Community Meeting

Beacon Street Roadway and Streetscapes Improvements
in
Somerville, MA
October 15, 2012

Commonwealth of Massachusetts MassDOT/City of Somerville
Design Consultants, Inc.

Commonwealth of Massachussets

• Deval Patrick	Governor
• Timothy Murray	Lt. Governor

City of Somerville

• Joseph A. Curtatone	Mayor
• Maryann Heuston	Ward Alderwoman
• Stan Koty	DPW Director
• Robert King	City Engineer
• Michael Glavin	OSPCD Executive Director
• Hayes Morrison	Director of Transportation & Infrastructure
• Matthew Dias	Director of Traffic & Parking
• Terrance Smith	City Traffic Engineer
• Carlene Campbell-Hegarty	Director of Community Relations

MassDOT – Highway Division

• Frank DePaola	MassDOT Highway Administrator
• Patricia Leavenworth, P.E.	District Highway Director (District 4)

Design Consultants, Inc. (DCI)

• David Giangrande, P.E.	President
• Wayne Keefner, P.E.	Sr. Engineer

Moving Massachusetts Forward. massDOT

Design Consultants, Inc.
CIVIL ENGINEERS and LAND SURVEYORS
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Somerville, MA 02145
617-779-3350p 617-776-7710f

Project History

- Design carried to 75% Design in March of 2004
- Project put on hold until late 2011
- Due to the time that has passed since the 75% Design Submission, MassDOT has requested that the 25% Design be resubmitted
- Initial 25% Design Submission April 19, 2012
- Revised 25% Design Submission July 17, 2012
- Meetings:
  - September 4, 2012 Community Meeting
  - September 18, 2012 Community Meeting
  - October 1, 2012 Public Safety Meeting

Anticipated Dates:

- 25% Design Public Hearing November 2012
- 75% Design Submission December 2012
- 100% Design Submission April 2012
- PS&E Submission July 2013
- Project Advertisement for Bid August/September 2013

Project Purpose

Provide a diverse arterial that will improve the quality of life for all stakeholders; residents, business owners, bicyclists, pedestrians, motorists and all others.

- Improve functionality and flow all
- Upgrade traffic signals
- Redesign curb cuts to meet ADA requirements
- Install amenities such as plants, shrubs, benches and trash receptacles, bus shelters and trees to enhance the users overall experience
- Improve subsurface utilities as necessary so new roadway will not need to be excavated for utility repairs

Utility Improvements

- Repair damaged sections sanitary sewer and storm sewer and water mains
- Clean and line sanitary sewer lines and manholes
- Clean and line water mains
- Gas Company to complete gas main upgrades started in 1998

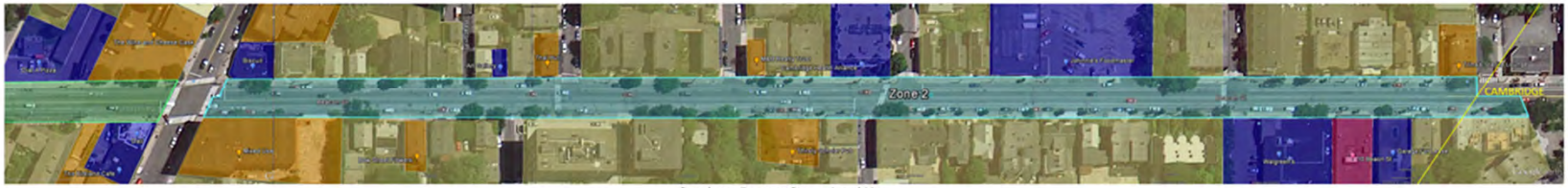
Land Use Along Beacon Street

Land Use Map of Beacon Street

Beacon Street, Somerville

Northern Beacon Street Land Use
Zone 1

Central Beacon Street Land Use
Zone 1

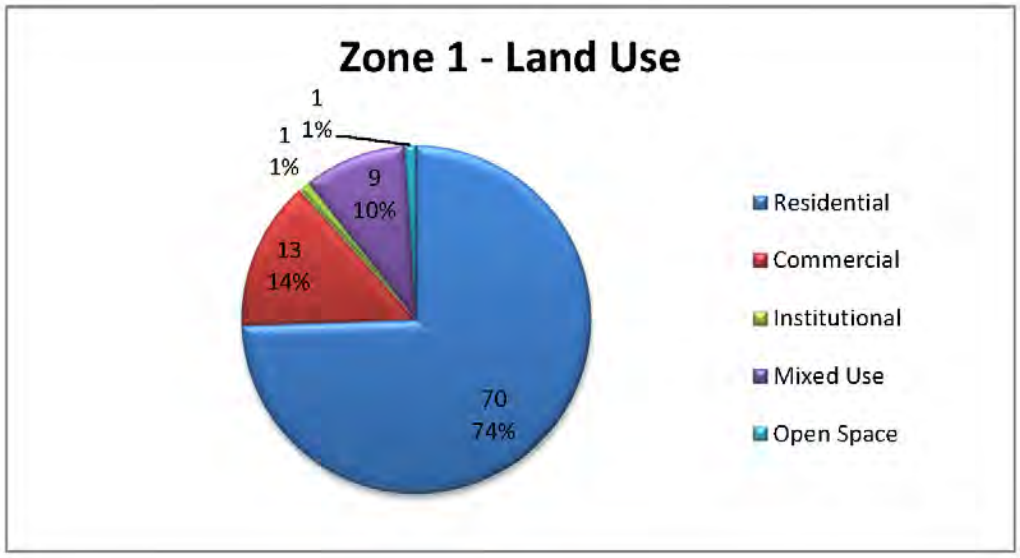


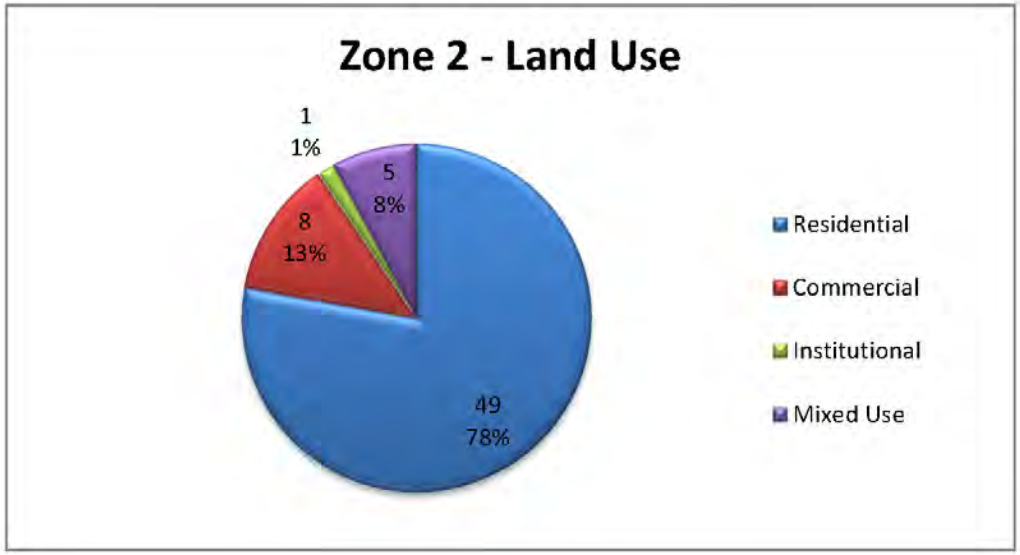
Southern Beacon Street Land Use
Zone 2

LEGEND

Commercial | Mixed Use | Residential | Institutional | Open Space | Zone 2 | Zone 1

Land Use Along Beacon Street





Existing Conditions

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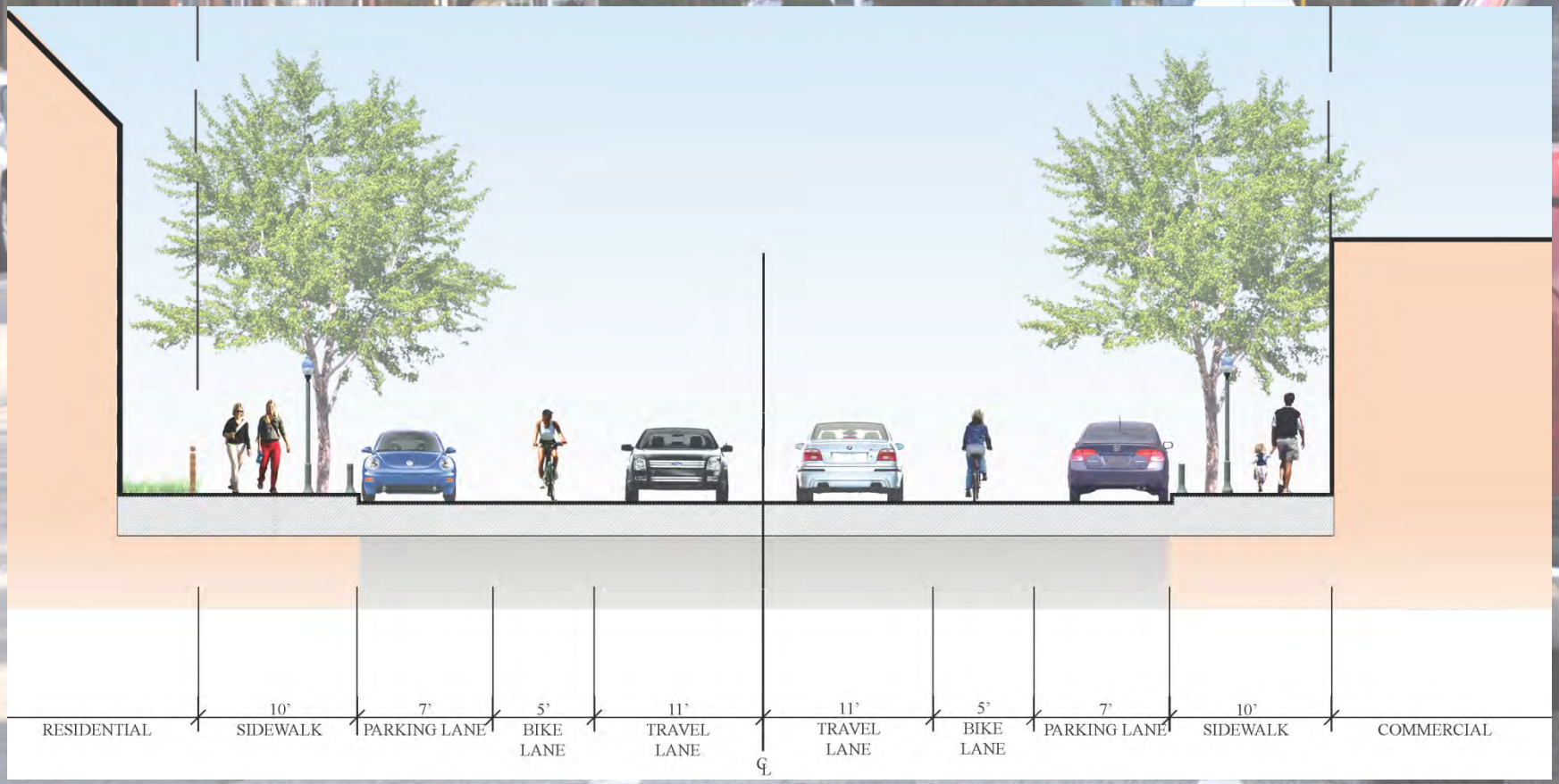
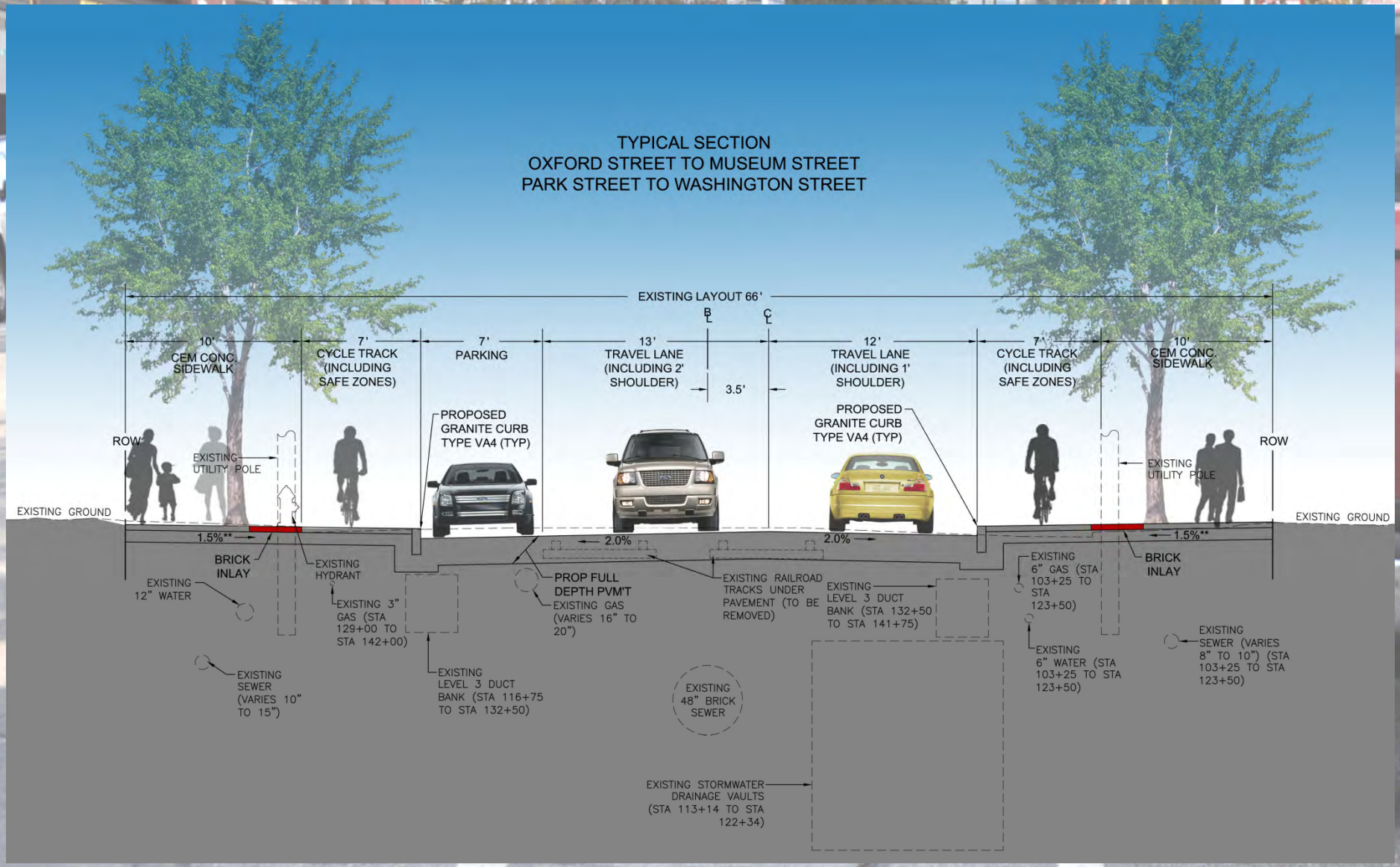


Proposed Conditions



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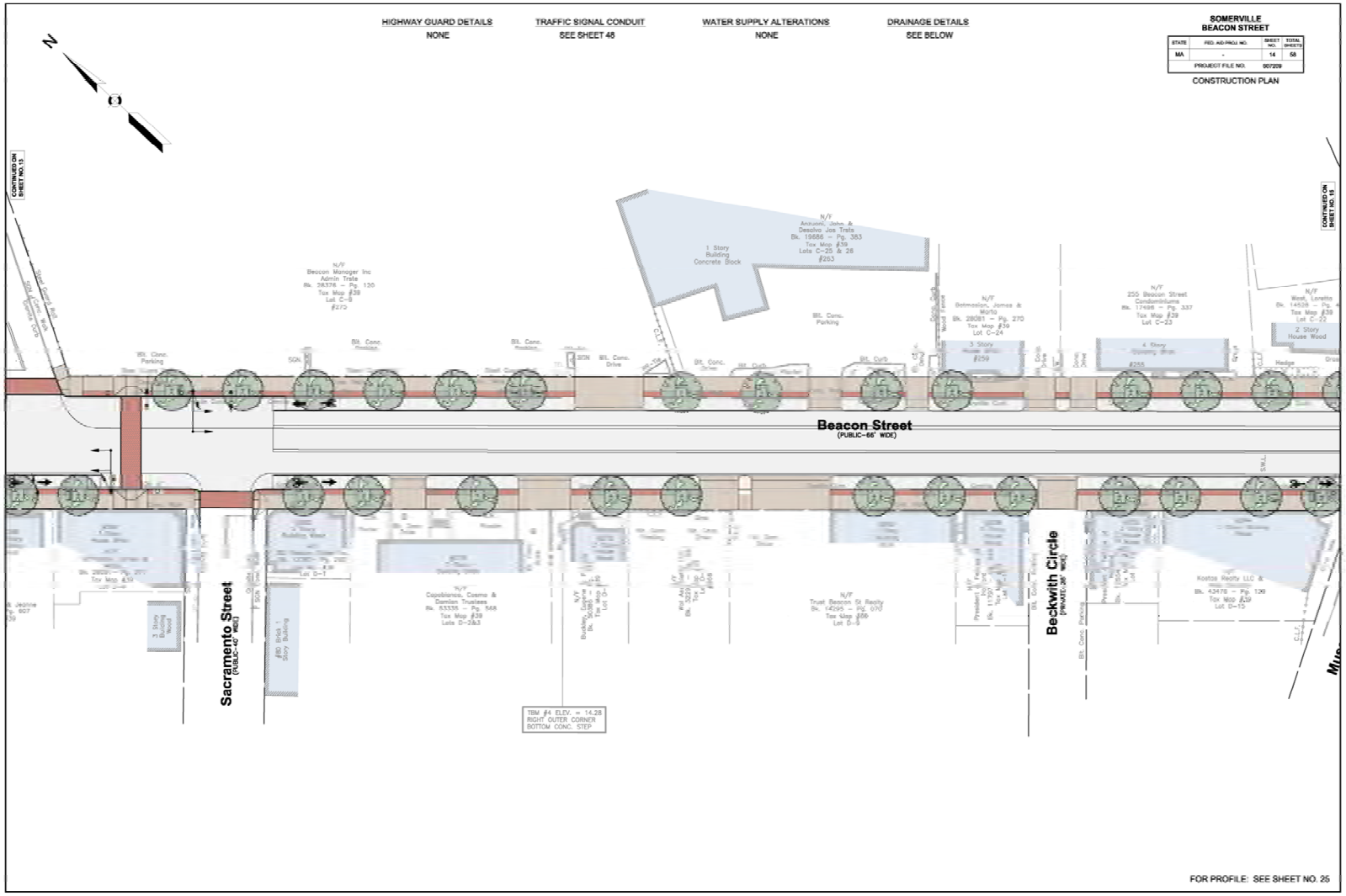

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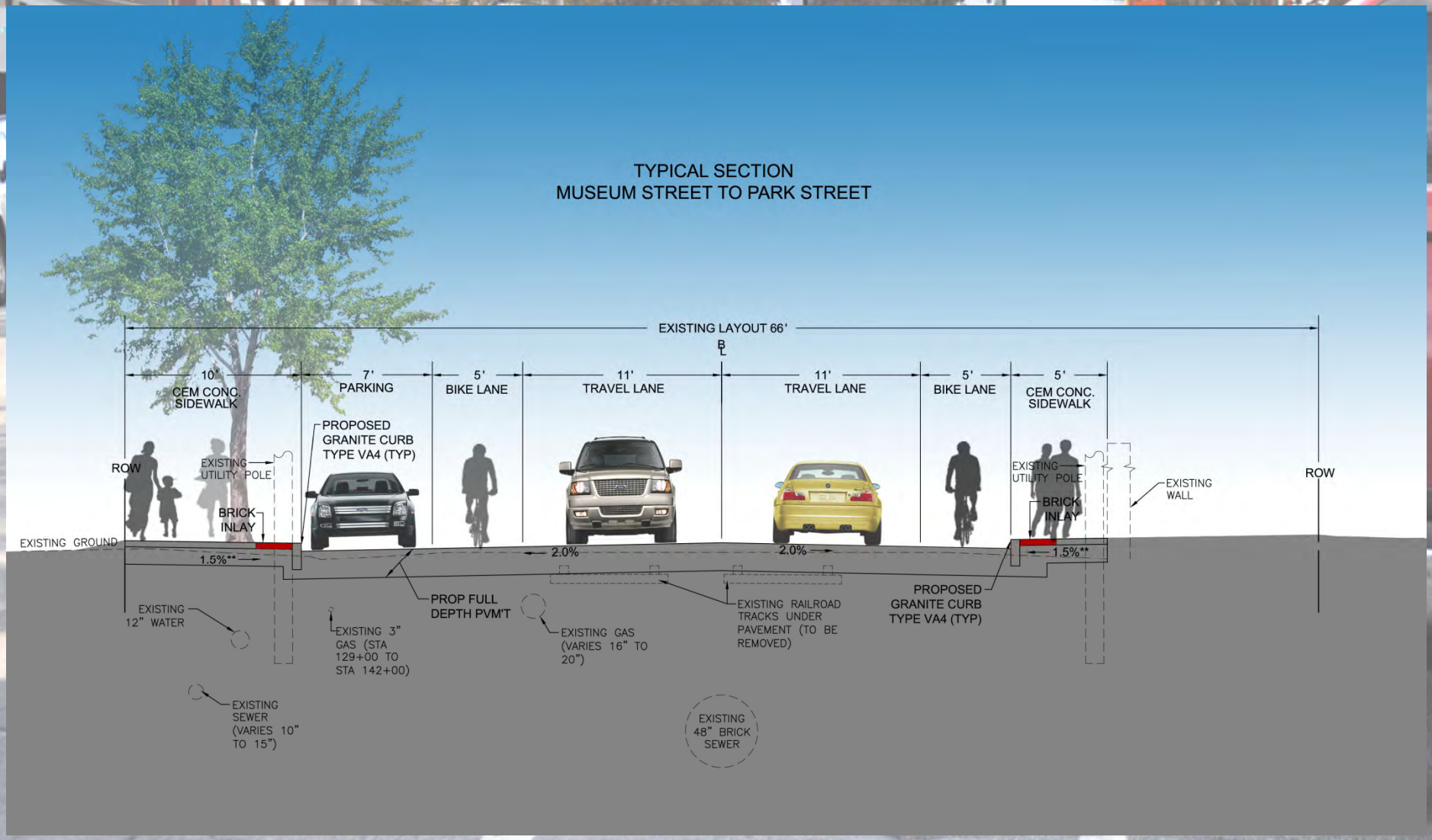

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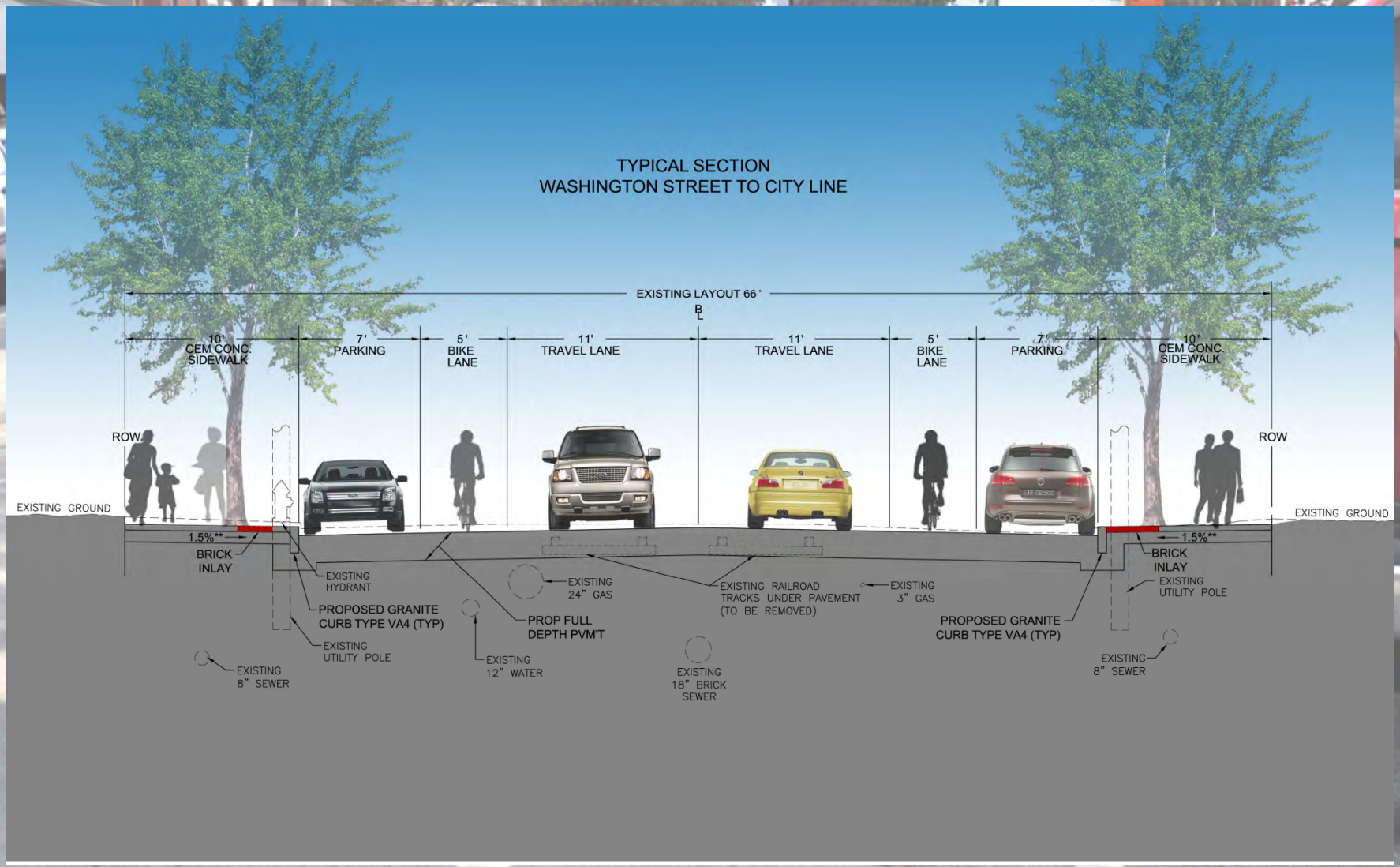

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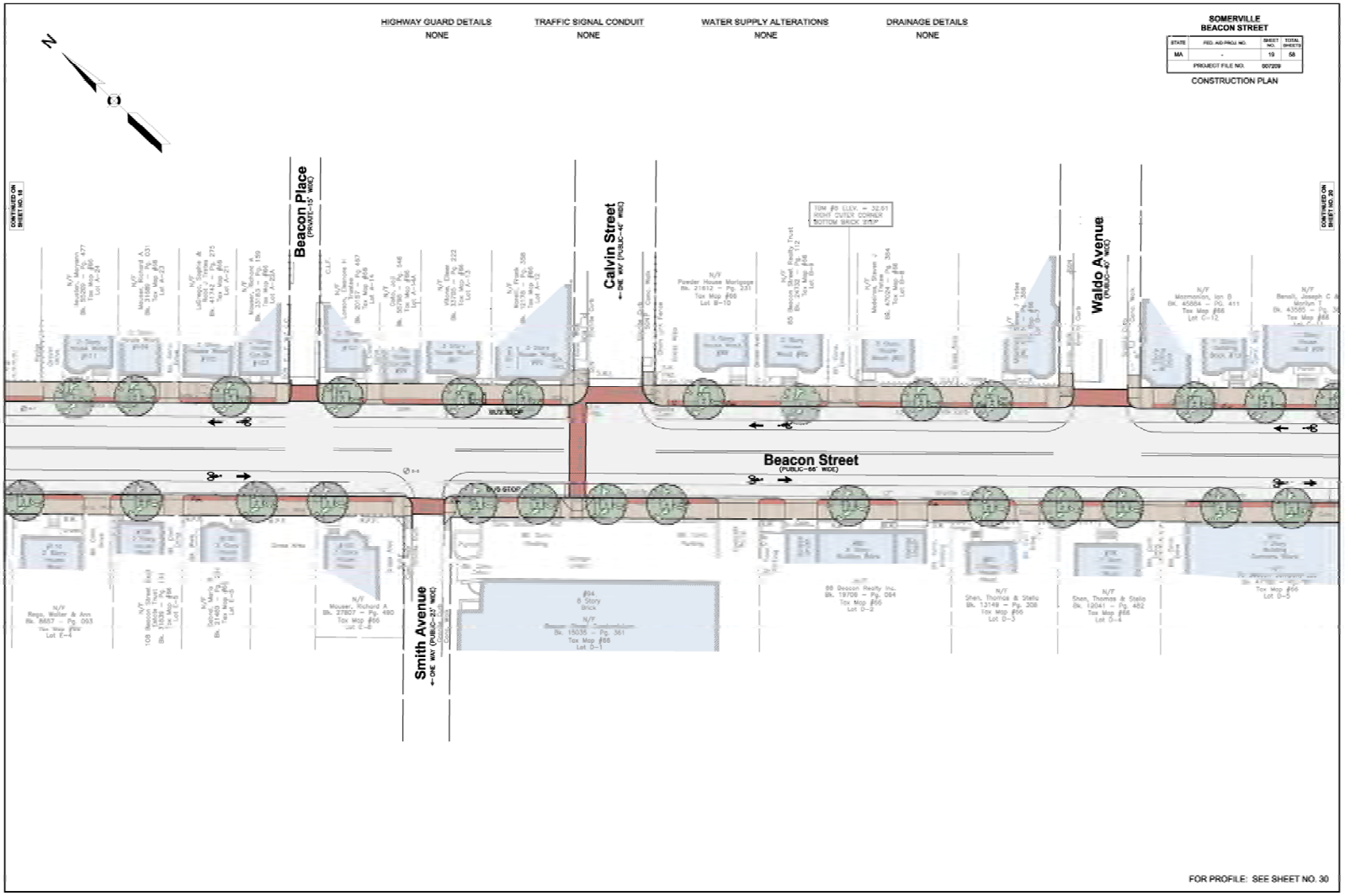

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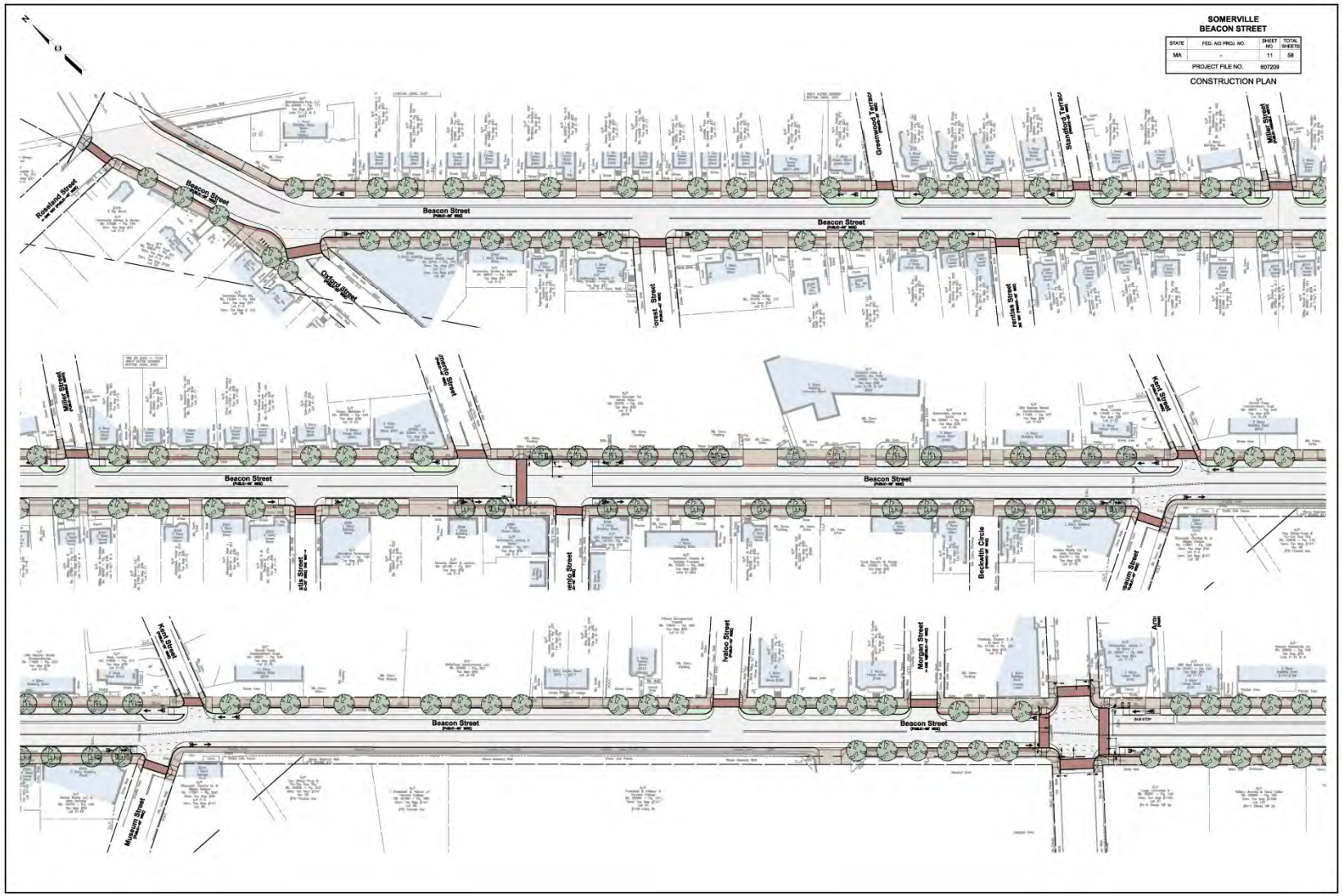

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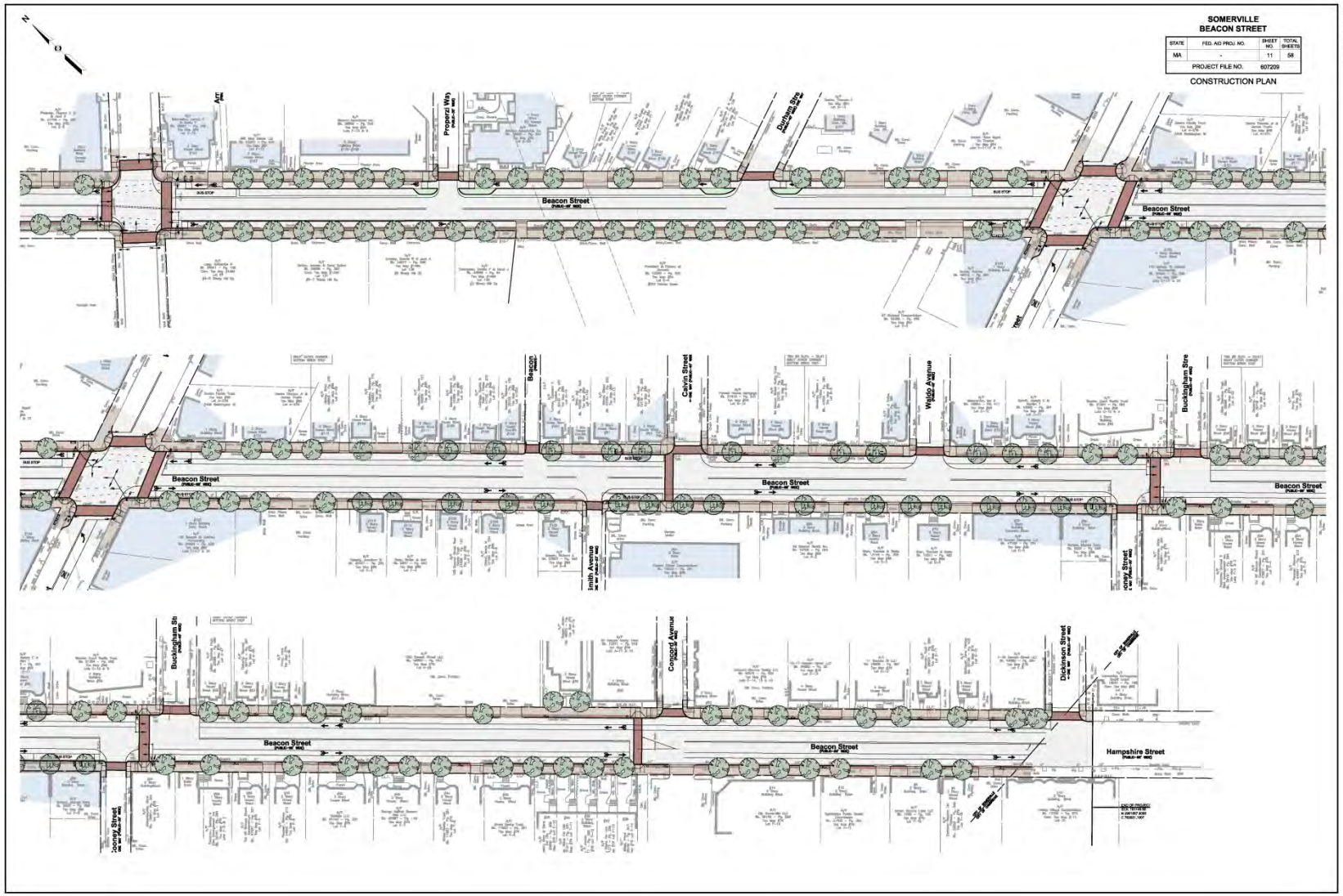
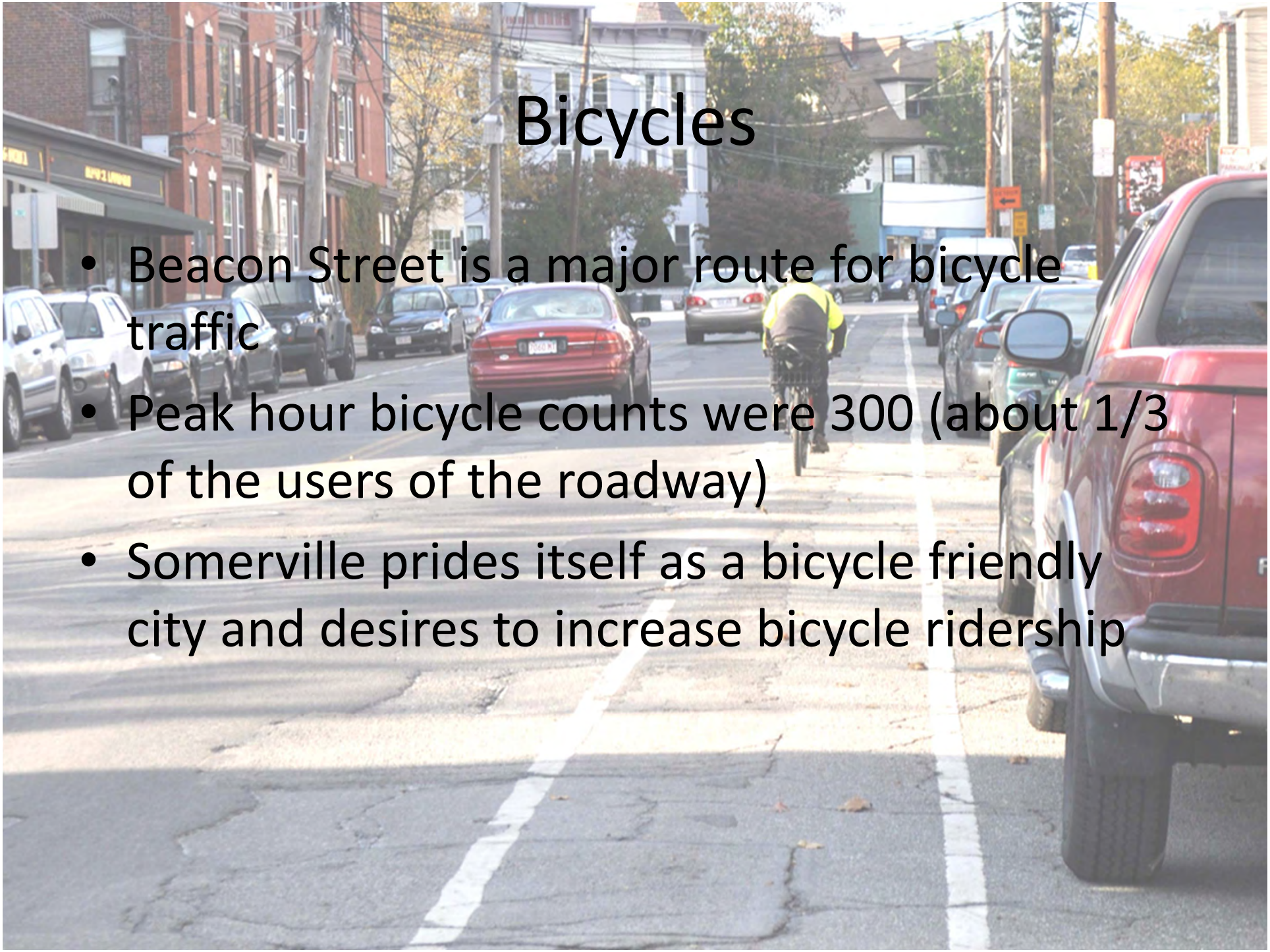
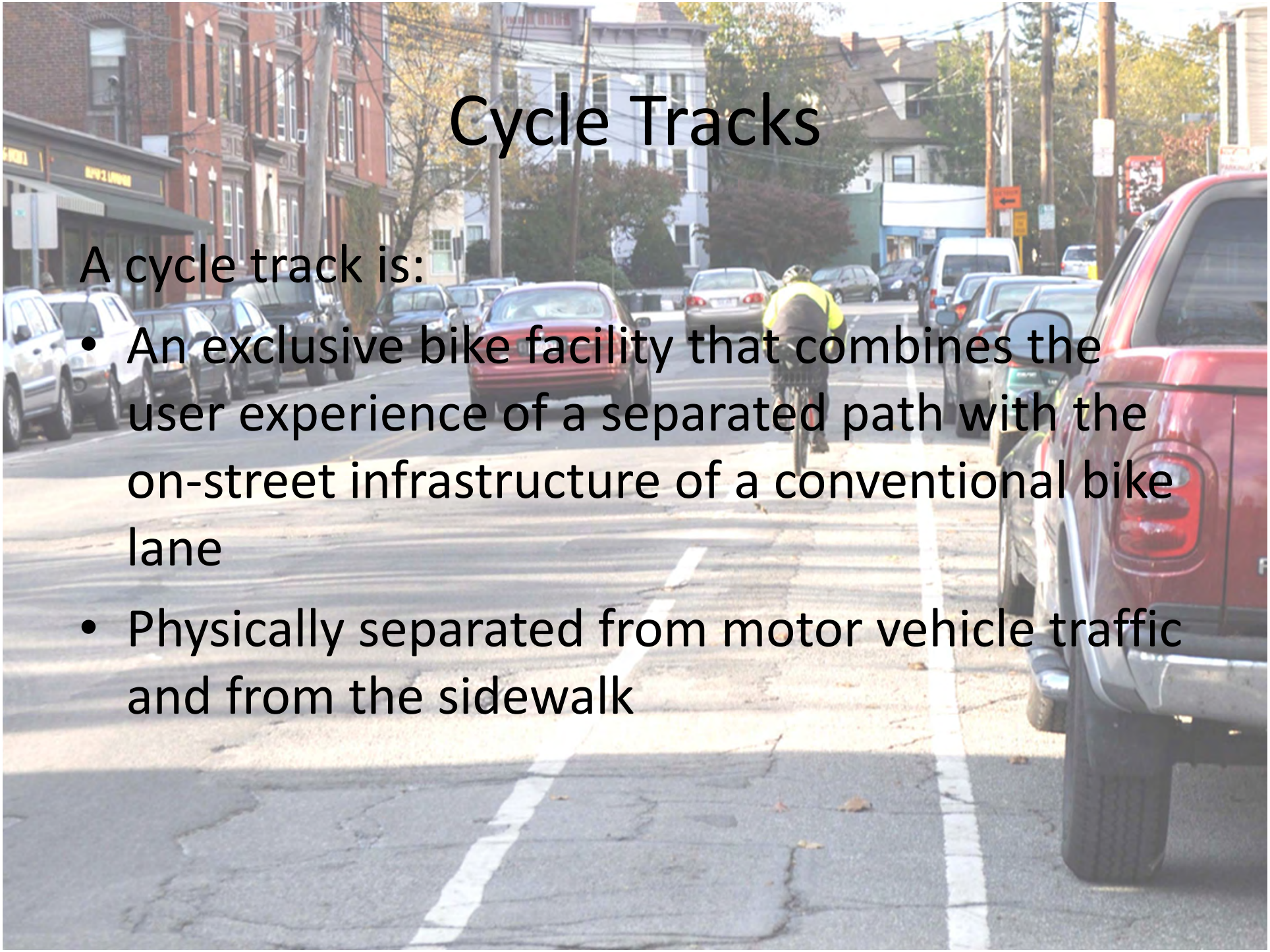




Bicycles

- Beacon Street is a major route for bicycle traffic
- Peak hour bicycle counts were 300 (about 1/3 of the users of the roadway)
- Somerville prides itself as a bicycle friendly city and desires to increase bicycle ridership



Cycle Tracks

A cycle track is:

- An exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane
- Physically separated from motor vehicle traffic and from the sidewalk

Cycle Track Benefits

- Cyclists feel most secure on roads with cycle tracks and most at risk on roads with mixed traffic
- Reduces risk of dooring
- More attractive for bicyclists of all levels and ages
- Result in an increase of bicycle traffic between 10% and 20%

Examples of Cycle Tracks

How is this accomplished?

- Removal of parking from the south side of Beacon Street from Oxford Street to Washington Street

Parking Study

- A parking study was undertaken to determine the current available parking spaces along Beacon Street, assess the occupancy rate of the spaces, the typical duration of cars parked along Beacon Street and the turnover of the parking spaces in order to compare the existing parking demand to the proposed parking in the Beacon Street Roadway and Streetscape Improvements Project
- Parking Study completed in July 2012

Parking Study

<u>Methodology</u>

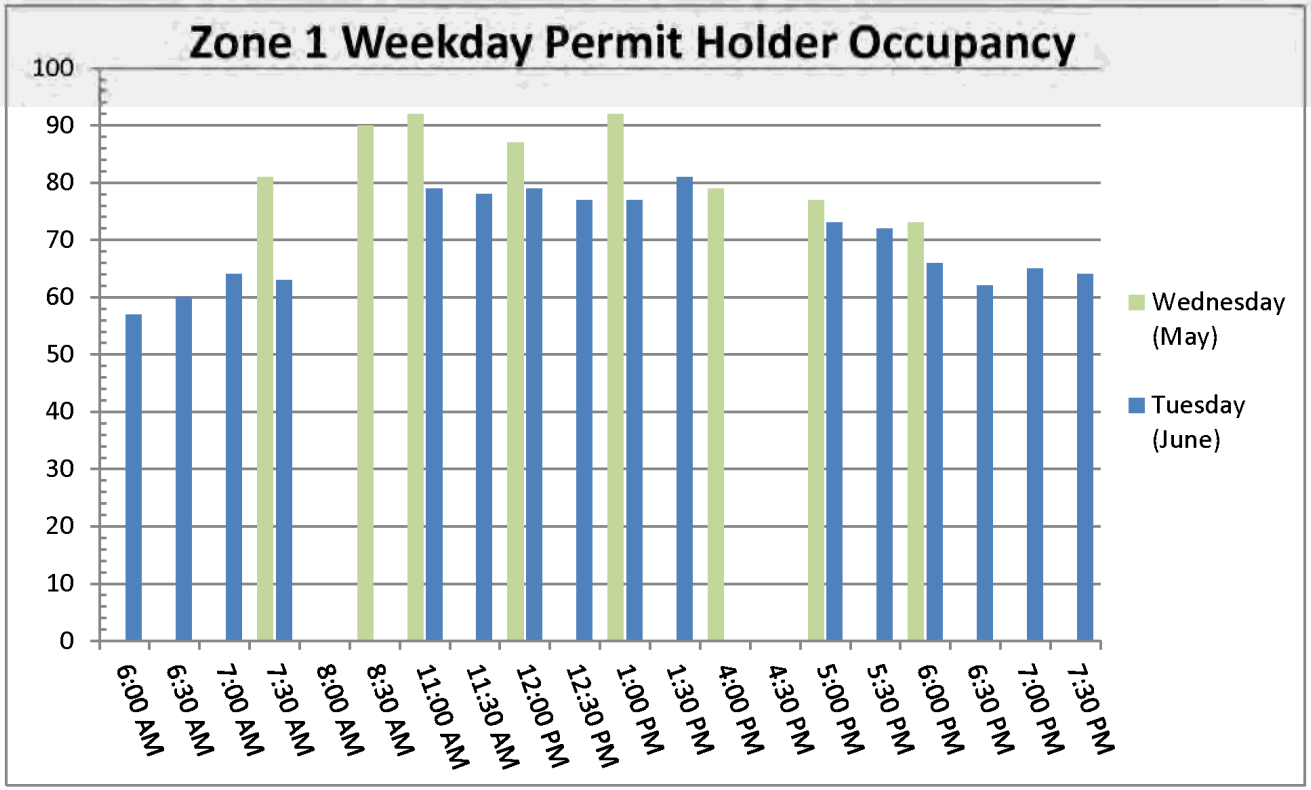
- Beacon Street was divided into two zones: Zone 1 to the North and Zone 2 to the South
- Parking counts were taken during a typical non-holiday weekday and weekend day
- Parking counts were taken throughout each day. Early morning, Midday and Evening counts were taken
- License plate numbers recorded (to protect the privacy of the residents) and used to calculate the occupancy rate, average duration of parking space occupation and parking space turnover.

Parking Study

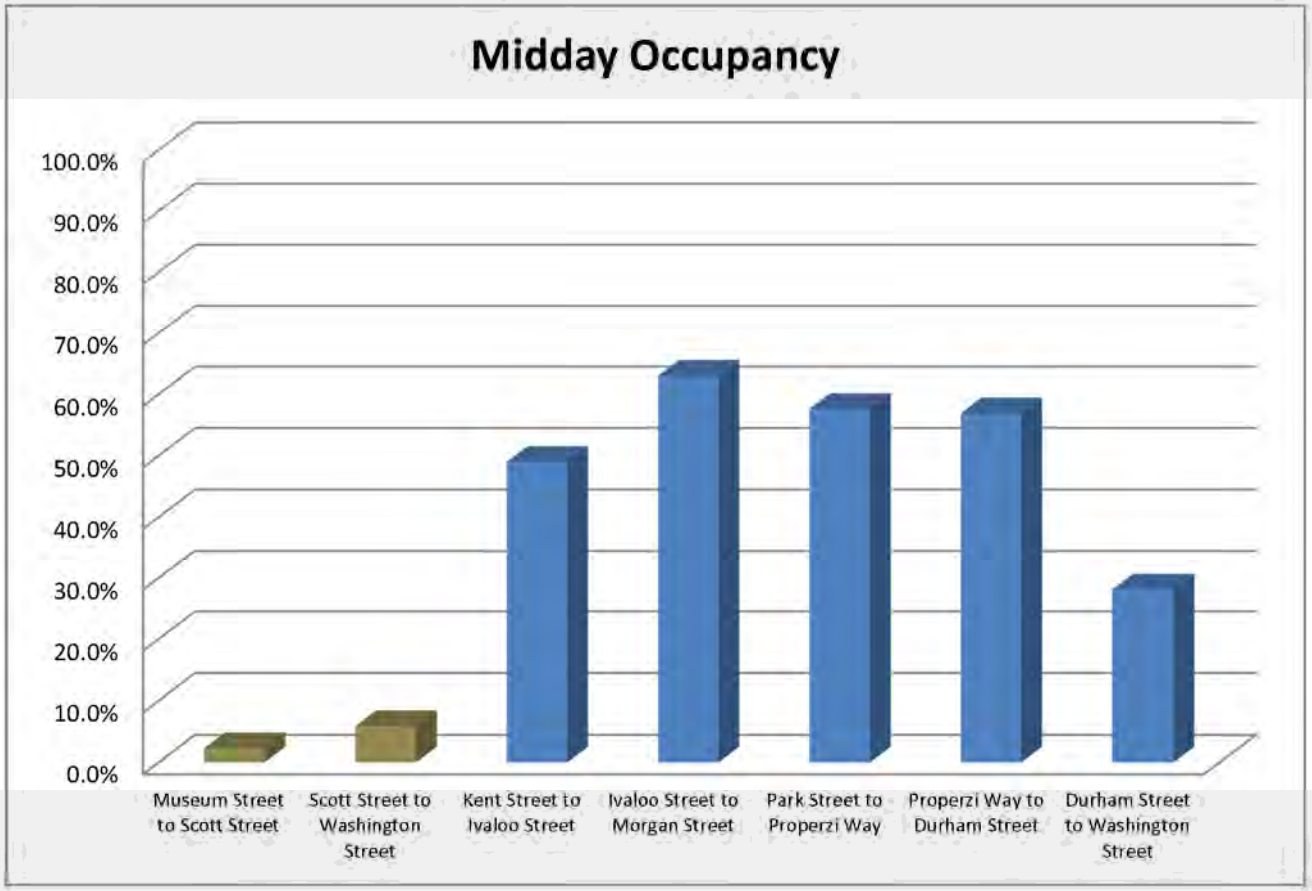
Findings:

- Parking permits within Somerville, allow the holder to park anywhere within Somerville for an unlimited amount of time
- During the day, most parking spaces along Beacon Street are used for long term parking and not by residents or businesses
- There is excess parking with regards to Beacon Street overnight resident parking demand
- There is a 10-15% increase in midday parking when college is in session vs. when college is not in session

Parking Study



Parking Study



Parking Study

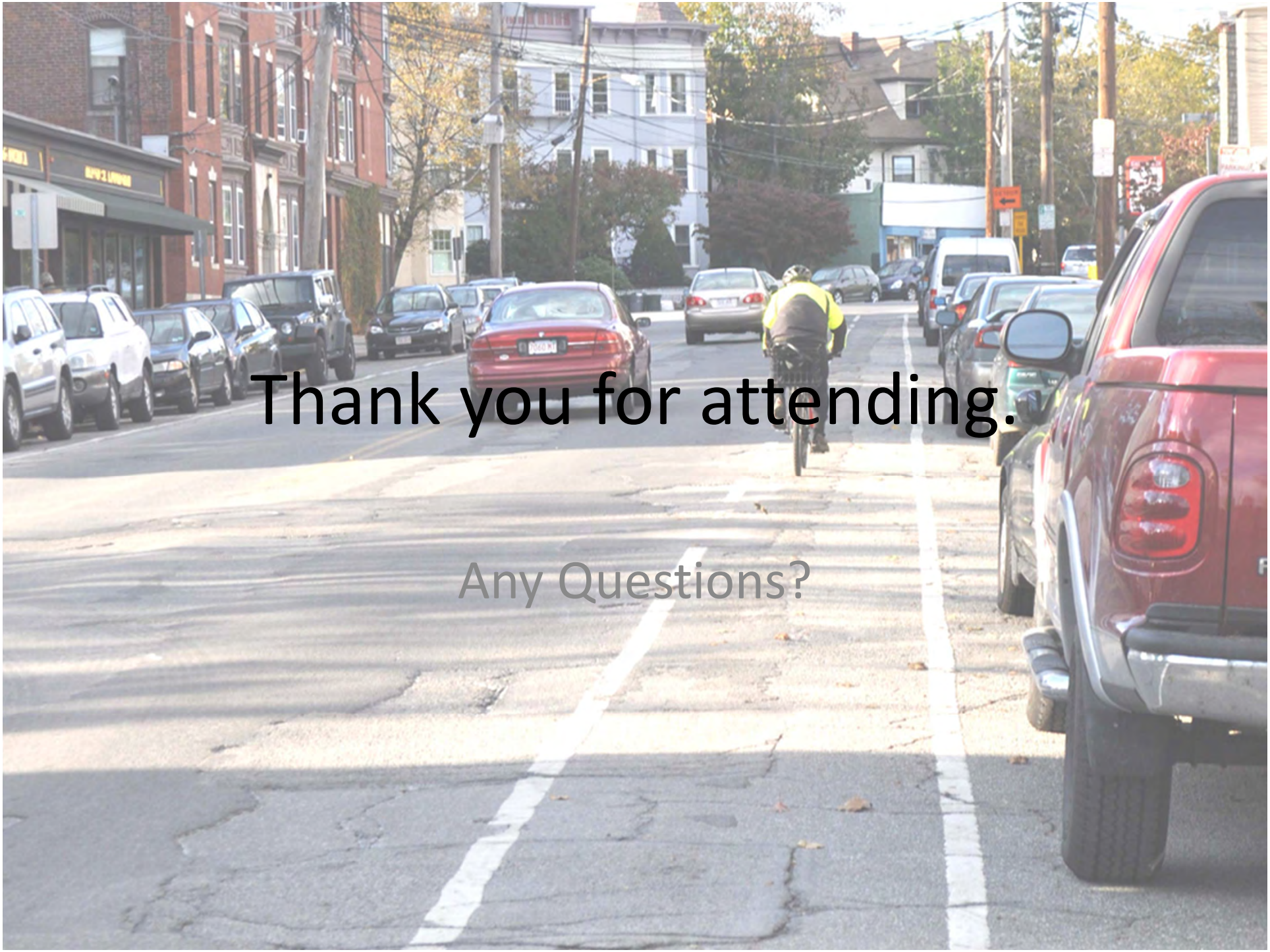
Options to be discussed with Traffic and Parking:

- Along Beacon Street, change the permit parking policy so that parking is limited to 1 hour parking, unless you are a Beacon Street resident (this would free up parking spaces for the use of residents of Beacon Street as well as those frequenting businesses)
- Install short term, high turnover parking (metered or 15 minute maximum) at strategic locations around businesses to allow for more available parking adjacent to businesses

Parking Study

Options to be discussed with Traffic and Parking (continued):

- Overnight parking for Beacon Street residents would not be affected



Thank you for attending.

Any Questions?