

# Huron Avenue Reconstruction

## Draft Conceptual Design

11/1/12



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CITY OF CAMBRIDGE  
COMMUNITY DEVELOPMENT DEPARTMENT

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Environmental & Transportation Planning

**and**

CAMBRIDGE  
DEPARTMENT  
OF PUBLIC  
**THE  
WORKS**

<http://huronavenue.info>

# Huron Avenue is a...

- Regional roadway *and*
- Neighborhood street *and*
- Retail district *and*
- Front yard.

# Growth Policy Document (1993, 2007)

## Policy #22

- Undertake reasonable measures to improve the functioning of the city's street network, without increasing through capacity, to reduce congestion and noise and facilitate bus and other non-automobile circulation.

# Growth Policy Document (1993, 2007)

## Policy #23

- Encourage all reasonable forms of nonautomotive travel including, for example, making improvements to the city's infrastructure to support bicycling and walking.



# Vehicle Trip Reduction Ordinance (1992)

- Established bicycling and walking programs, planning, and funding
- Requires interdepartmental coordination

GHG emissions: reduction by 20% by 2010

*City of Cambridge*

# CLIMATE PROTECTION plan

LOCAL ACTIONS TO REDUCE GREENHOUSE GAS EMISSIONS

# Surface Redesign Community Process

# 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

- 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.



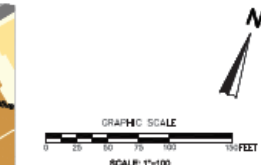
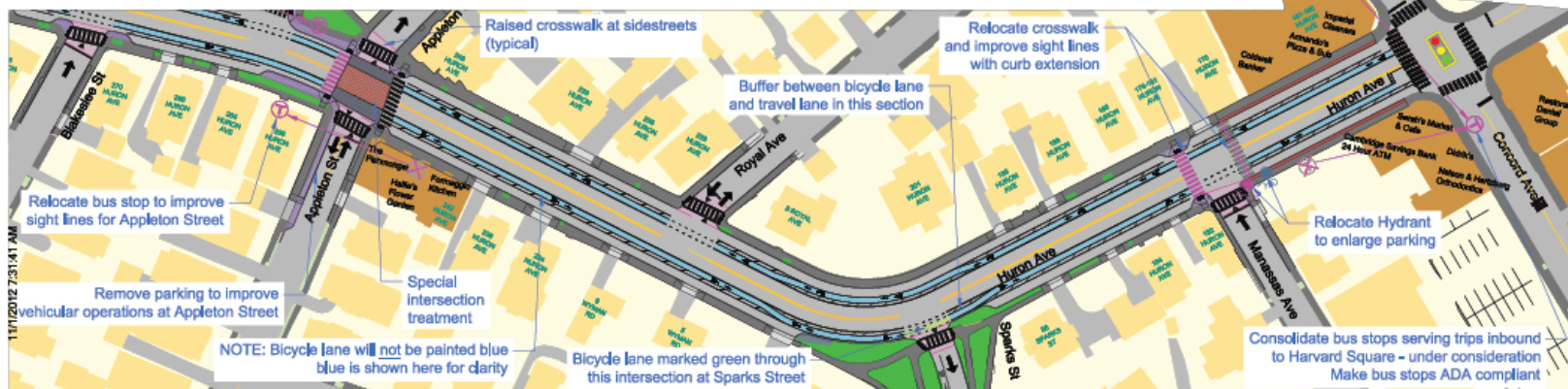
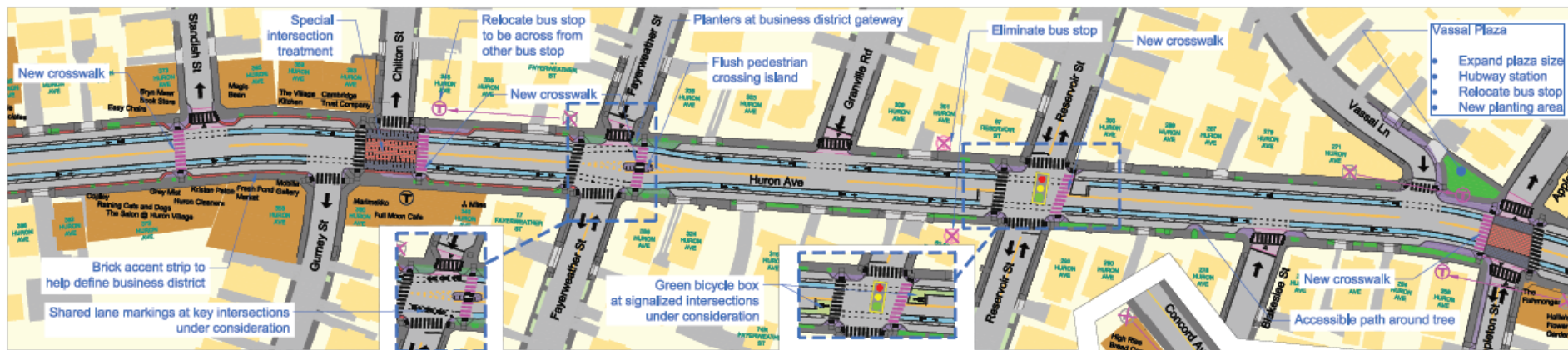
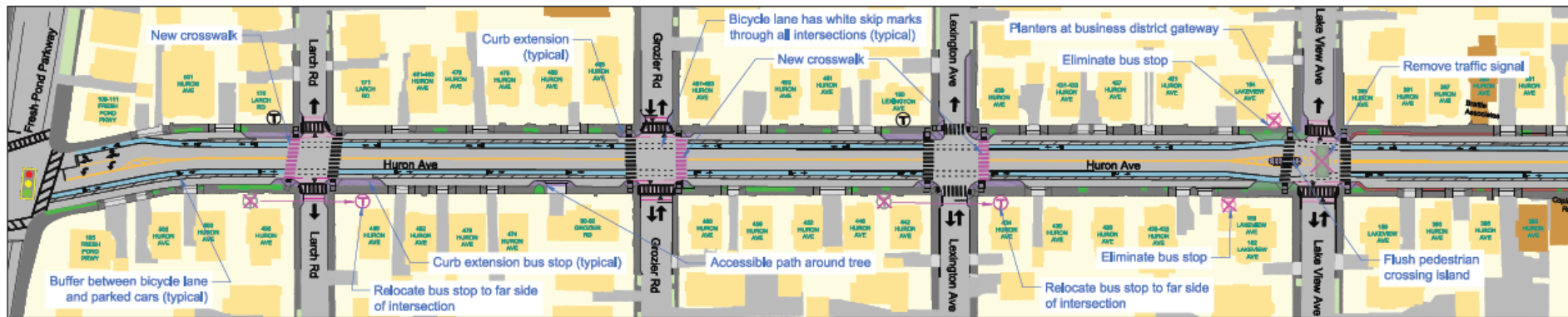
About 500 cars per hour use Huron Avenue during the peak AM and PM periods, and about 9000 vehicles per day. 2% of vehicles are large trucks.



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 handout

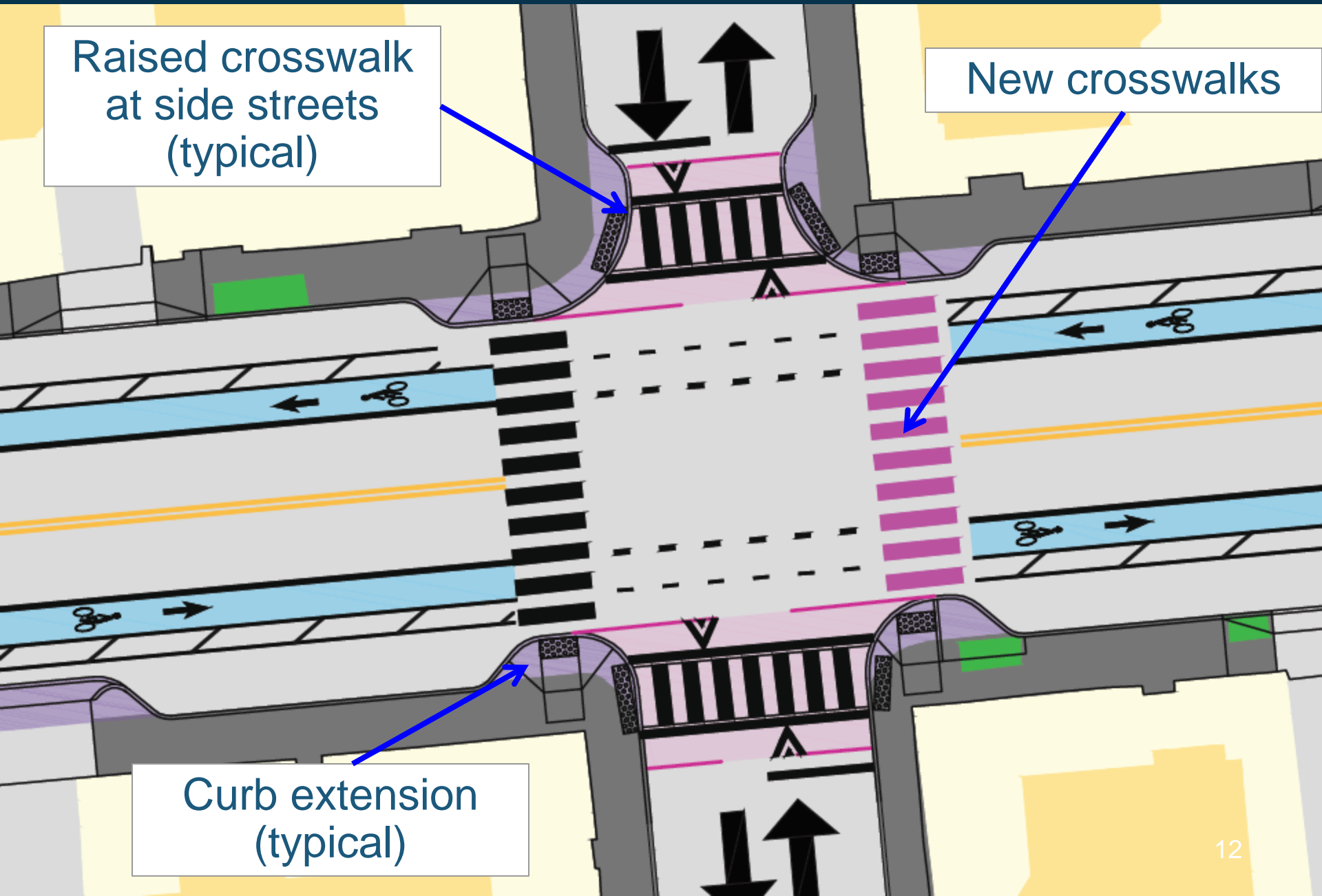


NOTE: This plan only reflects the conceptual design proposal for Huron Avenue. It does not reflect the conceptual design proposal for the Huron B sidestreets.

For more information please visit:  
<http://huronavenue.info>  
<http://cambridges.gov/heworks/huronB>

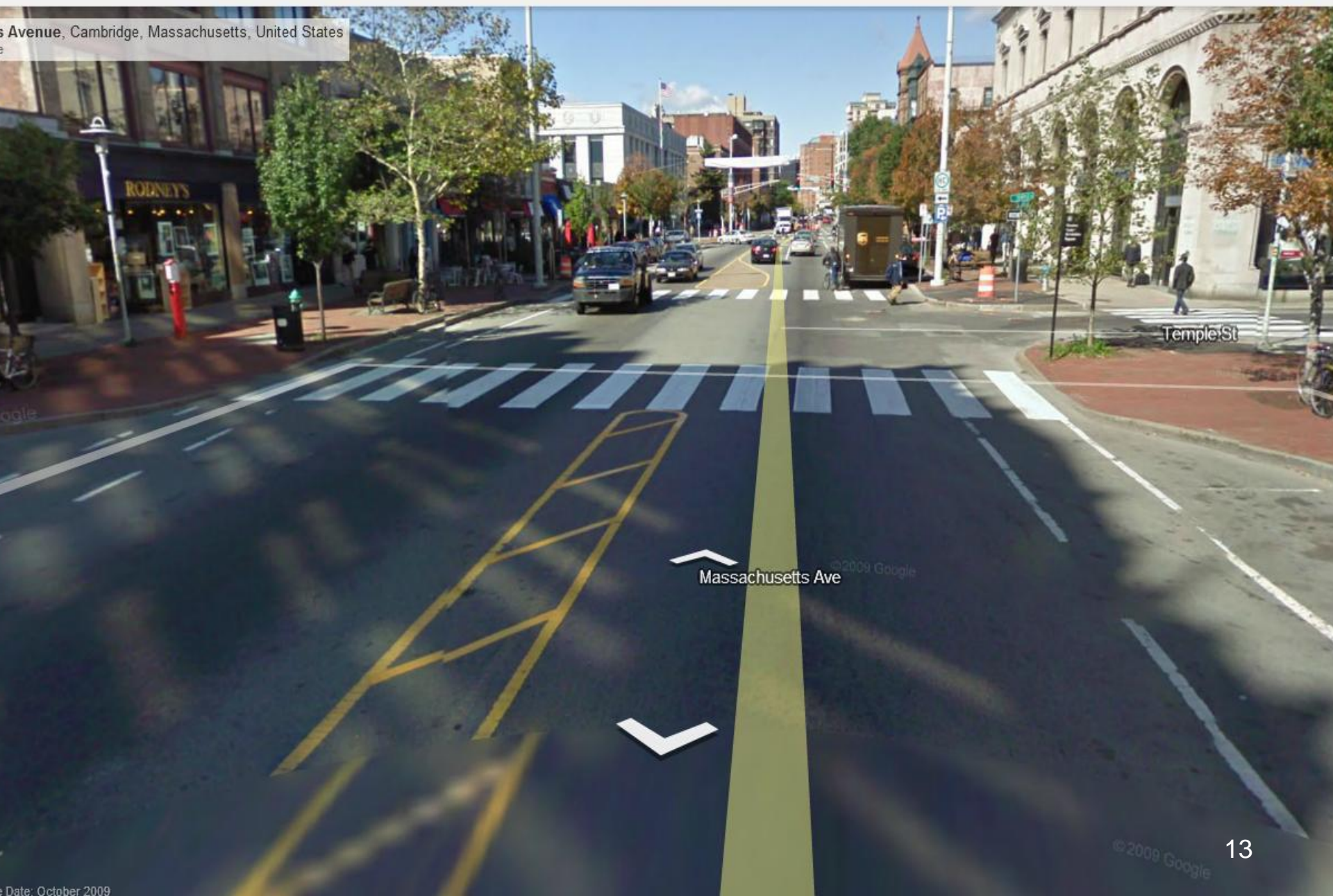
# Pedestrian safety improvements

# Typical intersection detail





# Curb extension example



# Raised side-street crosswalk example





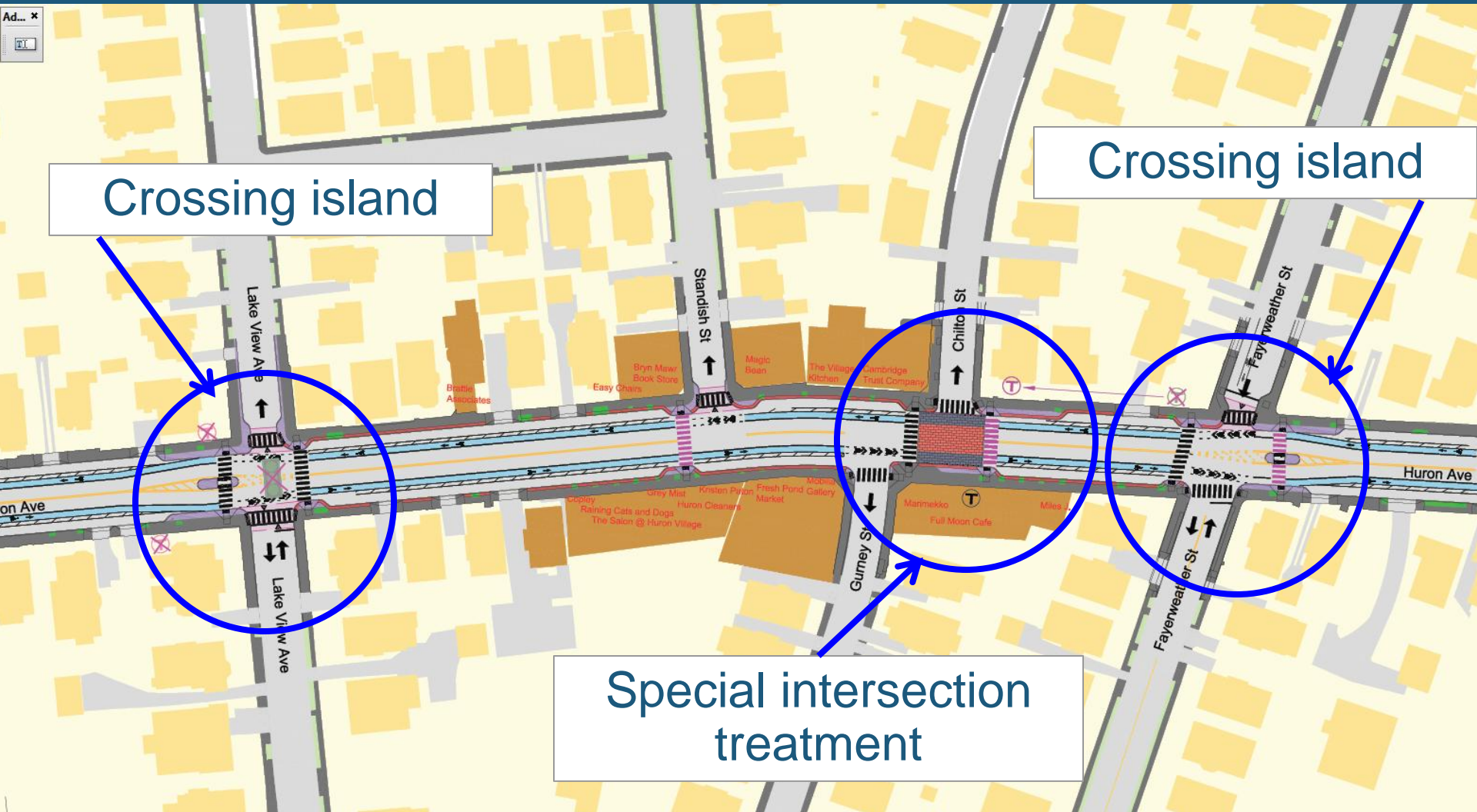
# Raised side-street crosswalk example



# Accessible path around trees

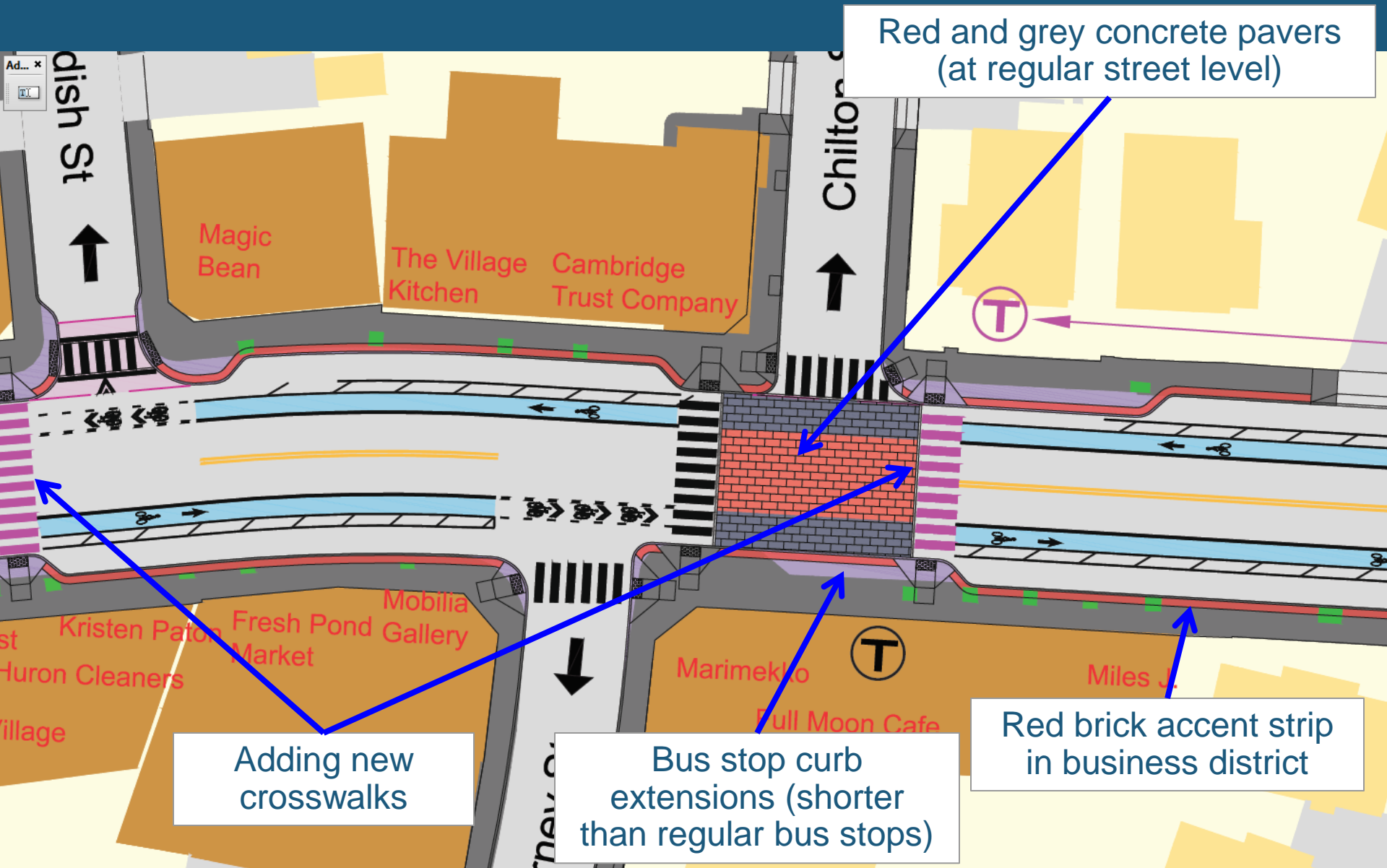


# Crossing improvements / gateway

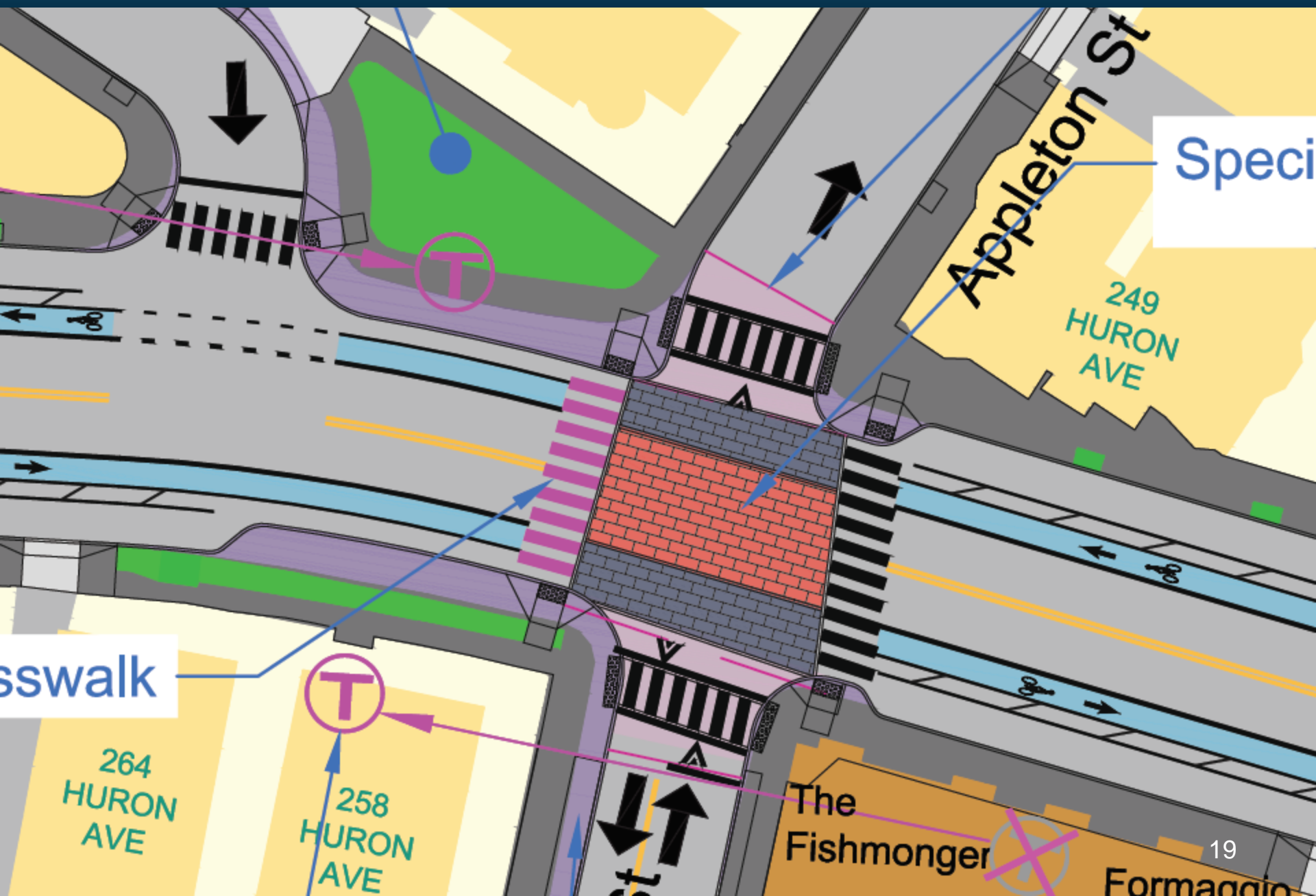




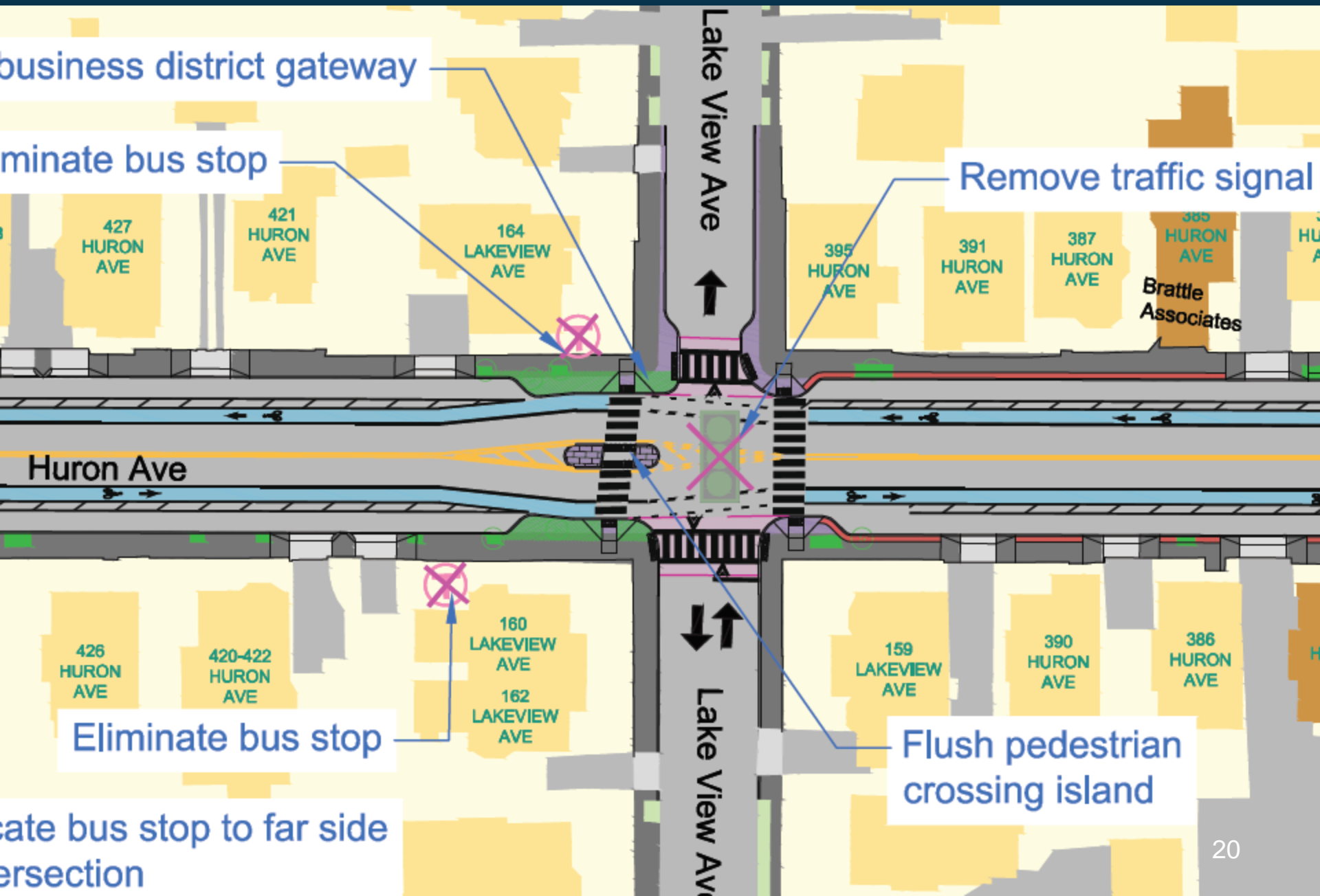
# Business district improvements



# Appleton Improvements

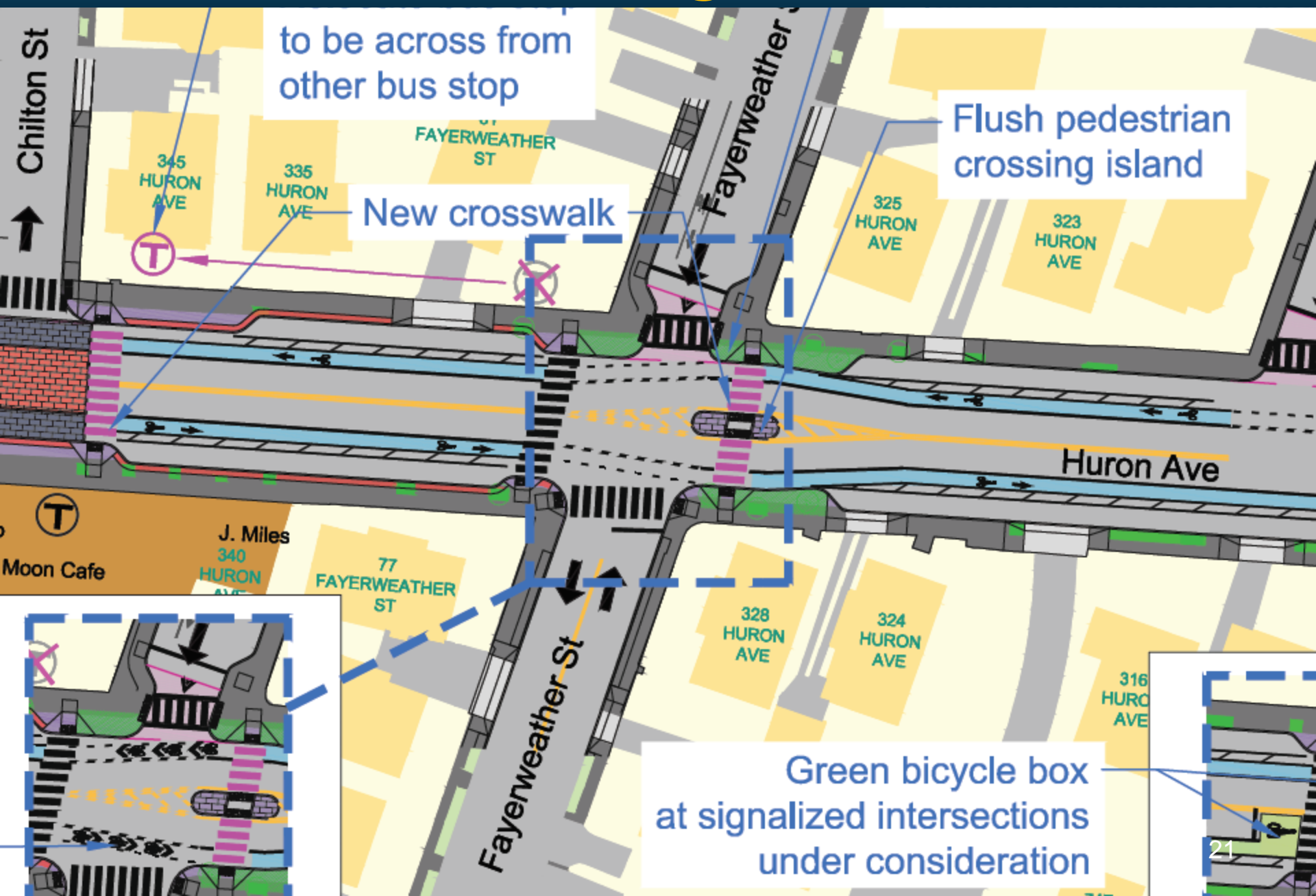


# Lakeview signal removal/ crossing island





# Fayerweather crossing island





# Crossing island example (Sparks)



# Bicycle safety improvements



# Existing conditions



12.5' travel

5' bicycle lane

8' parking

9' sidewalk



# Buffered bicycle lane

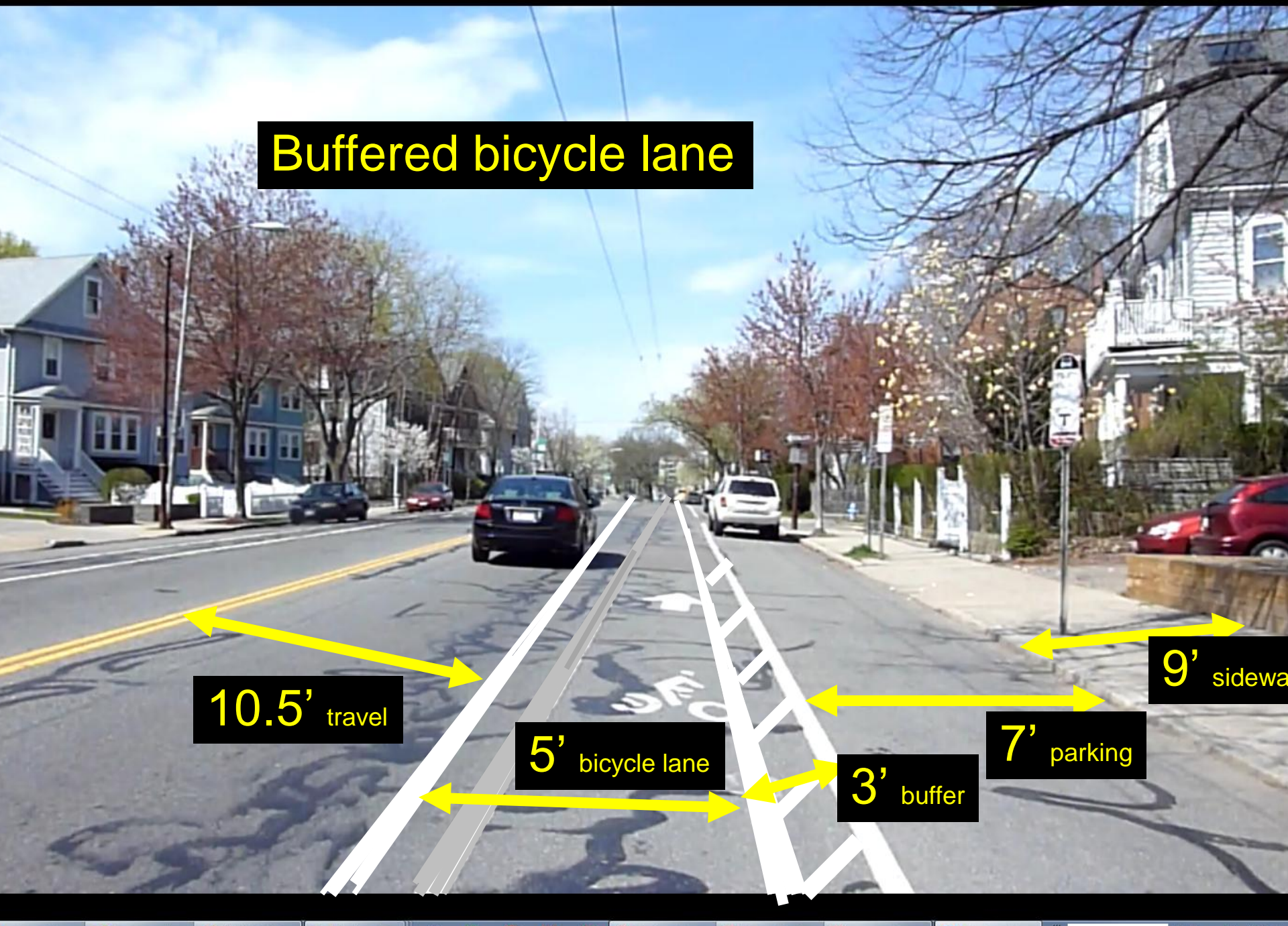
10.5' travel

5' bicycle lane

3' buffer

7' parking

9' sidewalk



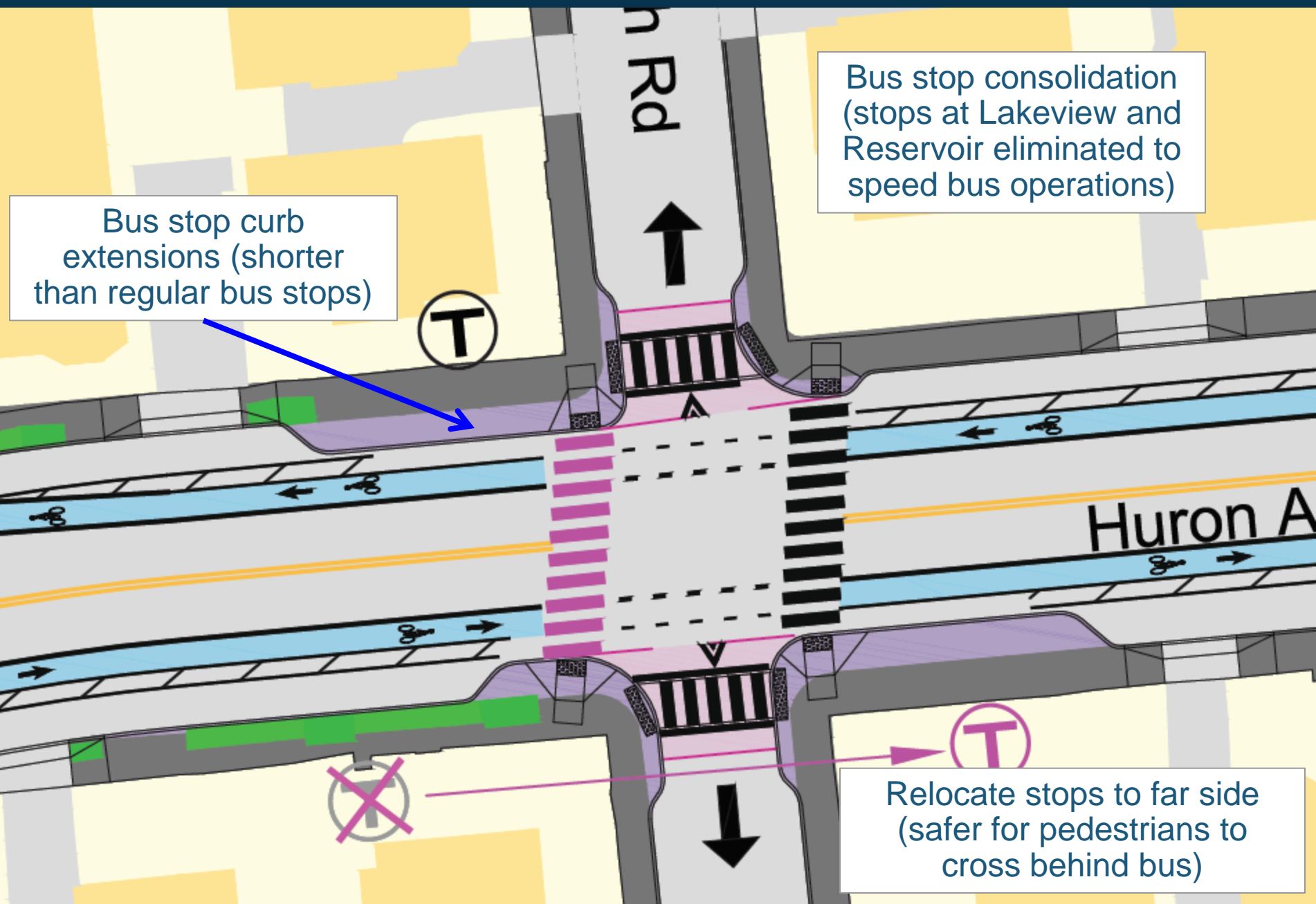
# Bus stop improvements



# Bus stop curb extension (Cambridge Street)

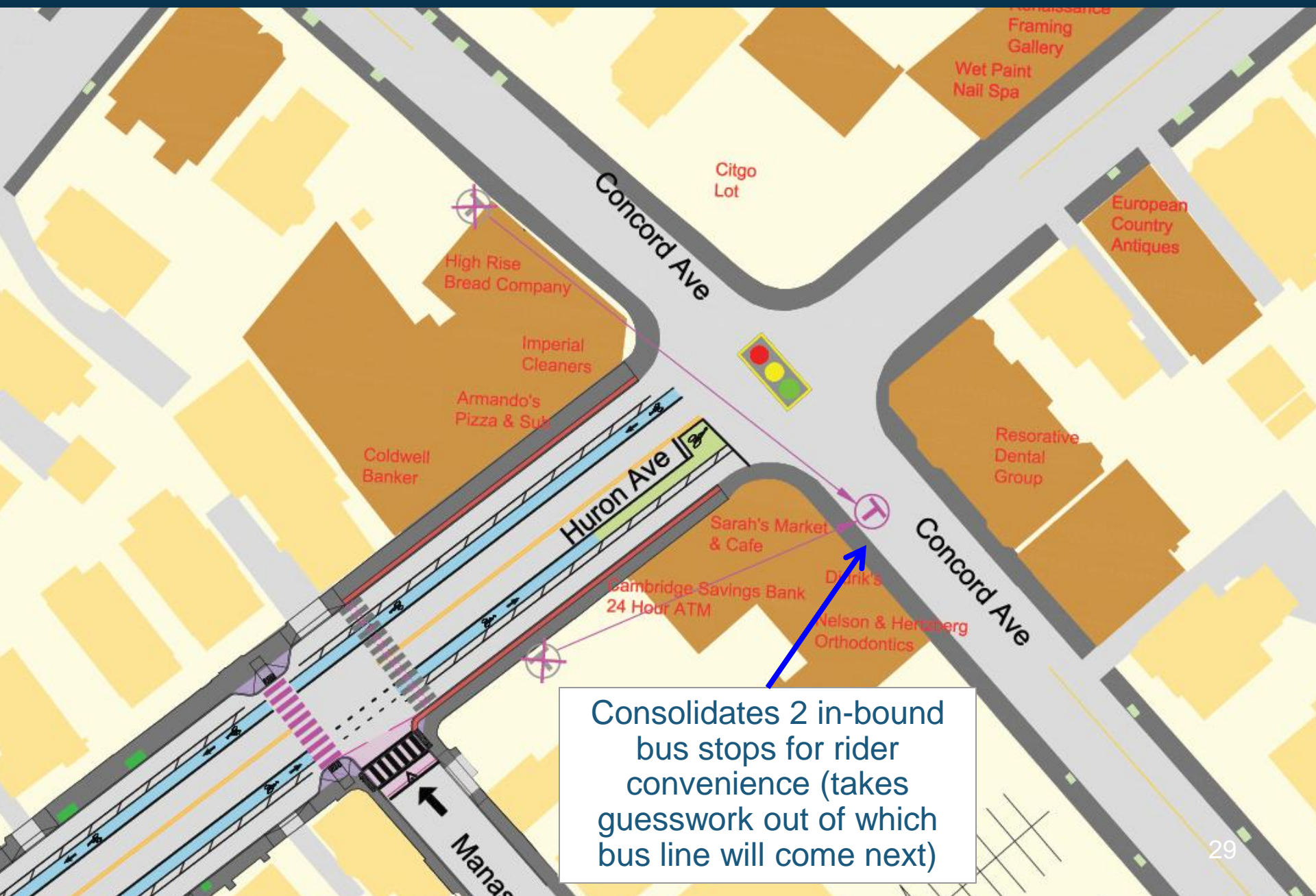


# Bus stop improvements





# 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)

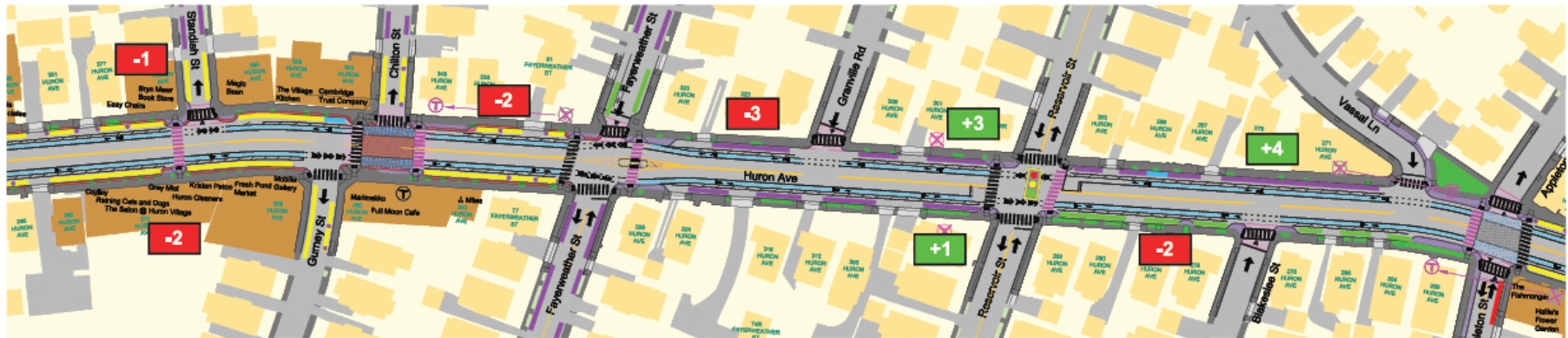
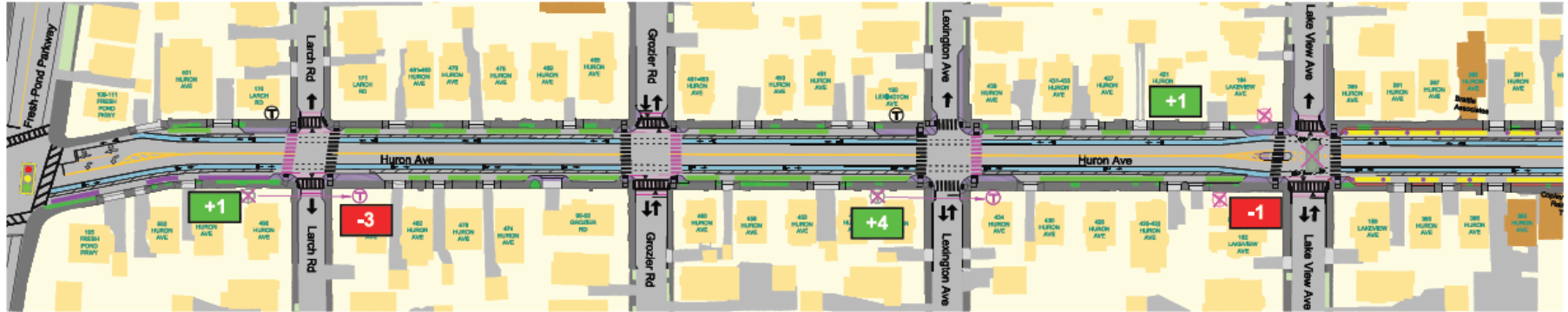
# Parking

# Parking impact study

## HURON AVENUE - CONCEPT DESIGN

## Proposed Parking Plan

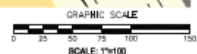
## NET CHANGE IN PARKING SPACES



	EXISTING	PROPOSED
PARKING SPACES ON HURON AVENUE	209	207
NET CHANGE IN PARKING ON HURON AVENUE		-2 SPACES
NET CHANGE IN PARKING ON HURON AVENUE AND NEARBY SIDESTREETS		-6 SPACES

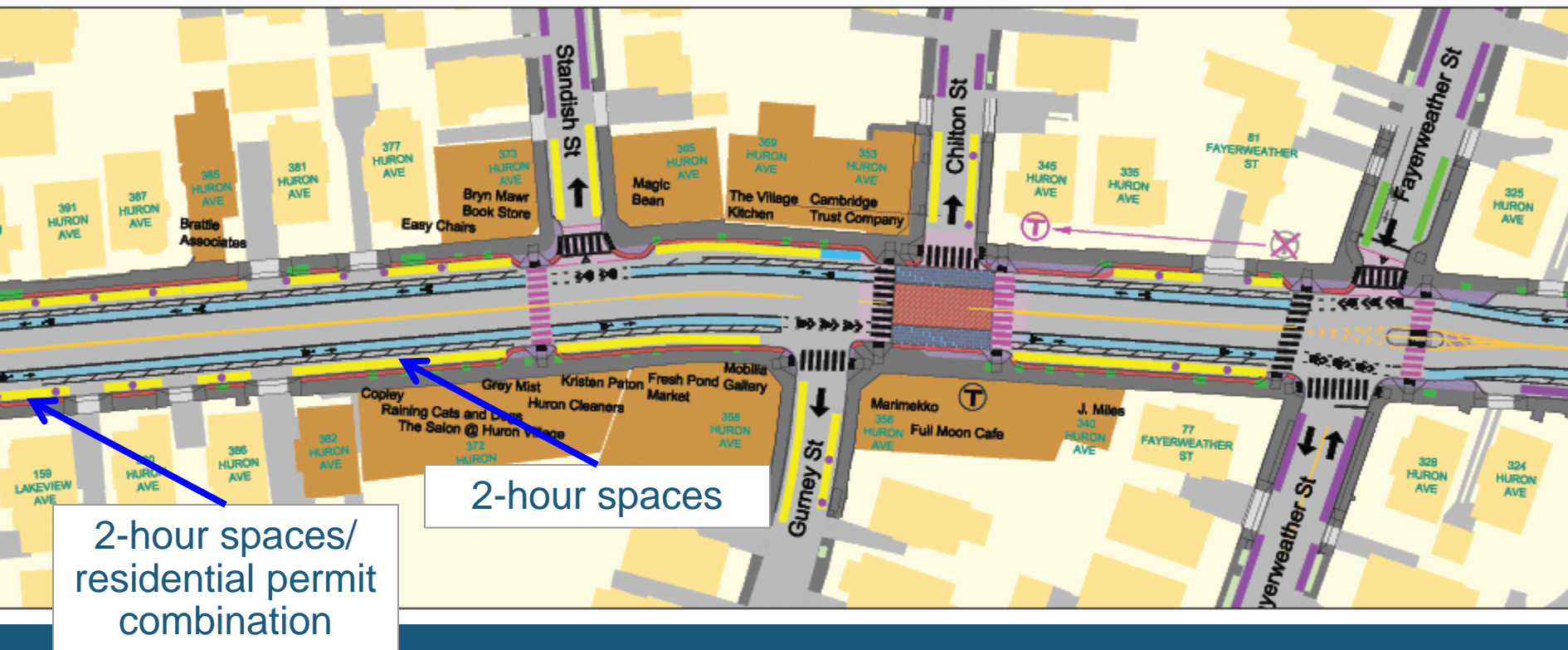
### LEGEND

- 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
- 2 HOUR METERED PARKING 8AM-6PM EXCEPT SUNDAYS

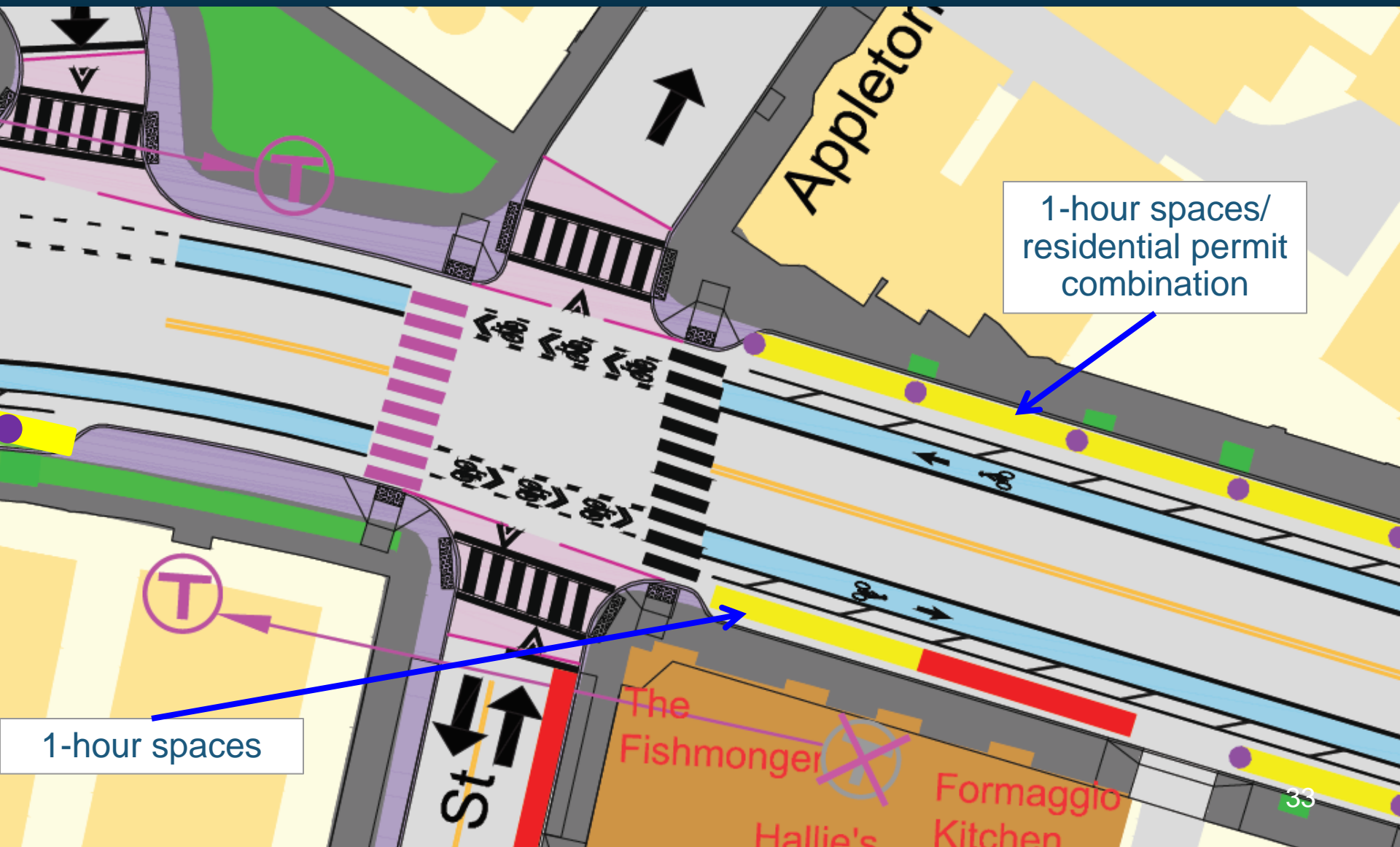




# Business parking: Net gain of 30 2-hr spaces (formerly unrestricted or residential permit only)



# Business parking



# Landscape Design concepts

**Mary Webb**

Landscape Architect

Crosby | Schlessinger | Smallridge

# Central Business District





# Central Business District

## Goals for Central Business District:

- Reinforce the sense of identity and character of the area
- Enrich the pedestrian experience
- Improve safety and accessibility for all users
- Enhance location as a stopping place along Huron Avenue for shopping, eating, and interacting with community





# Gateways

Use paving, plantings, curb neck downs and crossing island to mark entry into Central Business District



Lakeview Ave. Gateway



Fayerweather St. Gateway





# Street Trees





# Back of sidewalk tree program





# Small Scale Plantings

## Planters



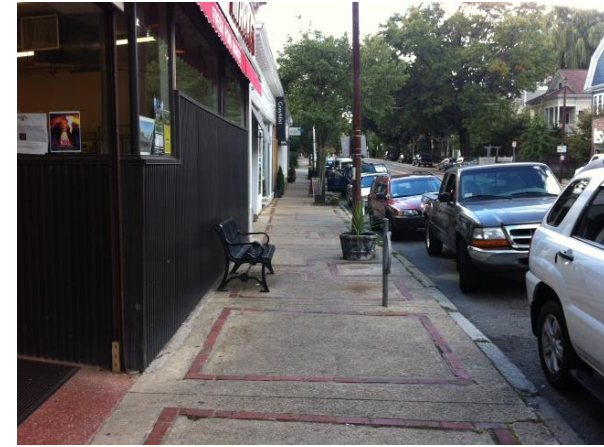
## Tree Pit Plantings





# Seating

## Bench Locations



## Bench Types



# Paving

Concrete walkway with brick accent strip





# Bike Racks & Trash Receptacles

- Bike Racks



- Trash Receptacles



# Vassal Lane Plaza





# Vassal Lane Plaza Concept

