Agenda

Massachusetts Avenue – Sidney Street to Memorial Drive

- Welcome & Introductions
- Brief Recap of Project Progress
- Conceptual Design
- Detailed discussion/feedback
Existing Conditions

Mass. Ave. Cross-Section (at Amherst Street)

- 88' wide
- On-street bike lane
- On-street vehicle parking
- Mix of meters and other parking
- Bus stops
- Curb extensions at multiple locations
Project Goals

- Address safety issues and reduce crashes - Vision Zero
- Reduce transit delays
- Enable/encourage people of all ages and abilities to choose sustainable transportation
NEXT STEPS

Public Process

- Advisory Committee Meetings
  - April 12, May 16, June 6
- Wikimap online
- Outreach to Businesses
- Individual Stakeholder meetings
- Transit/Ped/Bike Committees
  - Corridor walk; plan review
- Communitywide Meetings
  - May 3, June 19
Public Feedback

☑ Need for better operating conditions for bicyclists

☑ Need for additional crosswalks traversing Mass Ave

☑ Desire to improve transit operations

☑ Concerns about unpredictable ridesharing, tour bus, food truck, commercial loading & pick-up/drop-off activity

☑ Improvements needed at rail crossing
Community Feedback

What we have heard!

- Delivery operations should have places to load/unload so they don’t use the bike lanes
- Prevent motorists from using bike lanes to load/unload
- Relocate MIT tour buses loading/unloading
- Bicyclists should be further separated from vehicles

- There are long vehicle queues, lots of traffic at Vassar Street
- Minimize conflicts, including bus/bike conflicts and bike/ped conflicts at 77 Mass Ave.
- Install more crosswalks between Sidney St and Landsdowne St
• Corridor-wide transportation analysis to determine where:

  • Bus lanes can be added
  • Crosswalk can be added
  • Vehicle lanes can be repurposed
  • Signal operations can be modified
    • Manage traffic
    • Mitigate conflicts
  • Bicycle lanes can be separated
  • Bicycle buffers can be added
  • Parking/curbside activities can be modified for better operations
    • Loading Zones
    • Pick-up/Drop-off activities
    • Accessible spaces
Draft Design – Before and After
South Mass. Ave. Corridor
Transportation/Traffic Analysis

Three Main Sections

The corridor has been divided into 3 sections for clarity.

Section 1: Sidney St to Albany St
Section 2: Albany St to Vassar St
Section 3: MIT
Transportation/Traffic Analysis

Cross Sections

• The three general cross sections (intersections vary)

Section 1:
Sidney St to Albany St

Section 2:
Albany St to Vassar St

Most Complicated

Section 3:
MIT
Bus lanes proposed for two sections, to address the key areas of delay
MBTA Bus Route 1: PM Peak

Method: Automatic Passenger Counter (APC) Data (MBTA)
Transportation/Traffic Analysis

Bus Facility Details
Transportation/Traffic Analysis

Bus Facility Details
Bus lanes at intersections: Right turning motorists may use bus lane

NB: graphic for illustrative purposes only
For most of the corridor, separated bike lanes can be created using on-street parking and flex posts.
DESIGN OVERVIEW

Bicycle Facilities

Separated Bike Lane - Parking Protected
Bicycle Facilities

Bike Lane with Curbside Parking

Curbside parking/Accessible Parking
Bus Stop Options

Bus stop at curb

Floating bus stop – under consideration for later implementation
**Pedestrian Facilities**

- No changes to sidewalks
- New Crosswalk with Rapid Flash Beacon
- Signal modifications to reduce conflicts
CORRIDOR INFORMATION

Vehicle Parking Analysis

• Re-configurating parking that works better for loading (loading zones will be moved to the beginnings or ends of the block faces)

• Floating parking spots will be implemented, where possible

• Special consideration will be made for ADA spaces

NB: graphic for illustrative purposes only, does not represent exact dimensions
Accessible Parking Option

- Under evaluation for appropriate location(s)
- MassDOT and other guidelines
- Implemented in several cities
Three Main Sections

- Overall, in sections 1 & 3, lane removed without significant impacts
- There may be impacts to motor vehicles, with longer queues and possibly longer travel times, in Section 2
- **NB:** These plans are conceptual/draft ONLY and subject to change
- **NB:** Plans show existing conditions as background layer
CORRIDOR INFORMATION

Transportation/Traffic Analysis

Section 1: Sidney St to Albany St (A)

Orange = loading
** Layout & placement of ADA spaces still under design **
Transportation/Traffic Analysis

Section 1: Sidney St to Albany St (C)

New crosswalk with Rapid Flash Beacon
**Design Analysis**

**Alternatives Analyzed at Vassar Street:**

**Alternative 1:** 3-lane cross section
- more turning conflicts for people walking or bicycling
- traffic better in off peak, worse in peak, including buses

**Alternative 2:** 4-lane Cross Section
- Key conflicts controlled for people walking, bicycling
- AM peak performs better, PM is worse

**Section 2:** Albany St to Vassar St
Alternative 2: 4-lane Cross Section

- Opportunities to increase space for bicyclists by modifying bulb-outs in future

- Will require additional traffic signal equipment;
- Bike signals to be added
Transportation/Traffic Analysis

Section 2: Albany St & Vassar St
Transportation/Traffic Analysis

Three Main Sections

Other Design Details
Corridor Information

Transportation/Traffic Analysis

Section 3: MIT (A)

Layout & placement still under design

Draft

Draft

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Transportation/Traffic Analysis

Section 3: MIT (B)

Bike signal at 77 Mass Ave
Conclusion

- Bicycle and transit improvements are identified for the corridor
- Additional crosswalk at Windsor Street
- Intersections managed with turn lanes and signal control
- There are some notable parking modifications
- Still some design details to flesh out, especially given your input!
NEXT STEPS

**Schedule**

- **Bicycle, pedestrian, traffic counts**
  - April

- **Refine design**
  - May - August

- **Public Meeting #1**
  - May 3

- **Parking study**
  - Week of April 30

- **Public Meeting #2/Open House**
  - June 19

- **Advisory Committee Meeting #1**
  - April 11

- **Advisory Committee Meetings #2-3**
  - May, June/July

- **Implementation**
  - Late Summer 2018

- **Evaluation**