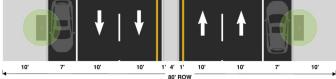
ROADWAY CONCEPTS

STATION NO. 1





Concept No. 1 – Four Lanes Maintain Median

<u>Advantages</u>

□ Improved Bus Stops

□ New Street Lighting

□ New Street Trees

Dis-Advantages

□ No Speed Reduction

Long Crosswalks

□ No Bicycle Facility

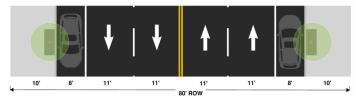
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City of Boston

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City of Boston Disabilities Con





Concept No. 2 – Four Lanes Remove Median

Advantages

□ Improved Bus Stops

□ New Street Lighting

□ New Street Trees

Dis-Advantages

□ No Speed Reduction

Long Crosswalks

□ No Bicycle Facility

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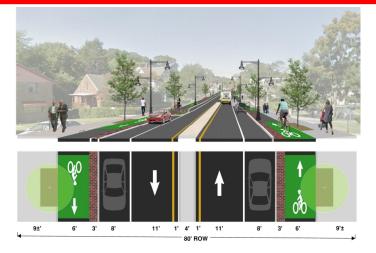






ROADWAY CONCEPTS

STATION NO. 1



Concept No. 3 – Road Diet with Median

Advantages

- □ Reduced Vehicle Speeds
- □ Shorter Crosswalks
- □ Separated Bicycle Facility
- □ Improved Bus Stops
- □ New Street Lighting
- □ New Street Trees

Dis-Advantages

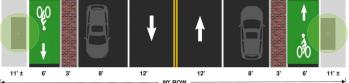
- Limited access to driveways
 - due to median
- □ Additional Vehicle Travel Delay
 - (1 Minute during Peak Hours)

City of Boston

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City of Boston Disabilities Com





Concept No. 4 – Road Diet without Median

Advantages

□ Reduced Vehicle Speeds

Wider Sidewalks

□ Shorter Crosswalks

□ Separated Bicycle Facility

□ Improved Bus Stops

□ New Street Lighting

□ New Street Trees

Dis-Advantages

□ Full access to driveways creates more conflicts.

□ Additional Vehicle Travel Delay (1 Minute during

Peak Hours)

Massachusetts Bay

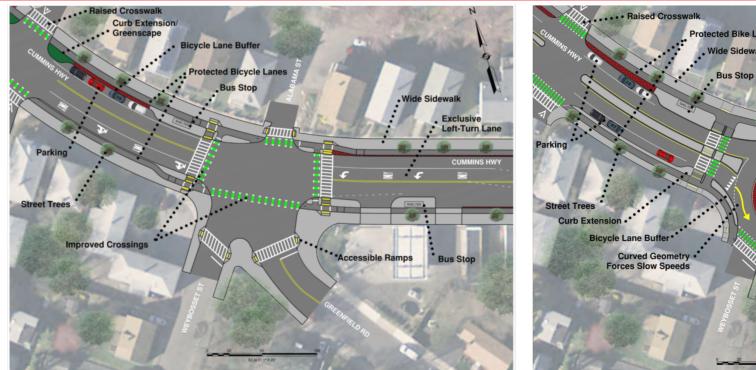
Office of Neighborhood

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ROUNDABOUT vs. TRAFFIC SIGNAL

STATION NO. 2



Cummins Highway / Greenfield Road / Weybosset Street Traffic Signal

Advantages

Dedestrian Crossings are controlled with a WALK /

DON'T WALK signal

Dis-Advantages

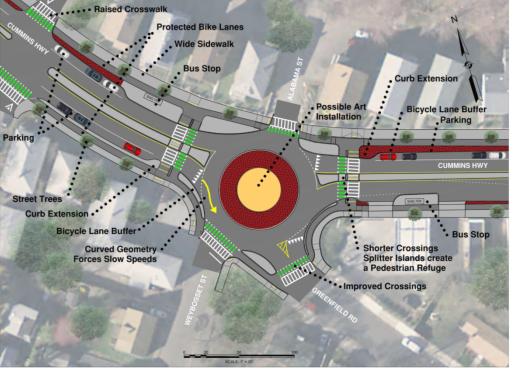
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City of Boston

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□ No speed reduction

City of Boston Water & Sewer



Cummins Highway / Greenfield Road / Weybosset Street Roundabout

Advantages

- □ Reduced Vehicle Speeds
- □ Shorter Crosswalks
- Creates Gateway to Mattapan for possible art installation

Dis-Advantages

Pedestrians wait for gaps in traffic to cross street

В





