

Mount Auburn Street Corridor Study



July 21, 2016 Russell Youth Community Center





Commonwealth of Massachusetts

Governor Charles D. Baker

Lieutenant Governor Karyn E. Polito

Energy and Environmental Secretary

Matthew A. Beaton

Department of Conservation and Recreation Commissioner **Leo P. Roy**







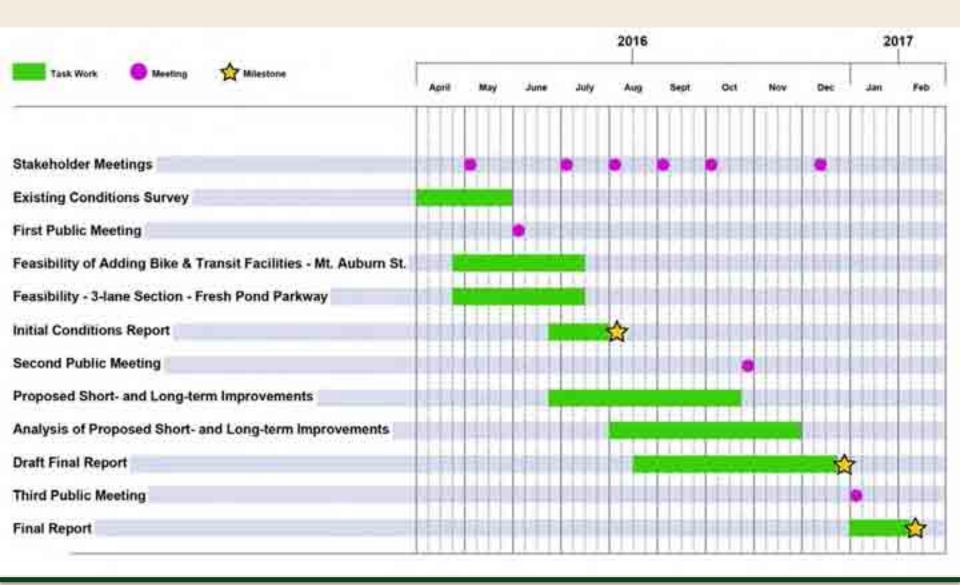
DCR Mission Statement

To protect, promote and enhance our common wealth of natural, cultural and recreational resources for the well-being of all.





Schedule





Agenda

- Welcome
- Long-Term Solution Draft Alternative Concepts
 - Intersection of Fresh Pond Parkway and Mt. Auburn
 - Intersection of Brattle Street and Mt. Auburn
- Feasibility of Transit and Bicycle Facilities along Mt Auburn
- Design Charrette- If we have time!
- Next Steps





PLEASE NOTE:

The following concepts are drafts; works in progress shown only for the purpose of collecting public feedback for their improvement.





Overall Concept





Overall Concept







Mount Auburn Street at Fresh Pond Parkway







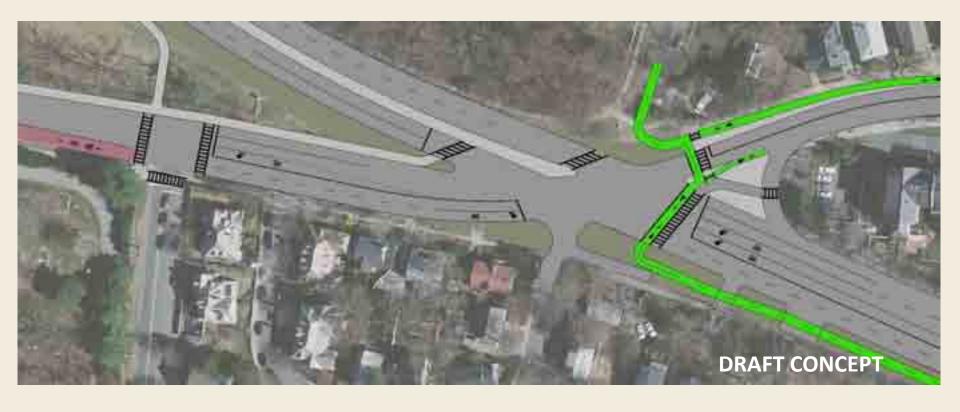
Mount Auburn Street at Fresh Pond Parkway







Goal # 1: Calm traffic, provide clarity, reduce crashes and severity of crashes.







Motor Vehicle Conflict Points





Both vehicles high speed

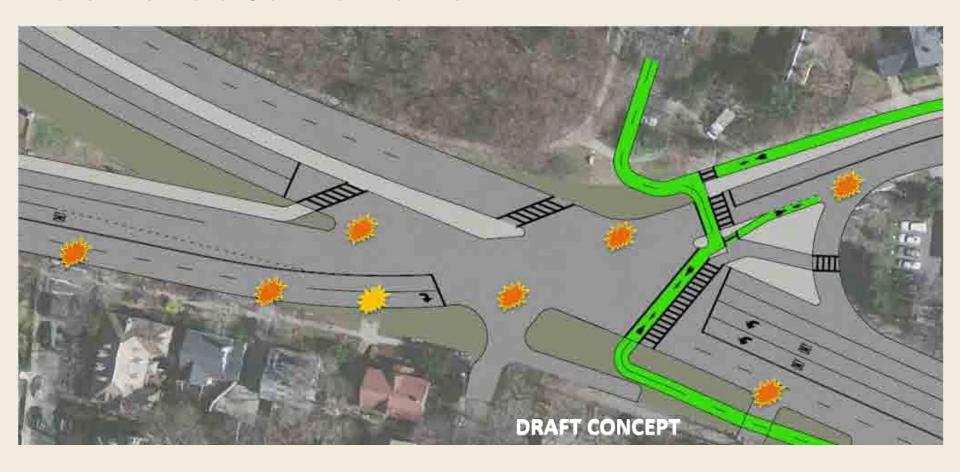
One vehicle high speed 8

Both vehicles low speed 0





Motor Vehicle Conflict Points





Both vehicles high speed 0

One vehicle high speed 7

Both vehicles low speed 1





Pedestrian Conflict Points





High speed crossing

Moderate speed crossing 1

Low speed crossing





Pedestrian Conflict Points





High speed crossing

Moderate speed crossing 0

Low speed crossing S





Bike-Pedestrian Conflict Points



Bike-Pedestrian Conflict Points 13

+ All sidewalks on Fresh Pond Parkway





Bike-Pedestrian Conflict Points





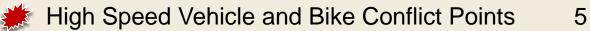
+ Sidewalks to the north on Fresh Pond Parkway





Bike-Vehicle Conflict Points





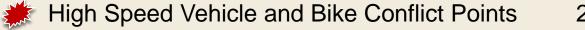
Low Speed Vehicle and Bike Conflict Points 6





Bike-Vehicle Conflict Points





Low Speed Vehicle and Bike Conflict Points





Crossing Distances





Crossing Distances





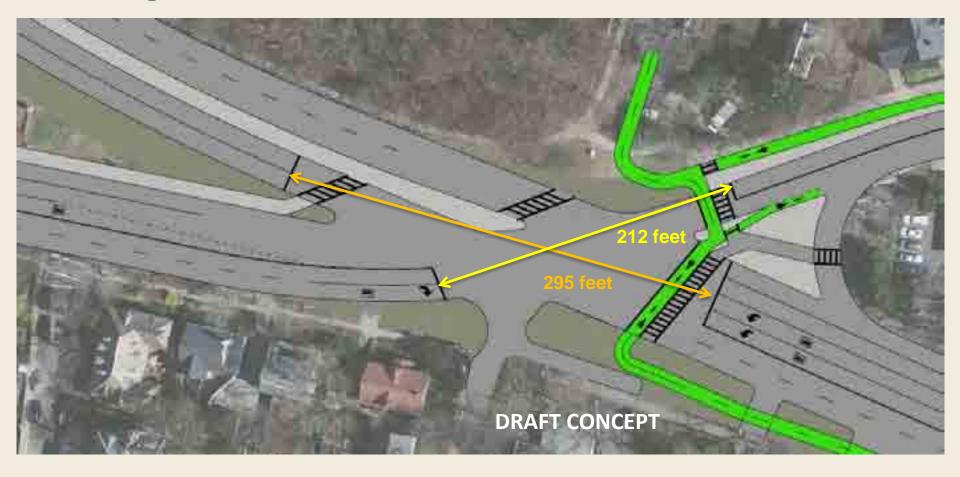


Stop Bar Distances





Crossing Distances

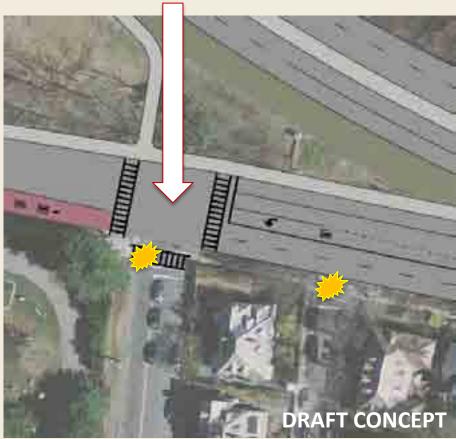




Coolidge Avenue Crossing

Opportunity for Speed Table



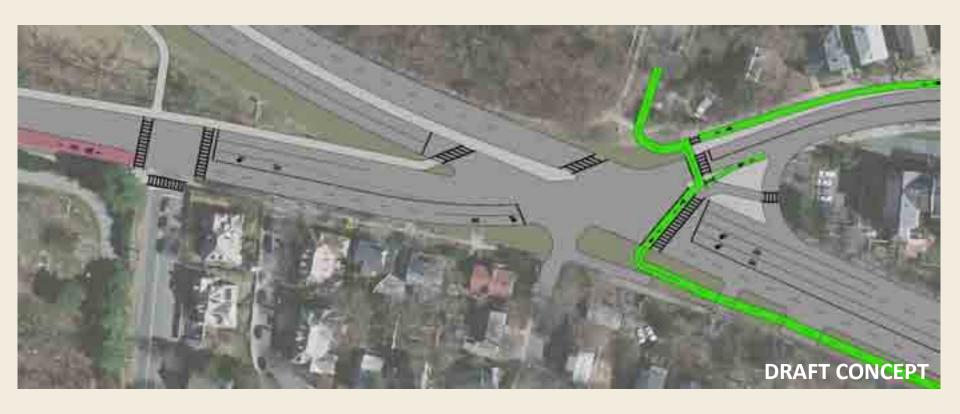






Goal # 1:

Calm traffic, provide clarity, reduce crashes and severity of crashes.







☐ Goal # 2:

Improve connectivity, air quality and expand mobility choices.

- a. Measuring people, not cars.
- b. Reducing transit delays.
- c. Improving safety, access, parking and comfort for bicycles.
- d. Maintaining mobility for motor vehicles.
- e. Improving safety, attractiveness, noise, and comfort for pedestrians and residents.

DRAFT CONCEPT



Stop Bar Distances







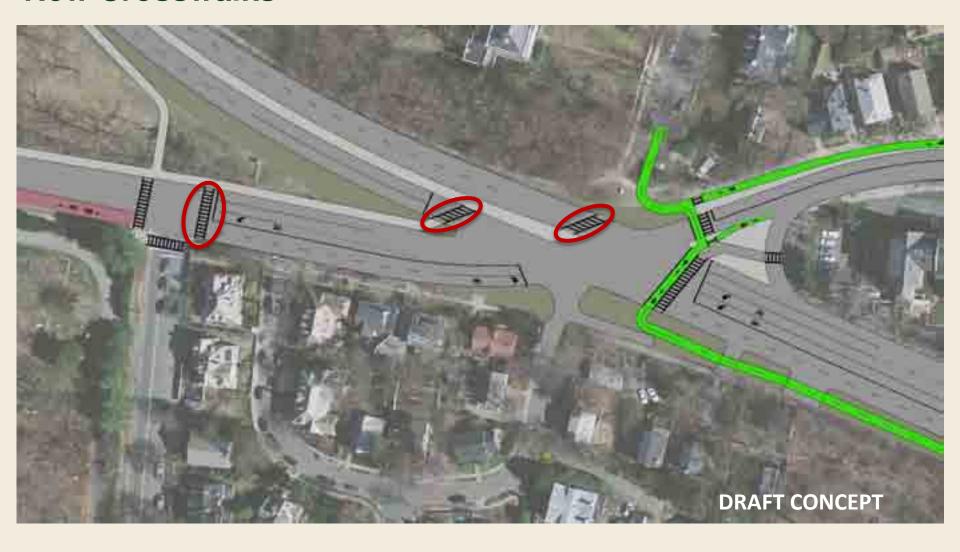
New bicycle connections







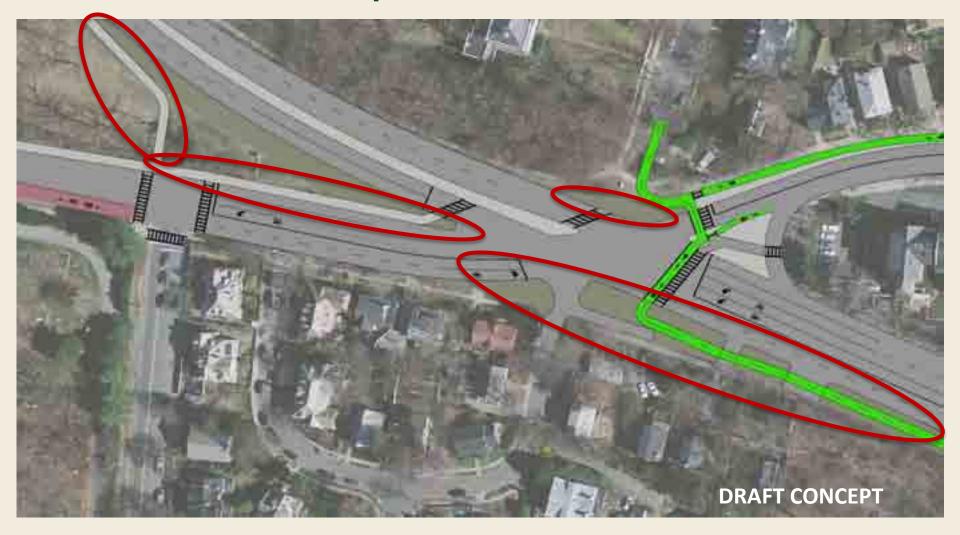
New Crosswalks







Sidewalk and buffer improvements







Reducing Transit Delay

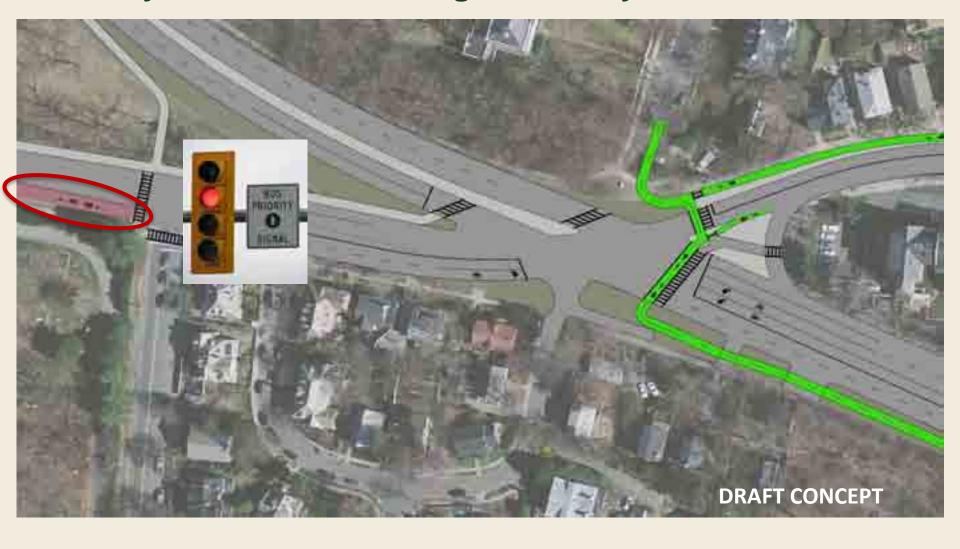
- Signals
 - Signal Retiming
 - Transit Signal Priority
 - Queue Jump
- Physical
 - Bus-only Lane
 - Queue Bypass
 - Relocate Bus Stops from Near-side to Far-side
- Transit
 - Schedule Adjustments
 - Multiple Door Boarding
 - Off-board Fare Collection







Bus-only lane and Transit Signal Priority







How it works

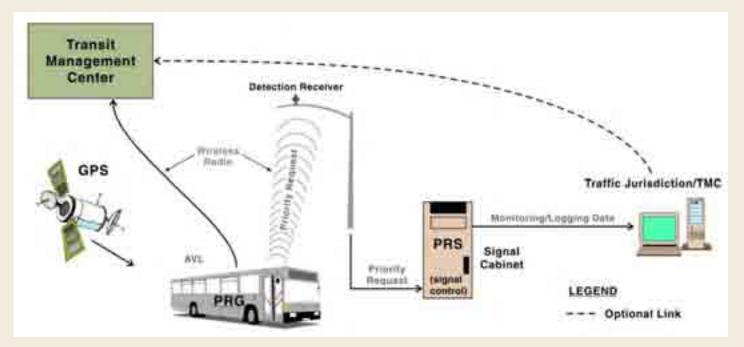
- Bus generates request
 - Conditional or unconditional
- Bus transmits request
 - Infrared, radio, wi-fi, or cellular
- Signal receives and processes request
- Signal reacts to request
 - Green extension, red truncation, or nothing







A Type of TSP Physical Architecture



Bus

- Priority Request Generator (PRG)
- Antenna Transmitter

Intersection

- Antenna Receiver
- Priority Request Server (PRS)
 - Processes TSP requests
- TSP Enabled Signal Controller







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DRAFT CONCEPT





Goal # 3:

Address cut-through traffic in the Larchwood, Huron Village, and Coolidge Hill Neighborhoods.







Goal # 4:
Offer short-term and long-term solutions.

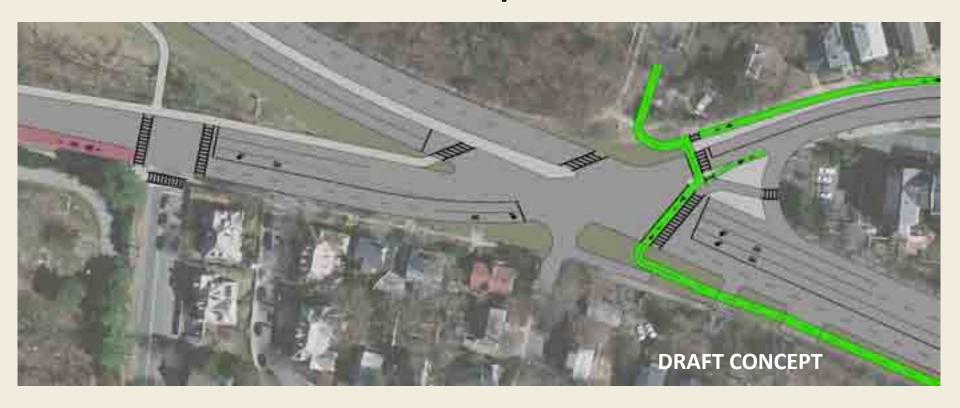






Goal # 5:

Acknowledge special uses by BB&N, Mt. Auburn Cemetery, Mt. Auburn Hospital, Shady Hill School, Tufts Health Plan and also police enforcement.





Shady Hill School crossing improvements





Opportunity for police enforcement?



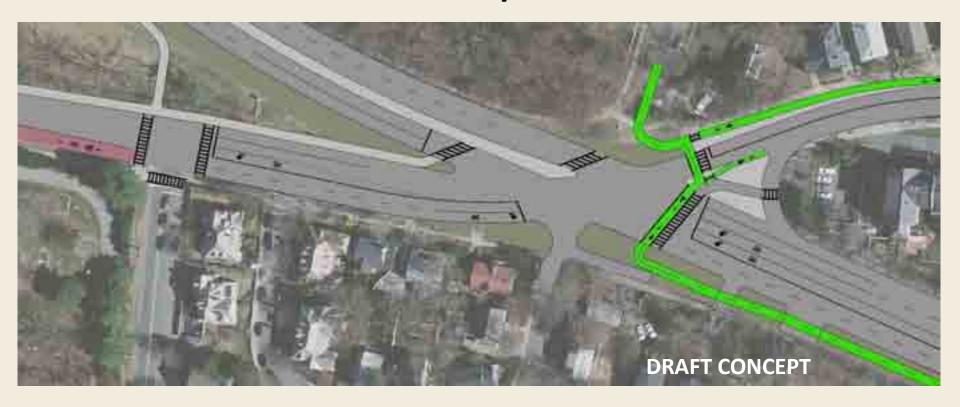






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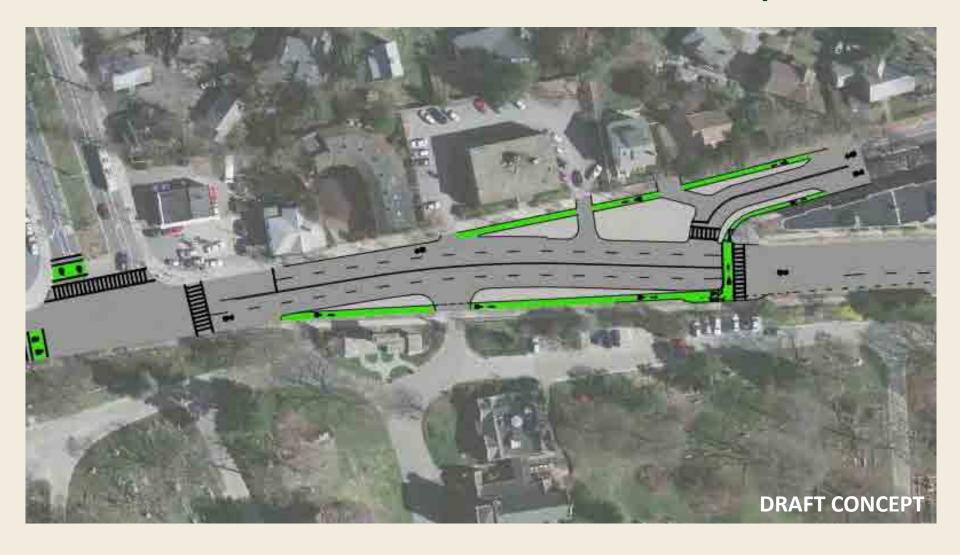


Mt Auburn Street at Brattle Street Today





Mt Auburn Street at Brattle Street DRAFT concept

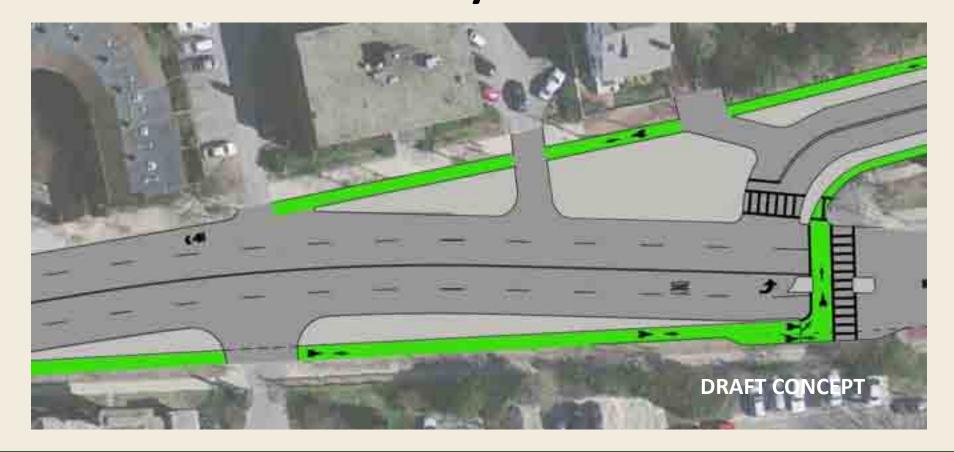






Goal # 1:

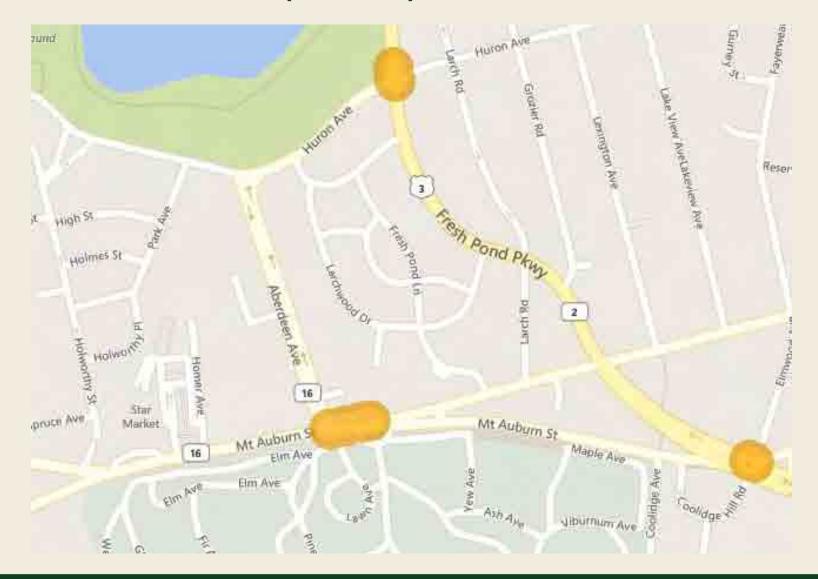
Calm traffic, provide clarity, reduce crashes and severity of crashes.







HSIP Crash Clusters (2011-13)







Motor Vehicle Conflict Points





Both vehicles high speed 5

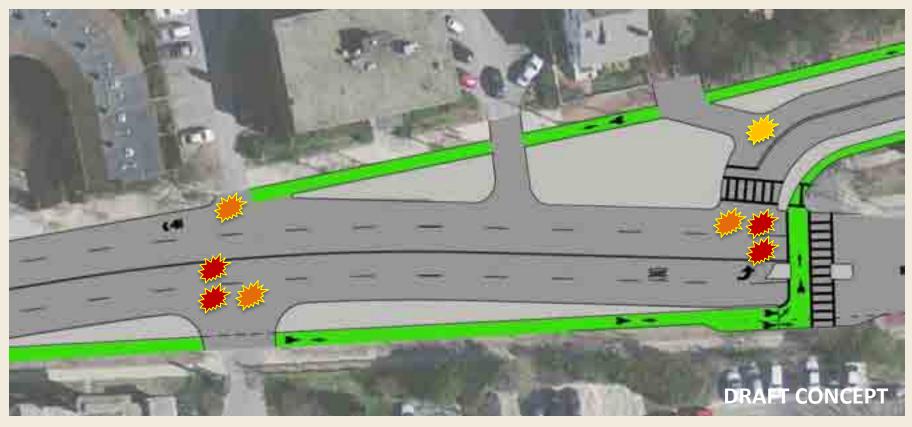
One vehicle high speed 3

Both vehicles low speed 0





Motor Vehicle Conflict Points





Both vehicles high speed

One vehicle high speed 3

Both vehicles low speed

New curves help calm traffic overall.





Pedestrian Conflict Points



High speed crossing 5Moderate speed crossing 1Low speed crossing 4





Pedestrian Conflict Points



High speed crossing 3Moderate speed crossing 1Low speed crossing 5

New curves help calm traffic overall.





Bike-Pedestrian Conflict Points





Bike-Pedestrian Conflict Points 12





Bike-Pedestrian Conflict Points

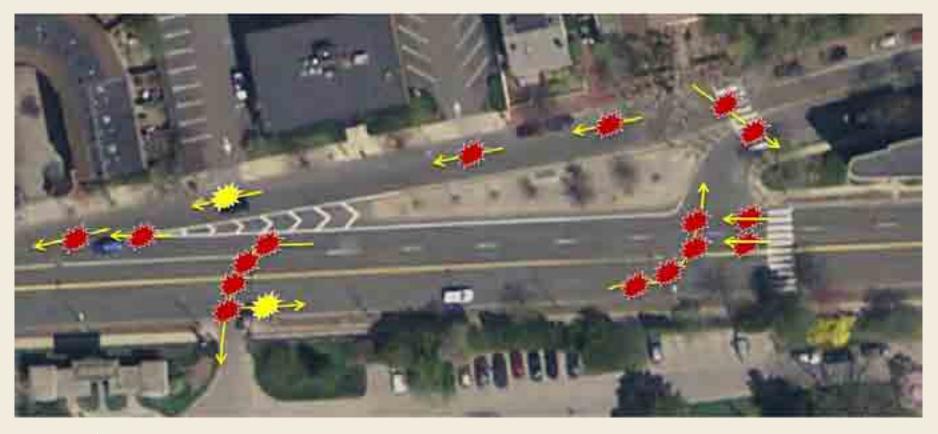




Bike-Pedestrian Conflict Points 8



Bike-Vehicle Conflict Points



High Speed Vehicle and Bike Conflict Points

16

Low Speed Vehicle and Bike Conflict Points





Bike-Vehicle Conflict Points



- High Speed Vehicle and Bike Conflict Points
- Low Speed Vehicle and Bike Conflict Points







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Calm traffic, provide clarity, reduce crashes and severity of crashes.







Goal # 2:

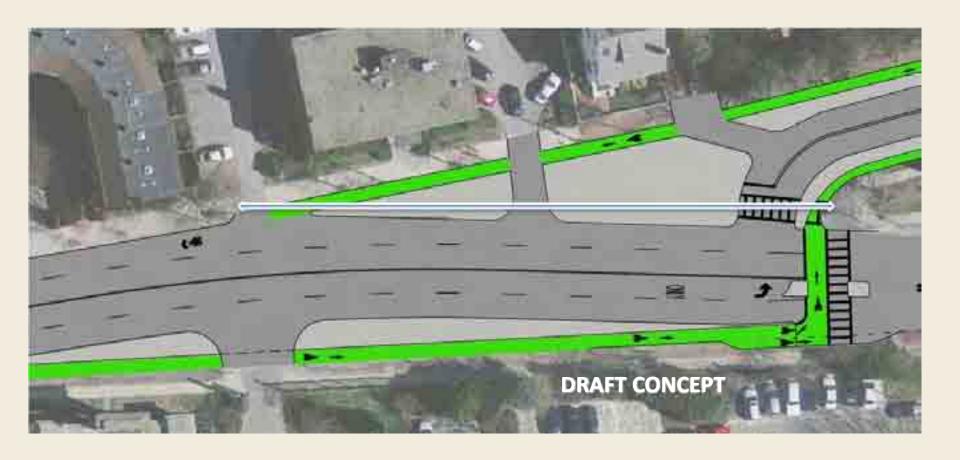
Improve connectivity, air quality and expand mobility choices.

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Pedestrian desire line now accommodated







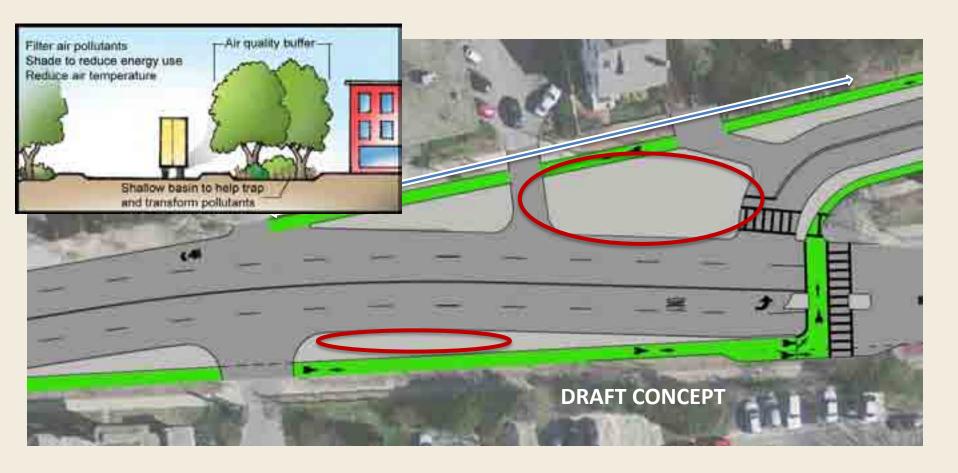
Bicycle and pedestrian safety and comfort improved







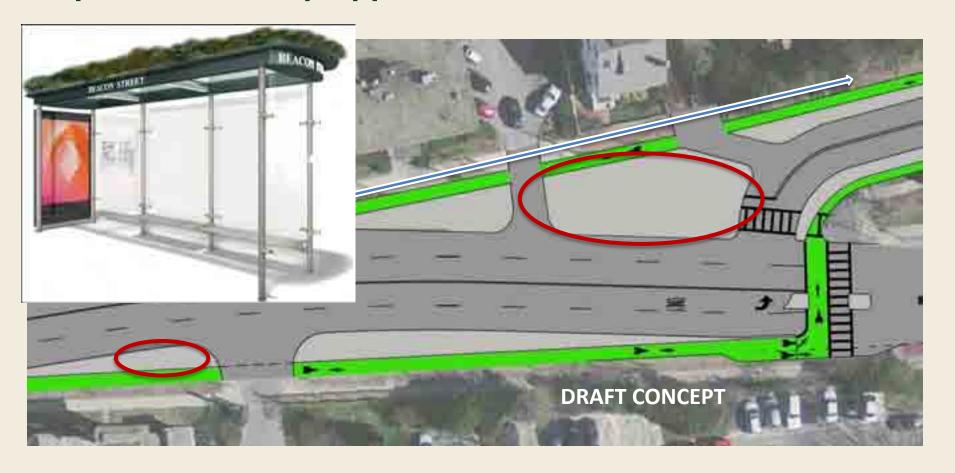
Noise/Air Quality buffer opportunities for bikes and pedestrians







Improved bus stop opportunities?









Goal # 2:

Improve connectivity, air quality and expand mobility choices.









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Improve connectivity, air quality and expand mobility choices.

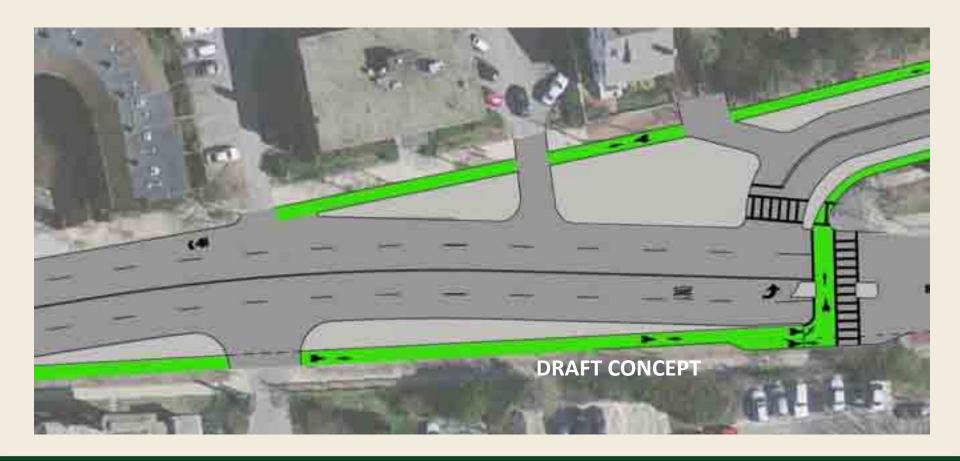
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Goal # 4: Offer short-term and long-term solutions.



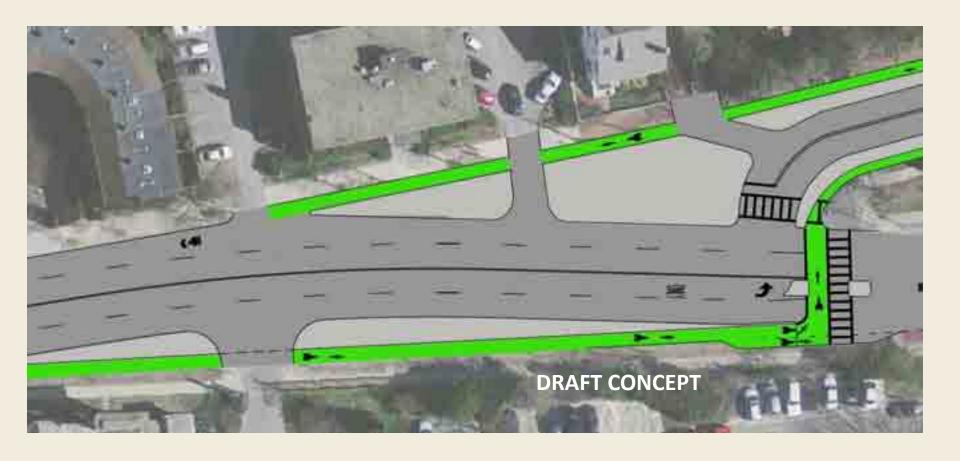
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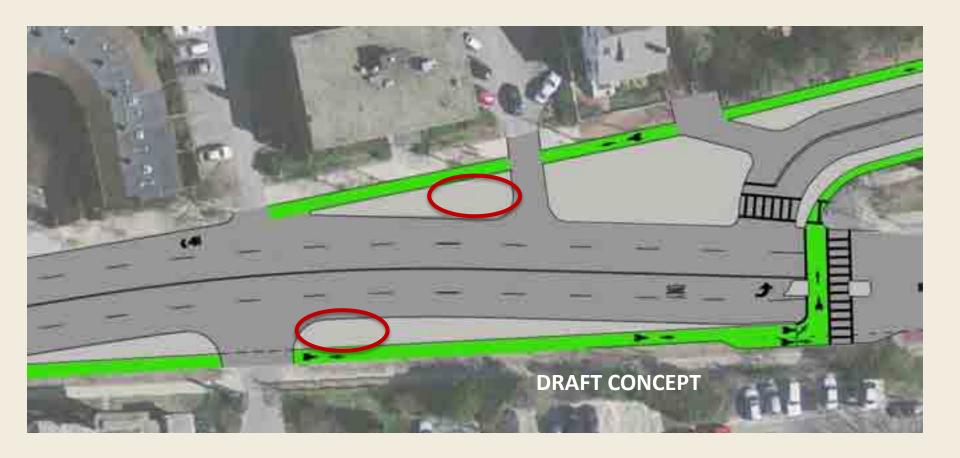
Slower traffic for funeral processions







Opportunities for police enforcement?









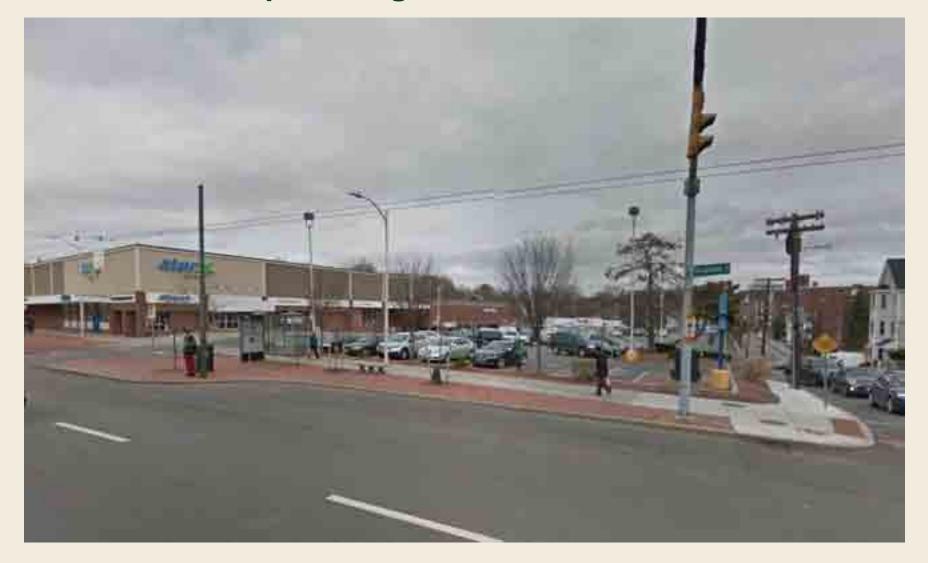
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Acknowledge special uses by BB&N, <u>Mt. Auburn</u> <u>Cemetery</u>, Mt. Auburn Hospital, Shady Hill School, Tufts Health Plan and also <u>police enforcement</u>.



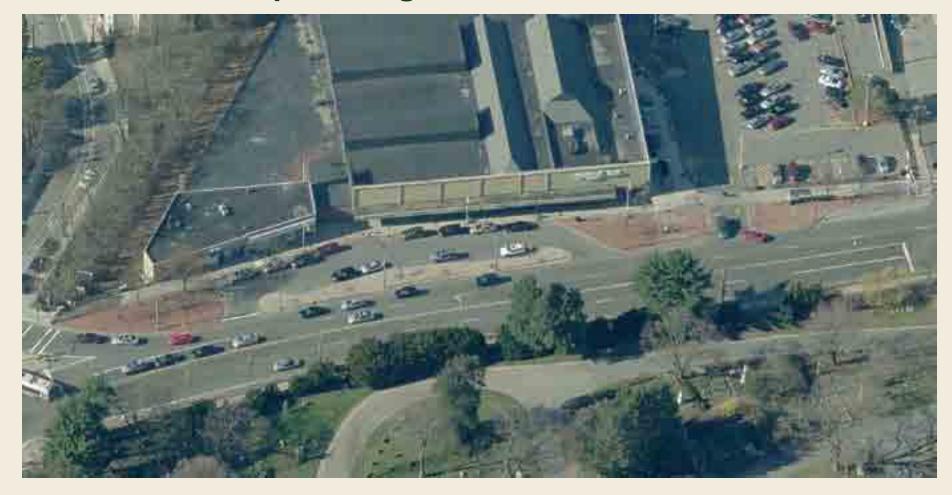








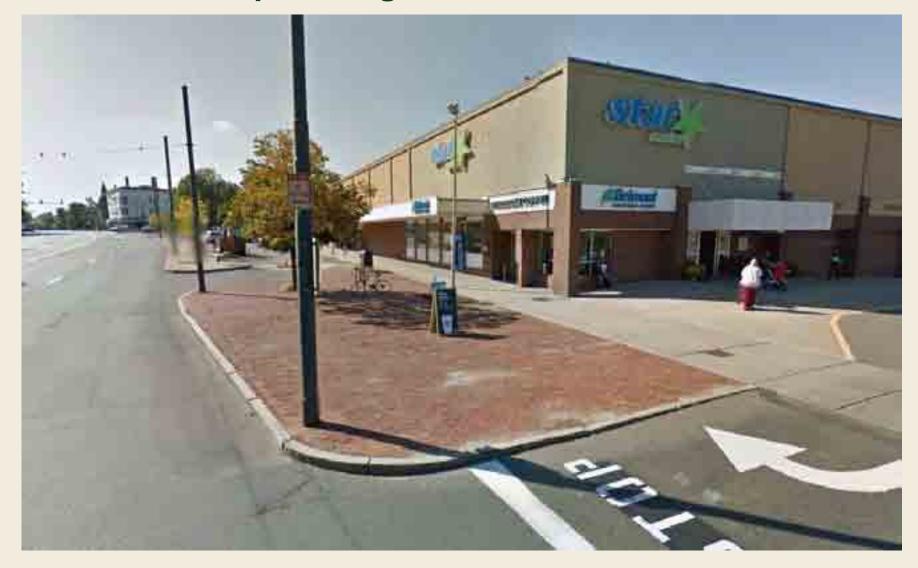












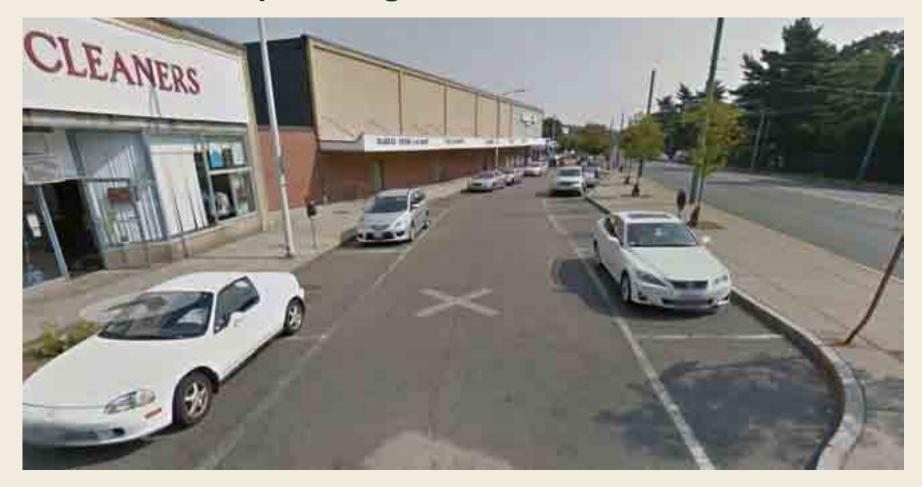




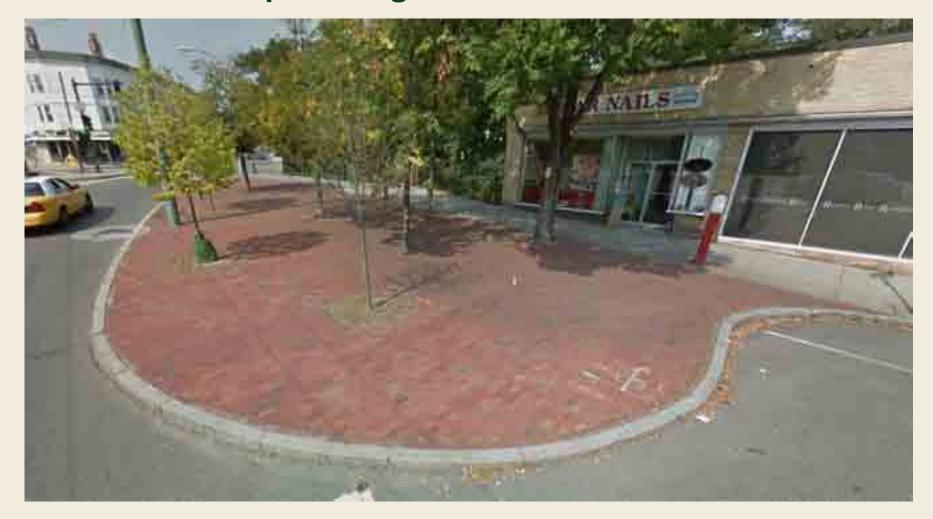
















- Possible Goals:
 - Gateway to Strawberry Hill
 Neighborhood
 - Social Activity
 - Bring more customers to local businesses
 - Create a new open space







Next Steps

- Next Stakeholder Meeting: August 18
- Initial Conditions Report August
- Next Public Meeting October
 - Discussion of proposed long and short term improvements







For More Information:

- Project Website: www.mass.gov/dcr/mt-auburn-corridor-study
- If you have comments or suggestions on this project:
 - Submit online at: http://www.mass.gov/eea/agencies/dcr/publicoutreach/submit-public-comments/
 - Write: Department of Conservation and Recreation, Office of Public Outreach, 251 Causeway Street, Suite 600, Boston, MA 02114
 - Deadline (pertaining to this meeting): Thursday, 7/31/16
 - Note: Public comments submitted to DCR may be posted on the DCR website in their entirety.
- If you have questions, please email: MaryCatherine.McLean@massmail.state.ma.us

