



Mass Ave/Appleton Street Safety + Accessibility Corridor Project

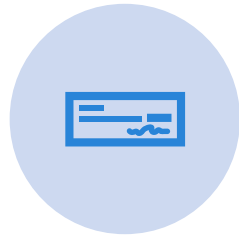
Final Concept Review

March 15, 2023

PUBLIC MEETING AGENDA



**PROJECT
OVERVIEW**



**FUNDING UPDATE
+ SCHEDULE**



WHAT WE HEARD



CONCEPT



NEXT STEPS



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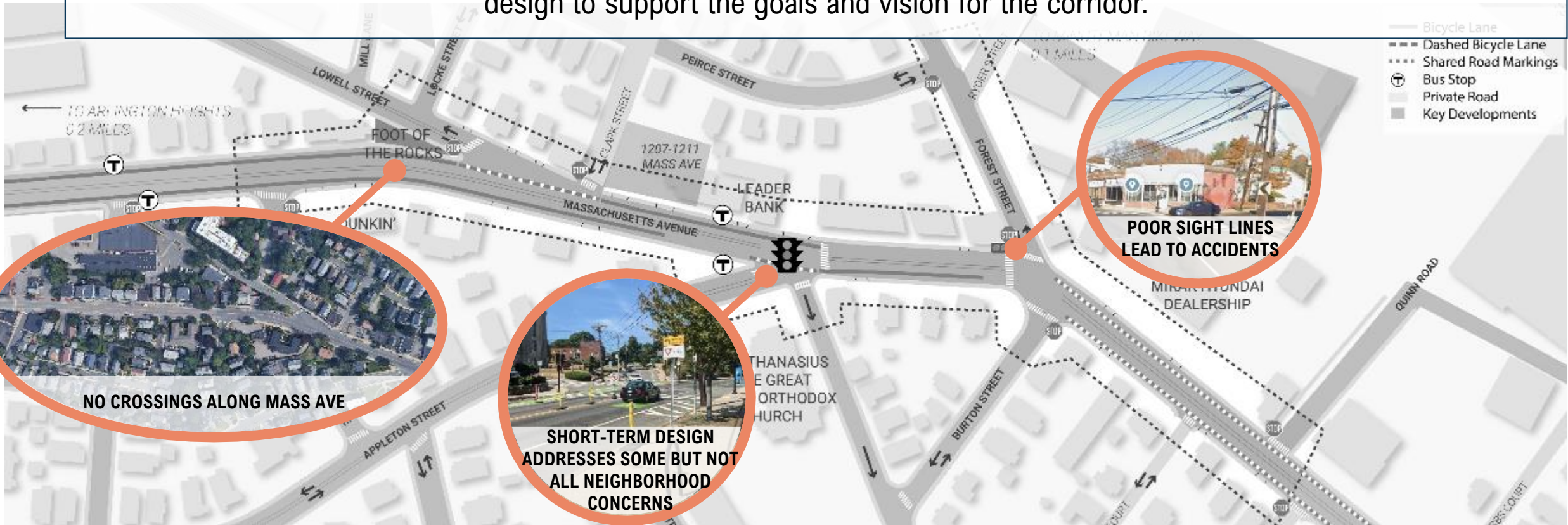
USER CORRIDOR EXPERIENCE

Corridor is disjointed from broader Mass Ave experience



CORRIDOR CHALLENGES

Understanding the challenges the corridor 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.



PROJECT SCOPE

Understanding the challenges the corridor 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.

The Mass Ave/Appleton Street Safety + Accessibility Corridor Study will look at the intersection in context of a greater study area



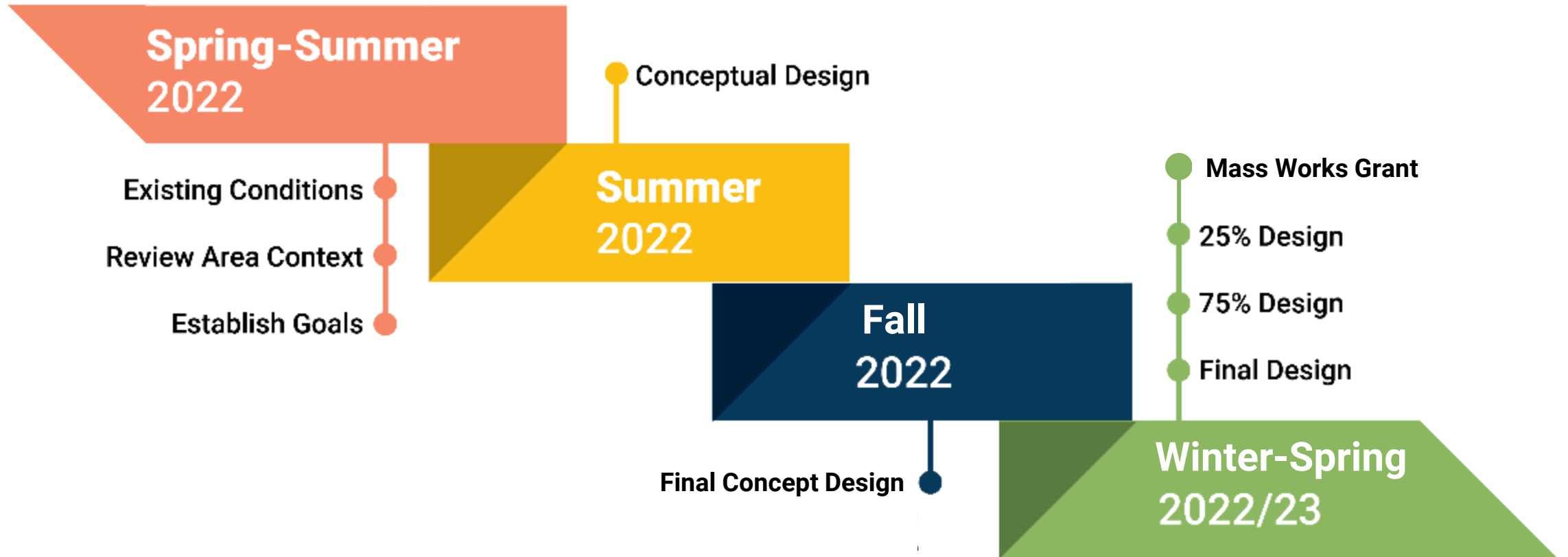
PROJECT CORRIDOR



STUDY PROCESS

PLANNING

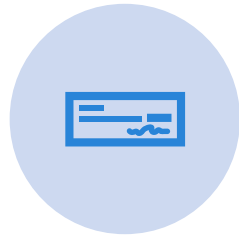
ENGINEERING



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FUNDING OPPORTUNITY



Search Mass.gov

SEARCH

[Home](#) > [Executive Office of Housing and Economic Development](#) > [EOHED Programs and Grants](#)

OFFERED BY [Executive Office of Housing and Economic Development](#)

Community One Stop for Growth

The Community One Stop for Growth is a single application portal and collaborative review process of grant programs that make targeted investments based on a Development Continuum.



MassWorks Infrastructure Program

MassWorks provides grants to communities to help them prepare for success and contribute to the long term strength and sustainability of our Commonwealth.

The MassWorks Infrastructure Program is a competitive grant program that provides the largest and most flexible source of capital funds to municipalities and other eligible public entities primarily for public infrastructure projects that support and accelerate housing production, spur private development, and create jobs throughout the Commonwealth.



MASS AVE/APPLETON STREET SAFETY + ACCESSIBILITY CORRIDOR PROJECT

MASSWORKS 2022 AWARD

MassWorks 2022 Awards

The following is a list of cities and towns receiving MassWorks Infrastructure Grant Program awards during the 2022 Round. MWIP is now part of the Community One Stop for Growth.

Grant Recipients

| Location | Organization | Amount | Description |
|---------------------------|-------------------|-----------|---|
| Arlington | Town of Arlington | \$307,000 | This grant will be used to support safety and multimodal improvements along the public right-of-way on the Massachusetts Avenue corridor between Richardson Avenue and Quinn Road in Arlington. Funds will be used to develop the final roadway design which will accommodate new residential and business development in the immediate area. |

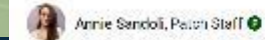


MASS AVE/APPLETON STREET SAFETY + ACCESSIBILITY CORRIDOR PROJECT

Politics & Government

Arlington Receives \$307K MassWorks Infrastructure Grant

See the latest announcement from Town of Arlington.



Posted Tue, Nov 1, 2022 at 3:16 pm ET

Reply



The Town of Arlington has received a \$307,000 grant from the highly competitive MassWorks Infrastructure Program. (Amber Fisher/Patch)

ARLINGTON, MA — The Town of Arlington has received a \$307,000 grant from the highly competitive MassWorks Infrastructure Program for the Mass Ave/Appleton Street Safety & Accessibility Corridor Project.

The funding will be used to complete the final design of the project, conduct public engagement, purchase property to complete the project, and manage the pre-construction process.

MASSWORKS 2023 APPLICATION

Application for full construction funding requires:

- Expression of Interest (submitting this week)*
- Final Engineered Plans (mid-May)*
- Letter of Support from Town Select Board*
- Estimate of Probable Cost*
- Specifications and Special Provisions*
- Additional Permitting if Necessary*

**APPLICATION FOR
CONSTRUCTION
FUNDING
DUE JUNE 2, 2023**



PUBLIC MEETING AGENDA



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WHAT WE HEARD



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NEXT STEPS



CONCEPT REVIEW

OCTOBER 2022 PUBLIC MEETING



Support for

- traffic lights with left-turn lanes
- protected bicycle lanes
- new crosswalks
- retaining parking where needed

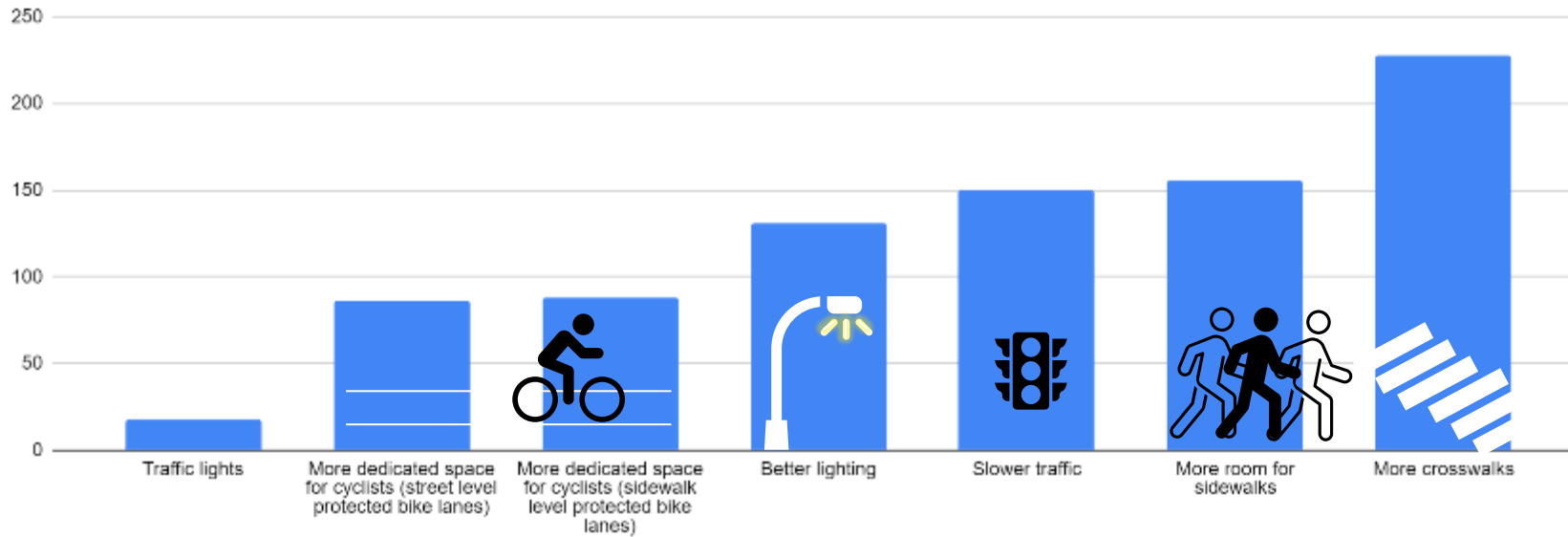
Needs more information regarding

- signal operations
- bicycle navigation
- crosswalk locations
- parking reductions



CONCEPT REVIEW

OTTOSON MIDDLE SCHOOL ENGAGEMENT



CONCEPT REVIEW



**Area
businesses**



REPURPOSE SIDEWALK SPACE



Conceptual Rendering of sidewalk

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



PROJECT 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



PUBLIC MEETING AGENDA



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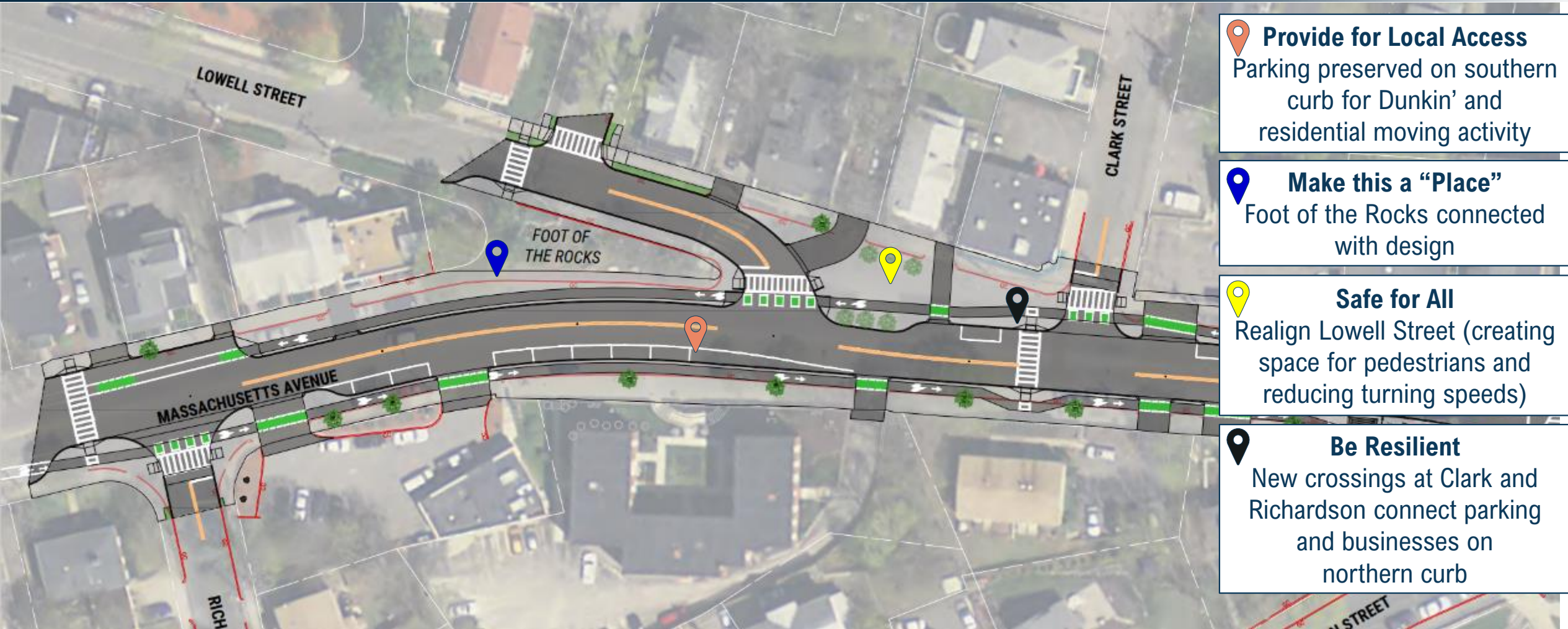
CONCEPT



NEXT STEPS



FINAL CONCEPT



Provide for Local Access
Parking preserved on southern curb for Dunkin' and residential moving activity

Make this a "Place"
Foot of the Rocks connected with design






Safe for All
Realign Lowell Street (creating space for pedestrians and reducing turning speeds)

Be Resilient
New crossings at Clark and Richardson connect parking and businesses on northern curb



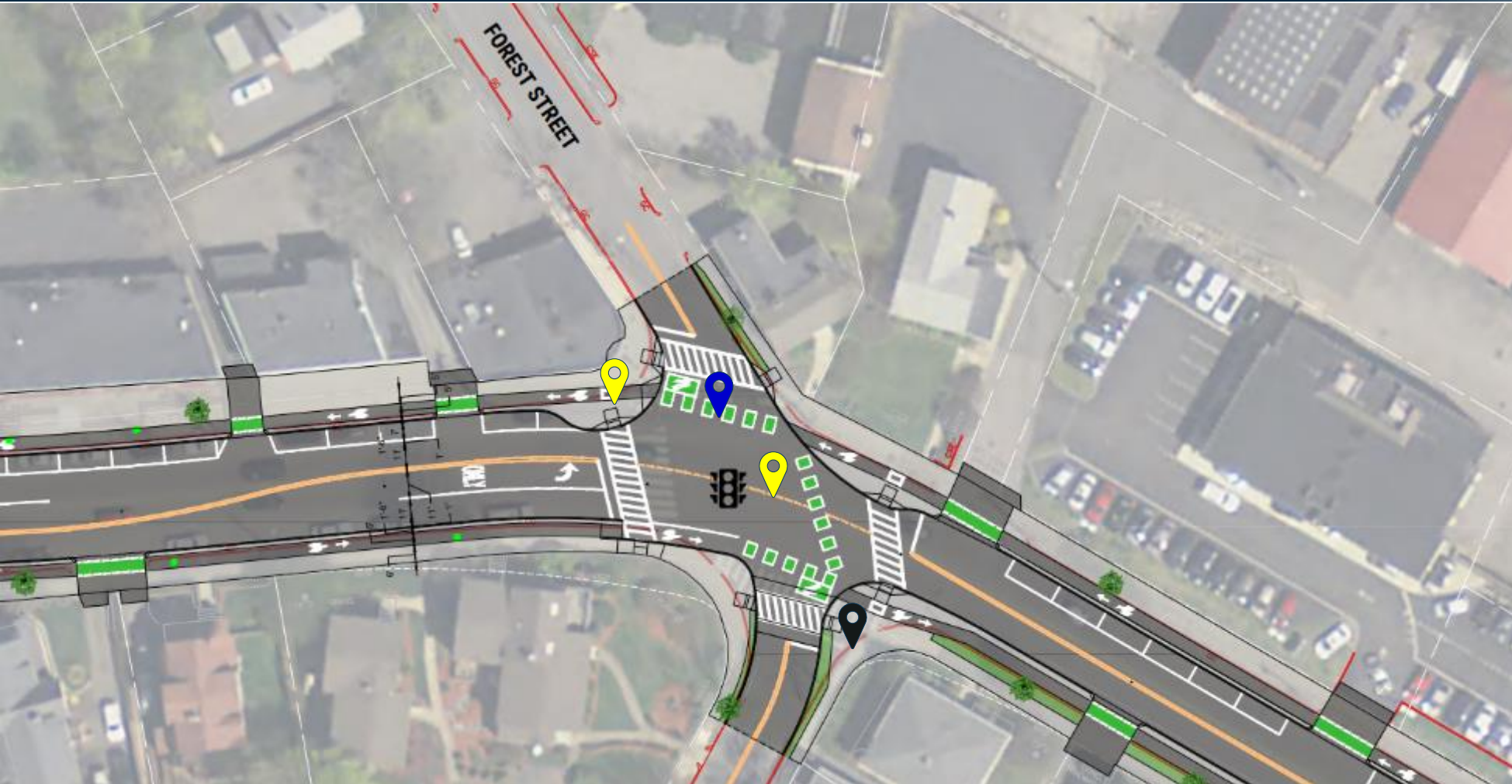
FINAL CONCEPT



-  **Be Resilient**
Bus stop designed in accordance with MassDOT + MBTA guidance
-  **Make this a “Place” + Be Resilient**
Plaza while preserving emergency access
-  **Safe for All**
Traffic Signal to simplify intersection
-  **Provide for Local Access**
All parking on northern side of Mass Ave between Forest and Appleton preserved, informed by business discussions and parking study
-  **Be Resilient**
Protected Bicycle Lanes and crossings



FINAL CONCEPT



Safe for All
Signal at Forest Street and
Burton Street



Make this a "Place"
Bicycle connection to
Minuteman Bikeway



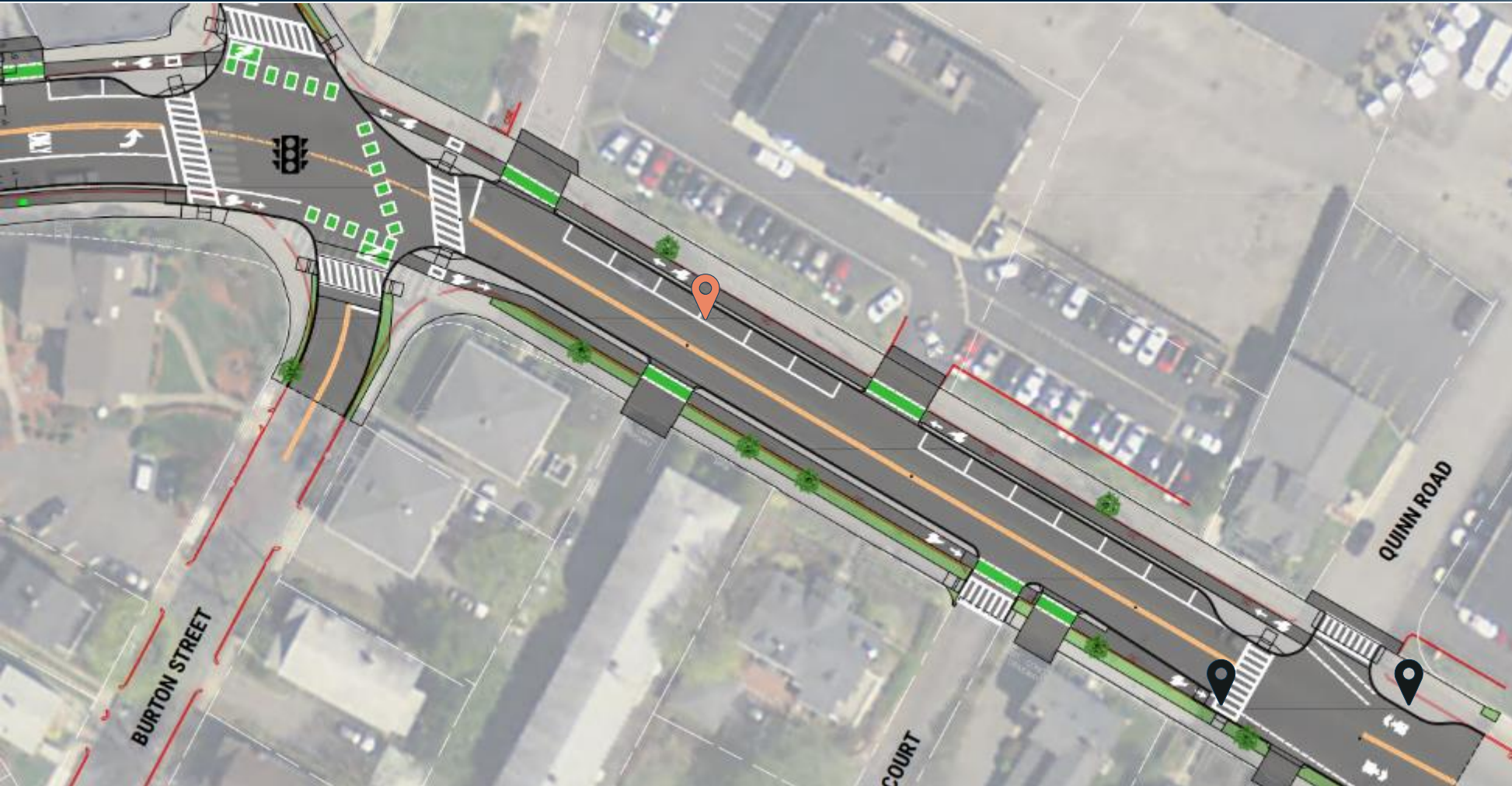
Be Resilient
Bumpouts to shorten
pedestrian crossings and slow
vehicles




Safe for All
Increase visibility of corridor




FINAL CONCEPT



 **Provide for Local Access**
Preserve Parking

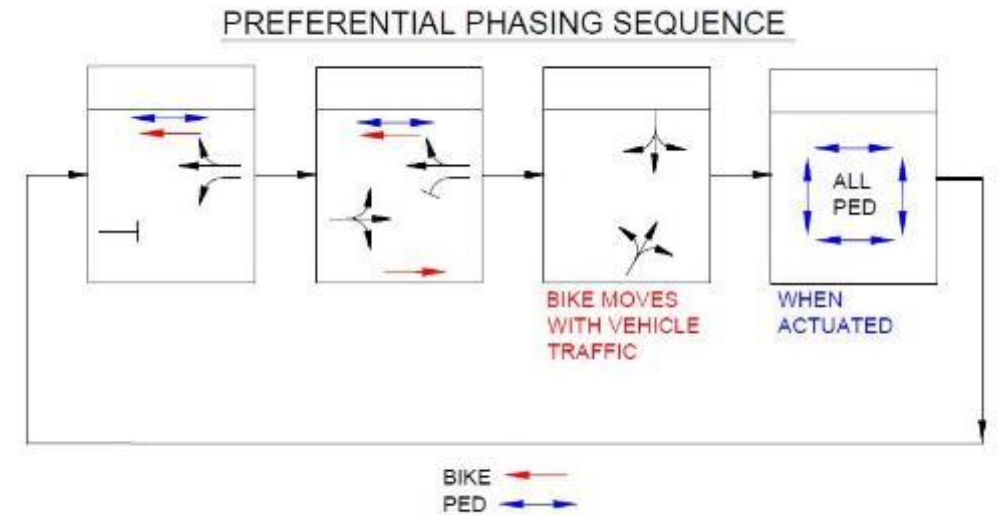
 **Be Resilient**
New crosswalk at Quinn Road

 **Be Resilient**
Bumpouts to shorten pedestrian crossings and slow vehicles



PROPOSED SIGNAL OPERATIONS

- Forest Street/Burton Street signal and Appleton Street signal are coordinated
- Consistent phasing, timings would adapt by period (90-120 second phasing)
- Exclusive (i.e. fully protected) pedestrian phase
- Bicycle phases concurrent with vehicle phases
- Prohibited Right Turn on Red movements



CREATING "PLACES"



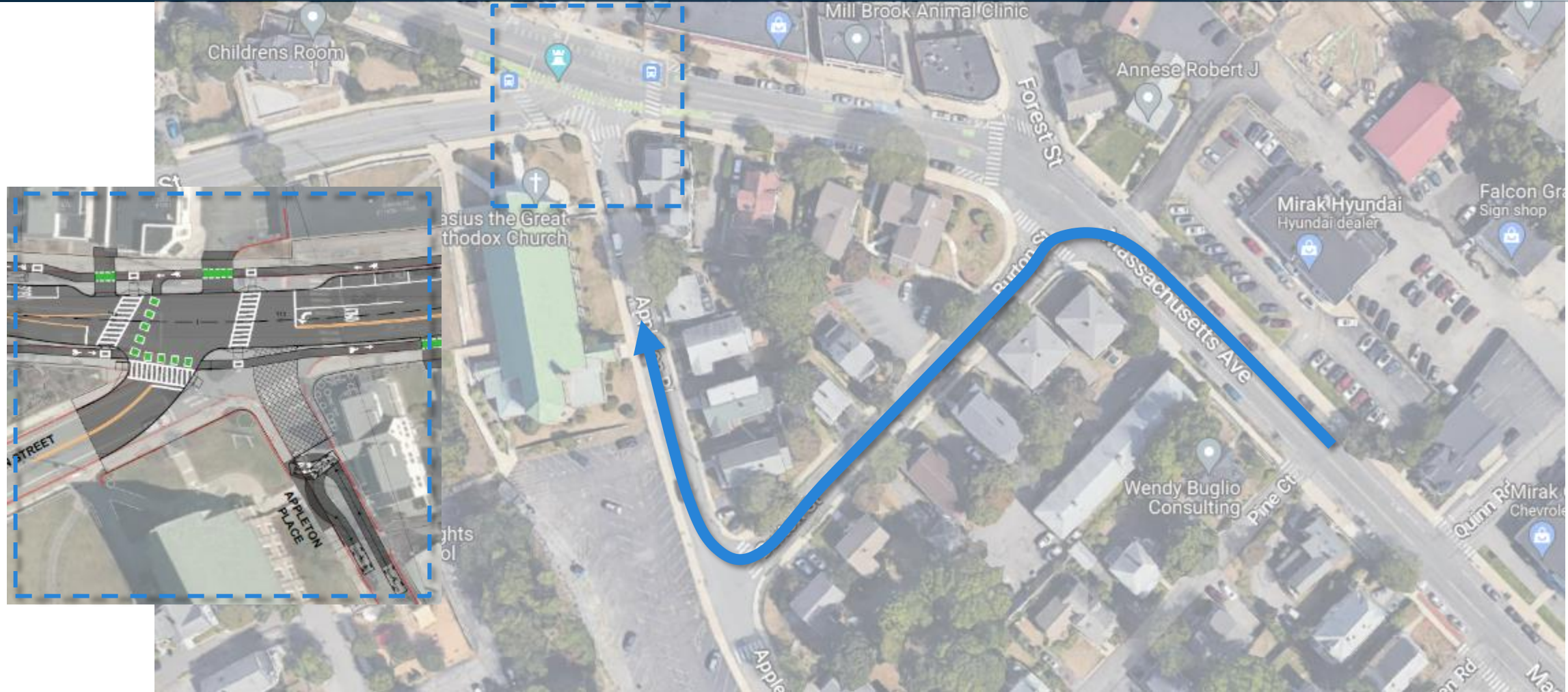
MASS AVE/APPLETON STREET SAFETY + ACCESSIBILITY CORRIDOR PROJECT

PRESERVING IMPORTANT PARKING

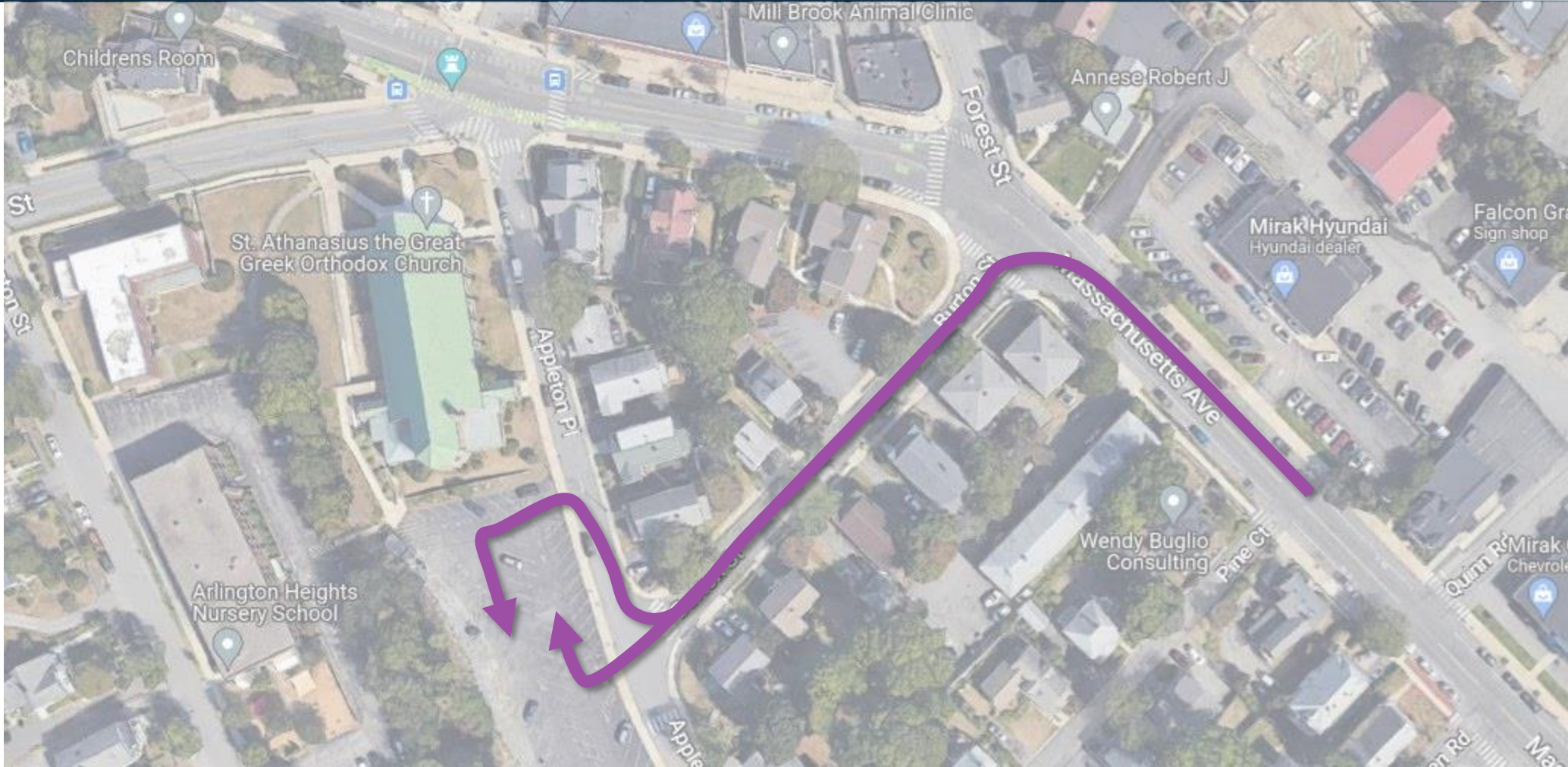
Parking retention based on observations from public meeting and parking study.



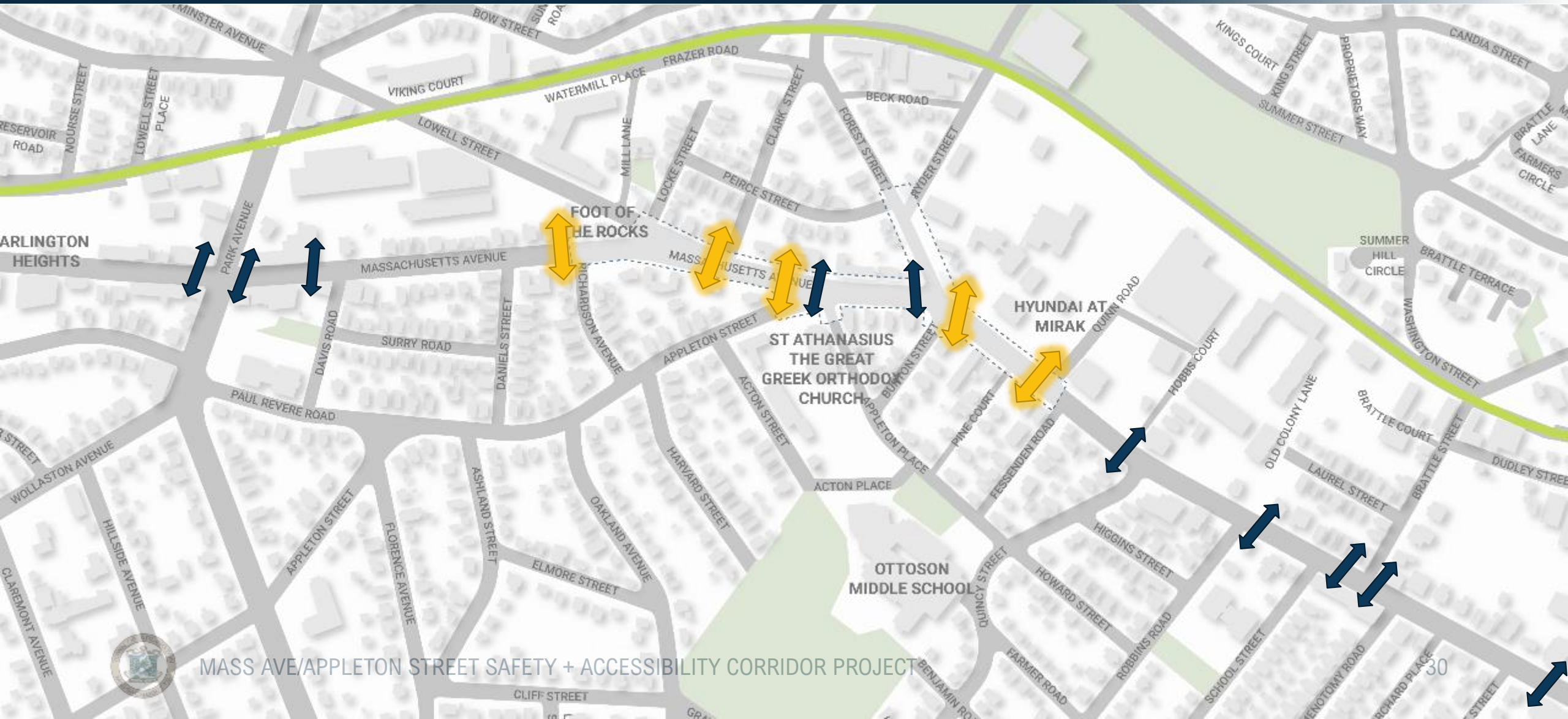
ENSURING RESIDENTIAL ACCESS



ENSURING CHURCH ACCESS



INCREASING PEDESTRIAN CROSSINGS



MASS AVE/APPLETON STREET SAFETY + ACCESSIBILITY CORRIDOR PROJECT

MAINTAINING EMERGENCY ACCESS



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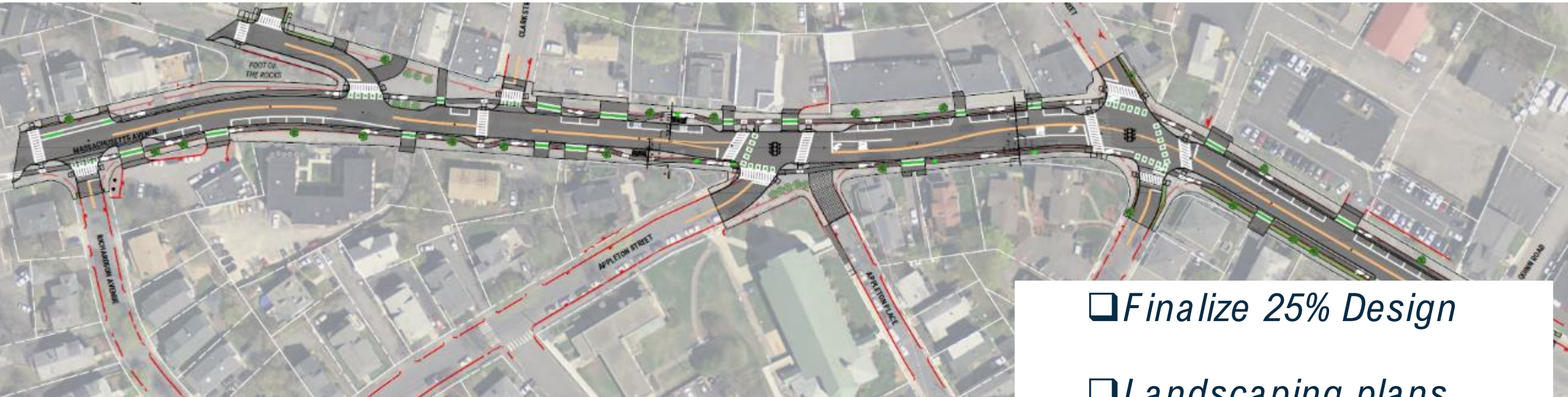
CONCEPT



NEXT STEPS



NEXT STEPS



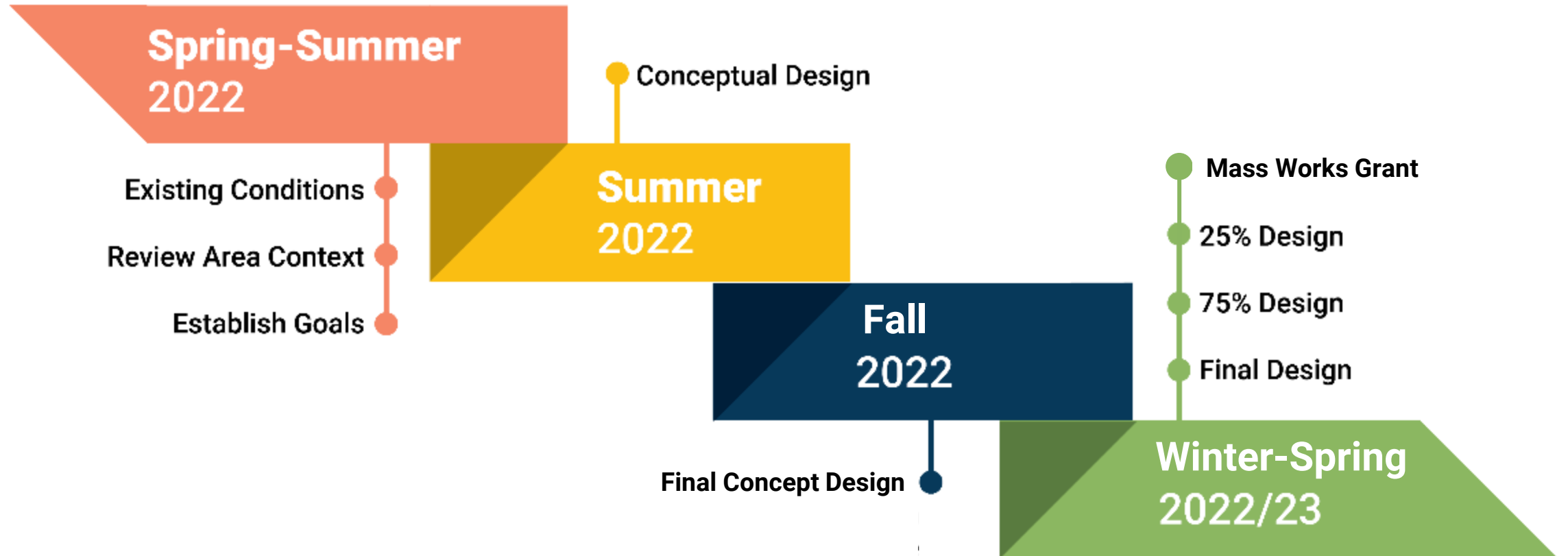
- Finalize 25% Design*
- Landscaping plans*
- Lighting plans*
- Utility Company*
- Final Cost Estimates*



STUDY PROCESS

PLANNING

ENGINEERING



TELL US WHAT YOU THINK

Provide feedback on the plan using worksheets, visiting the boards, talking to a Project Team member, or through the Google Form.



SAFE FOR ALL

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- Reduce conflict risk between bicyclists and other users through progressive design
- Position transit competitively with driving
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- Utilize green infrastructure for enhanced place making where able

Do you think the preliminary design meets the project goals?

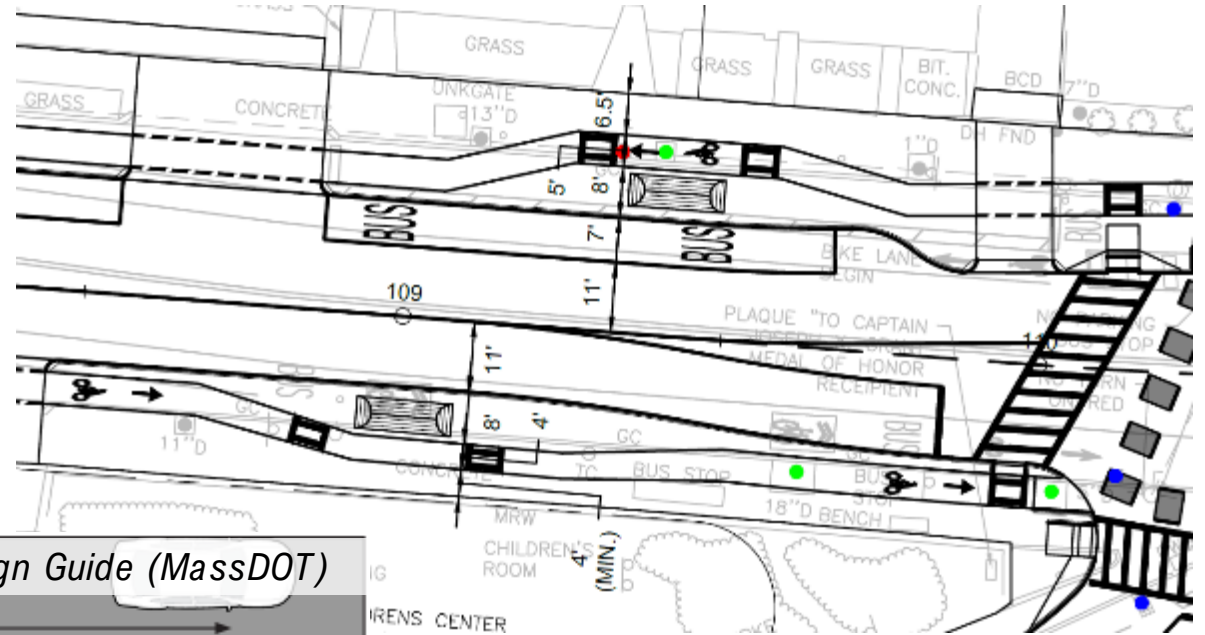
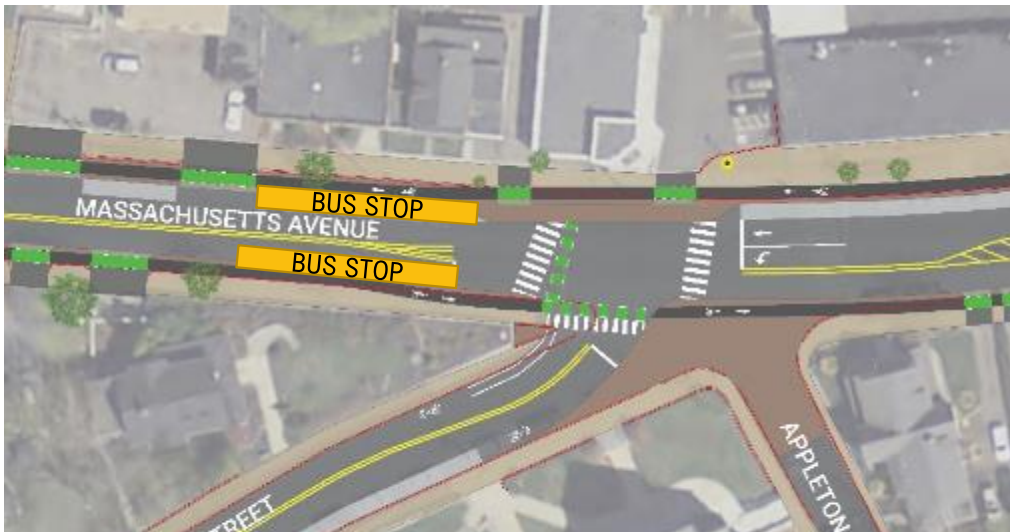
What do you like about the design?

What are your concerns?

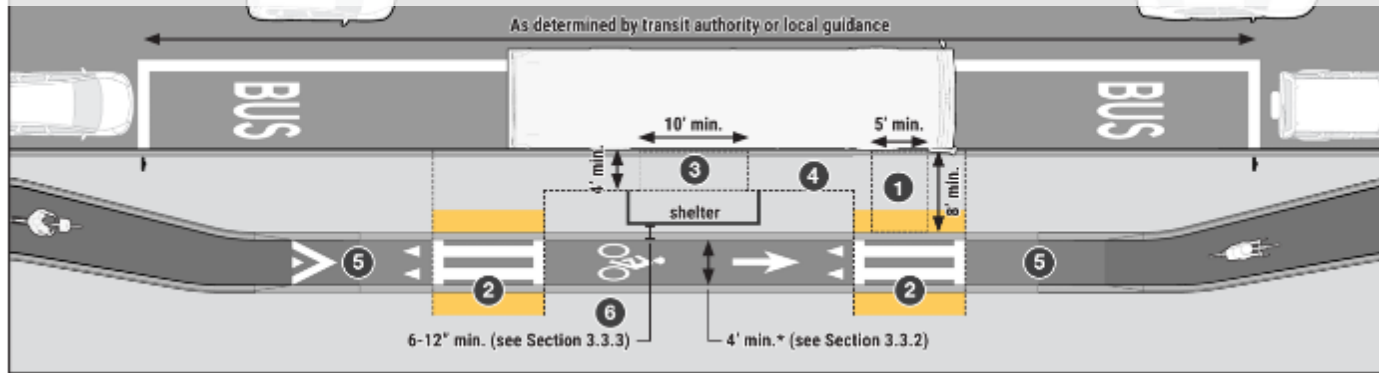
Please share any other comments.



BUS STOP



Design consistent with Separated Bike Lane Planning & Design Guide (MassDOT)



* A bike lane width narrower than 5 ft. requires a design exception.



BICYCLE TREATMENTS

Colored Pavement + Pavers



Narrow Strip of pavers + Signage



Tactile Warning Strips



Colored Pavement



DRAFT

MBTA BUS STOP EXAMPLES

Somerville Avenue in Union Square

Bus every 5 minutes in peak hour



Concord Avenue at Bond Street in Cambridge

Bus every 10 minutes in peak hour



Somerville Ave at School Street in Somerville

Bus every 20 minutes in peak hour



Guest Street at Life Street in Brighton

Bus every 20 minutes in peak hour



*Western Ave in Cambridge**

Bus every 9 minutes in peak hour



**2 lanes, but example of floating bus stop*

High Street in Brookline

1 bus in peak hour



Rindge Avenue in Cambridge

Bus every 20 minutes in peak hour

