

# INNER MT. AUBURN CORRIDOR SAFETY IMPROVEMENT PROJECT

Community Meeting #1 | June 11, 2019



CITY OF CAMBRIDGE

Mt. Auburn Street, Cambridge, MA

# AGENDA

- › Welcome and introductions
- › Background and context
- › Recent changes
- › Project goals
- › Project area information and considerations
- › Group discussion and information sharing
- › Next steps / timeline



# MUNICIPAL POLICIES

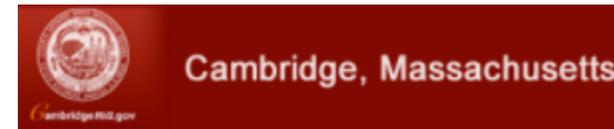
- › **VISION ZERO** calls for the elimination of fatalities and serious injuries resulting from traffic crashes, and emphasizes that they can, and should be prevented. (2016)



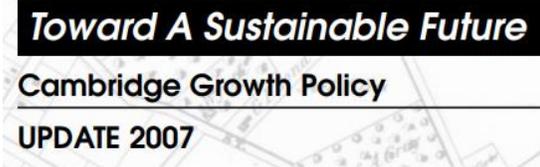
- › **COMPLETE STREETS** are designed and operated to enable safe access for all users – regardless of age, ability, or mode of transportation. (2016)



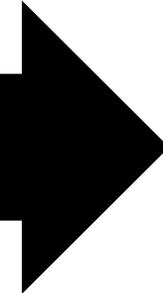
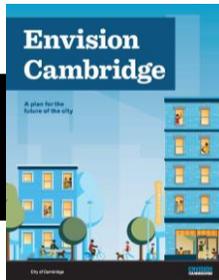
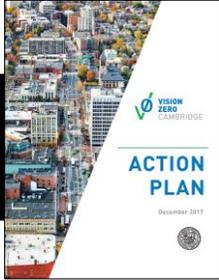
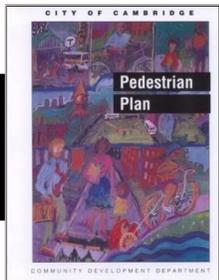
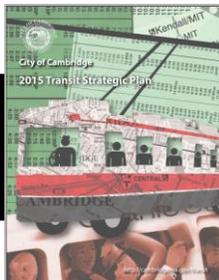
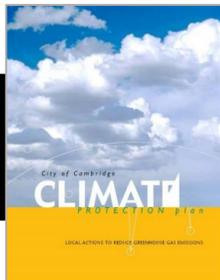
- › **VEHICLE TRIP REDUCTION ORDINANCE** established programs to encourage alternatives to single-occupancy vehicle travel. (1992)



- › **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)



# FROM PLANS TO ACTION



# QUICK-BUILD PROJECTS

Based on plans, policies, and direction of City leadership we implement and evaluate projects that:

- › are **"quick build" solutions** that enhance the comfort and promote sustainable transportation for people walking, biking, driving and using transit
- › have designs that are flexible after implementation
- › can be modified based on evaluation (including feedback)



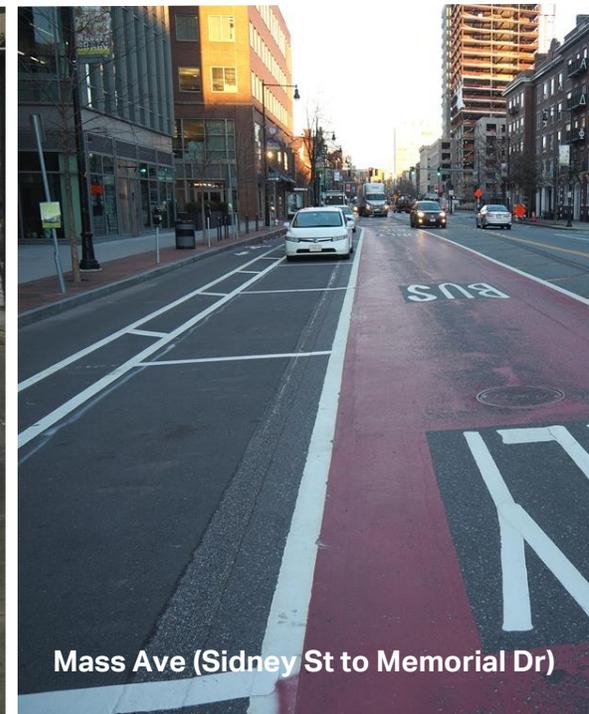
# QUICK-BUILD PROJECTS

## 2017

- › Brattle Street
  - Mason Street to Eliot Street
- › Cambridge Street
  - Quincy Street to Fayette Street
- › Massachusetts Avenue
  - Trowbridge Street to Harvard Street

## 2018

- › Massachusetts Avenue
  - Sidney Street to Memorial Drive



# QUICK-BUILD TOOLS (FOR THIS PROJECT)

- › Pavement markings
- › Signs
- › Flexible delineators (flex posts)
- › Signal changes



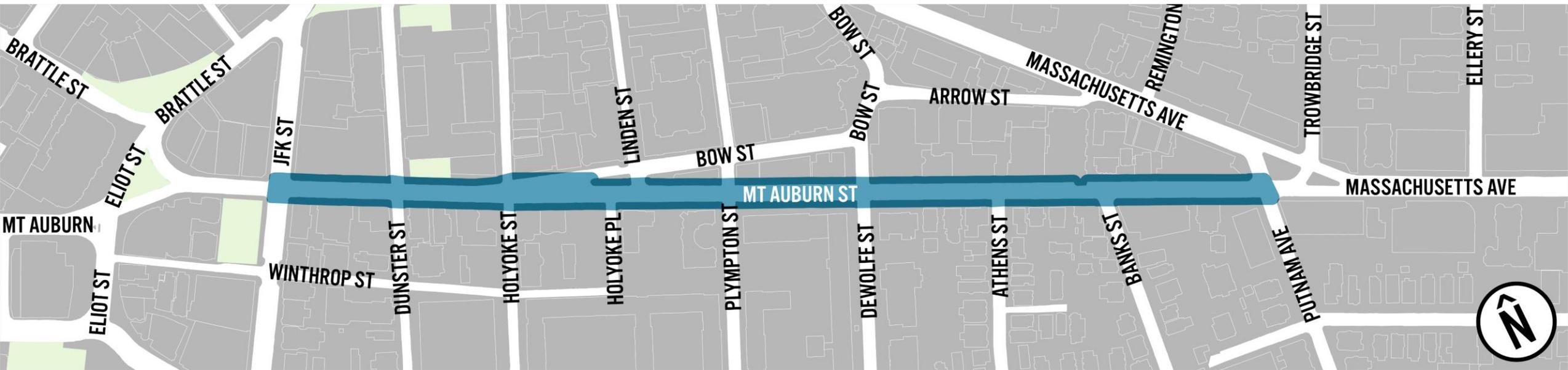
# POTENTIAL CHANGES USING PAVEMENT MARKINGS

- › Turn lanes
- › Bus lanes
- › Bike lanes
- › Refreshed and improved crosswalks



# PROJECT LIMITS

› Mt. Auburn Street from JFK Street to Putnam Avenue



Harvard  
Square

Central Square  
→

# WHY HERE?

- › In late 2017, this section of Mt. Auburn Street was repaved, creating an opportunity to implement a new design
- › In 2018, the street was marked with temporary pavement markings to allow time for a public process around the new design
- › Identified in the bike plan for a separated bike lane, and it is an important network connection



# RECENT CHANGES

Fall 2017: DPW repaved a section of Mt. Auburn St

June 5, 2018: Community meeting to discuss temporary pavement markings and other interim safety improvements in the project area.

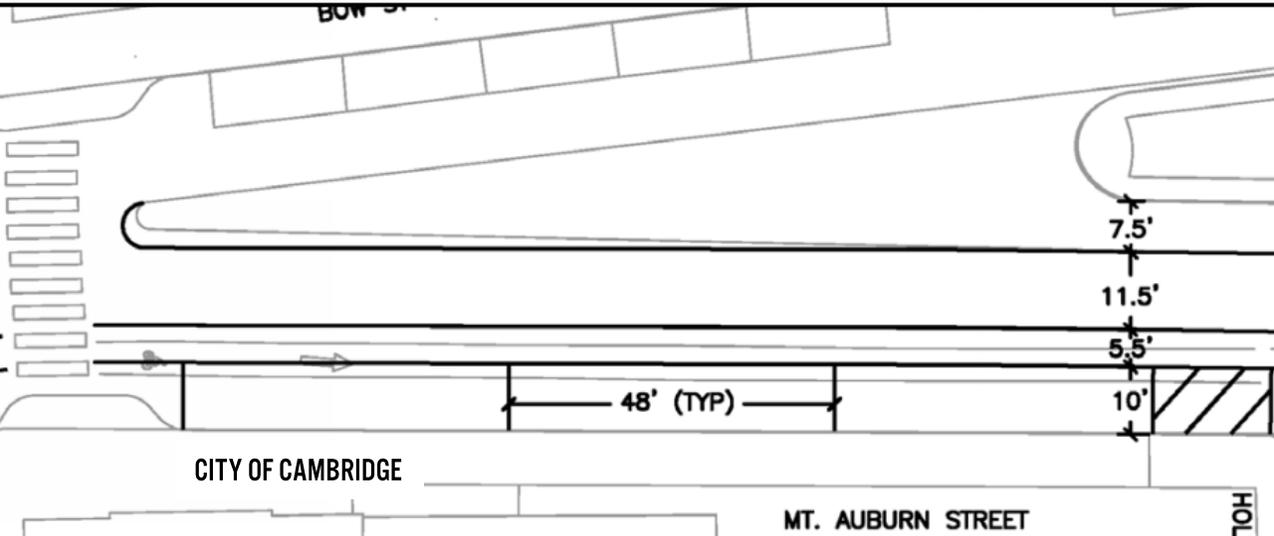
In 2018, we:

- › developed plans with a focus on short-term interventions
- › installed crosswalks and stop bars with thermoplastic in their original locations
- › used temporary paint to stripe the lanes (as expected, many lane markings faded by spring 2019)



# RECENT CHANGES TO TOUR BUS PARKING

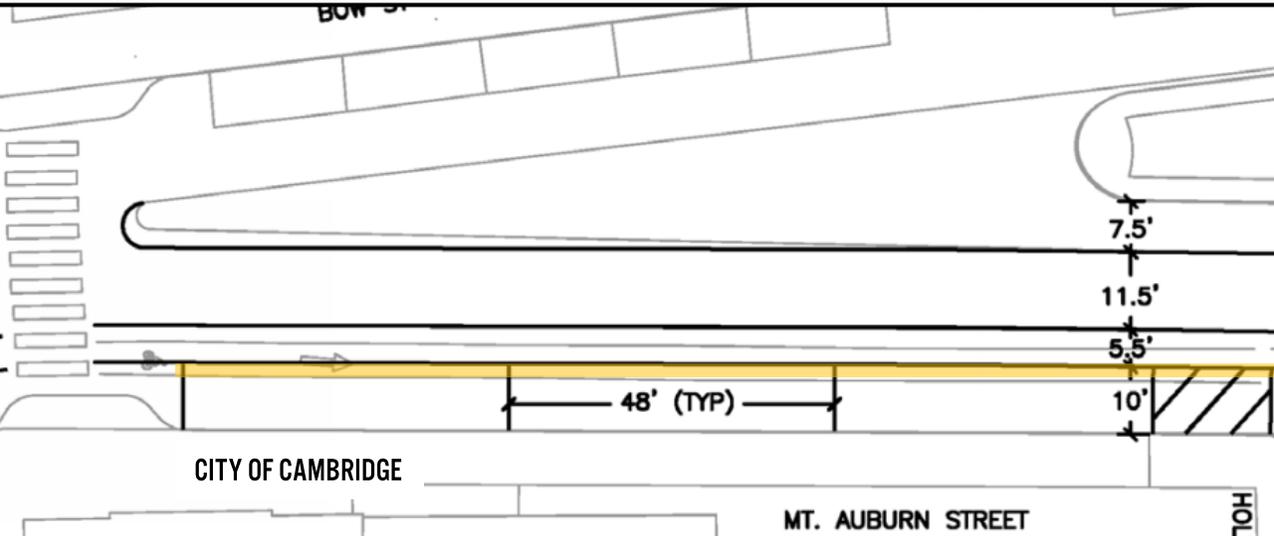
- › Parking lanes widened from 8-feet to 9.5-10-feet
- › Individual spaces were marked to help drivers maximize the space that's available



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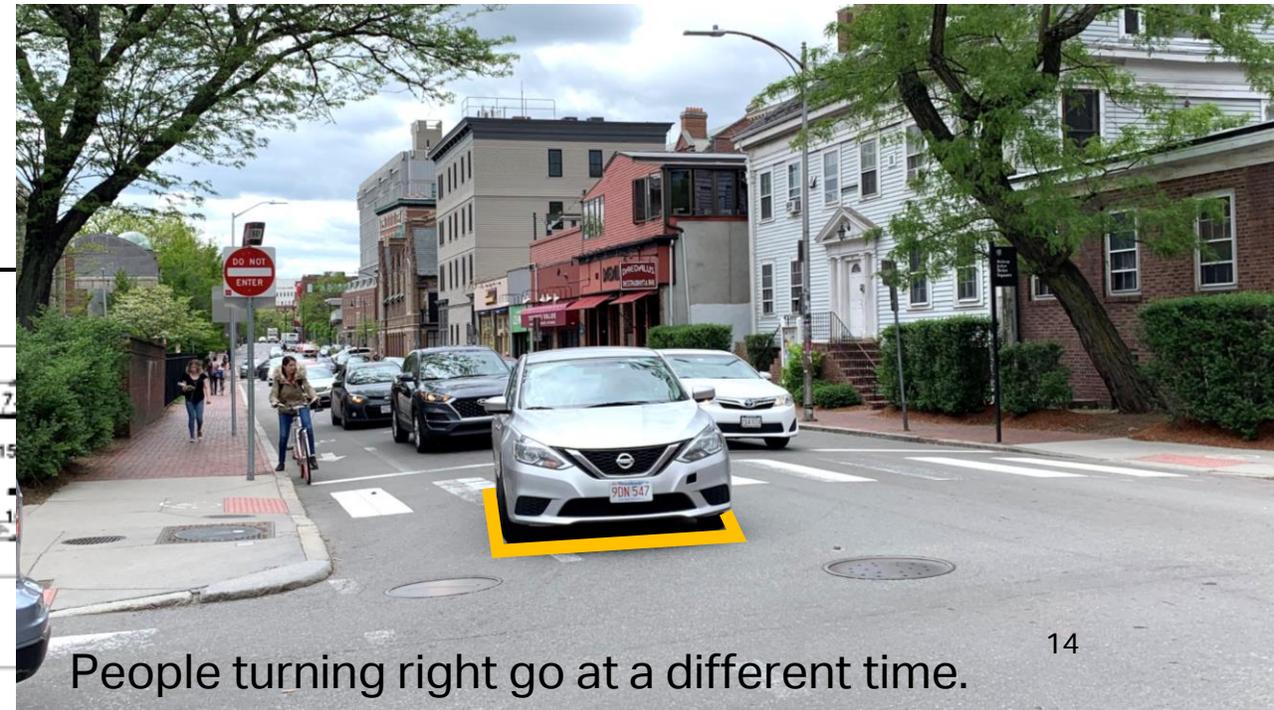
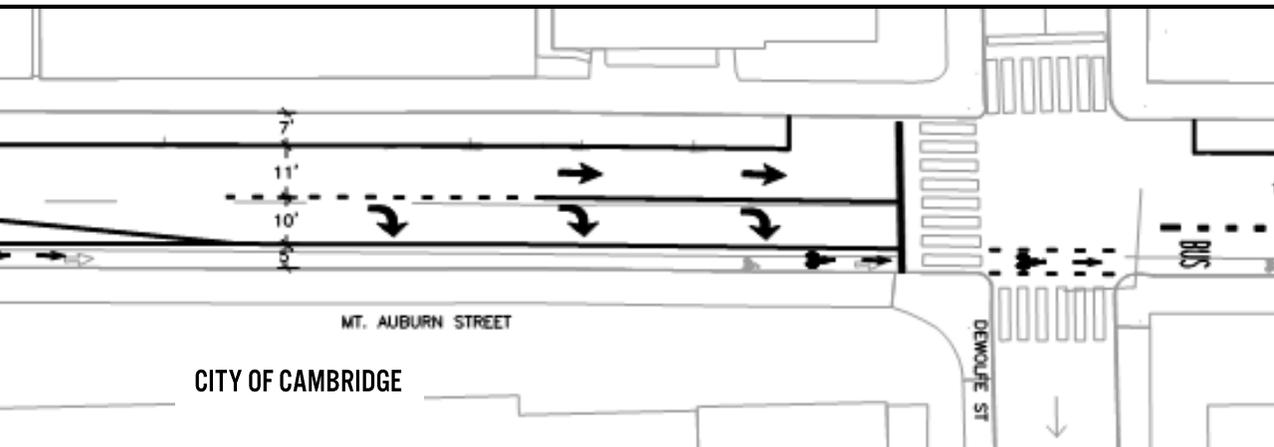


# RECENT CHANGES AT DEWOLFE STREET

- › Updated signal timing and pavement markings to prevent “right hooks”
- › People biking and people driving straight go at the same time
- › People turning right go at a different time



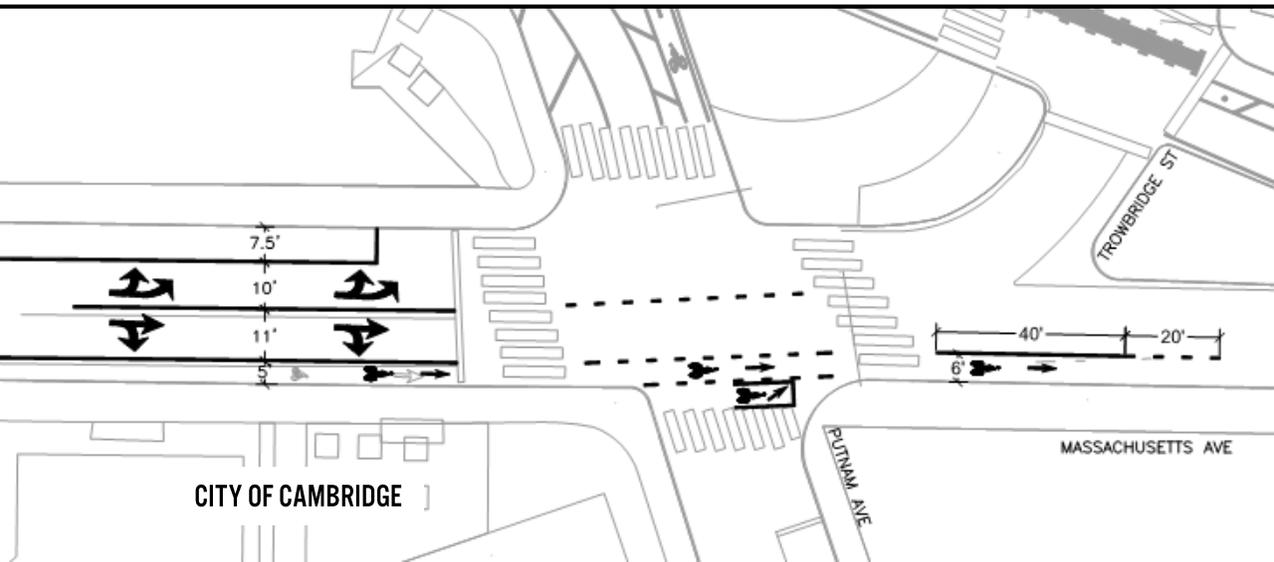
People biking or driving straight go at the same time.



People turning right go at a different time.

# RECENT CHANGES AT PUTNAM STREET

- › Added arrow markings to establish left-turn only lane
- › Extended bike lane through the intersection



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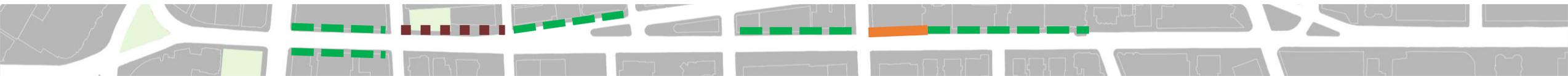
# PROJECT GOALS

- › Improve safety and overall experience for all users
- › Implement separated bike lanes
- › Identify opportunities to improve transit operations
- › Manage vehicular movements
- › Manage curb side uses
  - Establish and/or improve pick-up and drop-off areas
  - Evaluate and adjust parking regulations to help ensure parking is available when people need it



# WHAT WE KNOW ABOUT MT. AUBURN STREET

- › One way toward Central Square
- › Multi-modal corridor where people come by foot, bike, car, MBTA, tour bus and other modes of transportation
- › Multi-use corridor for people going to the businesses, Harvard, residences (including senior housing @ Putnam), and schools
- › Route 1 bus and several shuttles use the street
- › Contains designated tour bus pick-up/drop off areas



Businesses ■ Smith Campus Center ■ St. Paul Parish ■

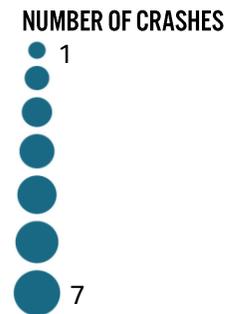
# CRASH HISTORY (POLICE REPORTED CRASHES 2015-2018)



**MAY INVOLVE A PEDESTRIAN (6)**

**MAY INVOLVE A CYCLIST (10)**

**ALL CRASHES (42)**



# HOW PEOPLE TRAVEL ON MT. AUBURN STREET



# THINGS TO CONSIDER FOR **EVERYONE**



- › Harvard Square is a retail center, home to residents and students, a transit and commuting hub, a community
- › The street is used in a variety of ways
- › The street needs to be accessible for all users
- › Street maintenance, including maintenance of any new facilities, is essential
- › People generally feel more comfortable with dedicated space for the mode they are using

# THINGS TO CONSIDER FOR PEOPLE **WALKING**

- › People want a safe, convenient, pleasant, and direct path to walk
- › Some crosswalks need to be refreshed



# THINGS TO CONSIDER FOR PEOPLE **BIKING**



- › Current condition is uncomfortable for many people on bikes
- › Additional separation between people biking and people driving is likely to improve safety and comfort

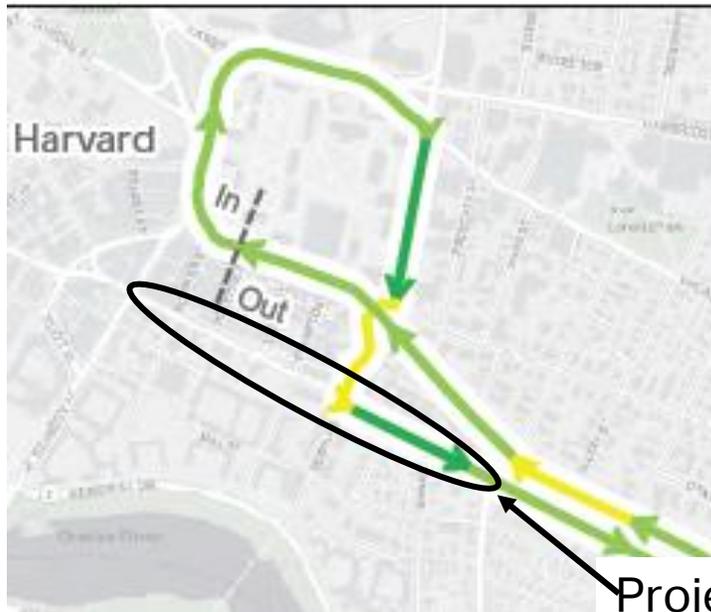
# THINGS TO CONSIDER FOR PEOPLE USING THE MBTA



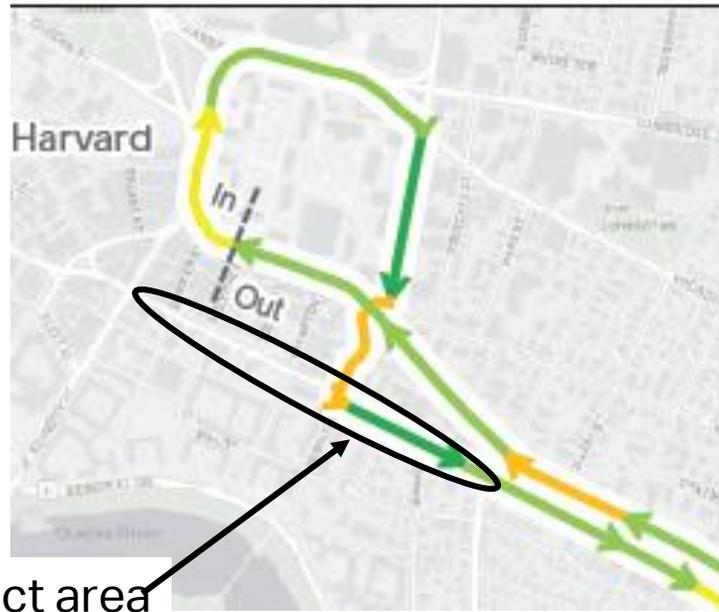
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- › The route 1 bus is one of the busiest bus routes
- › Changes to the route have been suggested as part of the Better Bus Project

Route 1 - AM Peak (2018)



Route 1 - PM Peak (2018)



Delay grades
Excellent (A)
Good (B)
Satisfactory (C)
Unsatisfactory (D)
Poor (E)
Failing (F)
N/A

**Yellow** = "Delays are noticeable"  
**Light Orange** = "Delays cause service to be perceived as slow for prevailing conditions"

Project area

# THINGS TO CONSIDER FOR PEOPLE **USING TOUR BUSES**



- › Designated and safe pick-up/drop-off zones have been provided
- › During peak times, there may be more buses than spaces

# THINGS TO CONSIDER FOR PEOPLE **DRIVING**



- › Parking time limits and locations should meet the needs of a variety of users
- › Need to provide space for loading/unloading of goods and passengers (ride-hailing)
- › Pavement markings help people know where to position their cars

# PROJECT TIMELINE

› **MAY / EARLY JUNE:** Continue data collection and analysis

› **MAY 30:** Stakeholder group meeting #1

**TODAY** › **JUNE 11:** Community meeting #1

› **JUNE - AUGUST:** Development of design concepts based on community input

› **MID-AUGUST:** Stakeholder group meeting #2

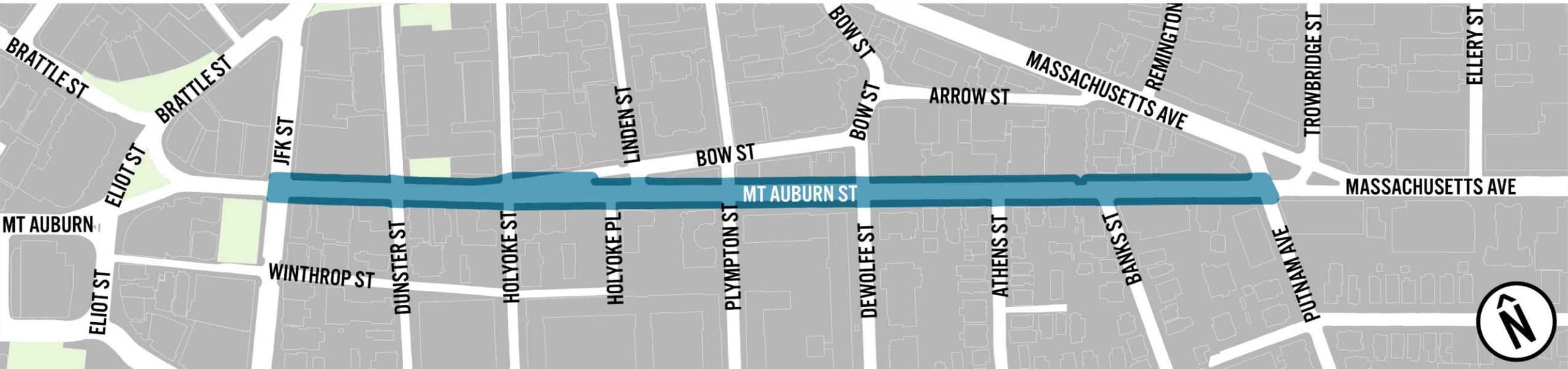
› **SEPTEMBER:** Community meeting #2

› **FALL 2019:** Implementation

› **2020:** Evaluation

+ **Additional outreach and engagement as appropriate**

# WHAT CAN YOU TELL US ABOUT THE STREET?



# QUESTIONS + DISCUSSION

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