



# Mount Auburn Street Transportation Study



May 5, 2016  
Russell Youth  
Community Center



# Agenda

- Introductions
- Project Timeline
- Decision Making Process
- Stakeholder Group Formation
- Making Ground Rules
- Quick History Lesson
- Previous & Current Planning Work
- First Public Meeting
- Existing Conditions
- Next Steps



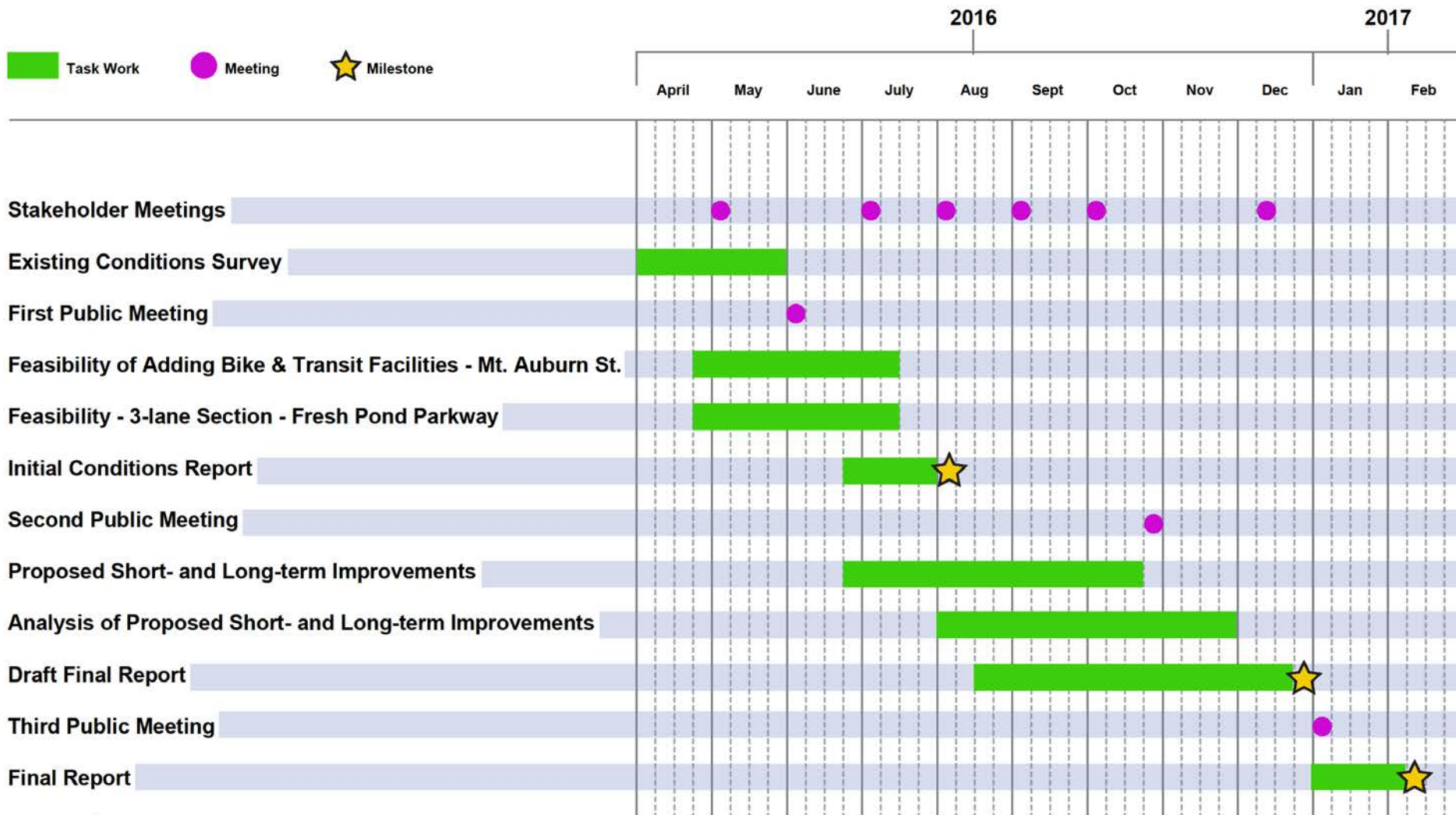


# Introductions

- DCR Team
- Consultant Team
- Facilitators
- Stakeholder Group Members and Affiliation



# Schedule



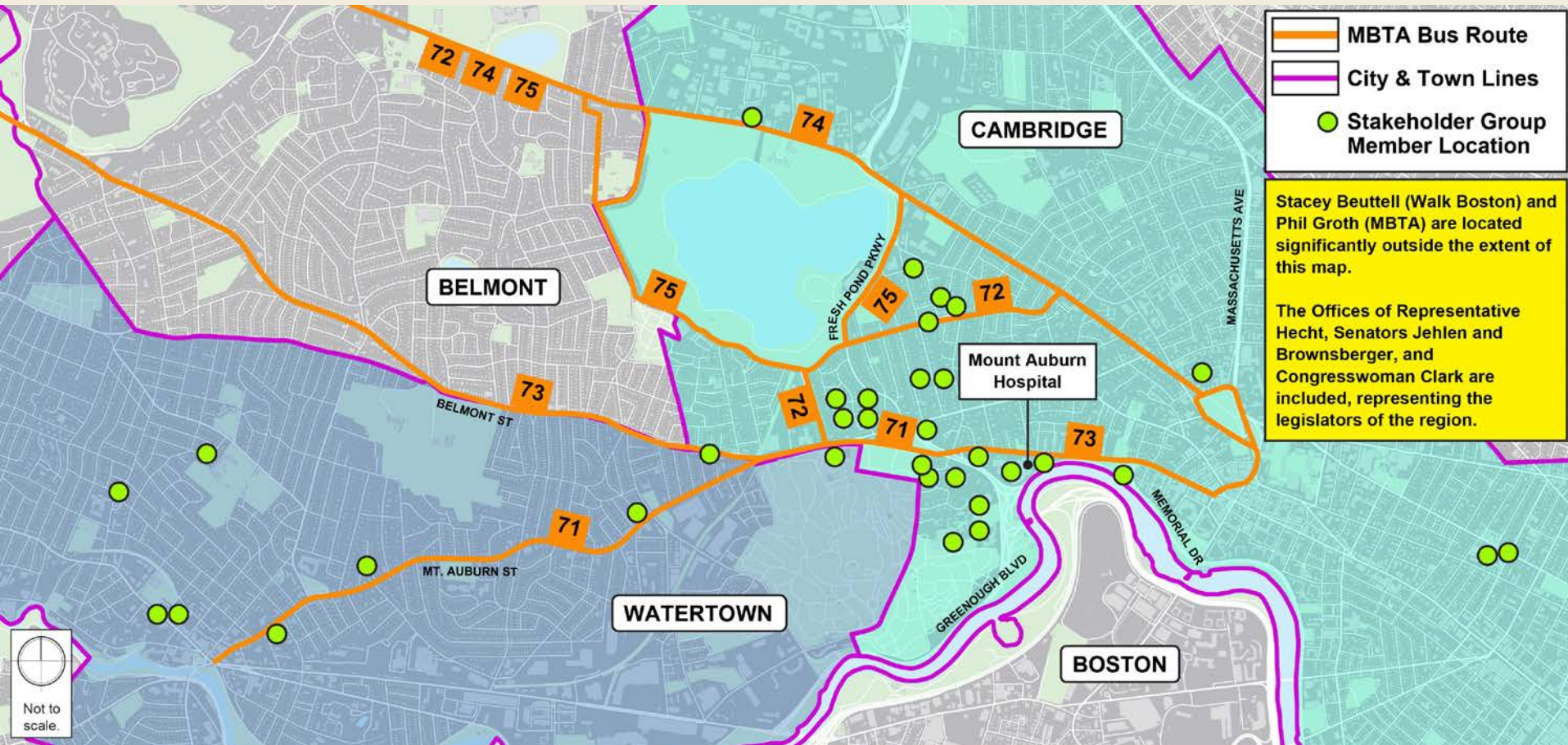
# Decision Making

- *This group's purpose: Advise DCR on neighborhood's goals and desires.*
- DCR balances your input with:
  - Environmental Review
  - Historic status
  - Funding Requirements
  - Regional Needs
- More productive = more influence





# Stakeholder Group Formation



Name	Affiliation	Name	Affiliation
Joe Barr	City of Cambridge	Angeline Kounelis	Watertown Town Council
Joanne Bauer	Coolidge Hill	Joe Levendusky	Watertown Public Transit Taskforce
Stacey Beuttell	Walk Boston	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	Mt. 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
Patricia Jehlen	Senator		





# Ground Rules

- Sent on 4/29/16
- Highlights
  - Goal: a decorous process
  - Everyone abides by them – *even and especially us*
  - There to help us achieve reasonable consensus





# Ground Rule Additions?

- What makes a good meeting?



# Ground Rule Additions?

- What makes a bad meeting?



# Super Quick History

1630	"Way from Charlestown to Watertown"
1812	Brattle Street laid out
1831	Mt Auburn Cemetery built
1871	Mt Auburn Hospital founded
1889	Brattle St. widened to 60 feet
1899	Fresh Pond Pkwy built, Mt. Auburn to Fresh Pond
1890s	Streetcar lines open (later known as 71 & 73)
1915	Larchwood Neighborhood built
1920s	Coolidge Hill Neighborhood built
1929	FP Pkwy to Concord Ave. & Alewife Brook Pkwy
1934	Route 2 "Concord Turnpike" built
1950s	Gerry's Landing and Eliot Bridge built
2010s	Mt. Auburn Street "traffic calmed"



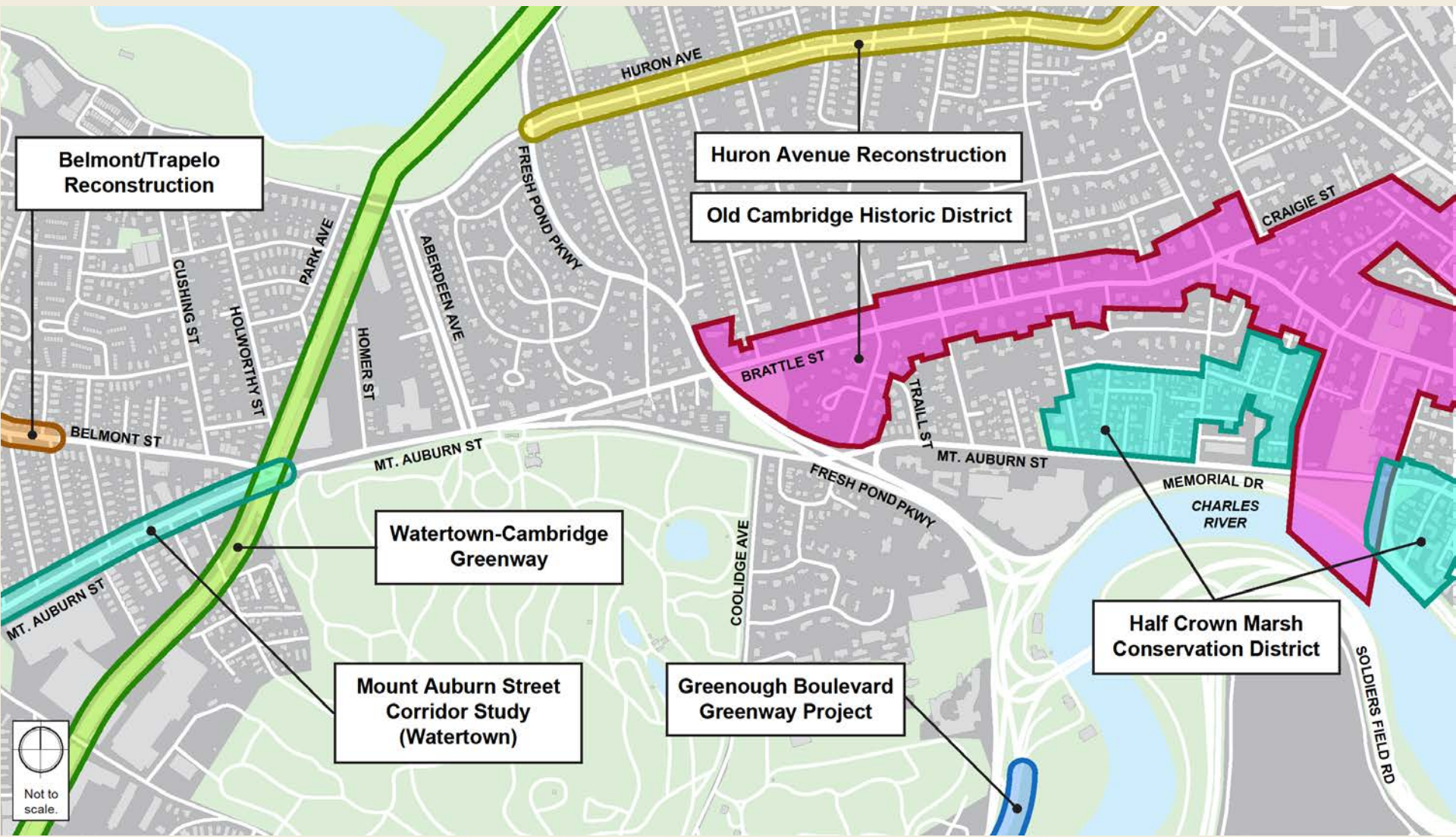


# Super Quick History

## Big Takeaways

- Mount Auburn Street is the oldest road in the area.
- Elmwood was once a connector between the “Waye” (Mount Auburn Street) and Brattle Street.
- Coolidge Hill Road was built before the term “gridlock” was invented.

# Local Area Projects

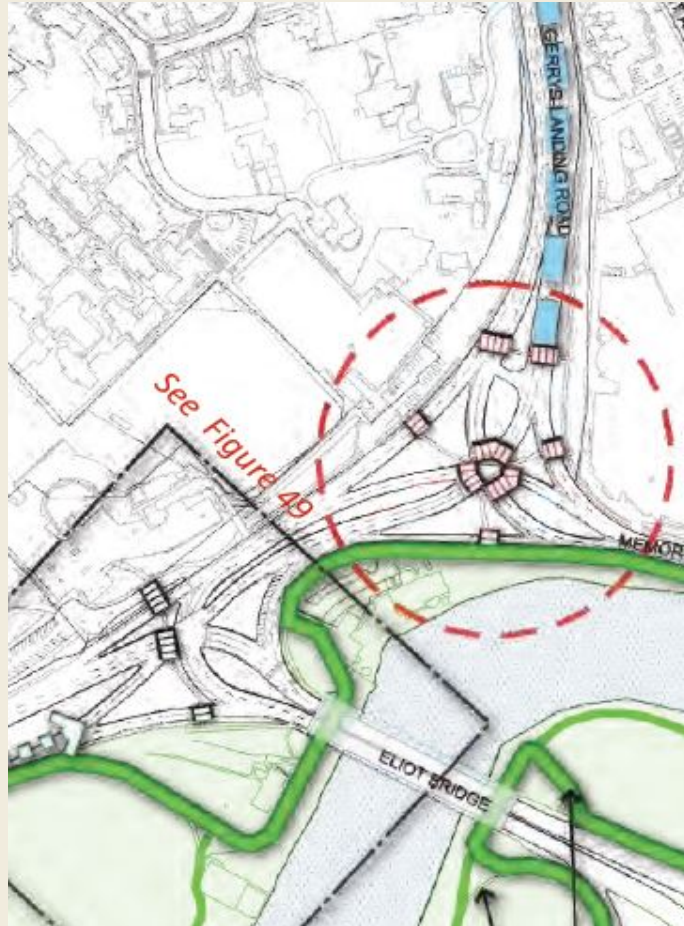


# Previous and Current Planning Work

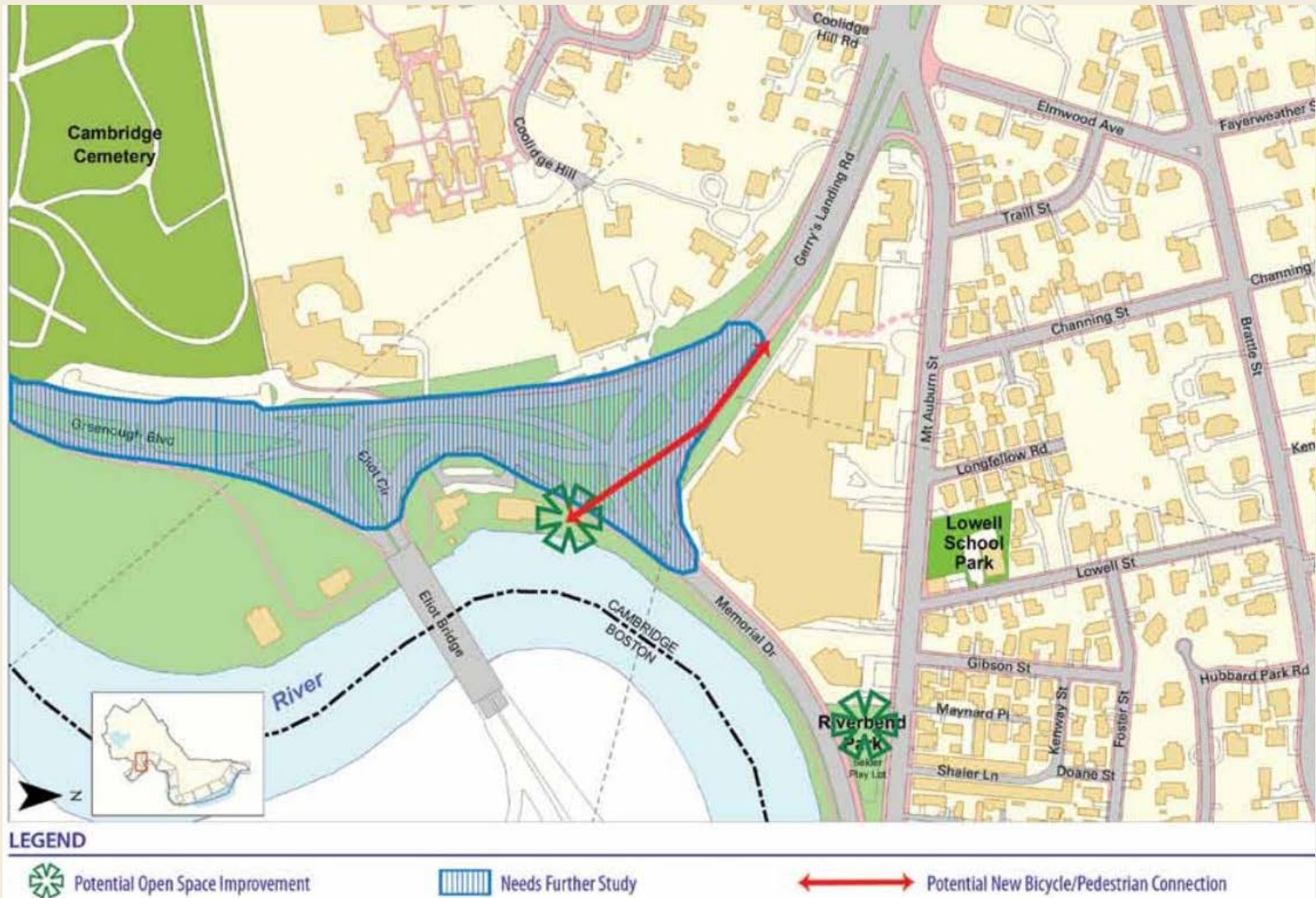
DCR Parkway Study (Now)	Cambridge Transit Strategic Plan (Interim 2014 & Now)
DCR Charles River Connectivity Study (2014)	Envision Cambridge (Now)
MBTA Key Bus Route Improvement Program (2013)	Strawberry Hill Neighborhood Plan (2007)
MBTA Focus 40 (Now)	West Cambridge Neighborhood Study (2007)
Cambridge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



# Charles River Connectivity Study (2014)



# Cambridge Riverfront Plan (2011)





# MBTA Key Bus Route Improvement Program (2013)

- Lengthens bus stops to 100'.
- Slight sign relocation for WB stop at Aberdeen.
- Elimination of WB stop at Brattle.
- Does not address delays from bus pullouts.
- Cites legal mandate to open bus doors at curb.





# Cambridge Transit Strategic Plan (Interim 2014)

- 71 Bus fails the MBTA's "Vehicle Load Standard" (excessive crowding at peak).
- Goal 3: Make transit travel times equal to or quicker than driving travel times.
- Calls for bus-priority pilot projects and signal progression.



# Cambridge Bicycle Plan (2015)



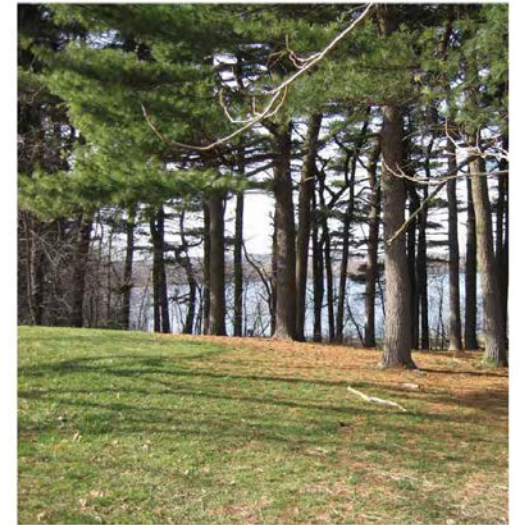
# Strawberry Hill Neighborhood Plan (2007 update)

- Identifies Belmont and Holworthy intersection as a “gateway” that needs to be made “more attractive.”
- Requests improved signal timing for pedestrians at Belmont and Mount Auburn intersection.

Strawberry Hill Neighborhood Study

■ ■ U P D A T E ■ ■

*Summary, Recommendations and Action Plan*



City of Cambridge ■ Community Development Department

Winter 2007



# Watertown Bicycle Transportation Plan (2003)

- Recommends 4-2 Road Diet for Mount Auburn Street to add bikeways.

## BICYCLE TRANSPORTATION PLAN TOWN OF WATERTOWN

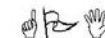
WATERTOWN BICYCLE COMMITTEE

July 18, 2003

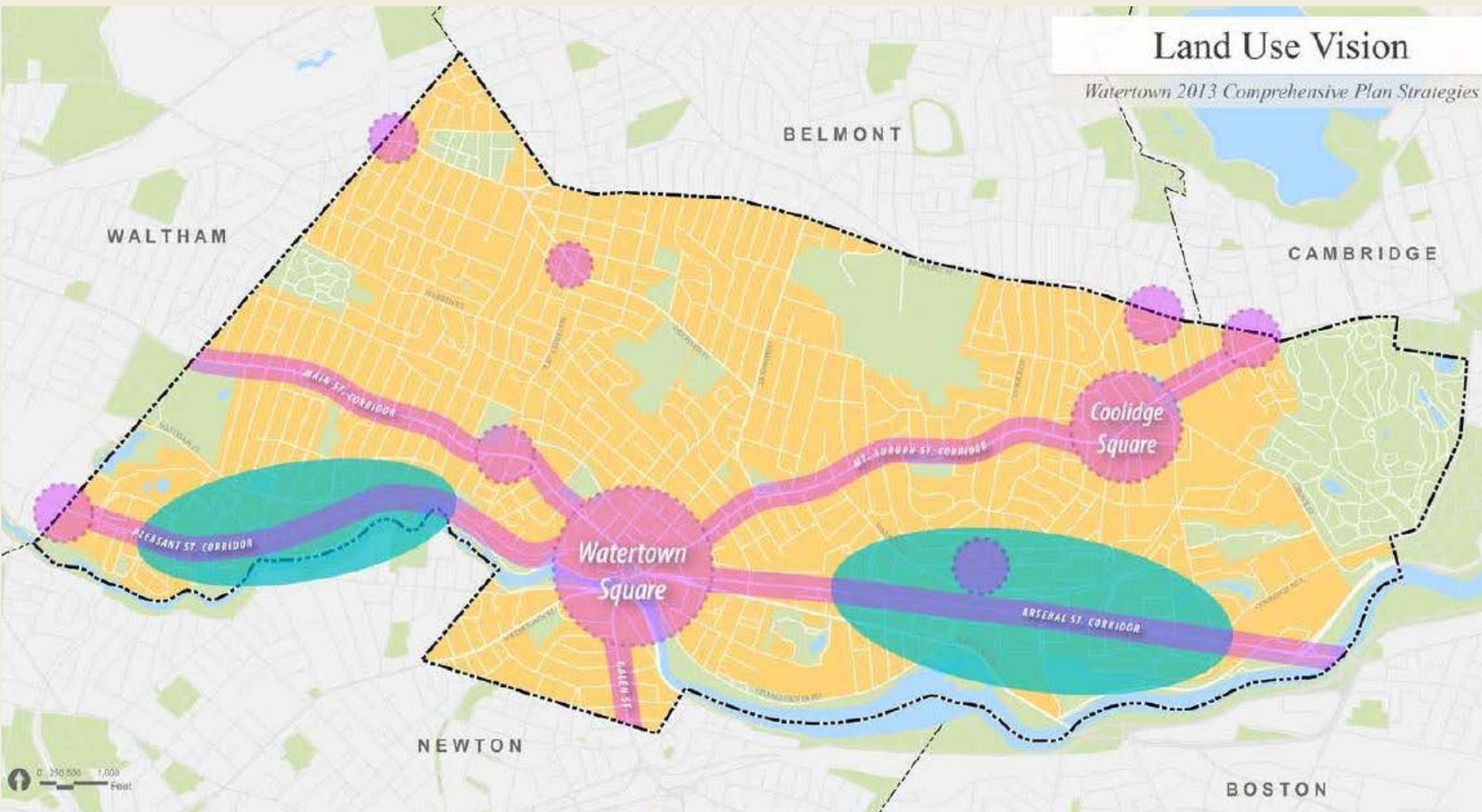


Prepared by:

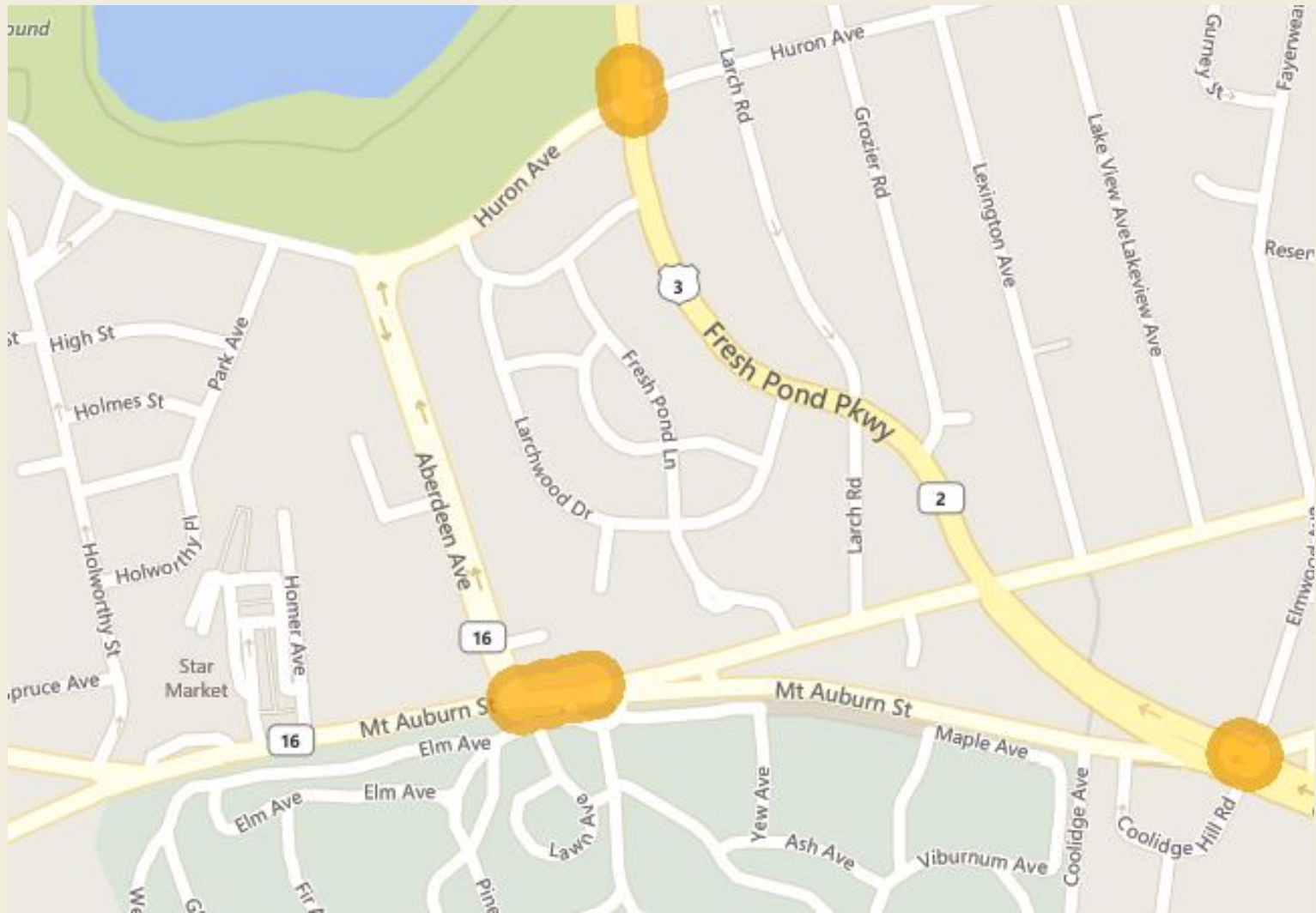
GREENMAN-PEDERSEN, INC.  
28 Lord Road, Suite 280  
Marlborough, MA 01752



# Watertown Comprehensive Plan (2013)

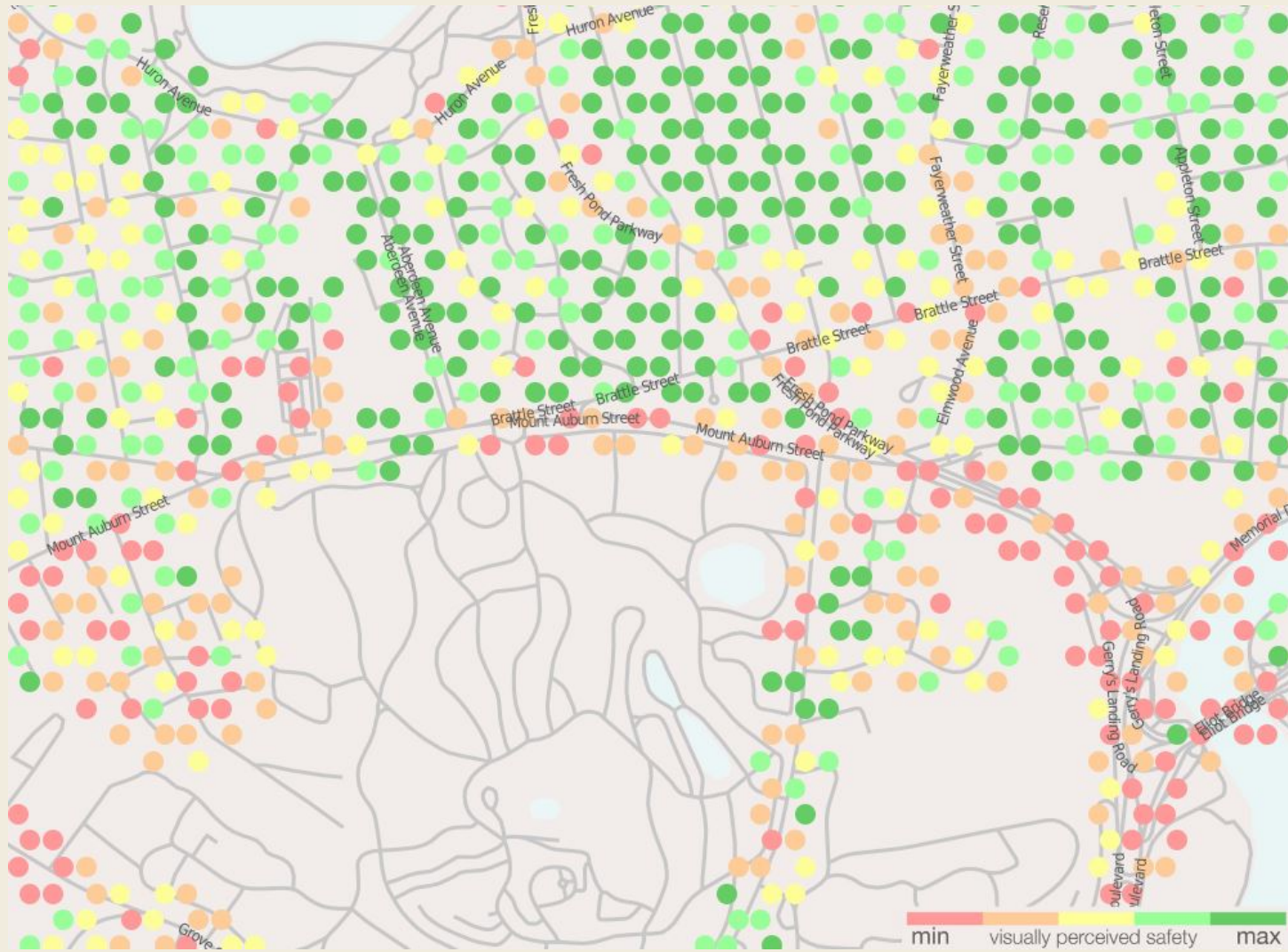


# Highway Safety Imp. Program Crash Clusters (2011-13)





# Streetscore Visually Perceived Safety Map (2016)

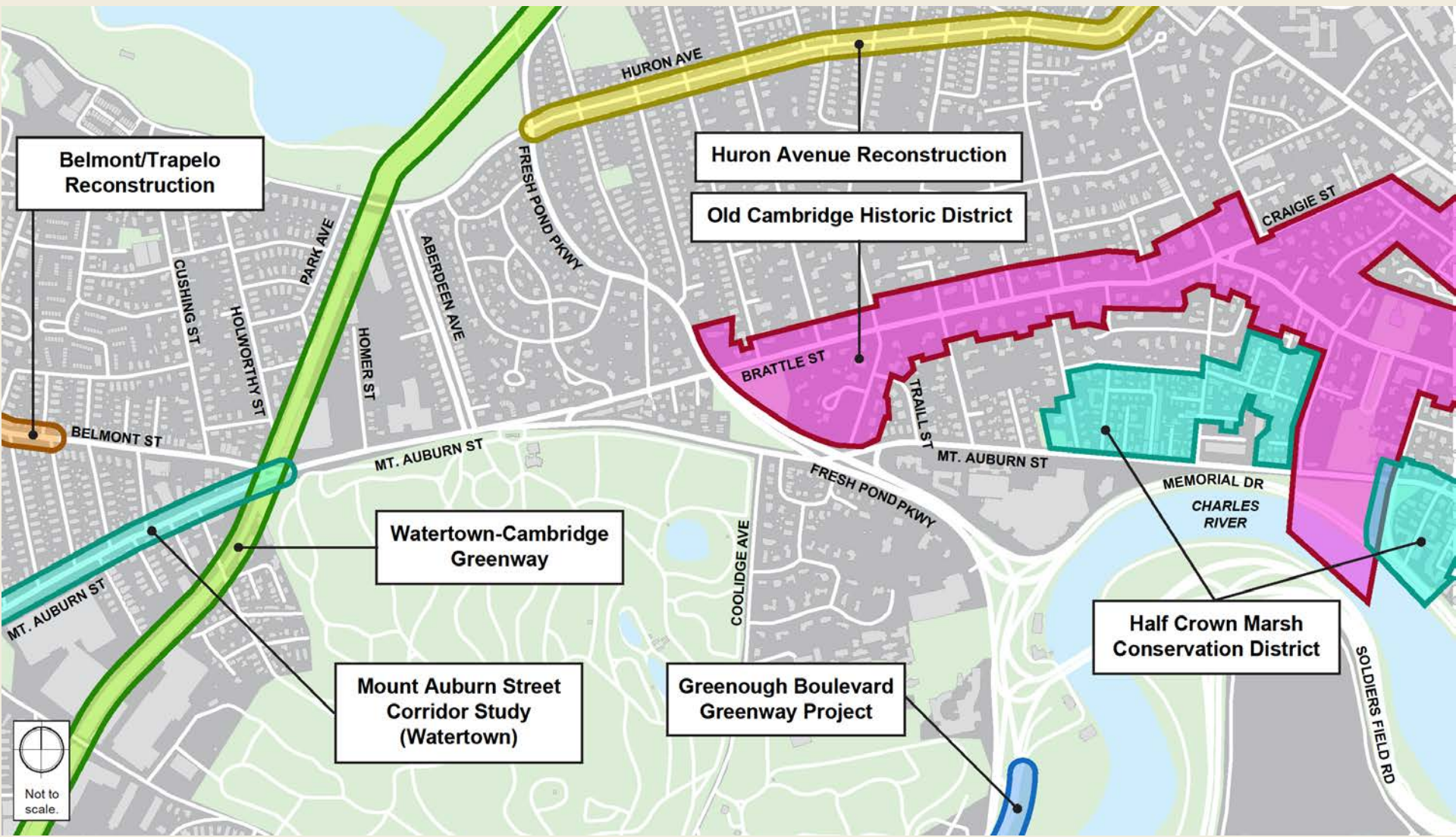


# Bostonography MBTA Bus Speeds (May 2-3. 2016)





# Local Area Projects





# Walk Through Highlights – April 14, 2016

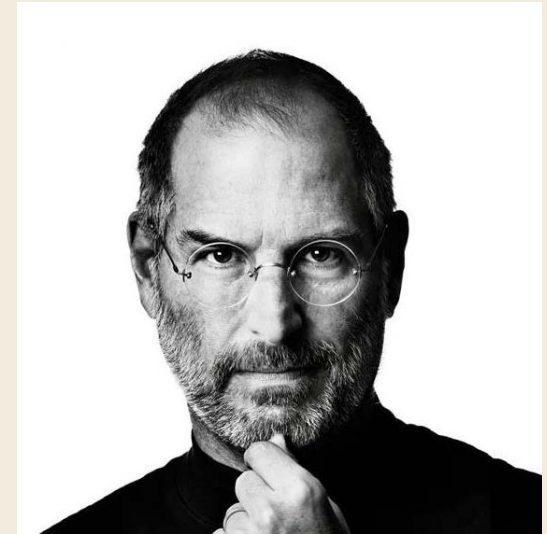
- Challenging bike maneuvers at Belmont, Brattle, and
- Illegal left turns into Star Market Parking Lot.
- Opportunities for placemaking near Star Market and at Brattle.
- Danger for peds and bikes at Fresh Pond Parkway. Signal Cycle and geometry of intersection are inefficient, which is creating bus delay.
- Poor sidewalk conditions in several areas.
- BB&N Student pickup creates high afternoon parking demand and some congestion. Large numbers of students are crossing Fresh Pond and facing significant delays.



# Plan for the First Public Meeting

- Goals
  - Define the problems together
  - Collect community ideas and visions
- Quick introduction to the project
- Breakout sessions

*“If you define the problem correctly, you almost have the solution.”*  
—Steve Jobs





# Plan for the First Public Meeting

- Wednesday, June 1, 6 p.m.
- Please invite your neighbors (take flyers)
- Come and help us gather input!
- If people can't come, ask them to contribute online.





# Web Mapping Tool







**MOUNT AUBURN STREET  
TRANSPORTATION STUDY**

Click **ADD POINTS** to add to the map.

Where would you improve transportation on Mount Auburn Street?

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**ADD AS MANY POINTS AS YOU WOULD LIKE**

 ADA  Bicyclist  Driver  Local Business Owner  Pedestrian  Transit Rider

**Mt Auburn Street Corridor Study**   About & Help ▾   Add Points



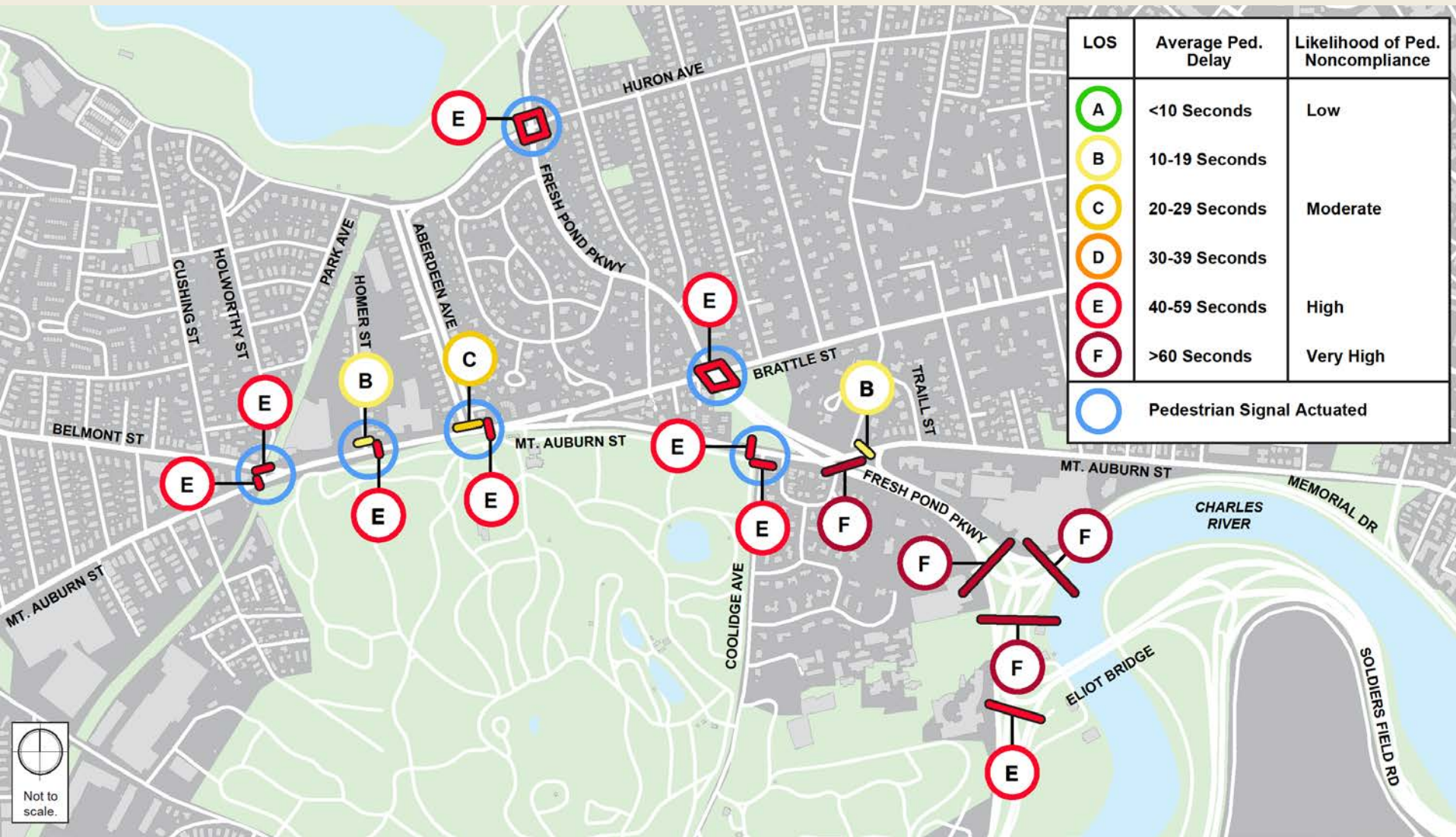
<http://wikimapping.com/wikimap/mtauburn.html>

# Pedestrian and ADA Conditions



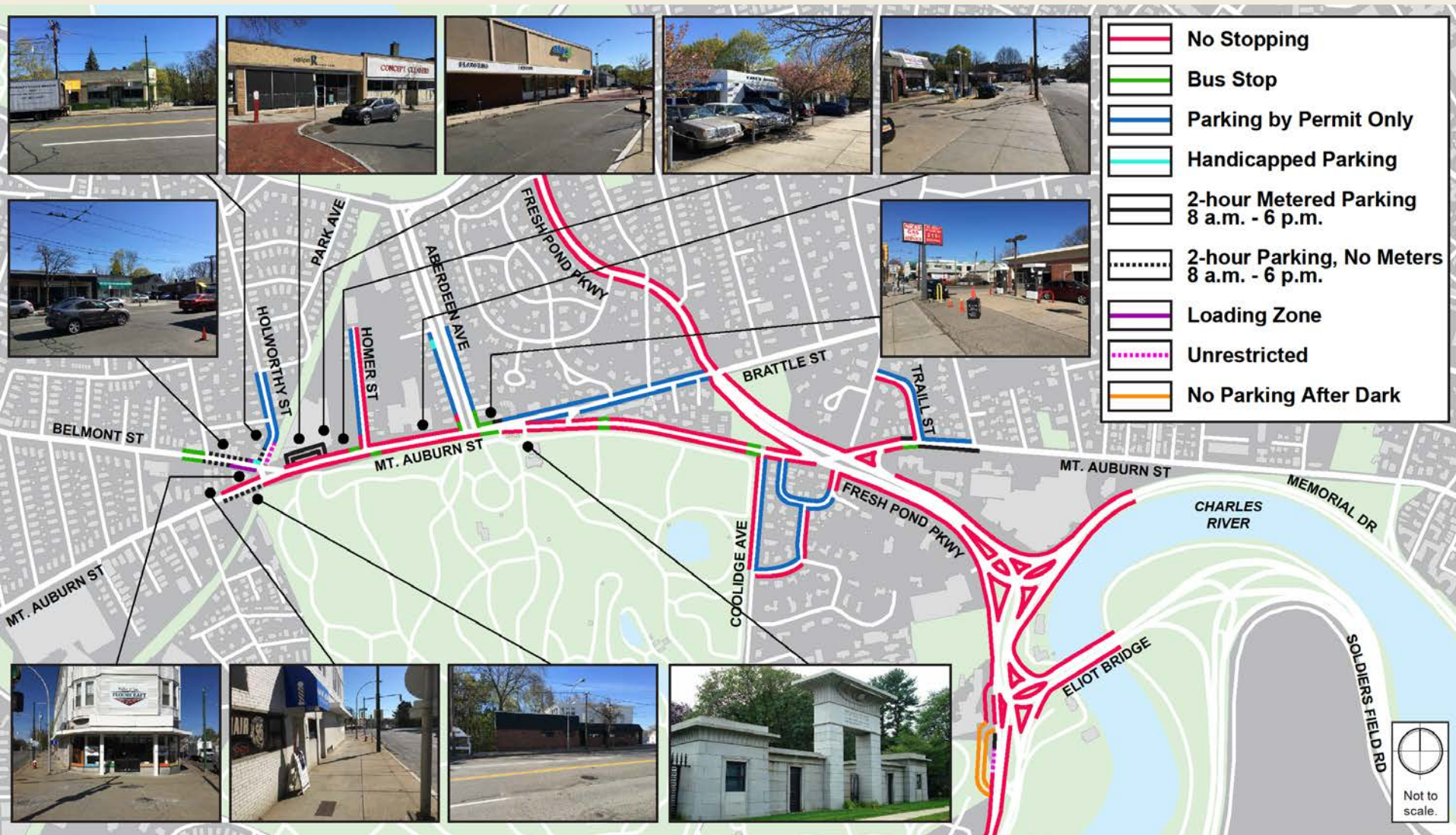


# Average Pedestrian Delay Times (Signalized)



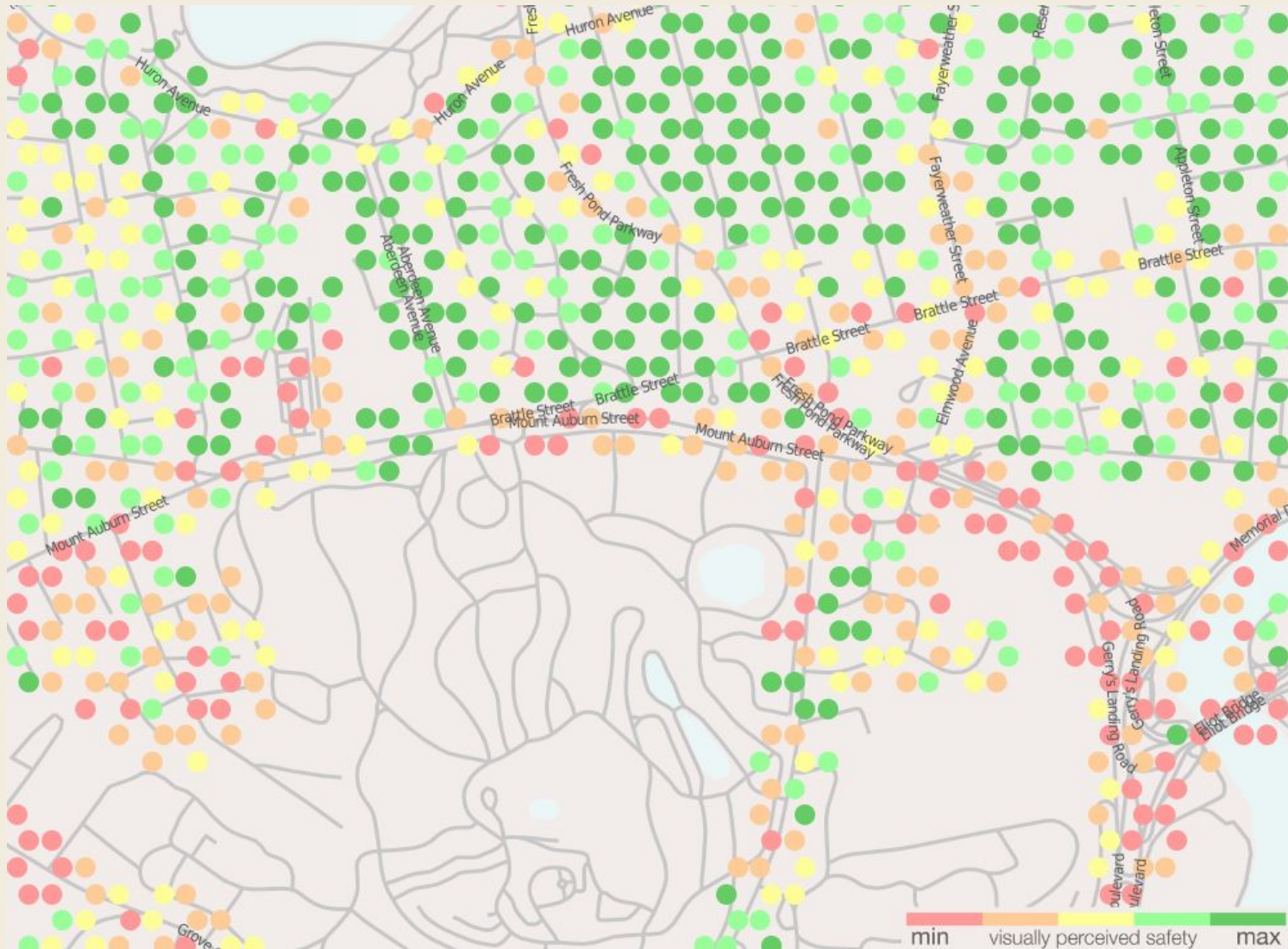


# Curb Use



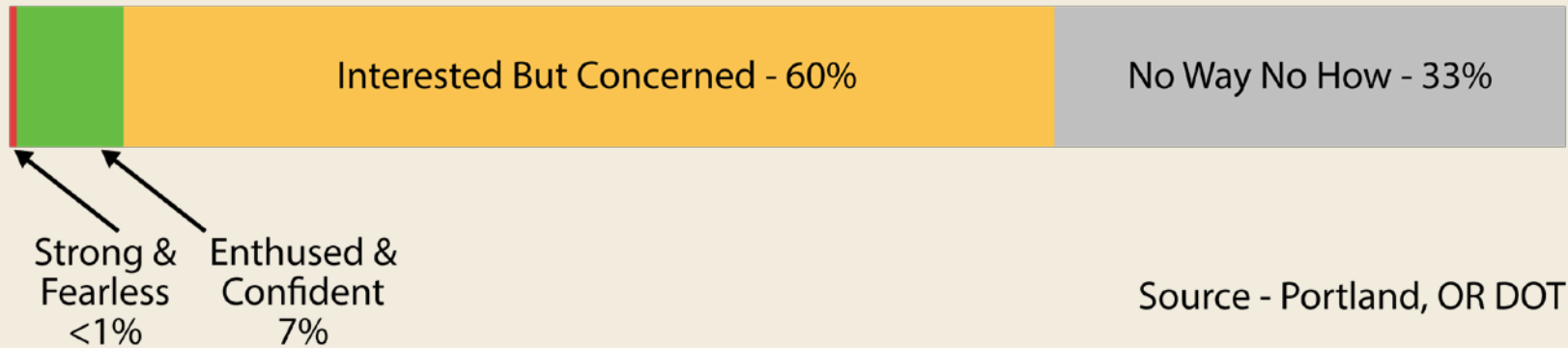


# Streetscore Visually Perceived Safety Map (2016)



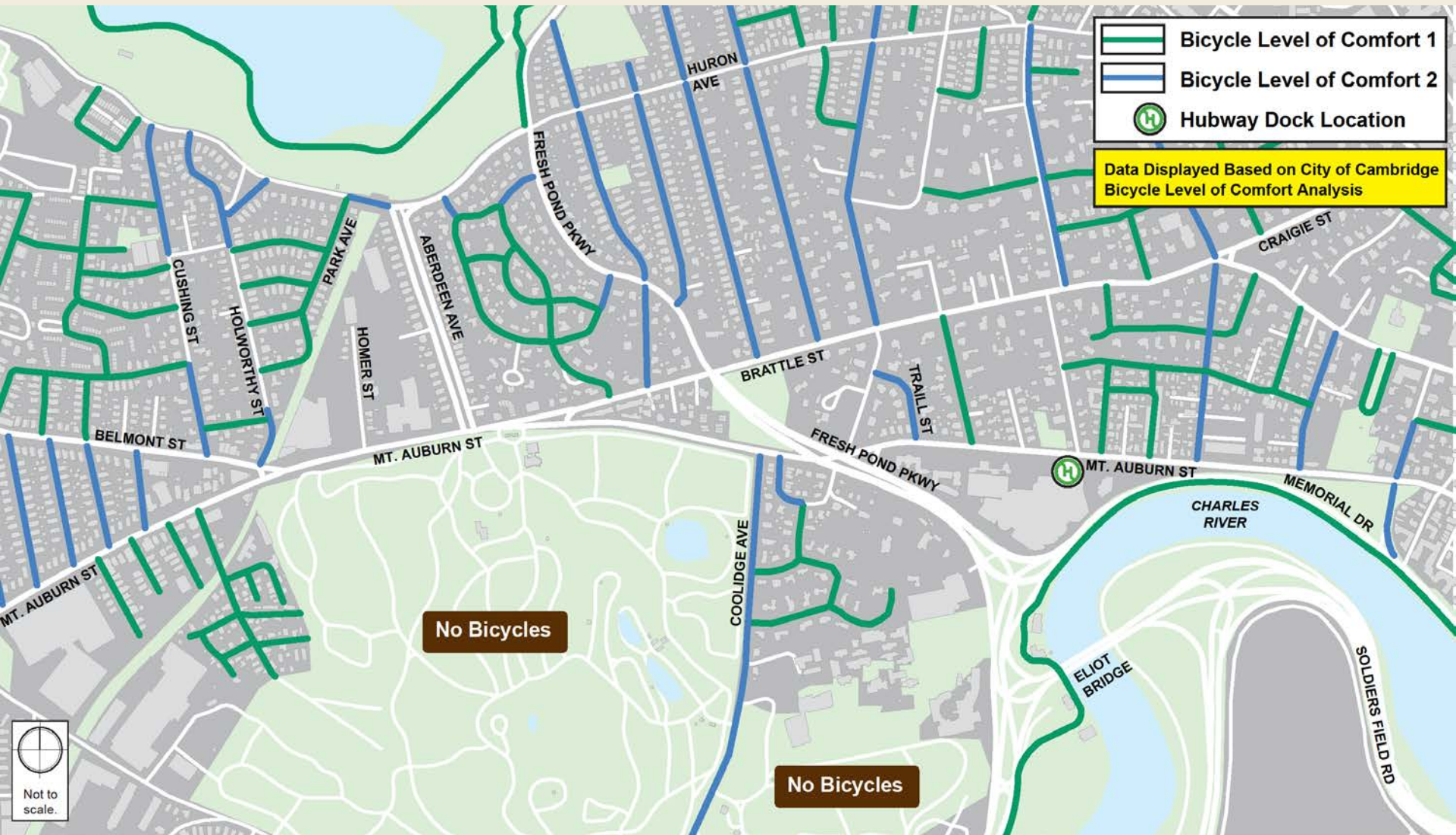
# Bicycle Level of Comfort

## Four Types of Cyclists By Proportion of Population



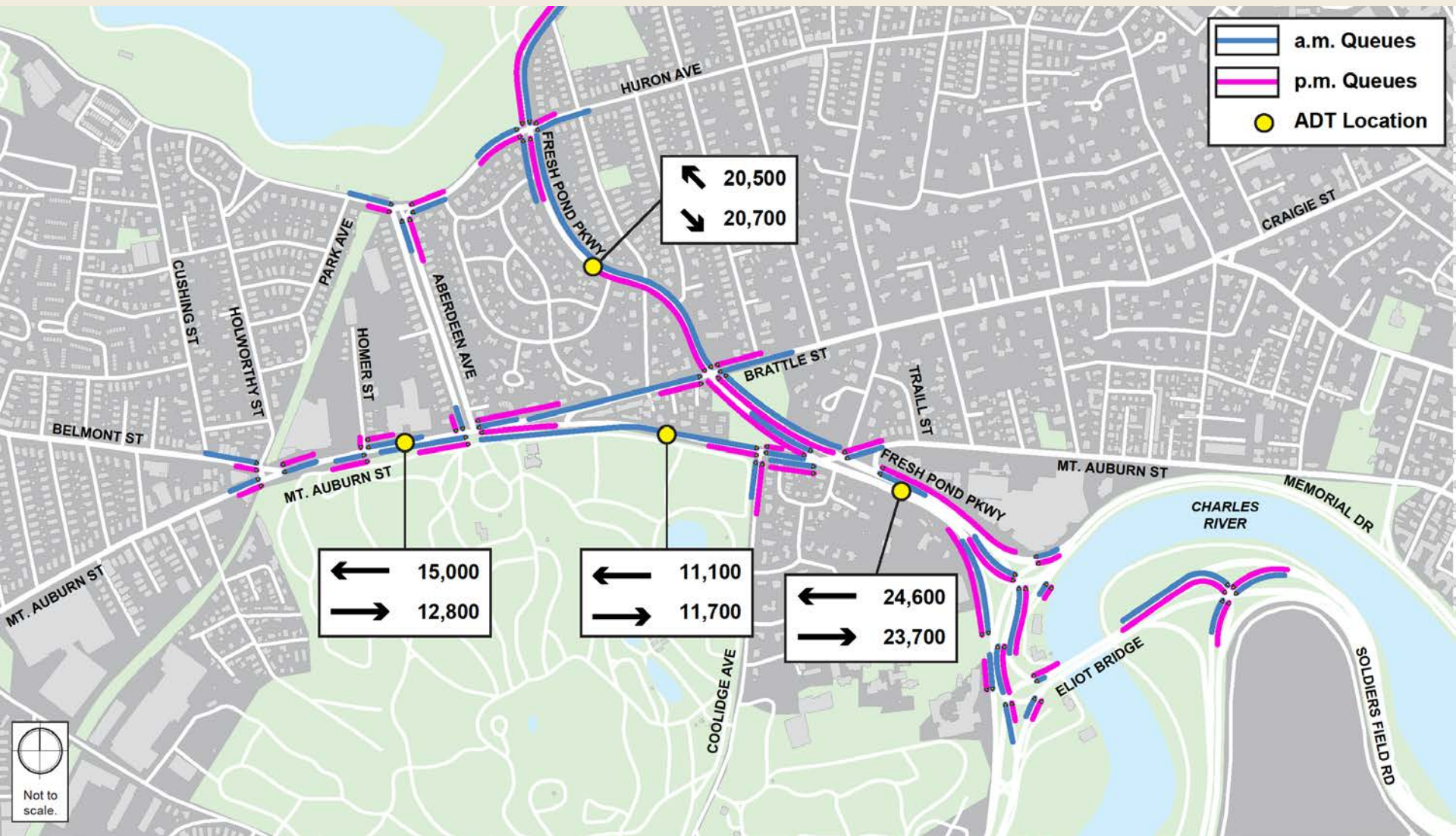


# Bicycle Level of Comfort





# Average Daily Traffic a.m. and p.m. Traffic Queues



# Average Daily Traffic (ADT) a.m and p.m Traffic Queues

- The map on the previous slide shows the average daily traffic queues along Mount Auburn, Aberdeen, Fresh Pond, and the three legged intersection at Greenough Boulevard.
- The data is divided into am and pm queues, as well as East and Westbound traffic.
- Along Fresh Pond Parkway, a.m. queues back up beyond Huron, down to Mount Auburn. P.m. queues back up between Memorial Drive and Huron.
- On Mount Auburn, a.m. traffic backs up between Belmont Street and Fresh Pond Parkway.
- The map also displays traffic counts at four locations within the project area. On Fresh Pond Parkway near the Larchwood intersection, ADT southbound is 20,700 cars, and ADT northbound is 20,500 cars. On Mount Auburn near Star Market, eastbound ADT is 12,800, westbound is 15,000. Between Brattle and Coolidge Hill on Mount Auburn, westbound is 11,100 cars, eastbound is 11,700. On Fresh Pond Parkway just south of Mount Auburn, westbound is 24,600 cars and eastbound is 23,700 cars.





# Still to come for Public Meeting One:

- Bus Delay Visualization
- More Detailed Crash Map



# Questions/Comments?

## DCR Contact:

Mary Catherine McLean

Department of Conservation and Recreation

251 Causeway Street, Suite 900

Boston, MA 02114

[marycatherine.mclean@state.ma.us](mailto:marycatherine.mclean@state.ma.us)

# Next Steps

- Public Meeting – *Wednesday, June 1*
- Next Stakeholder Group Meeting – Late June/Early July
  - Discussion of shared definition of issues
  - Discussion of shared goals
  - Discussion of potential feasibility of road diets