

Mount Auburn Street Corridor Study



December 13, 2017 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 commonwealth of natural, cultural, and recreational resources for the well-being of all.





Agenda

- Welcome Back!
- **Quick Process Review**
- Short-Term Project (2018)
 - Pedestrian, Bicycle, Bus, and Traffic Performance
- **Next Steps**
 - Construction
 - Long-Term Design (5-10 years)
 - Draft Final Report



Quick Process Review





Draft Report – Mount Auburn Corridor Study





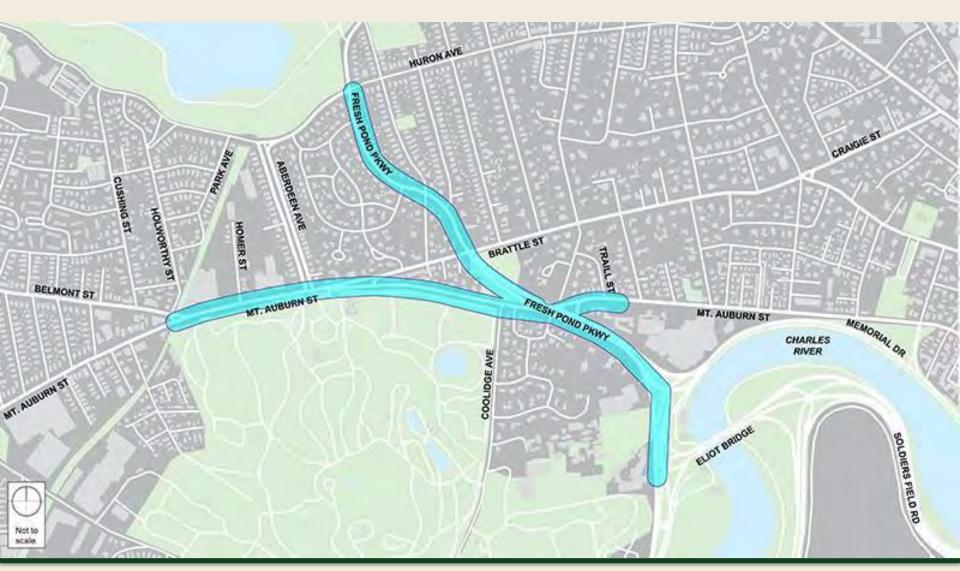
Mount Auburn Street Corridor Study Draft Report | October 2017

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Bicycle Conditions.	
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Defining the Problems and Establishing Shared Goals	
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Project Area – Mount Auburn Corridor Study



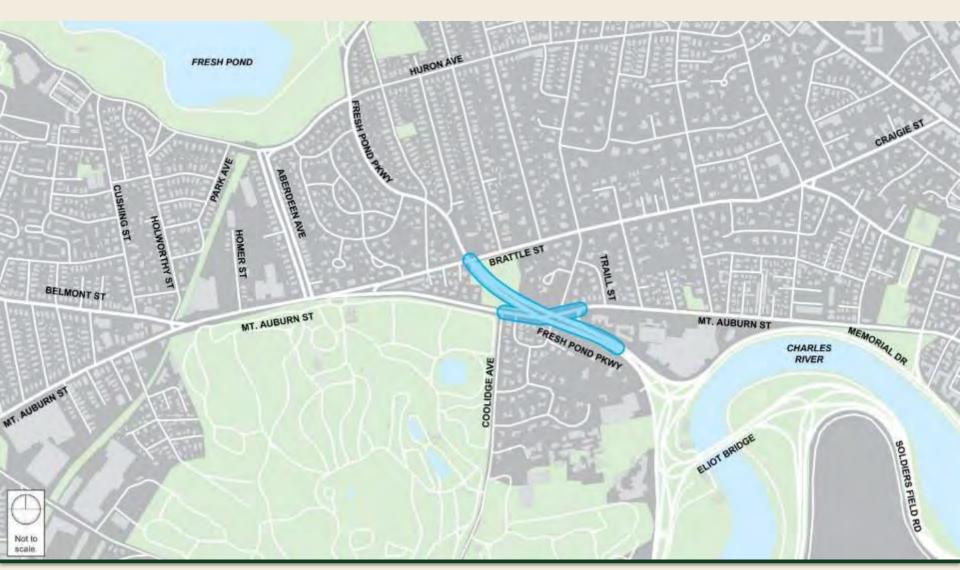


Project Area – DCR Short-Term Design





Project Area – DCR Long-Term Design





Community Engagement Overview

- Public Meetings: allow the public at large an opportunity to voice their ideas and concerns as the study progresses
- Stakeholder Group: meeting monthly to advise DCR on neighborhood's goals and desires.
- Wikimap: a means for feedback from folks that can't attend meetings
- DCR balances your input with:
 - Environmental Review
 - Historic status
 - Funding Requirements
 - Regional Needs





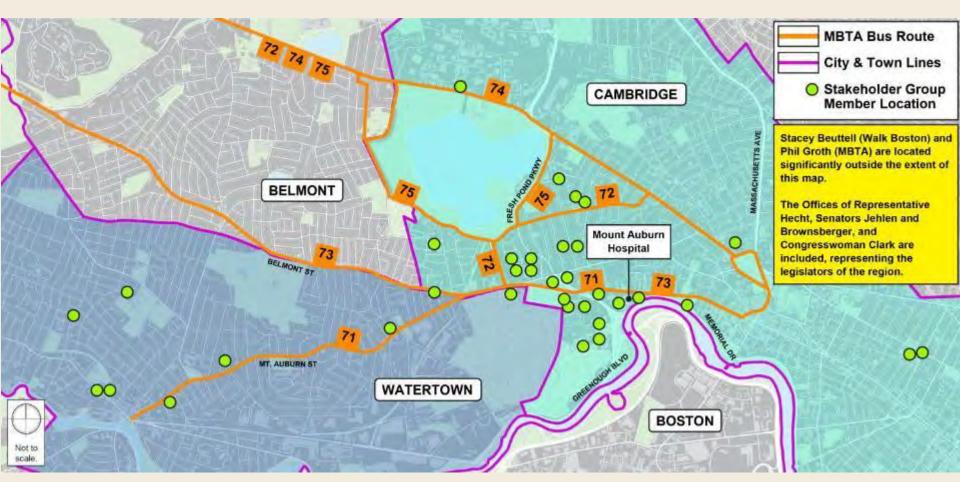


April: Review of Previous Planning Work

DCR Parkway Study (Now)	DCR Charles River Connectivity Study (2014)	DCR Lowell Memorial Park Cultural Landscape Report (2014)	MBTA Focus 40 (Now)	MBTA Key Bus Route Improvement Program (2013)
Envision Cambridge (Now)	Cambridge Transit Strategic Plan (Interim 2014 & Now)	Cambridge Bicycle Plan (2015)	Cambridge Riverfront Plan (2011)	Cambridge Pedestrian Plan (2000)
West Cambridge Neighborhood Study (2007)	Strawberry Hill Neighborhood Plan (2007)	Watertown Comprehensive Plan (2013)	Watertown Bicycle Transportation Plan (2003)	



April- May: Stakeholder Group Forms



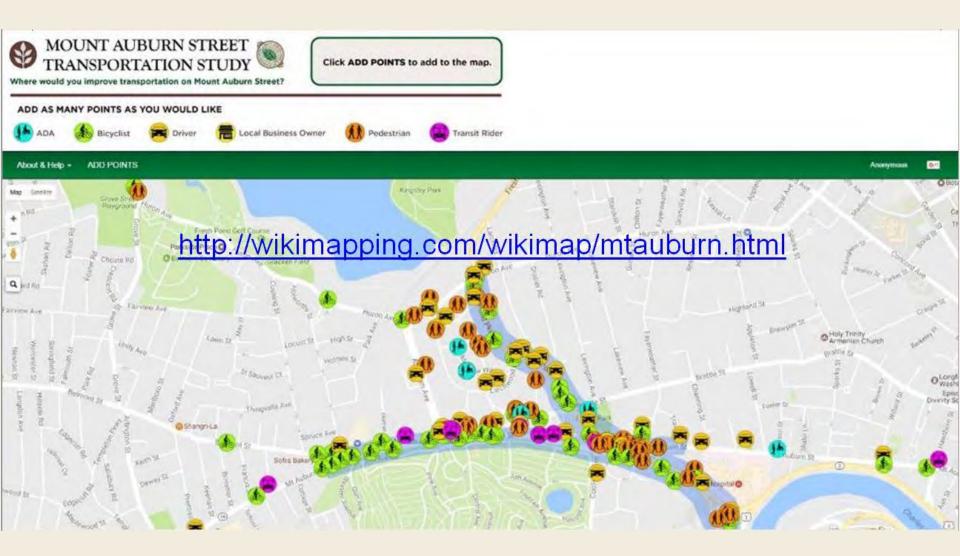
"To ensure that our Stakeholder Group is truly representative of the community, we would be pleased if you would share with us one group or individual that you believe it would be wise to include in this body" – Stakeholder Group Invitation (April 4, 2016)





Name	Affiliation	Name	Affiliation
Joe Barr	City of Cambridge	Patricia Jehlen	Senator
Joanne Bauer	Coolidge Hill	Angeline Kounelis	Watertown Town Council
Stacey Beuttell	Walk Boston	Joe Levendusky	Watertown Public Transit Taskforce
Alexis Belakovskiy	457 Mount Auburn Resident	Melissa McGaughey	Larchwood
Elizabeth Bierer	Cambridge Plant and Garden Club	Maureen Nunez	Shady Hill School
Wade Blackman	Office of Congresswoman Clark	Kelsey Perkins	Office of Congresswoman Clark
Doug Brown	Watertown Greenway Project, Fresh Pond Residents Alliance	Mark Peterson	Watertown Public Transit Taskforce
William Brownsberger	Senator	Helene Quinn	The Cambridge Homes
Jane Carroll	Mount Auburn Cemetery	Katherine Rafferty	Mount Auburn Hospital
Nina Coslov	Larchwood	Megan Ramey	Livable Streets Alliance, Cambridge Bicycle Committee
Ethan Davis	Watertown Bike & Ped Committee	Ron Reppucci	Tufts Health Plan
Bill Deignan	City of Cambridge	Gabriella Romanow	Charles River Conservancy
Jan Devereux	Cambridge City Council	Ann Roosevelt	Larchwood
Aaron Dushku	Watertown Town Council	Amory Rowe Salem	Shady Hill Parents' Council
Xander Dyer	Coolidge Hill	Gideon Schreiber	Town of Watertown
Jill Forney	Coolidge Hill	Matthew Shuman	Town of Watertown
Arcady Goldmints-Orlov	Transit Matters	Martha Stearns	Cambridge Plant and Garden Club
Janice Gould	BB&N Parents Committee	William Stone	The Cambridge Homes
Phil Groth	MBTA	Arthur Strang	Cambridge Transit Committee
Matthew Hartman	Office of Sen. Jehlen	Bill Warner	Larchwood
Jonathan Hecht	Representative	Tim Whyte	Shady Hill School

May - June: Wikimap Open (May 5 through June 23)



Community Engagement Overview

April 14, 2016	Site Walk
May 5, 2016	Stakeholder Group
June 1, 2016	Public
June 23, 2016	Stakeholder Group
July 21, 2016	Stakeholder Group
August 18, 2016	Stakeholder Group
September 15, 2016	Stakeholder Group
November 1, 2016	Stakeholder Group
November 14, 2016	Public
January 10, 2017	Stakeholder Group
January 18, 2017	Site Walk Reunion
January 31, 2017	Public

- Public Meetings Advertised
 2 weeks prior to each public meeting:
 - Watertown TAB
 - Belmont Citizen-Herald
 - Cambridge Chronicle
- Emails and Flyers went to stakeholders to let their communities know about the public meetings.





Shared Goals (Approved by Stakeholders June 23)

- 1. Calm traffic, provide clarity, reduce crashes and severity of crashes
- 2. Improve connectivity, air quality and expand mobility choices by:
 - 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
- 3. Address cut-through traffic in the Larchwood, Huron Village, and Coolidge Hill Neighborhoods
- 4. Offer short-term and long-term solutions
- 5. Acknowledge enforcement and special uses by BB&N, Mount Auburn Cemetery, Mount Auburn, Shady Hill, and Tufts Health Plan





Shared Values (Approved by Stakeholders June 23)

Equity

Design for everyone's needs, including the disadvantaged

Flexibility

- Designs responsive to:
 - Peak and off-peak
 - School pick up and drop off
 - Funeral processions
 - Emergency vehicle access

Balance

Try to balance goals that may conflict





Draft Report – Mount Auburn Corridor Study





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Draft Final Report Released

- Project Website: www.mass.gov/dcr/mt-auburn-corridor-study
- **Comments on Draft Final Report:**
 - Submit online at: https://www.mass.gov/forms/dcr-public-comments
 - Write: Department of Conservation and Recreation, Office of Public Outreach, 251 Causeway Street, Suite 600, Boston, MA 02114
 - Comment Deadline: January 5, 2017
 - Note: Public comments submitted to DCR may be posted on the DCR website in their entirety, and no information, including personal information, will be redacted.







Short-Term Design (2018)





Project Area – DCR Short-Term Design



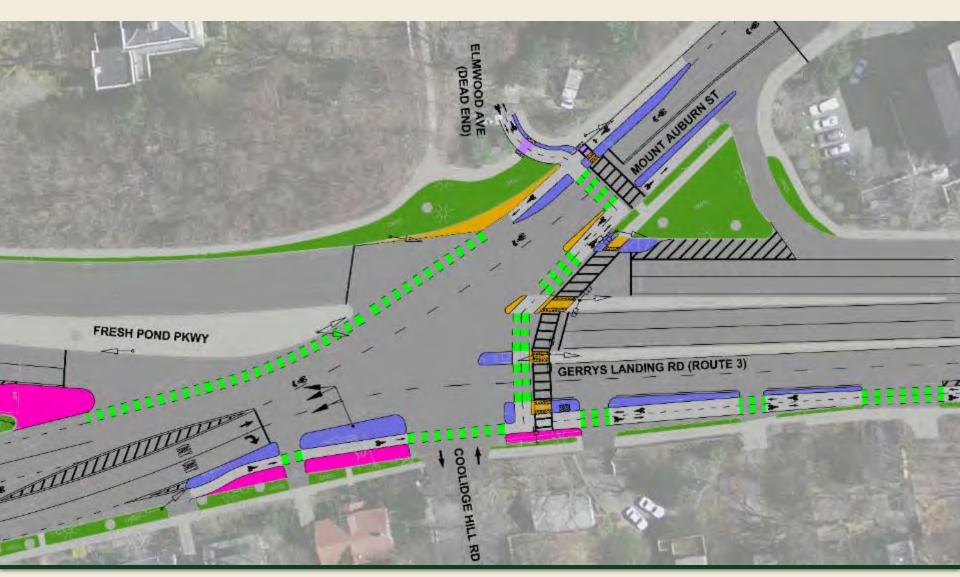


Short-Term Concept





Short-Term <u>Design</u>

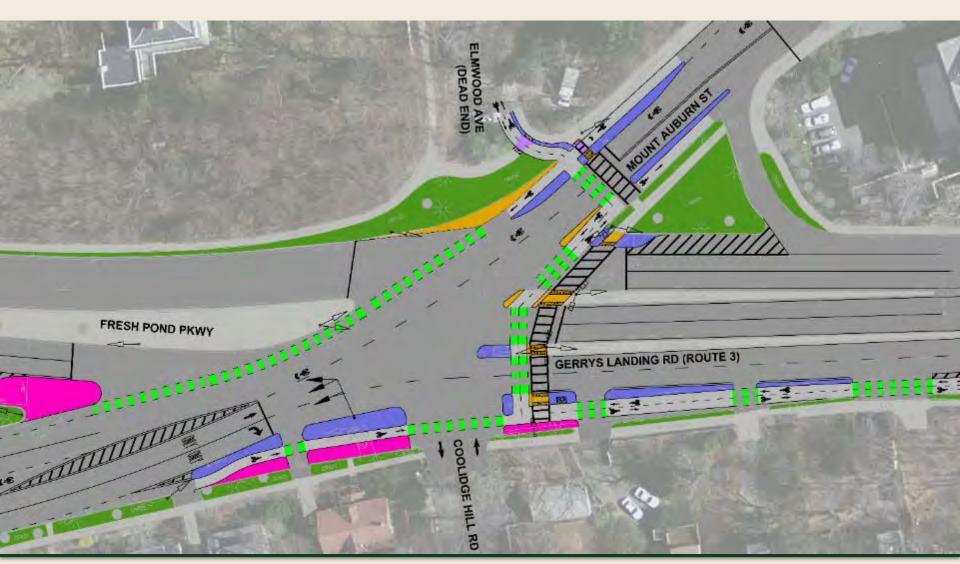


Short-Term Design Overview





Short-Term Design – Mount Auburn & Fresh Pond Parkway



Short-Term Design – Gerrys Landing Road





Short-Term Design – Crossing to Charles River



Key Improvements in Short-Term

- Safer and faster pedestrian crossings
- Improves eastbound traffic flow in AM peak hour
- Bike path from Old Cambridge Historic District to Charles River
- Safer crossings for Mount Auburn bicycle traffic
- Allows for bus priority treatments while improving eastbound traffic flow for all



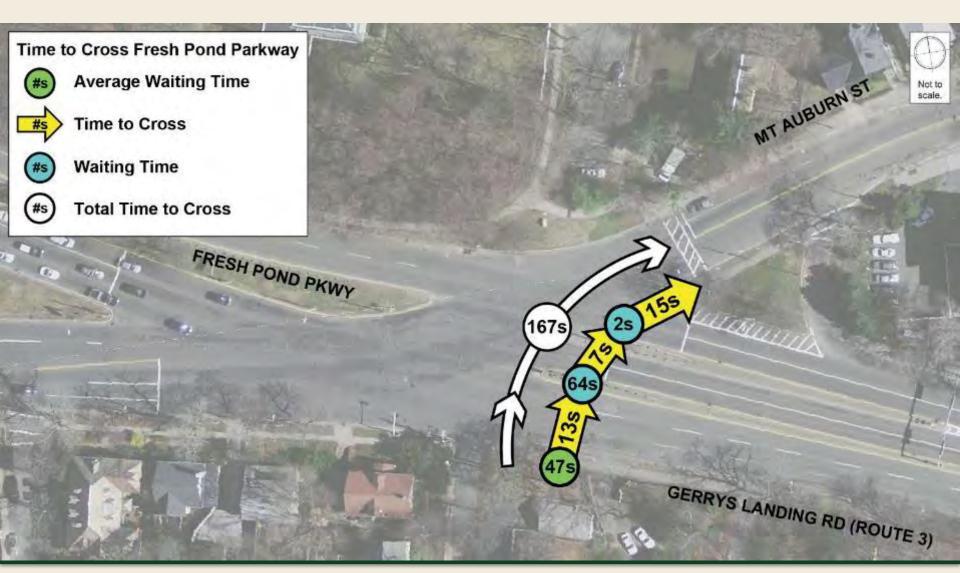


Pedestrian Improvements





Existing Pedestrian Crossing Time – Eastbound





Short-Term Option A – Eastbound Two-Stage Crossing



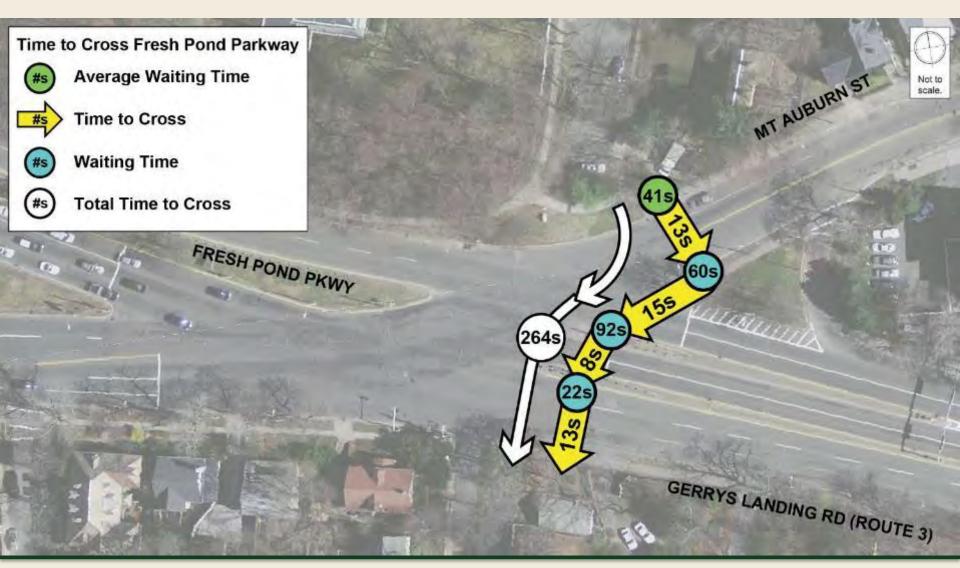


Short-Term Option B – Eastbound Three-Stage Crossing



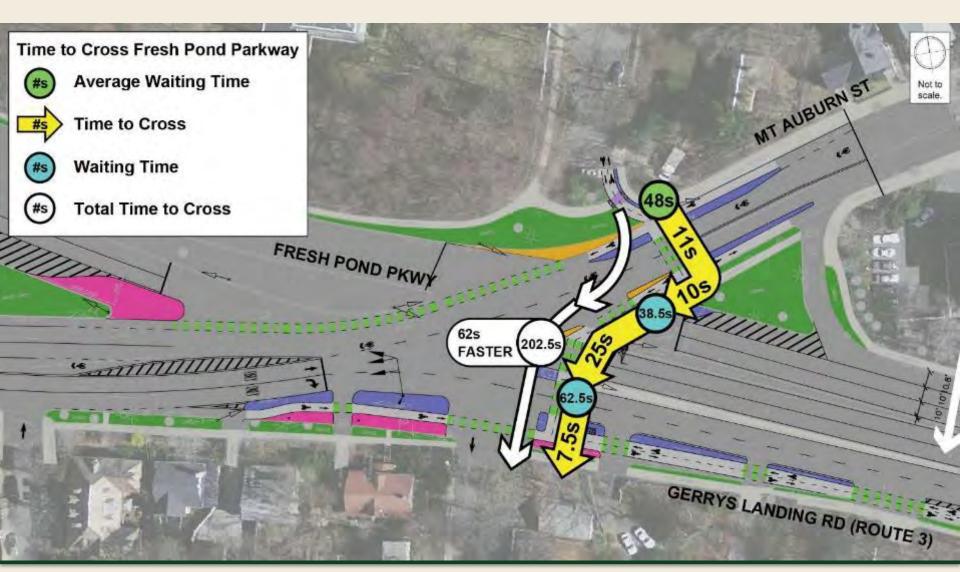


Existing Westbound Crossing



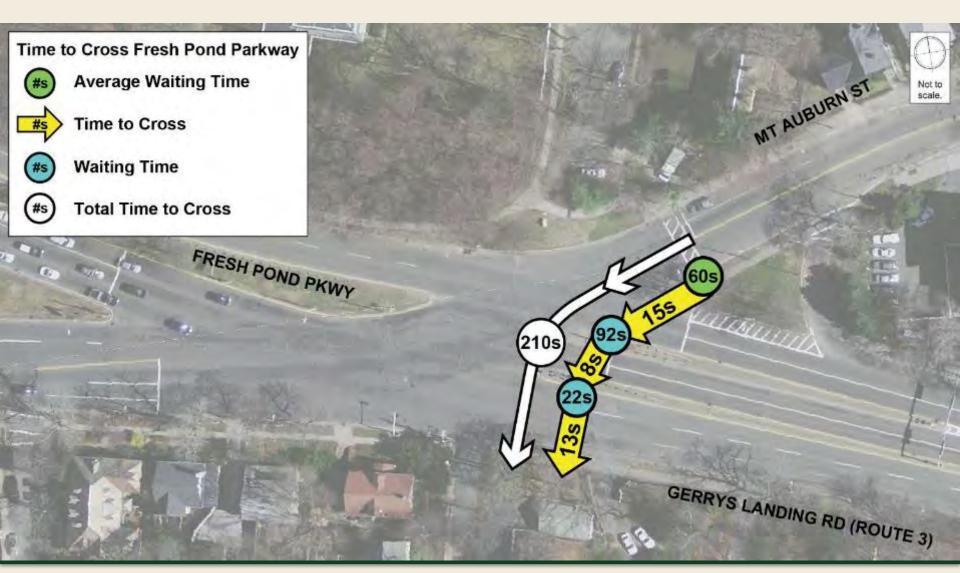


Proposed Westbound Crossing (from North Side)





Existing Westbound Crossing (from South Side)





Proposed Westbound Crossing (from South Side)







Bicycle Improvements



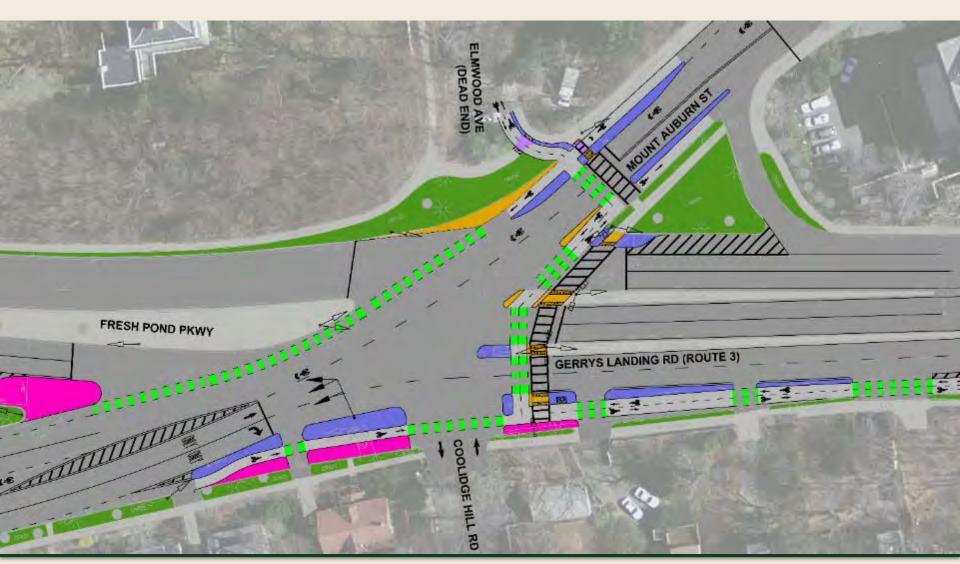


Existing

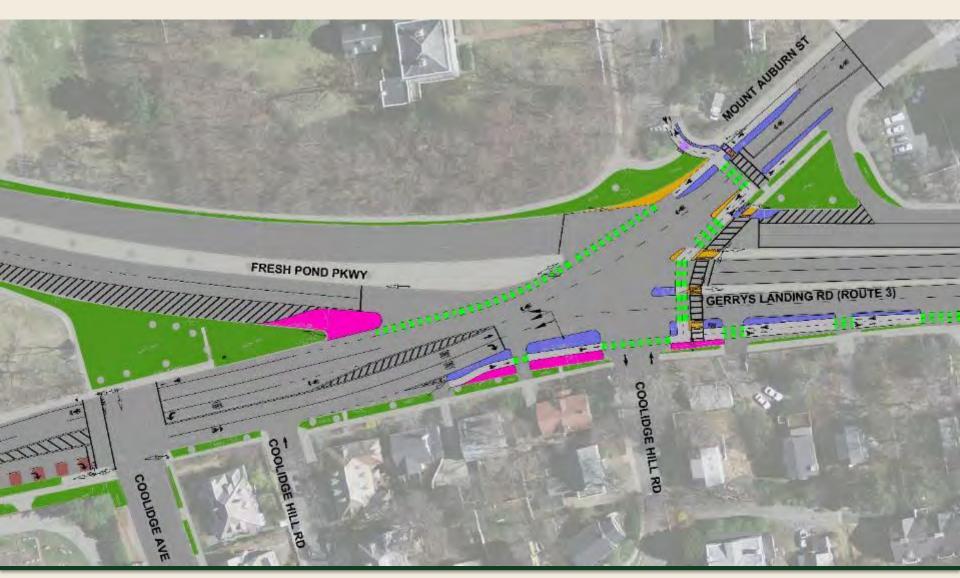




Short-Term Design – Mount Auburn & Fresh Pond Parkway



Short-Term Design – Elmwood Connection





Example of a Protected Intersection/Corner



Randolph & Dearborn, Chicago, IL



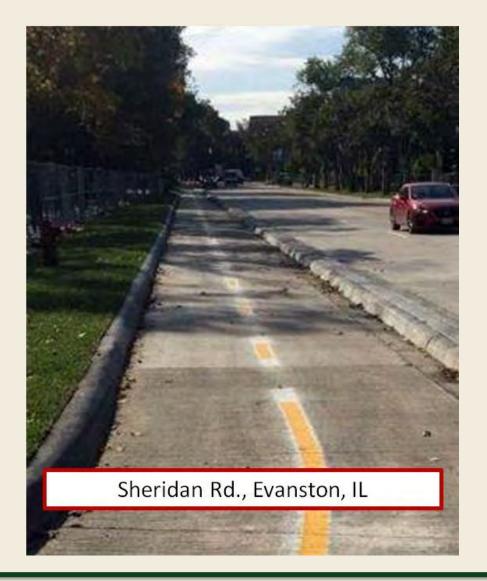


Short-Term Design – Gerrys Landing Road





Examples of Two-Way Bike Lanes









Short-Term Design – Crossing to Charles River





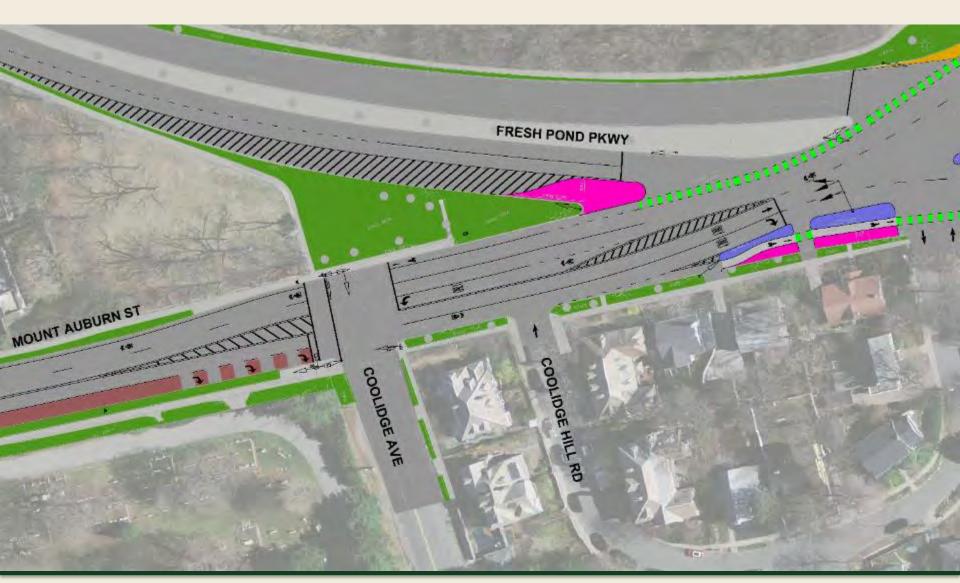


Bus Improvements

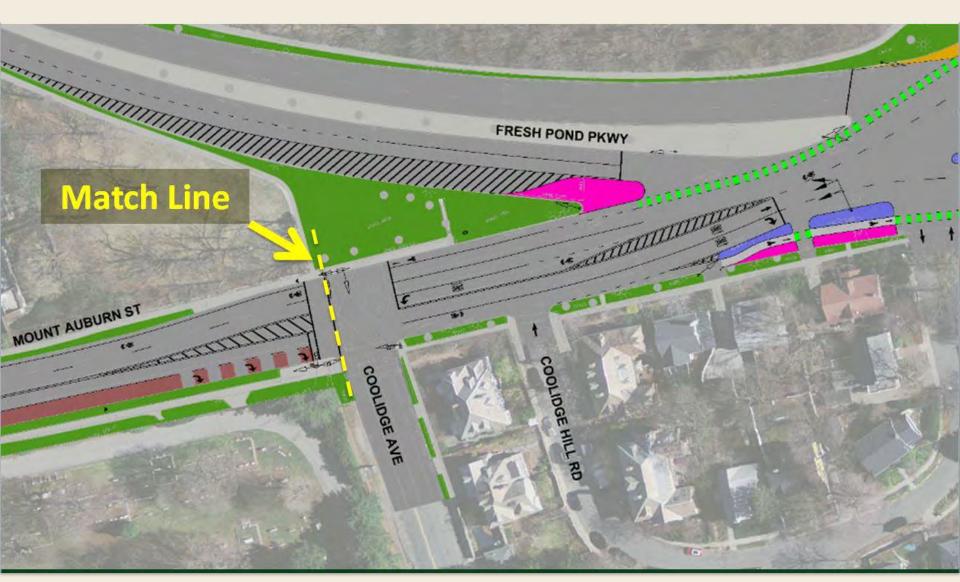




Where Cambridge and DCR Short-Term Meet



Where Cambridge and DCR Short-Term Meet



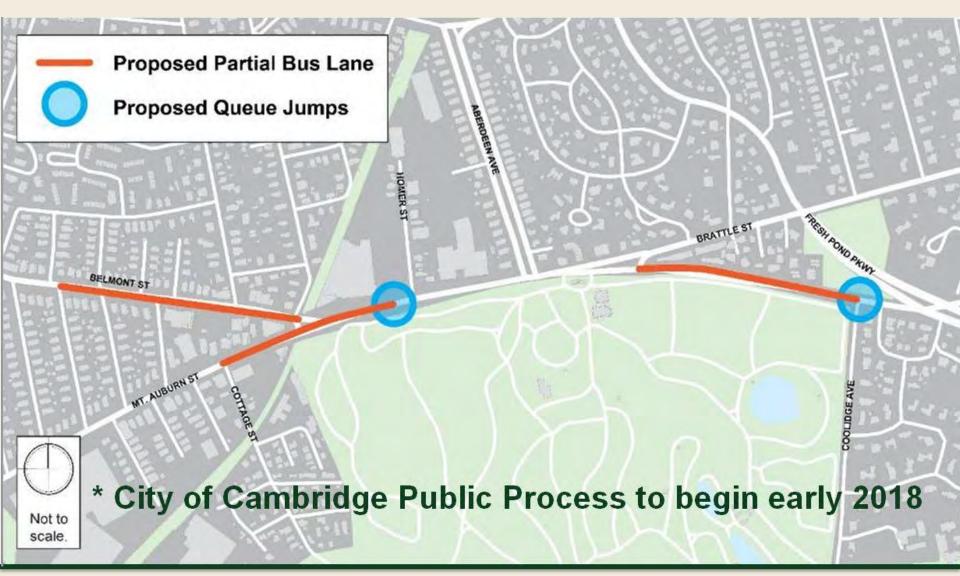


Project Area – DCR Short-Term Design





Proposed Bus Lanes



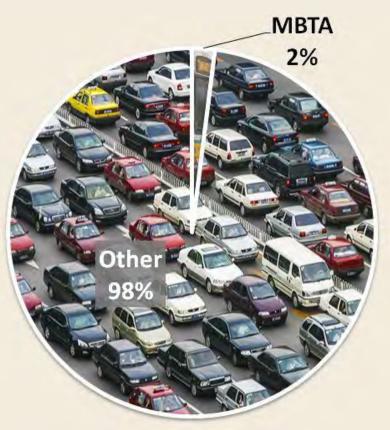
Belmont St. to Homer Ave. (AM Peak)





Belmont St. to Homer Ave. (AM Peak)

Vehicles People





Riding 925, 44%



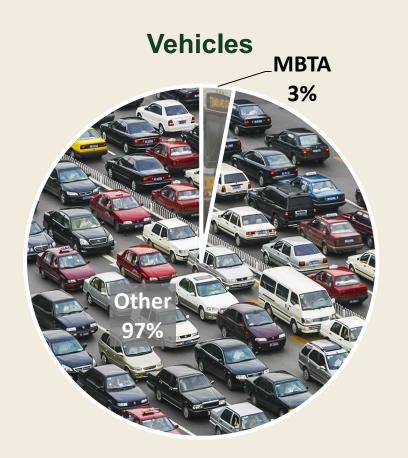




Brattle St. to Coolidge Ave. (AM Peak)



Brattle St. to Coolidge Ave. (AM Peak)



People

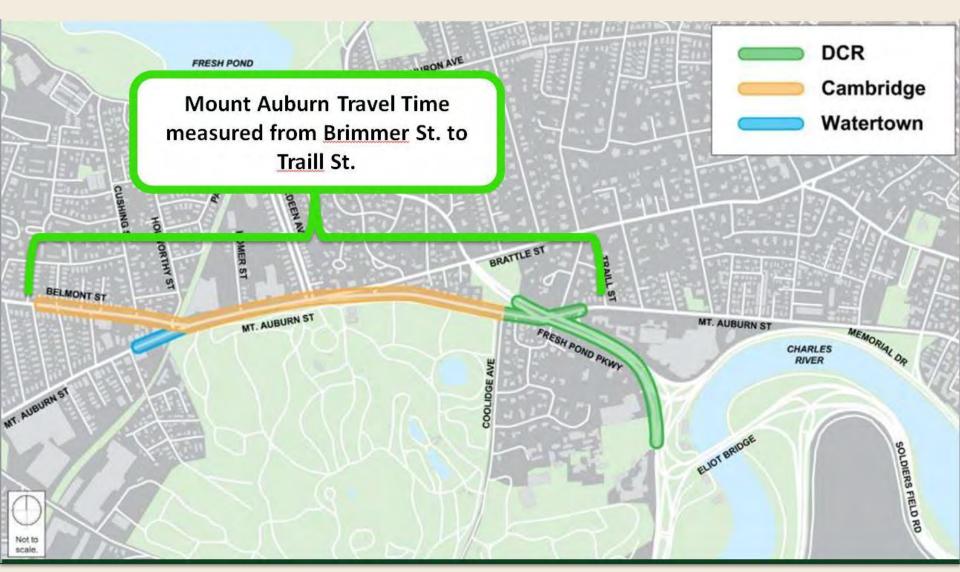






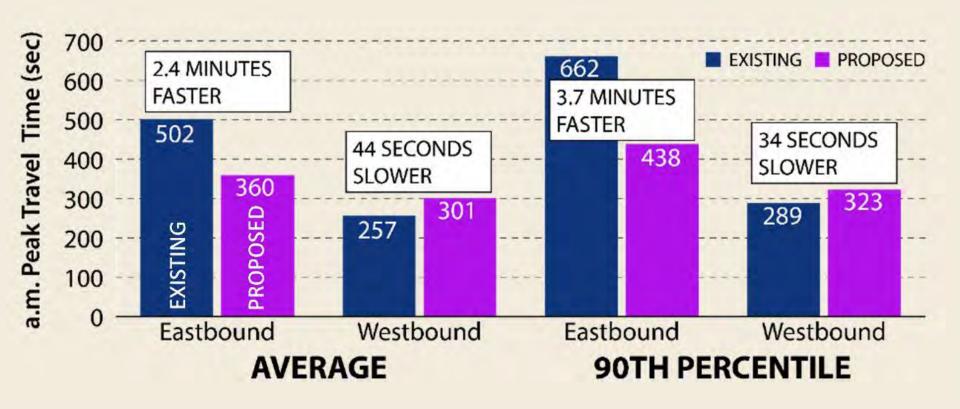


Mount Auburn Travel Time Measure





Bus (AM Peak) – Passenger Time Savings

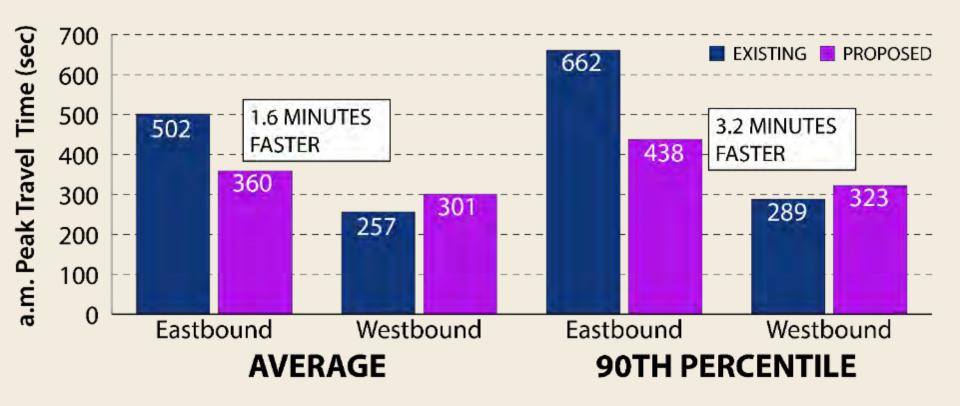


Mount Auburn Street (Brimmer St. to Traill St.)





Bus (AM Peak) – Round Trip Travel Time Savings

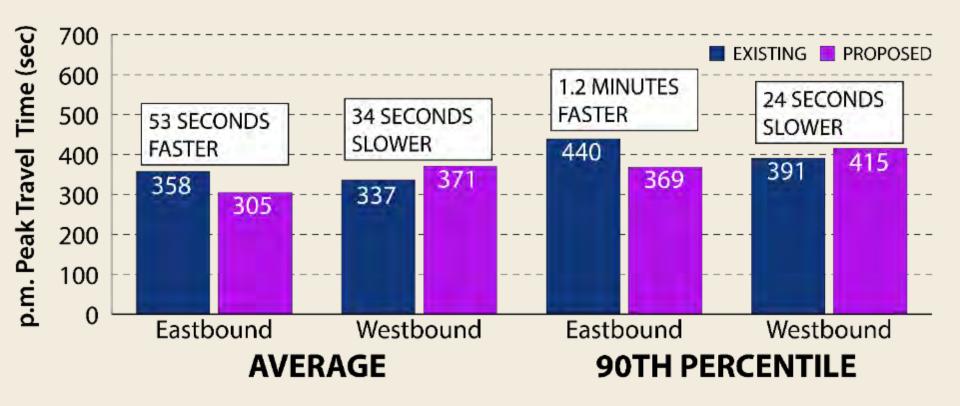


Mount Auburn Street (Brimmer St. to Traill St.)





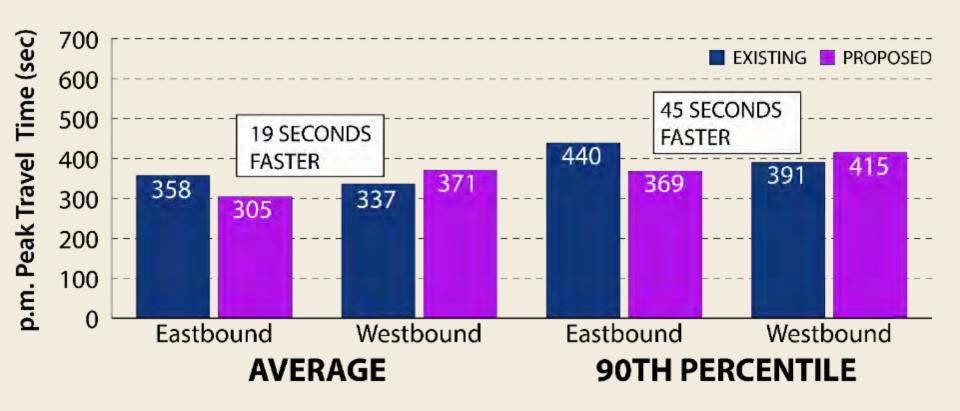
Bus (PM Peak) – Passenger Travel Time Savings



Mount Auburn Street (Brimmer St. to Traill St.)



Bus (PM Peak) – Round Trip Travel Time Savings



Mount Auburn Street (Brimmer St. to Traill St.)





Transit Improvements: Benefits for Passengers

- Faster
- More reliable
- Potential for 9 percent increase in frequency at a.m. peak
- Less "bunching"
- Less crowding





Transit Improvements: Benefits for Car Commuters

- Estimated 5-8 percent increase in bus ridership possible
- Fewer cars on the road





Cambridge/Watertown BRT Pilot Grant Awarded!

- Barr Foundation, Marion Institute, ITDP funded grant includes:
 - Technical, planning, and outreach support to plan and pilot bus priority
 - \$100,000 for pilot materials
- Piloting bus priority for the 71/73
 - Bus lane concept will be refined by Cambridge and Watertown
 - No parking impacts on Mt. Auburn
 - Will also include bicycle lanes where possible without construction
- Will be evaluated before any longer term work is done
- Additional public outreach: late winter early spring 2018



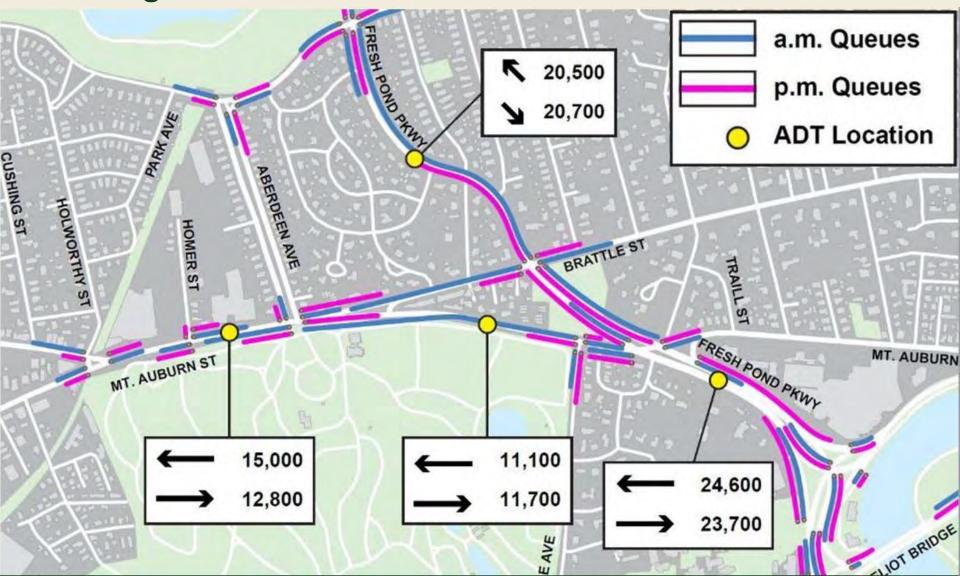


Maintain Traffic Flow

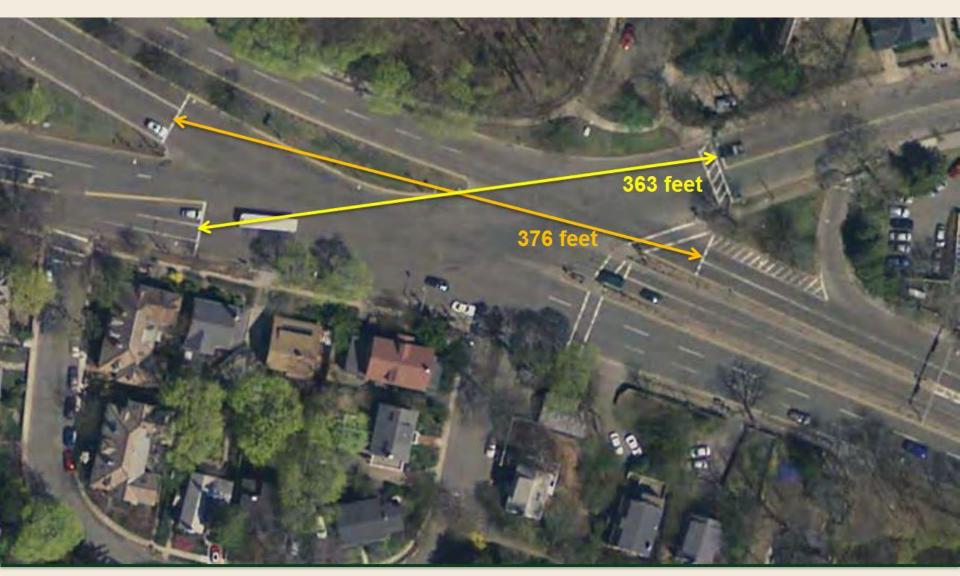




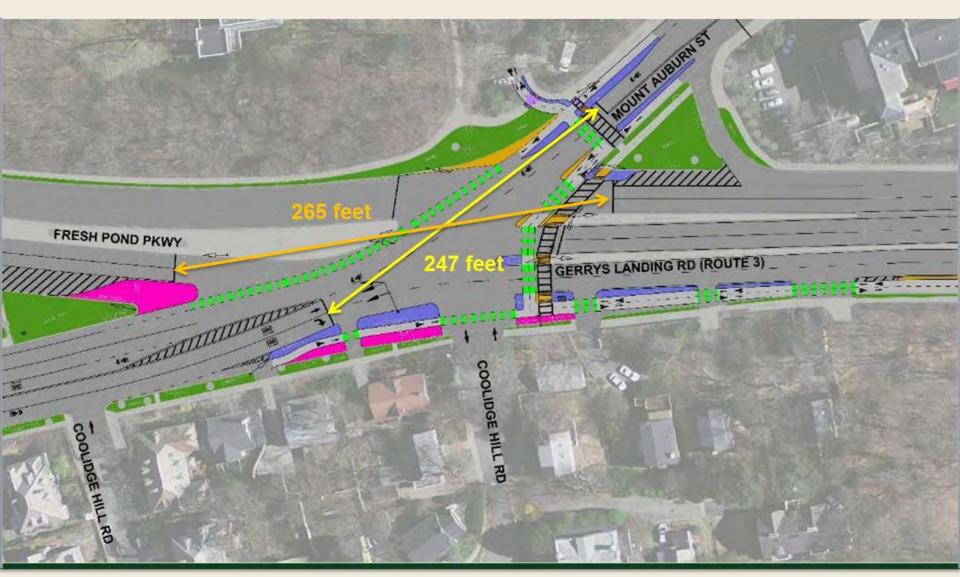
Existing Traffic Queues



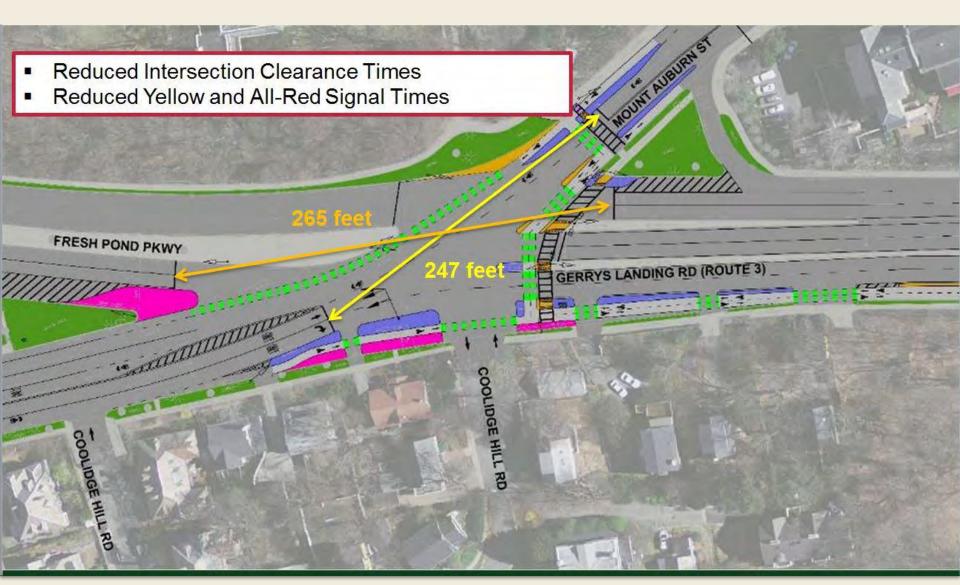
Stop Bar Distances – Existing



Stop Bar Distances – Short-Term



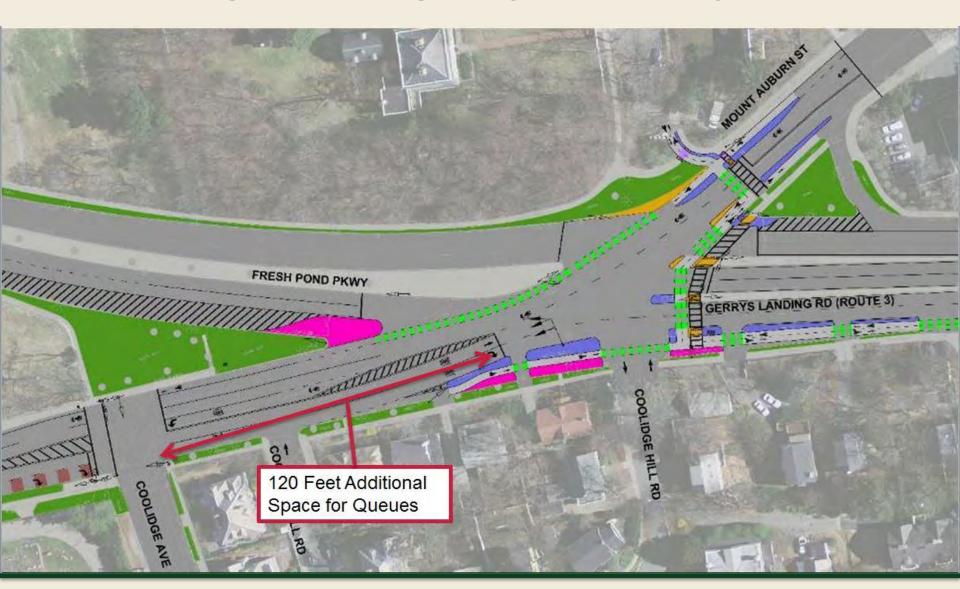
Stop Bar Distances = Signal Cycle Efficiency



Time for Standard Clearance Times



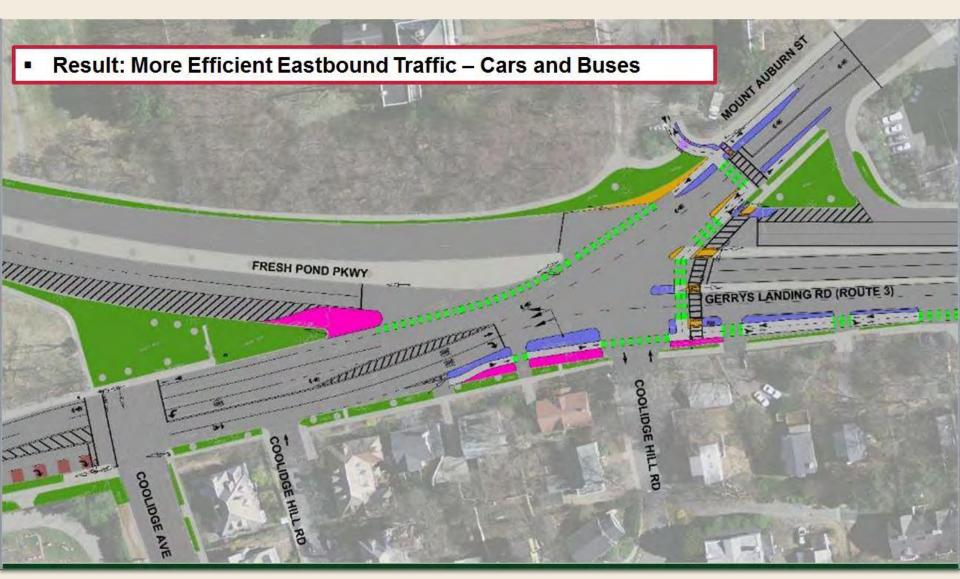
New Queuing Space = Signal Cycle Efficiency







Balance Green Time from Fresh Pond Pkwy to Mt. Auburn







Road Safety Audit Result Review





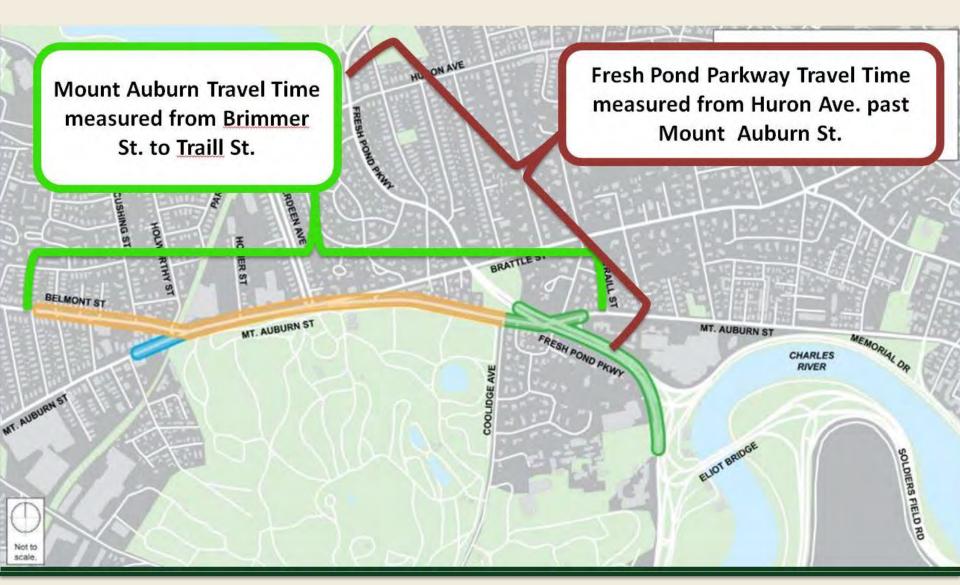


Increased Pedestrian Safety & Signal Cycle Efficiency



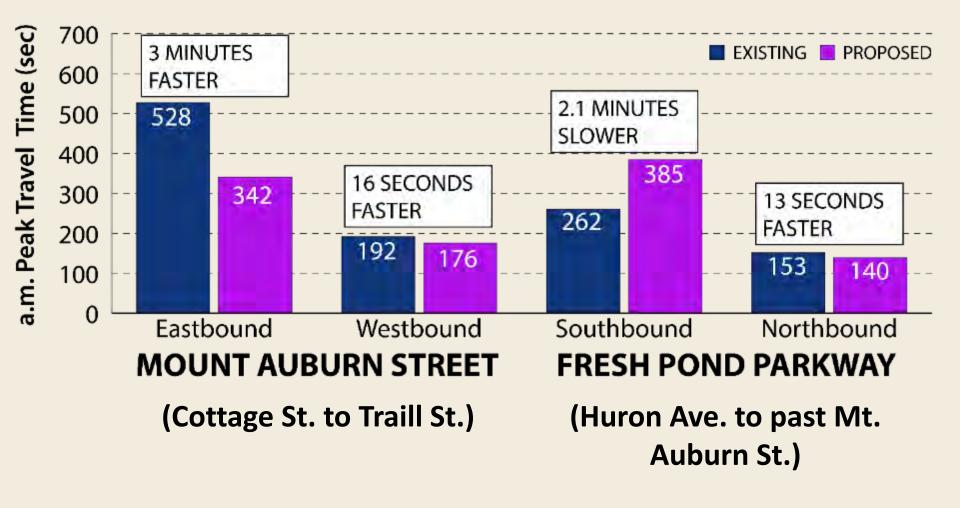


Travel Time Measures



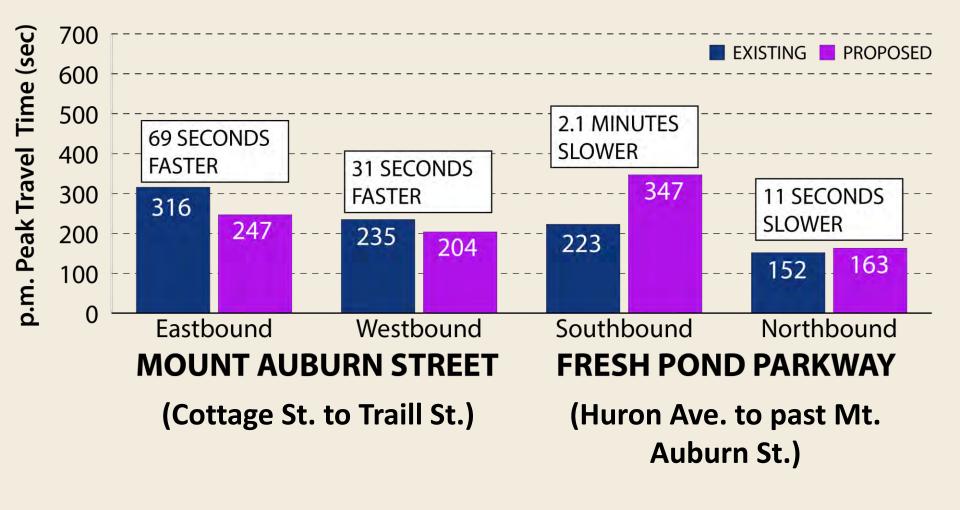


Auto Travel Time (AM Peak)



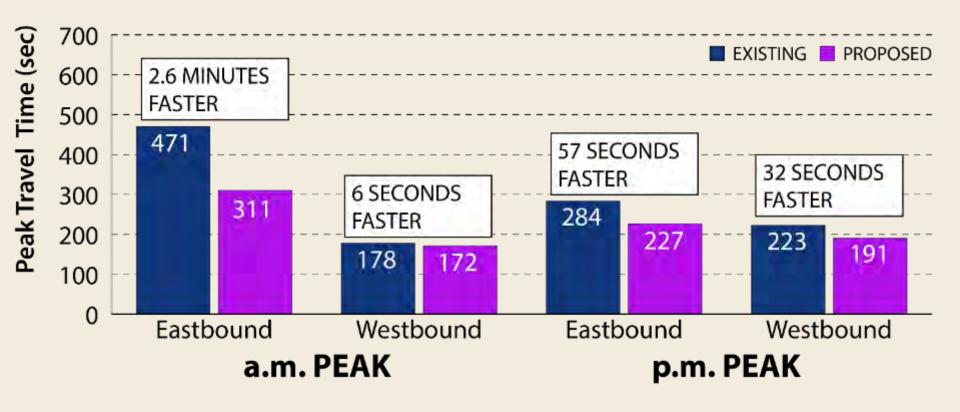


Auto Travel Time (PM Peak)



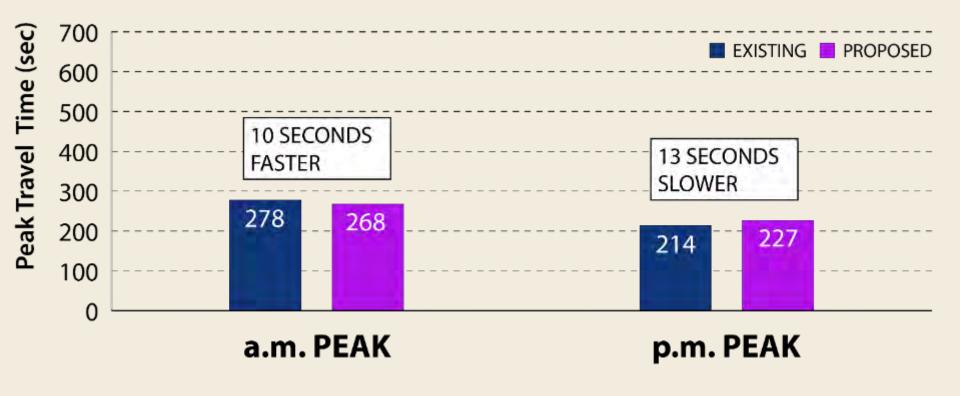


Person Travel Time - Mount Auburn Street (without ridership increase)





Person Travel Time – Mt. Auburn and Fresh Pond Pkwy





Q&A





Short-Term Option A – Eastbound Two-Stage Crossing





Short-Term Option B – Eastbound Three-Stage Crossing







Next Steps





Draft Report – Mount Auburn Corridor Study





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Bicycle Conditions	
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Project Area – DCR Long-Term Design





Next Steps:

- DCR Final Report Release: January 2018
- Cambridge/Watertown BRT Public Outreach: Winter-Spring 2018
- DCR Pre-Construction Public Meeting: June 2018
- Anticipated DCR Construction: Summer 2018
- Cambridge/Watertown BRT Pilot: Summer 2018
- Long-Term Seeking Funding





For More Information:

- Project Website: www.mass.gov/dcr/mt-auburn-corridor-study
- **Comments on Draft Final Report:**
 - Submit online at: https://www.mass.gov/forms/dcr-public-comments
 - Write: Department of Conservation and Recreation, Office of Public Outreach, 251 Causeway Street, Suite 600, Boston, MA 02114
 - Comment Deadline: January 5, 2017
 - Note: Public comments submitted to DCR may be posted on the DCR website in their entirety, and no information, including personal information, will be redacted.
- If you have questions or concerns or would like to subscribe to a DCR project-specific or general information listserv, please email Mass.Parks@state.ma.us or call 617-626-4973.



Long-Term Improvements





Long-Term Concept





Long-Term Concept



Long-Term Concept

