The Committee on Public Works convened at 7:00 pm on Tuesday October 16, 2018 in the Richard E. Mastrangelo Council Chambers. Present were Public Works Committee members Vincent Piccirilli, chair; Anthony Palomba, vice chair; Kenneth Woodland, secretary. Also present were members of the Town Council, staff from the Department of Public Works, the Department of Community Development and Planning, WorldTech Engineering, and members of the public (see Attachment A sign-in sheet).

The purpose of the two meetings was to perform a detailed review of the Mt Auburn Street Reconstruction Project prior to the submission of the 25% design to Mass DOT, and make recommendations to the Town Council. The October 16th meeting covered Patten St to School St. An informational forum was held from 6:00 to 7:00 pm in the lobby prior to the meeting.

Kris Surette of WorldTech Engineering, Watertown’s consultant for the Mt. Auburn St project, opened the meeting by presenting an overview of this specific part of the project (see Attachment B).

WorldTech presented three different conceptual designs for this intersection (see pages 8-15 of Attachment B). Concept 1 moves the Parker St bus stop to Chester St and removes the Franklin St stop, increases the number of parking spaces from 21 to 31 and has a layout that corresponds to the July 2018 concept. Concept 2 keeps the Parker St bus stop, removes the Franklin St stop and increases the number of parking spots from 21 to 30. Concept 3 leaves the bus stops as they exist today and increases the number of parking spaces from 21 to 25. For each concept, multiple pros and cons were highlighted as it relates to the walking distance to nearby locations, overall parking impacts and bus transit issues. Concept 1 added the most parking spaces in the business district, with a net gain of 10.

The chair then opened the meeting for public comments. A few spoke against the project as a whole project noting opposition to road diets in general and the perceived lack of transparency through this process. Multiple residents spoke in favor of concept one while many spoke in favor of concepts 2 or 3. Those advocating the latter noted a desire to maintain parking spots for the businesses located between Parker St and Chester St and the benefits of the current bus locations.

Councilor Palomba made a motion, seconded by Councilor Woodland, to recommend concept 1 as presented. The motion passed 3-0.
Councilor Woodland made a motion, seconded by Councilor Palomba, to recommend the DPW examine the addition of a drop-off/loading zone or the functional equivalent at Chester St and Mt Auburn St. The motion passed 3-0.

Additional discussion followed regarding other general issues from Patten St to School St, intersection by intersection. Concerns were raised about the flow of traffic in the west Boylston St and Winthrop Rd areas that may be altered as a result of the Hosmer School renovation, and the location of crosswalks near the Adams Ave intersection.

The meeting adjourned at 9:35 pm.

The Committee on Public Works re-convened at 7:00 pm on Tuesday October 30, 2018 in the Richard E. Mastrangelo Council Chambers. Present were Public Works Committee members Vincent Piccirilli, chair; Anthony Palomba, vice chair; Kenneth Woodland, secretary. Also present were members of the Town Council, staff from the Department of Public Works, the Department of Community Development and Planning, WorldTech Engineering, and members of the public (see Attachment C sign-in sheet).

The October 30th meeting covered School St to the Cambridge line. An informational forum was held from 6:00 to 7:00 pm in the lobby prior to the meeting.

Kris Surette of WorldTech Engineering, Watertown’s consultant for the Mt. Auburn St project, opened the meeting by presenting an overview of this specific part of the project (see Attachment D).

First, there was a review of the Coolidge Square business district including three concepts for the Mt. Auburn St/Bigelow Ave/Kimball Rd intersection. Both Concepts 1 and 2 showed removing the traffic island at the intersection of Bigelow Ave and Mt. Auburn St and making Kimball Rd one-way until the first driveway. This would deter cut through traffic and maximize parking but limit access to Kimball Rd from Mt. Auburn St, among other pros and cons that were presented. Concept 1 highlights a bus stop before Bigelow Ave and Concept 2 shows the same stop after Bigelow Ave. Concept 3 maintains the traffic island, current bus stop before Bigelow Ave and keeps Kimball Rd a two-way street. Concept 2 has a net gain of 3 parking spaces in the business district.

Next, improvements to the School St/Dexter Ave intersection and Arlington St to the Cambridge line were presented.

The chair then opened the meeting for public comments. Comments centered on ensuring dedicated bike lanes and the safety of riders in them, noting the potential increased safety in removing the traffic island which prevents cars from using that area as a left turn by mistake; where loading zones would be added and whether that could cause additional traffic, which could be addressed by dedicating certain areas as loading zones for particular times of the day; and potential blockage of the Concept 2 bus stop due to business patrons parking in the area. It was noted that no residents of Kimball Rd were in attendance to speak on the proposed changes.

Councilor Woodland made a motion, seconded by Councilor Palomba, to recommend concept 2 as presented. The motion passed 3-0.
Councilor Piccirilli requested a motion that the full Town Council endorse the final design concept for the Mt Auburn St reconstruction project as presented on October 16th & 30th with concept 1 for the Common St/Parker St intersection, concept 2 for the Bigelow Ave/Kimball Rd intersection, for submittal to MassDOT for the 25% design. Moved by Councilor Palomba, seconded by Councilor Woodland. The motion passed 3-0.

The meeting adjourned at 9:15 pm.

Report prepared by Kenneth Woodland.

Attachment A: Sign-In Sheet October 16
Attachment B: WorldTech Powerpoint Presentation October 16
Attachment C: Sign-In Sheet October 30
Attachment D: WorldTech Powerpoint Presentation October 30

Please note full documentation on the project is located at: https://mountauburnstreet.com/
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### Mount Auburn Street

**A Complete Streets Project**

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Mount Auburn Street
A Complete Streets Project

The Town Council Public Works Committee Meeting

Richard E. Mastrangelo
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 10\textsuperscript{th} 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)
Illegal Parking Areas
Overview of Parker Street Business District

Assumptions:

- Study area – from Irving Street to Franklin Street

Spots cannot be maintained (typ.)

LEGEND

EXISTING BUS STOP
EXISTING ILLEGAL PARKING AREAS

- Parking within a signalized intersection
- Parking within 10’ of a fire hydrant
- Parking within a signalized intersection and within 20’ of a crosswalk
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)
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
Concept 3 – Existing Bus Stop Locations

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
### Mount Auburn Street

#### A Complete Streets Project

**Meeting:** Town Council Public Works Committee  
**Date:** October 30, 2018  
**Location:** Watertown Administration Building, Council Chamber - 149 Main Street

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# Mount Auburn Street

## A Complete Streets Project

**Meeting:** Town Council Public Works Committee  
**Date:** October 30, 2018  
**Location:** Watertown Administration Building, Council Chamber - 149 Main Street

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Mount Auburn Street
A Complete Streets Project

The Town Council Public Works Committee Meeting
Richard E. Mastrangelo
Council Chambers
October 30, 2018

Meeting #2 Mount Auburn Street from School Street to Cambridge City Line
Agenda

- How We Got Here...
- Purpose of Meeting – *Why are we here?*
- Public Outreach Summary
- Coolidge Square Business District
  - Road Safety Audit
  - Parking Analysis
  - Bus Network
  - Loading / Unloading Zones
- Proposed Improvements Along Corridor
  - Kimball Road Intersection Alternatives
- Summary / Conclusions
- Recommendations
- 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:
- Discuss Coolidge Square Business District in relation to transit operations, loading zones, and parking
- Evaluate Mt. Auburn Street / Kimball Road design alternatives
- Overview of proposed improvements along Mt. Auburn Street
  - From School Street to Cambridge City Line
  - From Patten Street to School Street discussed at October 16, 2018 Public Works Committee Meeting
- Endorse a final concept to develop the 25% Design plans
Public Outreach Summary

Public Outreach Completed Since June 2009

- 6 Open House / Workshops
- 7 Public Works Committee Meetings
- 1 Town Council Meeting

Mailings:
- Mailing to Abutters (November 2017)
- Town Newsletter (2)
- Flyers to business districts and residents of Kimball Road

Project Website  www.MountAuburnStreet.com
- 7,500 visitors to website since May 2017
- More than 20 e-blasts to email list with more than 2,900 subscribers

Social Media
- Follow @WatertownDPW on Twitter
Desire for additional pedestrian amenities, wider sidewalks, and safer crossings

Intersections that need safety improvements*
- Arlington Street at Grove Street (9)
- Mt. Auburn Street at:
  - Kimball Road / Bigelow Avenue (8)
  - Melendy Avenue / Elton Avenue (7)
  - Dexter Avenue / Upland Road (5)

Locations that feel unsafe for walking or crossing the street*
- Arlington Street at Grove Street (2)
- Mt. Auburn Street at:
  - Kimball Road / Bigelow Avenue (3)
  - Melendy Avenue / Elton Avenue (4)
  - Dexter Avenue / Upland Road (2)

*Respondents could identify more than one location. A total of 37 comment forms were submitted, but not all questions were completed.
Coolidge Square Road Safety Audit
Recommendations for Further Study
Conducted on December 5, 2017

Consists of multidisciplinary team that examines existing roadway to identify safety issues and opportunities for safety improvements

Team included: MassDOT, Watertown, WalkBoston, MBTA, WorldTech Engineering

Study is inclusive of all corridor users

- Consider Road Diet
- Pedestrian Signal
- Consider Making Kimball Rd. One-Way / Close Off
- Gateway Treatment
- Relocate Bus Stop(s)
- Bus Priority / Emergency Preemption
- Gateway Treatment
- Bike Detection / Bike Boxes
- Consider Bus Priority Lane
- Consider "T" Intersection
- Potential Curb Extensions / Bump Outs
- Wayfinding for Parking Lot
- Consider Signal / Roundabout
- Relocate Parking from Intersections / Crosswalks
- Bike Lanes / Sharrows
- Pedestrian Signal
- Gateway Treatment
- Bus Priority / Emergency Preemption
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- Bike Detection / Bike Boxes
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- Wayfinding for Parking Lot
- Consider Signal / Roundabout
Existing Parking Inventory
Dexter Avenue to Arlington Street (Coolidge Sq.)

Existing On Street Parking
Eastbound: 27 Spaces
Westbound: 13 Spaces

Total of 40 Existing Parking Spaces
(Along Mt. Auburn Street from Dexter Avenue to Arlington Street)
Proposed Parking Breakdown
Dexter Avenue to Arlington Street (Coolidge Sq.)

**Proposed On Street Parking**
- Eastbound: 27 Spaces (No Change)
- Westbound: 16 Spaces (3 Gained)

**Total of 43 Proposed Parking Spaces**
(Along Mt. Auburn Street from Dexter Avenue to Arlington Street)
Existing Bus Network
Coolidge Square Business District

Ridership Information (passengers per day)

- Boarding: 46, Disembarking: 71
- Boarding: 63, Disembarking: 234
- Boarding: 34, Disembarking: 232
- Boarding: 110, Disembarking: 45
- Boarding: 227, Disembarking: 101
- Boarding: 210, Disembarking: 39
Loading / Unloading for Local Businesses
Coolidge Square Business District

- Loading / unloading to local businesses currently occurs in a travel lane or on side streets
  - Creates safety issue as cars are forced to weave around truck
  - Delivery trucks adjacent to crosswalks block pedestrian visibility
- Deliveries will likely occur in buffered bike lanes or side streets
  - Compromise in relation to multimodal aspects of the corridor
    - Allows for implementation of buffered bike lanes as space permits
  - Town of Watertown is open to dedicated loading/unloading space at specific times
    - Common practice in Central Business Districts

Delivery truck blocking crosswalk
Truck Unloading on Irma Avenue
Delivery truck encroaching into bike lane – out of the flow of thru traffic
Improvements Along the Corridor
Dexter Avenue to Irma Avenue (Coolidge Sq.)

- Rectangular Rapid Flashing Beacons at Upland Road / Dexter Avenue crossing
- Melendy Avenue intersection layout
  - Residents voiced concerns regarding sight distance and ability to enter traffic
  - Parking regulations and geometry changes will enhance sight distance
  - Gaps in traffic will provide access to / from side streets
Improvements Along the Corridor
Irma Avenue to Arlington Street (Coolidge Sq.)

- Begin two-lane approach to Arlington Street (EB) at Bigelow Avenue
- Bigelow Avenue intersection
  - “Do Not Block the Box”
  - Placemaking area
  - Existing bus stop at Bigelow Avenue (EB) remains near sided
- Kimball Road one-way away from Mt. Auburn Street to first driveway
- Templeton Parkway
  - “No Left Turn” restriction on to Mt. Auburn Street posted
Coolidge Square Business District
Wider sidewalks, new trees and seating. Concept only – design to be determined (TBD)
Improvements Along the Corridor
Kimball Road Alternative 1 – July 2018 Layout

- Layout as shown in July 2018 Roll Plan
  - Near side bus stop at Bigelow Avenue (EB)
- Kimball Road is one-way away from Mt. Auburn Street until first driveway
  - Recommendation from Road Safety Audit
- Intersection geometry will deter cut-thru traffic on Kimball Road

"Consider making Kimball Road one-way away from the intersection or closing off Kimball from the intersection..."
-Coolidge Sq. RSA
## Improvements Along the Corridor
Kimball Road Alternative 1 – July 2018 Layout

<table>
<thead>
<tr>
<th><strong>Pro’s</strong></th>
<th><strong>Con’s</strong></th>
</tr>
</thead>
</table>
| - Maximizes number of parking spaces based on bus stop location | - Crosswalk across Mt. Auburn Street at Bigelow Ave. is in front of bus stop  
  - Two crossings required to north side of Mt. Auburn Street |
| - Geometry will deter cut through traffic on Kimball Road | - High volume bus stop located in an area with limited pedestrian waiting areas |
| - T-intersection configuration of Bigelow Ave. will improve sight lines | - Use of placemaking area limited with respect to transit users |
| - Sidewalk bump-out at Kimball Road will shorten pedestrian crossing distances | - No left turn from Mt. Auburn Street (EB) to Kimball Road |
| - Placemaking area in reclaimed public space | - No access to Mt. Auburn Street from Kimball Road |

Recommendation from Road Safety Audit
Improvements Along the Corridor
Kimball Road Alternative 2 – Far Side Bus Stop (EB)

- Bigelow Avenue bus stop (EB) located on far side of intersection
- Kimball Road is one-way away from Mt. Auburn Street until first driveway
  - Recommendation from Road Safety Audit
- Intersection geometry will deter cut-through traffic on Kimball Road
Improvements Along the Corridor
Kimball Road Alternative 2 – Far Side Bus Stop (EB)

Pro’s
- Crosswalk across Mt. Auburn Street at Bigelow Avenue is behind bus stop
  - One road crossing required to get to north side of Mt. Auburn Street
- Geometry will deter cut through traffic on Kimball Road
- T-intersection configuration of Bigelow Avenue will improve sight lines
- Placemaking area can be incorporated into transit stop
- Stop placement allows for Transit Signal Priority (TSP)

Con’s
- Loss of 3 parking spaces (compared to Alt 1) within Business District
  - Net gain of 3 parking spaces in relation to the existing condition
- Longer crosswalk across Mt. Auburn Street at Bigelow Avenue
  - Bump-out removed for bus stop relocation
- No left turn from Mt. Auburn Street (EB) to Kimball Road
Improvements Along the Corridor
Kimball Road Alternative 3 – Existing Geometry

- Bus stop would remain at current location (near side of Bigelow Avenue)
- Kimball Road would remain a two-way street
- Geometry will reinforce current traffic behaviors (i.e. cut throughs)
- Layout mimics 2015 conceptual design
  - Geometry shown in roll plan adjusted based on Road Safety Audit (RSA) findings / recommendations
## Improvements Along the Corridor

**Kimball Road Alternative 3 – Existing Geometry**

### Pro’s
- Two-way traffic maintained on Kimball Road
- Left turn from Mt. Auburn Street to Kimball Road permitted
- Bike box at Mt. Auburn Street eastbound approach
- Two pedestrian crosswalks across Mt. Auburn Street

### Con’s
- Loss of 2 parking spaces (compared to Alt 1) within Business District
  - Net gain of 4 parking spaces in relation to the existing condition
- Crosswalk across Mt. Auburn Street at Bigelow Avenue is in front of bus stop
  - Near side bus stop
- Loss of placemaking area
  - Removal of 12” tree at SE corner of intersection
- Limited sight distance for pedestrians at Bigelow (W) crosswalk
  - Magnified if bus is parked at bus stop
- Impacts to intersection level of service (LOS)
Recommendations

Kimball Road 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

Alternative 2 – Far Side Bus Stop (EB)

- Increase in the total amount of legal parking spaces within Coolidge Square Business District
- Mt. Auburn Street (EB) bus stop at Bigelow Avenue to be relocated as a far side stop
  - Crosswalk will be behind the bus stop
- Allow for the implementation of Transit Signal Priority
Coolidge Square Business District

- Project goal is to retain parking within Coolidge Square Business District
  - Existing Legal Spaces: 40
  - Proposed Spaces: 43
    - Alternative 2 – Far Side Bus Stop (EB)
Improvements Along the Corridor
School Street to Dexter Avenue

- Proposed crosswalk at Langdon Avenue
  - Crosswalk located behind bus stop (WB)
  - Rectangular Rapid Flashing Beacons (RRFB’s)
- Near side bus stop at Adams Street (EB)
- Inclusion of formalized parking and bump-outs on Boylston Street (E)
Improvements Along the Corridor
Arlington Street to Cambridge City Line

- Bus stop far side of Cottage Street (EB)
  - Beginning of shared bus-bike lane into Cambridge

- Curb extension removed from Cambridge line to St. Mary Street (WB)
  - Additional space for funeral processions

- Bus landing between Cottage Street and city line reduced to maximize parking (EB)

- Incorporates Watertown-Cambridge BRT Pilot
Improvements Along the Corridor
Arlington Street / Grove Street

- Reconfiguration of the Arlington Street / Grove Street intersection
- Placemaking area in lieu of existing slip lane
- Revised intersection incorporates Tufts Health Building entrance
Summary / Conclusions
Mt. Auburn Street Corridor

Additional parking analysis
- Watertown Dept. of Community Development & Planning is conducting a parking study within Watertown Square and Coolidge Square
  - Focused on parking regulations
  - First public meeting scheduled for December 2018

Considerations / prioritization in comparison analysis of Bigelow Avenue alternatives:
- Safe pedestrian crossings
- Transit benefits
- Increase in amount parking within business district
- Emergency response
Summary / Conclusions
Coolidge Square Business District

VISSM Traffic Simulation
- Applies projected traffic counts and signal timing
- Creates traffic model that can be used as a tool by Engineers to evaluate traffic flow / operations
- It is a next step in the design process...
Next Steps
Where do we go from here?

- Future Town Council Meeting
  - Public Works Committee Report
    - Issued to the Council in its entirety
    - Design recommendations from October meetings
    - 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
  - Potential loading zones within business districts
Questions?

How to Stay Informed

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