



Mass Ave/Appleton Street Safety + Accessibility Corridor Project

Public Meeting #2

October 18, 2022 | 7 pm

MEETING AGENDA



**PROJECT
OVERVIEW**



**WHAT WE'VE
HEARD + GOALS**



**CONCEPT
DESIGN**



NEXT STEPS



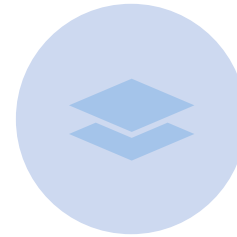
MEETING AGENDA



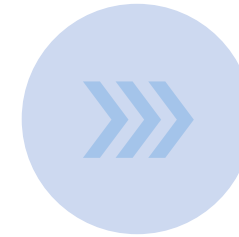
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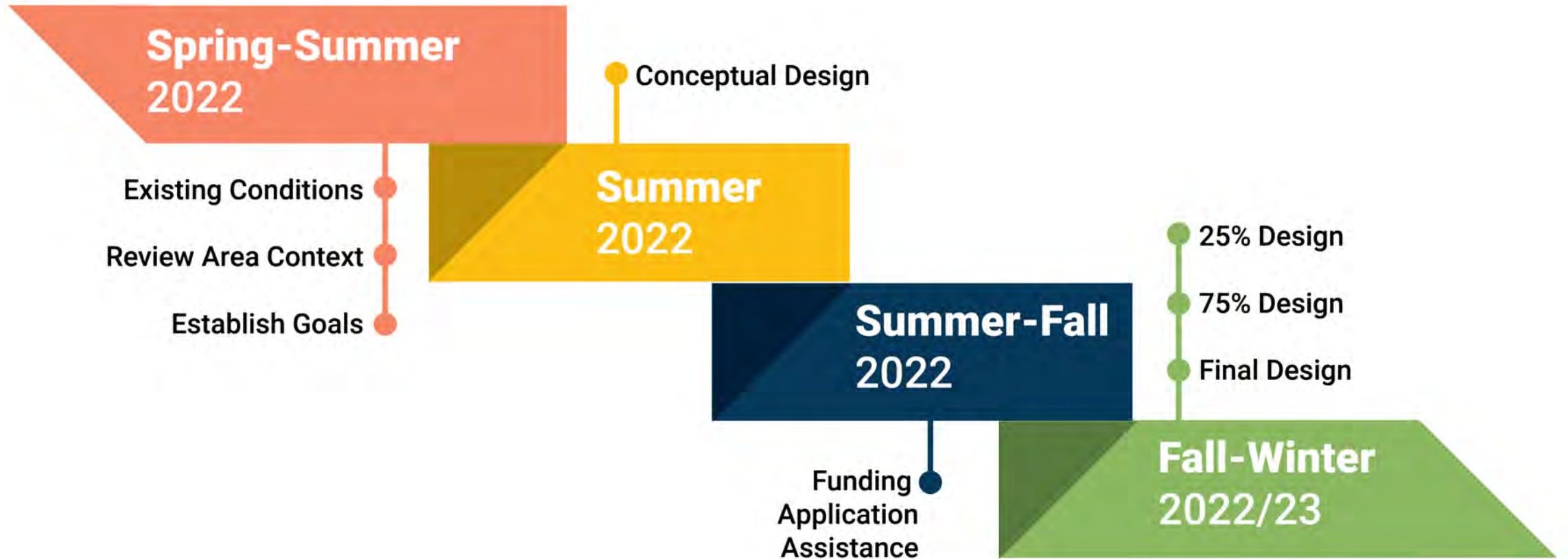
PROJECT CORRIDOR



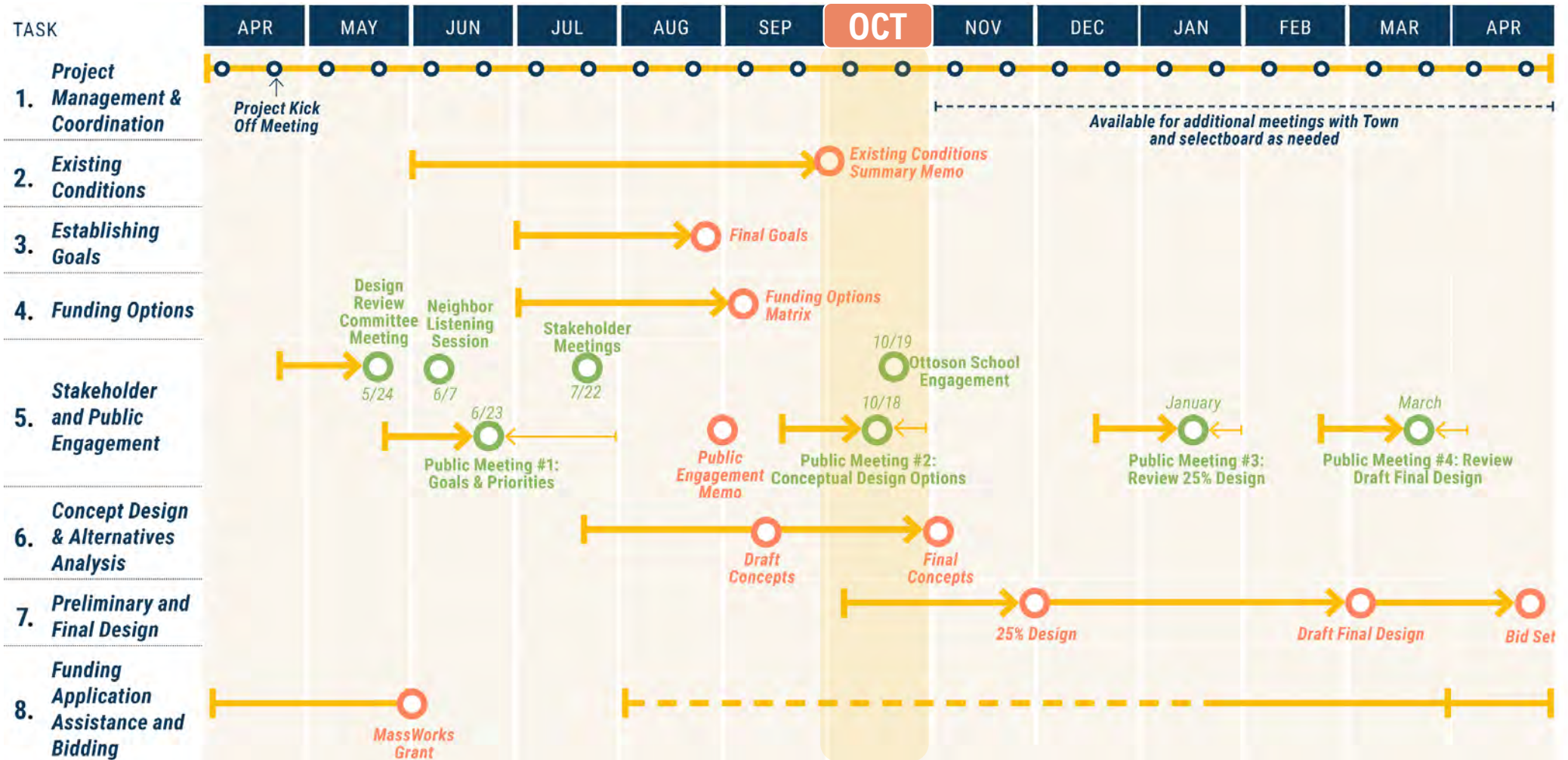
STUDY PROCESS

PLANNING

ENGINEERING



PROJECT SCHEDULE



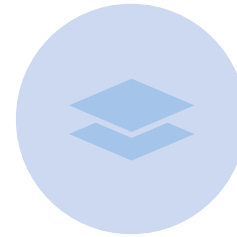
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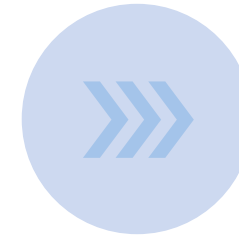
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NEXT STEPS



SUMMER ENGAGEMENT ACTIVITIES



**PUBLIC OPEN HOUSE
JUNE 23, 2022**



If you bike through the corridor, where do you go? Which connections are easy to make, and which are difficult?

97 responses

n/a

N/A

Too dangerous to bike.

There are no connections through this corridor. There is no infrastructure to connect to the Minuteman or anywhere else. Neither sharrows nor painted door lanes are infrastructure and do not provide any meaningful connection.

Straight shot up/down Mass Ave

Along mass Ave, the lowell st mass ave intersection is very tenuous and frightens me as a cyclist

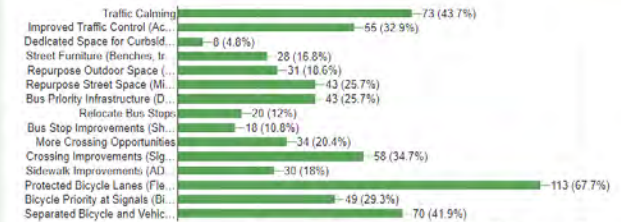
It's hard to go from mass ave to appleton. easy to just stay on mass ave

I bike through this corridor when going from Cambridge to Lexington

Below are several different design elements that could be incorporated into the project. Please vote for your three favorite/highest priority elements.

[Copy](#)

167 responses



What elements not mentioned in the previous question would you like to see in the project?

70 responses

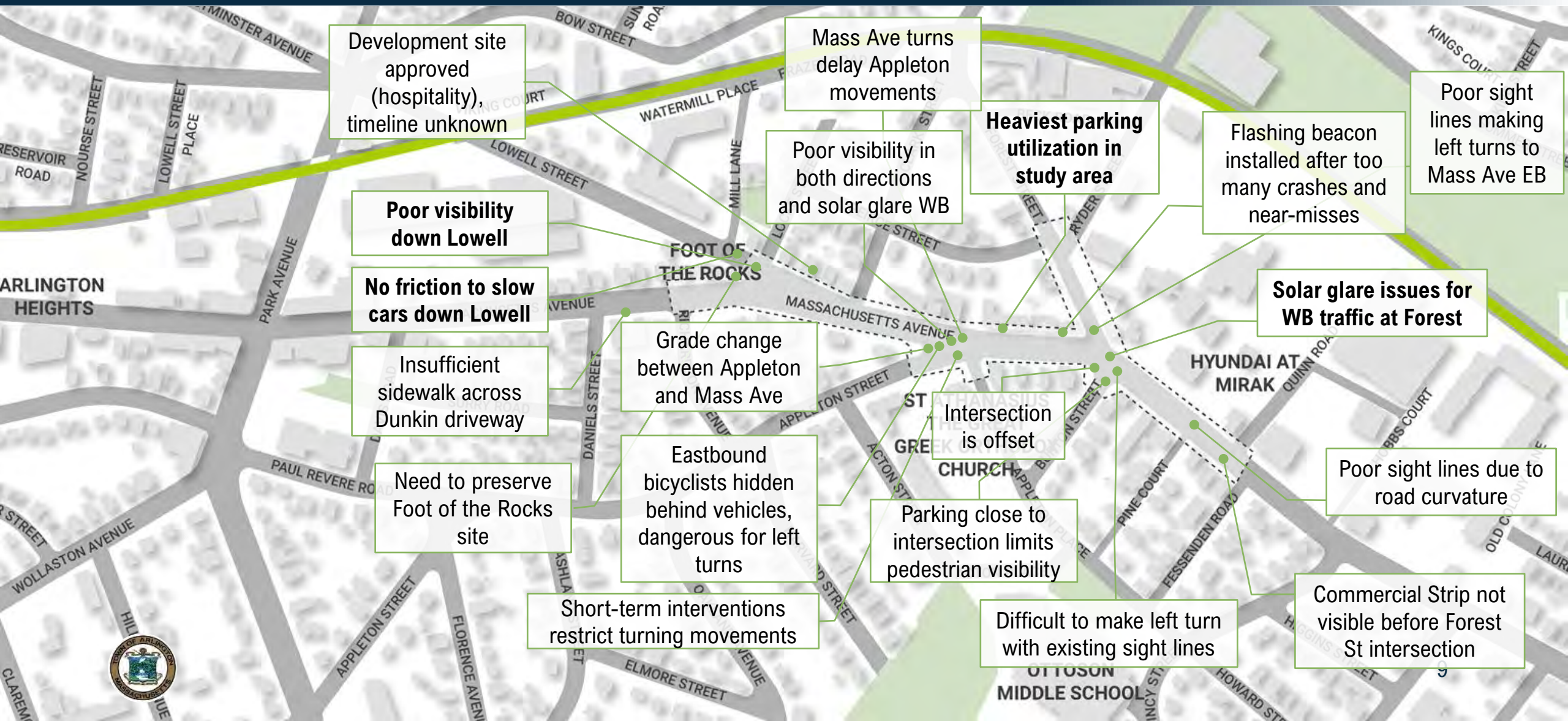
A stop light that has a left and right turn signal during the morning and afternoon commute times

Police presence or other way to ensure it does not just become an even more dangerous intersection.

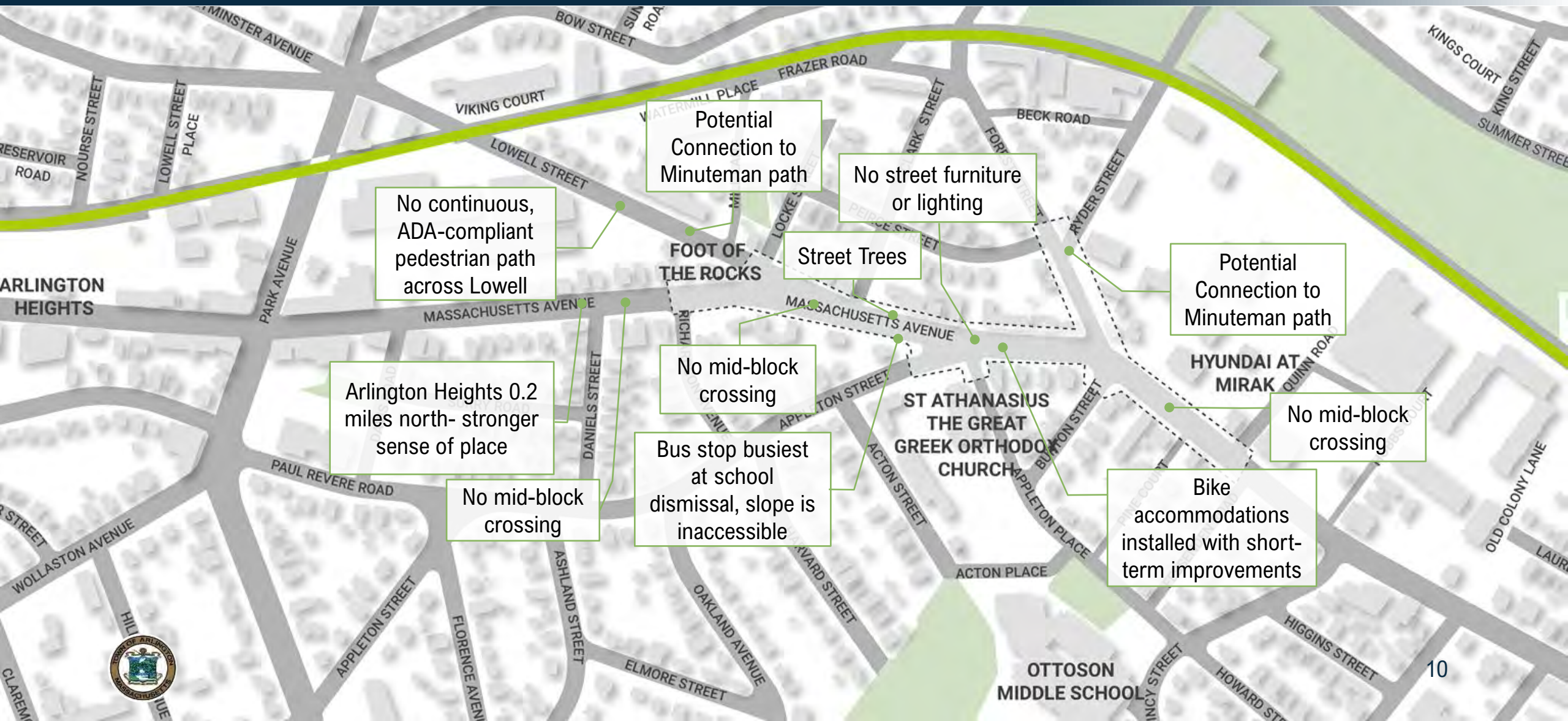


COMMENT SUMMARY

CORRIDOR FEEDBACK



CORRIDOR FEEDBACK



Potential Connection to Minuteman path

No street furniture or lighting

No continuous, ADA-compliant pedestrian path across Lowell

Street Trees

Potential Connection to Minuteman path

Arlington Heights 0.2 miles north- stronger sense of place

No mid-block crossing

No mid-block crossing

Bus stop busiest at school dismissal, slope is inaccessible

Bike accommodations installed with short-term improvements

No mid-block crossing



PUBLIC MEETING #1 GOAL FEEDBACK

PRIORITIZE SAFETY FOR ALL USERS

- Increased visibility and sight lines
- Defined spaces by user
- Protected moves/crossings
- Middle School safety to/from school
- Slow car traffic
- Improve bicycle facilities
- Make all sidewalks accessible
- Design roads to encourage slower driving – rumble strips, raised crossings, bumpouts

IMPROVE SAFE, ACCESSIBLE ROUTES TO SCHOOL

- Enhance primary routes
- Include refuge spaces
- Focus on peak use times, including drop-off
- Multi-zone thinking
- Design for students
- Clarity of intent for cyclists, drivers, and pedestrians in signing

PRESERVE AND ENHANCE LOCAL CULTURE

- Minimize impacts to residents
- Prioritize area connections
- Integrate ongoing assets (Foot of the Rocks, Minuteman Bikeway)
- Safe access to bike path
- Put in a proper traffic light

SUPPORT VIBRANT, ACTIVE COMMERCIAL CENTERS

- Preserve [adequate/needed] parking availability and loading access
- Integrate new and potential development
- Local and regional accessibility
- Welcome pedestrian shopping
- Provide adequate, safe, and appropriate bike parking
- Develop a “community square feeling”

CREATE LOW-CARBON TRANSPORTATION OPTIONS

- Improve bicycle facilities
- Improve transit operations
- Encourage walking
- Discourage driving, especially for short trips
- Integrate Mass Ave business with Minuteman travelers
- Improve ADA accessibility
- Consideration for more E-Bikes in future and a Blue Bikes Station

***Comments that were not goals were removed at this stage of goal development.*



DESIGN GOALS

SAFE FOR ALL

PROTECT ALL ROADWAY USERS

- **Reduce vehicle speeds** along the corridor
- **Increase visibility** at intersections
- Prioritize **safe travel for all ages**
- **Simplify navigation**

MAKE THIS A "PLACE"

INTEGRATE CORRIDOR WITH LOCAL AMENITIES

- **Foster a sense of place** along Mass Ave
- **Support connections** between the neighborhood and the Minuteman Bikeway
- Position the neighborhood as **reachable by foot, bike, or bus for local residents and visitors from elsewhere**

PROVIDE FOR LOCAL ACCESS

SUPPORT CORRIDOR ACTIVITY + GROWTH

- **Create dedicated, accessible space** for all people, regardless of mode choice
- **Maintain access** for customers + loading activities
- **Work collaboratively** with residents, business owners, + other stakeholders
- Allow user groups to **meet their individual travel needs** (school, church, neighborhood access, etc.)

BE RESILIENT

ENCOURAGE RESILIENCY THROUGH DESIGN

- **Reduce conflict risk between bicyclists and other users** through progressive design
- **Position transit competitively** with driving
- **Accommodate walking** by understanding where pedestrians want to go
- Utilize **green infrastructure** for enhanced place making where able



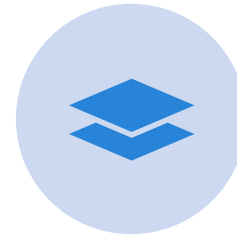
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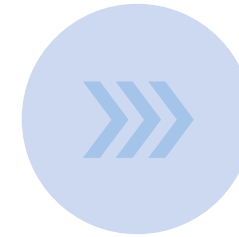
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NEXT STEPS



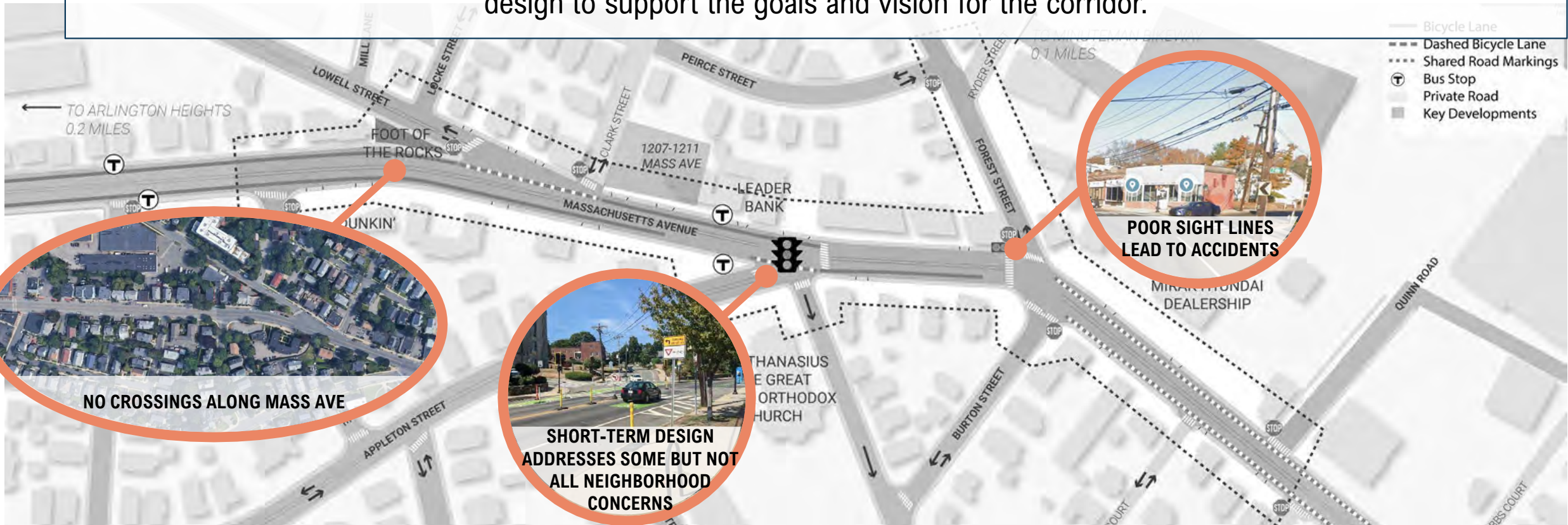
USER CORRIDOR EXPERIENCE

Corridor is disjointed from broader Mass Ave experience



CHALLENGES

Understanding the challenges the Study Area faces as an **activity center**, and the opportunity to **protect users, support activity and growth, integrate with local amenities, and encourage positive culture**, concept development pushed the design to support the goals and vision for the corridor.



DESIGNING TO ADDRESS CONCERNS

“Removing parking can have detrimental effects on businesses”

Online Survey

“Develop a ‘Community Square’ feeling (to slow down cars)”

Open House

“It is not easy to be a pedestrian in this area”

Online Survey

“The sightlines with the summer sun are pretty rough”

Online Survey

“Posts are confusing- ‘So many’- not clear” –

Neighbor Listening Session

“Wider bike lanes on Mass Ave and easier access to the bike path are needed”

Open House

“The most obvious solution is normal traffic lights with green and red and crosswalks that go all ways at once!”

Online Survey



DRAFT RECOMMENDED PLAN



CROSS SECTION RECOMMENDATION



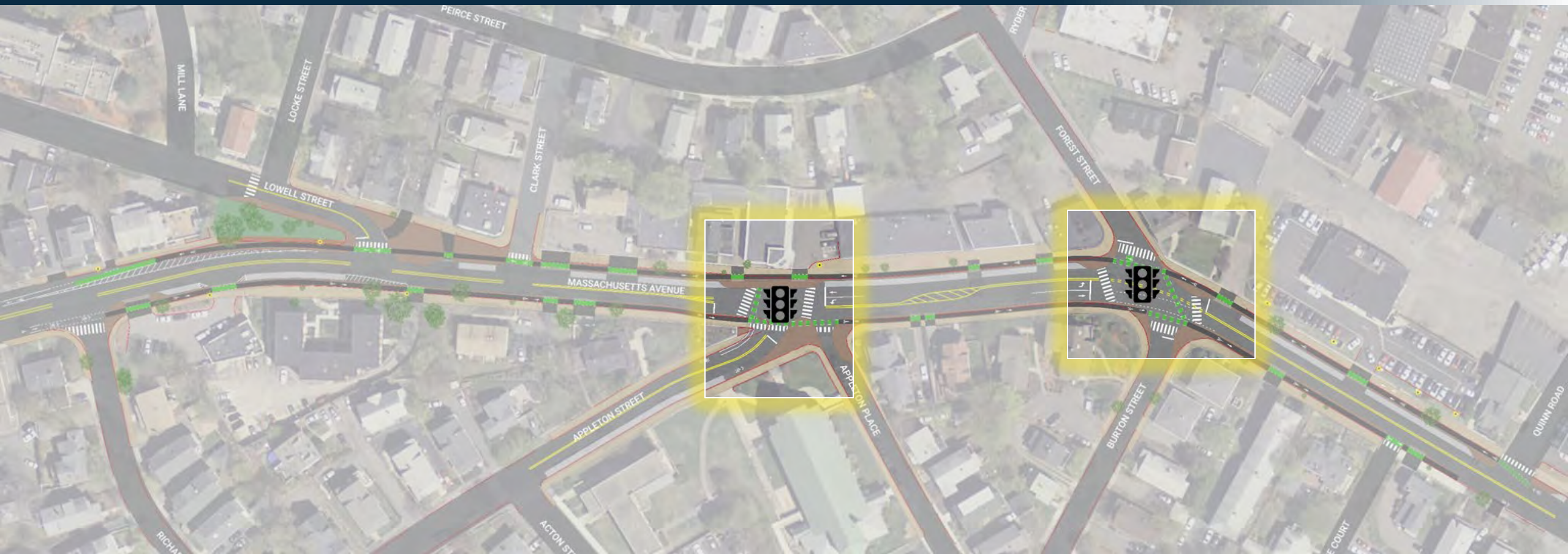
Conceptual Rendering of sidewalk

Reusing Sidewalk Space to:

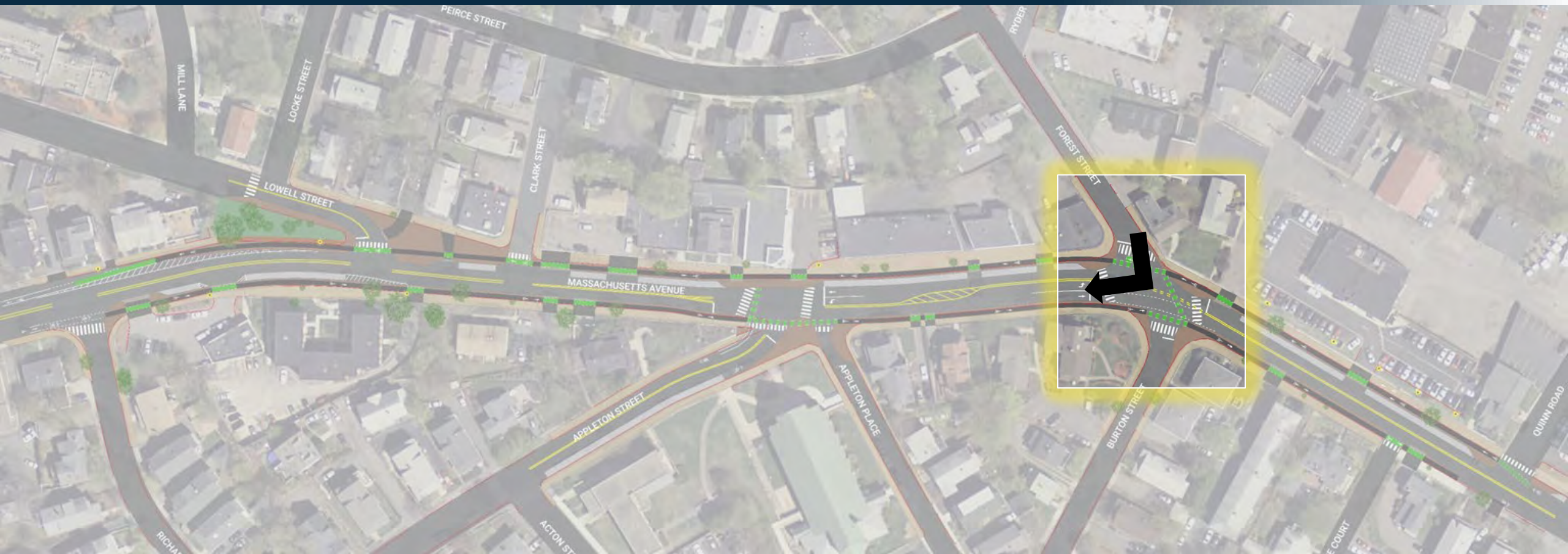
- Create a **separated bicycle facility**
- **Retain parking on north curb** for local businesses
- **Create left-turn lanes**
- **Retain** street trees where possible



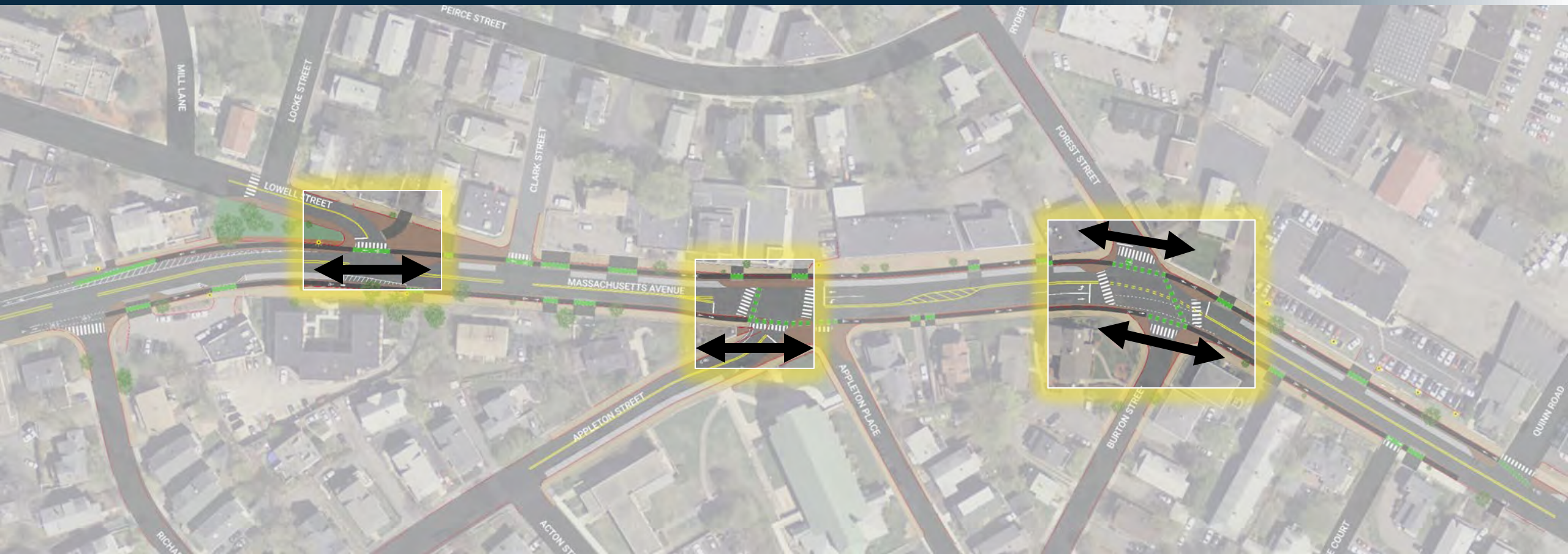
SIGNALIZED INTERSECTIONS



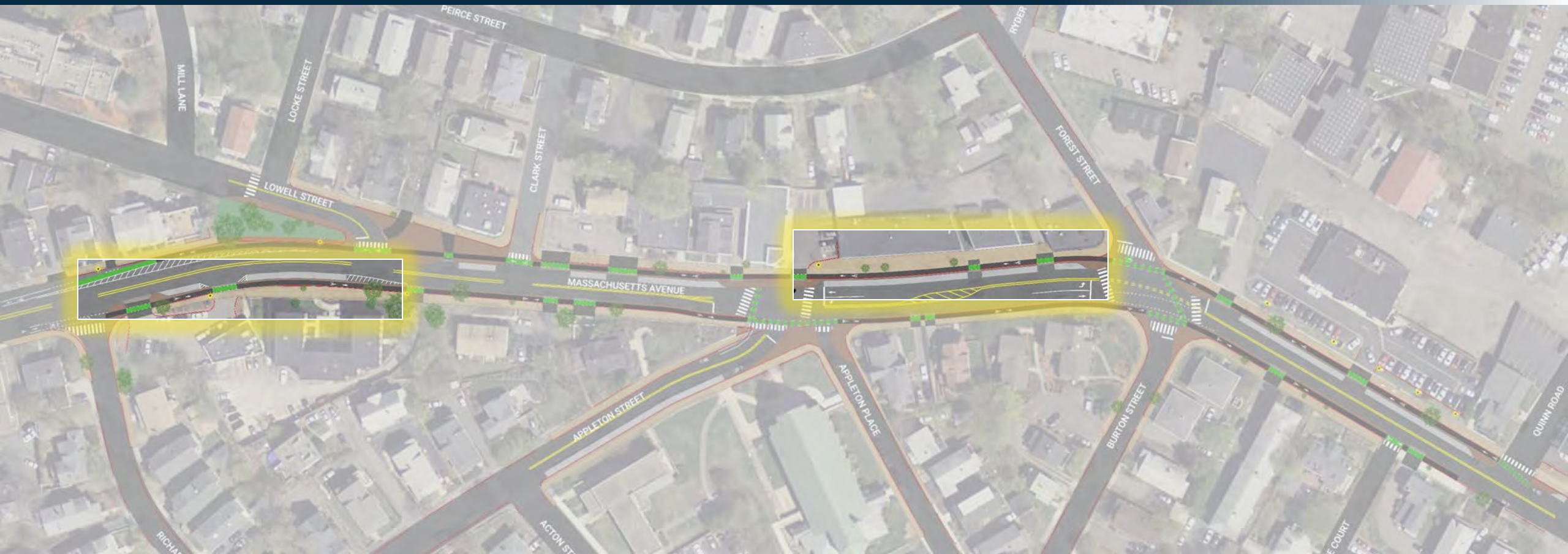
REDUCE TURNING SPEEDS



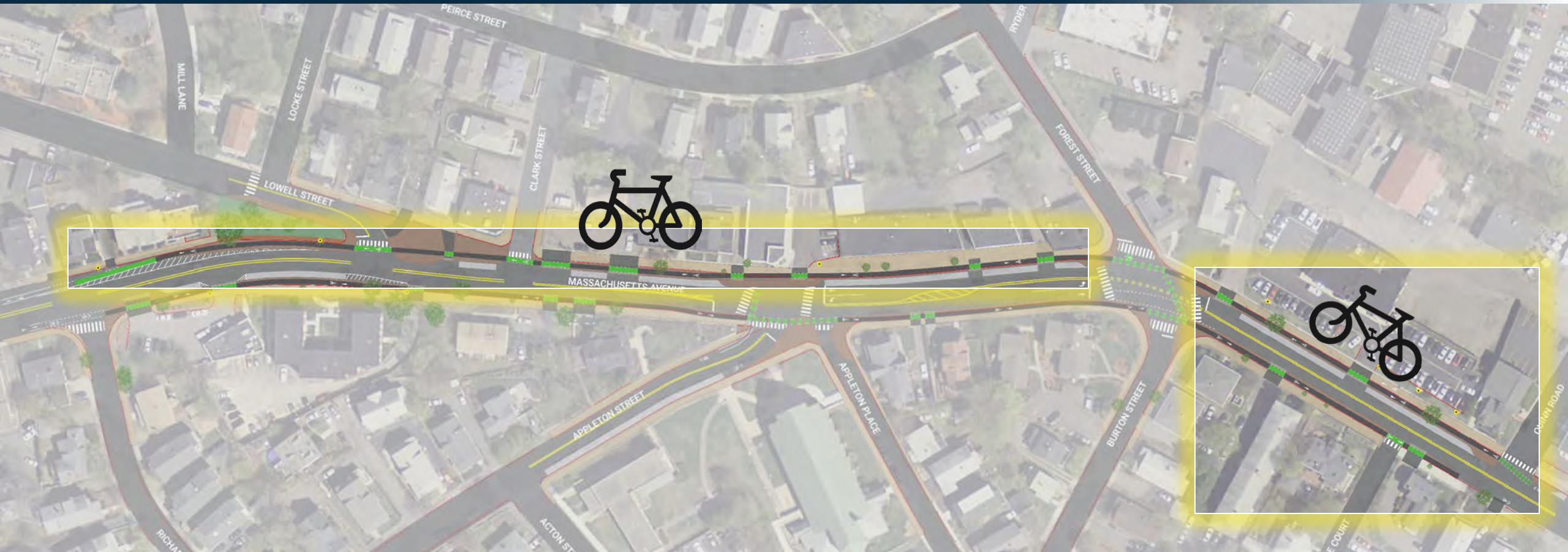
IMPROVE SIGHT LINES



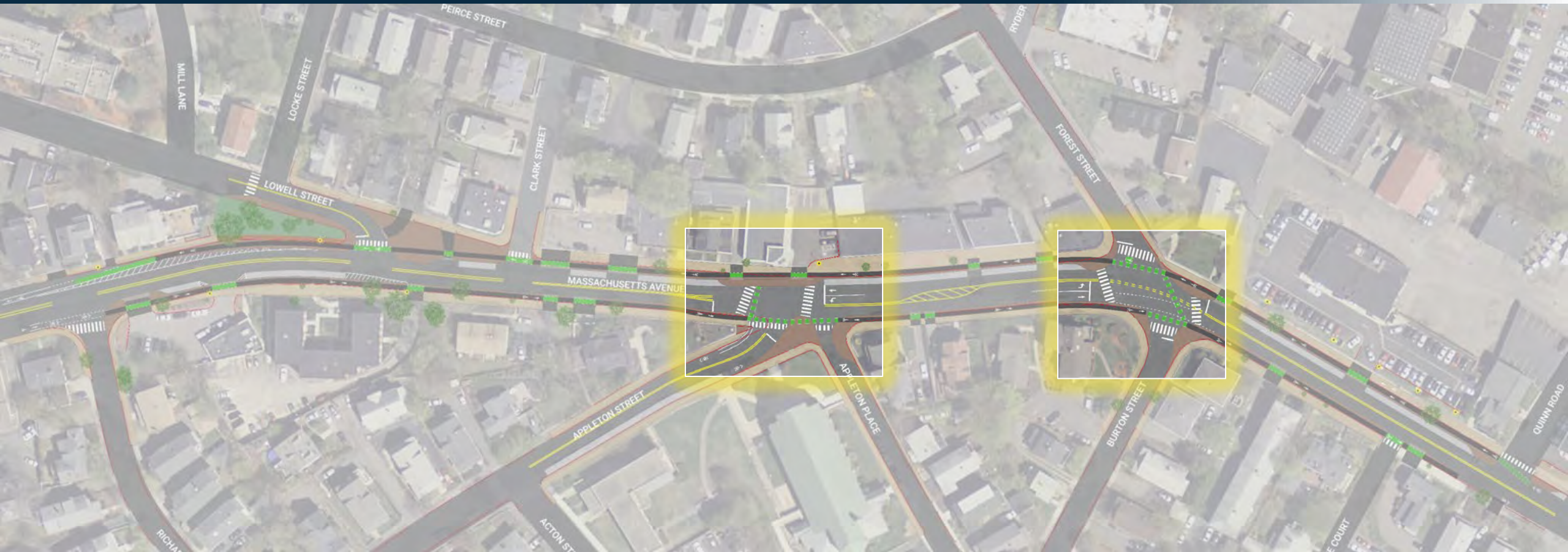
RETAIN PARKING



PROTECTED BICYCLE ACCOMMODATIONS



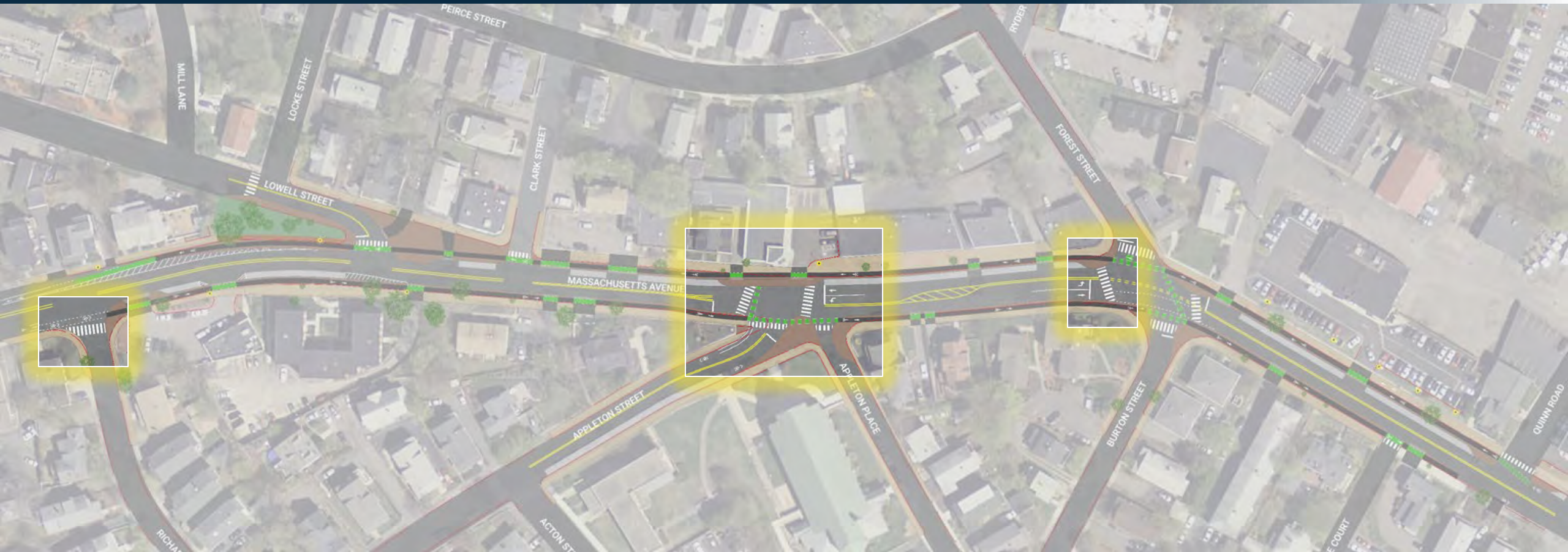
CYCLIST PROTECTION AT INTERSECTIONS



NEW CROSSINGS



SHORTER CROSSING DISTANCES



AMENITY SPACE



ARLINGTON

FOREST ST/SUMMER ST



WINCHESTER

HIGHLAND AVE/MAIN STREET



MELROSE

LEBANON ST/MAIN ST/PORTER ST



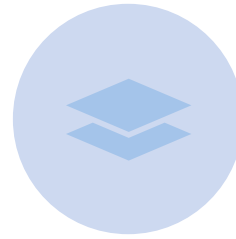
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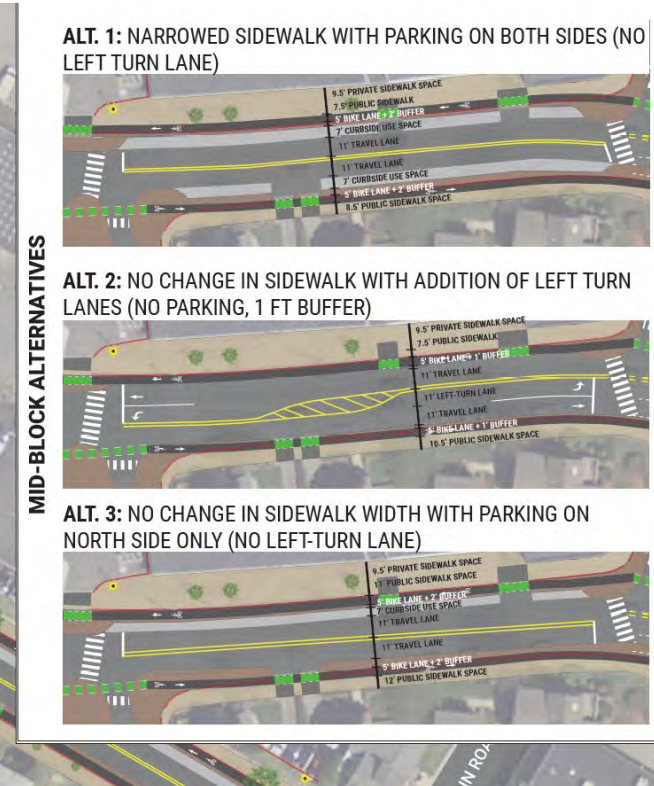
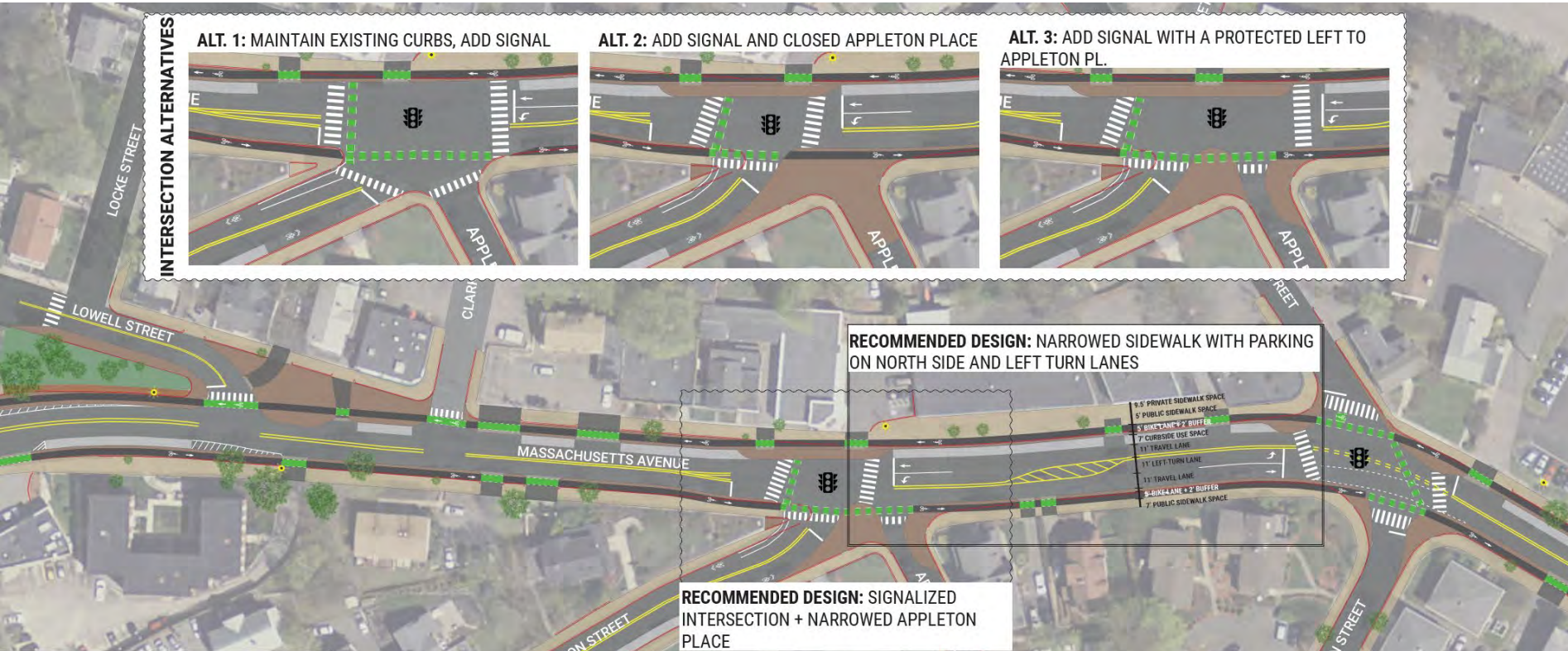
**CONCEPT
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NEXT STEPS



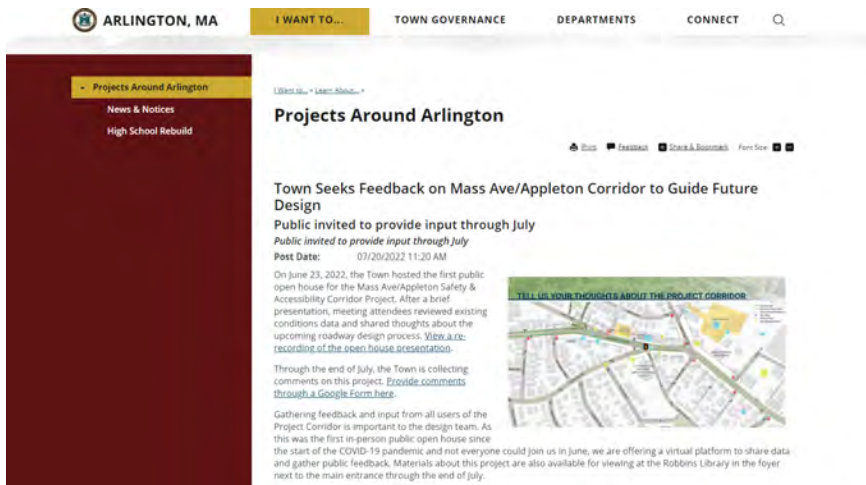
CONCEPT DESIGN + ALTERNATIVES



NEXT STEPS

Open Comment Period

- Presentation + Recommendations online
- Google Feedback Form



Project materials will be posted online for comment

Design Process

- Refine Concept to 25% Design
- 2 additional public meetings in Winter/Spring 2023



STUDY PROCESS

PLANNING

ENGINEERING

