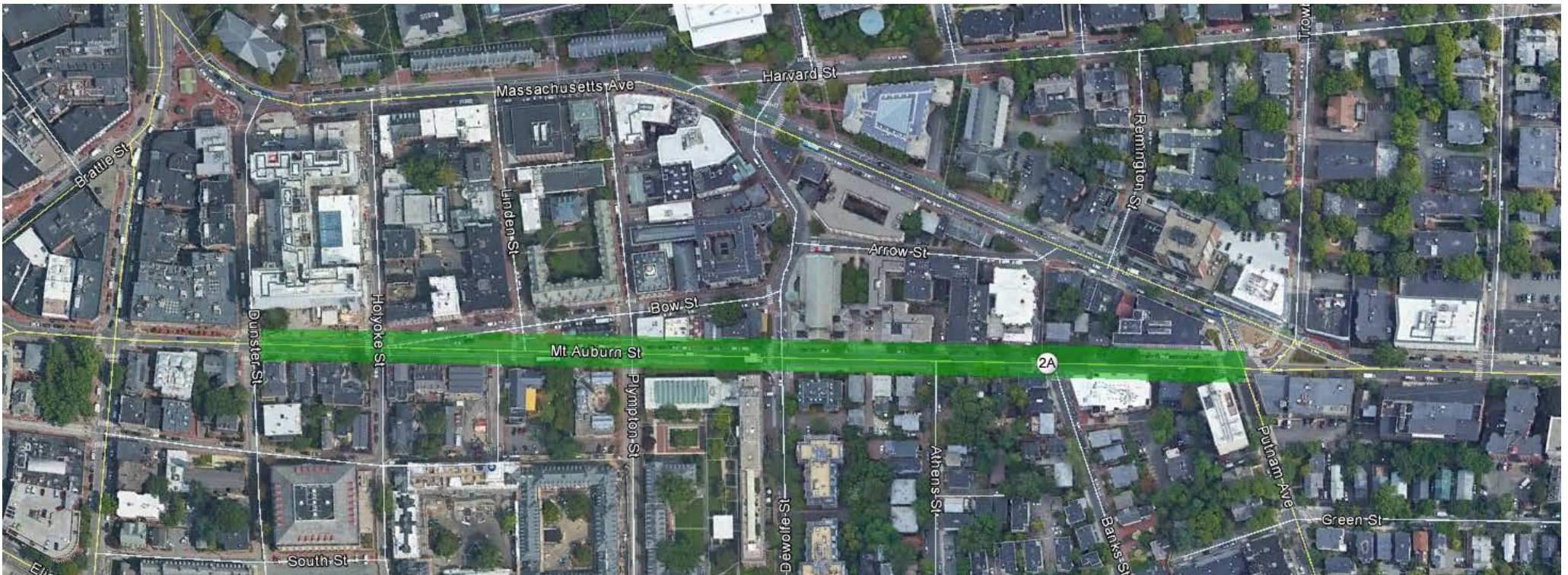


# Mount Auburn Street Short Term Improvements

Holyoke Street to Putnam Avenue

Community Meeting – June 5, 2018





## INTRODUCTION | COMPLETE STREETS

Complete Streets are **streets for everyone**. They are designed and operated to enable **safe access for all users**. Pedestrians, bicyclists, motorists, and public transportation (transit) users of all ages and abilities are able to safely move along and across a Complete Street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They help buses to run on time and make it safe for people to walk to and from train stations.

More sidewalks and bicycle facilities are included, which provides **increased accessibility for pedestrians and cyclists**.

During design and construction of Complete Streets, our goal is to communicate projects with neighborhoods, facilitate an integrated design process, minimize disruption to community life and provide reasonable access for all users during reconstruction.

# INTRODUCTION | VISION ZERO

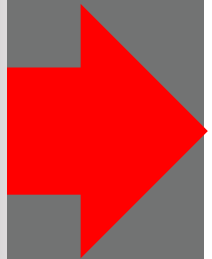
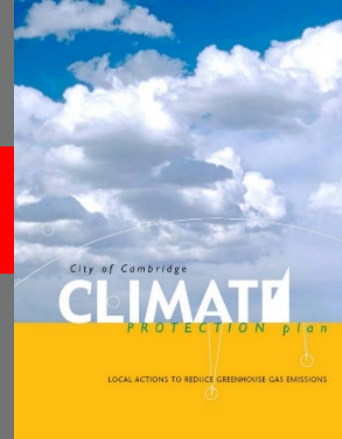
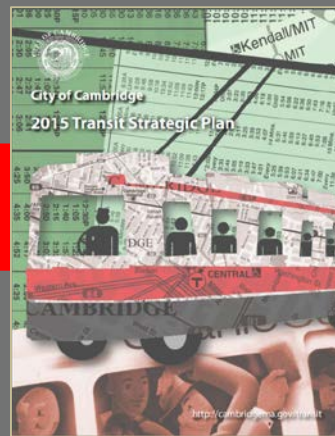
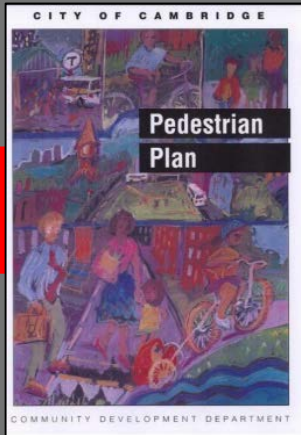
On March 21, 2016, the Cambridge City Council unanimously passed resolutions put forth by the City Manager to formally adopt Complete Streets and Vision Zero policies, showing that the City of Cambridge is committed to achieving these goals, assuring safe access for all users.

**Vision Zero calls for the elimination of fatalities and serious injuries resulting from traffic crashes**, and emphasizes that they can and should be prevented. The City of Cambridge is the 17th city in the U.S. to commit to a Vision Zero Policy.



# INTRODUCTION | GUIDING PLANS AND POLICIES

In addition to Complete Streets and Vision Zero



**Vehicle Trip Reduction Ordinance** established programs to encourage alternatives to single-occupancy vehicle travel (1992).

**Cambridge Growth Policy** emphasizes sustainable modes of transportation such as walking, biking and using transit and low-emission vehicles, which promote livability and help to improve air quality and reduce greenhouse gas emissions (1993/2007).

# DESIGN | BICYCLE FACILITIES

## Bicycle Facilities

- Improvements for bicycling will be considered in all projects undertaken in the City and will be guided by the Bicycle Plan.
- The Bicycle Plan lays out a vision for where we as a City want to be. The fundamental guiding principle for this plan is to enable people of all ages and abilities to bicycle safely and comfortably throughout the City. The Bicycle Plan provides the framework for developing a network of Complete Streets and supporting programs and policies that will help meet this goal.



# DESIGN | TRANSIT

A sustainable and efficient mode of transportation that moves people safely compared to driving in private automobiles.

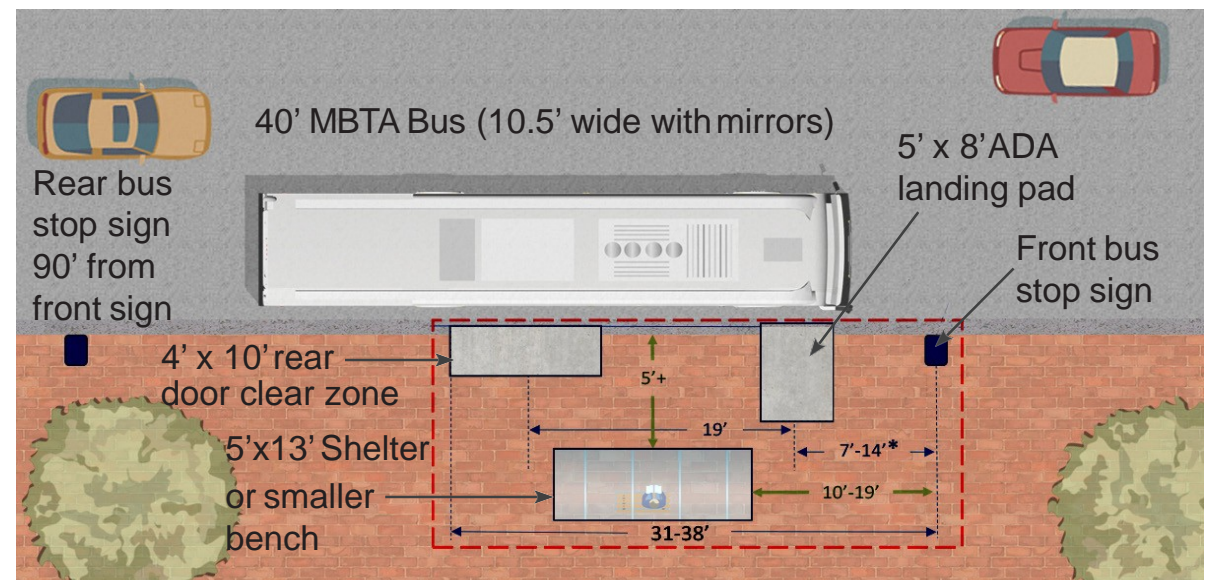
Transit considerations include:

## Accessibility

Ensure that bus stops are accessible and provide amenities when appropriate.

## Priority

City performed a bus delay and reliability assessment so that we can explore options for transit priority (e.g. dedicated lanes) in roadway projects where there are expected benefits.



# INTERIM PLAN | BACKGROUND



Mt Auburn Street serves as the primary west to east route from Harvard to Central Square

- Recommended for potential separated bicycle facilities in Cambridge Bicycle Plan
- Significant changes along the corridor require a community involvement process.

Mt Auburn Street (Holyoke Street to Putnam Avenue) repaved fall 2017.

- Crosswalks and stop bars were installed in thermoplastic in their original locations.
- Lane striping was installed using temporary paint.
- By early Spring, the temporary markings faded.

The City needs to install markings along this busy corridor as soon as possible.

- Immediate short term – replace existing configuration with minor improvements
- **Medium term – Engage the community to develop more comprehensive improvements to signage and striping**

# INTERIM PLAN | EXISTING CONCERNS

A number of concerns have been identified along this corridor that can be partially mitigated through tweaks to the former striping scheme.

- Tour Bus parking



- Lane shifts and merges



- Right-hook conflicts



- Unclear lane use

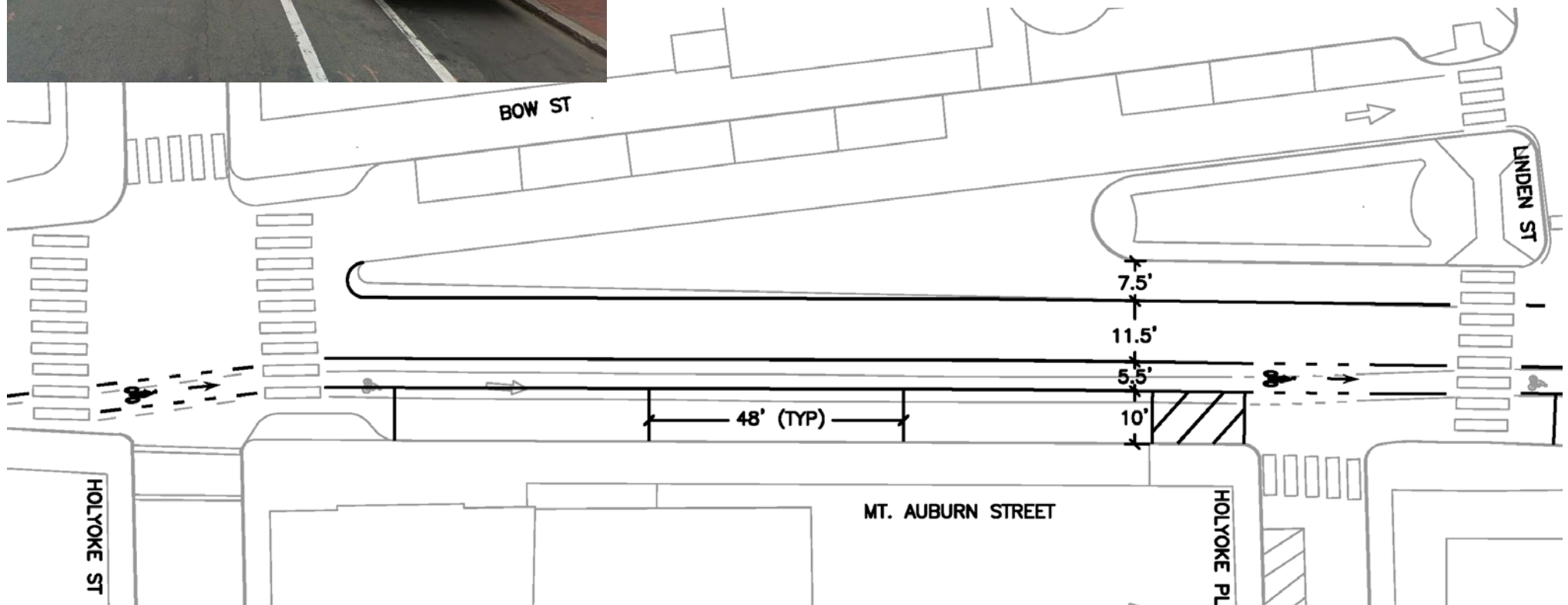


# INTERIM PLAN | **BENEFITS – Tour Bus Encroachment**

Widens the parking lane and marks individual spaces to reduce encroachment.



- Former bus parking lane was 8' wide
- Interim tour bus parking will be 9.5'-10' wide

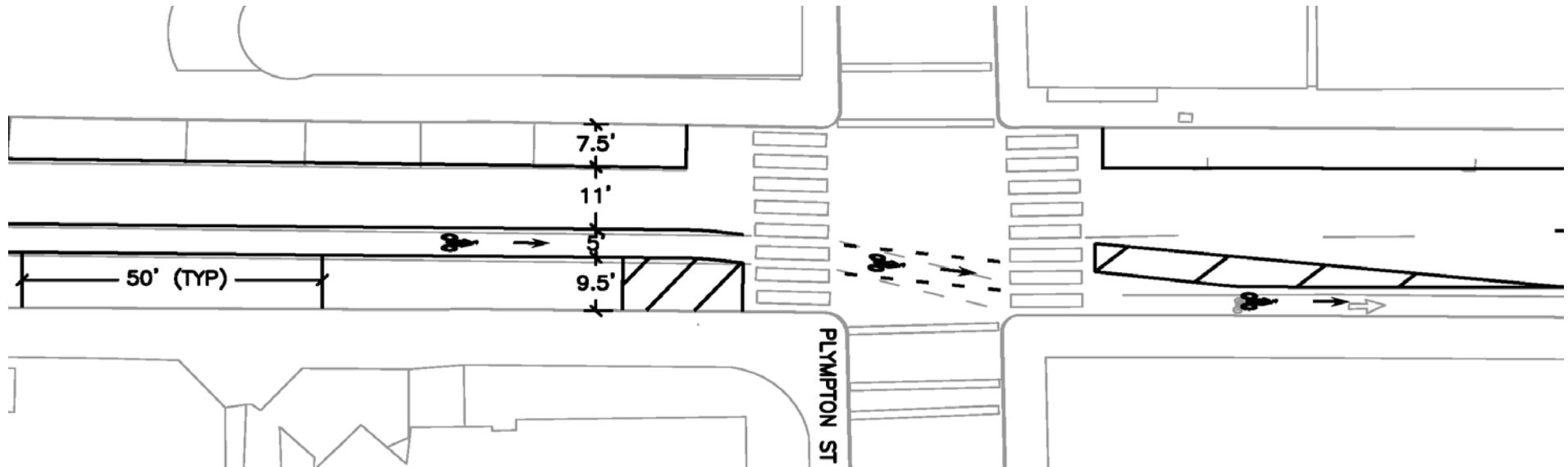


# INTERIM PLAN | **BENEFITS – Lane Shifts and Merges**

At Plympton Street, Mt Auburn Street widens from one to two travel lanes.



- Drivers often encroach into the bike lane to form two lanes just prior to, or within the intersection.
- Interim plan extends the one lane arrangement to the far side of the intersection, keeping cyclists out of the lane shift area.

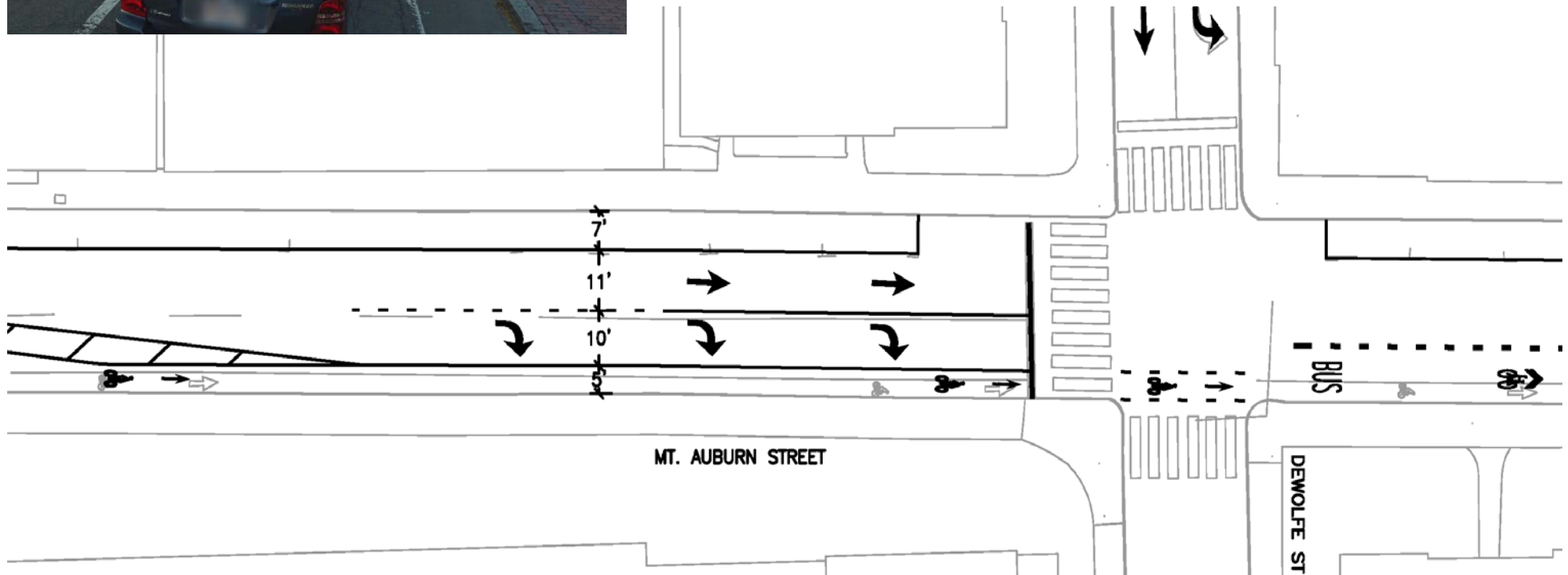


# INTERIM PLAN | **BENEFITS – Right Hooks and Turns**

Right hook collisions occur when drivers make a right turn across a through cyclist.



- Currently, Mt Auburn St has two through lanes with a shared right turn lane and a bike lane.
- High right turn volume (peak 175 vehicles per hour) onto DeWolfe Street conflict with through cyclists as well as people in the crosswalk.
- Interim configuration separates right turns into their own phase, protecting both cyclists and pedestrians along Mt Auburn Street.

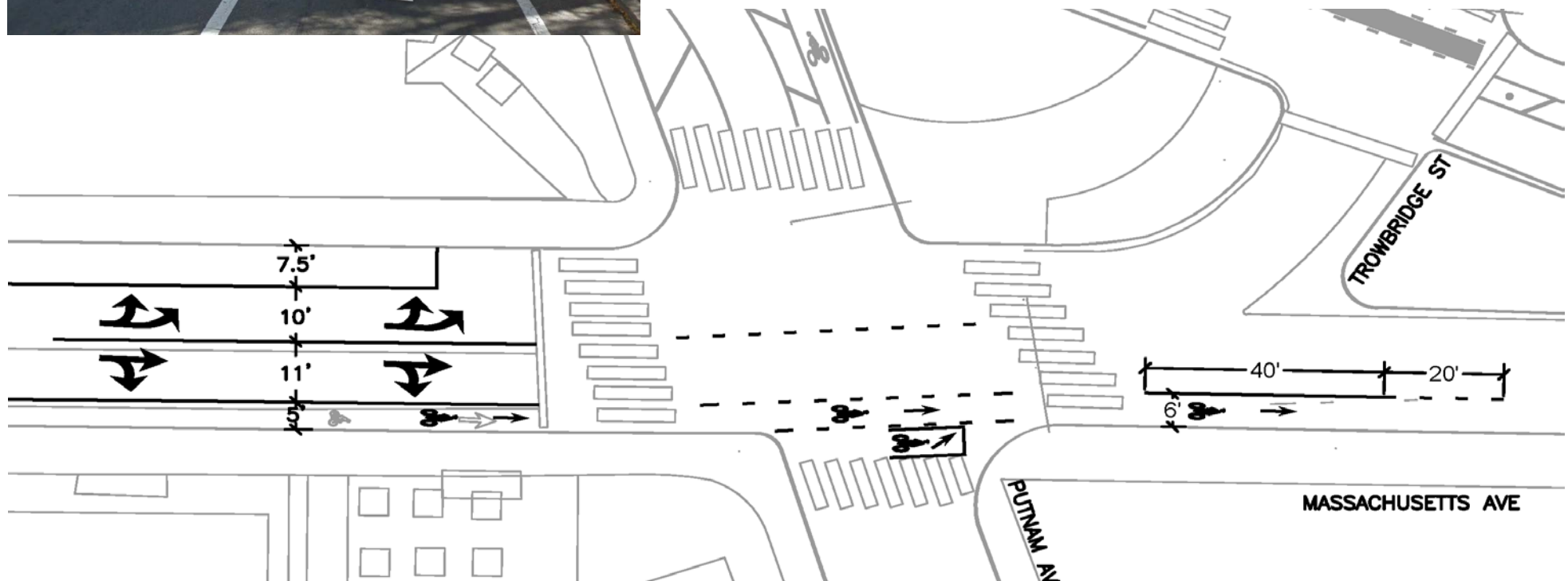


# INTERIM PLAN | **BENEFITS – Lane Use Clarification**

At Putnam Avenue, Mt Auburn Street drivers are not provided lane use indications. The interim plan seeks to clarify lane use and improve bicycle accommodations.



- The interim plan assigns one lane for lefts (U-turn to Mass Ave and to Trowbridge St and one lane for through and right turning vehicles.
- A short bike lane extension into a no stopping zone brings the bike lane through the intersection.
- A two-stage turn box allows cyclists to reach Mass Ave and Trowbridge St from Mt Auburn Street.



# NEXT STEPS

## Public design process to determine longer-term configuration

- **Start community input process (Fall 2018)**
  - Stakeholder Advisory Committee to be created
  - 2 to 3 public meetings
  - City Council is leading a process to improve public outreach. The outcomes of that process will inform the public discussion on Mount Auburn Street.
- **Quick-build implementation (Spring 2019 Implementation)**
  - Potential design elements
    - Additional separation for people on bikes
    - Improved curbside uses to support businesses and visitors to Harvard Square