Mount Auburn Street
A Complete Streets Project

The Town Council Public Works Committee Meeting

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Council Chambers

October 16, 2018

Meeting #1 Mount Auburn Street from Patten Street to School Street
Agenda

- How We Got Here...
- Purpose of Meeting – Why are we here?
- Public Outreach Summary
- Overview of Parker Street Business District
- Parker Street Intersection Alternatives
- Summary / Conclusions
- Recommendation
- Next Steps – Where do we go from here?
- Questions
How We Got Here...

Town Council Meeting held on July 10, 2018
- Approved complete streets concept plan
- Conceptual plan included implementation of the road diet

Follow-up on the recommendations of the Town Council at the July 10, 2018 meeting:

“Town Council authorized Administration to proceed and submit to MassDOT a design for the Mt. Auburn St. project based on the conceptual design developed to date...”
Purpose of Meeting
Why are we here?

Goals of tonight’s meeting:
- Assess parking and bus stop locations focused on the Parker Street/Common Street business district
- Develop and discuss conceptual alternatives considering parking impacts
- Endorse a final concept to develop the 25% Design plans
Public Outreach Summary
Public Input Received Since July 10th Meeting

Proposed parking changes (sent since July 10, 2018):
- 4 comments expressed concern about parking proximity to local businesses
- 4 comments supported changes to Common Street intersection with relocated bus stop/parking

2 questions/concerns about relocation of bus stops

Questions about:
- Parking space losses/additions
- Drainage work

Concerns about:
- Road diet layout

Regina Villa Associates (RVA) visited each business in the district to notify them of tonight’s meeting
Existing Bus Network
Parker Street Business District

Ridership Information (passengers per day)

Boarding: 3  Disembarking: 123
Boarding: 20  Disembarking: 164
Boarding: 1  Disembarking: 101
Boarding: 53  Disembarking: 8
Boarding: 141  Disembarking: 2
Boarding: 154  Disembarking: 15
Boarding: 99  Disembarking: 6
Boarding: 57  Disembarking: 8
Illegal Parking Areas
Overview of Parker Street Business District

Assumptions:
- Study area – from Irving Street to Franklin Street

Spots cannot be maintained (typ.)
Parker Street Intersection Alternatives

Concept 1 – Consolidated Bus Stops (EB)

Parking Analysis:
- Existing Legal Spaces: 21
- Proposed Spaces: 31

Assumptions:
- Study area – from Irving Street to Franklin Street
- Parking stall delineations are for discussion purposes only

Layout corresponds to July 2018 concept
- After discussion with MBTA, it was determined a parking space was not feasible adjacent to bus stop at Parker St. / Chester St.
- Potential loading zone on Chester Street
Parker Street Intersection Alternatives
Concept 1 – Consolidated Bus Stops (EB)

**Pro’s**

- Provides safest walking routes to Watertown HS using signalized intersection for all directions (to/from)
  - Pedestrian crossing is safely behind bus stop
  - Slightly shorter walking paths to Watertown HS
- Greatest number of proposed parking spaces
  - Adds additional parking between Phillips St. and Parker St.
  - Adds additional parking between Otis St. and Franklin St.
- Greatest transit benefits
  - Provides space for queueing buses
  - Allows implementation of Transit Signal Priority (TSP)
  - Consolidated bus stops increase efficiency of transit operations

**Con’s**

- Removes parking between Parker St. and Chester St. to accommodate bus stop
- Slightly longer walking path to Senior Center
- Longer walking distance to bus stops for some transit users and typical distances between stops
Concept 1 – Consolidated Bus Stops (EB)
Parker Street Intersection Alternatives
Concept 2 – Remove Franklin Street Bus Stop Only

Parking Analysis:
- Existing Legal Spaces: 21
- Proposed Spaces: 30

Concept retains location of eastbound stop at Parker Street and removes eastbound stop at Franklin Street
Parker Street Intersection Alternatives

Concept 2 – Remove Franklin Street Bus Stop Only

Pro’s
- Slightly shorter walking distance to Senior Center
- All pedestrian paths use signalized crosswalks
- Provides parking in front of both business blocks
  - Includes additional parking between Otis St. and Franklin St. due to removal of bus stop
  - Additional parking between Parker St. and Chester St.
- Consolidated bus stops increase efficiency of transit operations

Con’s
- Fewer transit benefits:
  - Not conducive to Transit Signal Priority (TSP)
  - Does not provide space for queueing buses
  - Longest space between stops
- Distance to Walnut St. bus stops longer than preferred
- Longest path to high school (100’ longer)
- Pedestrian crossing is in front of the bus stop
- Longer distance to Watertown HS requires two crossings at Common St. for eastbound users
- Longer walking distances to bus stop for some transit users
Parking Analysis:
- Existing Legal Spaces: 21
- Proposed Spaces: 25

Layout corresponds to existing conditions within business district
Parker Street Intersection Alternatives
Concept 3 – Existing Bus Stop Locations

Pro’s
- Slightly shorter walking distance to Senior Center
- Shortest walking distance to Watertown HS
- Provides parking in front of both business blocks
  - Includes parking between Parker St. and Chester St.
- Maintains existing bus stops for transit users

Con’s
- Does not provide space for queueing buses
- Shortest pedestrian path from high school utilizes un-signalized crossing (Russell Ave.)
- Smallest increase in proposed parking
- Pedestrian crossings are in front of bus stops
- Not conducive to Transit Signal Priority (TSP)
- Stops spaced more closely than preferred
  - Less efficient from an operational perspective
Summary / Conclusions
Parker Street Intersection Alternatives

All three concepts presented herein are technically feasible and could be implemented

- Each alternative achieves different objectives in relation to the needs of users along Mt. Auburn Street with different opportunity costs

Considerations / prioritization in comparison analysis:

- Safe pedestrian crossings
- Transit benefits
- Increase in amount parking within business district
Recommendation

Concept 1 - Consolidated Bus Stops (EB)

Preferred alternative
- Greatest number of proposed parking spaces
- Safest walking routes to Watertown HS using signalized intersections
  - Mt. Auburn Street at Common Street
  - Common Street at Spring Street
- Pedestrian crossing is safely behind the bus stop
- Slightly shorter walking paths to Senior Center and Watertown HS
- Bus stop configuration allows for queuing buses and future implementation of Transit Signal Priority (TSP)
Next Steps
Where do we go from here?

- Town Council Public Works Committee Meeting #2
  - October 30, 2018
  - School Street to Cambridge City Line with focus on Coolidge Square Business District
- Public Works Committee Report
  - Issued to the Council in its entirety
  - Design recommendations
  - Summary of design changes based on July 2018 concept

- Submit 25% Design to MassDOT
  - Submission is on critical path toward FY 2022 project advertisement

- Future Design Development / Refinement
  - Amenities / Placemaking Areas
  - Loading zones within business district
Questions?

How to Stay Informed

• Visit the project website and sign up for email updates: www.MountAuburnStreet.com