

Design recommendations for the rehabilitation Mt. Auburn St. in Watertown

The following pages show design recommendations made based on public comments.

Recommendations include:

- Maintain location of existing curb lines
- Incorporate road diet, where applicable
- Retain existing tree canopy
- Maintain parking in business districts
- Improve operational efficiency
- Enhance bus service
- Improve pedestrian safety
- Provide benefits for all users (balance)
- Streetscape amenities (located at 75% design)

Design change at Mt. Auburn St. and Auburn Ct. and Mt. Auburn St. and Irving St.

- Removed curb extensions used to formalize parking lanes
- Adjusted curb line provides design flexibility for future projects

Bus stop relocation at Mt. Auburn St. and Amherst Rd.

- relocated bus stop to near side of Amherst Rd.
- Revert to existing bus stop location

Bus stop relocation at Mt. Auburn St. and Boylston St.

- Relocated bus stop to far side of Boylston St.
- Crosswalk located behind marked bus stop
- Crossing will be supplemented with RRFB

Bus stop relocation from Adams Ave. intersection to Winthrop St. intersection

- Relocated bus stop to far side of Winthrop St.
- Crosswalk located behind marked bus stop
- Pedestrian route to Hosmer School

Design change at Mt. Auburn St. and School St.

- Inclusion of two-stage turn queue bicycle box
- Assist bicyclists turning from Mt. Auburn St. westbound to School St. southbound

Design change at Mt. Auburn St. and Upland Rd.

- Removed crosswalk along eastern leg of intersection
- Grading/spacial concerns along northeast curb line

Bus stop relocation at Mt. Auburn St. and Adams St.

- Relocated bus stop to far side of Adams St.
- Revert back to existing bus stop location

Addition of marked crosswalk at Mt. Auburn St. and Bigelow Ave. and at Mt. Auburn St. and Irma Ave.

- Crosswalk added to the western leg of the signalized intersection
- Curb extension added along the westbound sidewalk to formalize parking lane
- Requirement of design justification process through MassDOT

Design change at Mt. Auburn St. and Arlington St.

- Inclusion of two-stage turn queue bicycle boxes
- assist bicyclists turning from Mt. Auburn St. to Arlington St.

Bus stop relocation at the intersection of Mt. Auburn St. and Keenan St.

- Relocated bus stops adjacent to Keenan St, intersection
- Crosswalk located behind each marked bus stop
- Increased pedestrian visibility with this configuration

Design change at Mt. Auburn St. and Arlington Street

- Addition of dedicated bicycle lane on Arlington St. to limit of work
- Layout will meet existing bicycle lane on Arlington St.

Addition of marked crosswalk at Tufts Health driveway

- Crosswalk added to the Grove St. approach to the signalized intersection
- Layout includes marked crosswalk along each leg of the intersection
- Provides additional crossing opportunity at traffic signal
- Requirement of design justification process through MassDOT

LEGEND

- PROPOSED HOT MIX ASPHALT ROADWAY AND HOT MIX ASPHALT DRIVEWAY
- PROPOSED CEMENT CONCRETE SIDEWALK AND CEMENT CONCRETE DRIVEWAY AND CEMENT CONCRETE PEDESTRIAN CURB RAMPS
- PROPOSED GRASS/LANDSCAPE AREA
- PROPOSED RAPID FLASHING BEACON
- PROPOSED TRAFFIC SIGNAL
- MBTA BUS STOP
- MBTA BUS SHELTER

WATERTOWN ROUTE 16 (MOUNT AUBURN STREET)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	607777	-

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SHEET 1 OF 16

DESIGN RECOMMENDATIONS FROM PUBLIC PARTICIPATION PROCESS

- MAINTAIN LOCATION OF EXISTING CURB LINES
- INCORPORATE ROAD DIET, WHERE APPLICABLE
- RETAIN EXISTING TREE CANOPY
- MAINTAIN PARKING IN BUSINESS DISTRICTS
- IMPROVE OPERATIONAL EFFICIENCY
- ENHANCE BUS SERVICE
- IMPROVE PEDESTRIAN SAFETY
- PROVIDE BENEFITS FOR ALL USERS (BALANCE)
- STREETSCAPE AMENITIES (LOCATED AT 75% DESIGN)

DESIGN CHANGE

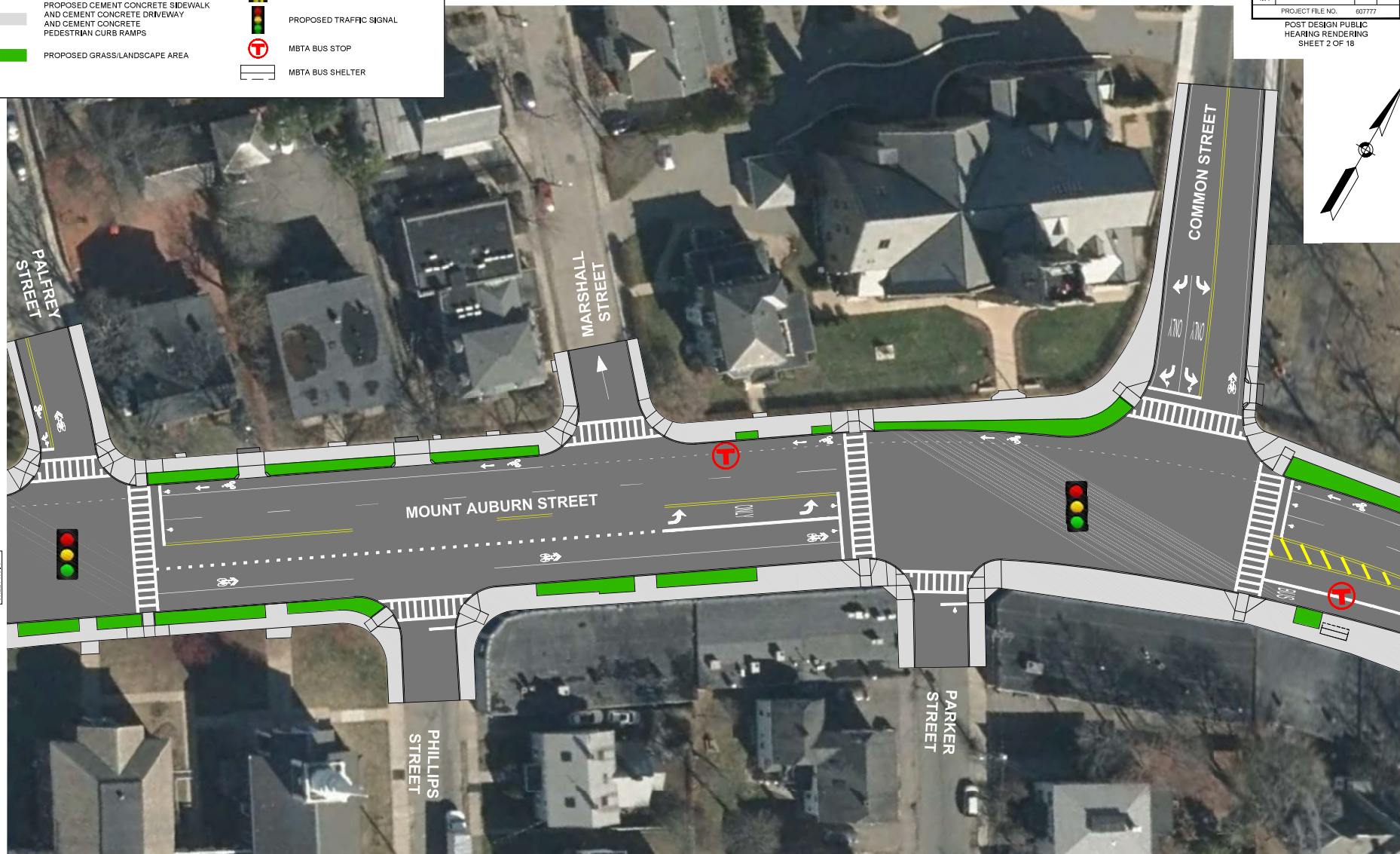
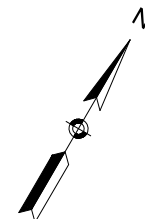
- REMOVED CURB EXTENSIONS USED TO FORMALIZE PARKING LANES
- ADJUSTED CURB LINE PROVIDES DESIGN FLEXIBILITY FOR FUTURE PROJECTS



LEGEND

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WATERTOWN ROUTE 16 (MOUNT AUBURN STREET)			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	607777	
PROJECT FILE NO. 607777			
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SHEET NO. 1

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SHEET NO. 3

Mount Auburn Street
A Complete Streets Project



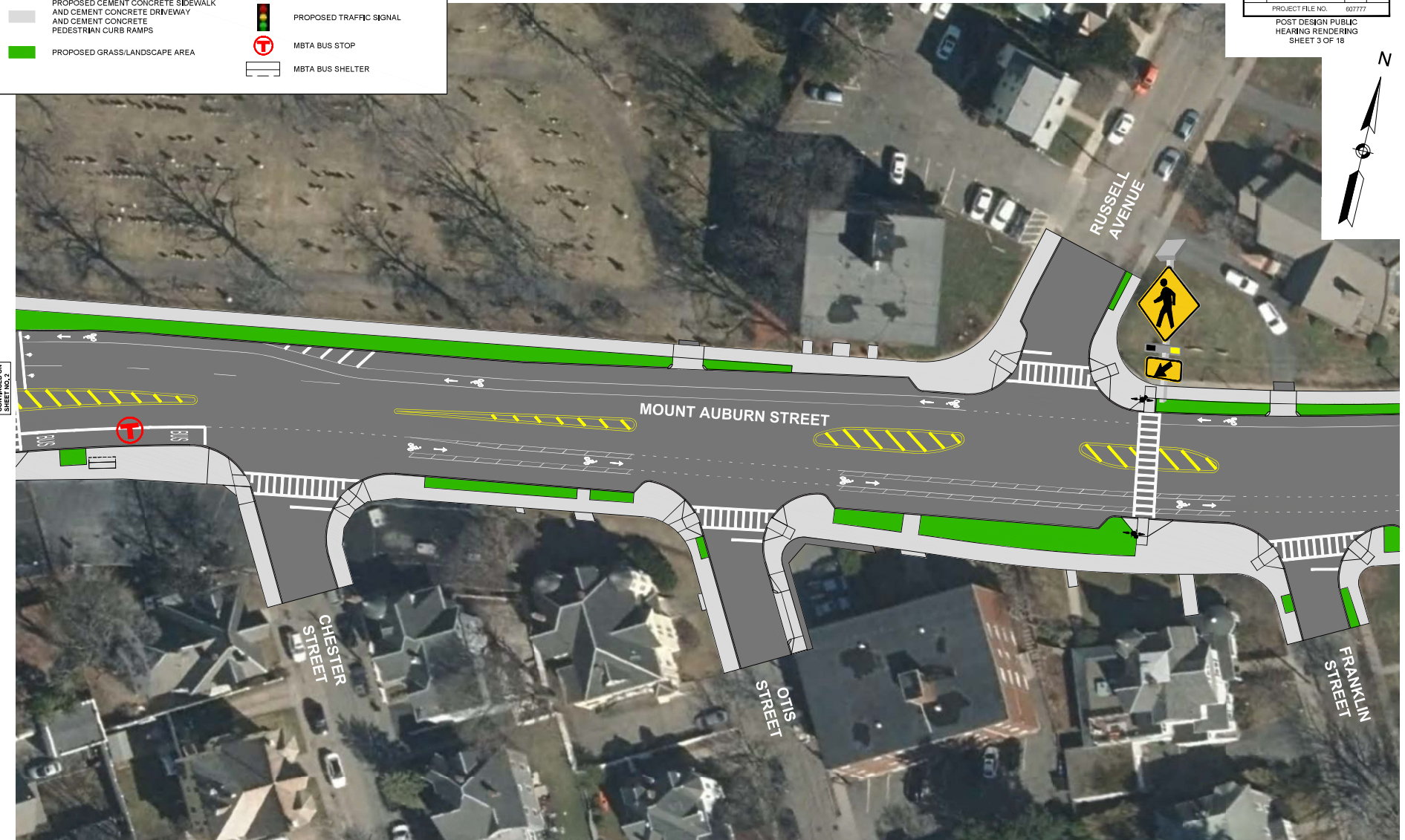
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LEGEND

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WATERTOWN ROUTE 16 (MOUNT AUBURN STREET)				
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LEGEND

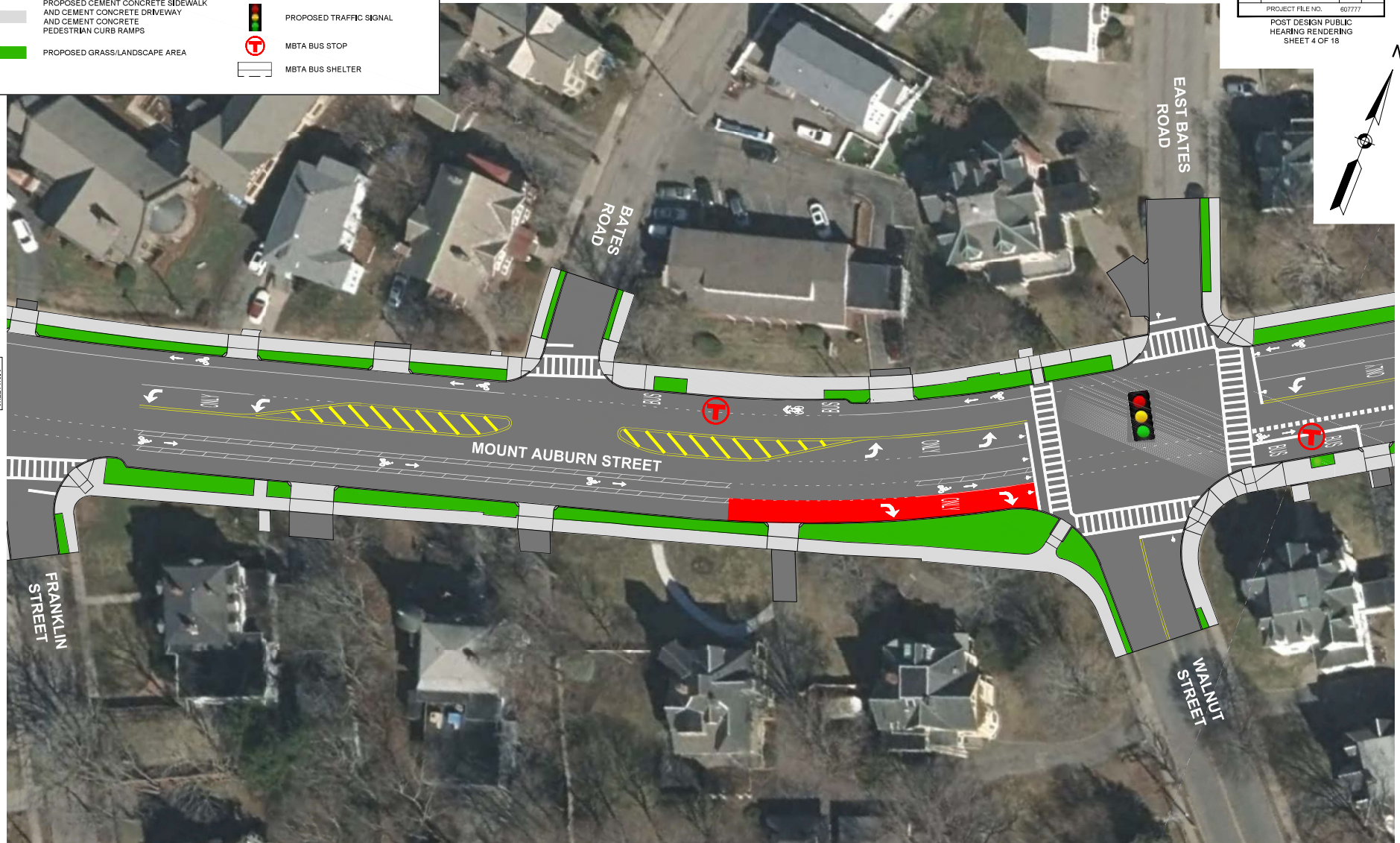
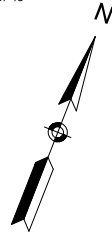
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WATERTOWN ROUTE 16 (MOUNT AUBURN STREET)

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MA	-	607777	1

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SHEET 4 OF 16

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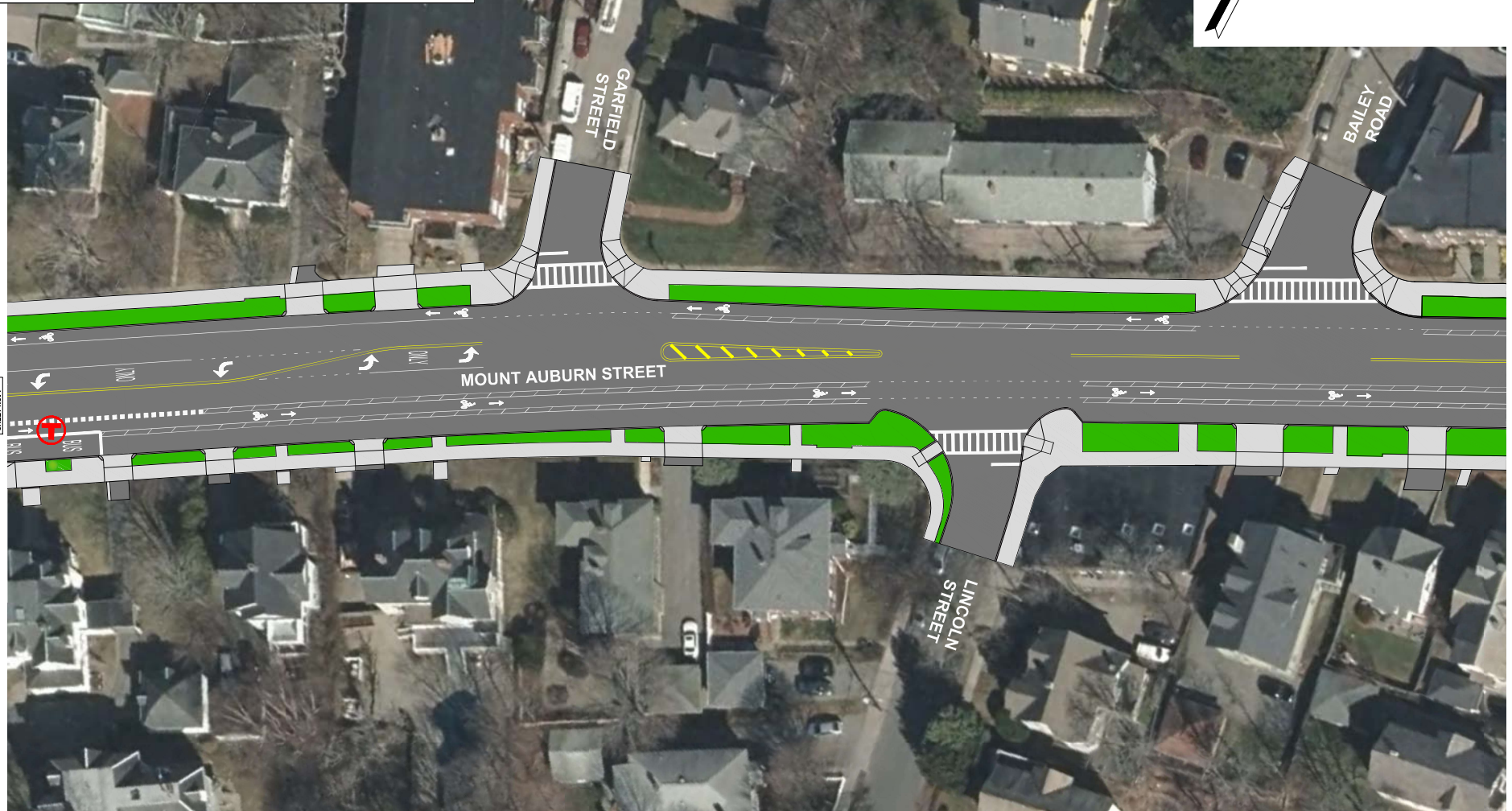
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MA	-	607777	

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SHEET 5 OF 18



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SCALE: 1" = 20'

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LEGEND

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WATERTOWN ROUTE 16 (MOUNT AUBURN STREET)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	607777	

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SHEET 6 OF 18



BUS STOP RELOCATION

- RELOCATED BUS STOP TO NEAR SIDE OF AMHERST ROAD
- REVERT TO EXISTING BUS STOP LOCATION

BUS STOP RELOCATION

- RELOCATED BUS STOP TO FAR SIDE OF BOYLSTON STREET
- CROSSWALK LOCATED BEHIND MARKED BUS STOP
- CROSSING WILL BE SUPPLEMENTED WITH RRFB

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LEGEND

- PROPOSED HOT MIX ASPHALT ROADWAY AND HOT MIX ASPHALT DRIVEWAY
- PROPOSED CEMENT CONCRETE SIDEWALK AND CEMENT CONCRETE DRIVEWAY AND CEMENT CONCRETE PEDESTRIAN CURB RAMPS
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WATERTOWN ROUTE 16 (MOUNT AUBURN STREET)

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MA	-	607777	

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BUS STOP RELOCATION

- RELOCATED BUS STOP TO FAR SIDE OF WINTHROP STREET
- CROSSWALK LOCATED BEHIND MARKED BUS STOP
- PEDESTRIAN ROUTE TO HOSMER SCHOOL

LEGEND

- | | | |
|--|--|--------------------------------|
| | | PROPOSED RAPID FLASHING BEACON |
| | | PROPOSED TRAFFIC SIGNAL |
| | | MBTA BUS STOP |
| | | MBTA BUS SHELTER |

LEGEND

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WATERTOWN ROUTE 16 (MOUNT AUBURN STREET)

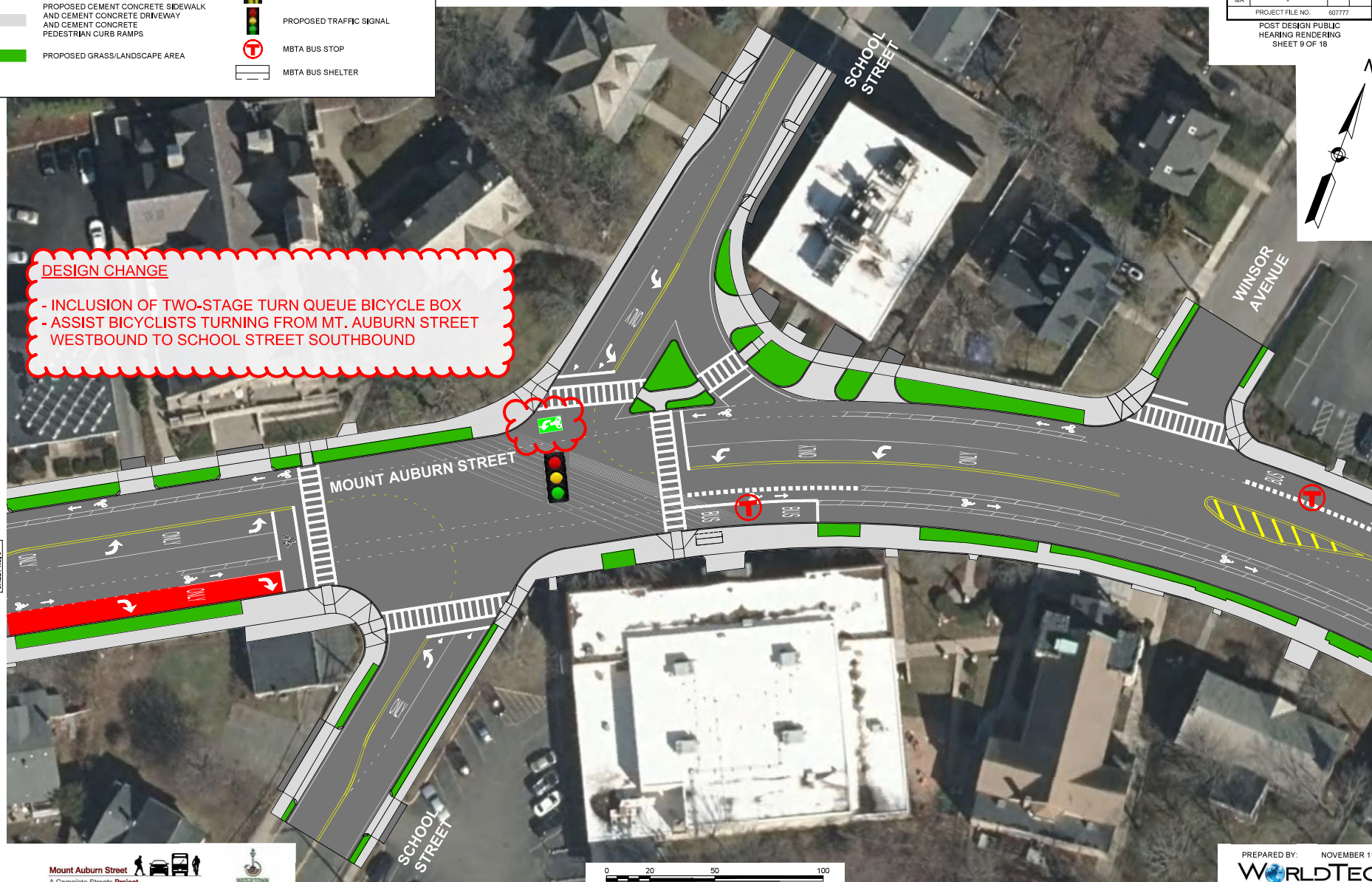
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MA	-	607777	

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SHEET 9 OF 18



DESIGN CHANGE

- INCLUSION OF TWO-STAGE TURN QUEUE BICYCLE BOX
- ASSIST BICYCLISTS TURNING FROM MT. AUBURN STREET WESTBOUND TO SCHOOL STREET SOUTHBOUND



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LEGEND

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- PROPOSED CEMENT CONCRETE SIDEWALK AND CEMENT CONCRETE DRIVEWAY AND CEMENT CONCRETE PEDESTRIAN CURB RAMP
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WATERTOWN ROUTE 16 (MOUNT AUBURN STREET)

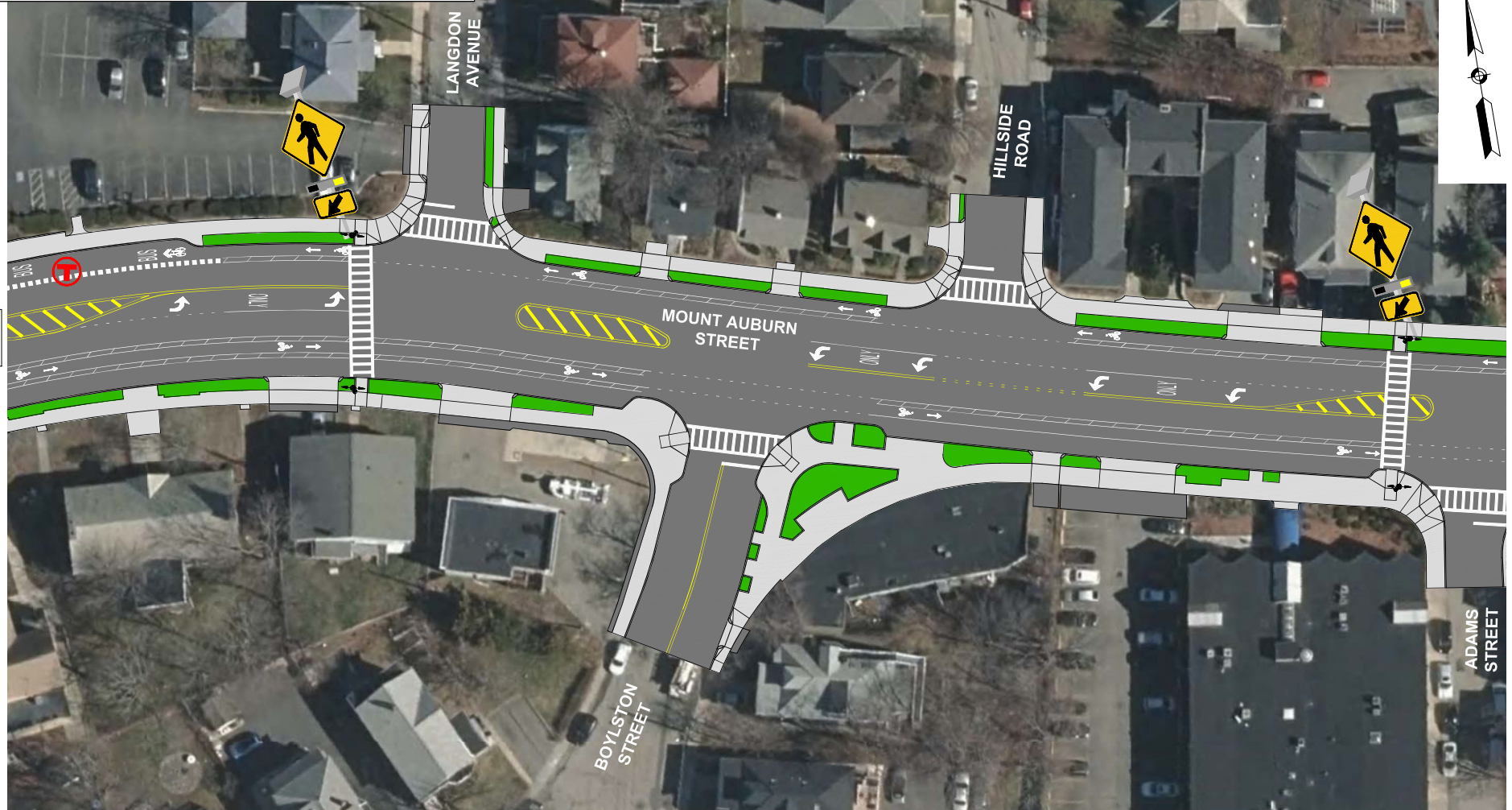
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MA	-	607777	

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SHEET 10 OF 18



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SHEET NO. 11



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LEGEND

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WATERTOWN ROUTE 16 (MOUNT AUBURN STREET)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	607777	11

PROJECT FILE NO. 607777
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SHEET 11 OF 18

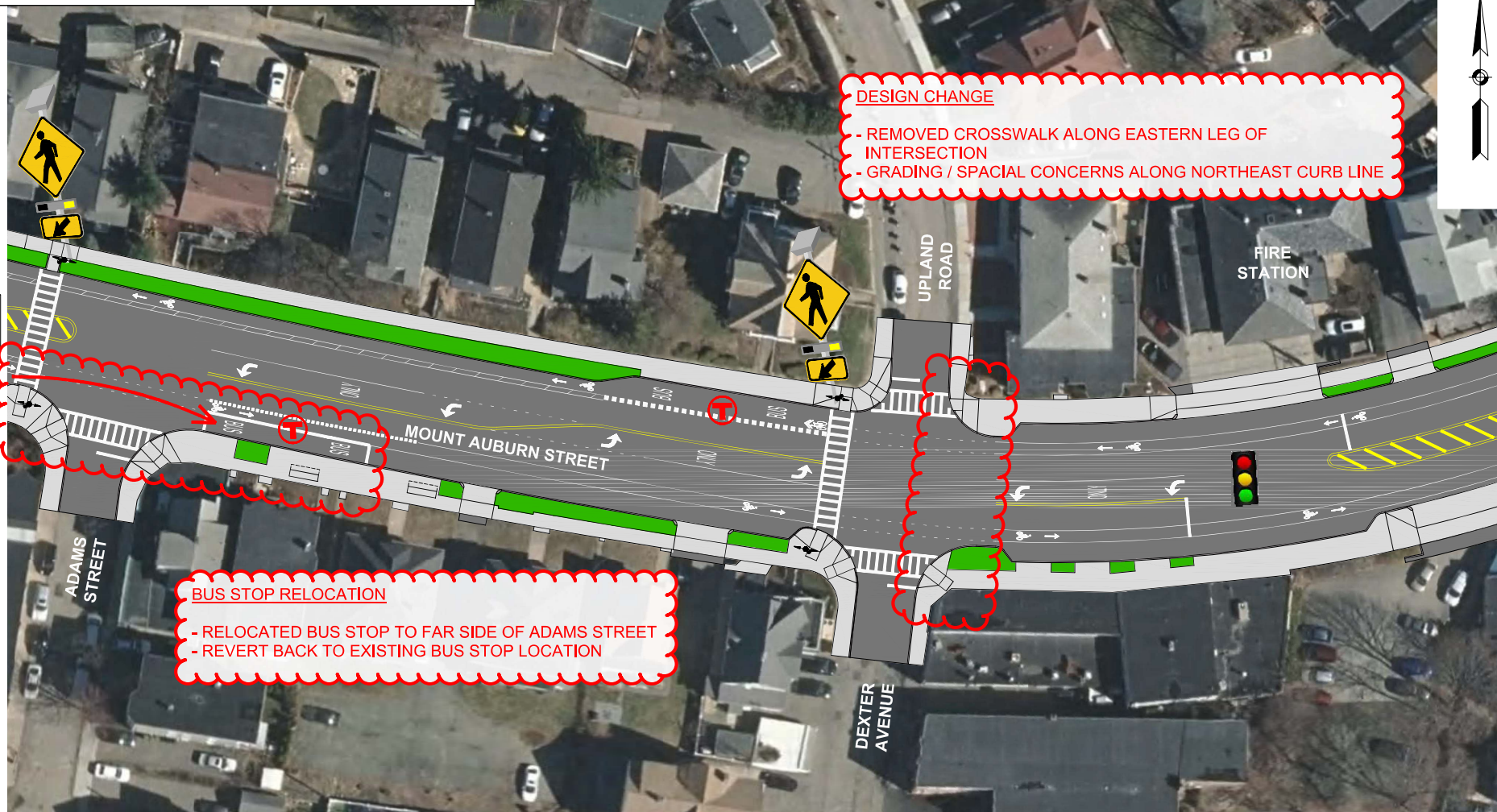


DESIGN CHANGE

- REMOVED CROSSWALK ALONG EASTERN LEG OF INTERSECTION
- GRADING / SPACIAL CONCERNS ALONG NORTHEAST CURB LINE

BUS STOP RELOCATION

- RELOCATED BUS STOP TO FAR SIDE OF ADAMS STREET
- REVERT BACK TO EXISTING BUS STOP LOCATION



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SCALE: 1" = 20'

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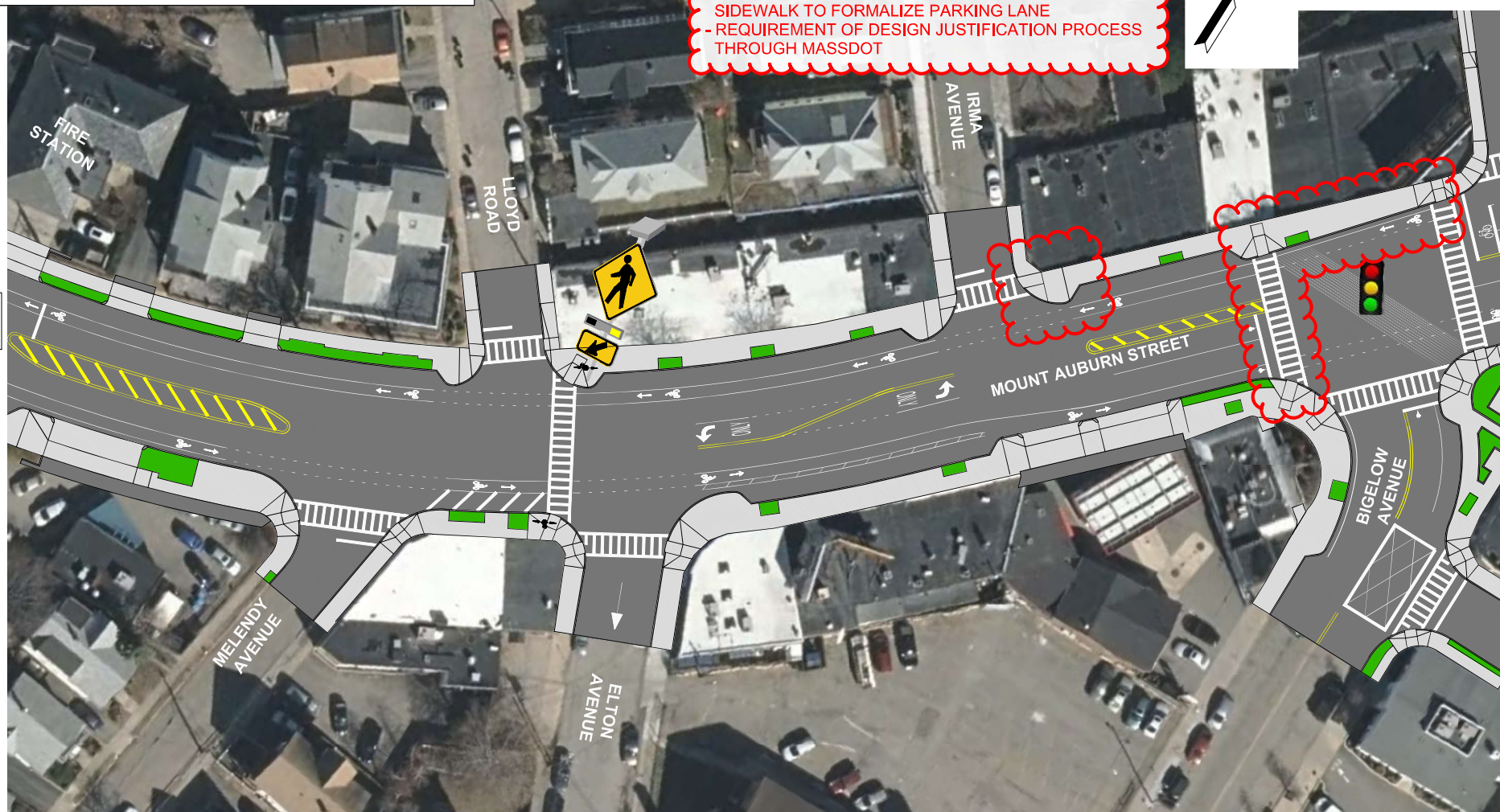
LEGEND

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WATERTOWN ROUTE 16 (MOUNT AUBURN STREET)			
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POST DESIGN PUBLIC HEARING RENDERING SHEET 12 OF 18			

ADDITION OF MARKED CROSSWALK

- CROSSWALK ADDED TO THE WESTERN LEG OF THE SIGNALIZED INTERSECTION
- CURB EXTENSION ADDED ALONG THE WESTBOUND SIDEWALK TO FORMALIZE PARKING LANE
- REQUIREMENT OF DESIGN JUSTIFICATION PROCESS THROUGH MASSDOT



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SHEET NO. 13

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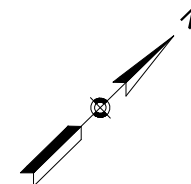
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WATERTOWN
ROUTE 16 (MOUNT AUBURN STREET)

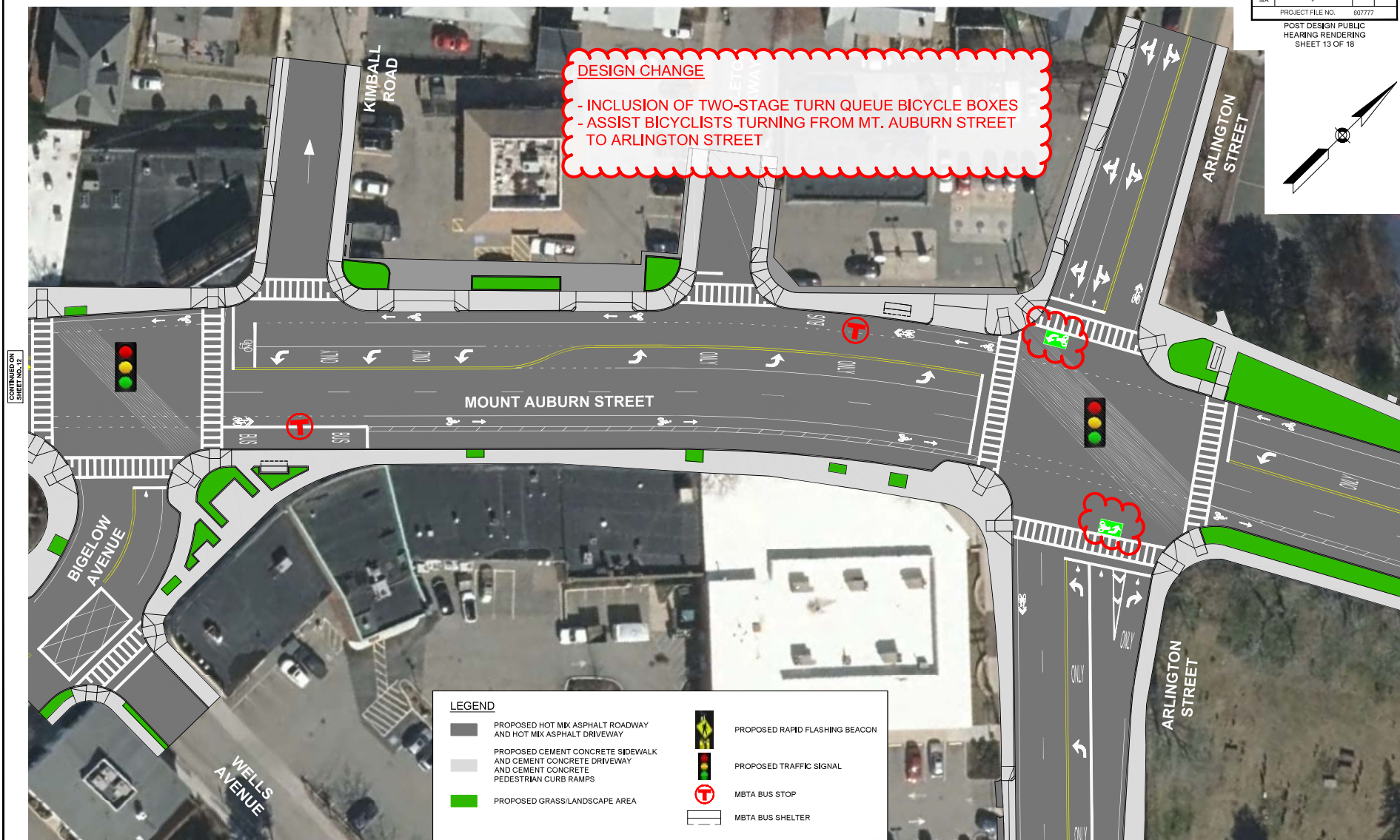
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	607777	

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SHEET 13 OF 18



DESIGN CHANGE

- INCLUSION OF TWO-STAGE TURN QUEUE BICYCLE BOXES
- ASSIST BICYCLISTS TURNING FROM MT. AUBURN STREET TO ARLINGTON STREET



LEGEND

- PROPOSED HOT MIX ASPHALT ROADWAY AND HOT MIX ASPHALT DRIVEWAY
- PROPOSED CEMENT CONCRETE SIDEWALK AND CEMENT CONCRETE DRIVEWAY AND CEMENT CONCRETE PEDESTRIAN CURB RAMPS
- PROPOSED GRASS/LANDSCAPE AREA



PROPOSED RAPID FLASHING BEACON



PROPOSED TRAFFIC SIGNAL



MBTA BUS STOP



MBTA BUS SHELTER

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SCALE: 1" = 20'

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SHEET NO. 18

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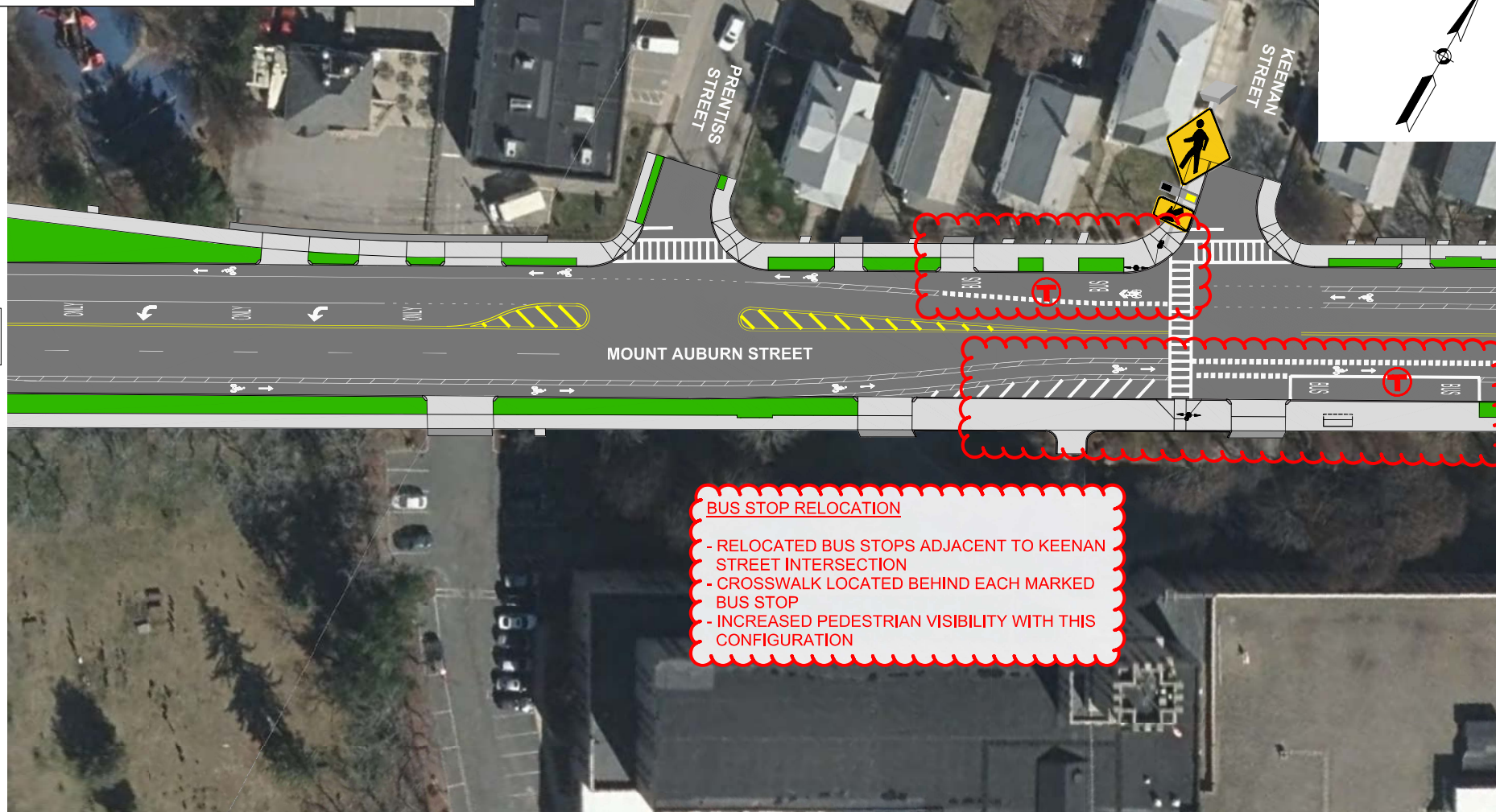
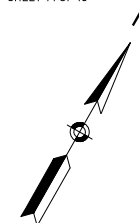
LEGEND

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WATERTOWN ROUTE 16 (MOUNT AUBURN STREET)

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MA	-	607777	

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BUS STOP RELOCATION

- RELOCATED BUS STOPS ADJACENT TO KEENAN STREET INTERSECTION
- CROSSWALK LOCATED BEHIND EACH MARKED BUS STOP
- INCREASED PEDESTRIAN VISIBILITY WITH THIS CONFIGURATION

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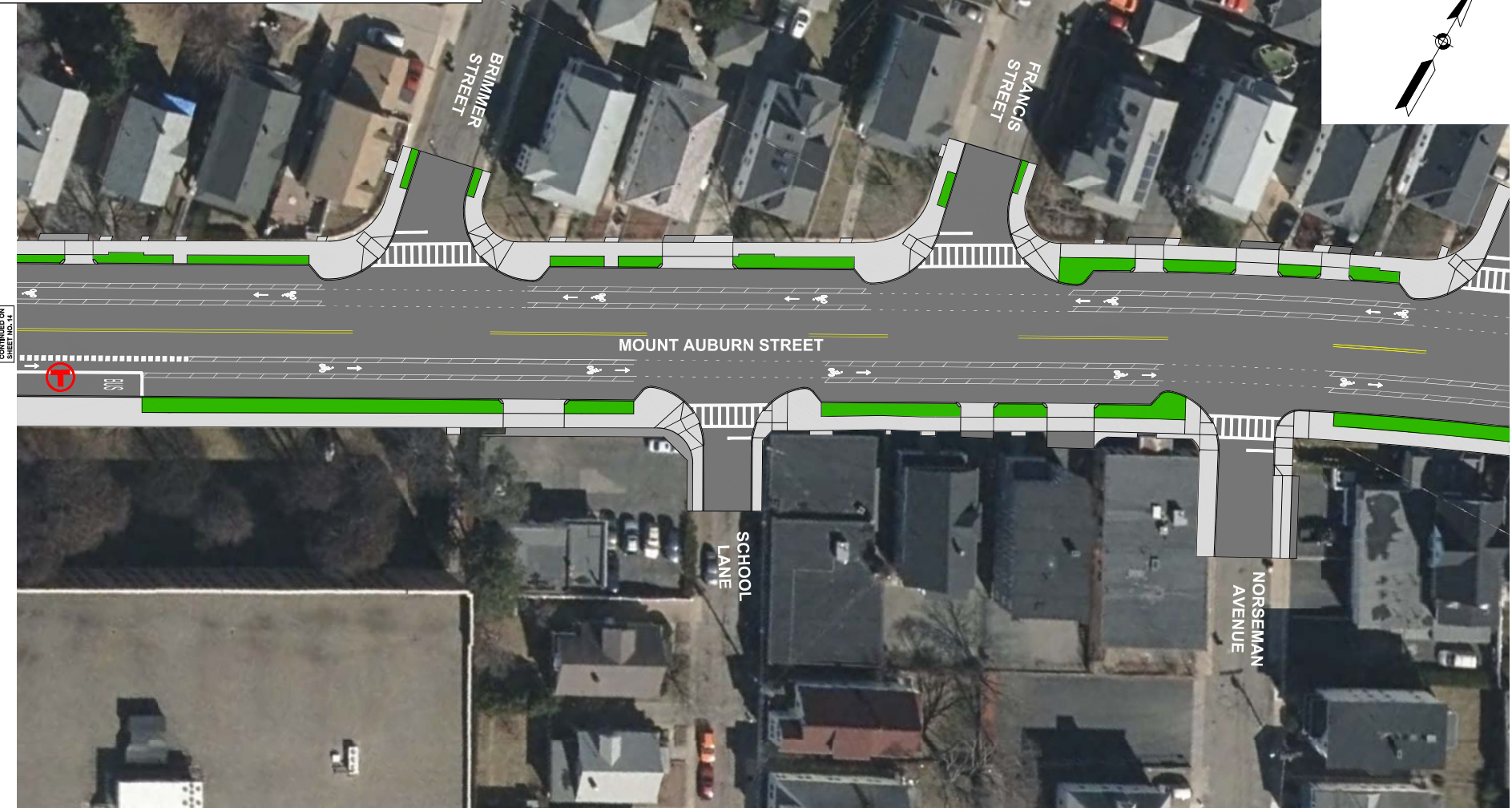
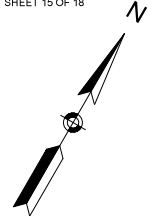
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WATERTOWN ROUTE 16 (MOUNT AUBURN STREET)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	607777	18

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A Complete Streets Project

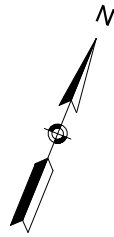


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LEGEND

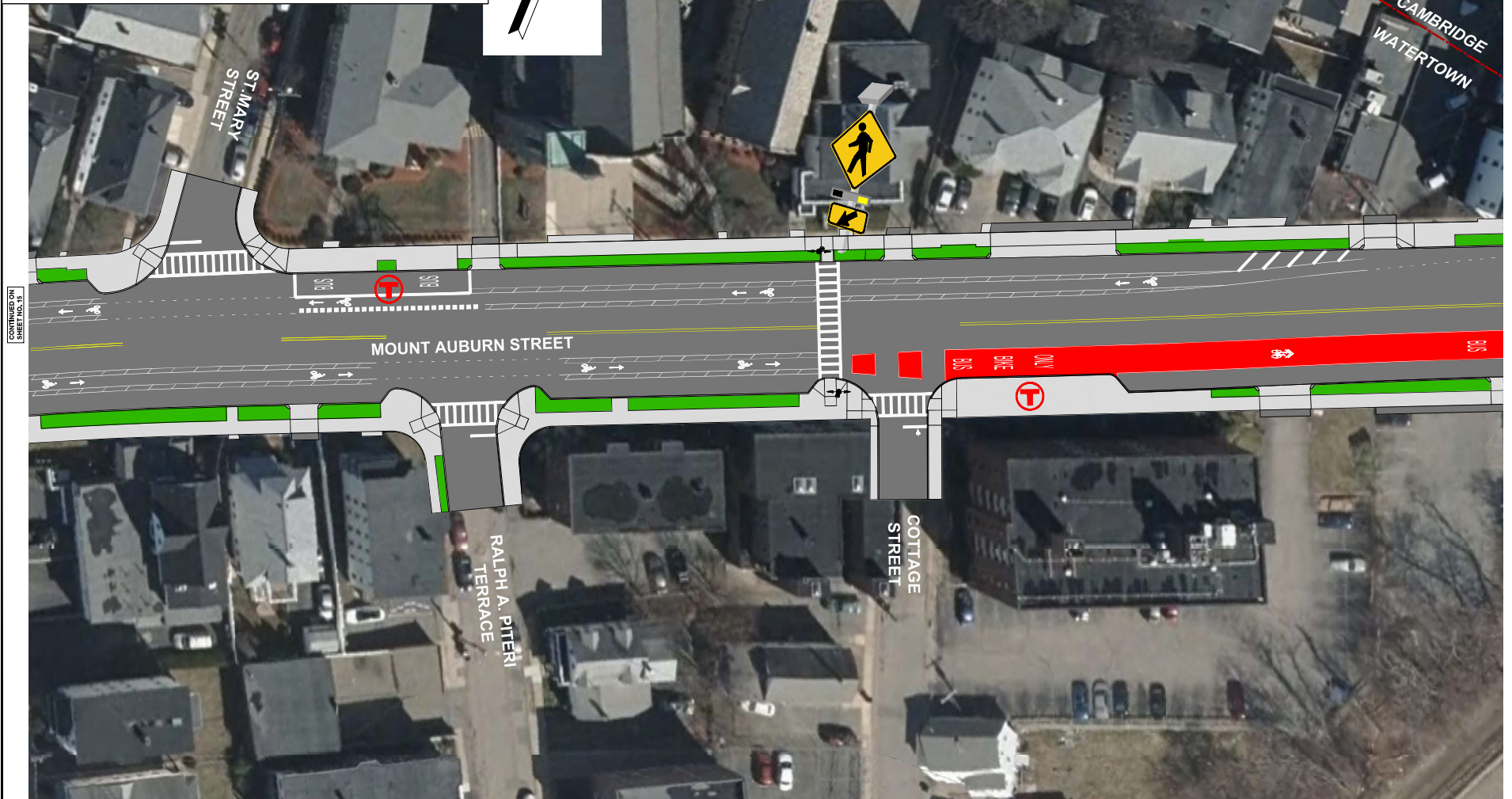
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WATERTOWN ROUTE 16 (MOUNT AUBURN STREET)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	607777	16

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SHEET 16 OF 16



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SCALE: 1" = 20'

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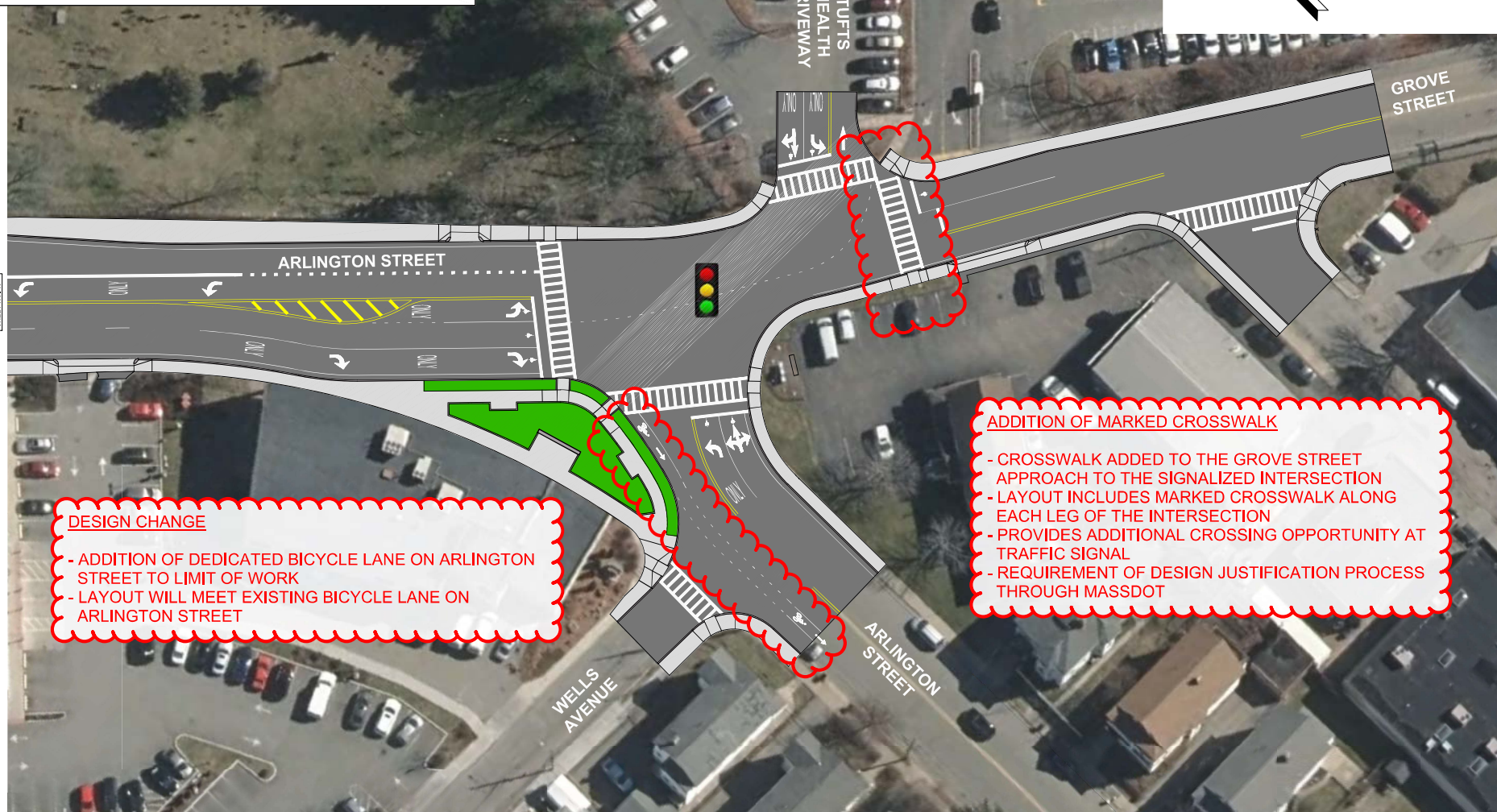
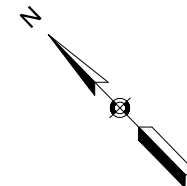
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SHEET 18 OF 18



DESIGN CHANGE

- ADDITION OF DEDICATED BICYCLE LANE ON ARLINGTON STREET TO LIMIT OF WORK
- LAYOUT WILL MEET EXISTING BICYCLE LANE ON ARLINGTON STREET

ADDITION OF MARKED CROSSWALK

- CROSSWALK ADDED TO THE GROVE STREET APPROACH TO THE SIGNALIZED INTERSECTION
- LAYOUT INCLUDES MARKED CROSSWALK ALONG EACH LEG OF THE INTERSECTION
- PROVIDES ADDITIONAL CROSSING OPPORTUNITY AT TRAFFIC SIGNAL
- REQUIREMENT OF DESIGN JUSTIFICATION PROCESS THROUGH MASSDOT

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