Mount Auburn Street

A Complete Streets Project

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Public Works Committee Meeting

June 27, 2018

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Agenda

- How We Got Here…
- Purpose of Meeting – *Why are we here?*
- Public Outreach Summary
- Interagency Coordination
- General Overview of Updates
- Recommended Plan by Segment
- Next Steps – *Where do we go from here?*
- Questions

How We Got Here…

- Previous Meetings
  - Coolidge Square Workshop June 2009
  - Public Works Subcommittee Meeting March 2011
  - Community Workshop held in June 2013
    - Town Council approval July 2013
    - MassDOT Project Review Committee (PRC) approval April 2014
  - Public Works Subcommittee Meeting in May 2015
  - Community Workshop held in December 2016
- Project Reboot in 2017
  - Joint Public Works & Bike/Ped. Committee meeting on June 19, 2017
  - Presentation to Public Works Subcommittee on November 20, 2017
  - Coolidge Square Open House on January 30, 2018
  - Transit Public Meeting on February 15, 2018
  - Mount Auburn Street Open House on May 14, 2018

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Purpose of Meeting
Why are we here?

- We are here today to:
  - Receive endorsement of updated concept to advance to Preliminary Design with MassDOT
    - *2013 Town Council approval to develop 25% Design Plans implementing Road Diet concept*
    - *Updates to concept based on extensive public outreach*
  - Outline the Next Steps in the Design Process
    - 25% Design Submission to MassDOT (end of 2018)
  - Project Included on the MassDOT FY2022 TIP
    - Current Estimate = $14,000,000

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Purpose of Meeting

Why are we here? (cont.)

Project Timeline

Public Outreach Summary

Project Website / Outreach

- Project website
  - www.mountauburnstreet.com
  - Regina Villa Associates responsible for website
  - Provide project updates
  - Email list / comment section
- Uploaded Frequently Asked Questions (FAQ's)
- Responded to 120 comments
  - 5,225 unique visitors to project website
  - 13,500 pageviews to date

Public Outreach Summary (cont.)

Response to Public Comments

- Comprehensive responses provided
  - Balancing the needs of all users of the corridor

Concerns of Watertown Residents	How a Complete Street Will Help
"…there isn't really room for 2 lanes in each direction, let alone for bikes and parked cars.	More efficient use of space and dedicated space for each mode reduces conflicts.
"It is not unusual to have cars speed away … as if they think they are at the Indy 500."	Reduced lane widths are shown to decrease travel speeds along a corridor.
"Pedestrians take their lives in hand when attempting to cross the street."	Curb extensions create shorter pedestrian crossing distances.
"I am a Watertown resident, and bike commute everyday on Mt. Auburn Street into Cambridge. It is dangerous and terrifying…"	Dedicating space for bicyclists creates safer conditions for cyclists, pedestrians, and vehicles.
"Currently, the buses get caught up in car traffic and, as a result, bus service is sub-par during the busiest times of the day."	Queue jump lanes and improved transit stop locations increases the efficiency of service.
"As soon as you go through a green light, the next light is red."	Modernization of traffic signal control improves efficiency for vehicles.
"Autos already have a tough time in that region"	Layout maintains/increases capacity with fewer conflict points and crashes.
"If you are walking towards Watertown Square… there is no place to rest"	Dedicated space for landscaping, amenities, and street furniture
"…glad to hear that it has been noticed that the [Coolidge] square is hurting"	Improved safety and aesthetics attract pedestrians, shoppers, and diners
"…do something that calms the vehicular traffic so that the people who come to enjoy an evening there don't have to fear for their lives."	Safety and aesthetic improvements create a destination, rather than a through-way.
"We need to consider the impacts to the trees…"	Maintaining the existing road width will preserve the shade trees.

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Interagency Coordination

- Multiple meetings/discussions with MassDOT officials regarding our updated concept plan
- Met with Cambridge DPW to discuss operations and maintenance of bicycle facilities
- Reviewed concepts with Watertown Fire & Police Departments
- Coordination with MBTA officials
  - Bus stop locations and the use of Transit Signal Priority
  - Discussed condition and service life of catenary wires along Mt. Auburn Street
- Barr Foundation Grant
  - Mt. Auburn Street Bus Priority Pilot – Summer 2018

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General Overview of Updates

- Updated cross sections based on feedback from MassDOT / initial alternatives analysis
- Continuous bicycle facilities from Common Street to Cambridge city line
  - Double buffered where feasible
- Analyzed bus stop locations for future implementation of Queue Jump Lanes and Transit Signal Priority (TSP)
- Analyzed impacts of each alternative for all modes of transportation in relation to Complete Streets objectives
  - Vehicles
    - Parking
  - Pedestrians
  - Transit Users
  - Bicycles

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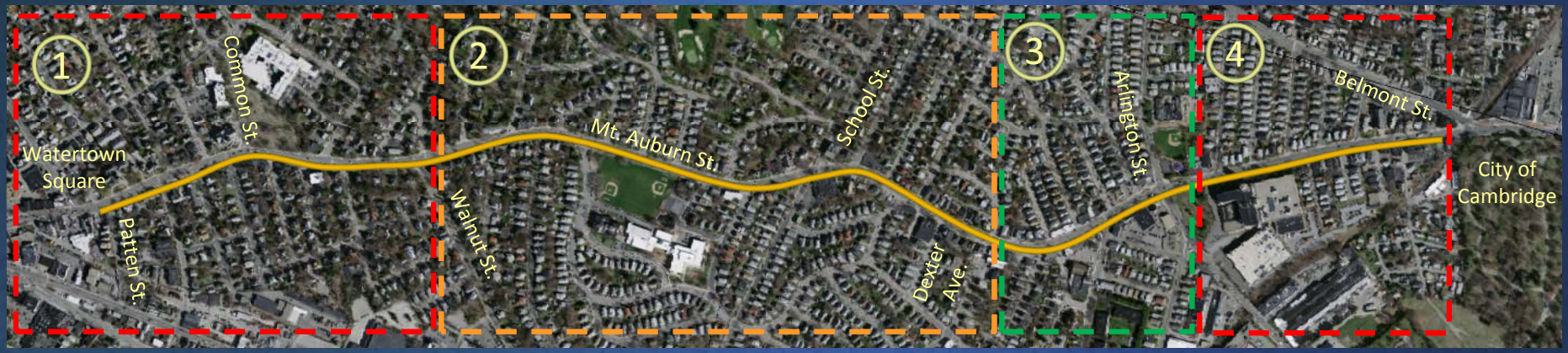
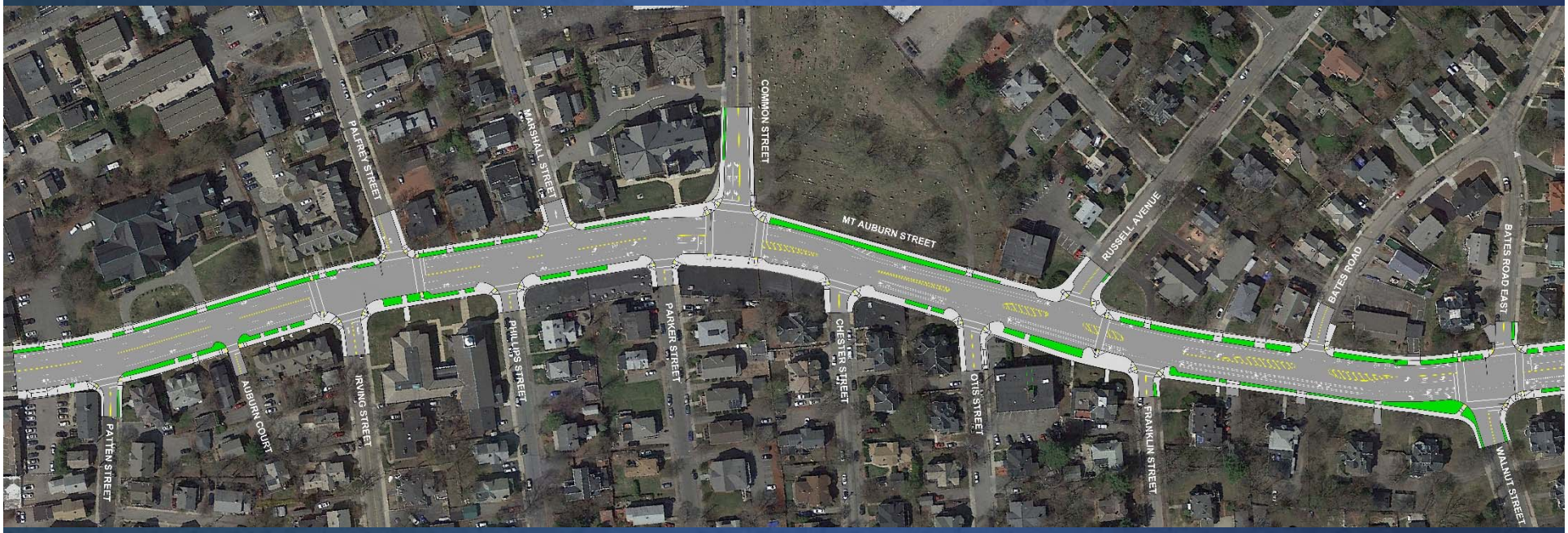
Project Limits
Mt. Auburn Street Corridor



- Design separated into four segments:
  - (1) Patten Street to Walnut Street
  - (2) Walnut Street to Dexter Avenue
  - (3) Dexter Avenue to Arlington Street (Coolidge Sq.)
  - (4) Arlington Street to Cambridge city line

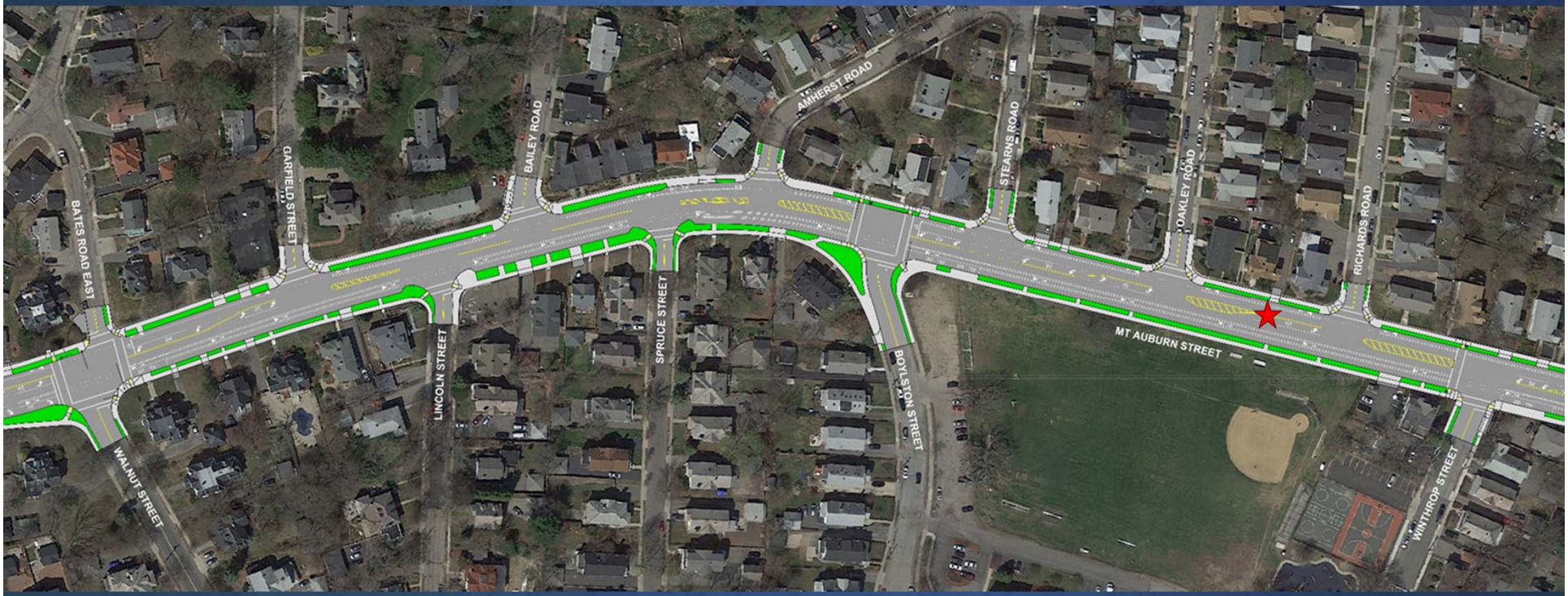
Project Segments
Patten Street to Walnut Street (1)



- Road diet begins east of Common Street
  - Formal parking added where feasible
- Maintains Parker Street as two-way

Project Segments

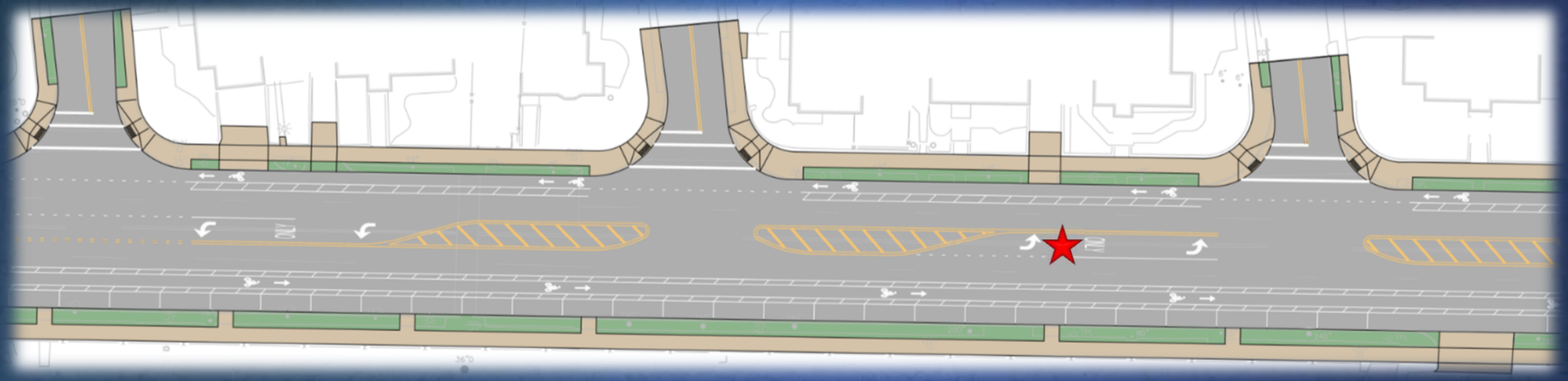
Walnut Street to Dexter Avenue (2)

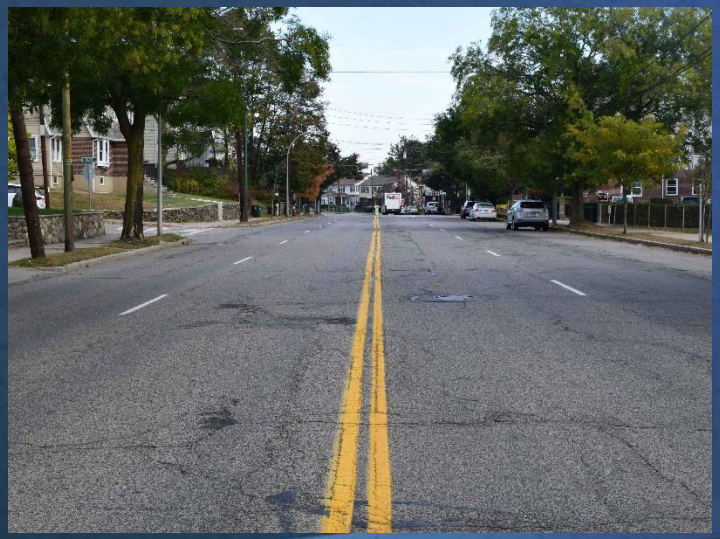


- Buffered Bike Lanes (single / double buffer)
- New traffic signal at Boylston (W) intersection

Simulation

Rendering of Mt. Auburn Street at Richard Road





Before
(facing east)

After
(facing east)

Project Segments

Walnut Street to Dexter Avenue (2)

- Buffered Bike Lanes (single / double buffer)
- Placemaking at the Boylston Street (E) intersection

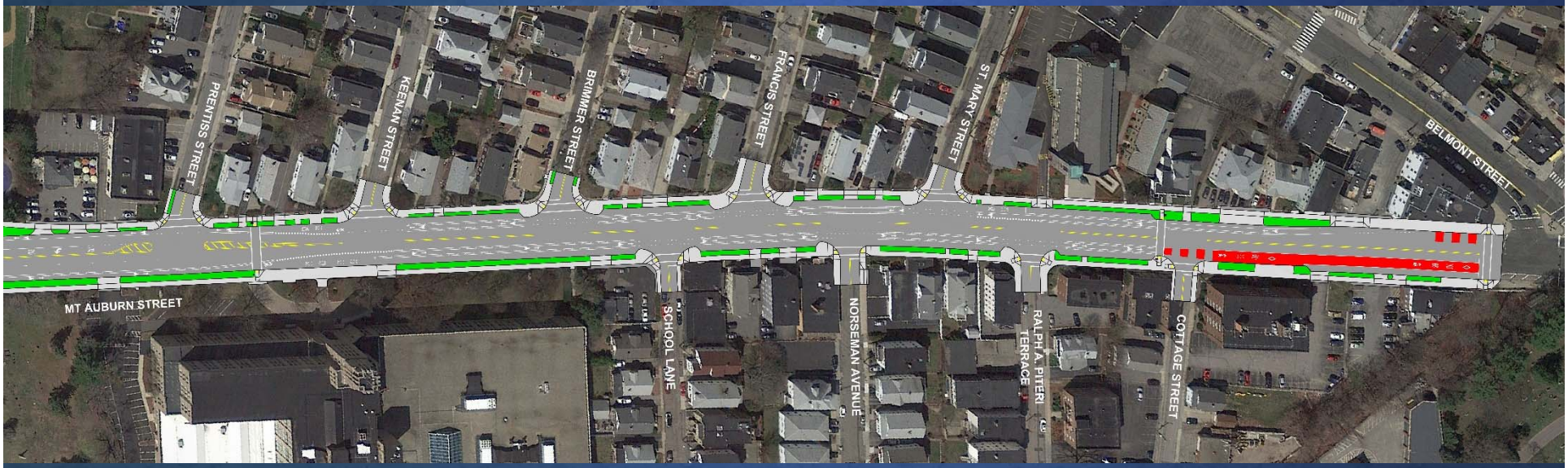
Project Segments

Dexter Avenue to Arlington Street (3) (Coolidge Sq.)

- Improvements based on Road Safety Audit (RSA) Findings
  - Placemaking at Bigelow Ave. intersection (added open space)
  - Increased pedestrian access
  - Dedicated bicycle facilities through Coolidge Square

Project Segments

Arlington Street to Cambridge city line (4)



- Double Buffered Bike Lanes
- Shared Bus-Bike Lane eastbound into Cambridge
  - Part of the Watertown / Cambridge Barr Foundation Grant
  - Tying into City of Cambridge Bus Priority Pilot Project

Next Steps

Where do we go from here?

- Endorsement of updated concept from Public Works Subcommittee & Town Council
- Advance Recommend Plan to Preliminary Design Phase with MassDOT
  - 25% Design Submission – end of 2018
    - *Critical to stay on FY2022 schedule*
  - Design Public Hearing – Summer 2019
- Additional Public Meetings *(Updates)*
- Advance Approved Preliminary Design to Final Design with MassDOT
- Advertise Construction Project in FY2022
  - Total Funding = $14,000,000

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Questions?

How to Stay Informed

- Visit the project website and sign up for email updates: www.MountAuburnStreet.com