

McBride Street

*Bike Lane Recommendation and Raised Crosswalk Information
October 2023*

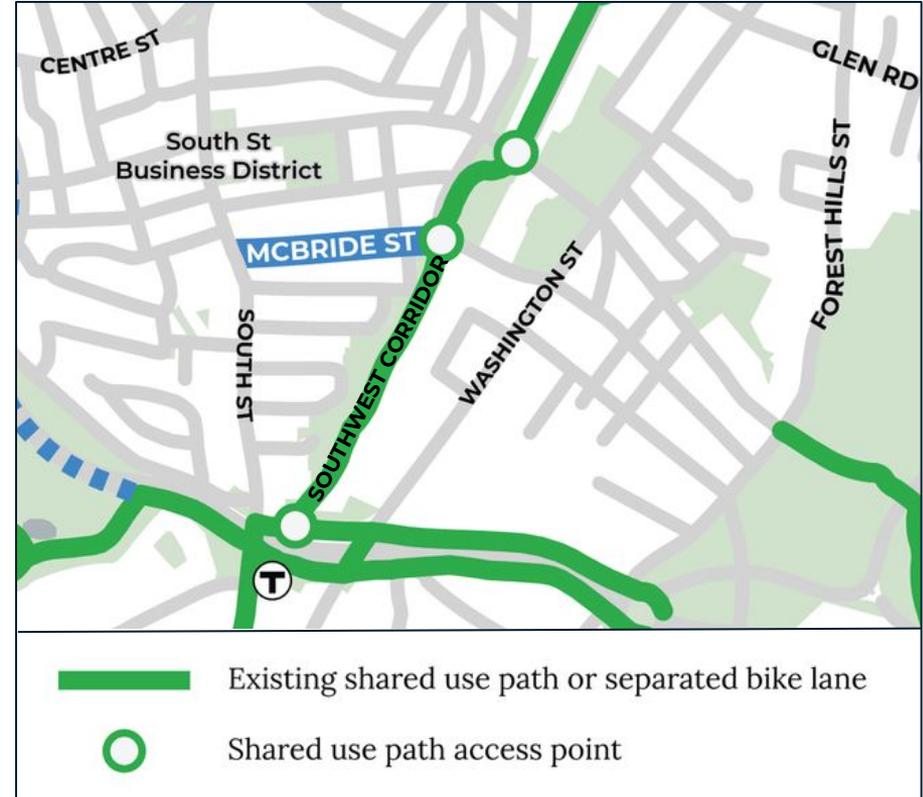
Project location & goals

Location

- ▶ McBride Street between South Street and Boynton.

Goals

- ▶ Bring sidewalks and road surface to a state of good repair.
- ▶ Improve safety for all street users by slowing vehicle speeds.
- ▶ Create a family-friendly bicycle connection to the Southwest Corridor



Planned Changes

- ▶ Rebuild the sidewalks between South Street and Boynton Street. We'll build the new sidewalks with concrete.
- ▶ Re-pave the roadway.
- ▶ Build a raised crosswalk between Boynton Street and Lee Street.
- ▶ Add speed humps between South Street and Lee Street. Our speed hump design guidelines preserve emergency response times.
- ▶ Add a contraflow bike lane going westbound (towards South Street). Going eastbound (towards Boynton Street), we'll add shared lane markings. McBride Street will stay one-way eastbound for people driving.

In this presentation, we share our preferred option for the contraflow bike lane. And, we share more information about the raised crosswalk between Boynton Street and Lee Street.

Design elements

*We explain the design features planned
for McBride Street*

What are contraflow bike lanes

DIRECT ROUTES, BETTER ACCESS

Allowing people to bike in both directions on one-way streets for cars can:

- ▶ Provide better access to a major destination, park, or trail access point, and/or,
- ▶ Help bicyclists avoid an obstacle, like a major hill or busy street with less comfortable biking conditions.

Contraflow bike lanes are a well-established design tool. They have seen decades of use around the U.S., the Boston area, and globally.

- ▶ On moderate-volume streets like McBride Street, we add contraflow bike lanes with paint and signage.
- ▶ Contraflow bike lanes make it legal for people to bike in both directions.
- ▶ Bicyclists will ride on the right side of the street in the direction they are traveling, just like on two-way streets.



Above: Example of a contraflow bike lane on Mount Hope Street in Roslindale. “With flow” bicyclists share a traffic-calmed lane with vehicles. “Counter flow” bicyclists ride to the right of the yellow lines.

Speed humps

We'll add a series of speed humps to McBride Street to keep vehicle speeds around 20 mph.

- ▶ Gradual taper up and down, 12 to 14 feet long
- ▶ Keeps speeds around 20 mph
- ▶ Compatible with emergency response
- ▶ Compatible with seasonal maintenance, including snow plows
- ▶ **NOT** speed *bumps*, which are typically found in parking lots



Above: example of a speed hump on a City of Boston street. Signage alerts drivers to slow, and lets plow drivers know to lift their blades.

Raised crosswalks

We'll add a raised crosswalk across McBride Street in between Lee Street and Boynton Street.

- ▶ We reviewed existing drainage structures. A raised crosswalk is suitable for this location.
- ▶ Pedestrians cross at the same level as the sidewalk
- ▶ Similar traffic calming effect as speed humps



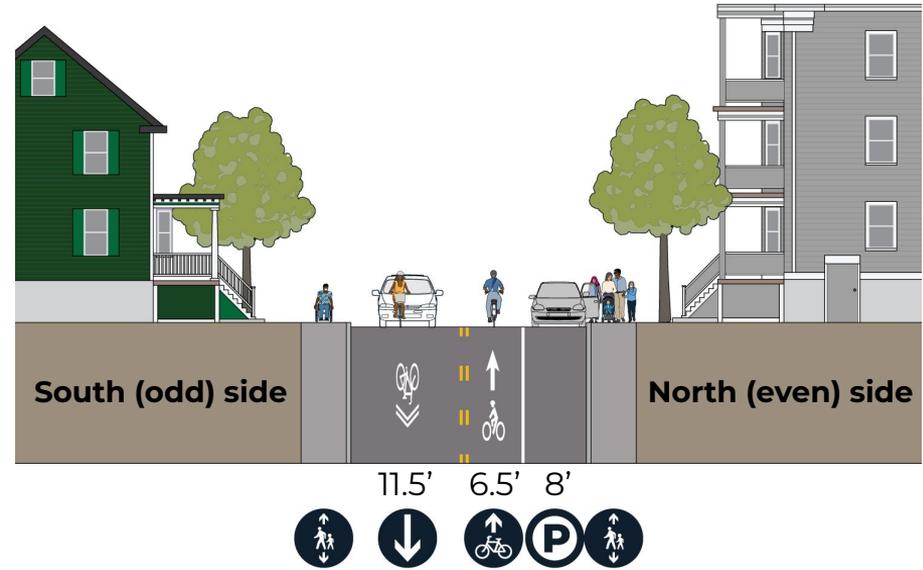
Above: a raised crosswalk at Park Street and Norwell Street, Dorchester

Preferred design option

Preferred: Bike Lane Option 2

We shared two options for the contraflow bike lane. Thank you to all who shared their thoughts with us!

While both options were safe and feasible, we heard a preference for keeping parking on the north (even) side where it is today.



Above: A typical cross section for **Option 2** looking west towards South Street.

Detail: McBride Street at South Street

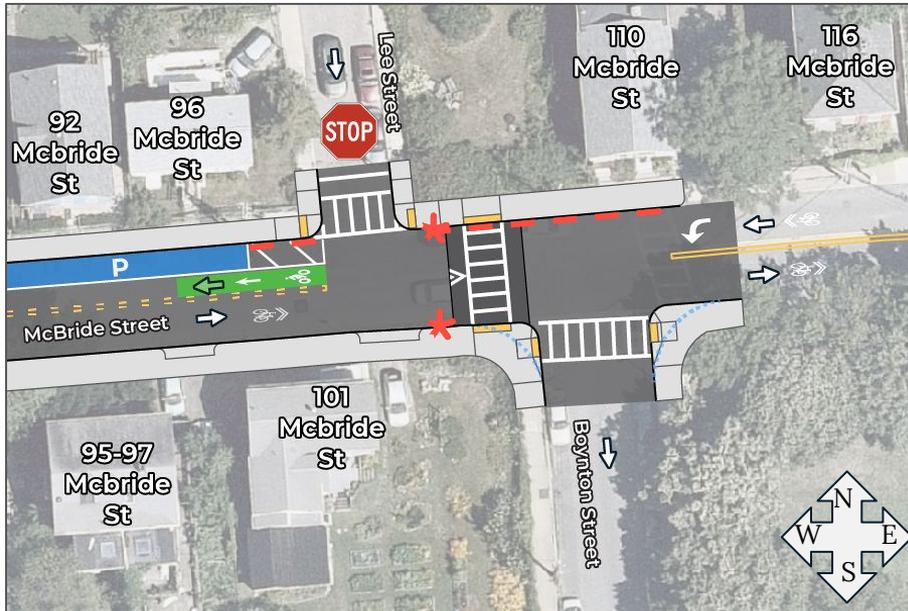
We need to create a space for bicyclists approaching South Street that is protected from turning vehicles. We will:

- ▶ Bend the bike lane towards the sidewalk approaching South Street.
- ▶ Place a row of flexposts along the edge of the bike. The flexposts will extend 40' back from the intersection with South Street.
- ▶ Add 40' of “no parking” between South Street and the 112-114 South Street driveway.



Detail: McBride Street at Lee Street

- ▶ Build a new raised crosswalk on McBride Street between Lee Street and Boynton Street.
 - We won't move any existing catch basins.
- ▶ Add “no parking” areas to improve visibility and increase safety:
 - 20' of “no parking” west of Lee Street
 - 65' of “no parking” east of Lee Street



 No parking	 Existing catch basin (to remain)
 Parking	 Existing curb line (to change)

Safer, more visible crossings



Parked vehicles or other obstructions can block views of other people driving, biking, or waiting to cross.



When parking is restricted, drivers are more likely to see approaching vehicles or people crossing the street. This reduces the likelihood of crashes at intersections.

Parking changes

- ▶ Parking will *stay* on the north (even) side of McBride Street.
- ▶ Currently, there are approximately 34 - 37* parking spaces on McBride Street between South Street and Boynton Street.
- ▶ With the design changes, we expect there to be approximately 5 - 7* fewer parking spaces.

* The range is due to variation in how people park within the available space. The actual number of spaces will vary day-to-day based on how people park.



What's next?

Thank you to those who have shared their thoughts already!

We're working to finish the design plans. We'll share the final plans in the coming months.

We aim to begin construction in 2024.

Email your feedback to better-bike-lanes@boston.gov

Learn more and stay up to date boston.gov/mcbride-street