

Route 28 Road Diet Pilot

MAIN STREET READING, MA | SPRING - FALL 2020



PROJECT OVERVIEW

MassDOT’s safety studies along Route 28 found that Main Street has 2.5 times more vehicle on vehicle crashes than similar roadways in the region, and found excessive vehicle speeding above the posted speed limit. High speeds along the undivided four-lane corridor make left-turns difficult and increase the risk of severe crashes. The goal of this project is to reduce the number of crashes and severity of crashes along this heavily traveled corridor, by testing new infrastructure elements to slow down vehicle speeds and simplify left turns.

Resurfacing work will begin in March 2020 and the road diet pilot will run from April to September 2020.

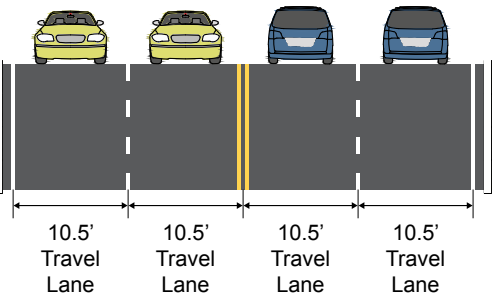
LANE CONFIGURATION CHANGES

Resurfacing work and the road diet pilot will take place on two sections of Main Street (Route 28). The north section begins at the Reading/North Reading town line and extends to Charles Street. The south section begins at the MBTA Commuter Rail tracks and continues south to I-95. The work does not include any changes to Reading Square.

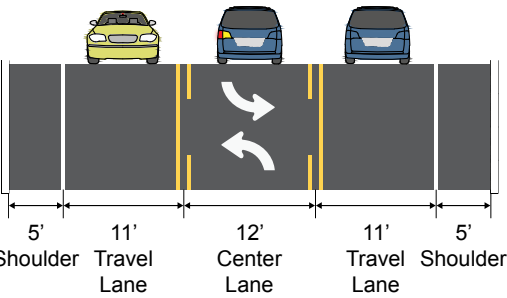
During the road diet pilot, pavement markings will be reconfigured within the existing roadway to simplify turning movements for cars by creating a center left-turn lane. This will reduce parts of North and South Main Street from four (4) lanes to three (3) lanes to improve safety for people traveling along the corridor.

Lane configurations will vary during the pilot, with the most typical shown below.

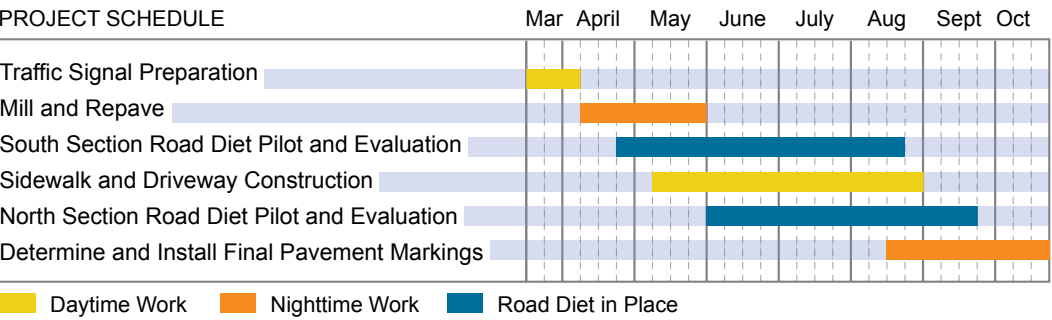
Typical Lane Configuration Before Road Diet Pilot



Typical Lane Configuration During Road Diet Pilot



PROJECT SCHEDULE



In March 2020, we will begin upgrading traffic signals, repaving, and installing temporary pavement markings for the road diet pilot. While the pilot lane configurations are in place over the spring and summer, we will evaluate safety impacts, vehicle speeds, and traffic operations.

- South Section road diet: April - August 2020
- North Section road diet: June - September 2020

Final pavement markings will be determined and installed in Fall 2020.

LEARN MORE

Visit the project website: www.mass.gov/route-28-in-reading-resurfacing-and-road-diet-pilot
Contact the project team: Route28Pilot@dot.state.ma.us



What is a Road Diet?

Road Diets are an innovative roadway reconfiguration that improves safety, increases livability, and can advance an area's economic growth. A road diet's primary objective is to improve safety for all roadway users, while increasing livability by creating a bicycle- and pedestrian-friendly environment.

Road diets can be performed on a variety of cross sections. The most common type of road diet converts an undivided four lane roadway with two travel lanes on each side to an undivided three-lane roadway with one travel lane on each side and a center two-way left-turn lane.

WHAT ARE THE BENEFITS?

Fewer Crashes, particularly:

- Rear-end
- Sideswipe
- Left-turn/angle
- Pedestrian and bicycle

Safer Accommodations for Vulnerable Users

- Reduced pedestrian crash risk
- Can reallocate space for dedicated bicycle facilities, wider sidewalks, or other desirable amenities

Traffic Calming

- Fewer lanes can reduce speeds by eliminating passing
- Lowers speeds and fatal and injury crash rates

Simplified Operations

- Separating left-turns at signalized intersections
- More consistent traffic flow

Low-cost Redesign

- Can be incorporated into the repaving schedule

PROVEN RESULTS IN MASSACHUSETTS

Summer Street Road Diet Pilot in Hingham

- Speeds decreased as much as 5 mph
- Little to no travel time increase
- Little to no traffic diversion

Route 135 in Wellesley

- 55% fewer crashes
- 69% fewer severe injury occurrences

Nonantum Road in Boston, Newton, and Watertown

- 23% fewer crashes
- 32% fewer severe injury occurrences

BEFORE ROAD DIET

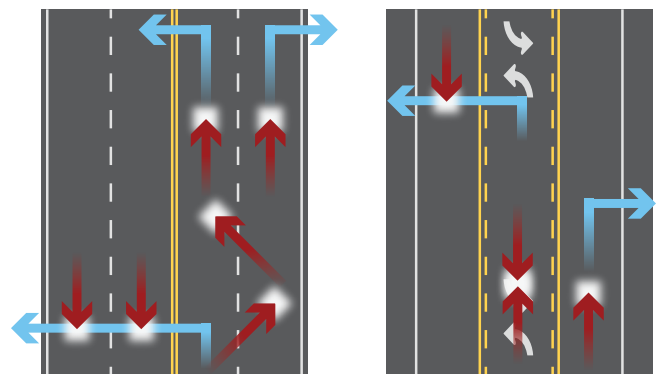


AFTER ROAD DIET

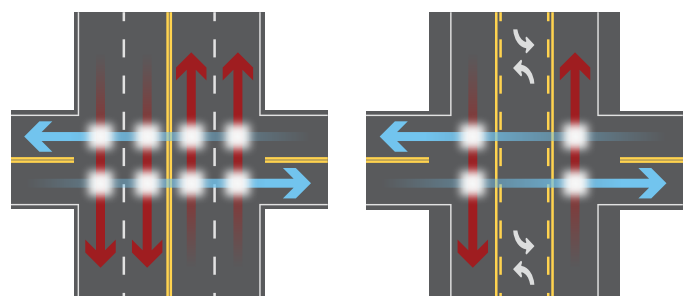


FEWER CONFLICTS

Conflict Points Along Corridor



Conflict Points At Intersections



https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/ch2.cfm