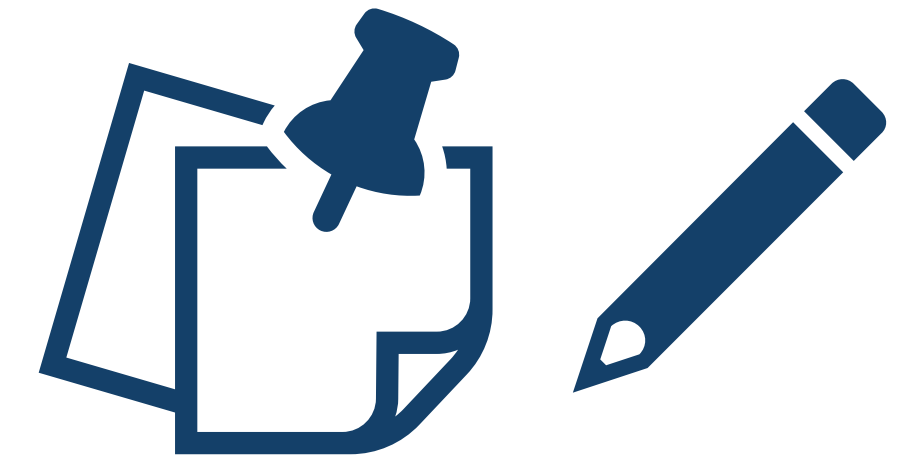


Scan the QR code,
or visit arcg.is/0CafTa
to provide feedback on
the concept design



Your feedback

Tell us what you think about the concept design



Curb Use

- Are the proposed curb uses in the right locations? Is the balance between uses correct?
 - Metered parking
 - Loading zones
 - Accessible parking
 - Pick-up/drop-off
- Are there any other uses that are not accommodated?



Crosswalks

- Do you support the three new proposed crosswalk locations?
- Are there other locations where a crosswalk is needed?



Bus Stops

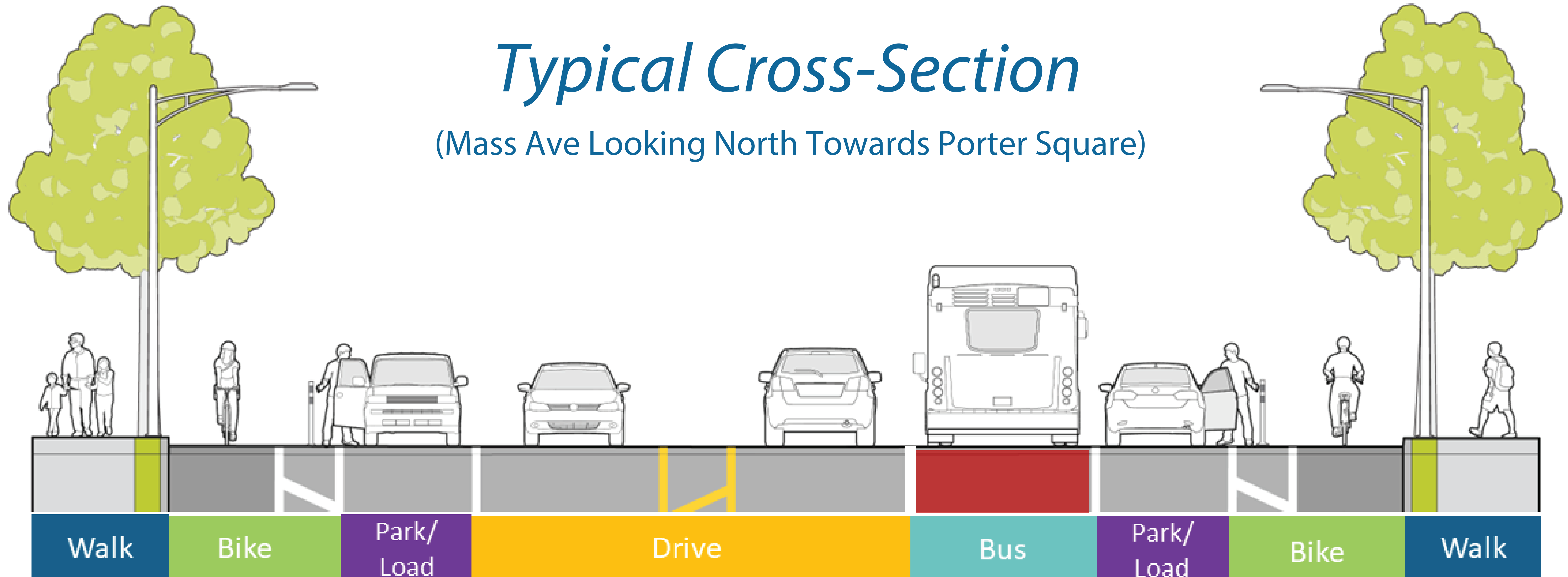
- Do you support the relocation of the bus stop at Wendell Street?
- Do you have a preference between the two options for the segment of Mass Ave between Chauncy Street/Everett Street and Waterhouse Street?



Design Approach - Linnaean St to Waterhouse St

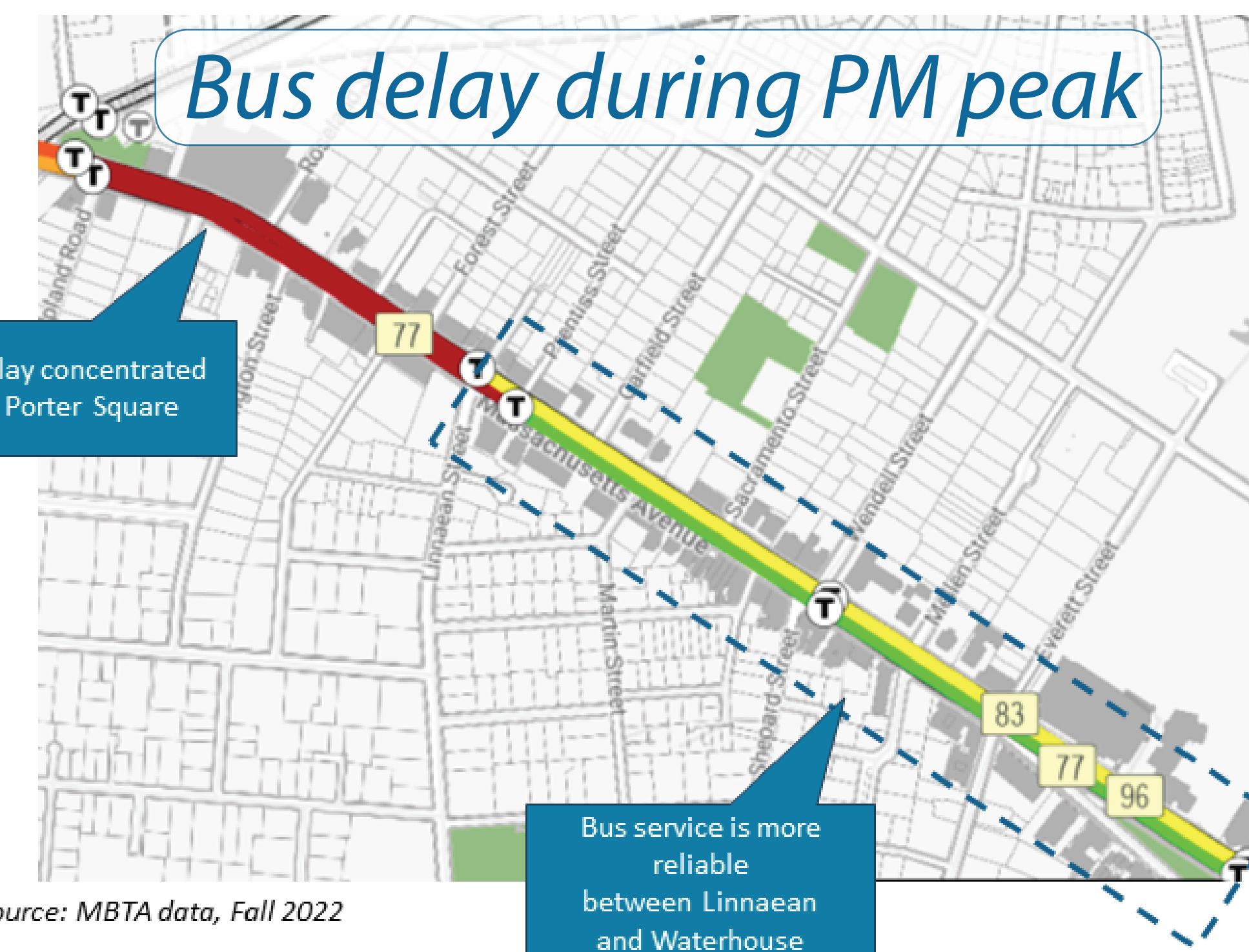
Typical Cross-Section

(Mass Ave Looking North Towards Porter Square)



Why a bus lane on only one side?

Southbound buses do not generally experience significant delays in this section, and therefore would not greatly benefit from a dedicated bus lane.



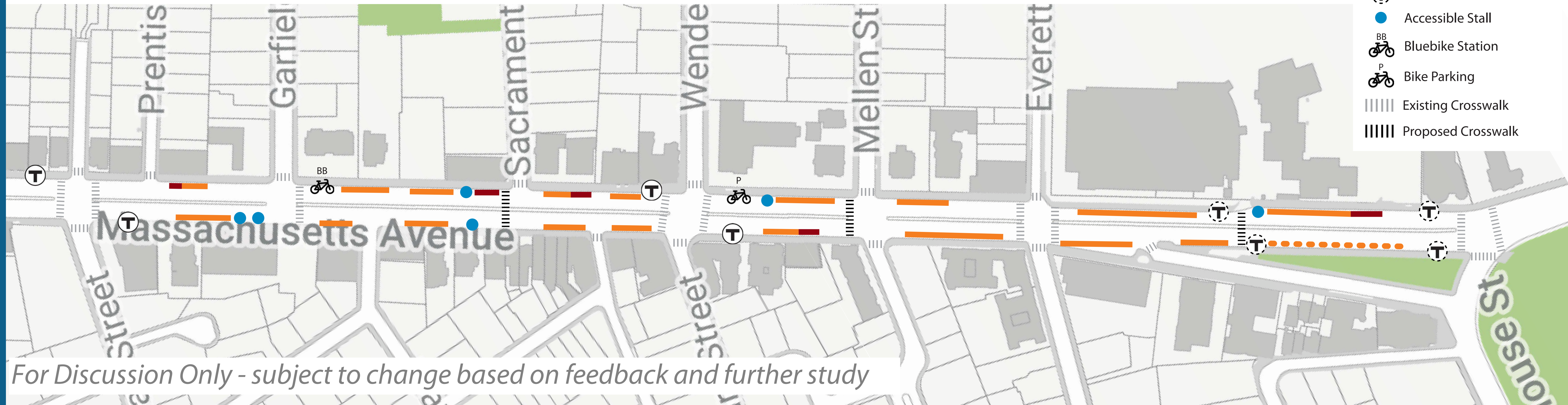
Delay per bus during PM Peak (in seconds)

- 10.01 - 25.00
- 25.01 - 40.00
- 40.01 - 55.00
- 55.01 - 70.00
- 70.01 - 100.00



Design Approach - Linnaean St to Waterhouse St

Draft Curbside Use and Crosswalk Locations



- With the median removed and a 3-lane cross-section proposed in this segment, curbside activity can be maintained on both sides.
- Some on-street metered parking will be converted to space for new crosswalks, turn lanes, loading and accessible parking.
- New crosswalks proposed at Sacramento Street, Mellen Street and mid-block between Everett and Waterhouse Streets
- Between Everett Street and Waterhouse Street, two options for bus stop locations are being considered. See bus stop option board for more details.



Design Approach - Linnaean St to Waterhouse St

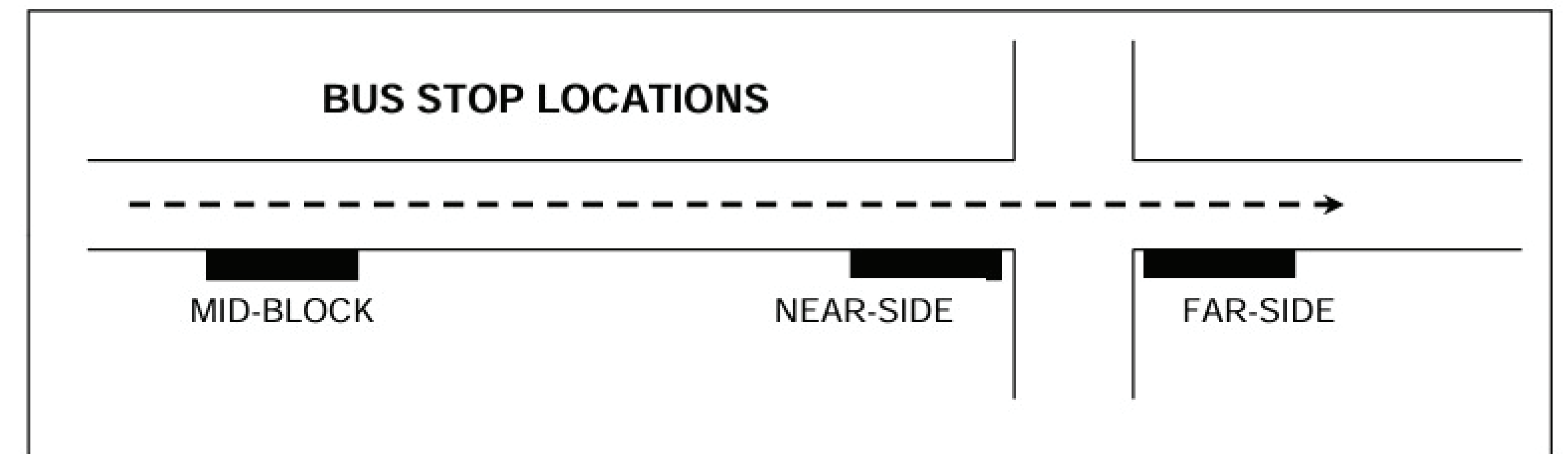
Considerations for Bus Stops

Bus Stop Design



“Floating” bus stops reduce conflicts between bikes and buses while enabling buses to stop in-lane (rather than pulling in and out of a bus stop) to improve transit speeds and reliability.

Bus Stop Location



Source: MBTA Bus Stop Planning & Design Guide (2018)

“Far-side” bus stops are generally considered safer, as they allow passengers to cross the street behind the bus, rather than in front of the bus, when traveling to/from the stop. Additionally, they require less space than a near-side or mid-block stop.

“Near-side” bus stops are located closest to an intersection. While near-side placement can be appropriate in some situations, far-side stops are often preferred due to their benefits to safety and bus operations.

Focus Area - Chauncy/Everett to Waterhouse

Issues within this segment

- Long distance between crosswalks
- Bus stop operations

Potential Solutions

Two options, both with:

- Mid-block crosswalks
- “Floating” bus stops
- Median pedestrian refuge

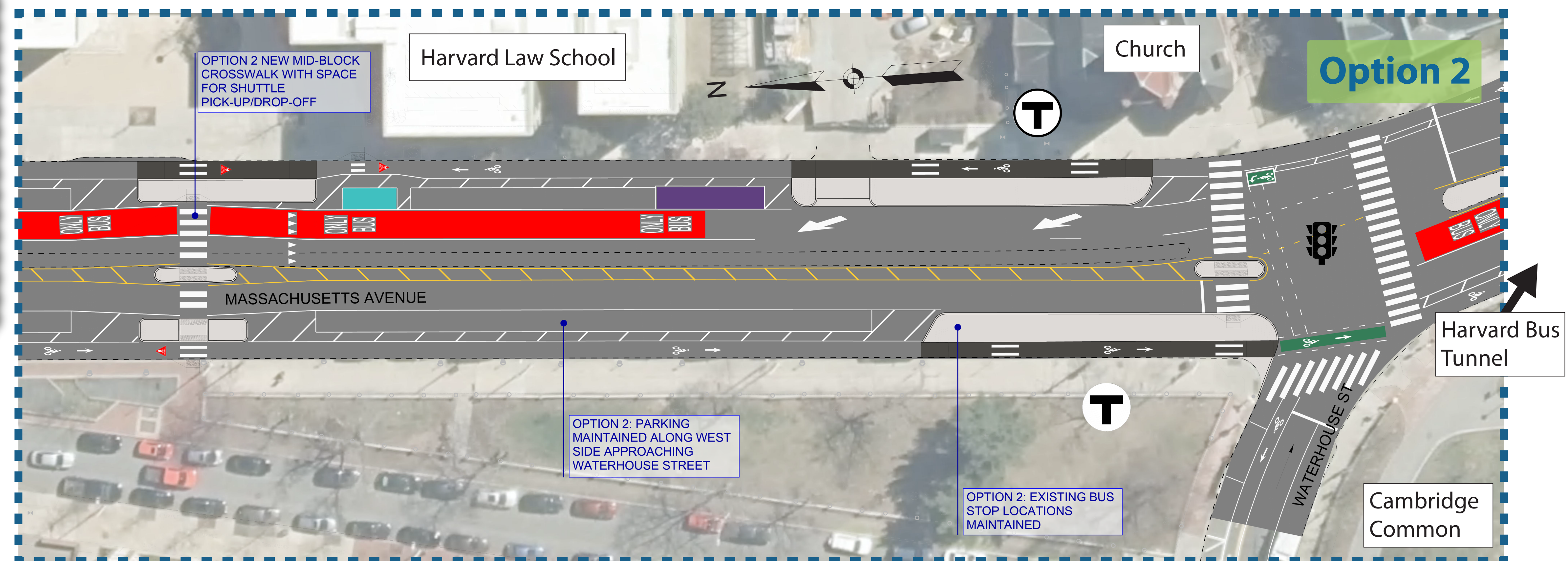
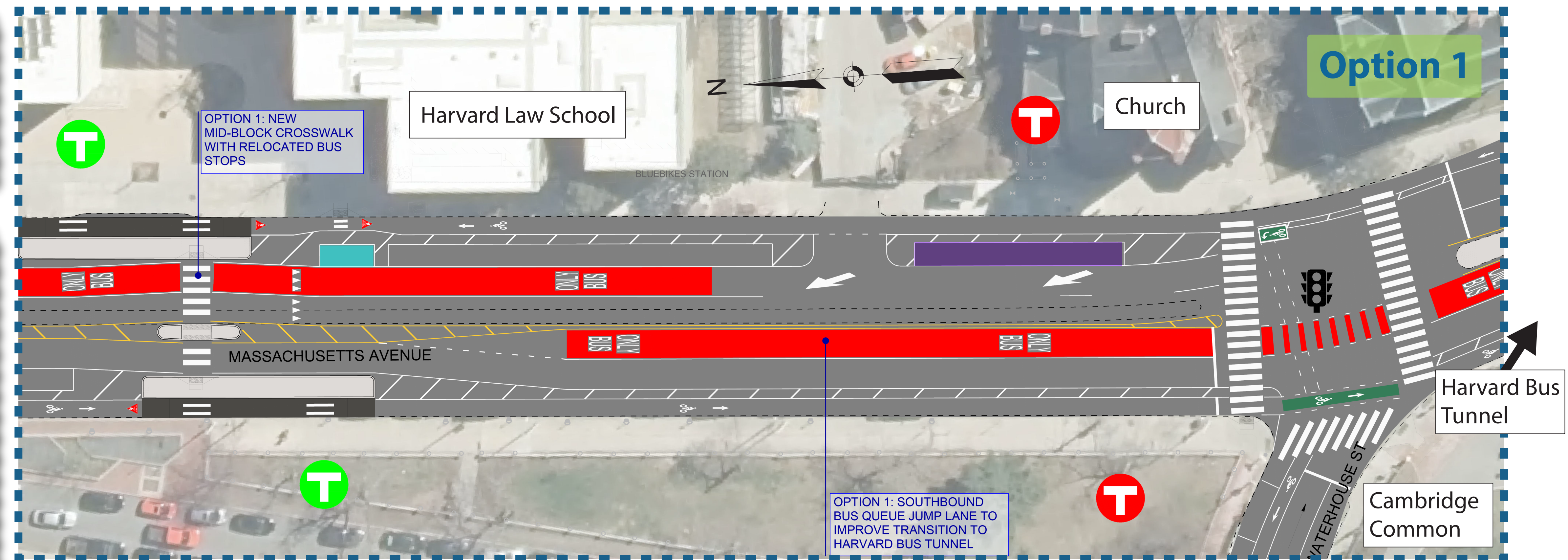
Option 1

- Southbound bus queue jump towards the Harvard bus tunnel
- Relocated bus stops mid-block

Option 2

- Bus stops remain closer to Waterhouse Street intersection
- Parking maintained along west side of street

- LEGEND
- REMOVED OR RELOCATED BUS STOP
 - PROPOSED BUS STOP
 - EXISTING BUS STOP
 - SIGNALIZED INTERSECTION
 - BICYCLE CONFLICT MARKINGS
 - BUS LANE PAVEMENT MARKINGS
 - EXISTING CURB LINE
 - PROPOSED LOADING ZONE
 - PROPOSED ACCESSIBLE PARKING



Tell us what you think about these options!