

MASSACHUSETTS AVENUE BETTER BIKE PROJECT

May 20, 2020

OVERVIEW



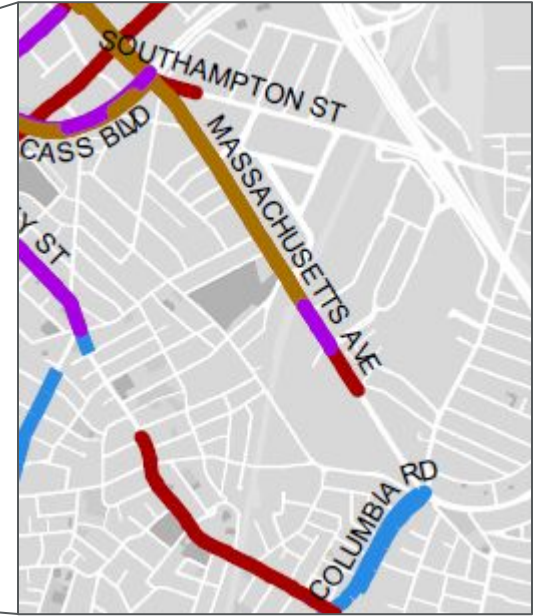
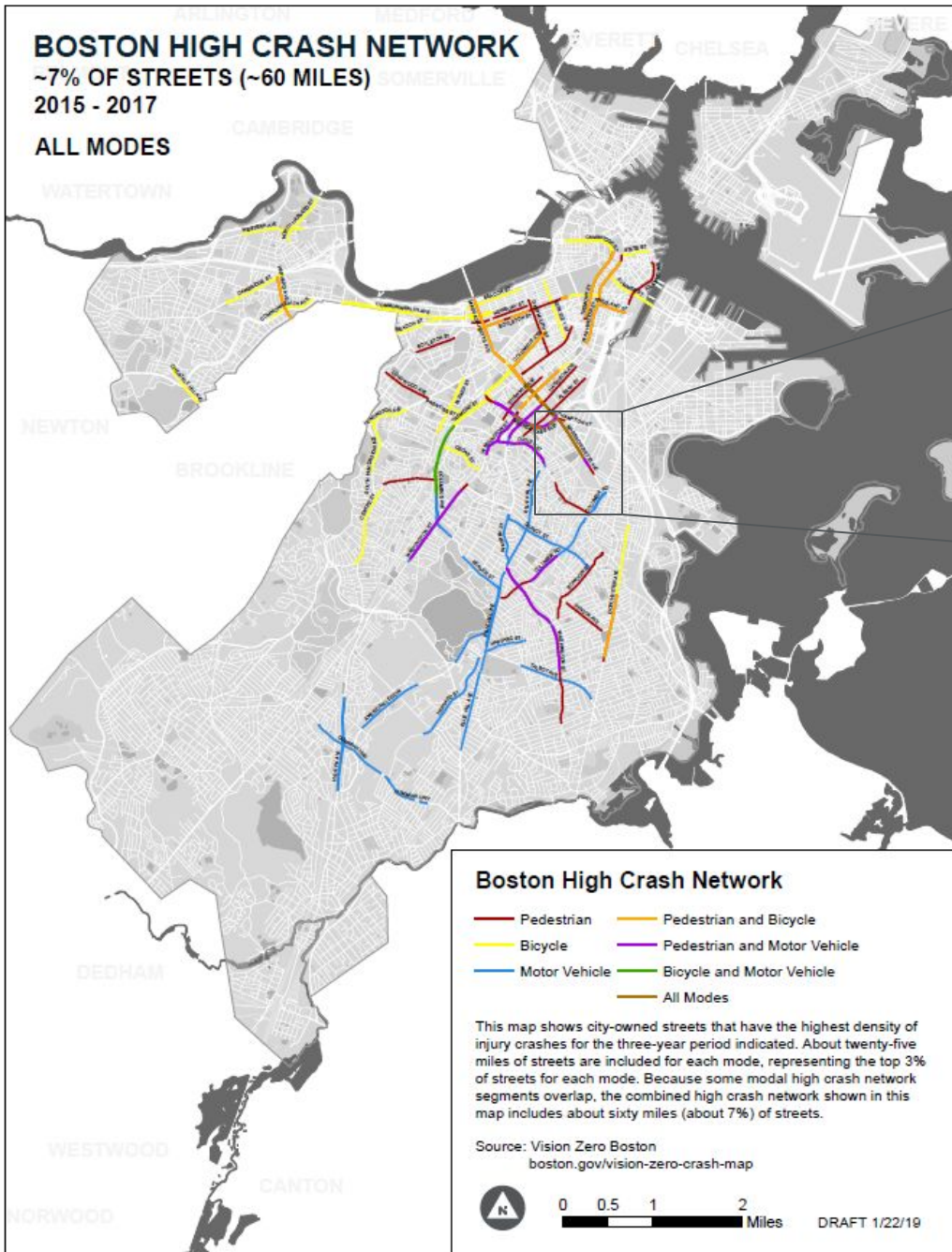
Mass Ave

BOSTON HIGH CRASH NETWORK

~7% OF STREETS (~60 MILES)

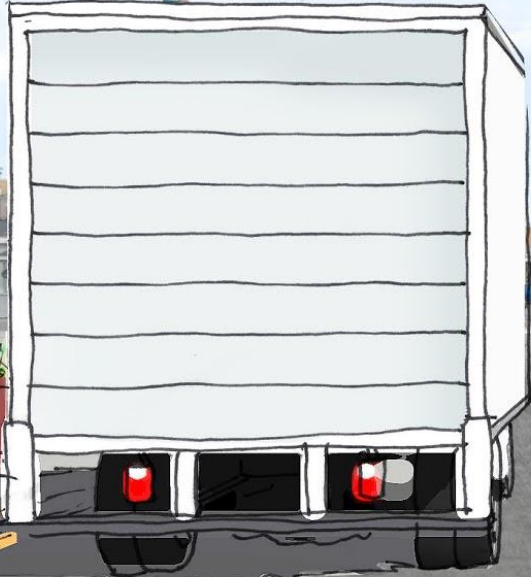
2015 - 2017

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

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



*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

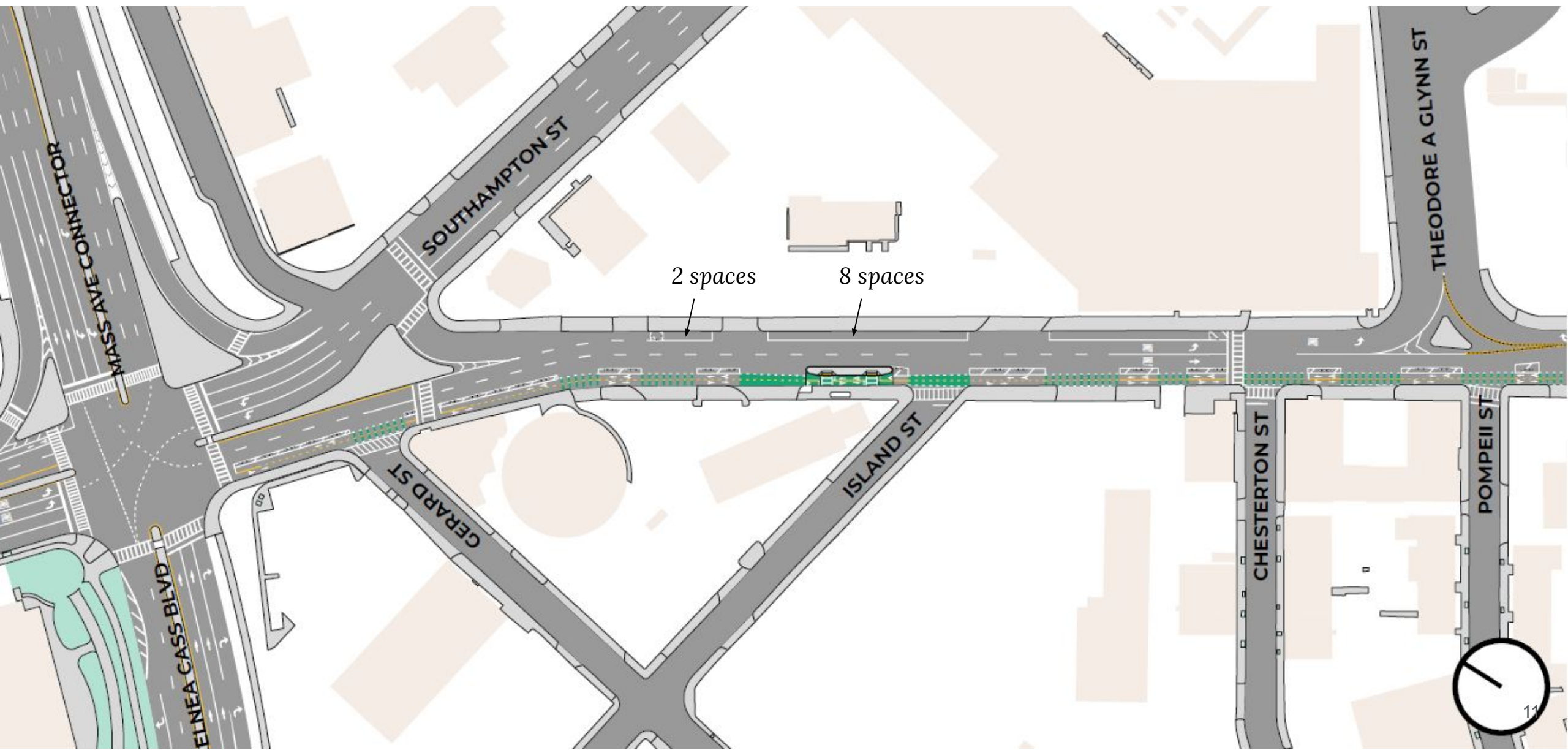
- ▶ Continued refinements to traffic signal phasing and timing; curb ramps; and drainage
- ▶ Last tweaks to all other elements
- ▶ Final draft of temporary traffic management plans

FINAL DESIGN

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

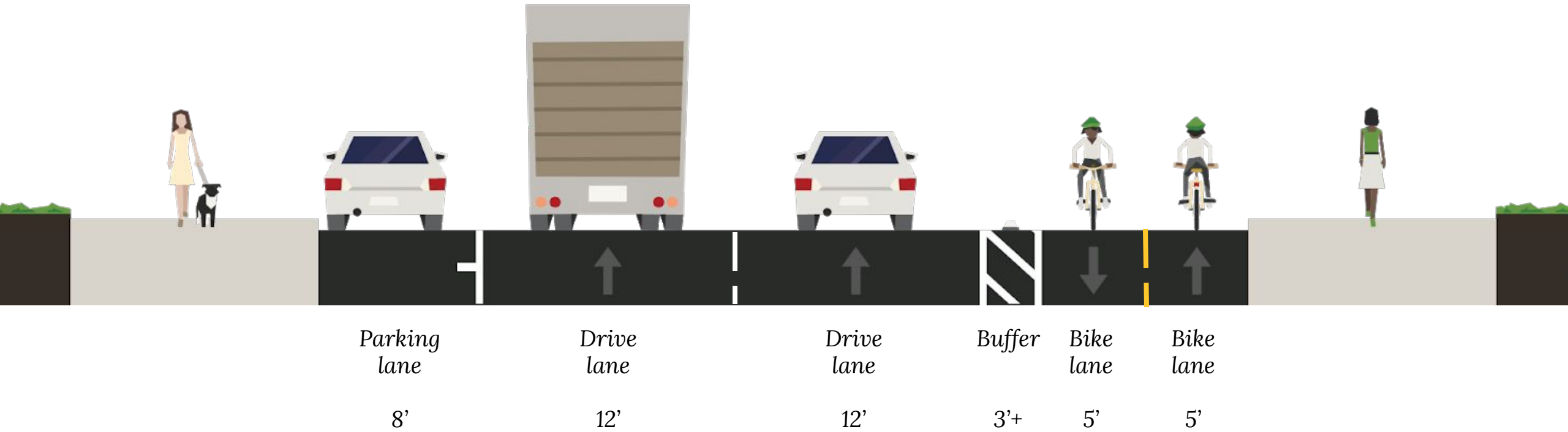
**MELNEA TO
THEO GLYNN**

PLAN VIEW



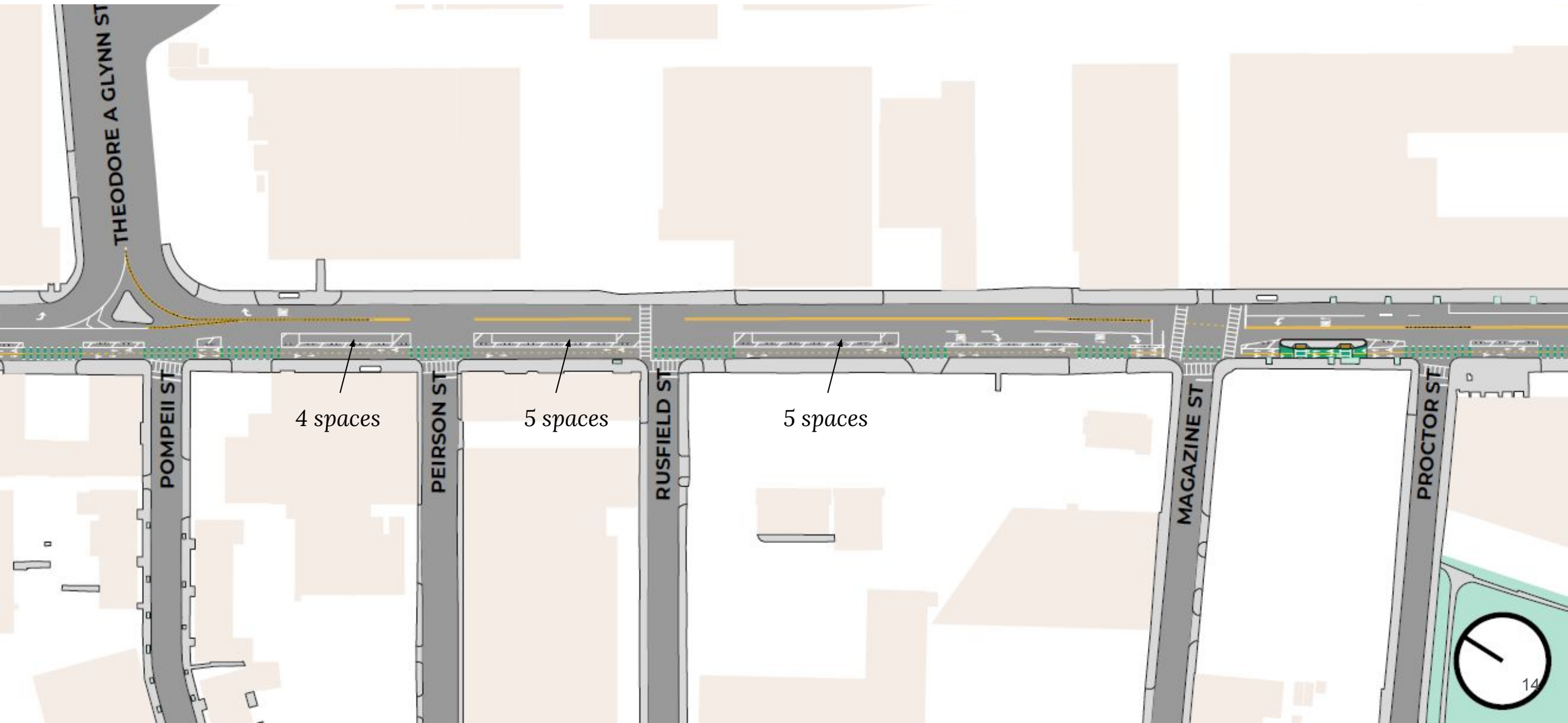
CROSS SECTION

North of Island St



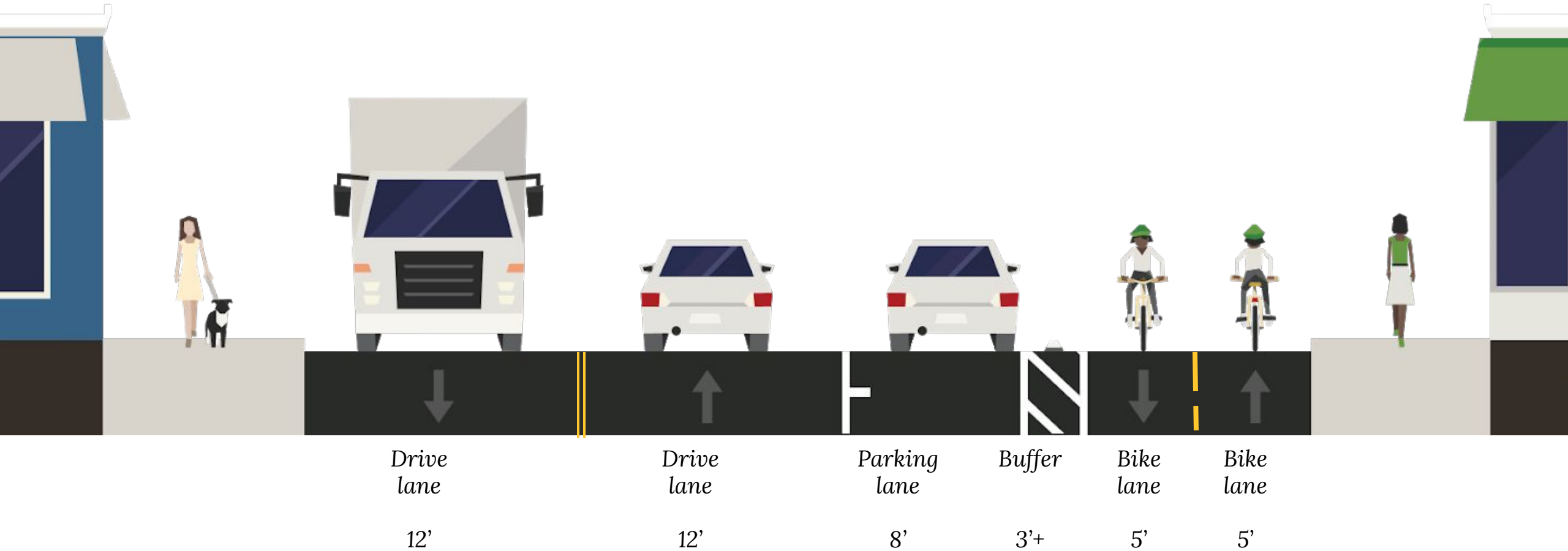
THEO GLYNN TO PROCTOR

PLAN VIEW



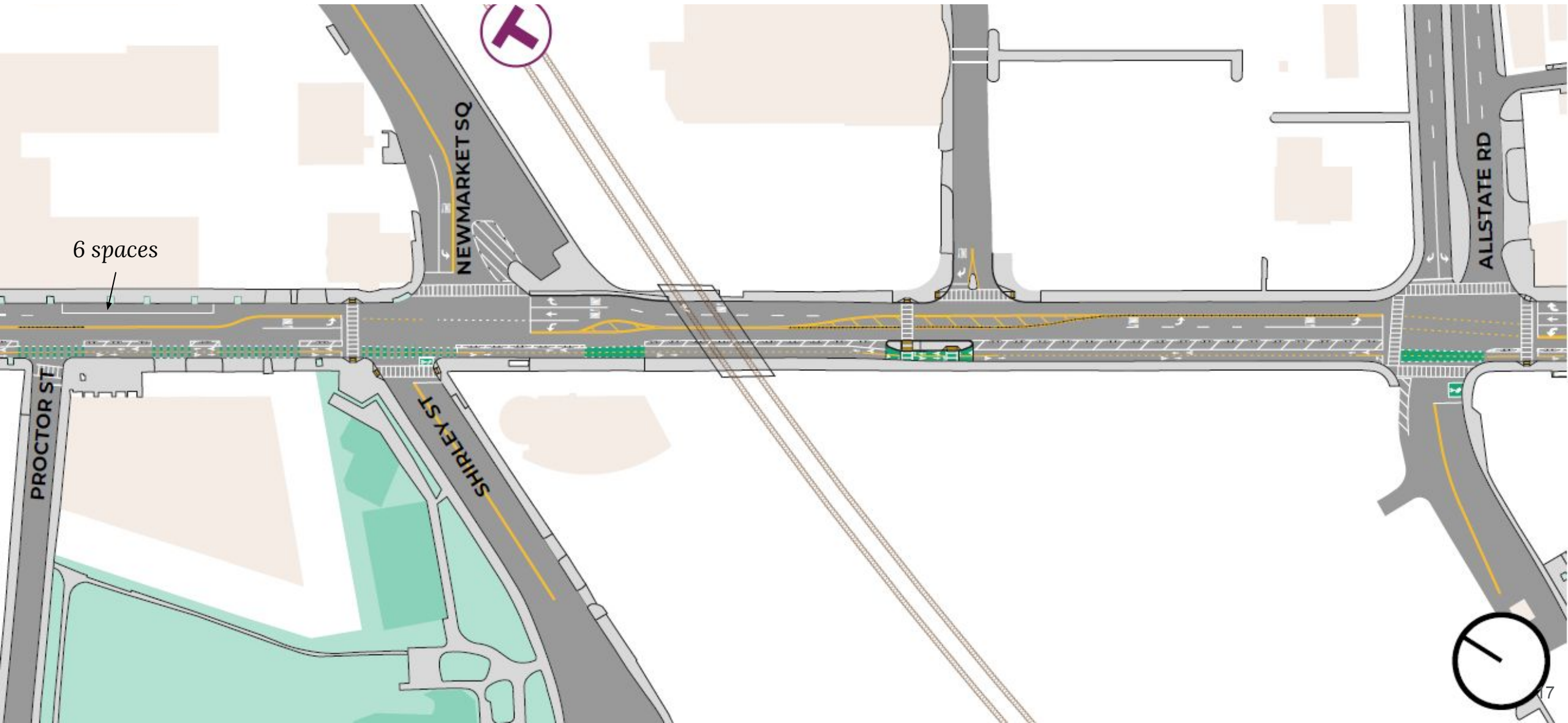
CROSS SECTION

Between Pierson St and Rusfield St



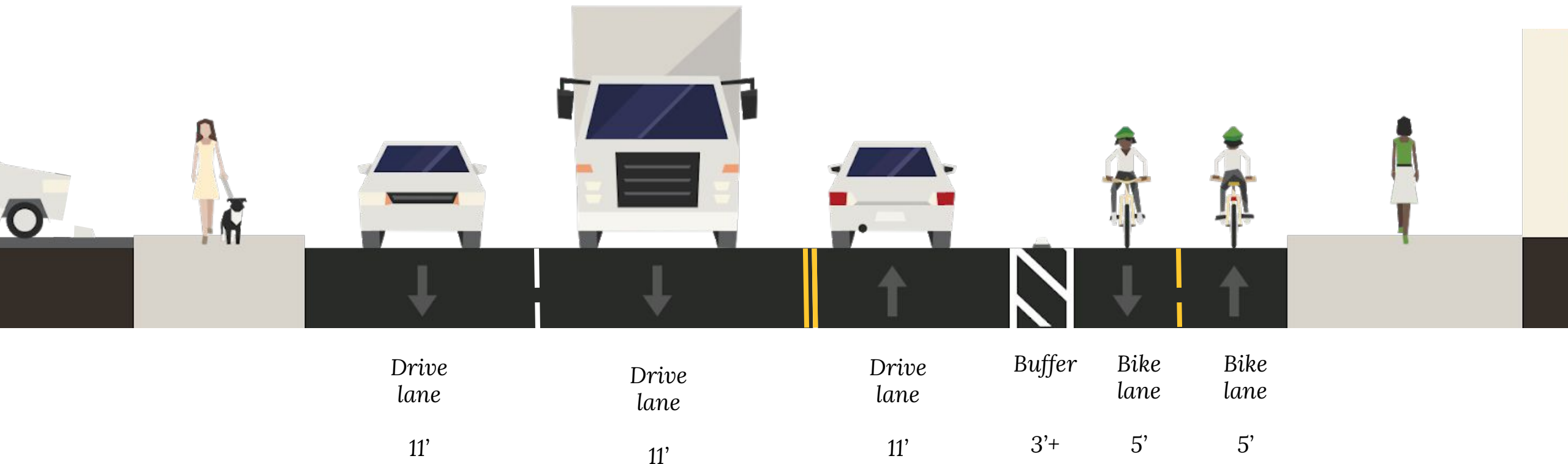
NEWMARKET TO ALLSTATE

PLAN VIEW



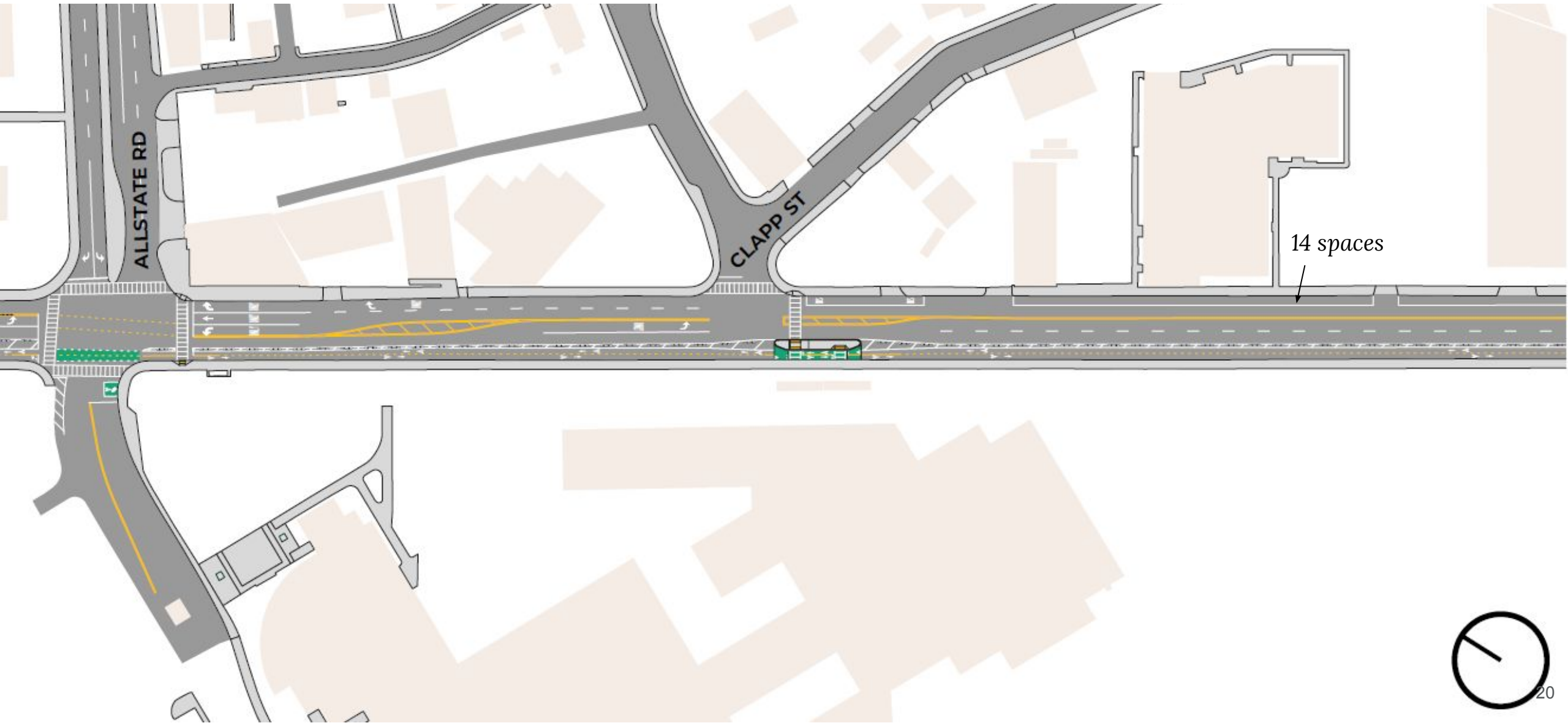
CROSS SECTION

North of Stop and Shop Driveway



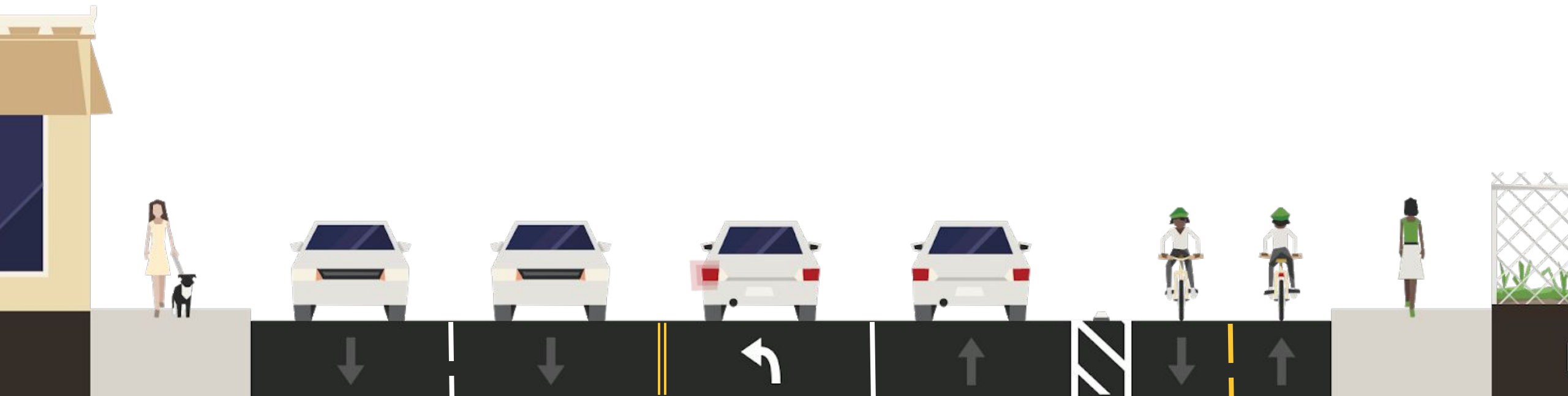
**ALLSTATE TO
CLAPP**

PLAN VIEW



CROSS SECTION

North of Clapp St



Drive
lane

10'

Drive
lane

10'

Turning
lane

11'

Drive
lane

10'

Buffer

3'+

Bike
lane

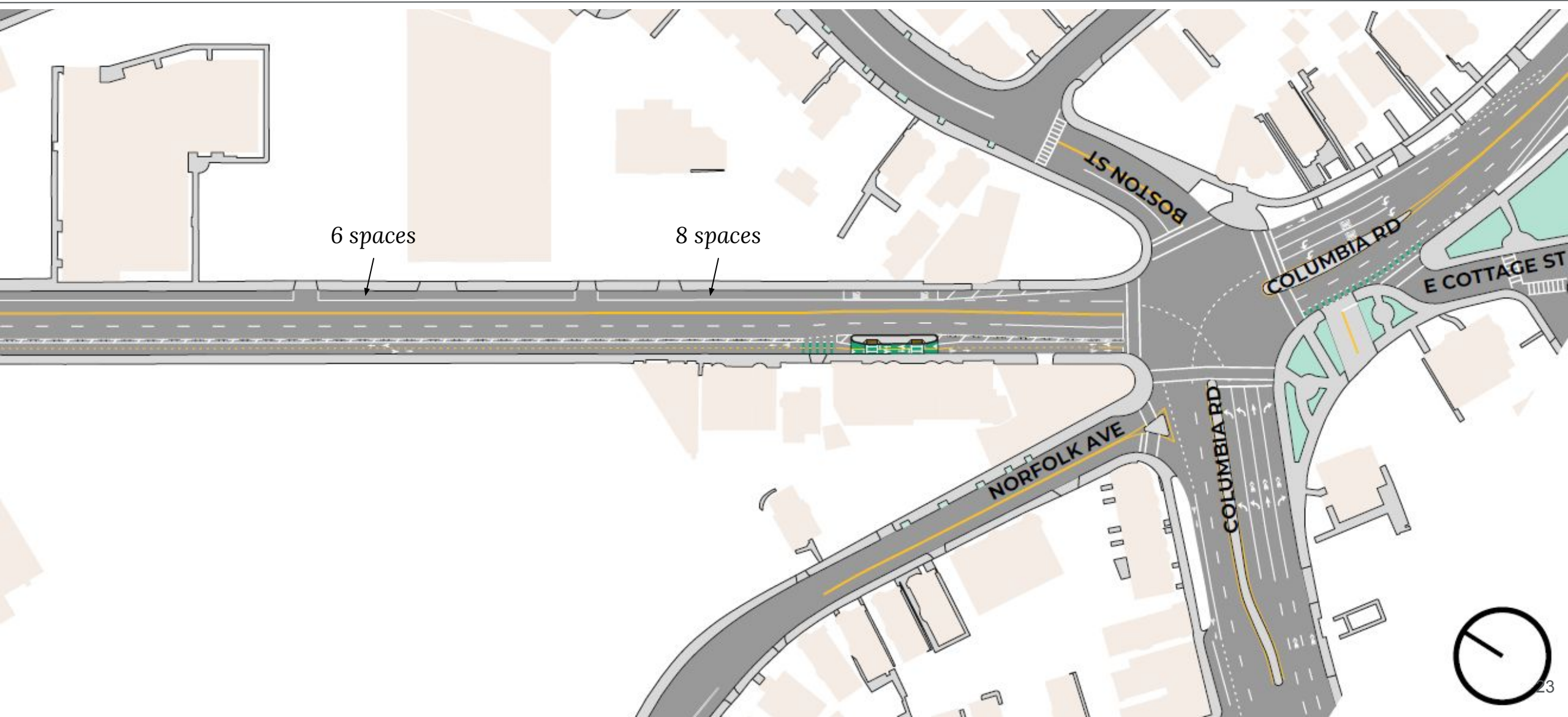
5'

Bike
lane

5'

CLAPP TO COLUMBIA

PLAN VIEW



6 spaces

8 spaces

BOSTON ST

COLUMBIA RD

E COTTAGE ST

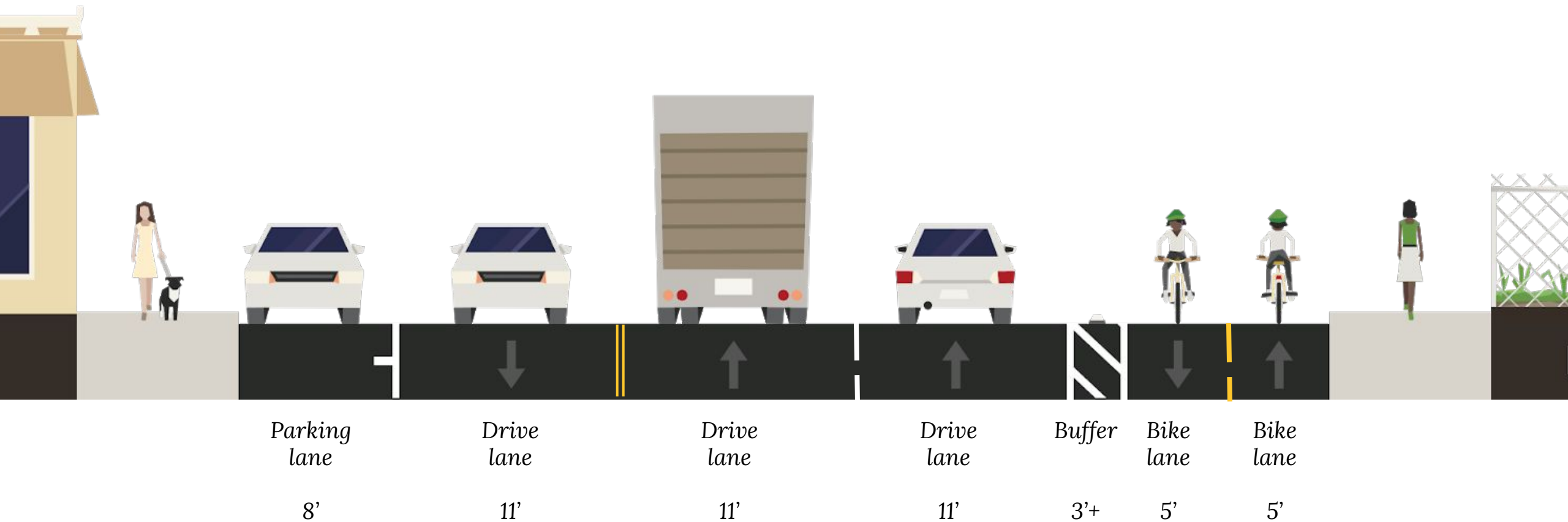
NORFOLK AVE

COLUMBIA RD



CROSS SECTION

North of Columbia Rd



SUMMARY

WORK IN PROGRESS

CONCEPT DESIGN

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- ▶ Accurate traffic model using existing user volumes

25% DESIGN

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- ▶ 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, signs
- ▶ Assign parking regulations

PIC

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

100% DESIGN

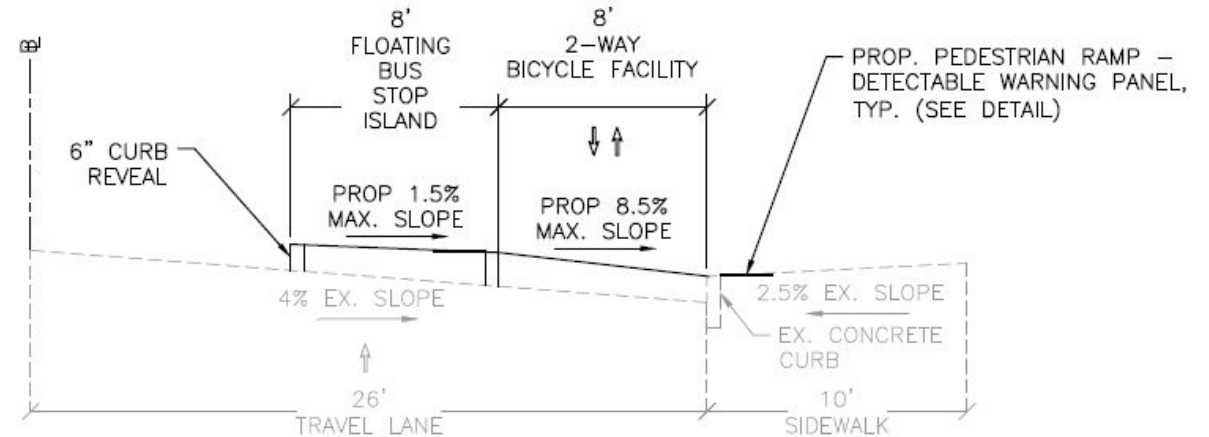
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WORK IN PROGRESS

- ▶ Engineering the bus stops
- ▶ Refine traffic signals
 - Newmarket/Shirley
 - Magazine
 - Allstate
- ▶ Fine-tuning plans for:
 - Stop & Shop bus stops
 - Enterprise/Clapp intersection
 - Columbia Rd bus stops



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

AT THE SAME TIME...



We're confident we can make Mass Ave safer for people biking and walking, manage existing vehicle use, accommodate key curbside needs, and support this important economic area.

TYPICAL DIMENSIONS

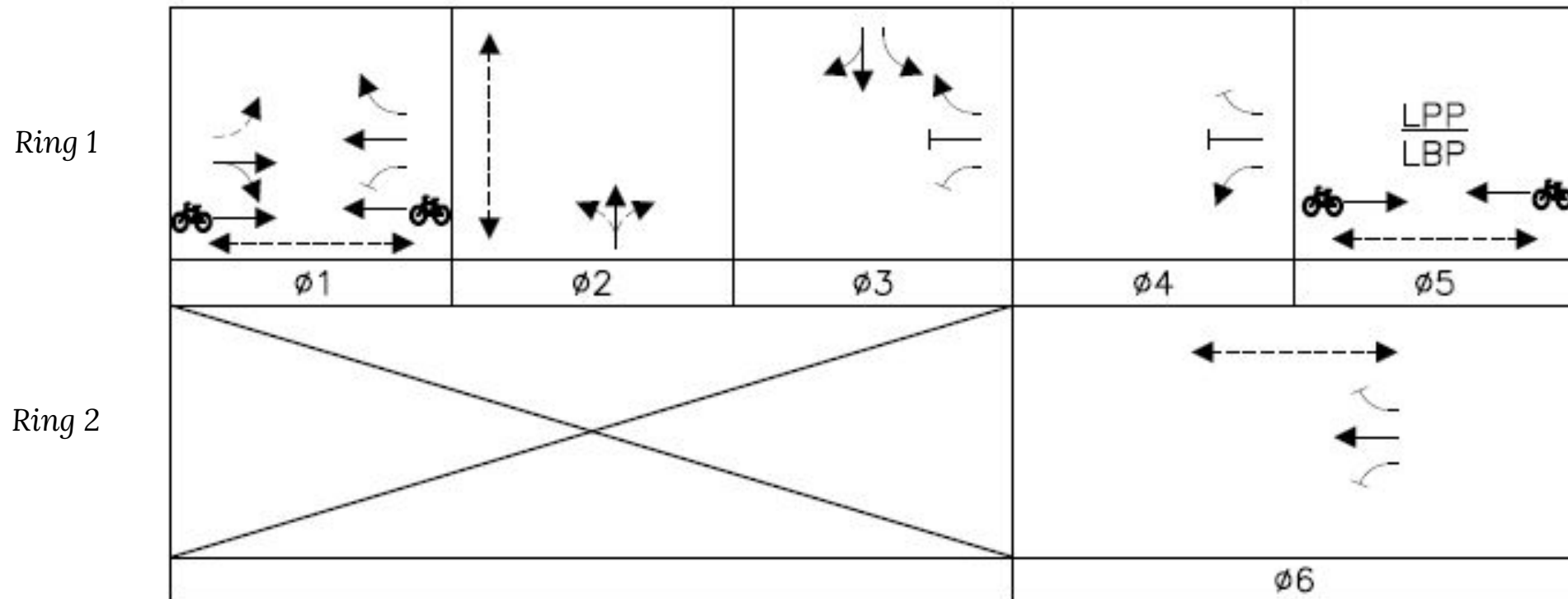
	<i>Preferred</i>	<i>Minimum</i>
Bike lane (one-way)	6.5 feet	5 feet
Bike lane (two-way)	10 feet	8 feet
Street buffer	3 feet	2 feet
Travel lane	11 feet	10 feet
Parking lane	8 feet	7 feet

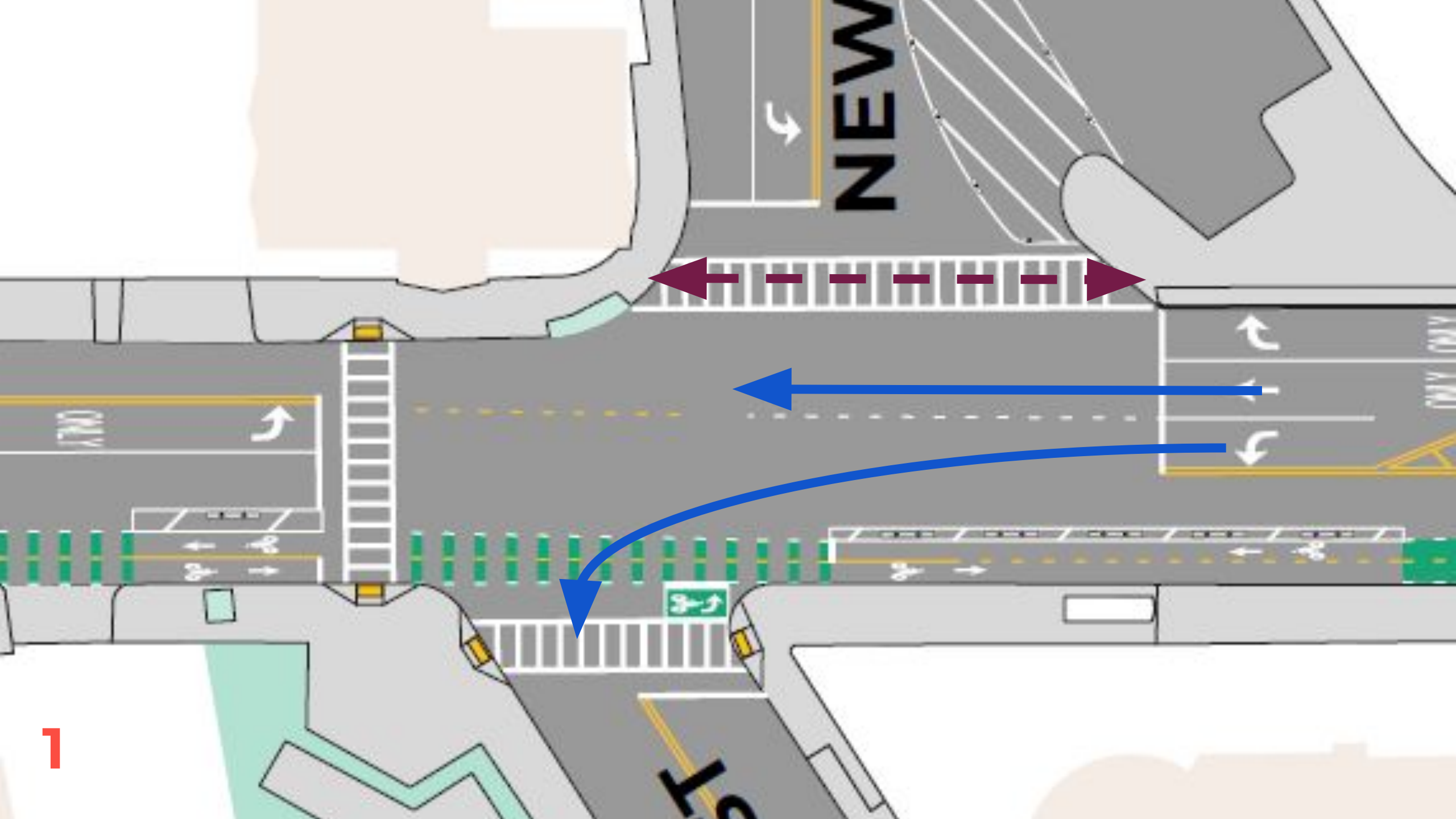
**Avoid cross-sections that use all minimums.*

SUMMARY % FREIGHT

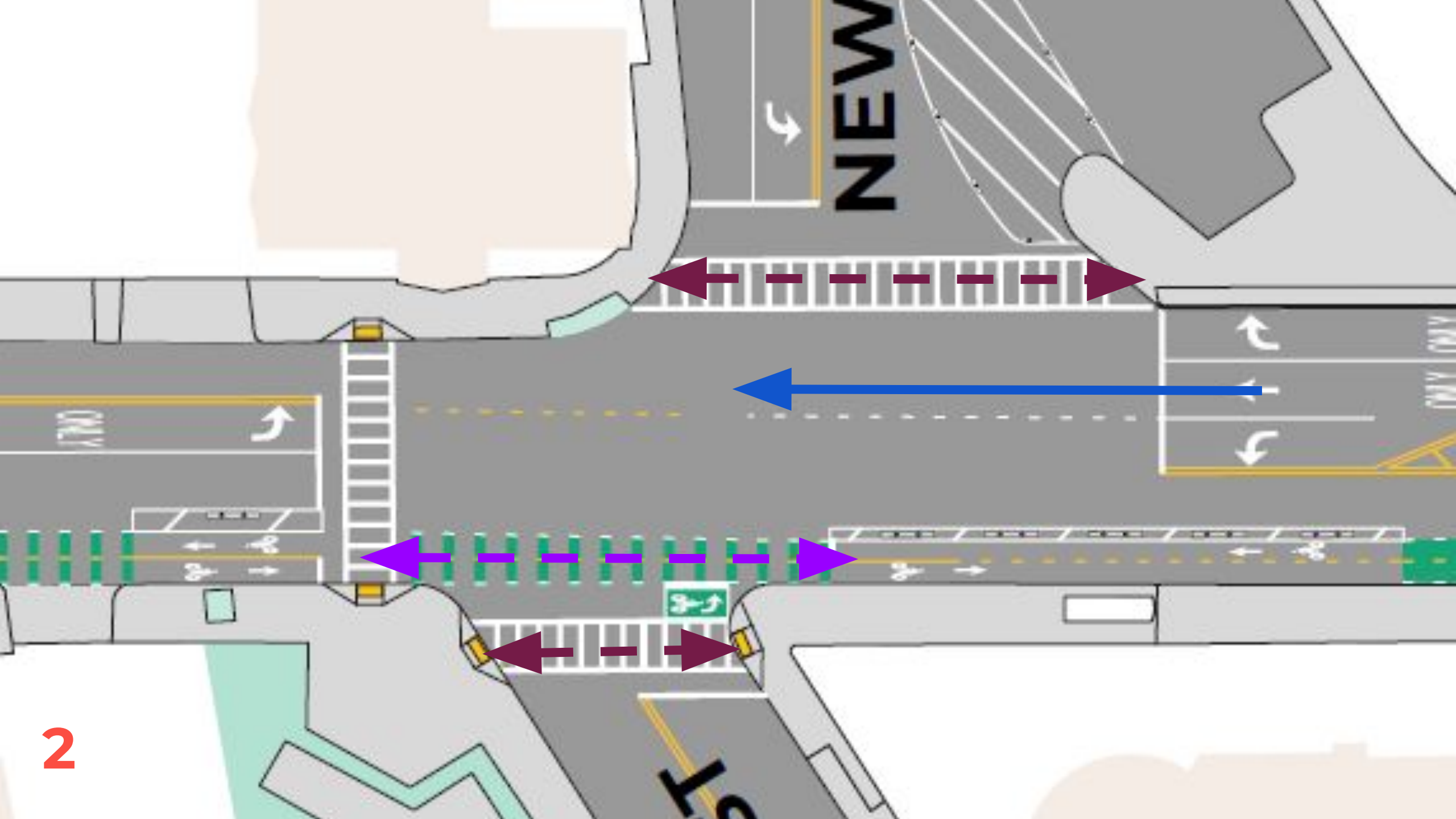
- ▶ North of Back St
 - 2.8% Box trucks
 - 0.3% Tractor-trailers
- ▶ Columbus
 - 4.3 Box trucks
 - 3.4% Tractor-trailers
- ▶ Theo Glynn
 - 5.8% Box trucks
 - 0.8% Tractor-trailers
- ▶ Newmarket/Shirley
 - 3.5% Box trucks
 - 0.3% Tractor-trailers
- ▶ Allstate
 - 8.3% Box trucks
 - 1% Tractor-trailers

SIGNAL PHASING

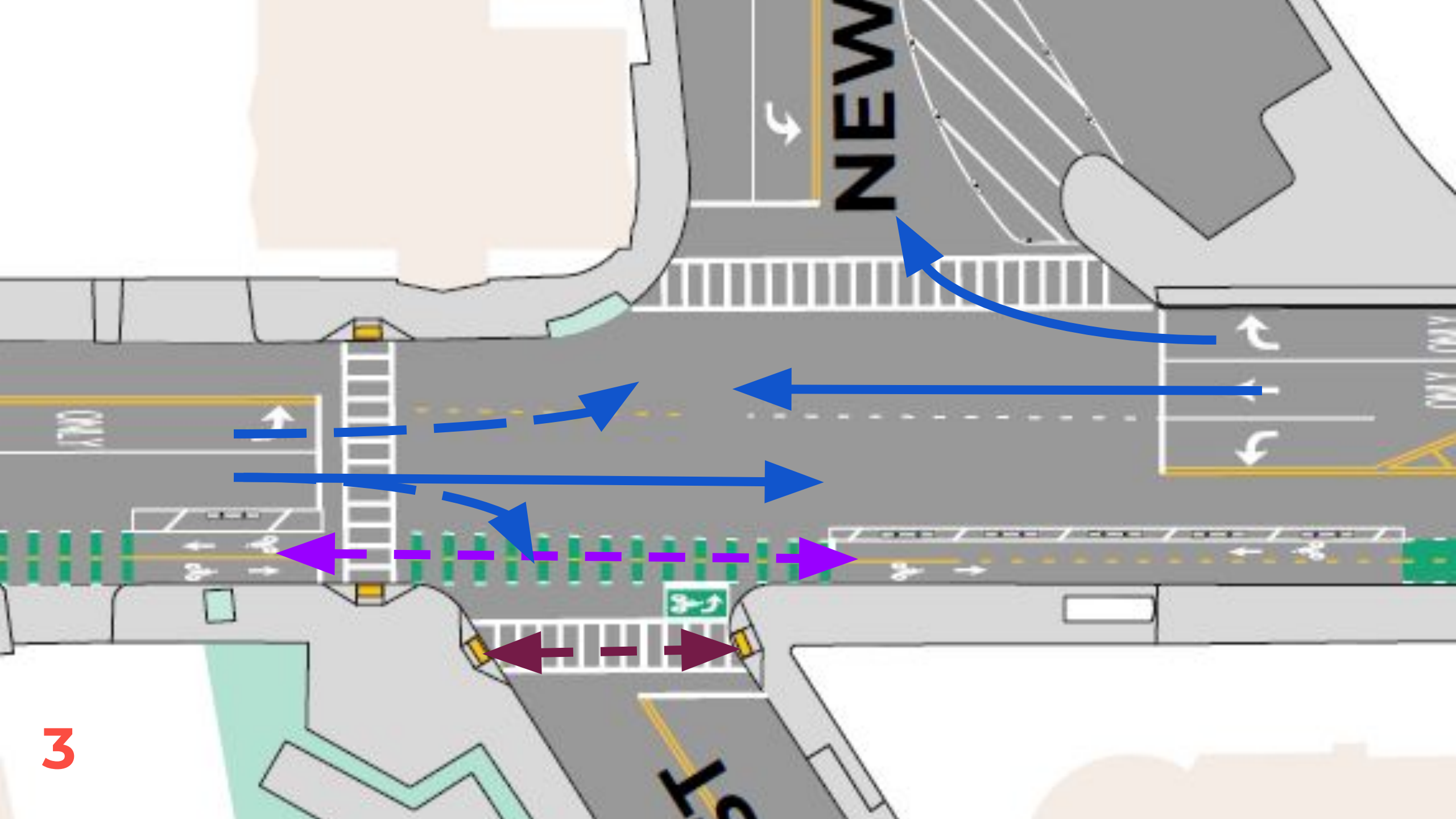




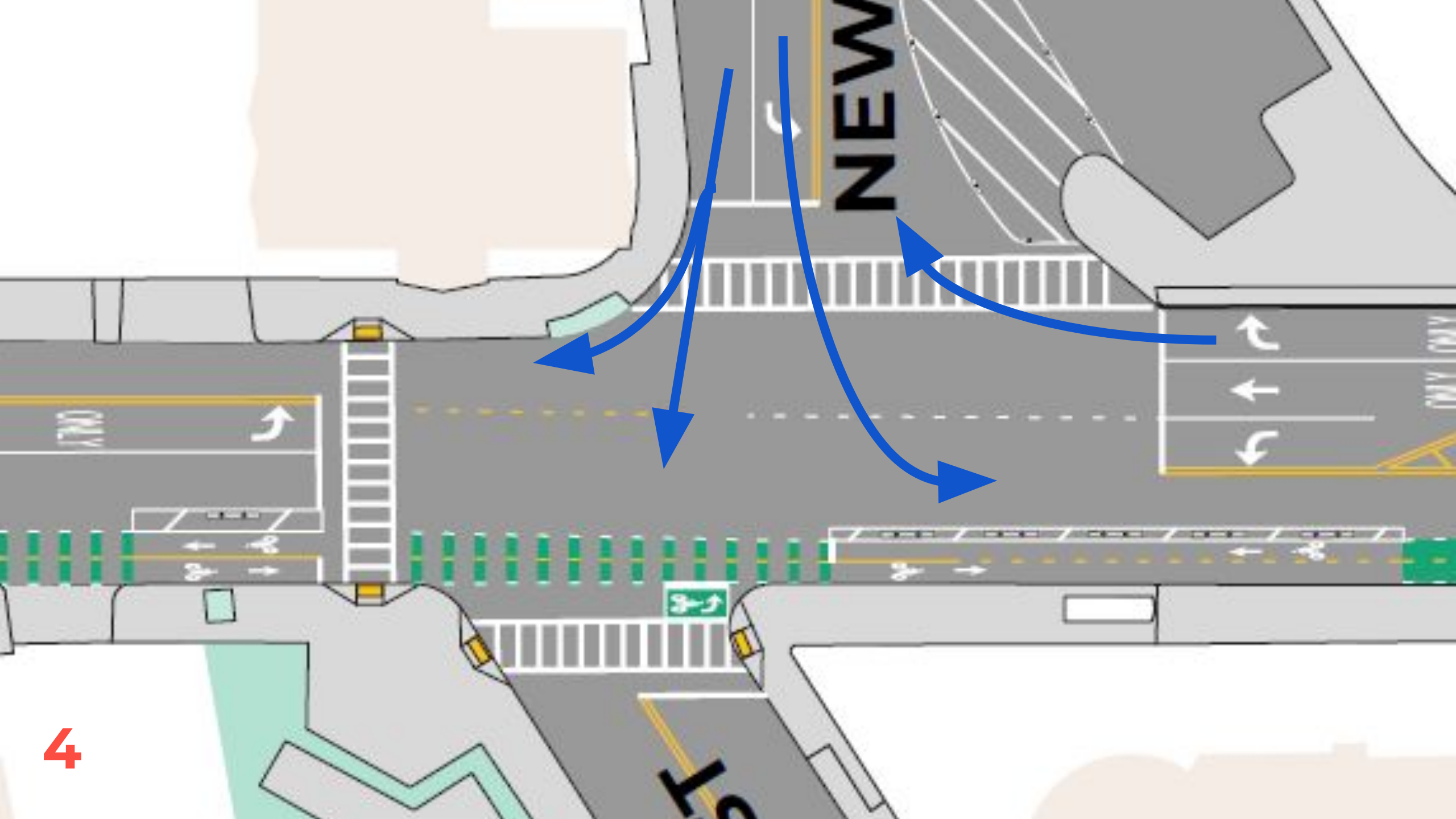
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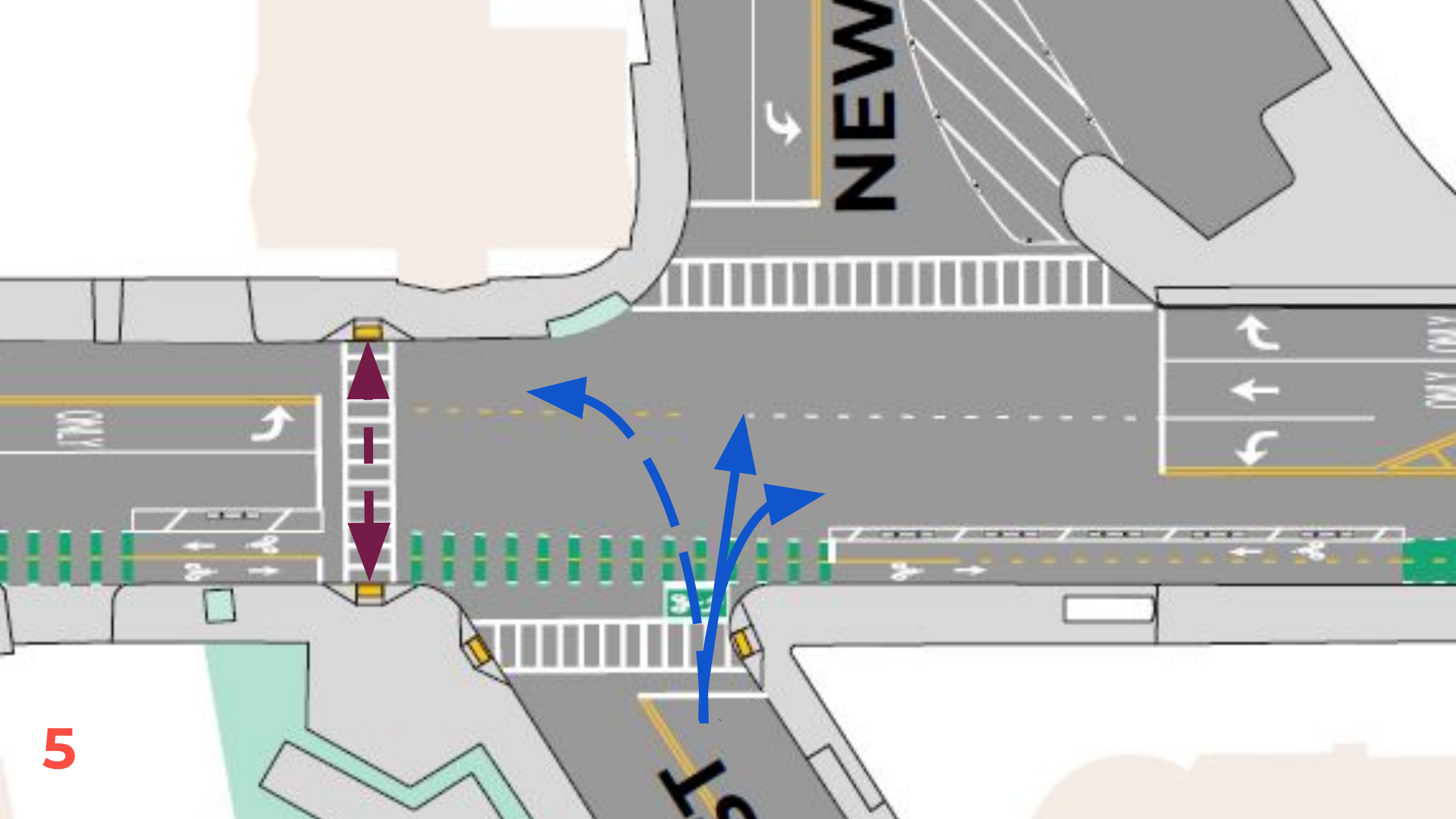
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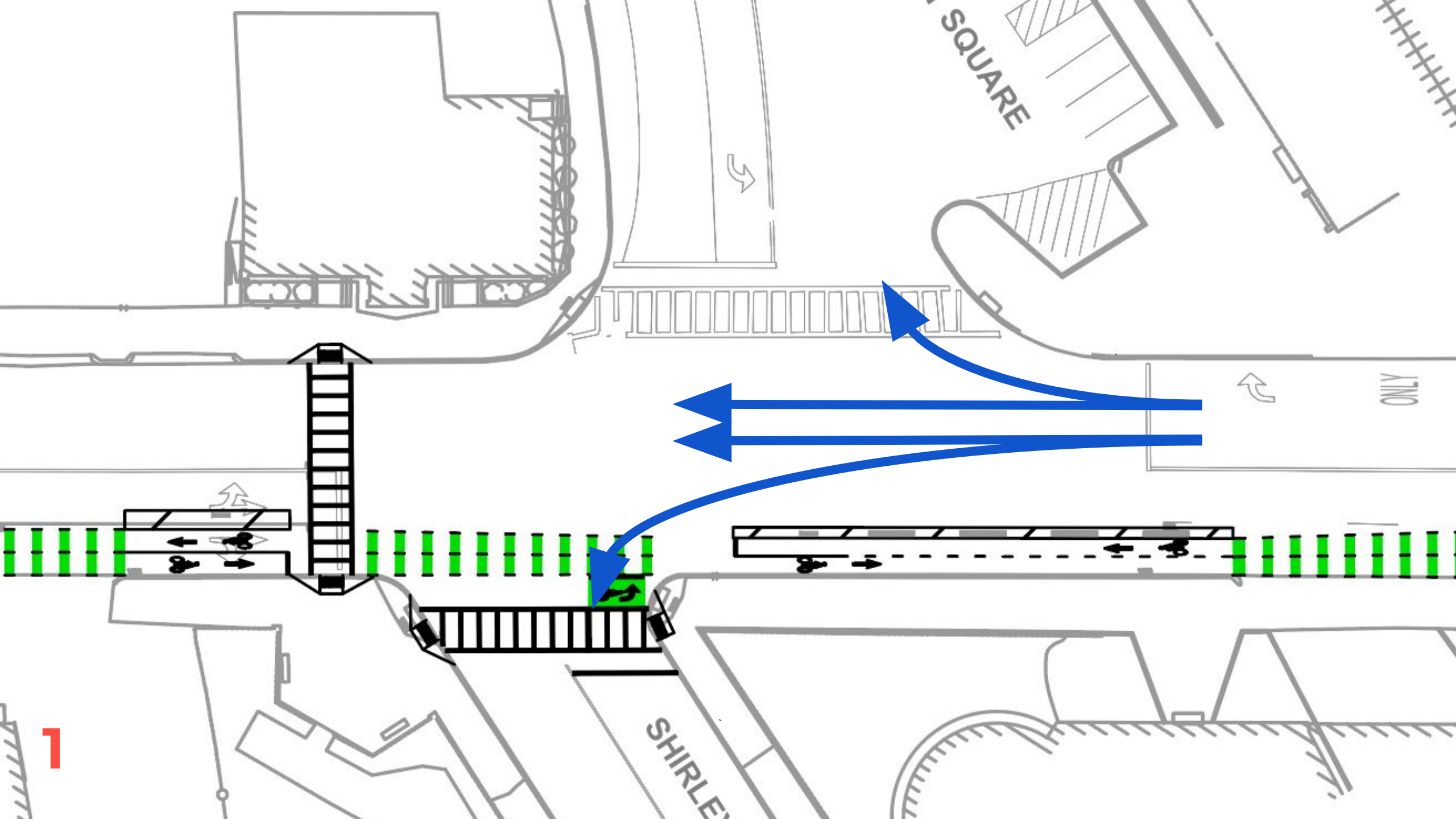
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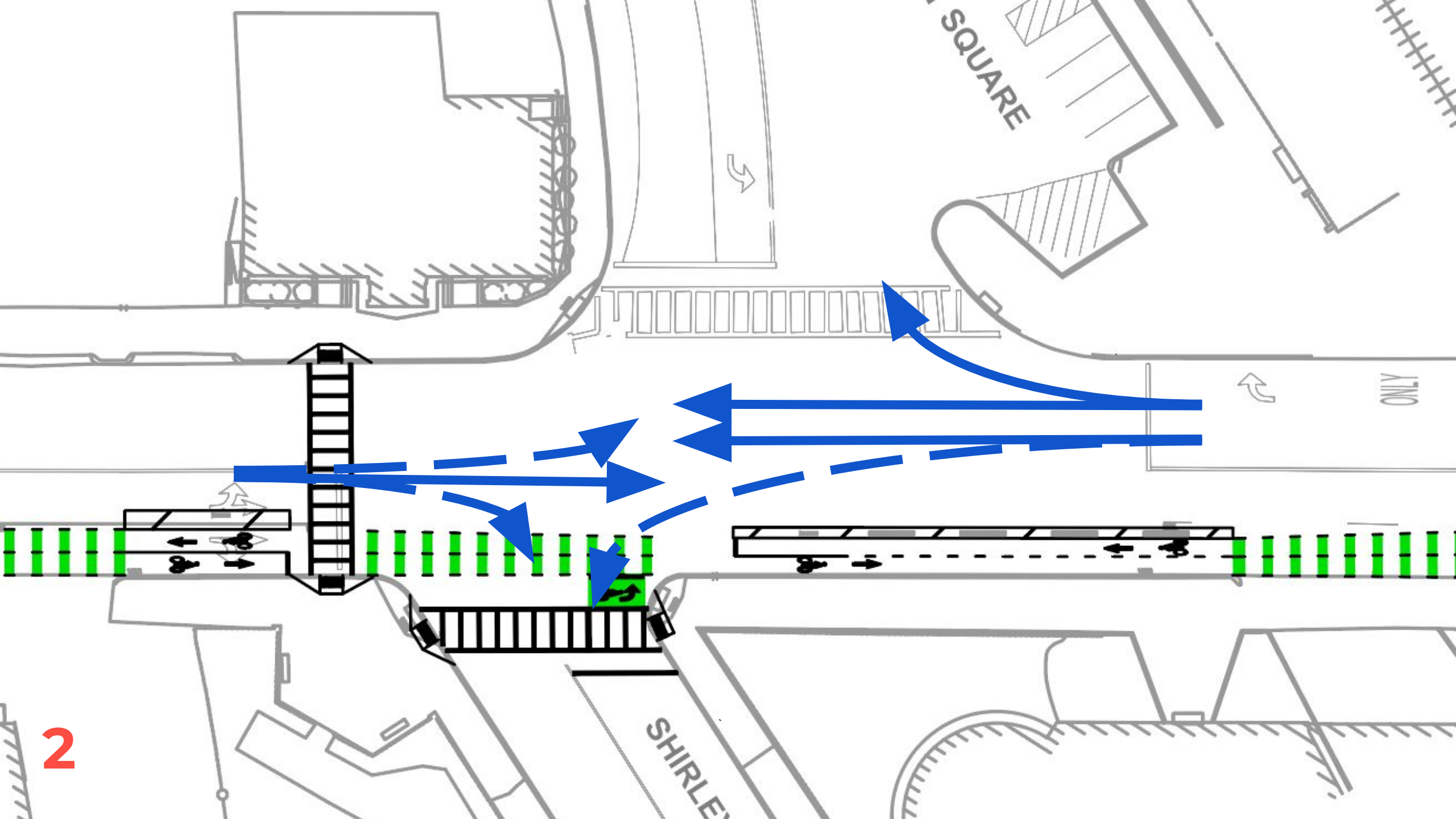
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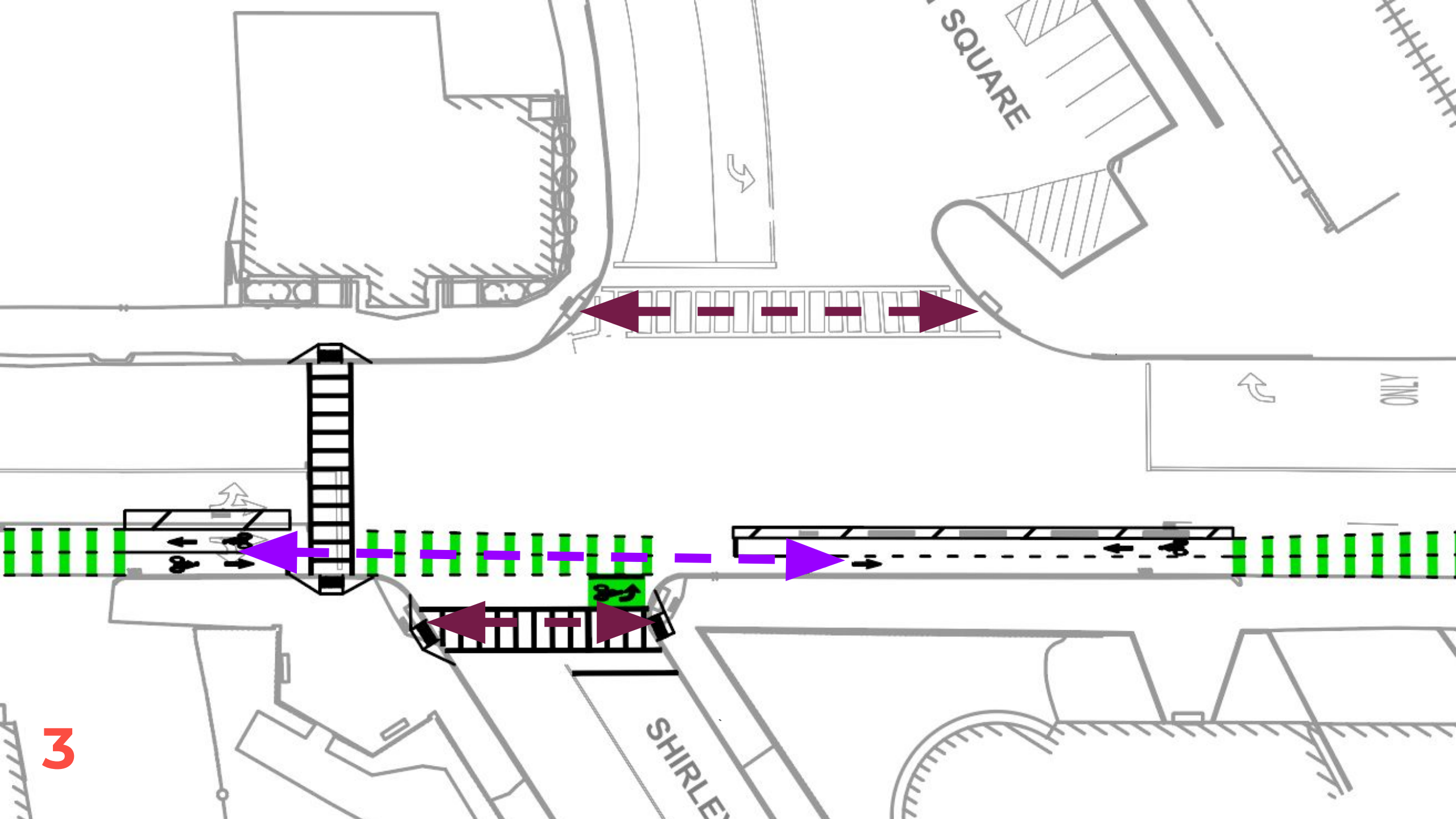
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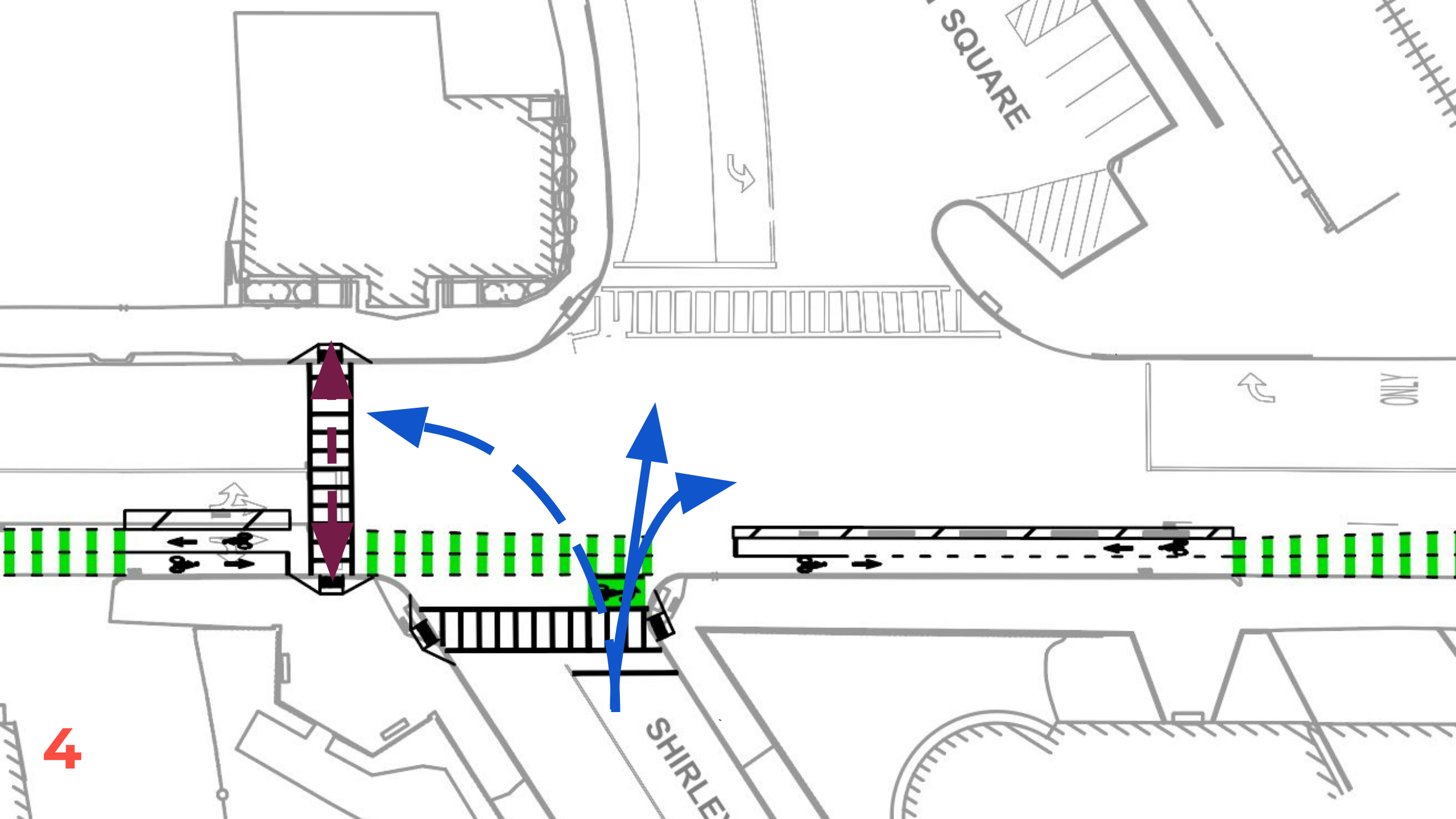


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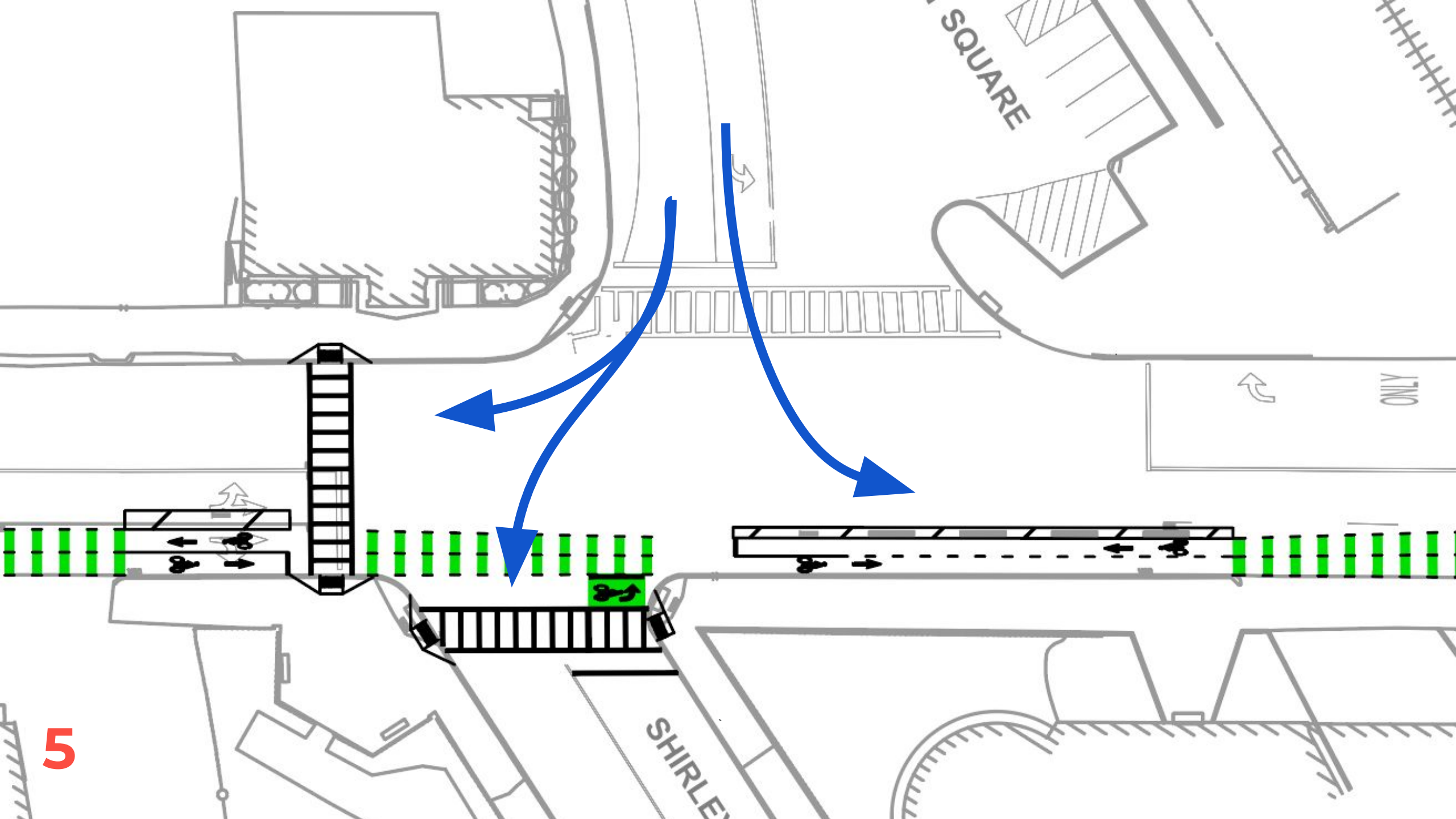


2





4



5