

MASSACHUSETTS AVENUE BETTER BIKE PROJECT

June 15, 2020



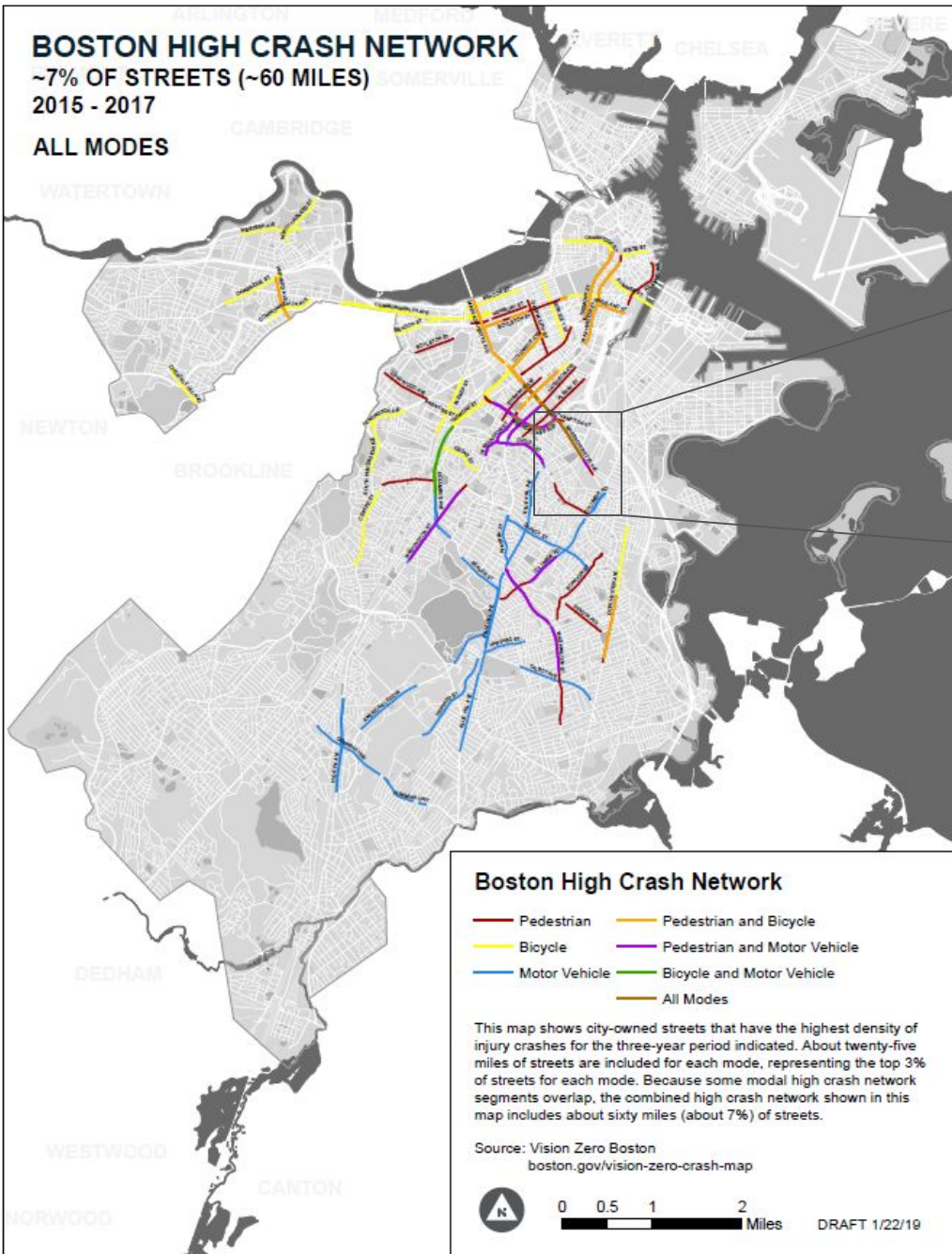
Mass Ave

BOSTON HIGH CRASH NETWORK

~7% OF STREETS (~60 MILES)

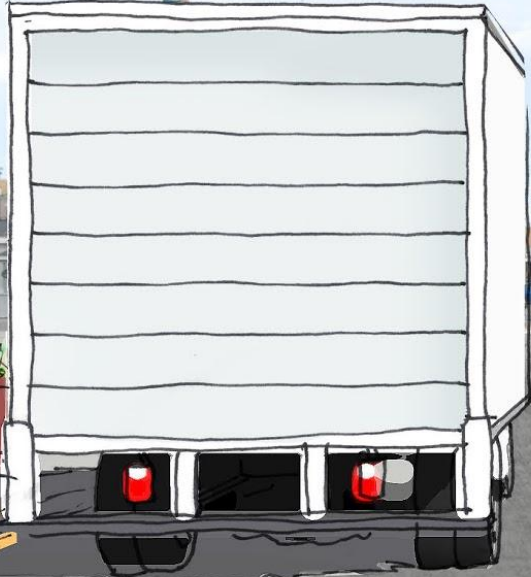
2015 - 2017

ALL MODES



Boston High Crash Network

- Pedestrian
- Bicycle
- Motor Vehicle
- Pedestrian and Bicycle
- Pedestrian and Motor Vehicle
- Bicycle and Motor Vehicle
- All Modes



GERAPO

25

DI PIERRO
DESIGN - BUILD - REMODEL

Best Western PLUS



Greetings from...



Boston, Massachusetts

WHAT WE'VE DONE SO FAR

PRIORITIZED THE PROJECT

- ▶ *Prioritized by the public through the Go Boston 2030 process (2017)*
- ▶ *Council advocated for inclusion in the city's FY20 budget (spring 2019)*



INITIATED DESIGN PROCESS

CONCEPT DESIGN

- ▶ Review past findings, identify existing conditions
- ▶ Conduct outreach, identified key interests of stakeholders and users
- ▶ Test design alternatives
- ▶ Accurate traffic model using existing user volumes

25% DESIGN

- ▶ Set the basics of the proposed design, swept-path analysis to confirm
- ▶ Preliminary traffic signal phasing and timing
- ▶ First draft of curb ramps



*We're
here*

75% DESIGN

- ▶ Fully detailed and revised traffic signal phasing and timing
- ▶ Detailed plans for curb ramps and drainage
- ▶ Adjustments to any lane dimensions, pavement markings, and signs

PIC

- ▶ Official sign-off on all constructed elements from the Public Improvement Commission

100% DESIGN

- ▶ Continued refinements to traffic signal phasing and timing; curb ramps; and drainage
- ▶ Last tweaks to all other elements
- ▶ Final draft of temporary traffic management plans

FINAL DESIGN

- ▶ All issues noted in thorough design review have been approved
- ▶ Signed by City Engineer
- ▶ Delivered to contractor to begin work

REVIEWED PAST FINDINGS

- ▶ *Access Boston (2001)*
- ▶ *Boston Bike Plan (2013)*
- ▶ *South Bay Town Center (2015)*
- ▶ *Alternatives Evaluation - Massachusetts Ave at Newmarket Square (2016)*
- ▶ *1258-1272 Massachusetts Avenue (2016)*
- ▶ *Go Boston 2030 (2017)*
- ▶ *Jan Karski Way Extension (2019)*
- ▶ *PLAN Newmarket (ongoing)*

CONDUCTED RESIDENT OUTREACH

- ▶ *Flyered light posts and all residences along corridor*
- ▶ *Conducted walk/ride tours*
- ▶ *Presented at civic association meetings*
 - *Columbia-Savin Hill*
 - *Hancock Street*
 - *Jones Hill*
 - *Eastman-Elder*
 - *McCormack Executive Board*
 - *McCormack*
 - *Polish Triangle United*
 - *Uphams Corner Westside*



CONDUCTED BUSINESS OUTREACH

- ▶ *Delivered an informational flyer to every open business on the corridor*
 - *Returned twice to ensure every business had been visited*
- ▶ *Presented at Newmarket Business Association Meetings*
- ▶ *Followed up via 1:1 conversations with specific businesses:*
 - *Di Pierro Construction*
 - *Ace Plumbing*
 - *Best Western Roundhouse Suites*
 - *South Bay Auto Body*
 - *Victory Programs*
 - *Home Run Cafe*
 - *Edens*
 - *Dorchester Brewing Co.*

IDENTIFIED DESIGN PRIORITIES

▶ ***Safety of people biking and walking***

- *Separated bike lanes*
- *Intersection design*
- *Pedestrian signal phases*

▶ ***Flow of buses, trucks, and cars***

- *Multiple bus routes*
- *Trucks*
- *Newmarket/Shirley*
- *Columbia Rd*

▶ ***Use of the curbside***

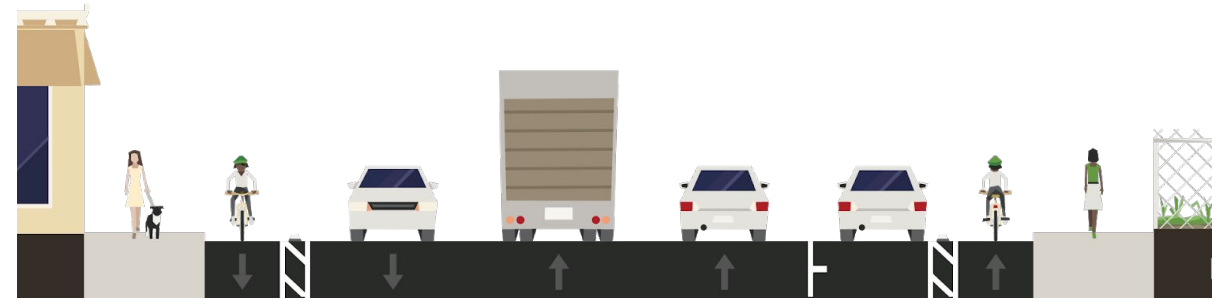
- *Commercial loading for businesses*
- *Parking for businesses and organizations*
- *Parking for 1010 Mass Ave*

▶ ***Planning for the future***

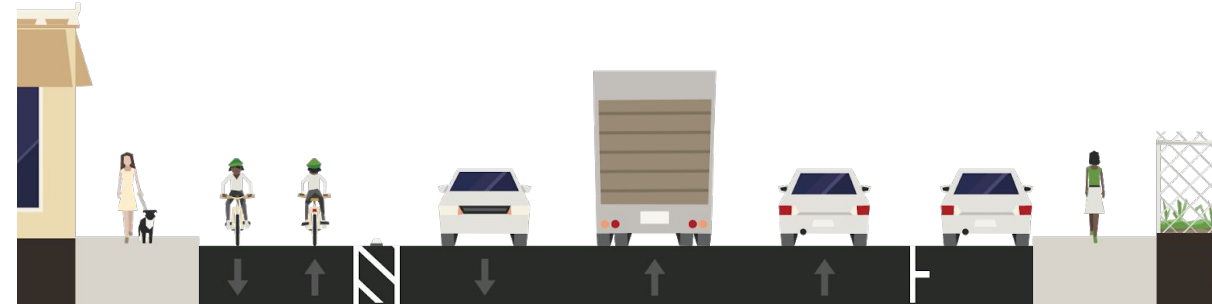
- *Plan Newmarket*
- *Sidewalk reconstruction*
- *Development*

ANALYZED ALL POTENTIAL CONCEPTS

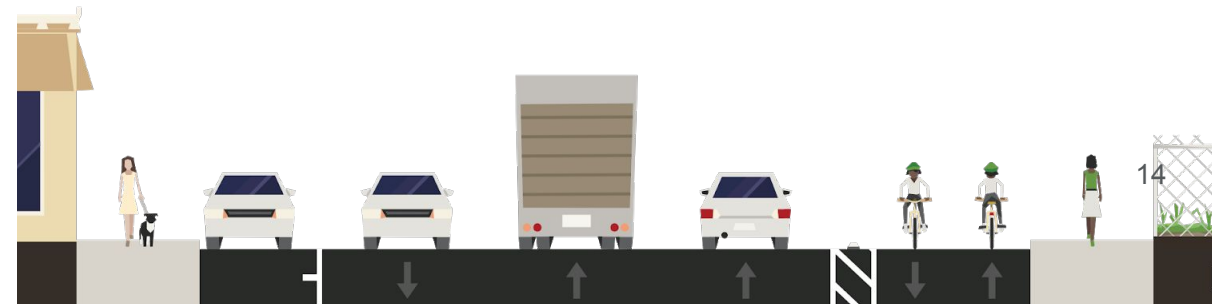
Pair of one-way separated bike lanes (SBLs)



Two-way SBL along eastern curb



Two-way SBL along western curb



REVIEWING 25% DESIGNS

CONCEPT DESIGN

- ▶ Review past findings, identify existing conditions
- ▶ Conduct outreach, identified key interests of stakeholders and users
- ▶ Test design alternatives
- ▶ Accurate traffic model using existing user volumes

25% DESIGN

- ▶ Set the basics of the proposed design, swept-path analysis to confirm
- ▶ Preliminary traffic signal phasing and timing
- ▶ First draft of curb ramps



*We're
here*

75% DESIGN

- ▶ Fully detailed and revised traffic signal phasing and timing
- ▶ Detailed plans for curb ramps and drainage
- ▶ Adjustments to any lane dimensions, pavement markings, and signs

PIC

- ▶ Official sign-off on all constructed elements from the Public Improvement Commission

100% DESIGN

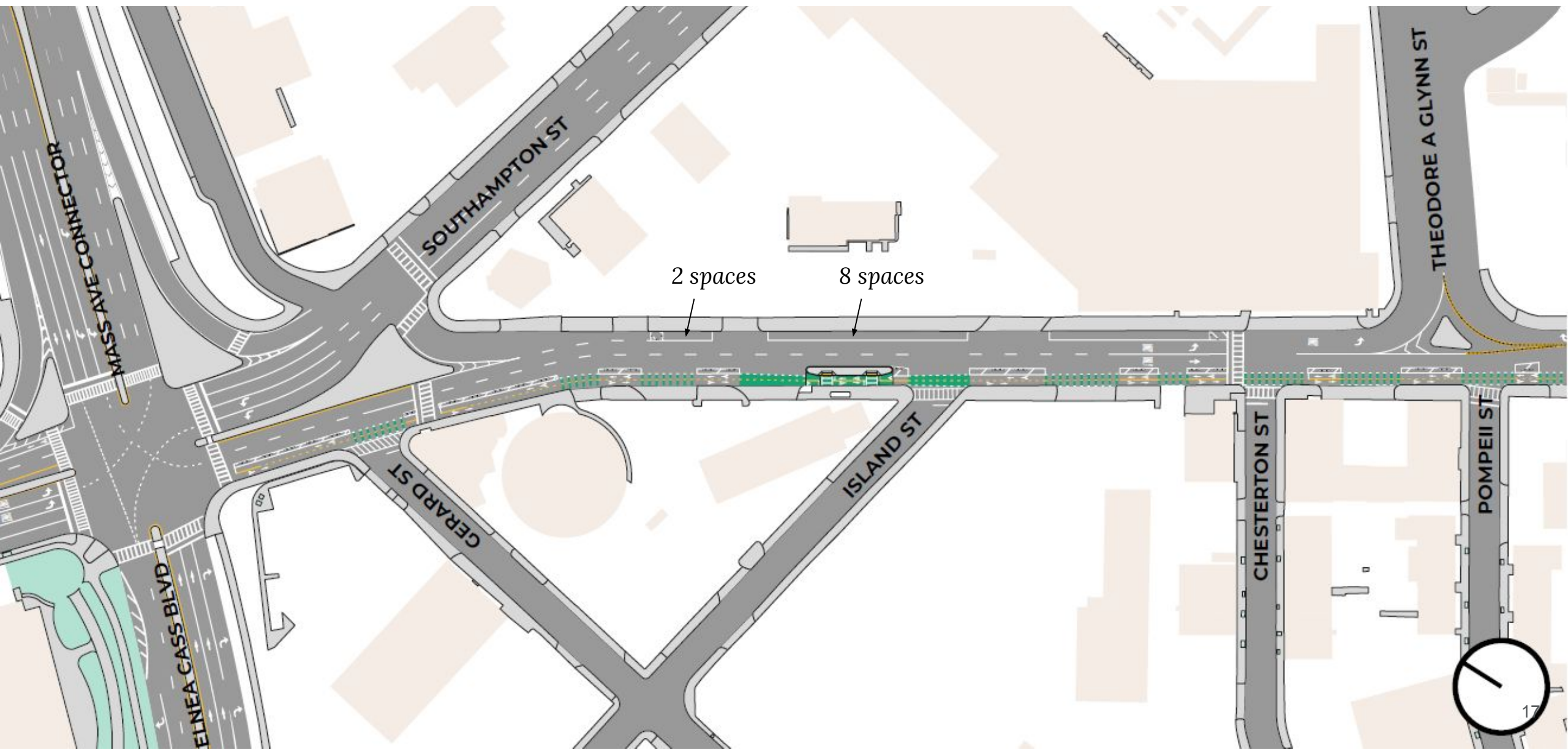
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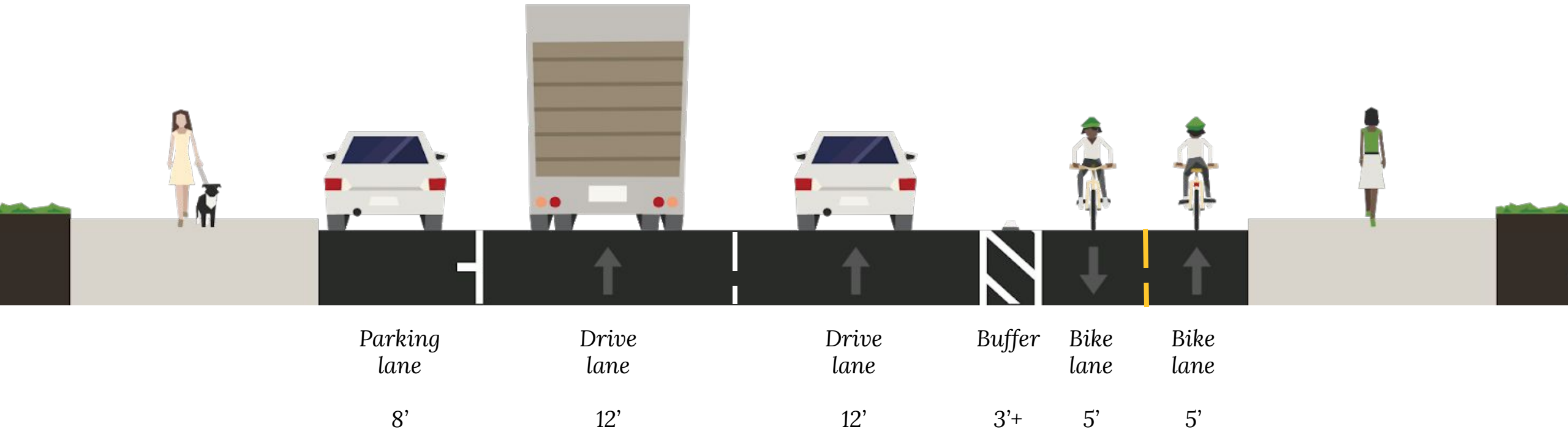
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PLAN VIEW



CROSS SECTION

North of Island St



WORK IN PROGRESS

CONCEPT DESIGN

- ▶ Test design alternatives
- ▶ Feedback from stakeholders, users on direction
- ▶ Accurate traffic model using existing user volumes

25% DESIGN

- ▶ Set the basics of the proposed design, swept-path analysis to confirm
- ▶ Preliminary traffic signal phasing and timing
- ▶ First draft of curb ramps



75% DESIGN

- ▶ Fully detailed and revised traffic signal phasing and timing
- ▶ Detailed plans for curb ramps and drainage
- ▶ Adjustments to any lane dimensions, pavement markings, signs
- ▶ Assign parking regulations

PIC

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100% DESIGN

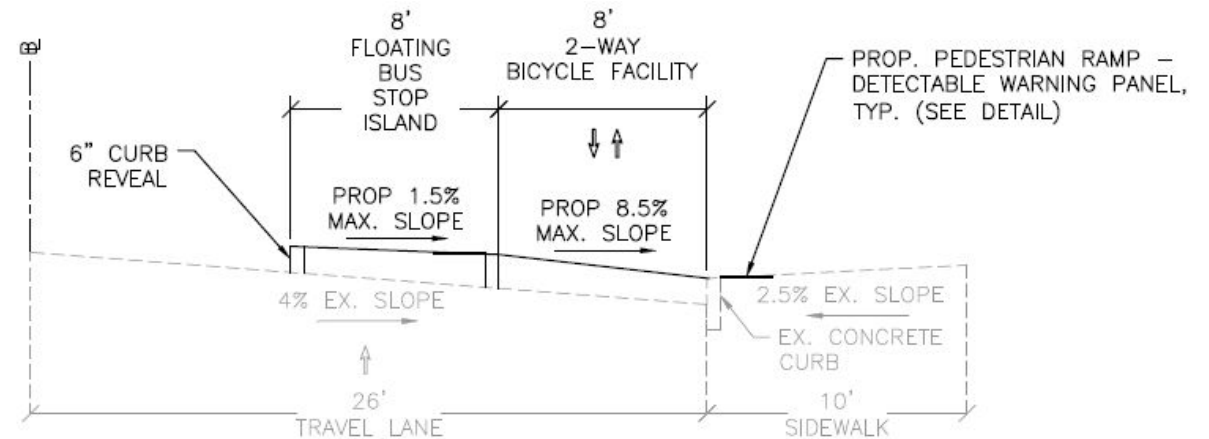
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- ▶ Last tweaks to all other elements
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WORK IN PROGRESS

- ▶ Refine traffic signals
 - Allstate
 - Newmarket/Shirley
 - Magazine
- ▶ Engineering the bus stops, curb ramps, drainage



CONCEPT 1 – FLOATING BUS STOP ISLAND
CROSS SECTION, VIEW SOUTHBOUND