

Huron Avenue Reconstruction Community-wide Meeting #3 9/20/12



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

Environmental & Transportation Planning

and

**THE
WORKS**
CAMBRIDGE
DEPARTMENT
OF PUBLIC

<http://huronavenue.info>

Agenda

- Introduction
- Goals
- Overview of conceptual design options
- Feedback session
 - Break-out groups
 - Report back

Introduction

Kara Falise, PE

Engineering Project Manager

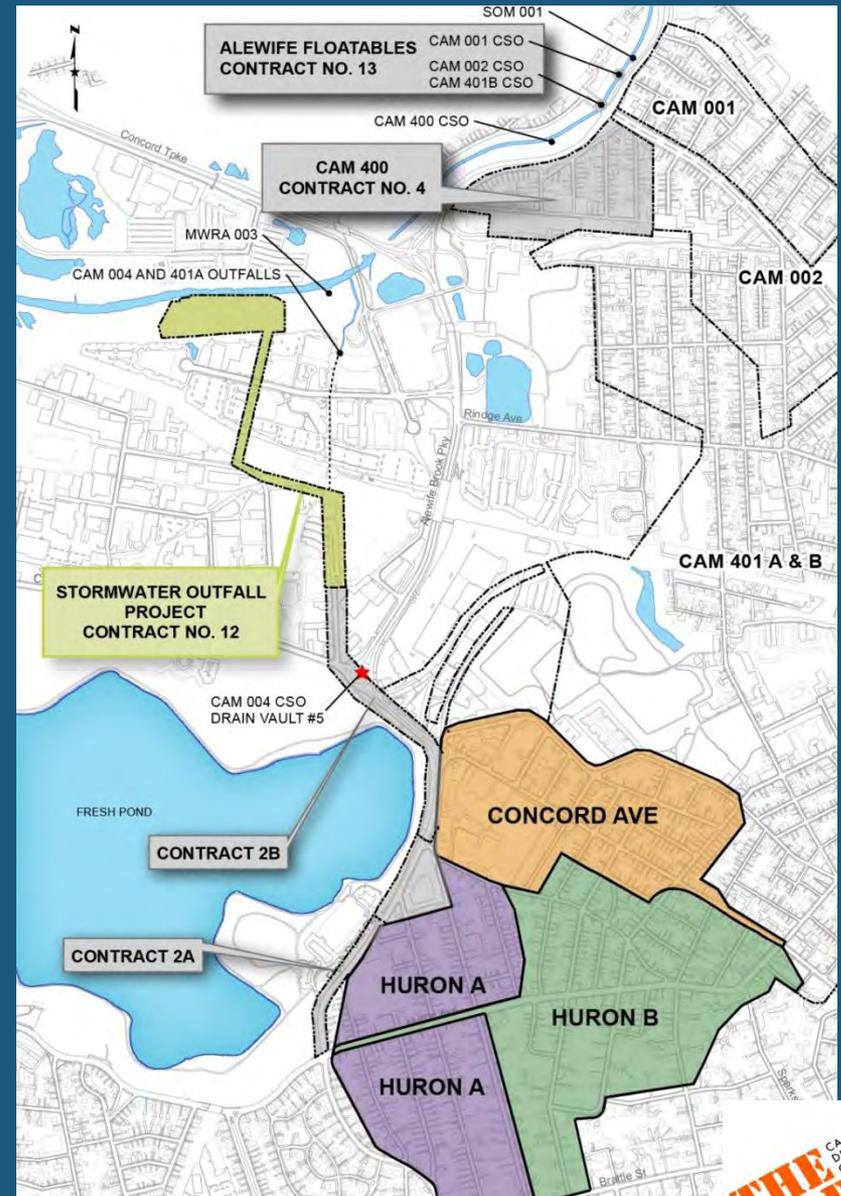
Department of Public Works

617.349.4827

kfalise@cambridgema.gov

Alewife Brook Sewer Separation Project

- Court-ordered clean up of Boston Harbor requires implementation of the Long Term Control Plans for Combined Sewer Overflow (CSO) for Alewife Brook
- Opportunity for improved neighborhood infrastructure

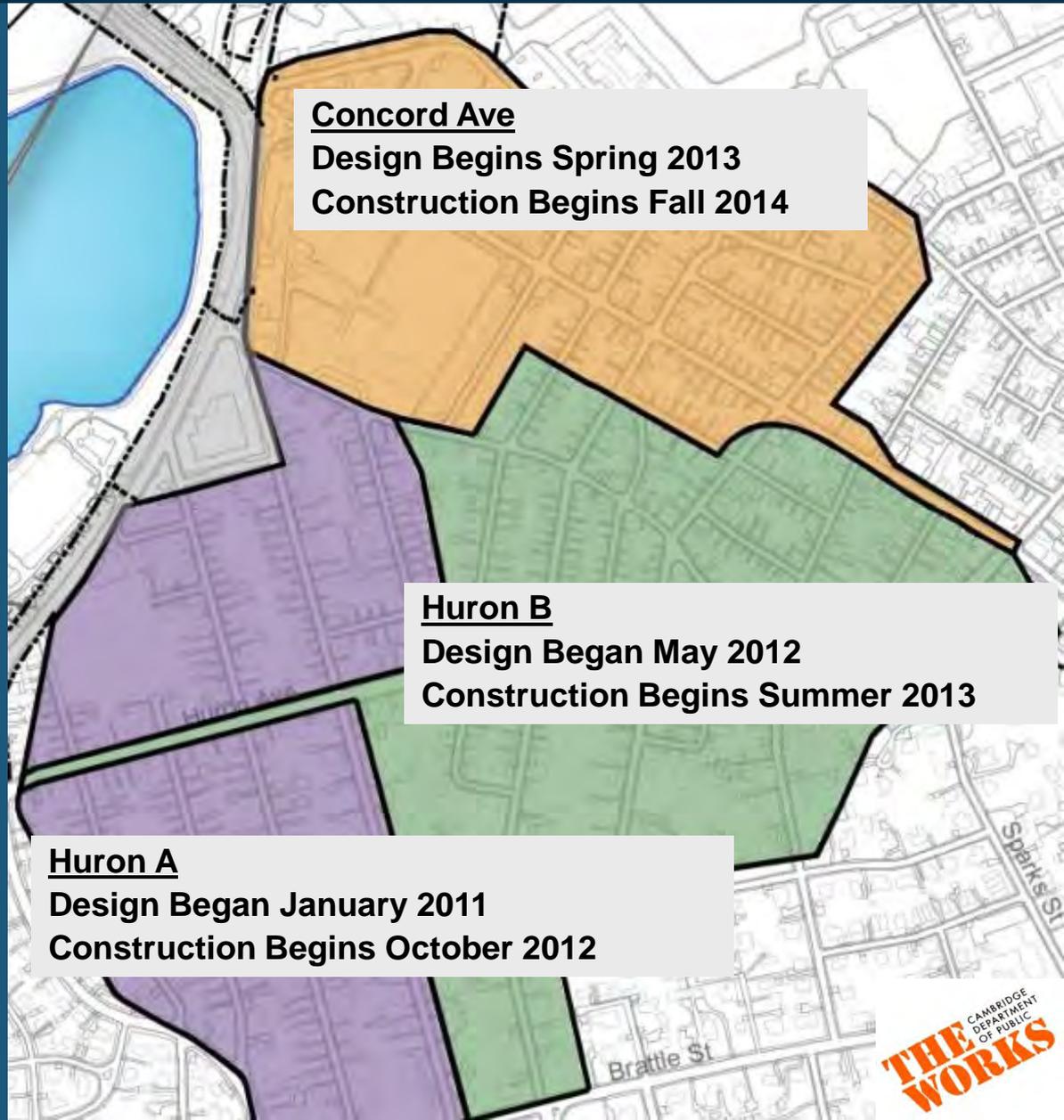


Huron/Concord Project Areas

- Sewer Improvements on all 3 contracts to be complete by December 2015
- Surface restoration complete by 2016

Sewer Separation Will:

- Eliminate CSOs from this neighborhood
- Improve stormwater quality discharges to Alewife Brook
- Marginal improvement on local flooding

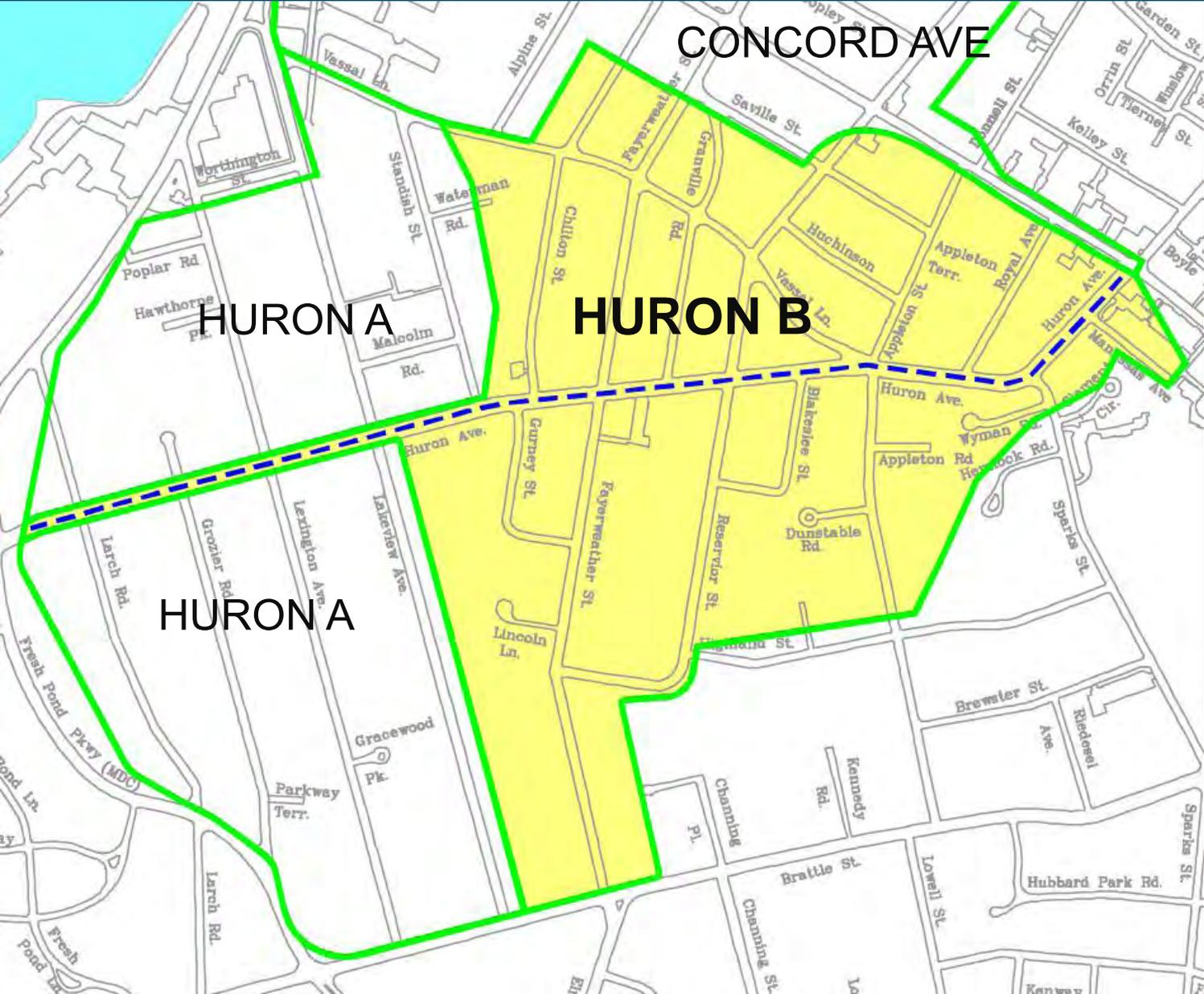


Concord Ave
Design Begins Spring 2013
Construction Begins Fall 2014

Huron B
Design Began May 2012
Construction Begins Summer 2013

Huron A
Design Began January 2011
Construction Begins October 2012

Huron B Project Area



-  Huron Ave. Project Area
-  Contract Limits
-  Huron B Contract area

Surface Redesign Community Process

Jeff Rosenblum, PE

Environmental & Transportation Planning
Community Development Department

617.349.4615

jrosenblum@cambridgema.gov

Surface design: project goals

Safety

- Ensure safety for all users (walking, biking, transit, driving)
- Design for safe traffic speeds

Mobility

- Provide access for persons with disabilities *
- Improve conditions for walking, bicycling, and transit riders
- Consider traffic flow and parking

Urban Design *(this will be focus of next meeting)*

- Reinforce residential character
- Enhance business district character
- Improve trees/ landscaping

Current users (typical weekday peak hour)



Using the intersection:
Crossing Huron Ave:

Lakeview	
am	pm
90	70
25	15

Gurney/Chilton	
am	pm
80	115
25	75

Fayerweather	
am	pm
55	90
5	20

Reservoir	
am	pm
40	80
7	15

Appleton/Vassal	
am	pm
80	110
18	22



About 50 bicyclists per hour use Huron Avenue during the peak AM and PM periods.



About 500 cars per hour use Huron Avenue during the peak AM and PM periods, and about 9000 vehicles per day. 2% of vehicles are large trucks.

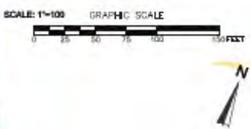
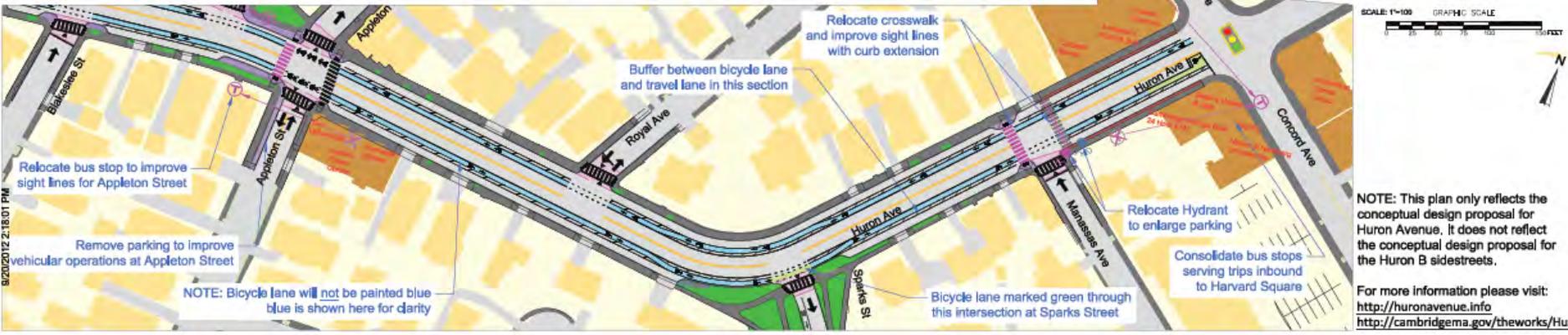
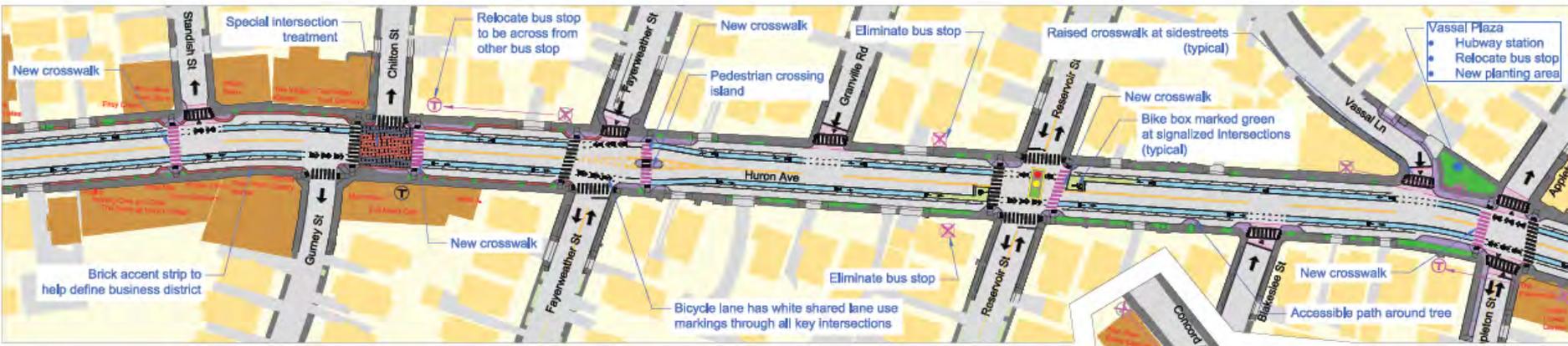


800 passengers use the MBTA 72 bus on a typical weekday (400 on a typical weekend day.) About 70% get on and off along this stretch of Huron Avenue.

Conceptual Design Options

- Pedestrian safety
 - New crosswalks
 - Curb extensions
 - Raised side-street x-walks
 - Lakeview signal removal
 - Crossing islands
 - Pavers used at business district intersection
- Bicycle facility
 - Traditional bicycle lanes with additional striped buffer against parked cars
 - Bicycle boxes
 - Hubway station
- Bus stops
 - Curb extensions
 - Consolidation
 - Re-location
- Parking
 - Regulation changes
 - Minimal loss in parking proposal
- Landscape design
 - Business district
 - Vassal Lane plaza
 - Many new trees
 - Curb extensions around two trees

Conceptual design options handout

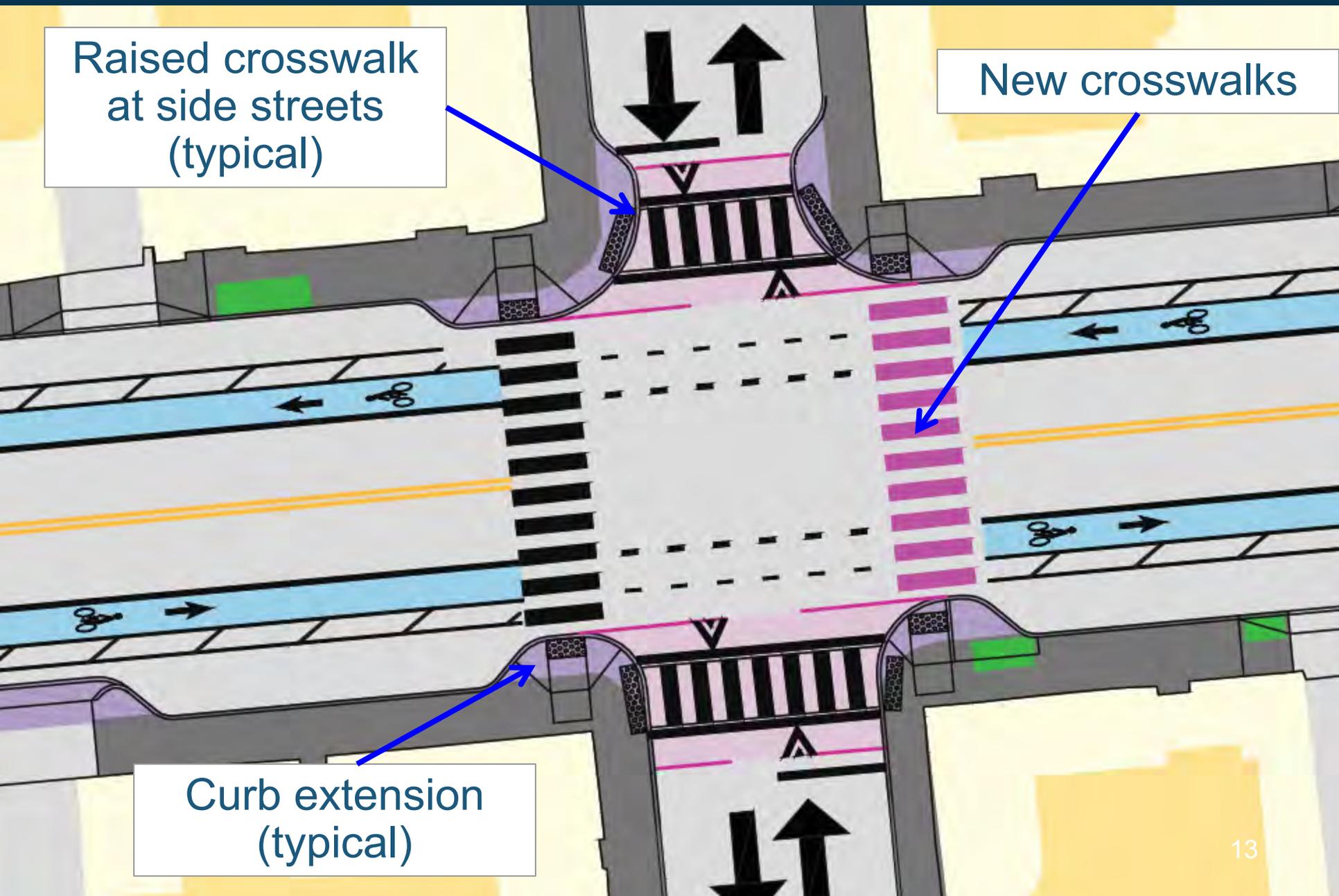


NOTE: This plan only reflects the conceptual design proposal for Huron Avenue. It does not reflect the conceptual design proposal for the Huron B sidestreets.

For more information please visit:
<http://huronavenue.info>
<http://cambridgema.gov/theworks/Huror>

Pedestrian safety improvements

Typical intersection detail



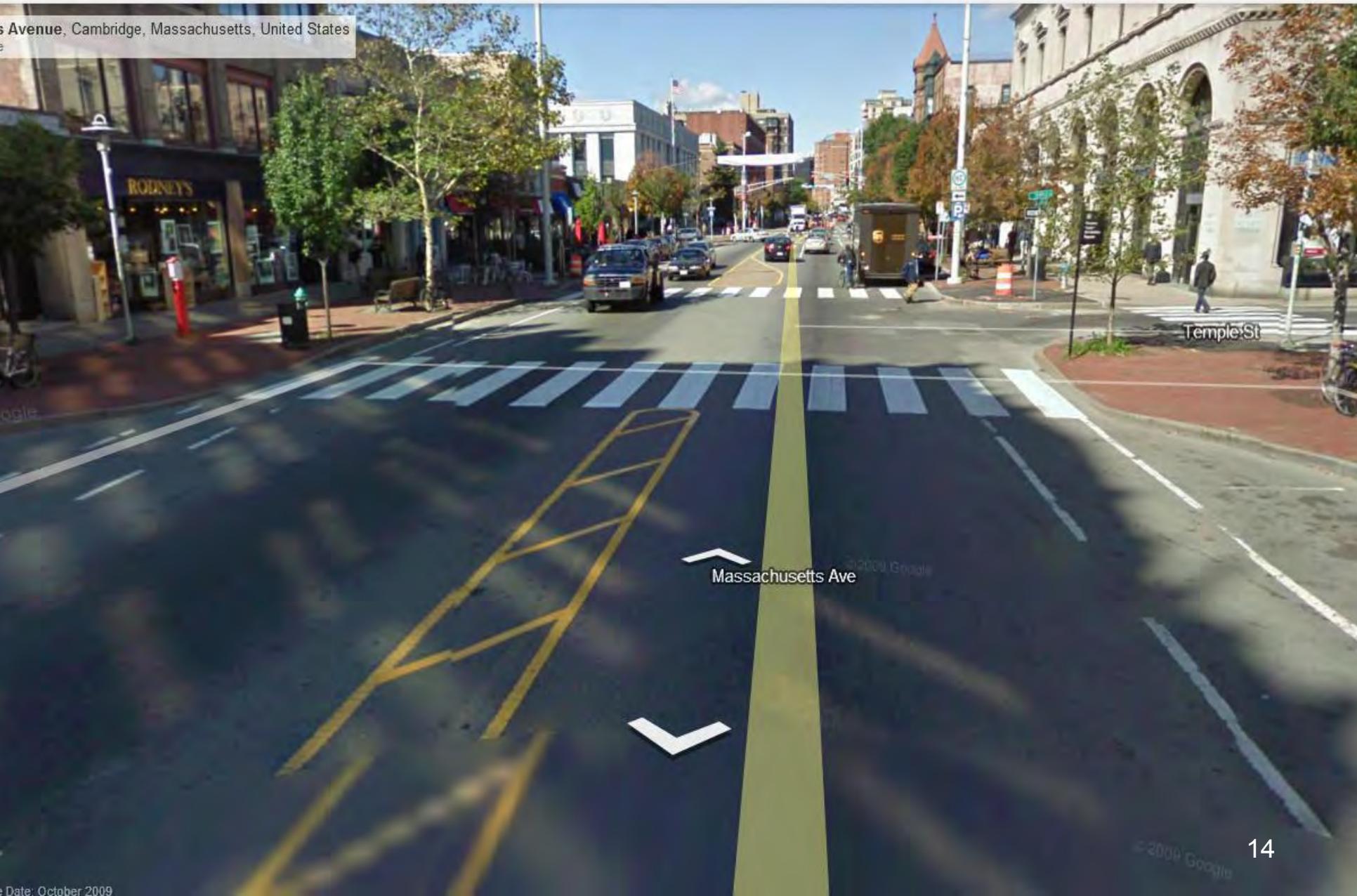
Raised crosswalk at side streets (typical)

New crosswalks

Curb extension (typical)

Curb extension example

Massachusetts Avenue, Cambridge, Massachusetts, United States



Massachusetts Ave

Raised side-street crosswalk example



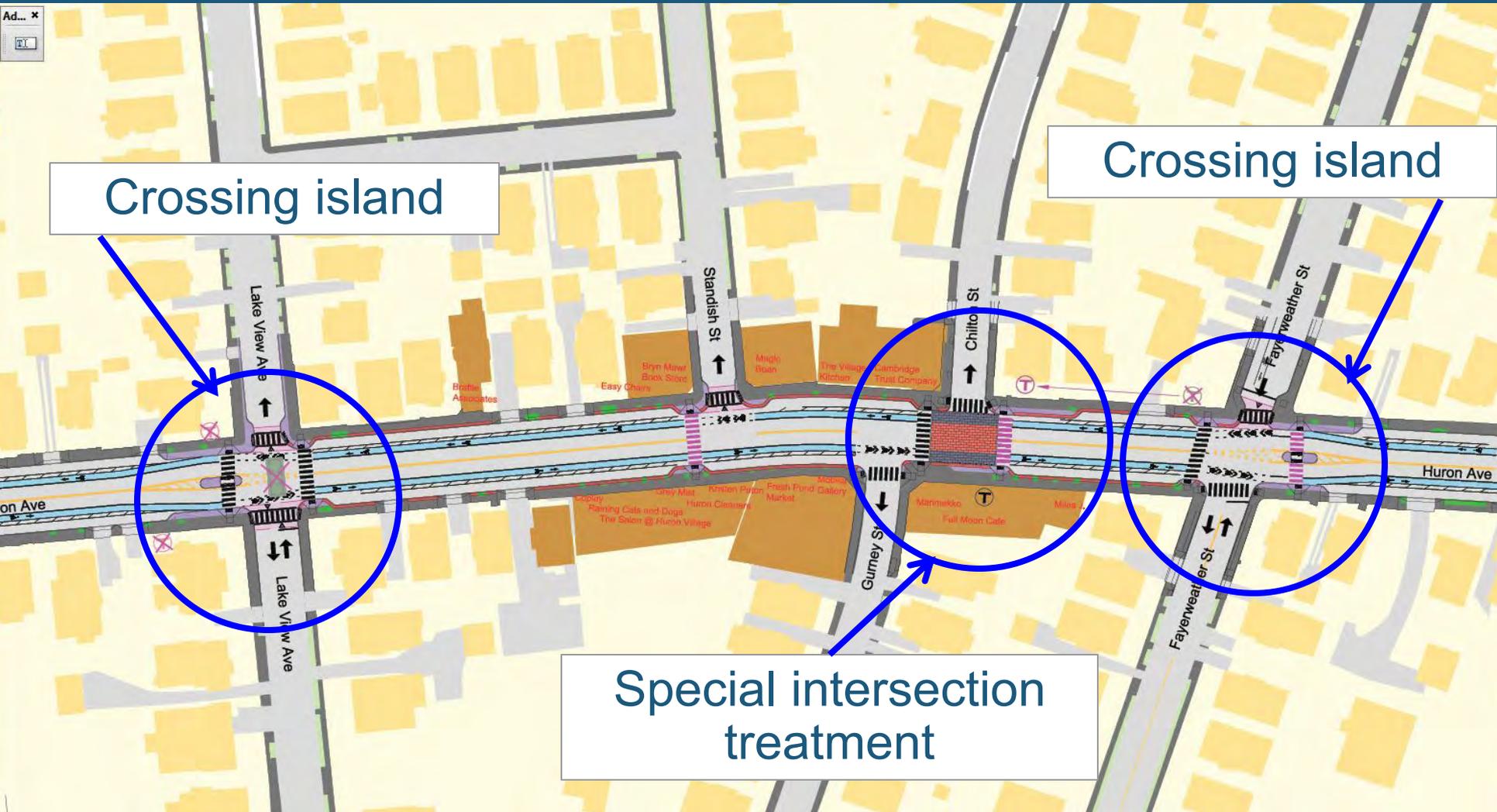
Raised side-street crosswalk example



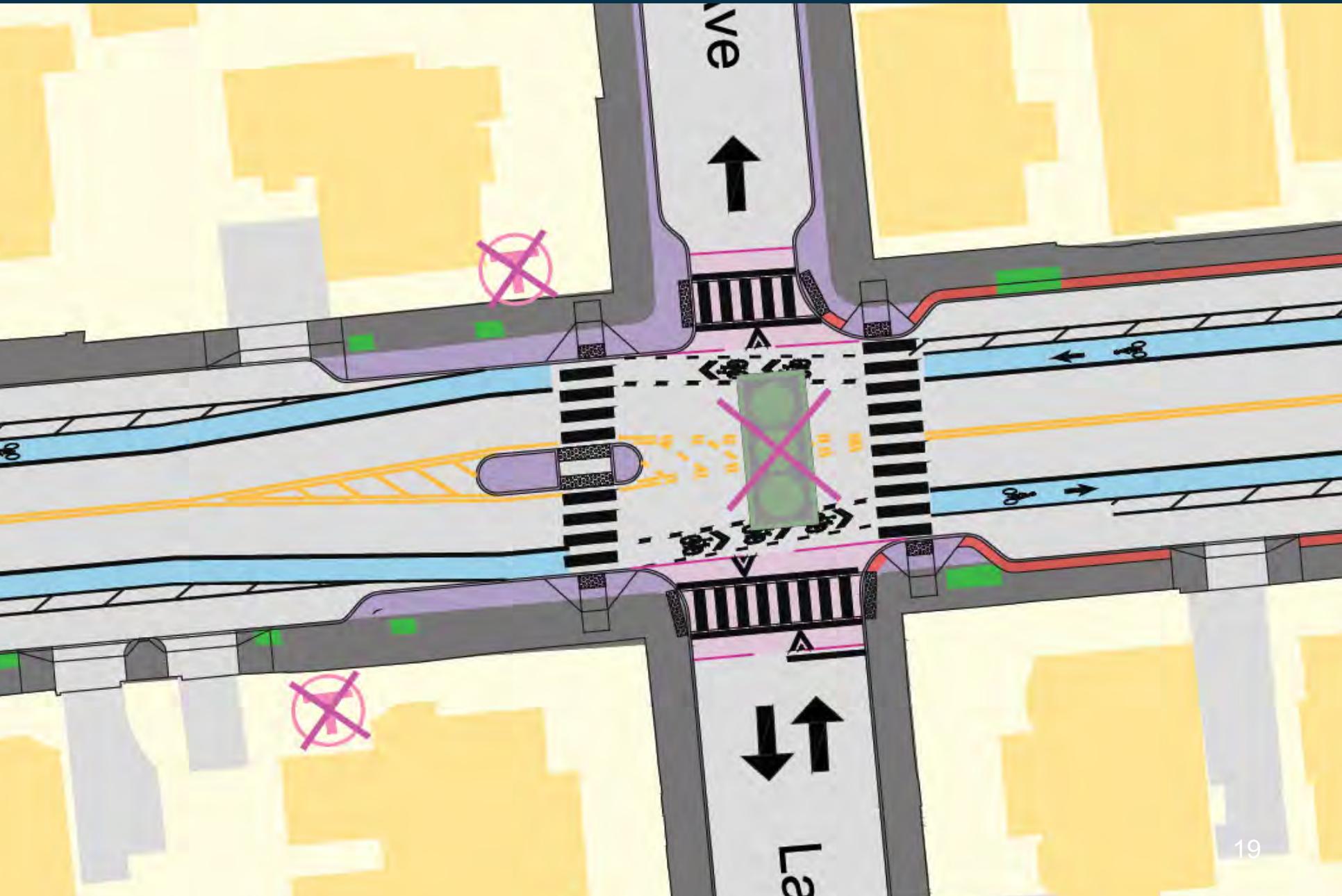
Accessible path around trees



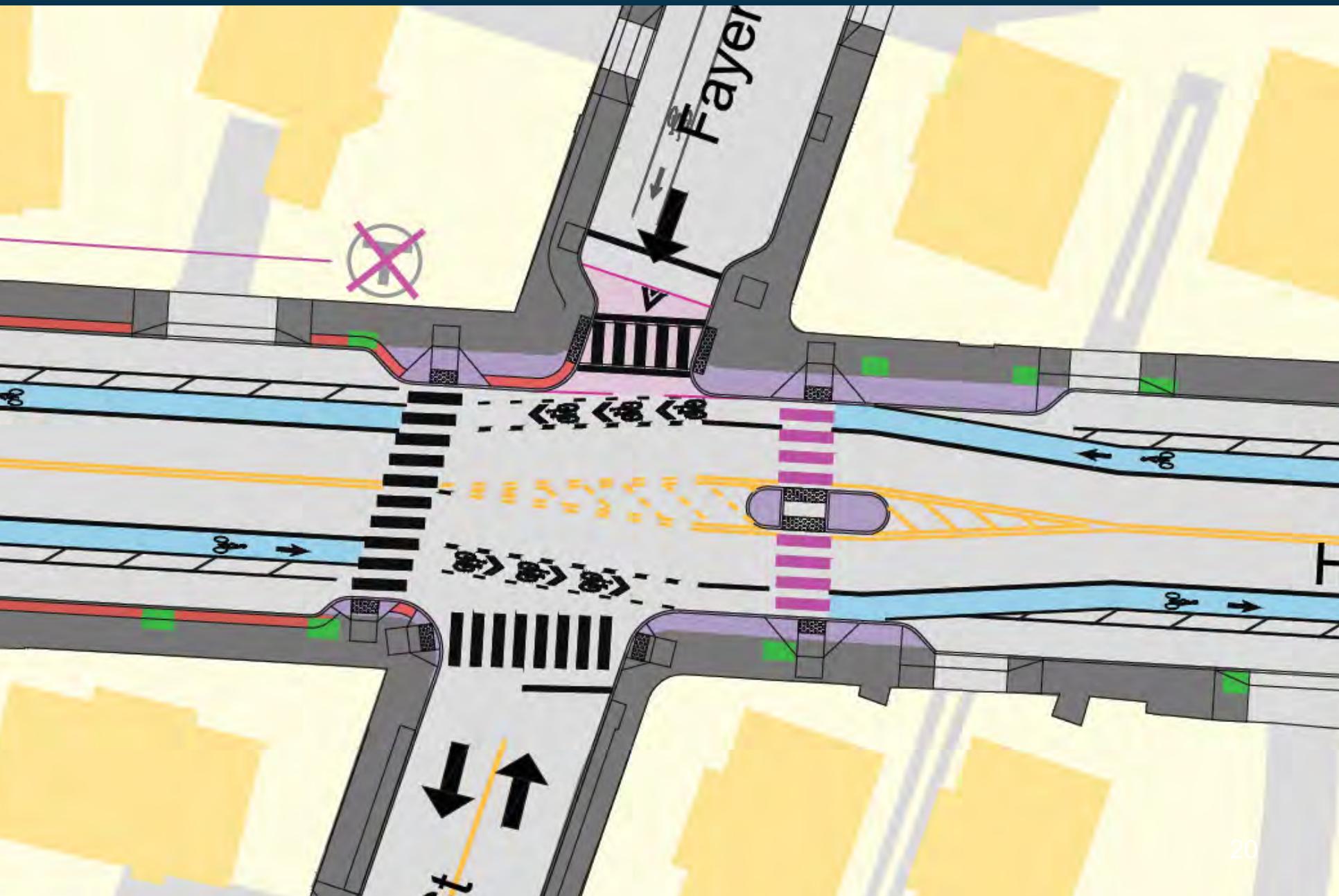
Crossing improvements



Lakeview signal removal/ crossing island



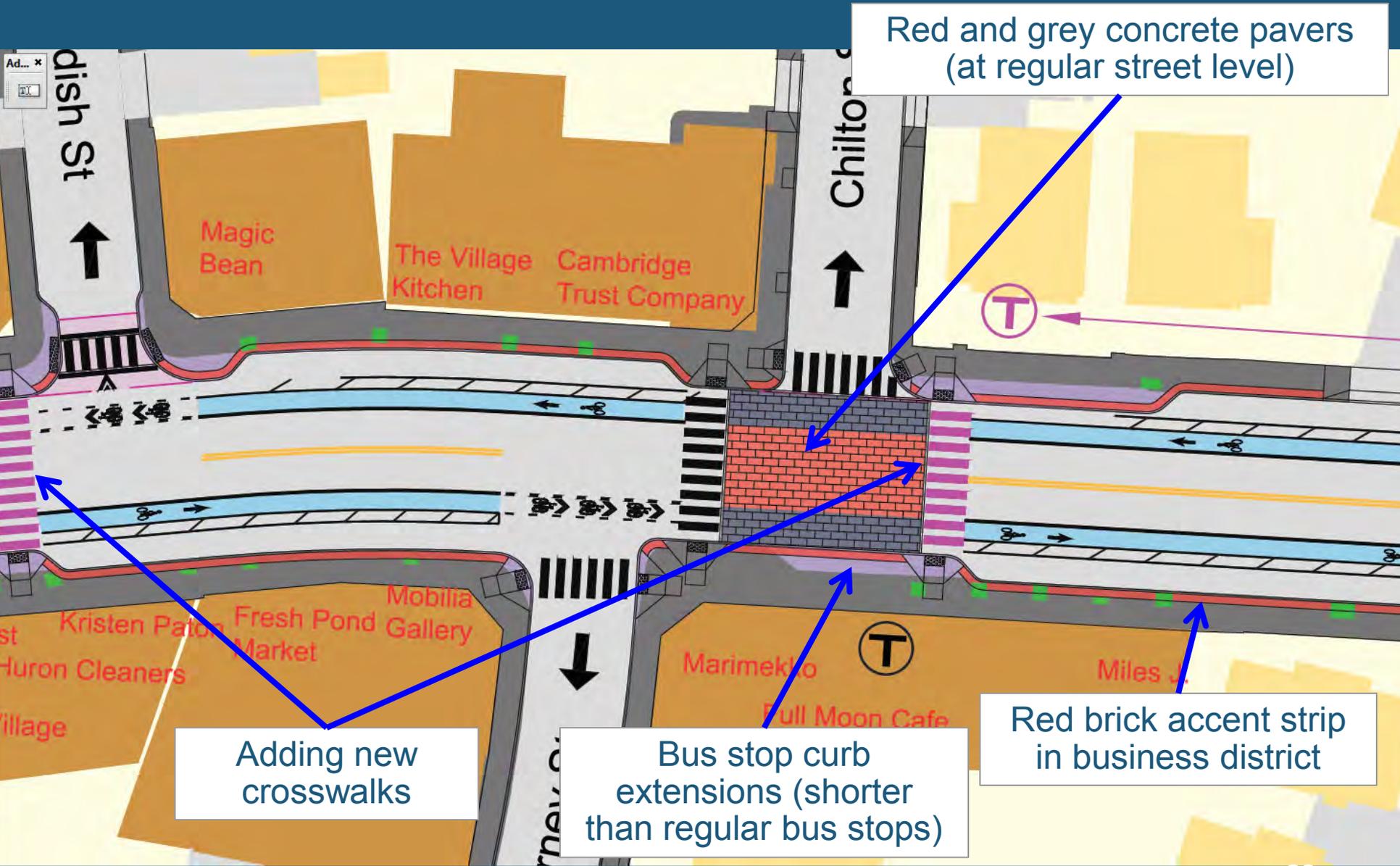
Fayerweather crossing island



Crossing island example (Sparks)



Business district improvements



Bicycle safety improvements

Existing conditions



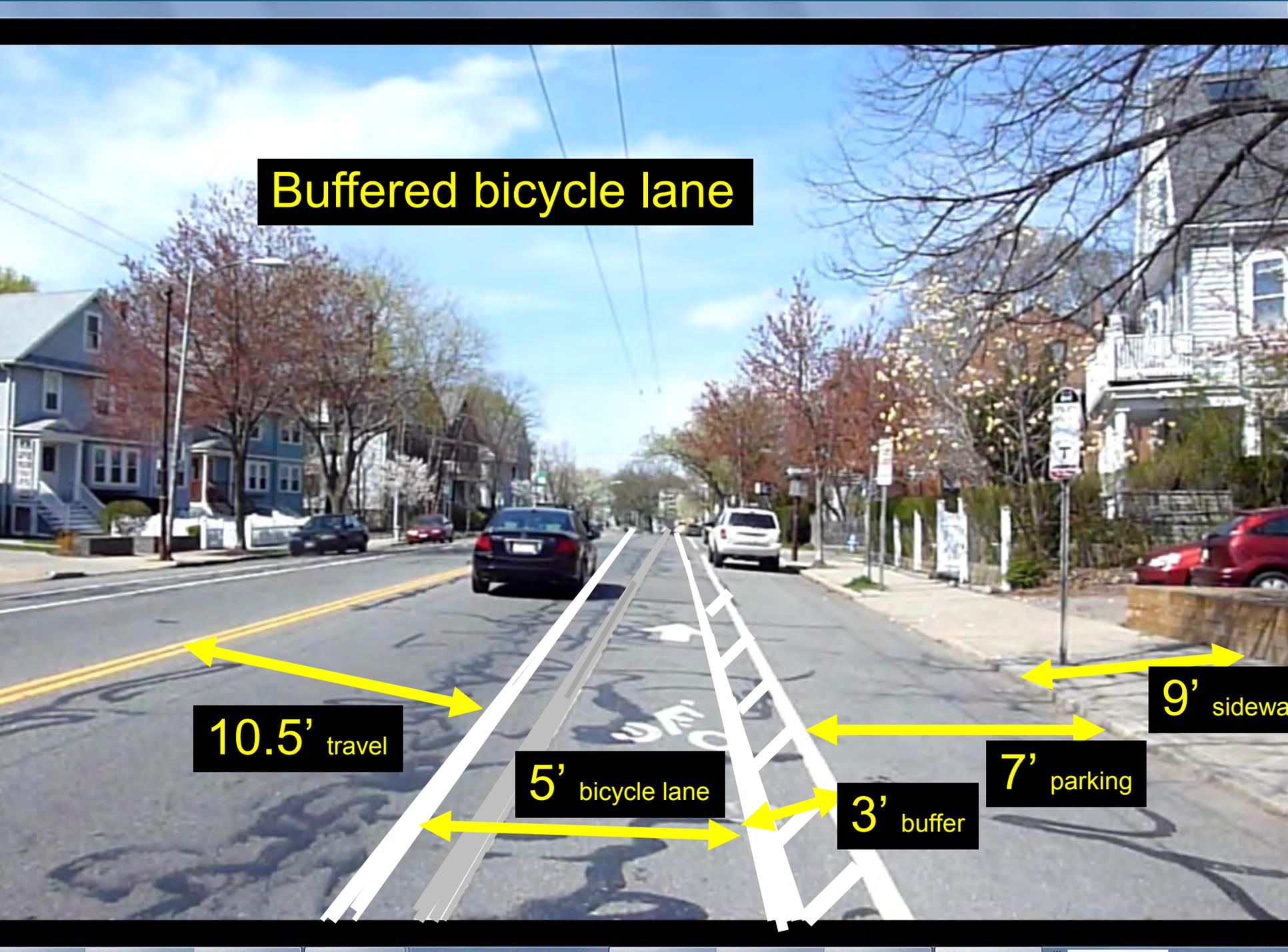
12.5' travel

5' bicycle lane

8' parking

9' sidewalk

Buffered bicycle lane



10.5' travel

5' bicycle lane

3' buffer

7' parking

9' sidewalk

Cycle track example



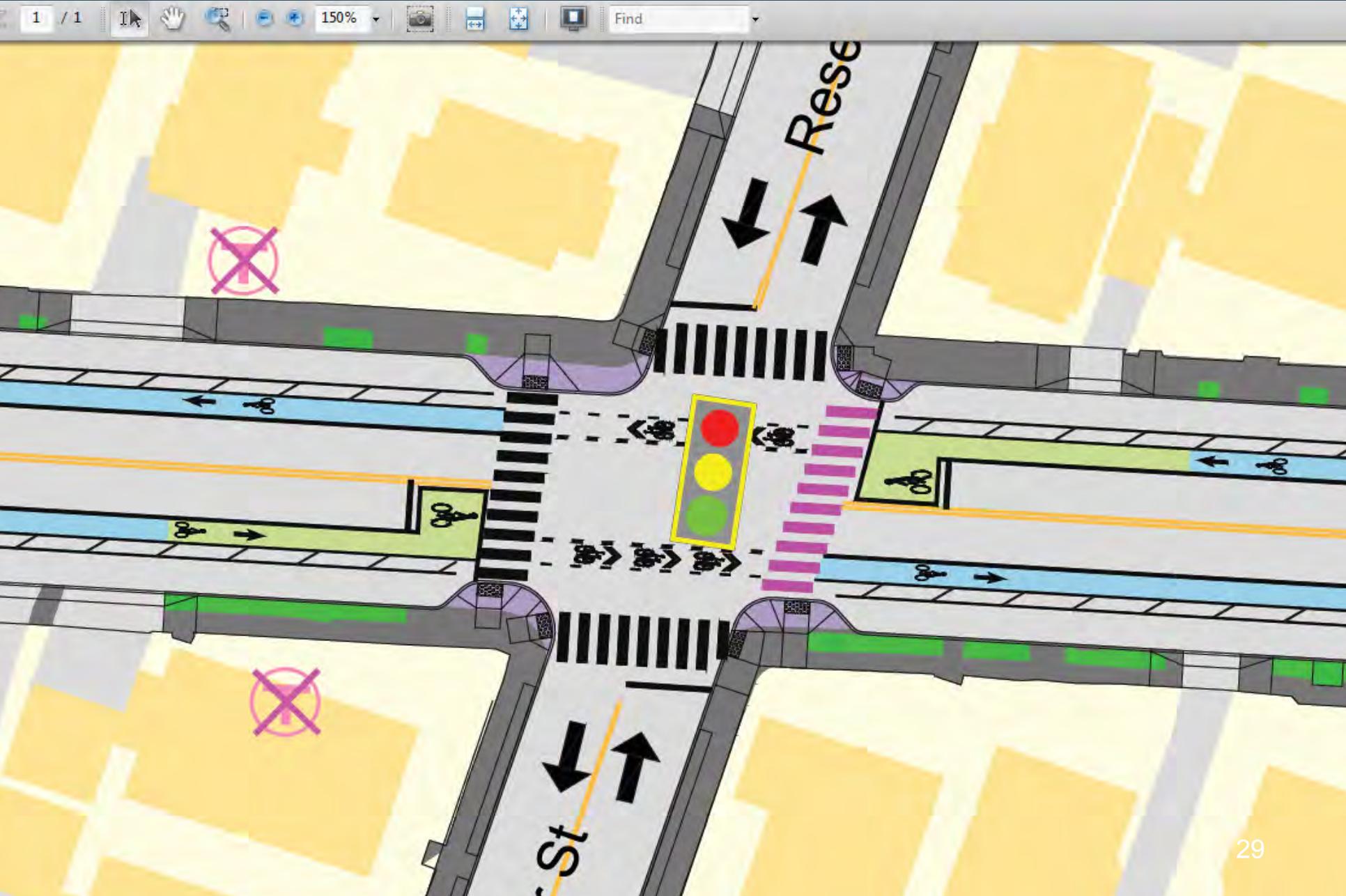
Cycle track example



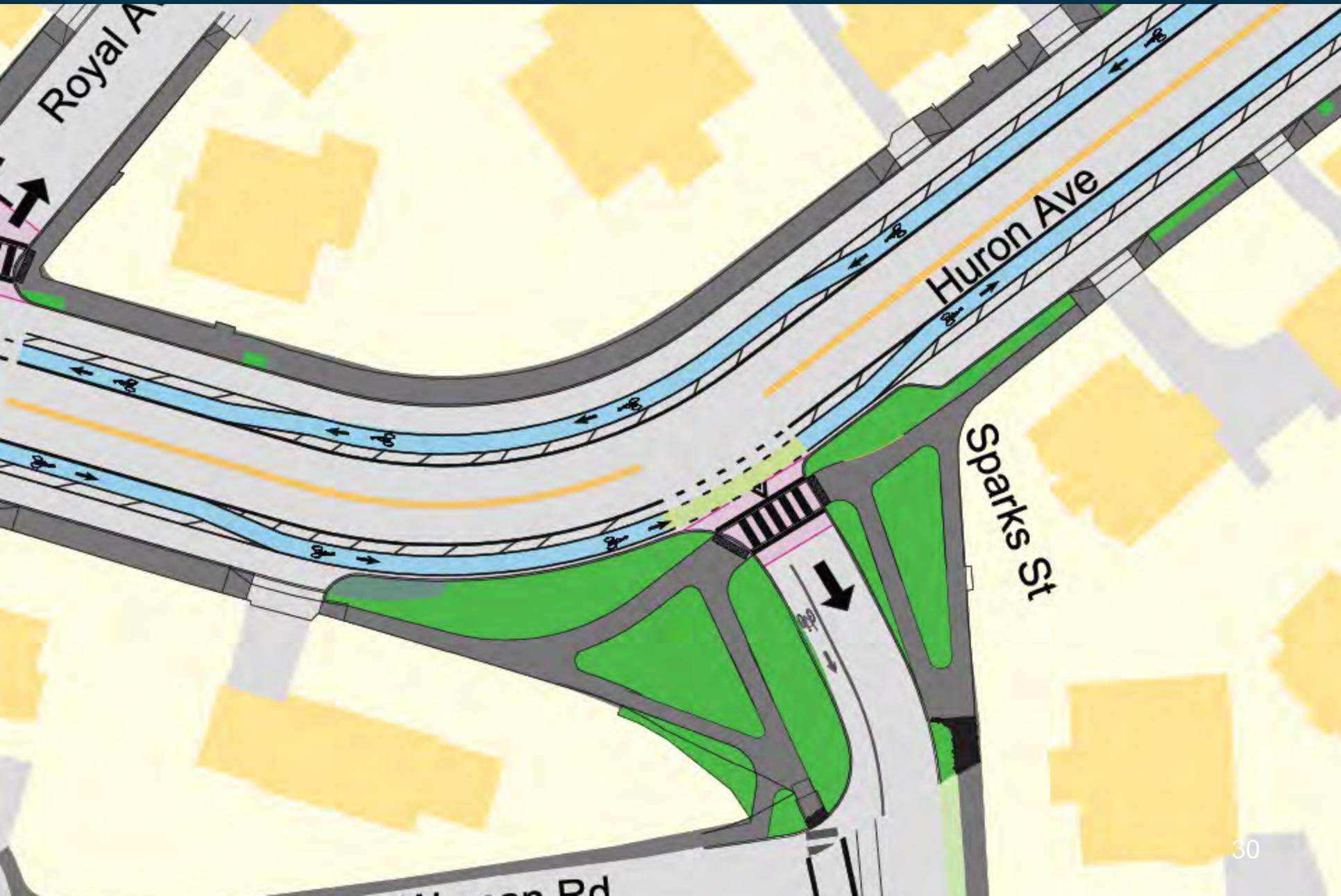
Cycle track not recommended

- Number of driveways (~56) and side streets (~17)
- On-street parking loss for sightlines (~40)
- Limited bicycle facility width for passing
- Narrow vehicle lanes cause problems
- Trolley-bus operations w/ overhead wire
- Snow impacts effective roadway width
- Construction cost impacts
- Snow clearance of cycle track challenging

Bicycle Boxes & skip marks



Reverse buffer & green pavement



Bus stop improvements

Bus stop curb extension (Cambridge Street)

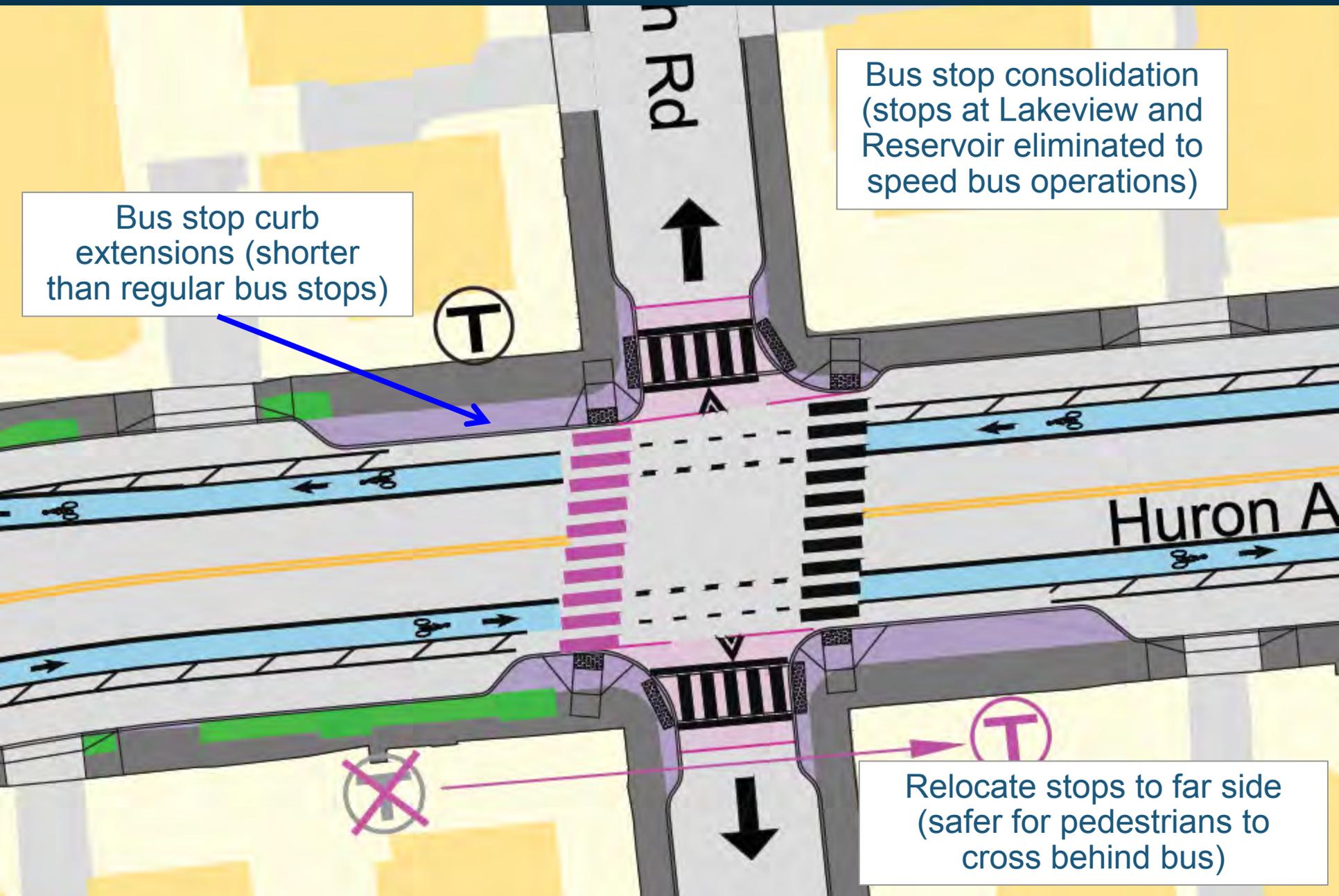


Bus stop improvements

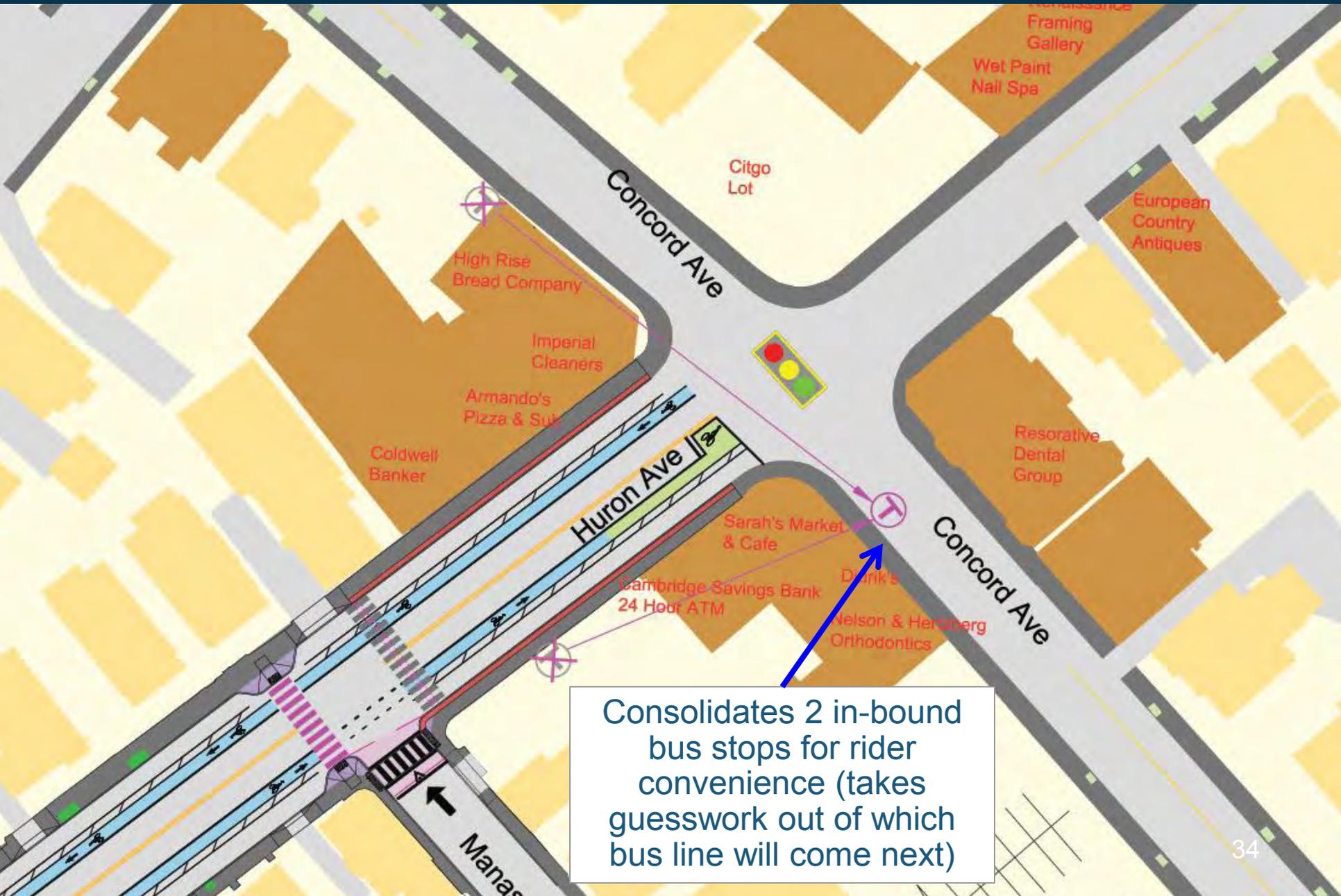
Bus stop curb extensions (shorter than regular bus stops)

Bus stop consolidation (stops at Lakeview and Reservoir eliminated to speed bus operations)

Relocate stops to far side (safer for pedestrians to cross behind bus)



Bus stop relocation at Concord Ave



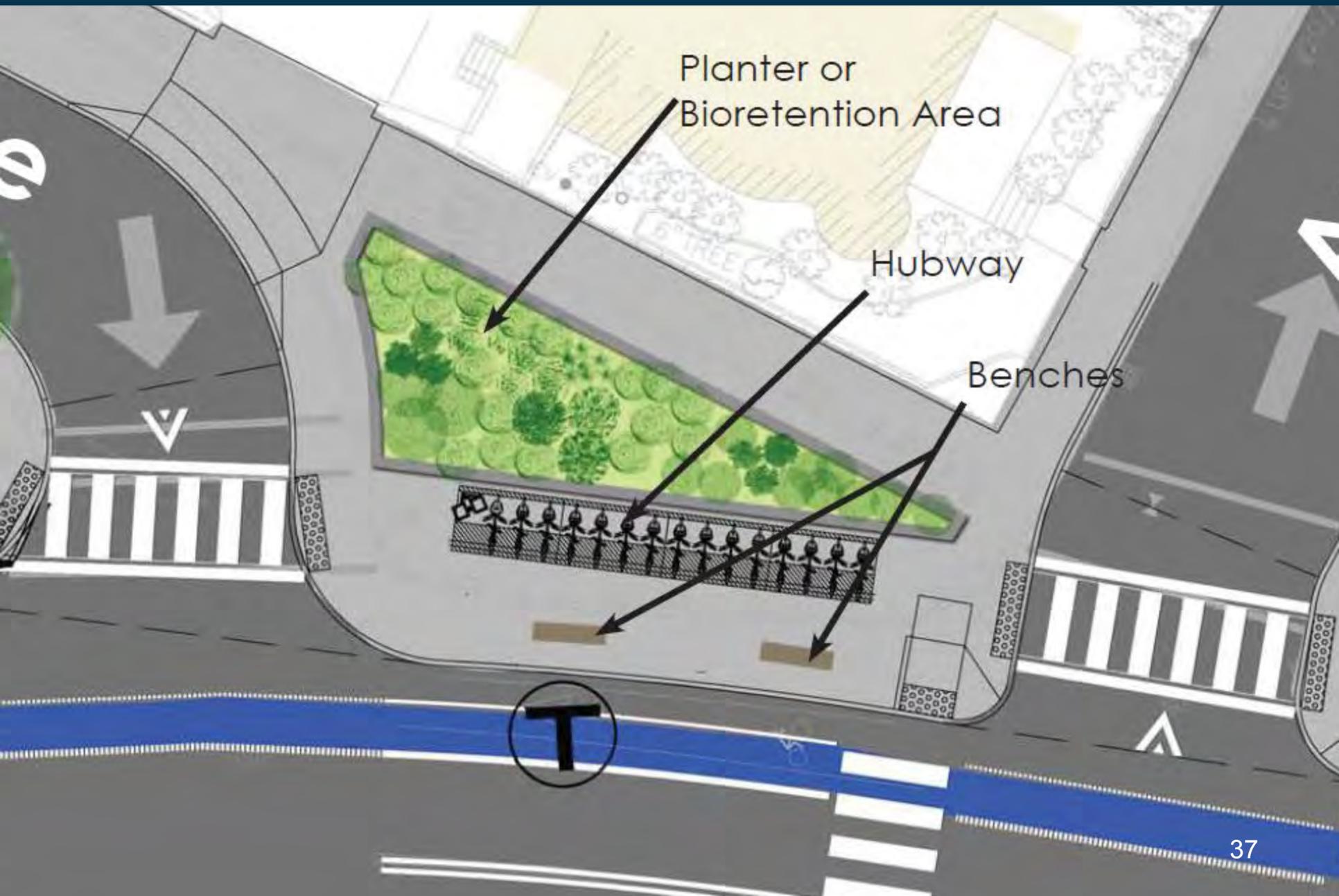
Consolidates 2 in-bound bus stops for rider convenience (takes guesswork out of which bus line will come next)

Vassal/Applet plaza design

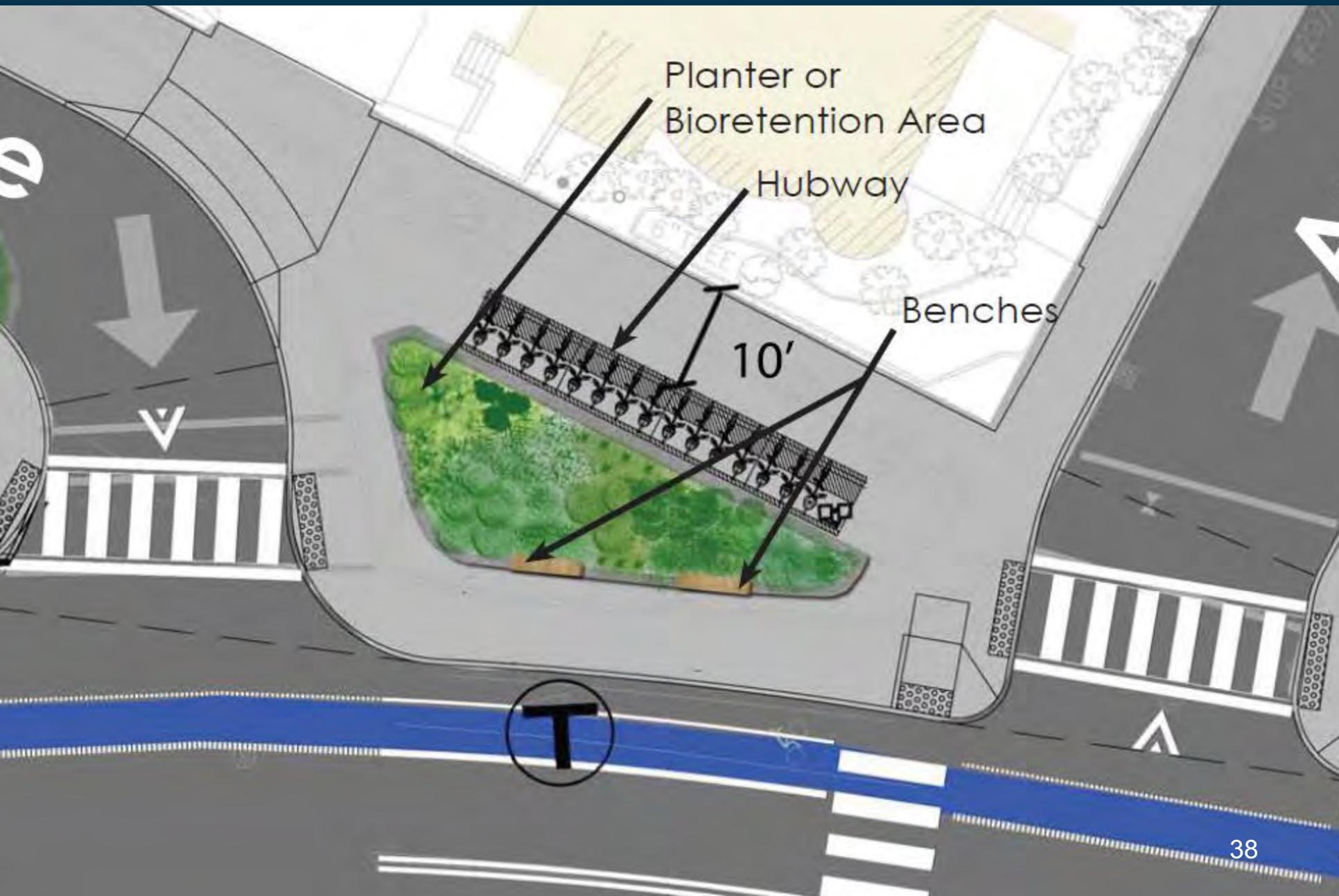
Hubway



Vassal/Appleton: option #1



Vassal/Appleton: option #2



Parking

Net reduction of only 6 spaces along corridor to for pedestrian safety features

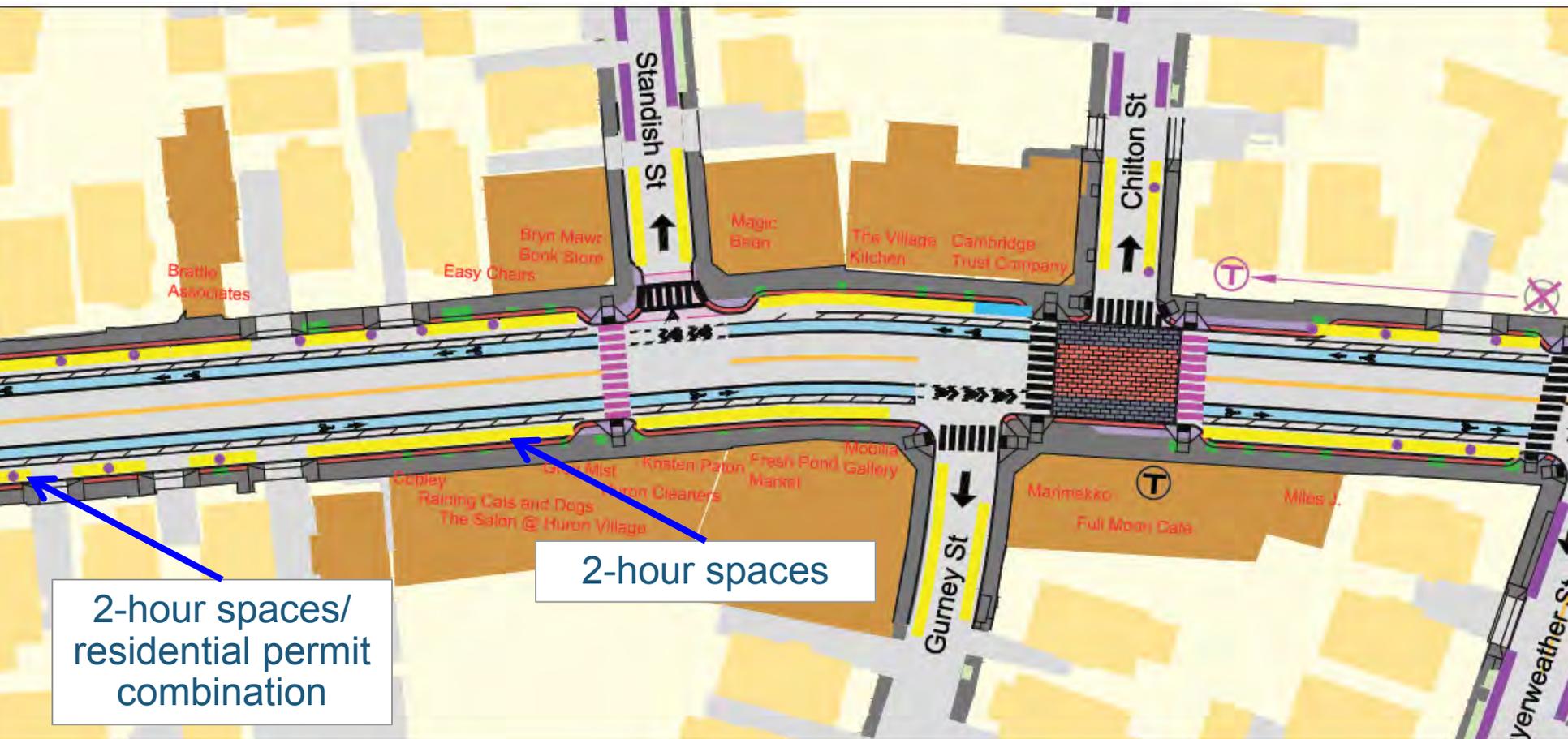


SCALE: 1"=100'

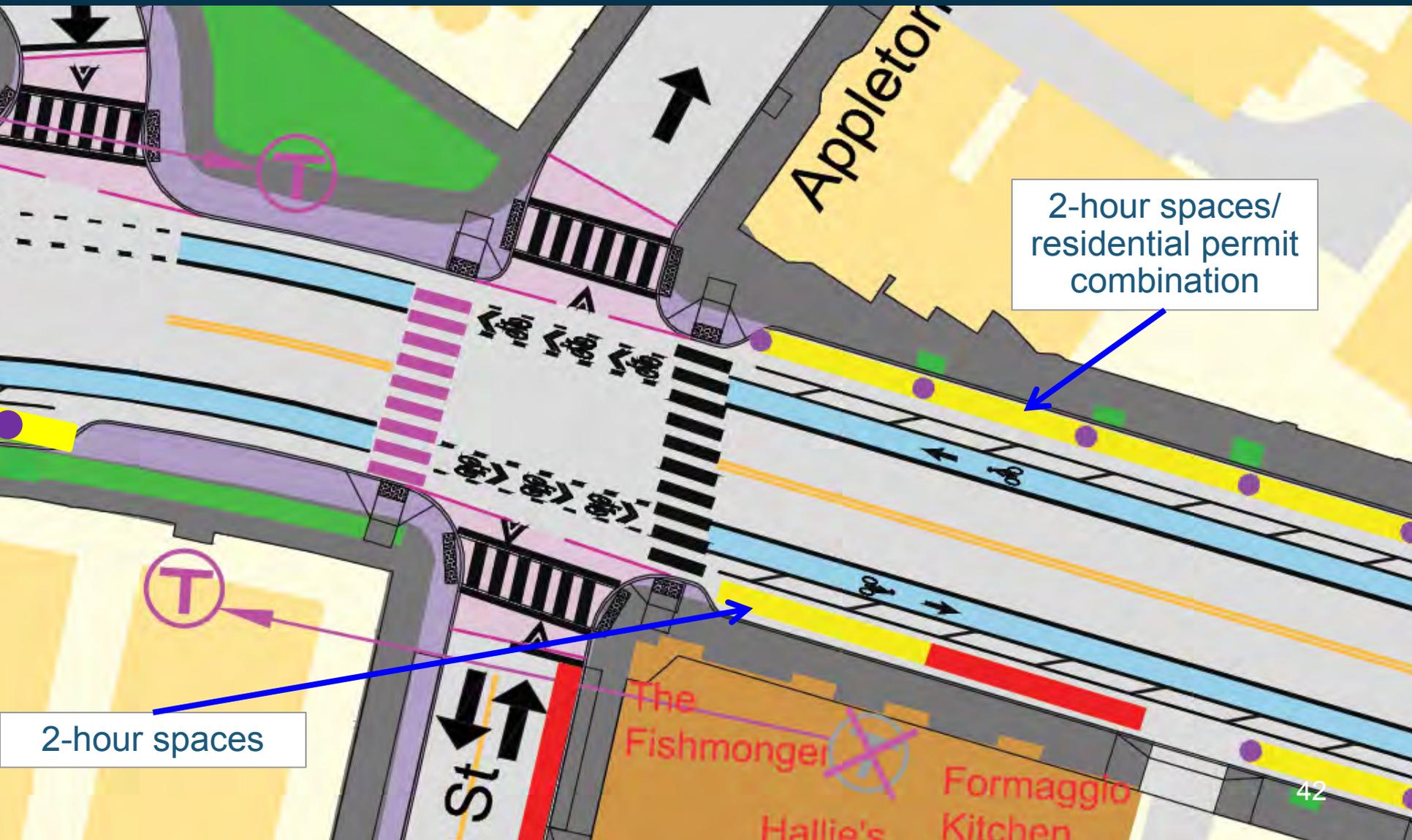


- UNREGULATED PARKING
- MBTA BUS STOP
- DISABILITY PARKING
- LOADING ZONE
- PERMIT PARKING EXCEPT SUNDAYS
- 1 OR 2 HOUR RESTRICTED PARKING
- 1/2 HOUR PARKING OR PERMIT PARKING
- 7 HOUR METERED PARKING 8AM-6PM EXCEPT SUNDAYS

Business parking: Net gain of 24 2-hr spaces (formerly unrestricted or residential permit only)



Business parking: Net gain of 4 2-hr spaces (formerly unrestricted or residential permit only)



Questions

Community Input

Break out session (30 minutes)

1. Each group will provide feedback on the proposed conceptual design options (what you like, concerns you have)
2. Document key points on paper

Report back (30 minutes)

3. One person from each group will present key points to full audience

Wrap-up

KyAnn Anderson
Kleinfelder

617.498.4708

KAnderson@kleinfelder.com

Huron Avenue Design Schedule

May 2012	#1 Introduction
June 2012	#2 Public input
Sep. 2012	#3 Conceptual design options presented, feedback solicited
Oct. 2012	Tree walk
Nov. 2012	#4 Conceptual design finalized
Apr. 2013	#5 Open house showing final engineering design for all Huron B
Jul. 2013	Construction begins
Nov. 2015	Construction is completed