

MASS AVE *NEXT*

Connectivity Workshop

AUGUST 18TH, 2026



...what's next?

Intro + Outline

1

Where We Are in Process

Discovery is complete — Opportunity I.D. is underway

2

Engagement Recap

What We Heard at Land Use Framework Discussion

3

Connectivity Framework

4

Activity!



6

months into a
12-month plan

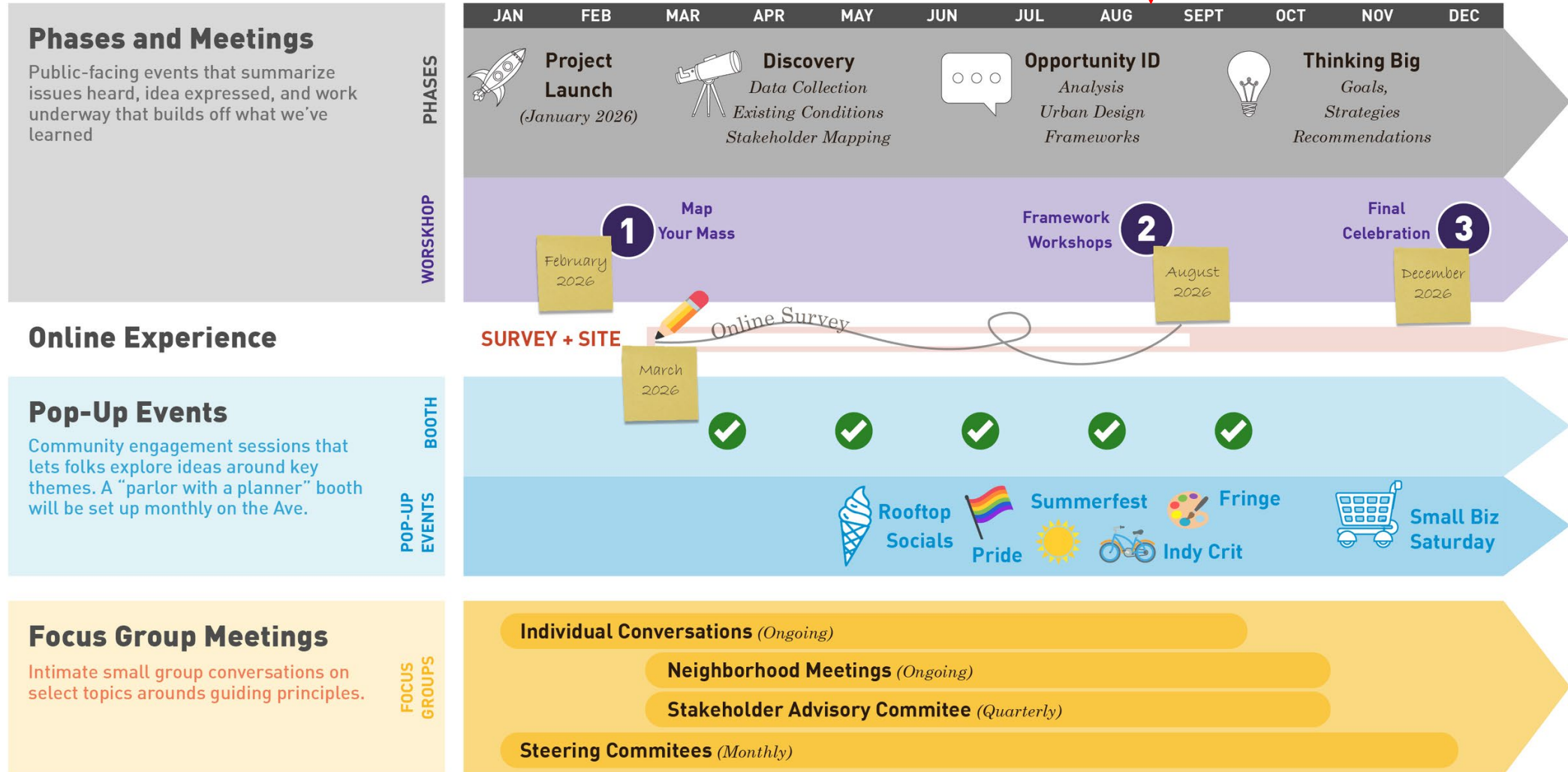
Final report:
Dec 2026

Study Area

Mass Ave Cultural Arts District →



Where We've Been



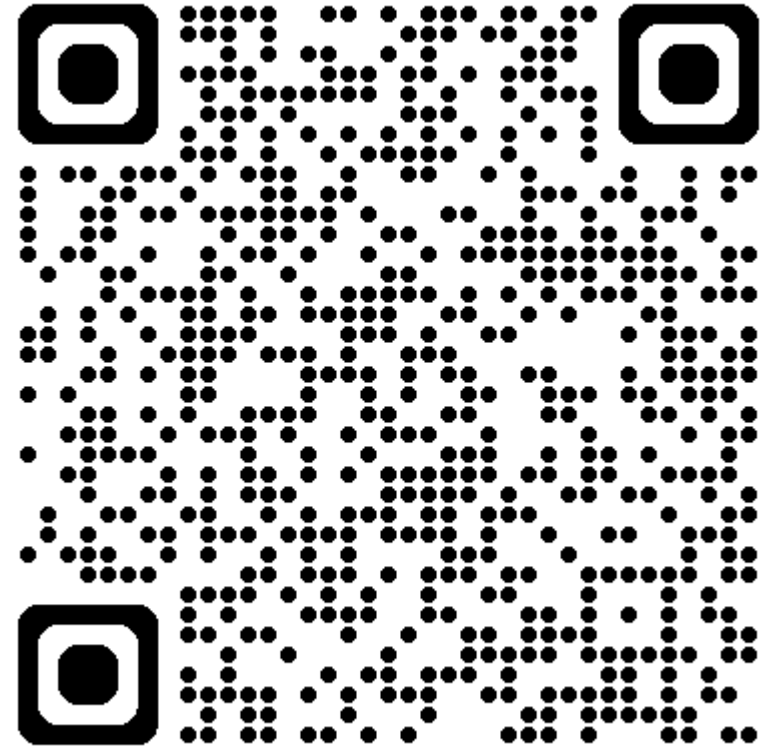
Strategic Framework

Where We Are in Process



Map-Based survey

Give us your feedback!



Land Use Workshop

District Should:

- Be respectful of historic districts
- Think carefully of places outside just Mass Ave
- Prioritize corner lots and infill development
- Think about ways to convene development capital
- Be a development partner?

...questions?

**Brief analysis of what
we've heard related to
connectivity**

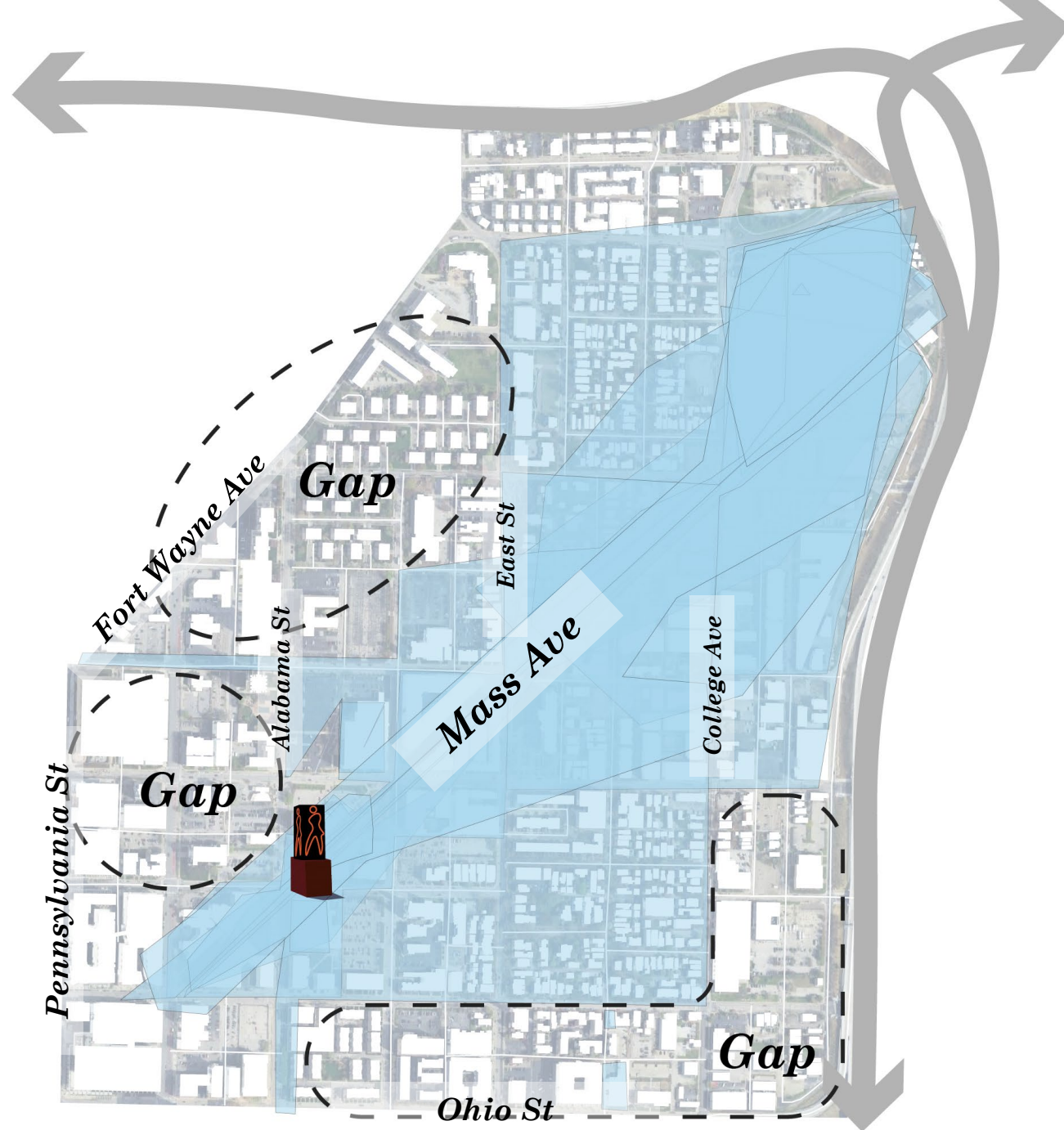
Where Do You Move Between?

There are large gaps in activity nodes along the Cultural Trail south of the Ave and north of the trail.



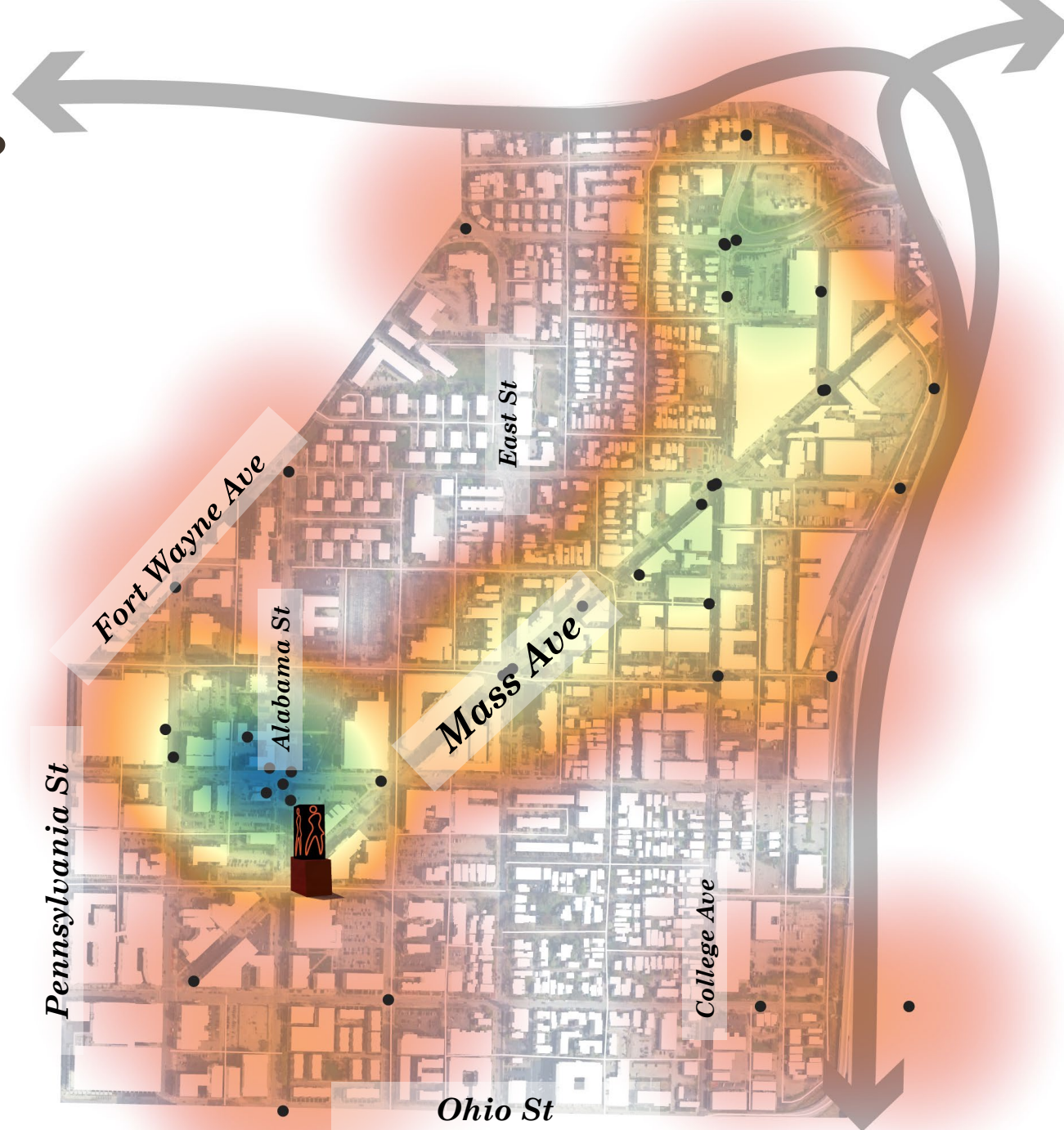
Where Do You Spend Time?

There is a large gap of where people hang out on the northwest edge and southern edge of the district.



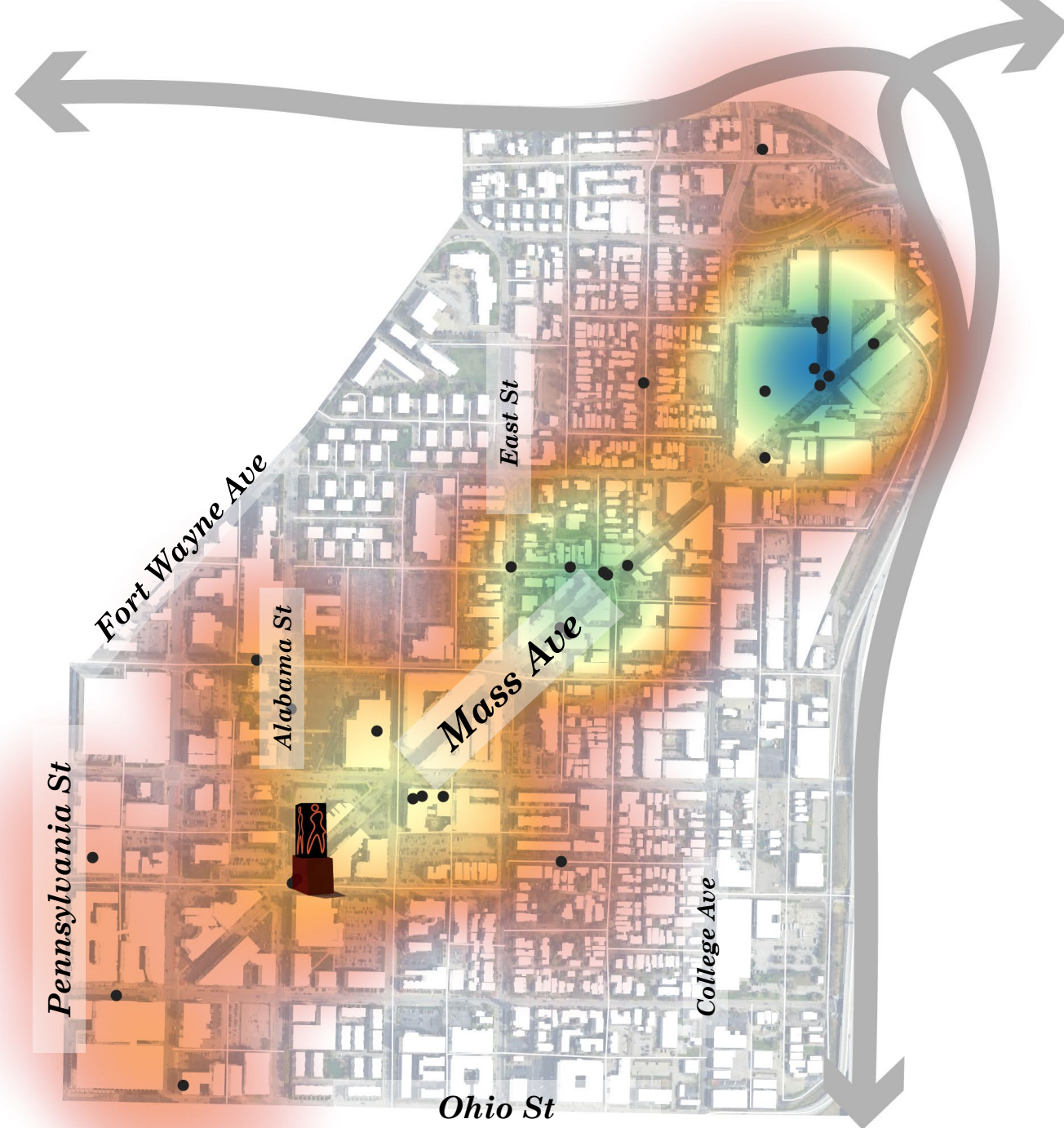
Where Do You Experience Discomfort?

The Marathon station and surrounding shelters come up as a red flag for visitors.



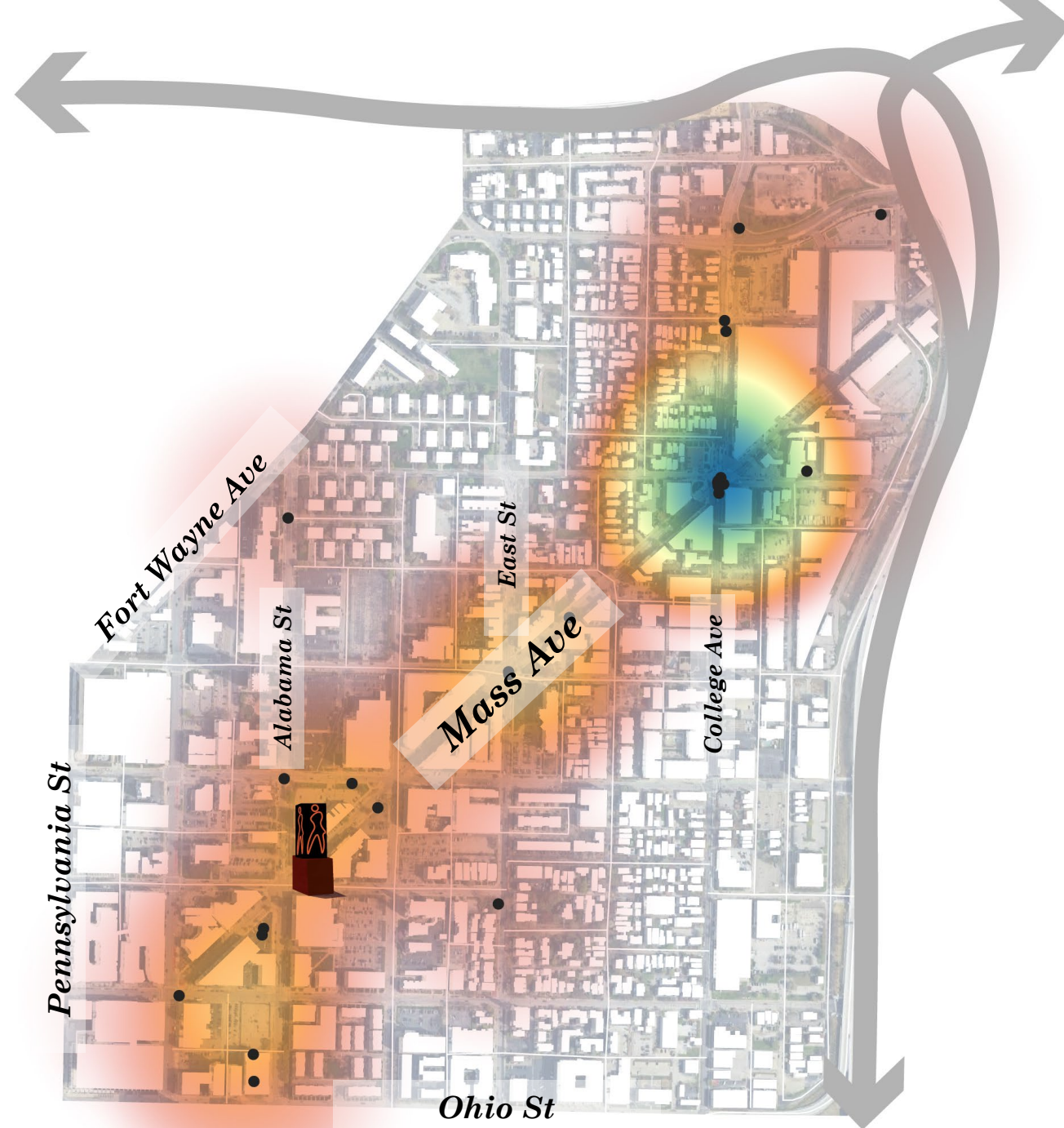
Where Do You Feel Comfortable?

**Comfort is felt in Bottleworks
and the 600 block.**



Where You Would Like to See Improvements?

The six-way intersections and the southern end of the Ave garnered attention, with College/Mass intersection getting the most.



Emerging Key Themes

Level-Setting

From Issues → Themes

Four key themes are emerging from what the community told us and what the data confirmed. They will organize the vision, the frameworks, and the recommendations that follow.

Phase II Frameworks

Challenges Become Opportunity



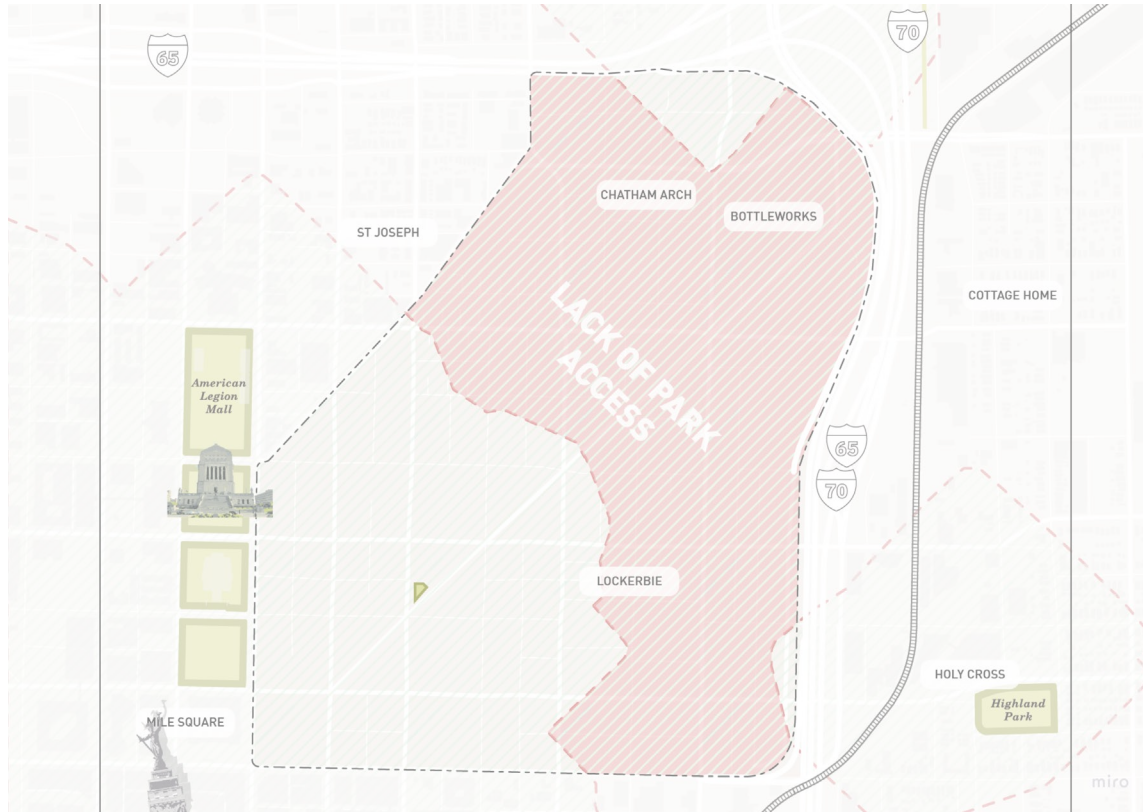
Inconsistent Investment >>> Activate Market



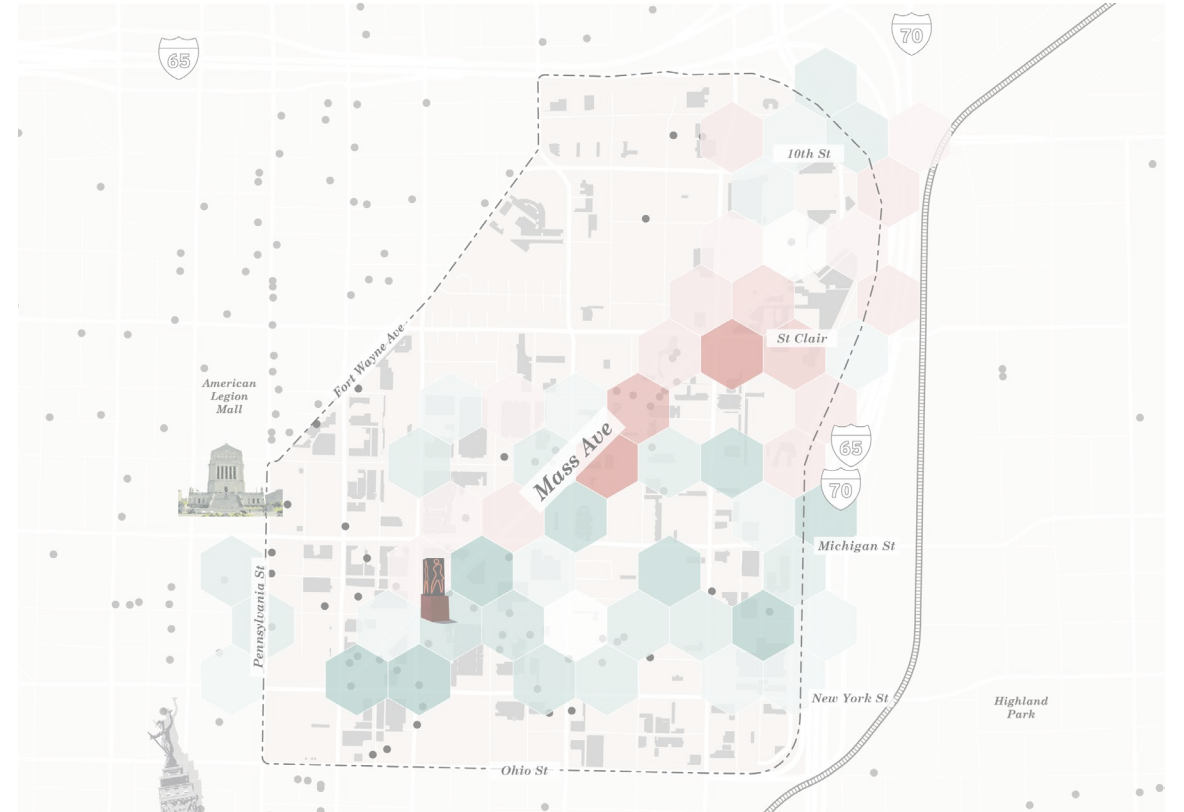
Barriers to Connect >>> Better Connection

Phase II Frameworks

How the Themes Become Site-Specific



Lack of Recreation >>> Create Play



Experience ≠ Brand >>> Develop Public Realm

Phase II Frameworks

Frameworks follow the ABCs

Inconsistent Investment >>> **Activate Market**

Barriers to Connect >>> **Better Connection**

Lack of Recreation >>> **Create Play**

Experience ≠ Brand >>> **Develop Public Realm**

Emerging Frameworks

Level-Setting

What is a district framework?

An urban design framework organizes key challenges into actionable scenarios and strategies guided by a unifying idea (e.g. “Land Use” or “Mobility”).

Place Frameworks

How the Themes Become Site-Specific

Land Use

Infill, housing mix, and ground-floor activation — targeting the parcels where value-per-acre lags the district.

Connections

Intersections, trails, links, and making movement through the district as good as the destination.

Open Space

Greenspace, third places, and the public realm — converting underused land into the commons residents asked for.

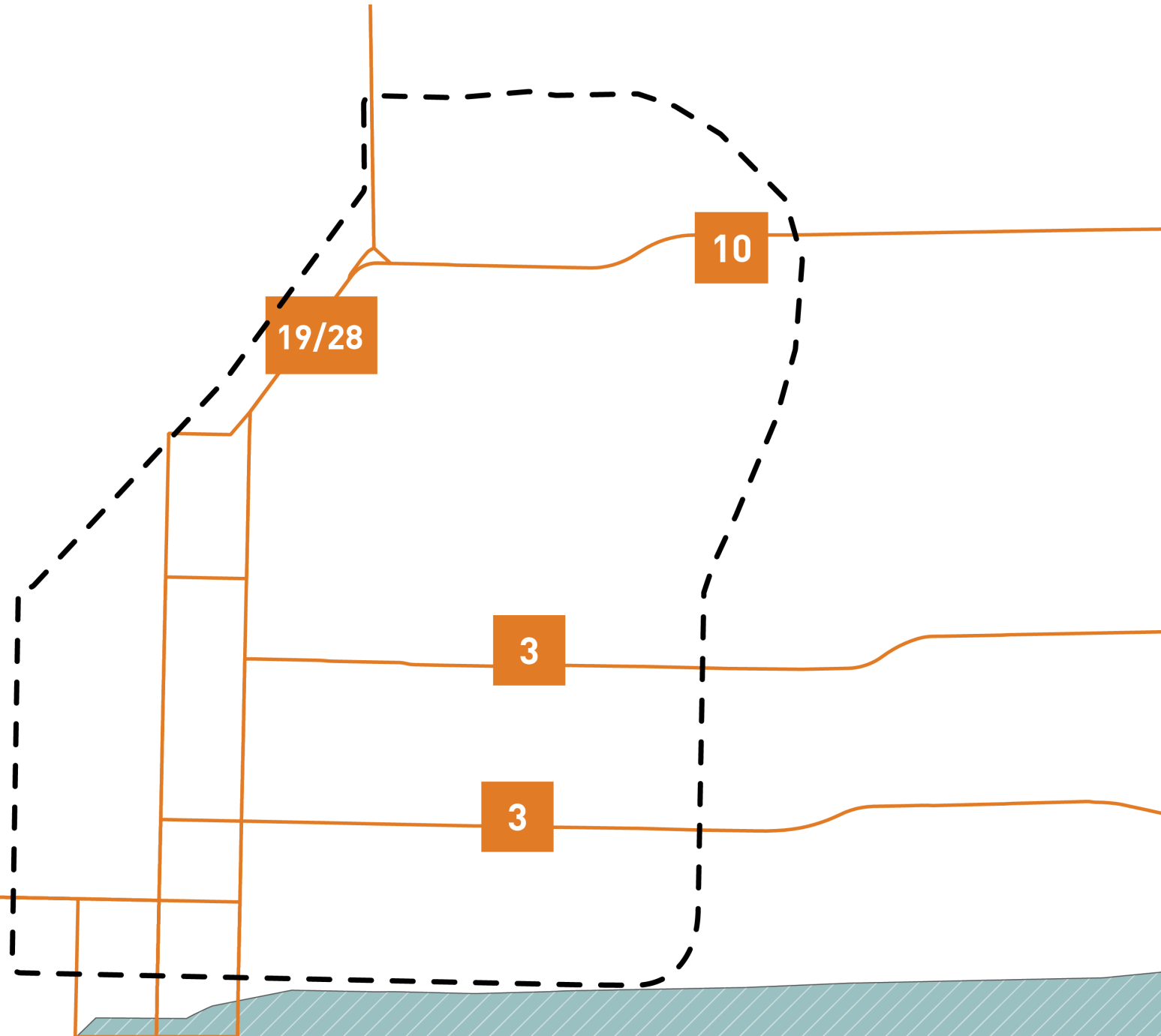
Arts + Experience

Cultural folkways and the places that produce it, public art and programming, understanding where existing activity occurs and where future opportunity lay

Frequent Transit

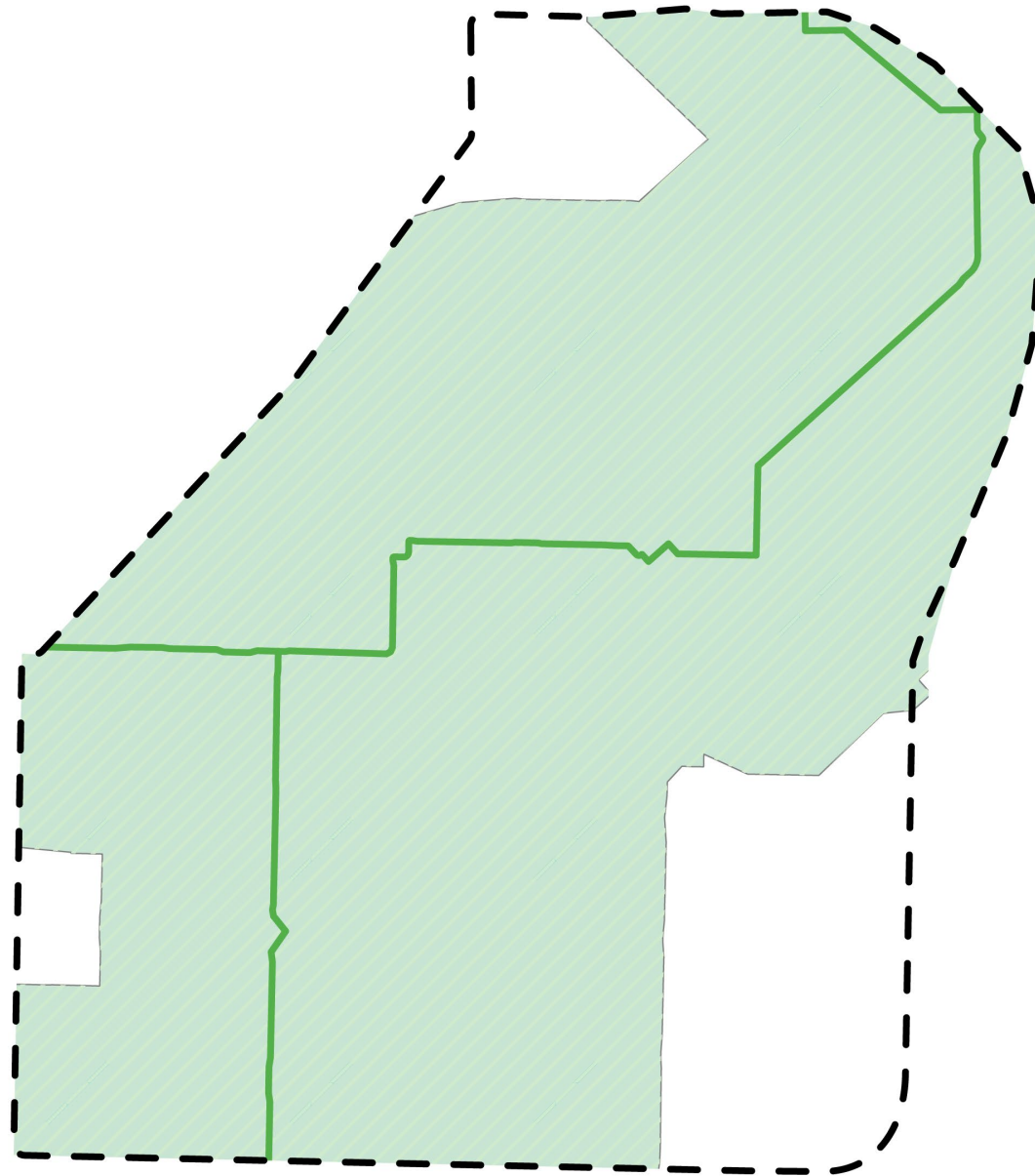
**The district is served
by five frequent
routes***

*15 min frequency or less



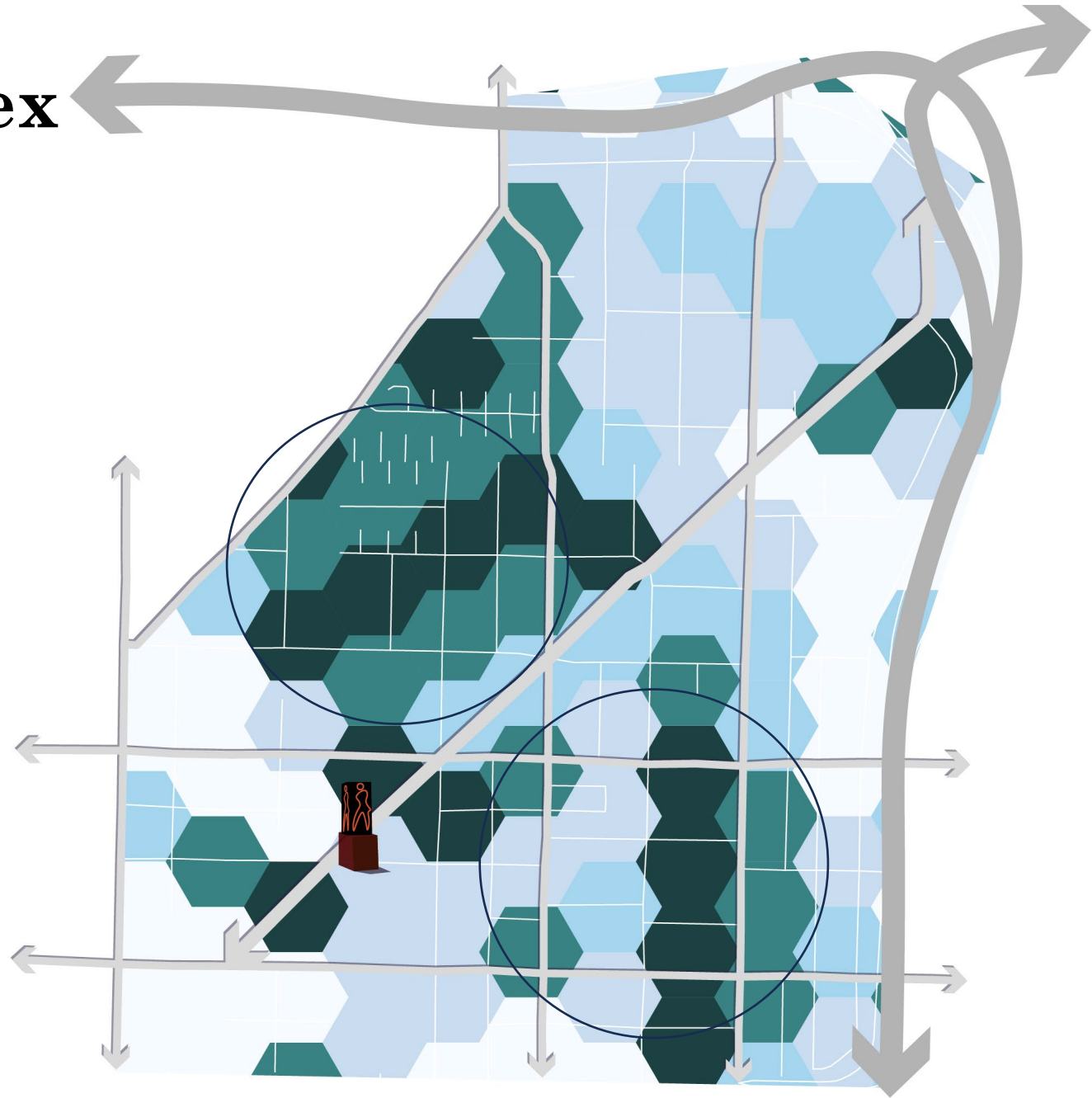
Greenway Overlay

**Over 75% of district
within ten minute
walk to Cultural Trail**



Connectivity Index

**Scored parcels in
district on access to
transit +
multimobility +
street grid + safety**



**How Would *You* Improve
Connectivity in the Mass
Ave District?**

**Break into groups and
each group will discuss a
concept**

Answer/Discuss: (20 min)

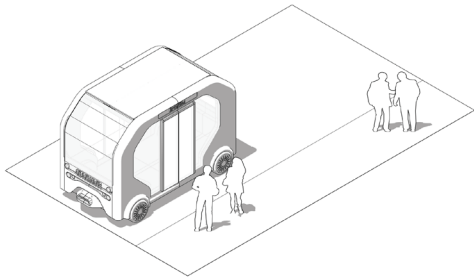
Yes/no/maybe on concept

Where would you like to see this in the district or not?

What would you change about this concept?

How would you rank this concept (1 out of 10)

Circulator



CONCEPT DIAGRAM

What is a Circulator?

A circulator is a free, frequent shuttle that loops — through a district on a simple, predictable route — short trips, quick stops, no fare, no schedule to study. Riders don't plan around it; they just step on, because the next one is always a few minutes away. Circulators connect parking reservoirs, transit stops, and anchors to the heart of a district, letting people park once (or skip the car entirely) and reach everything.

Key Features

- A simple fixed or on-demand loop linking district gateways, parking, transit connections, and key anchors — legible enough to memorize in one ride
- Free to ride and frequent enough to be trusted — under 10–15 minute waits is the threshold where people stop checking apps
- Small, quiet electric vehicles scaled to district streets, branded so the service itself becomes part of district identity
- Funded for operations, not just launch, tied to a durable local source rather than a one-time grant

Case Study #1



Circuit
Fort Lauderdale FL & 40+ cities

Circuit operates free, on-demand electric shuttles in dozens of downtowns and beach districts, hailed by app or wave. Cities and business districts sponsor the service, and vehicle wraps carry local advertising that offsets operating costs. Its niche is exactly the Mass Ave trip: too far to walk, too short to drive — solved without building anything.

Case Study #2



The Downtowner
Tampa, FL

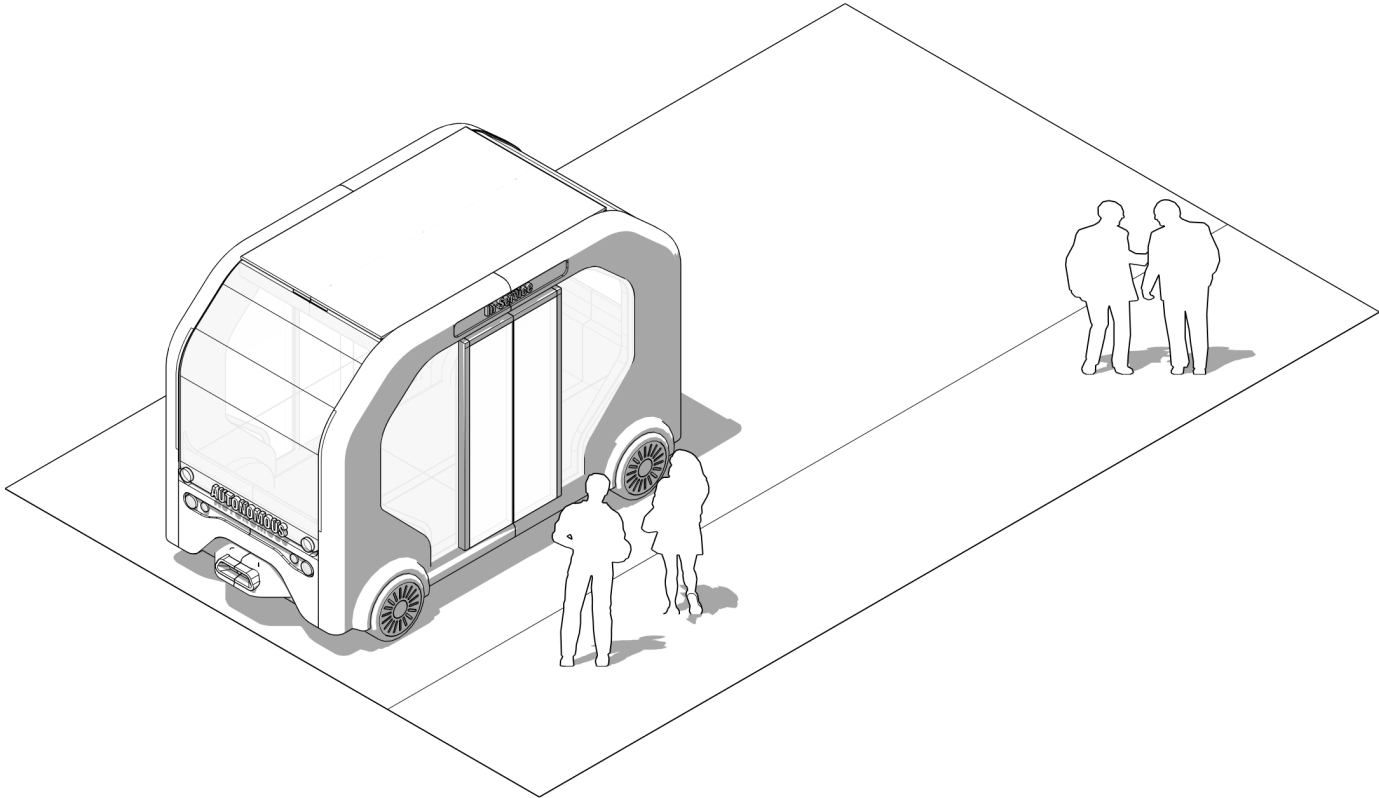
Tampa's Downtown Partnership launched a free electric shuttle covering the downtown core, funded through the district's special assessment rather than a federal grant. Riders hail it on demand, and the service became one of the Partnership's most visible member benefits, a model for how an improvement district can own its circulator.

Case Study #3



Free MallRide
Denver, Co

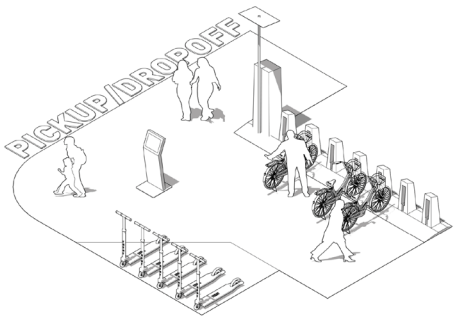
Denver's transit agency has run a free shuttle down the 16th Street Mall for four decades arriving every few minutes, no schedule needed. It moves tens of thousands of riders a day and proves the deeper point: when a circulator is frequent, free, and permanent, it stops being a novelty and becomes the district's spine.



Key Questions (for Discussion)

1. Would you want this in the Mass Ave District? (Yes, no, or maybe)
2. Where would you like to see this in the district or not?
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Mobility Hubs

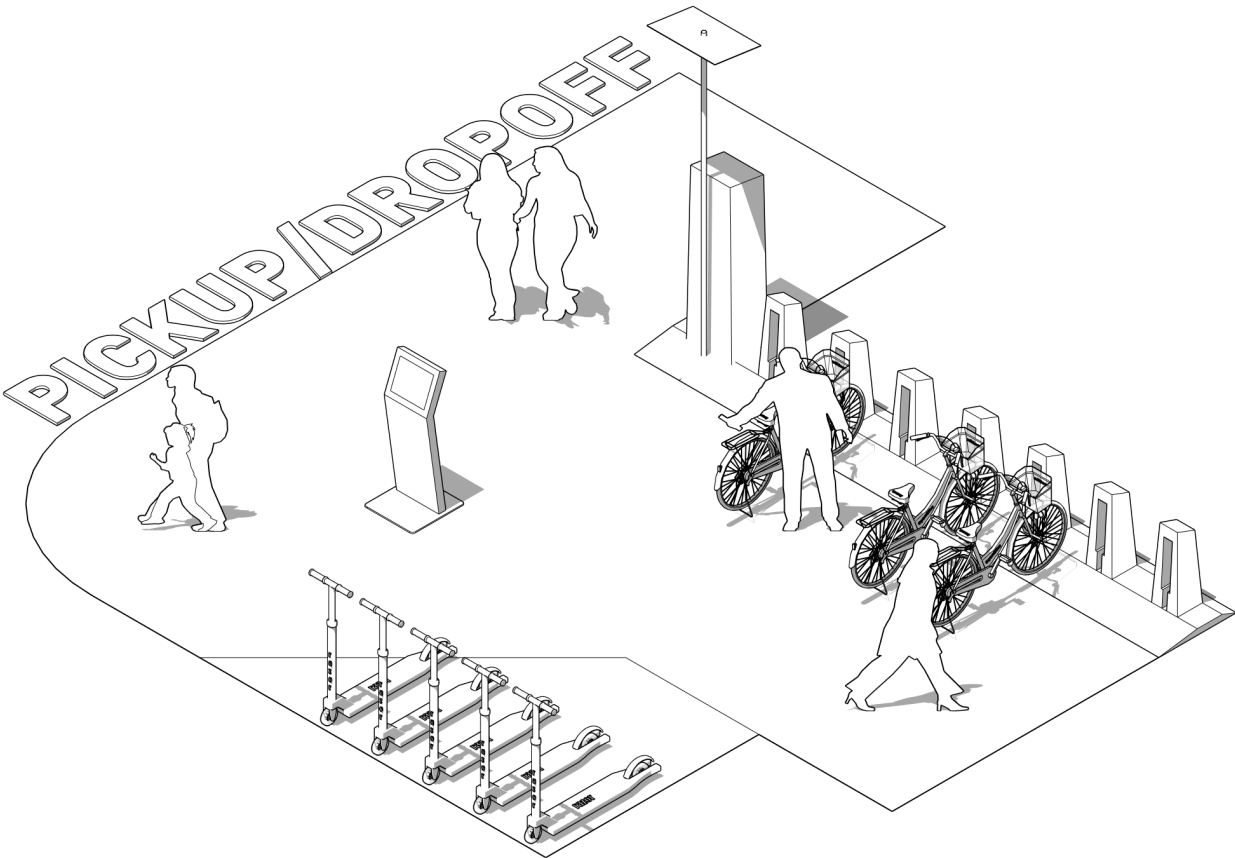


CONCEPT DIAGRAM

What is a Mobility Hub?

A mobility hub is a single, visible place where every way of getting around comes together — bus stop, bike share, scooter corral, rideshare pick-up, and wayfinding, organized side by side instead of scattered along the block. Think of it as a front door for the district: you step off one mode and immediately see your next one, along with a map that tells you where you are and what's nearby. A hub organizes what already exists into something people can actually find.

- Key Features**
- Consolidating scattered curb assets — bus stops, scooter drop zones, bike racks, rideshare zones — into organized, branded hubs at the district's gateways and center
 - Pairing each hub with district wayfinding, location info, and an interactive kiosk so first-time visitors can navigate without an app
 - Connecting the last quarter-mile with bike share, e-scooter parking, and a future circulator stop so the whole district works from one arrival point



Case Study #1



mobil.punkt
Bremen, Germany

The original mobility hub network. Since 2003, Bremen has grown 50+ neighborhood stations pairing car share, cycling, and transit under one recognizable totem. Each shared vehicle replaces up to 16 private cars, freeing curb space for people.

Case Study #2



Mobility Hubs Pilot
Minneapolis, MN

Minneapolis deployed 20+ hubs at existing bus stops using paint, seating, scooter parking, and community-designed signage. Neighborhood partners staffed and programmed the hubs, turning transit corners into recognized public places and proving the concept before permanent investment.

Case Study #3



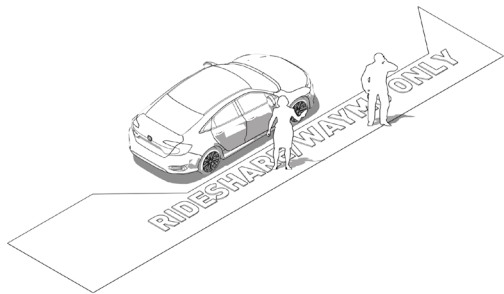
Smart Mobility Hubs
Columbus, OH

Columbus built six hubs with its Smart City grant: interactive kiosks, the neighborhood's first bike share, e-bikes, and trip-planning tools linking to the city's bus system.

Key Questions (for Discussion)

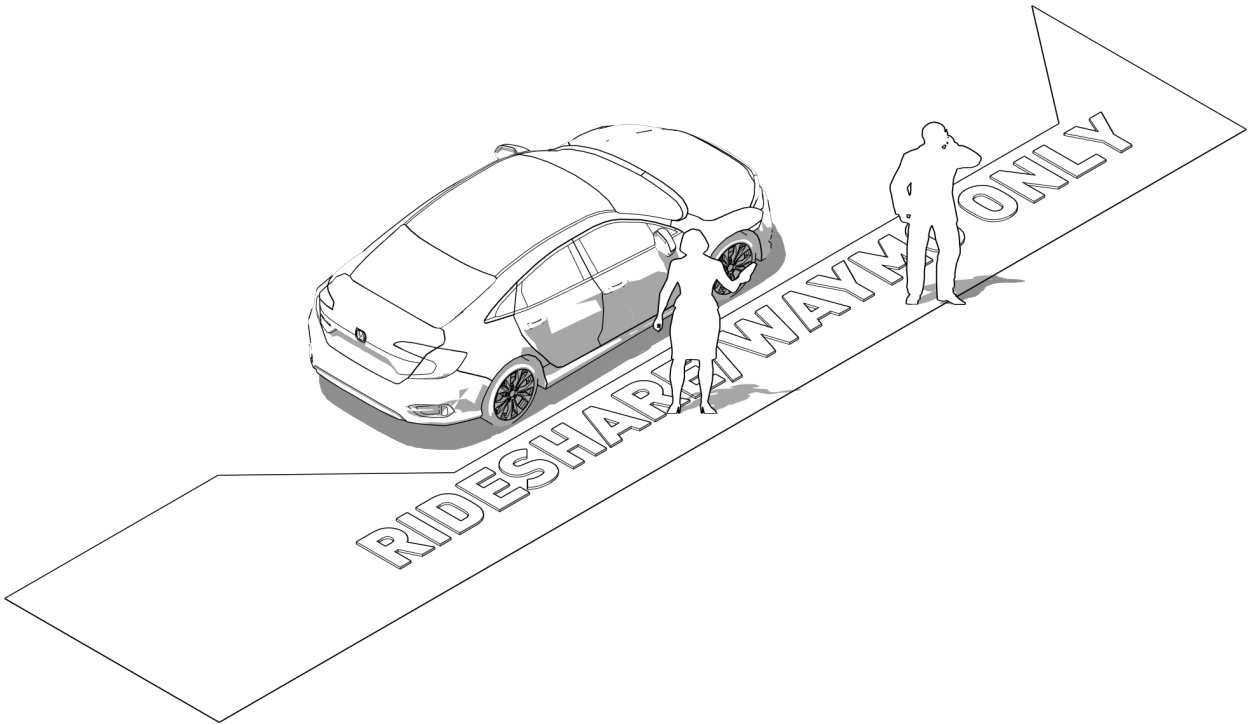
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Rideshare/AV Zones

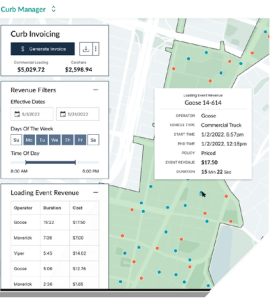


CONCEPT DIAGRAM

- What is a Rideshare/AV Zone?*
- A rideshare zone is a dedicated stretch of curb where Ubers, Lyfts, and eventually autonomous vehicles pick up and drop off, instead of stopping wherever a driver happens to pause. Right now, every rideshare stop is improvised: double-parked in the travel lane, blocking a crosswalk, idling in a bike lane. A designated zone moves that chaos to a signed, predictable spot. Riders know where to stand, drivers know where to stop, and the street keeps moving.
- Key Features*
- Signed, marked curb zones at the district’s busiest destinations placed where nightlife demand actually concentrates, not where parking happens to be unpopular
 - Converting a small number of parking stalls at each location; one zone serves dozens of pick-ups per hour where a parked car serves one visitor
 - Time-of-day flexibility — loading and deliveries by day, passenger zones on evenings and weekends when rideshare demand peaks
 - Future-proofing the curb: the same zones become the arrival points for autonomous vehicles



Case Study #1



Smart Loading Zones Oakland, CA

Oakland converted curb space into camera-monitored smart loading zones that rideshare and delivery drivers pay for by the minute through an app — no meters, no circling. The pilot cut double-parking and put a price on curb access that reflects its real value, turning the city’s most contested asphalt into managed, revenue-generating space.

Case Study #2



Broadway Entertainment Zones Nashville, TN

Facing rideshare gridlock on its honky-tonk strip, Nashville designated dedicated pick-up/drop-off zones on side streets just off Broadway. Moving stops around the corner kept the main street flowing and gave riders and drivers a predictable meeting point, the closest analog to Mass Ave’s evening rush anywhere in the country.

Case Study #3



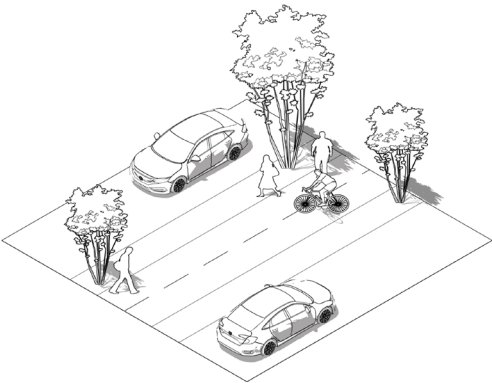
Geofenced White Curb Zones San Francisco, CA

San Francisco paired signed passenger loading zones with geofencing — the Uber and Lyft apps themselves direct riders to the designated curb, so compliance is built into the software rather than enforced on the street. Pick-ups moved out of bike lanes and travel lanes on corridors like Valencia Street without adding a single enforcement officer.

Key Questions (for Discussion)

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Micromobility Spine



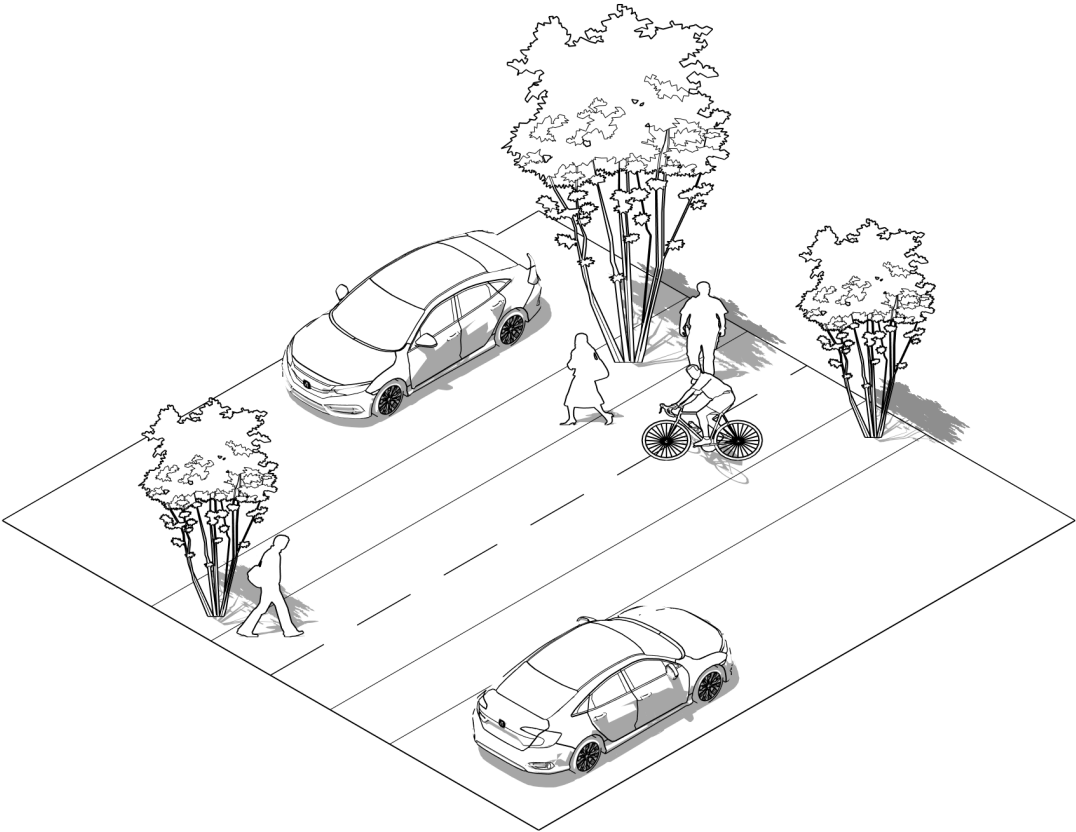
CONCEPT DIAGRAM

What is a Micromobility Spine?

A micromobility spine is a protected, continuous route for bikes, e-bikes, and scooters running the full length of a district — physically separated from car traffic, wide enough for two-way movement, and connected to parking corrals at every key destination. It's the difference between scattered bike lanes that start and stop, and one legible route people trust enough to ride with their kids. A spine turns micromobility from a workaround into the fastest, most pleasant way

Key Features

- A continuous protected route along the district's diagonal, linking the interstate greenway, the Cultural Trail, and neighborhood streets into one network
- Physical separation — planters, curbs, or grade — rather than paint alone, so riders of all ages and confidence levels actually use it
- Scooter and bike corrals at each node, keeping devices off sidewalks and giving the district's most cluttered curb problem an organized home
- Design as identity: paving, planting, and lighting that make the spine itself a district amenity, not just a lane



Case Study #1



Indianapolis Cultural Trail
Indianapolis, IN

The precedent is already here. The Cultural Trail's eight miles of protected, landscaped pathway run through Mass Ave itself and set the national standard for what a spine can be — properties within a block of the trail saw assessed values rise dramatically after completion.

Case Study #2



Broadway Protected Lane
Denver, CO

Denver rebuilt Broadway with a parking-protected two-way bikeway — parked cars themselves became the barrier, so the redesign cost paint, posts, and signal timing rather than reconstruction. Scooter corrals at corners collected devices that once littered sidewalks, and the corridor's shops gained customers who could finally stop mid-block.

Case Study #3



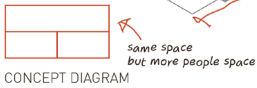
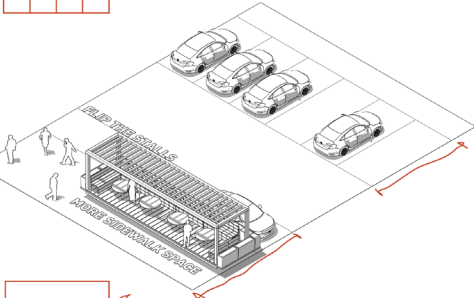
Avenida Amsterdam
CDMX, Mexico

Avenida Amsterdam traces the oval of a former horse-racing track through the Condesa neighborhood, its median transformed a continuous, tree-canopied promenade where walkers, joggers, and cyclists circulate on a shaded path completely separated from car traffic. A century old, it proves when the protected route is itself the most beautiful space in the district, movement becomes the amenity.

Key Questions (for Discussion)

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Flip the Stalls!



CONCEPT DIAGRAM

What is Flip the Stalls?

Flip the Stalls converts angled parking to parallel parking and turns depth into people space. An angled stall needs about 18 feet of street; a parallel stall needs eight. Flip a face and recover a ten-foot band of pavement, enough for a wider sidewalk, a patio, a parklet, or a planted buffer without rebuilding the street. It's the most incremental way to create people space: one block at a time, paint and planters first, permanent curbs only after the block proves what it wants to be. And it only replaces some parking, not all.

Key Features

- Recovering roughly ten feet of width per flipped block face. Same street, dramatically different proportions between car space and people space
- Trading a share of stalls, not all of them: parking remains on the block while patios, greenery, and gathering space take the recovered band
- Piloting cheaply and reversibly and prioritizing blocks where sidewalk cafés are already squeezed and foot traffic is highest

Case Study #1



CaféTO Curb Lane Program
Toronto, Canada

Toronto's pandemic-era program let restaurants build patios in the curb lane with simple platform decks, an overnight demonstration that parking space could become people space and commerce would follow. It proved so popular it became permanent, and showed the incremental playbook: temporary materials first, policy and permanence after.

Case Study #2



On-Street Dining
West Loop, Chicago, IL

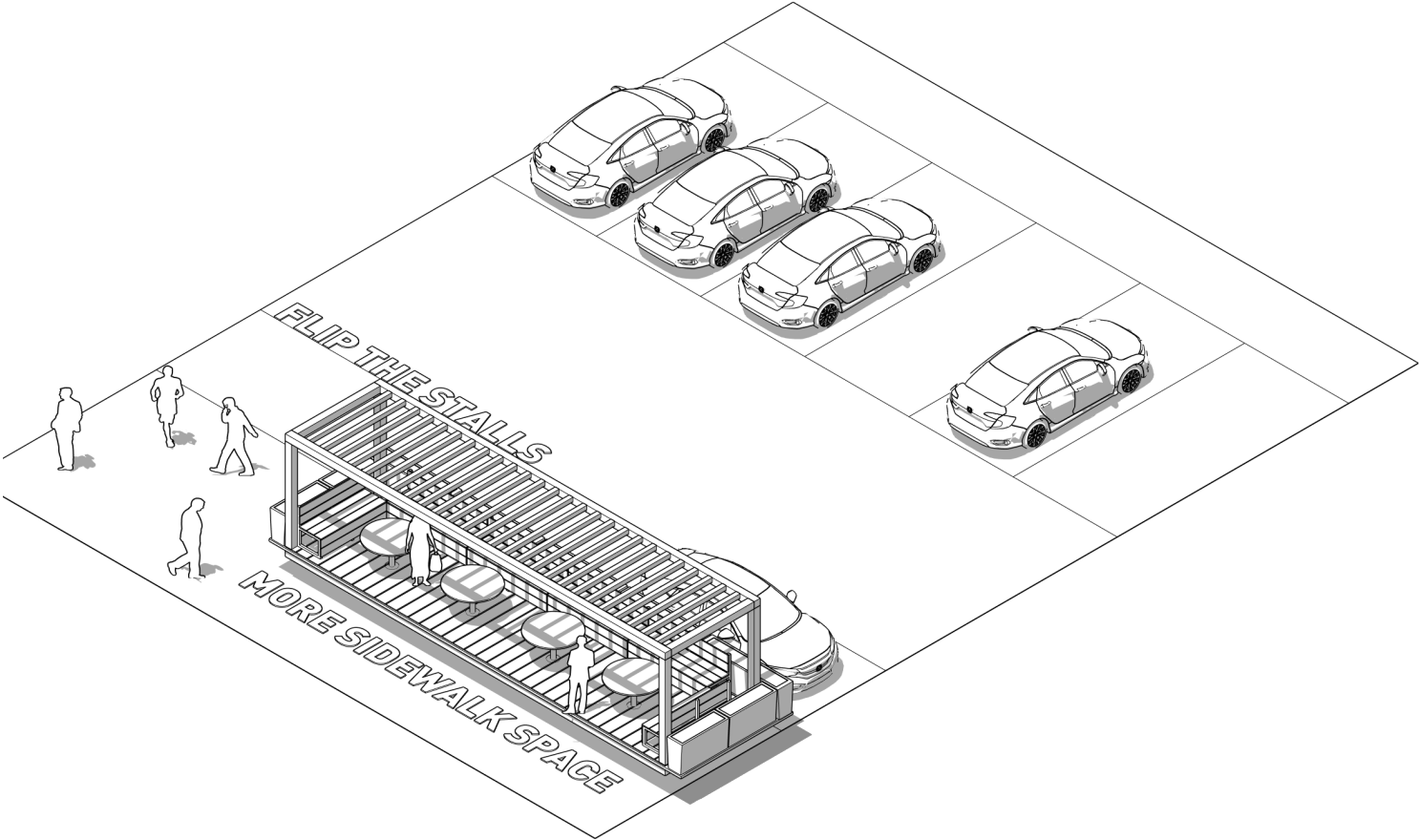
Along Restaurant Row on Randolph Street, Chicago's expanded outdoor dining program turned curb-lane parking into platform patios serving the West Loop's dining boom. Restaurants built decks in former stalls, the sidewalk stayed clear for walking, and one of the city's hottest districts got measurably more room for people during its busiest hours.

Case Study #3



NYC Street Improvement
New York, NY

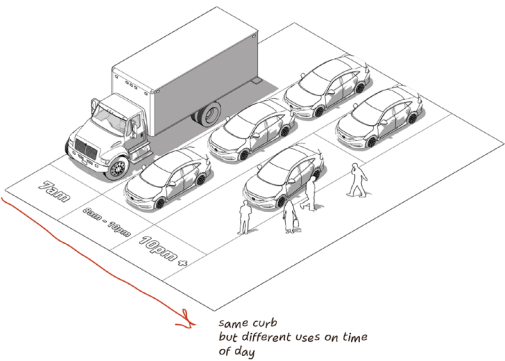
New York's DOT has converted curb and travel lanes into pedestrian space on hundreds of blocks using only paint, planters, and movable furniture — the epoxy-and-gravel plaza as a full dress rehearsal for capital reconstruction. Blocks that worked were later rebuilt in stone and concrete; blocks that needed adjusting were adjusted for the cost of restriping.



Key Questions (for Discussion)

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Curb MGMT Zones

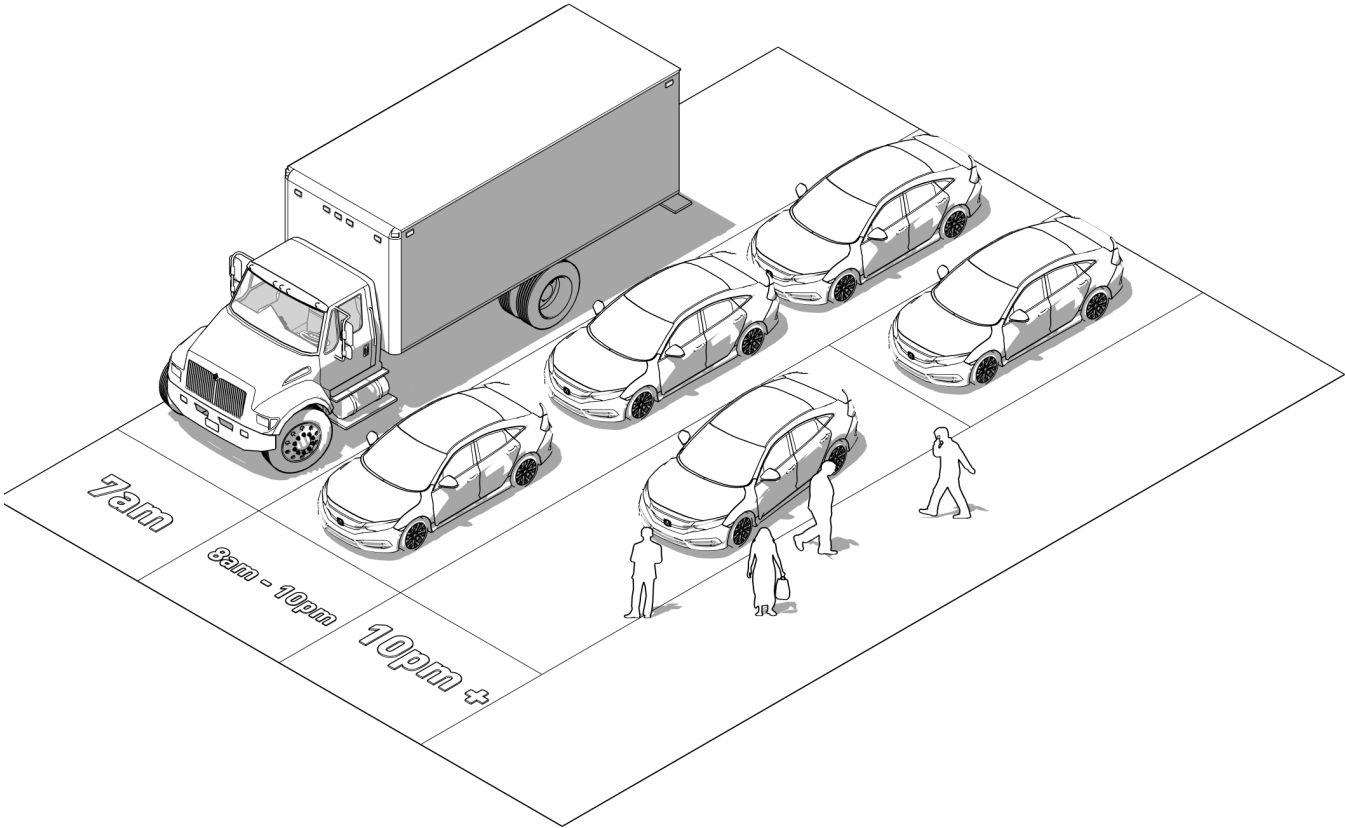


CONCEPT DIAGRAM

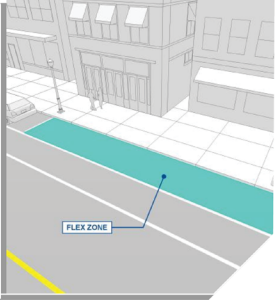
What is a Curb Management Zone?

A curb management zone treats the curb as what it actually is: the district's most contested real estate, serving deliveries, rideshare, patios, parking, and transit — all competing for the same few feet. Instead of dedicating every stretch to all-day parking, managed zones assign the curb by time and use: loading in the morning, parking midday, passenger pick-up and patio overflow at night. The curb stops being a parking lot with a delivery problem and becomes a schedule and the same asphalt serving five uses a day instead of one.

- Key Features**
- Mapping every curb foot in the district by current use and actual demand, so decisions trade on data rather than anecdote — who needs the curb, where, at what hour
 - Flexible zones that change use by time of day: commercial loading before noon, short-term parking through the afternoon, rideshare and valet after dark
 - Prioritizing the highest-value uses per foot — a loading zone serving ten businesses and a patio seating forty beat a stall storing one car for eight hours



Case Study #1

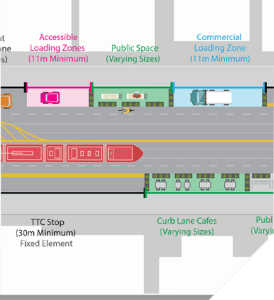


Flex Zone Program
Seattle, WA

Seattle formally reclassified its curbs as “flex zones,” publishing a citywide hierarchy that ranks uses — transit, freight, access, activation, storage — by street type. On commercial streets, moving goods and people outranks storing private cars, giving planners a defensible, adopted policy basis for every curb conversion instead of relitigating each block.

Key Questions (for Discussion)

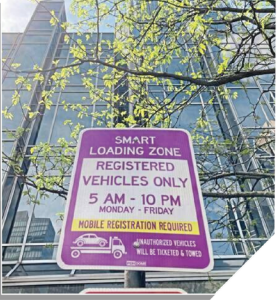
Case Study #2



Curb Zone Typology
Minneapolis, MN

Minneapolis published a plain-language typology of curb uses (parking, loading, mobility, activation, greening) and applies it corridor by corridor as streets redesign. Its value is legibility: businesses and residents can see the full menu of what a curb can be, which turns curb conversations from “you’re taking my parking” into “which of these does our block need most.”

Case Study #3

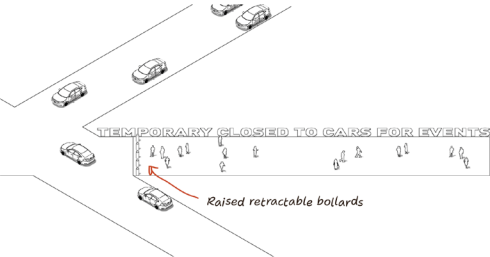


Smart Loading Zone Pilot
Pittsburgh, PA

Pittsburgh designated camera-monitored loading zones across its commercial corridors where delivery and rideshare drivers register once and pay by the minute automatically — the first minutes free, so quick stops cost nothing while curb-hogging costs real money. Double-parking fell sharply in pilot corridors, and the city got hour-by-hour curb data it had never had, all with signage and software rather than construction.

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2. Where would you like to see this in the district or not?
3. What would you change about this concept?
4. How would you rank this concept (1 out of 10)?

Shared Street / Woonerf



CONCEPT DIAGRAM

What is a Woonerf?

A woonerf — Dutch for “living street” — is a street where pedestrians and vehicles share one continuous surface and drivers move at walking pace because the design tells them to. No separated sidewalk, no painted lanes: paving patterns, planting, and furniture signal that people come first and cars are guests. Some versions add a modern move retractable bollards that close the block to cars entirely for festivals, markets, and event nights so one street works as a calm shared lane on Tuesday and a full plaza on Saturday.

- Key Features**
- Design-enforced walking speed: chicanes, planters, trees, and seating that make slow driving the only comfortable driving, no signage required
 - Retractable bollards at each end, converting the block to a car-free plaza for events in minutes — programmable public space without a permit process for barricades
 - Full accessibility by default, a flush surface with tactile guidance strips serves wheelchairs, strollers, and low-vision users better than any curb-and-ramp street

Case Study #1



Bell Street Park
Seattle, WA

Seattle formally reclassified its curbs as “flex zones,” publishing a citywide hierarchy that ranks uses — transit, freight, access, activation, storage — by street type. On commercial streets, moving goods and people outranks storing private cars, giving planners a defensible, adopted policy basis for every curb conversion instead of relitigating each block.

Key Questions (for Discussion)

Case Study #2



Argyle Shared Street
Chicago, IL

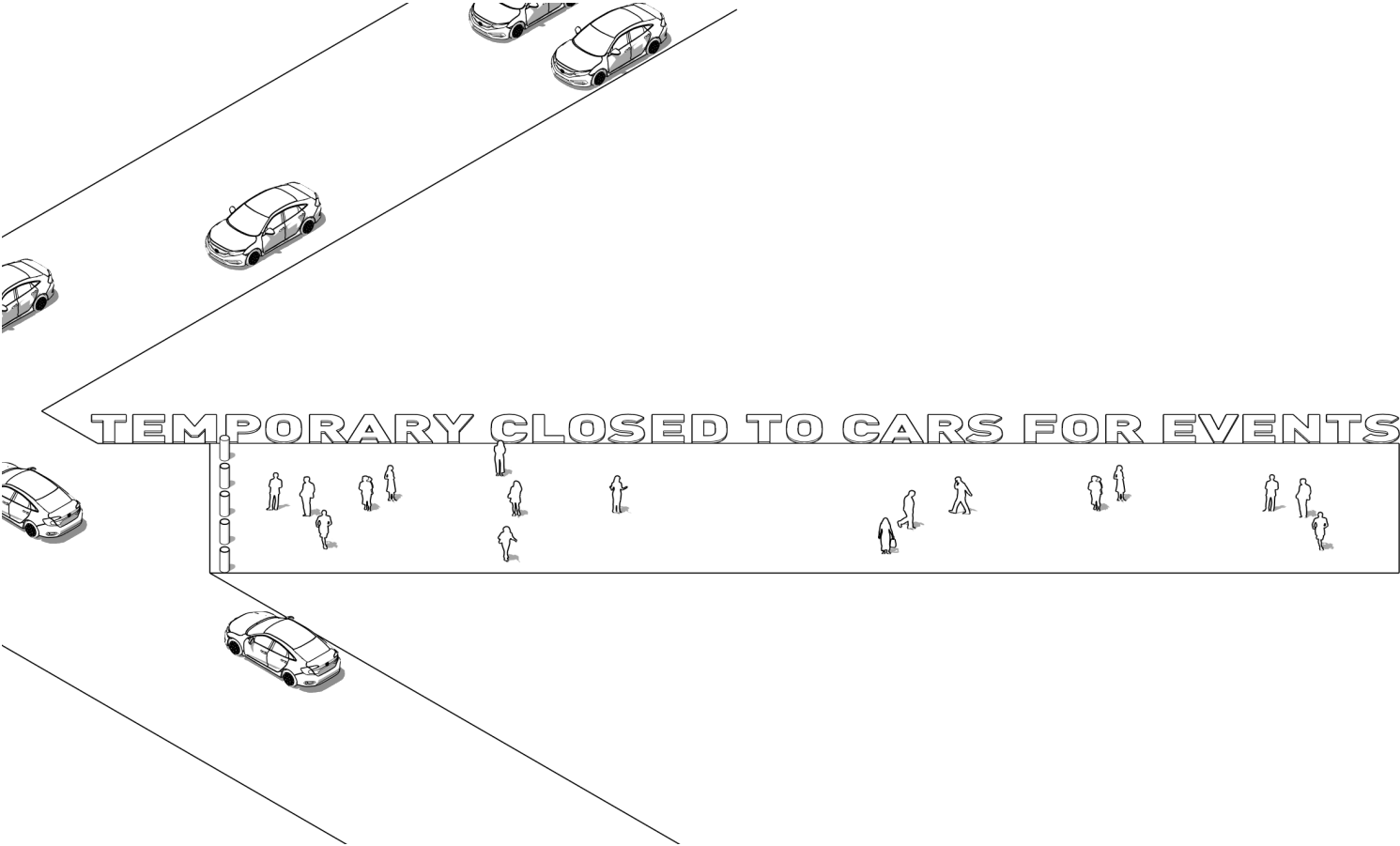
Chicago converted Argyle Street’s Asian business district into a curbsless shared street with decorative paving and widened walking space — then let programming finish the job. The street hosts a weekly summer night market that fills the roadway with vendors and thousands of visitors, showing how shared-street infrastructure and event programming compound each other.

Case Study #3



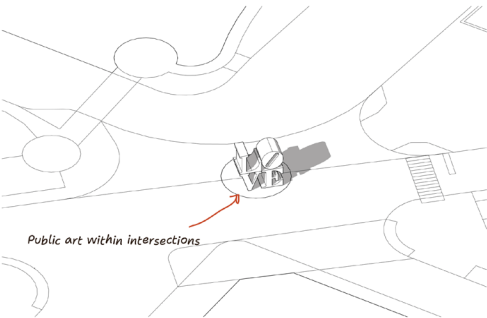
Woonerf
Delft, Netherlands

The Dutch invented the woonerf in the 1970s as a response to traffic dominating residential streets and redesigning them so children could play in the roadway again. Fifty years of evidence established the principle every shared street builds on: when the street’s geometry enforces walking speed, crashes become rare and minor, and the roadway returns to being public space that cars merely pass through.



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Intersection Repair



What is Intersection Repair?

Intersection repair transforms a dangerous or dead crossing into a place using paint, art, raised surfaces, and tightened geometry to slow drivers, shorten crossings, and give the intersection an identity. It matters here because Repair treats that intersection not as a signal-timing problem but as a design problem: the geometry that confuses drivers and strands pedestrians can be redrawn, and the leftover asphalt can become art, plaza, and arrival point.

- Key Features**
- Tightening complicated geometry with shorter crossings, clearer sightlines, and reclaimed corner space where excess asphalt currently invites confusion
 - Art as infrastructure: painted intersection treatments and sculptural elements that mark the district's center while measurably slowing turning traffic
 - Raised intersection or raised crosswalks that put pedestrians and drivers on one level, enforcing yield behavior by grade instead of by sign
 - Phased delivery: paint and planters can test the new geometry in one season for modest cost

CONCEPT DIAGRAM

Case Study #1



Asphalt Art Initiative
Kansas City, MO

Bloomberg Philanthropies funded artist-designed intersection murals in dozens of cities, then studied the results: crash rates involving pedestrians fell significantly at treated intersections, with drivers yielding more and speeding less. It's the rare intervention with a national safety study behind it.

Case Study #2



City Repair
Portland, OR

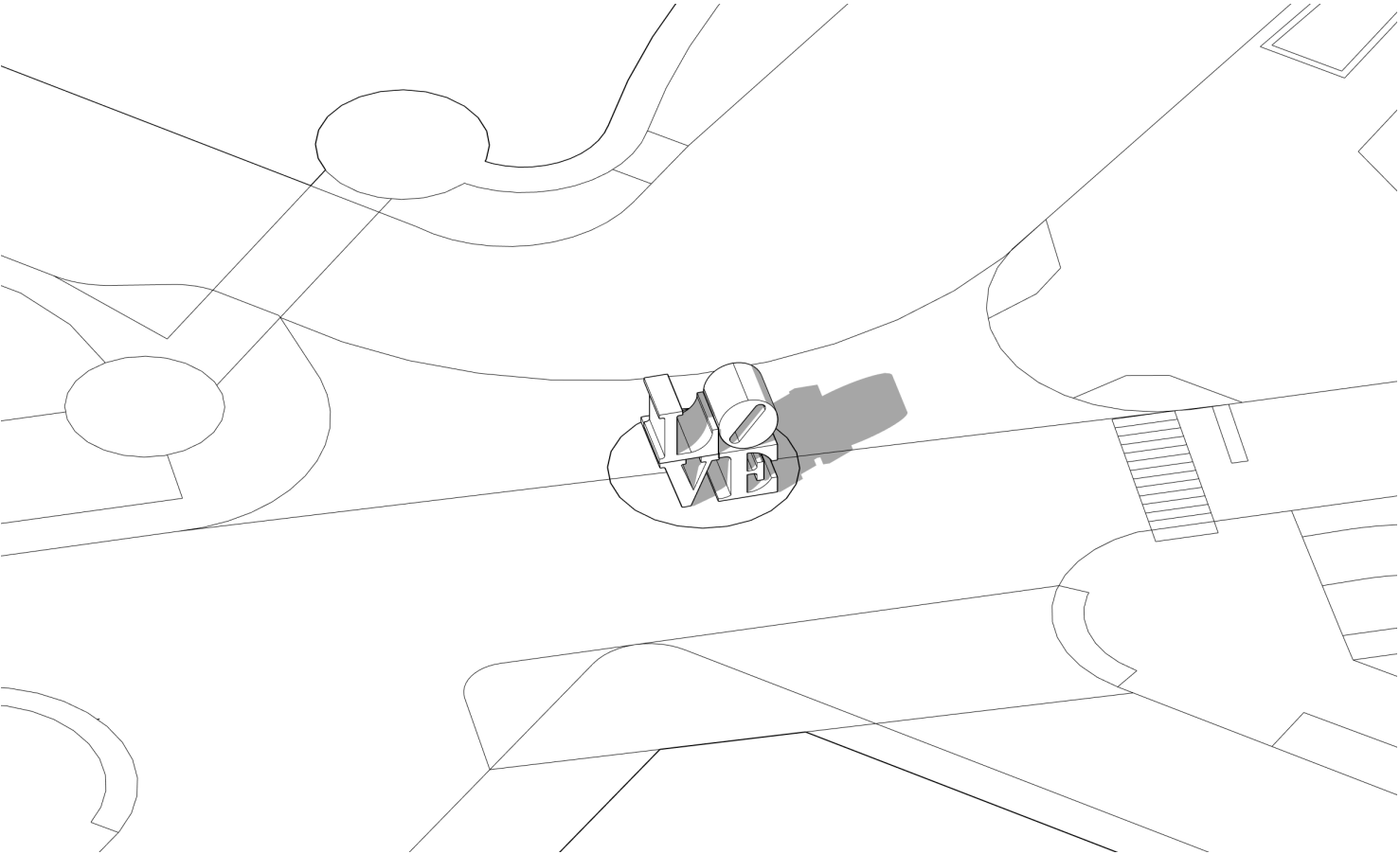
Portland's City Repair movement pioneered the idea that neighbors could paint the intersection itself. Share-It Square and dozens of successors turned crossings into commons, painted and repainted annually by the people who live there. The lesson isn't the paint; it's the process: intersections repaired by their community get maintained, programmed, and defended by that community.

Case Study #3



Woonerf
Delft, Netherlands

Cambridge builds intersections raised to sidewalk level as standard practice on its busiest walking streets — the entire crossing becomes a flush table that vehicles mount at a crawl. It's the engineering-grade version of intersection repair: no enforcement, no signage dependence, just geometry that makes yielding to pedestrians the path of least resistance.

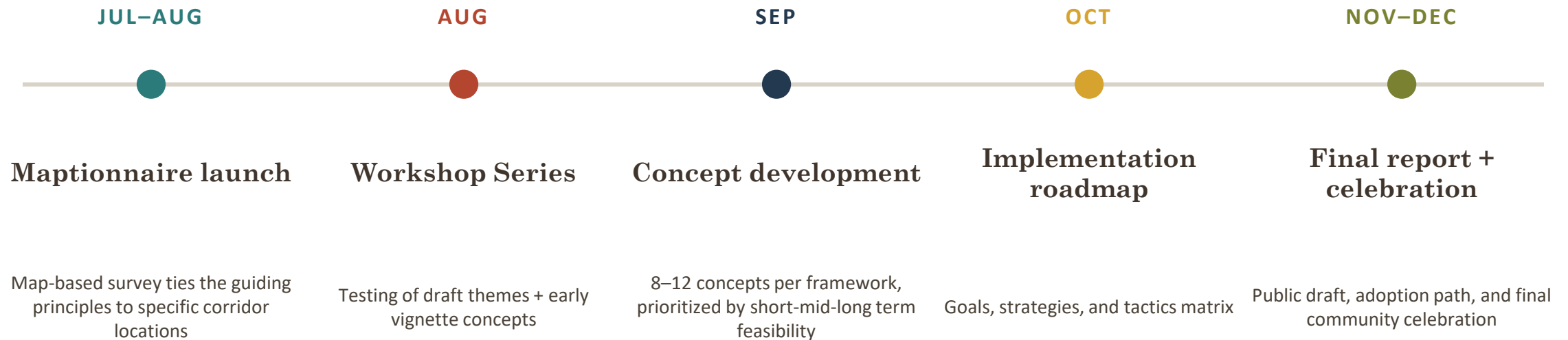


Key Questions (for Discussion)

1. Would you want this in the Mass Ave District? (Yes, no, or maybe)
2. Where would you like to see this in the district or not?
3. What would you change about this concept?
4. How would you rank this concept (1 out of 10)

What's Next

July – December 2026



Mark your Calendar!

Upcoming Workshops

Open Space Workshop! – Monday, August 31, 3:30 PM



Mass Ave Next Vision Plan

Land Use Workshop 8/12/2026

Thank you!

next.massaveindy.org

...what's next?