

MASSACHUSETTS AVENUE BETTER BIKE PROJECT

WHAT'S CHANGED BETWEEN THE 2020 VIRTUAL OPEN HOUSE
AND THE FINAL DESIGN

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PROTECTING PEOPLE BIKING

BETWEEN MELNEA CASS BOULEVARD AND COLUMBIA ROAD

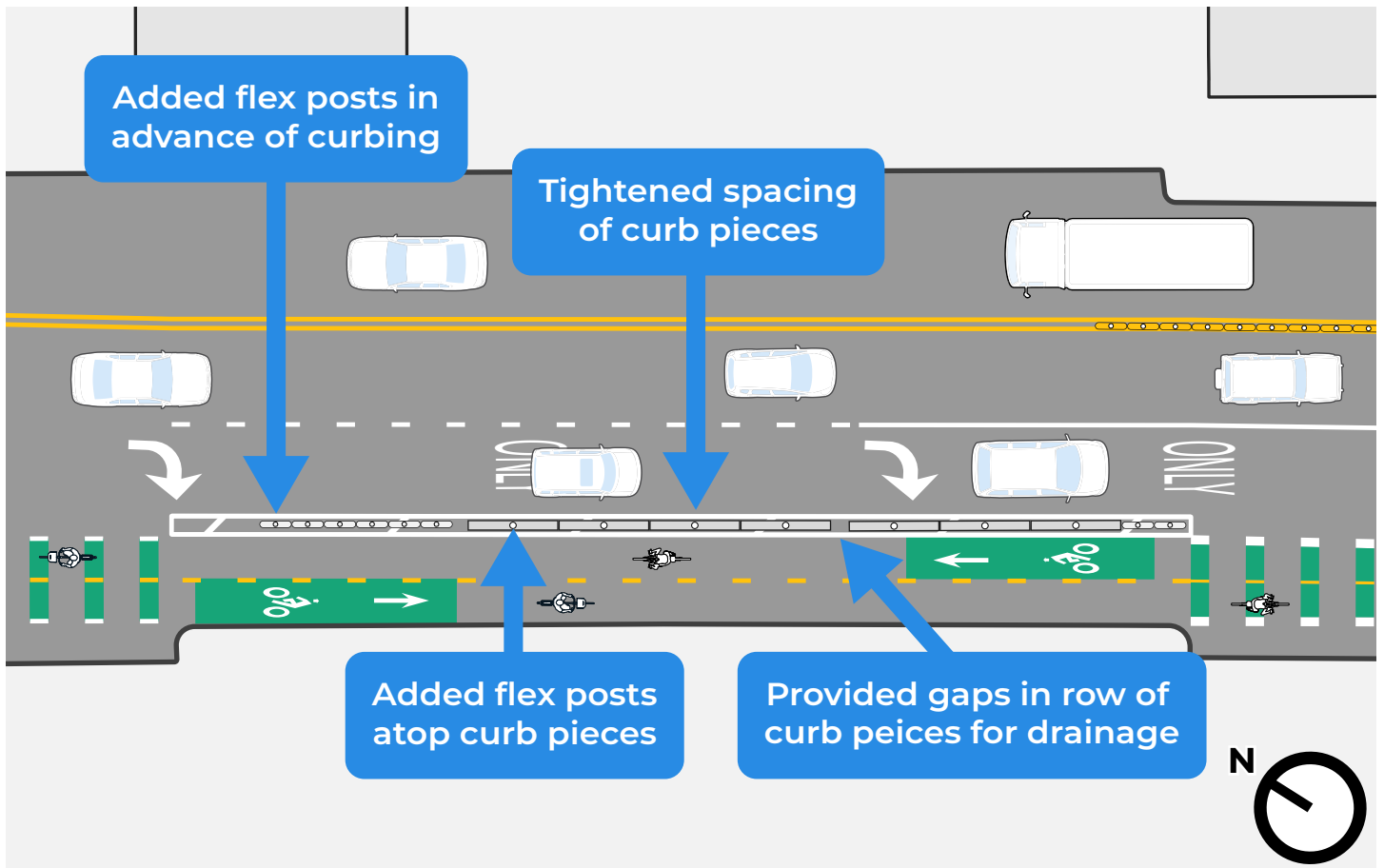
We proposed using precast concrete curbs to separate the bike lane from parking or general travel lanes.

For the final design, we tightened the spacing of the curb pieces adjacent to vehicular travel lanes to provide a continuous curb while allowing for drainage.

We also added flex posts in advance of each stretch of curbing and atop all curb pieces adjacent to vehicular travel lanes to increase the curb's visibility for people driving.



Example of concrete curbing and flexposts used to separate a bicycle facility from a vehicular travel lane. The spacing of the curbing pieces and flexposts will vary along the length of Massachusetts Avenue.

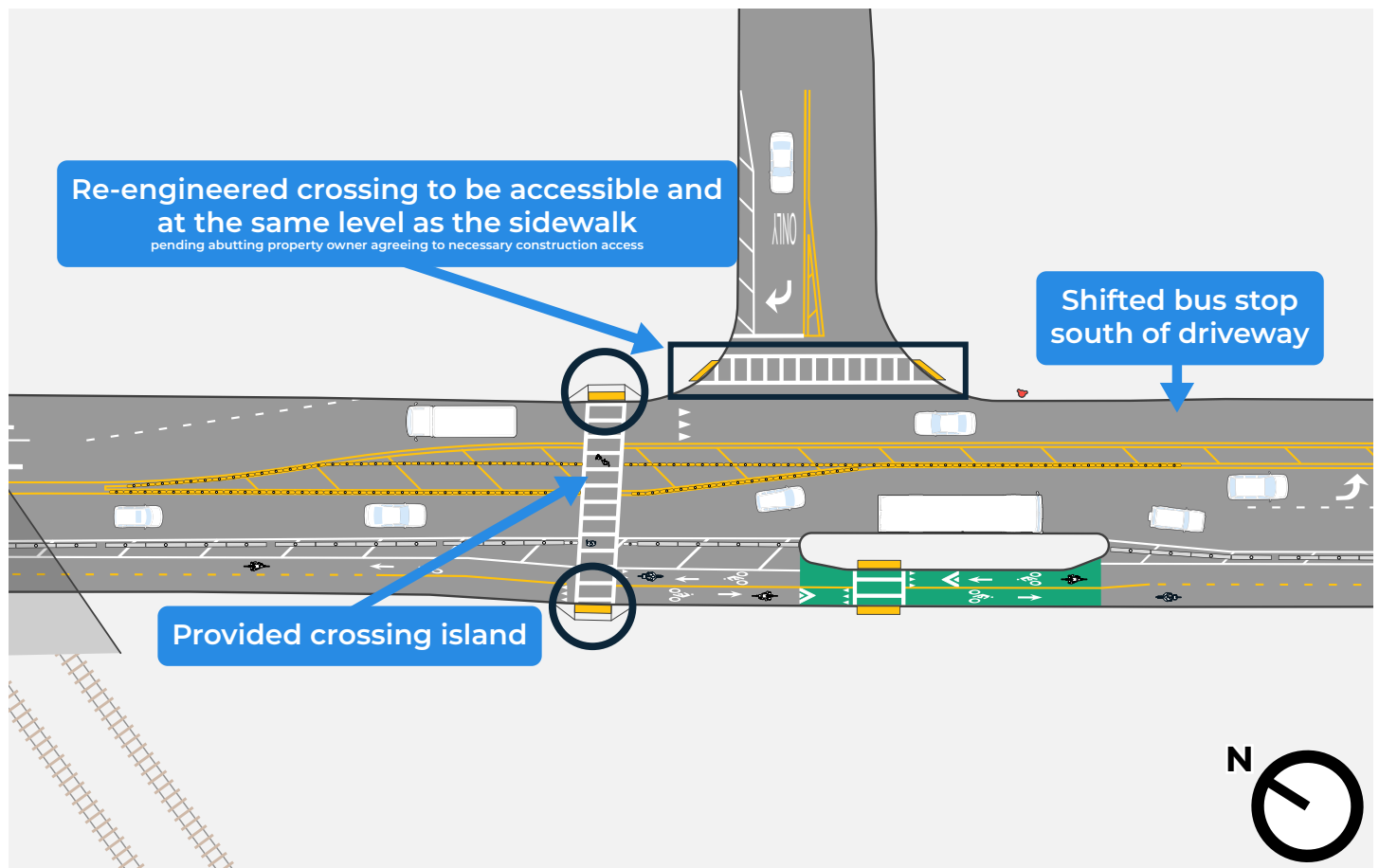
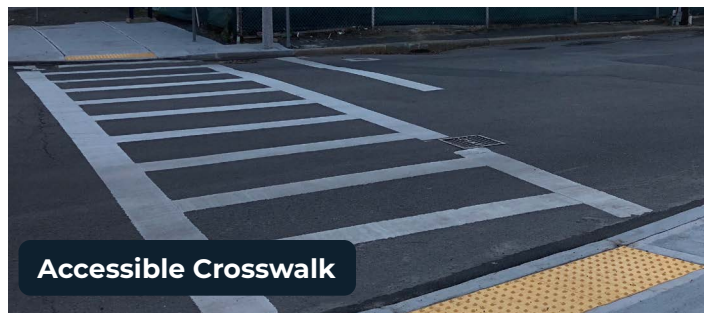


ADDING ACCESSIBLE BUS STOPS AND CROSSWALKS AT THE ENTRANCE TO STOP AND SHOP

We plan to add a new pair of bus stops and a crosswalk across Massachusetts Avenue at the South Bay Shopping Center by Stop and Shop.

For the final design, we also re-engineered the crosswalk that traverses the Stop and Shop driveway. The crosswalk will be at the same level as the sidewalk and accessible for people using assistive mobility devices.

Additionally, at the request of EDENS (the developers of South Bay Shopping Center) we shifted the northbound bus stop south of the driveway to increase the gaps available for vehicles turning right out of the driveway.



ALLOCATING ROADWAY SPACE ON MASSACHUSETTS AVENUE

BETWEEN CLAPP STREET AND COLUMBIA ROAD

Currently, on weekday afternoons, people heading south on Massachusetts Avenue in buses, cars, and trucks wait in long queues at the intersection with Columbia Road.

We aimed to balance reliability for bus riders and people driving with curbside parking along this stretch of the roadway. We continue to provide two northbound lanes to accommodate people turning from Columbia Road; the two lanes merge approximately 100 feet north of the intersection.

During the weekdays, when vehicular volumes are at their highest, we need two southbound travel lanes to accommodate buses and other vehicles. This will help as many people as possible make it through the intersection each time the light is green.

Based on pre-pandemic conditions, traffic analysis, and parking enforcement schedules, we previously proposed restricting parking only between 2 - 6 p.m. At the request of the businesses, parking will be restricted only between 3 and 6 p.m.

