

Town Council
Town of Watertown
Committee on Public Works, Meeting June 10, 2013
Report: June 26, 2013

The Committee met Monday June 10th at 4:00 pm in the Council Chambers. Present were: Cecilia Lenk, Chair; Stephen Corbett, Vice-chair; and Vincent Piccirilli, Secretary. See attached list of other attendees.

1. Interview

Stephane Acel-Green was interviewed for re-appointment to the Environment and Energy Efficiency Committee. Mr. Acel-Green has participated in the Committee for several years, and has been an appointed member for the past year. He is active in writing grant proposals, and is particularly interested in grants for renewable energy sources in Watertown.

The Committee voted unanimously to recommend that the Town Council confirm Mr. Acel-Green for a term to expire November 15, 2015.

2. Summer 2014 Road Projects

In accordance with Attachment A to the FY14 budget priority guidelines, Mr. Mee presented a proposed list of roads to be done with the \$2.5M loan order in the summer 2014 (see attached). This list was chosen for a mix of different conditions, types, and geographical locations. This list does not include the streets that will be restored after water/sewer work.

Please note this list is preliminary and is subject to change. For example, Morse St was originally planned, but was removed because National Grid intends to replace the gas main first. Keith St was added because deficiencies in the storm drain system need to be corrected.

Councilor Corbett asked about Fifield St where the road and sidewalks are in very bad shape, with heavy truck traffic to the Perkins School loading docks, and with blind students using the sidewalks. Mr. Mee said he would look into the situation, and that Fifield St may require geometric changes to make it safe for trailer trucks to use this narrow residential street.

Nancy Hammett asked about "Complete Streets" and public input. Mr. Mee said that any road that is being redesigned with geometric changes will use the "Complete Streets" guidelines with public input, but roads that are just being repaved with no design changes will not.

Anni Clark asked about traffic calming at "hot spots". Mr. Mee said the DPW will examine low-cost geometric changes to achieve traffic calming in these locations.

There was further discussion about the need to develop the five-year road plan integrated with water and sewer work. Mr. Magoon added that transportation improvements resulting from the ongoing Comprehensive Plan should be incorporated into this.

The following next steps were identified:

1. Mr. Mee stated that the pavement survey is more than two years old and should be updated using Chapter 90 money.
2. Mr. Mee will investigate Fifield St and see if it appropriate to add to the 2014 list.
3. The Committee will postpone making a recommendation on this list to a future meeting to allow time for further research.
4. Mr. Magoon will have the zoning enforcement officer begin contacting property owners with non-conforming driveway openings using this preliminary list.

3. Mt Auburn St Update

Mr. Fitzgerald gave a presentation of a review to date (see attached). He noted that the Committee recommendation was for the single through lane/dedicated left turn lane concept. He also noted that the bicycle lane options shown were for illustration purposes only and no engineering recommendations have been made yet.

There was discussion on how to best proceed, and the following next steps were identified:

1. Perform a complete engineering survey.
2. Design and construction of early action projects to improve safety. This could include restriping to two lanes with left turn lanes from Common St to Cambridge, paint conventional bike lanes, and add curb extensions at Russell Ave, Hosmer School, Coolidge Square, and Tufts Building.
3. Complete the 25% design, with public meetings to get input. It is estimated this would take about 18 months.
4. Submit the project, once it is at 25% design, for TIP funding (i.e. paid for with state & federal money). The preliminary cost estimate is \$12M for the entire project, and the design cost is typically 10% of construction cost, which would be paid with Watertown's Chapter 90 money.

The Committee voted unanimously to recommend that the full Town Council adopt moving forward with the 25% design based on the single through lane concept, along with early action items to address safety issues, and instruct the Administration to give a full informational presentation to the Town Council including a cost estimate and a timeline.

4. MWRA Request for Pleasant St Work

Mr. Mee discussed the work on Pleasant St that the MWRA needs to perform, which will involve digging up a portion of Pleasant St along the Waltham line. He noted this work is critical where the meter connects Watertown to the MWRA water main. The DPW will require the MWRA to perform a complete restoration of the affected section of roadway,

The Committee voted unanimously to endorse the DPW's recommendation to allow the MWRA to proceed with their work, with the MWRA to perform full and complete restoration to protect the Town's investment that was just recently made in the reconstruction of Pleasant St

The meeting adjourned at 5:50 pm.

Report prepared by: Vincent Piccirilli

Committee on Public Works Report – June 26, 2013

List of attendees:

Gerald Mee, DPW Superintendent

Mary Haley, DPW Clerk

Steven Magoon, Director of Community Development & Planning

James Fitzpatrick, WorldTech Engineering

Michael Pompili, WorldTech Engineering

Rich Benevento, WorldTech Engineering

Nancy Hammett, Stormwater Advisory Committee

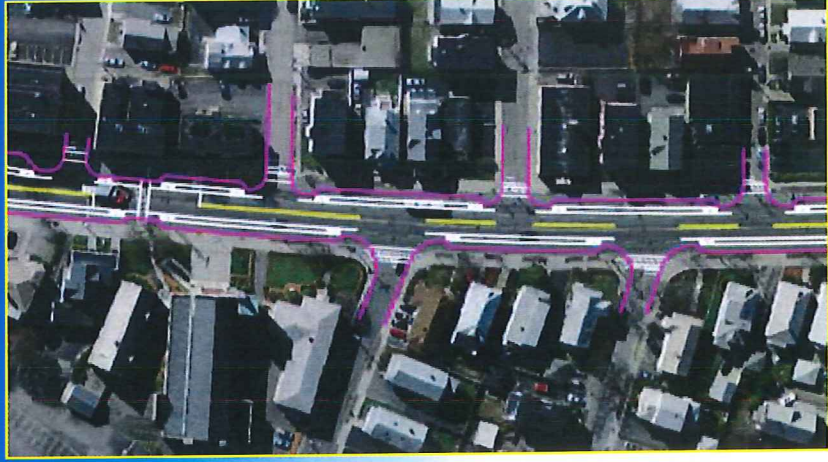
Anni Clark, Trees for Watertown

Mount Auburn Street Corridor Study Update



Town of Watertown Public Works Subcommittee

Monday, June 10, 2013



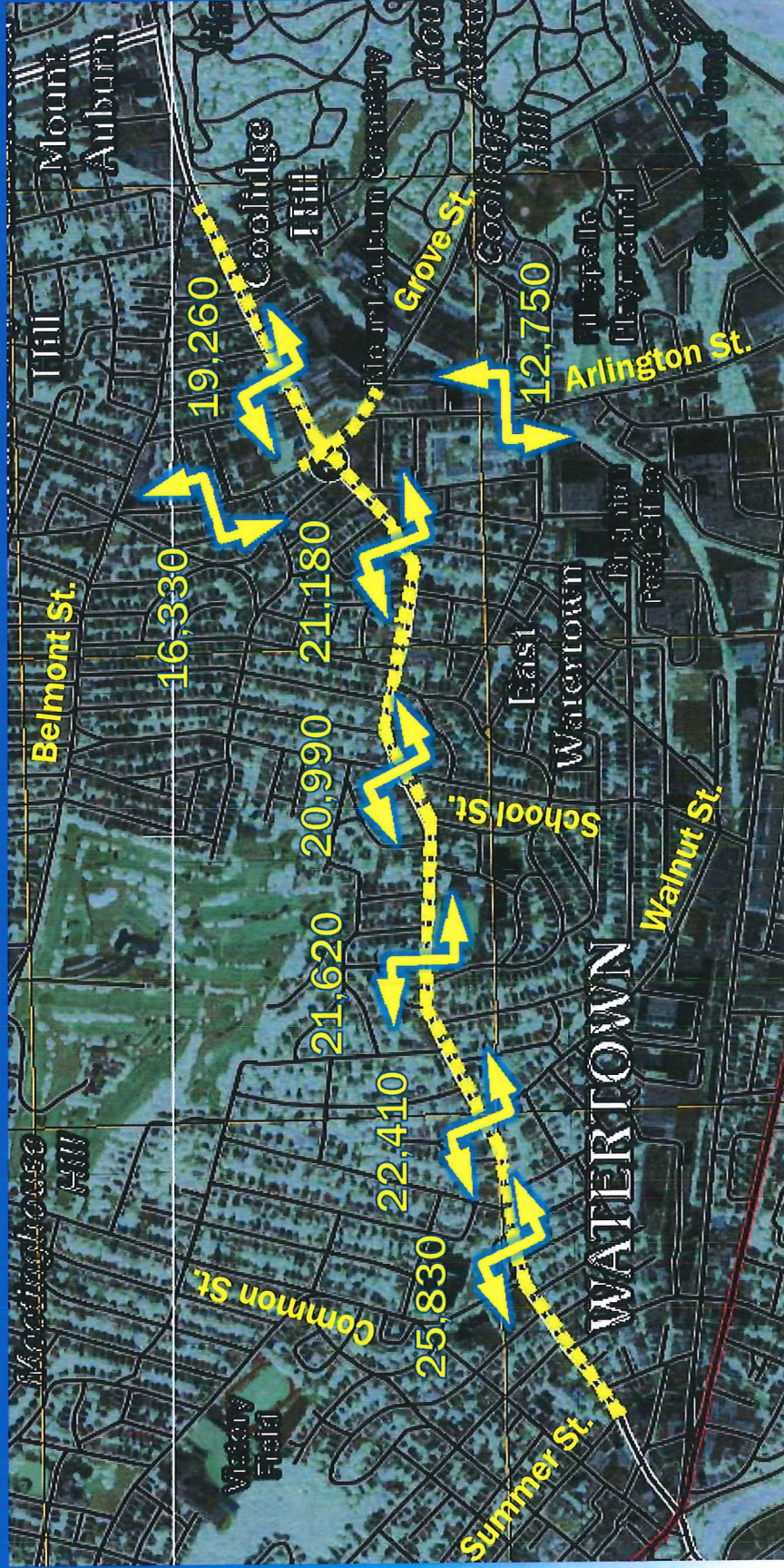
HISTORY

- Reconstructed by MassHighway in 1980s
- Four lanes, no turn lanes except at Arlington Street
- Designed only to process cars through signals
- Three alternatives presented at March 2011 Public Meeting



GOALS

Accommodate Traffic



Design Year 2030 two-way average daily traffic (ADT) volumes

GOALS

Perception & Context

“Town Street” instead of “State Highway”

- Welcoming and Wayfinding Signage
- Identify Coolidge Square as a Business District



GOALS

Traffic Calming

Keep vehicle speeds appropriate to context while accommodating traffic so it doesn't divert to side streets

- Narrower roadway
- Bump-outs
- Radar signage



GOALS

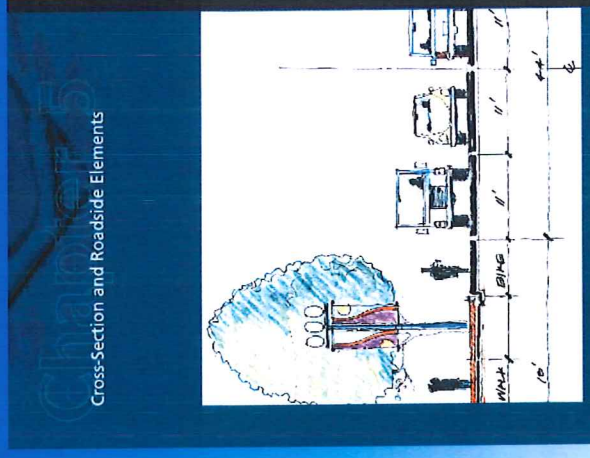
Complete Streets

MassDOT Project Development & Design Guide

“The careful selection of roadway cross-section elements...is needed to achieve a context-sensitive design that **accommodates all users safely**...The goals of selecting an appropriate roadway cross-section and the design of roadside elements are [to] develop a transportation infrastructure that provides **access for all**, a real **choice of modes**, and **safety in equal measure** for each mode of travel.



- Promote healthy transportation & livable communities
- Triple bicycling, transit, and walking mode share



GOALS



TIP Evaluation Criteria

		Project Rating	
SUBCATEGORY	CATEGORY		
<ul style="list-style-type: none"> Improves substandard pavement Improves substandard signal equipment condition Improves traffic signal operations In a Congestion Management Process identified area Improves intermodal accommodations/connectors to transit Implements ITS strategies other than traffic signal operations 	System Preservation, Modernization and Efficiency	→	36
<ul style="list-style-type: none"> Design is consistent with complete streets policies Provides multimodal access to an activity center Reduces auto dependency Project serves a targeted development site Provides for development consistent with the goals of MetroFuture Improves the Quality of Life 	Livability and Economic Benefit	→	29
<ul style="list-style-type: none"> Existing peak hour Level of Service (LOS) Improves an MPO or State identified freight movement issue Improves proponent identified primary mobility issue Improves MPO identified mobility issue Project reduces congestion Improves transit reliability 	Mobility	→	25
<ul style="list-style-type: none"> Air quality (improves/upgrade) CO2 reduction Project is in an EOECA certified Green Community Project reduces VMT/VHT Improves identified environmental impact 	Environment and Climate Change	→	25
<ul style="list-style-type: none"> Improves transit for an EJ population Design is consistent with complete streets policies in an EJ area Improves an MPO identified EJ transportation issue 	Environmental Justice	→	10
<ul style="list-style-type: none"> Improves emergency response Improves ability to respond to extreme conditions EPDO/Injury Value Improves proponent identified primary safety need Improves MPO identified primary safety issue Improves freight related safety issue Improves bicycle safety Improves pedestrian safety Improves safety or removes an at grade railroad crossing 	Safety and Security	→	29

RAISED MEDIAN



➤ Inconvenient for minor streets/ driveways and emergency access



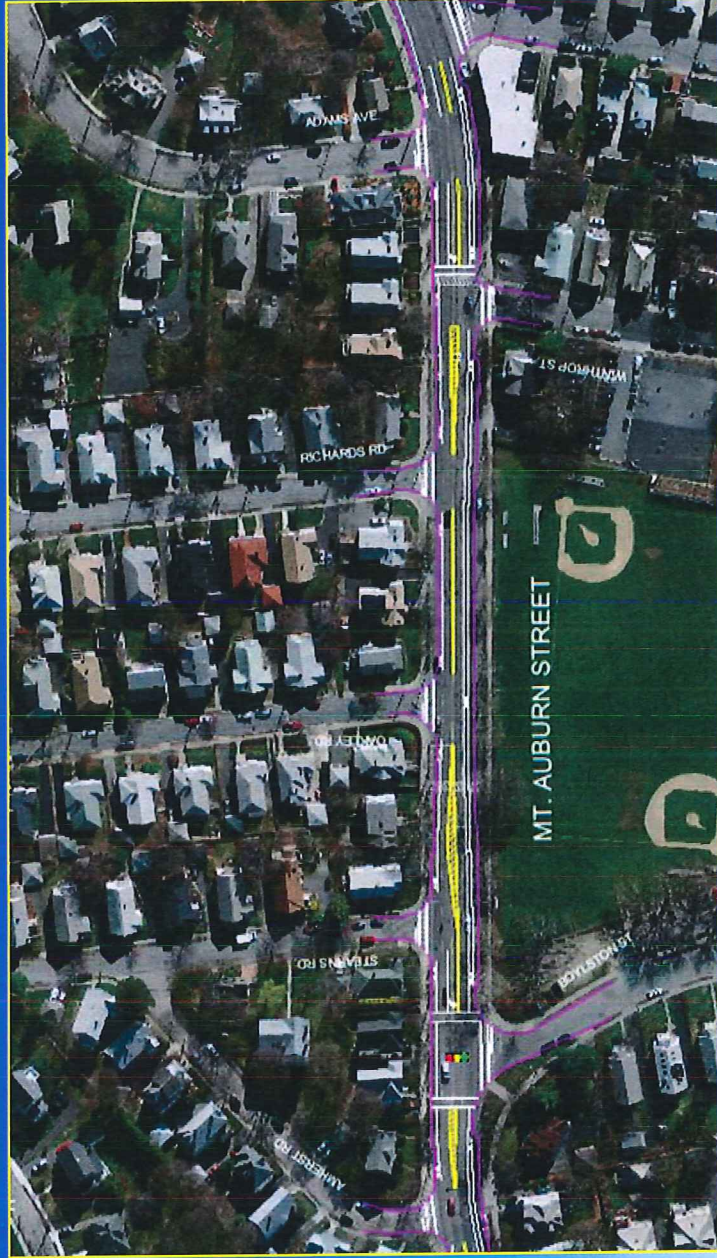
TWO WAY LEFT TURN LANE



- Closely spaced streets and driveways pose potential conflicts



SINGLE THROUGH LANE CONCEPT

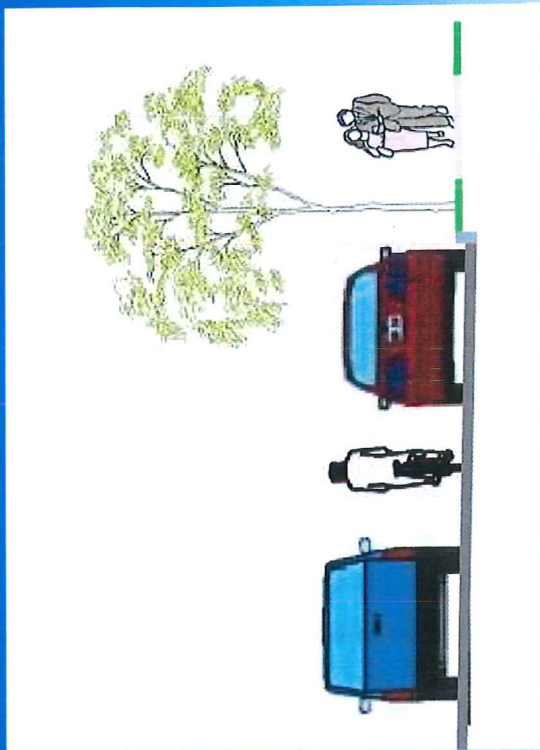


➤ Most flexible for turning movements, bike lane placement



SINGLE THROUGH LANE CONCEPT

Conventional Bike Lanes



SINGLE THROUGH LANE CONCEPT

At-Grade Cycle Track

