

A photograph of a city street scene. In the foreground, a red pickup truck is partially visible on the right. A cyclist wearing a bright yellow-green jacket is riding away from the camera in the center of the road. Several cars are parked along the left side of the street, and more cars are visible further down the road. The background features multi-story brick and white buildings under a clear sky. The text "Community Meeting" is overlaid in large black font across the middle of the image.

Community Meeting

Beacon Street Roadway and Streetscapes
Improvements
in
Somerville, MA
September 18, 2012

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

Commonwealth of Massachusetts

- Deval Patrick
- Timothy Murray

Governor
Lt. Governor



City of Somerville

- Joseph A. Curtatone
- Maryann Heuston
- Stan Koty
- Robert King
- Michael Glavin
- Hayes Morrison
- Matthew Dias
- Terrance Smith
- Carlene Campbell-Hegarty

Mayor
Ward Alderwoman
DPW Director
City Engineer
OSPCD Executive Director
Director of Transportation & Infrastructure
Director of Traffic & Parking
City Traffic Engineer
Director of Community Relations



MassDOT – Highway Division

- Frank DePaola
- Patricia Leavenworth, P.E.

MassDOT Highway Administrator
District Highway Director (District 4)



Design Consultants, Inc. (DCI)

- David Giangrande, P.E.
- Wayne Keefner, P.E.

President
Sr. Engineer



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

Anticipated Dates:

- 25% Design Public Hearing October/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

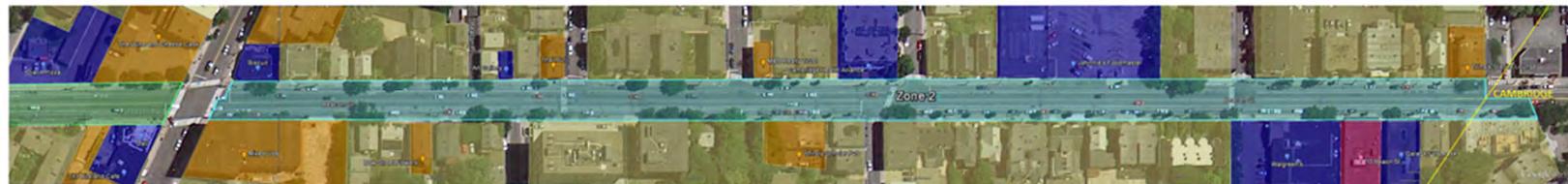
Land Use Map of Beacon Street
Beacon Street, Somerville



Northern Beacon Street Land Use
Zone 1



Central Beacon Street Land Use
Zone 1



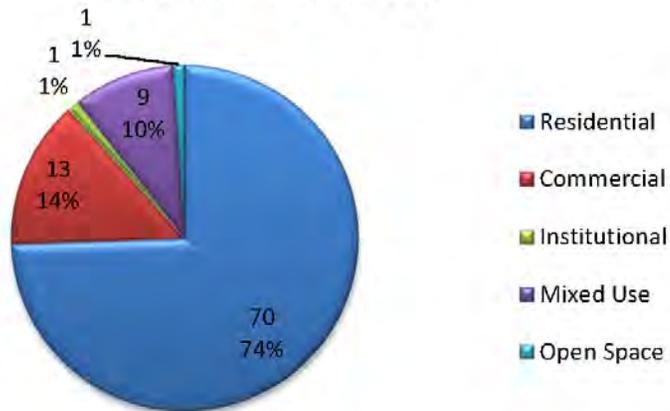
Southern Beacon Street Land Use
Zone 2

LEGEND

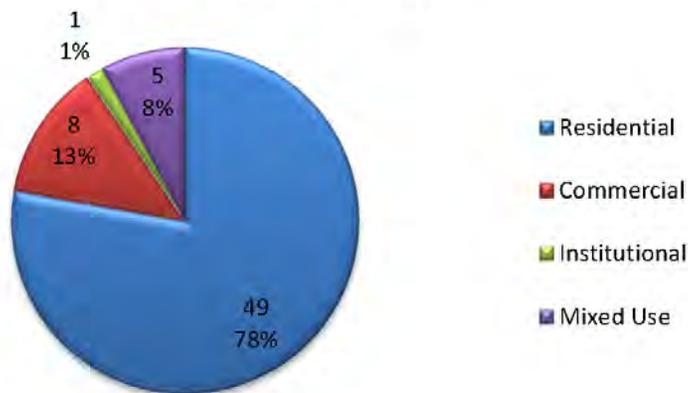


Land Use Along Beacon Street

Zone 1 - Land Use



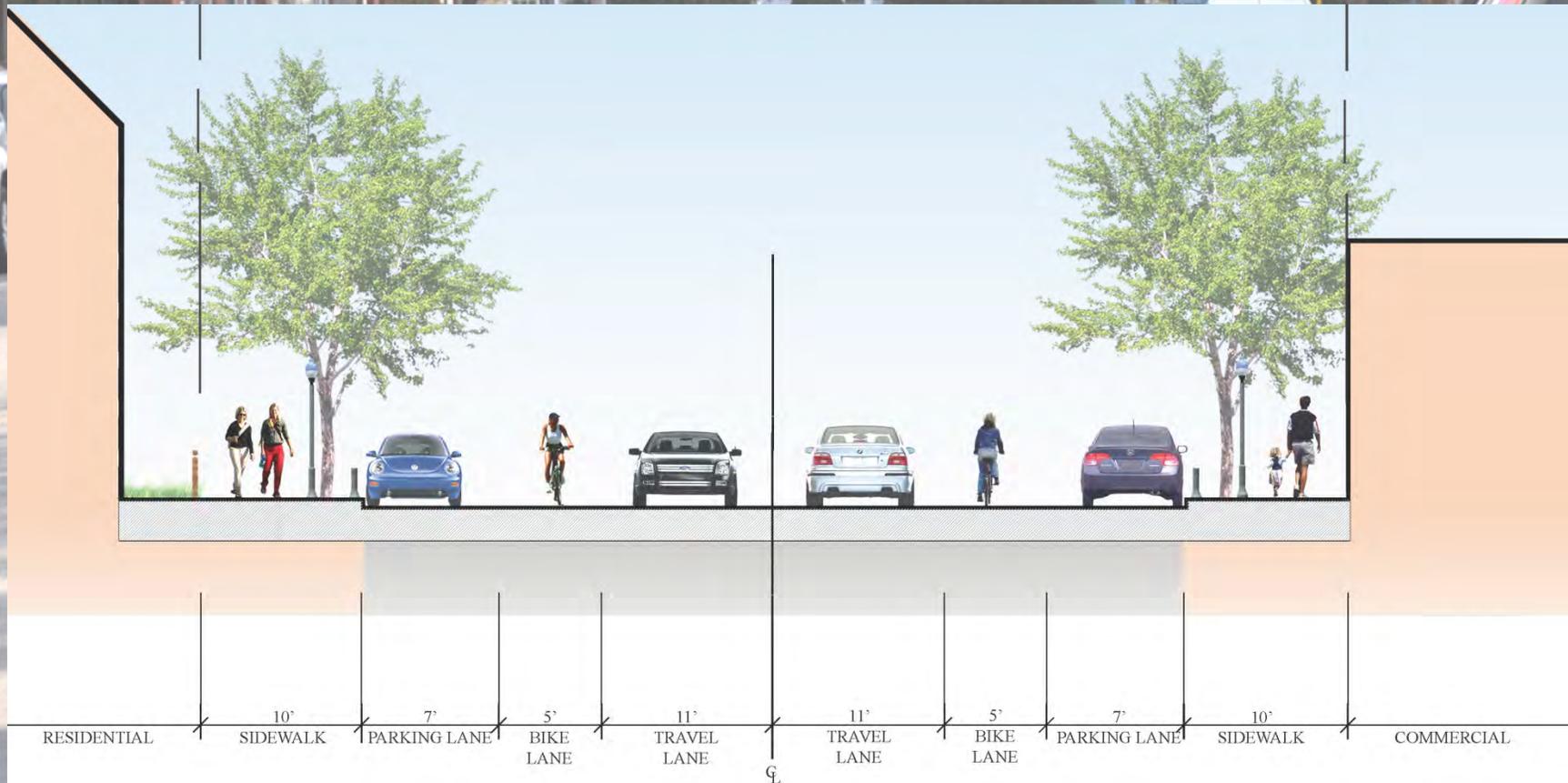
Zone 2 - Land Use



Existing Conditions

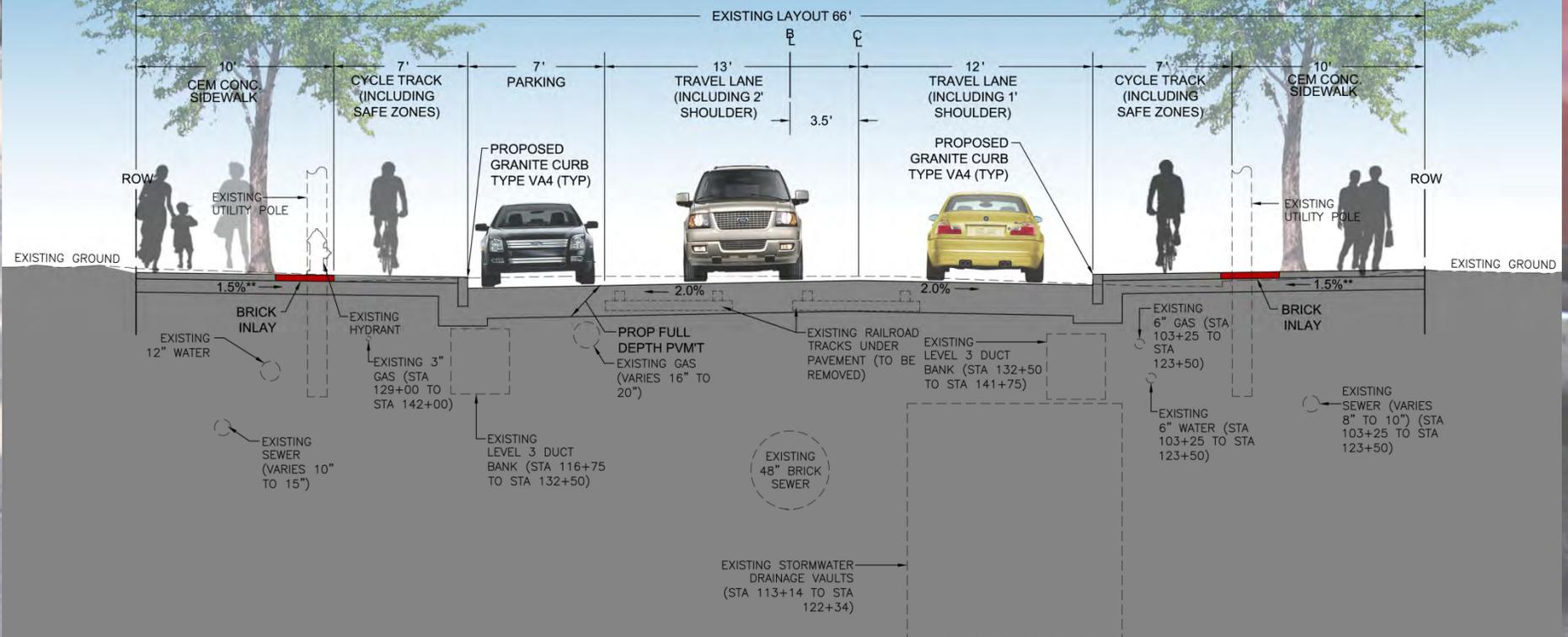


Existing Conditions

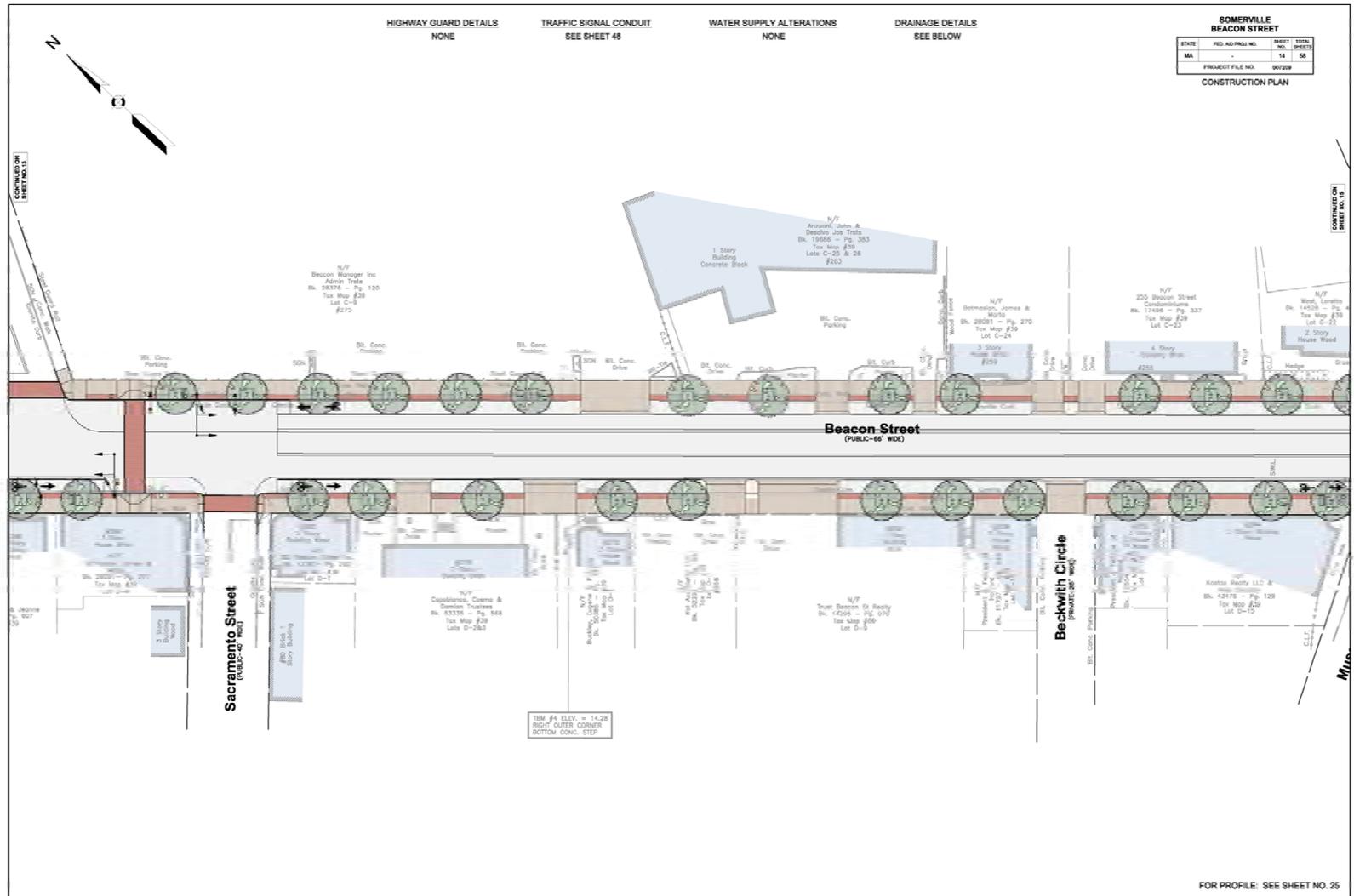


Proposed Conditions

TYPICAL SECTION
 OXFORD STREET TO MUSEUM STREET
 PARK STREET TO WASHINGTON STREET

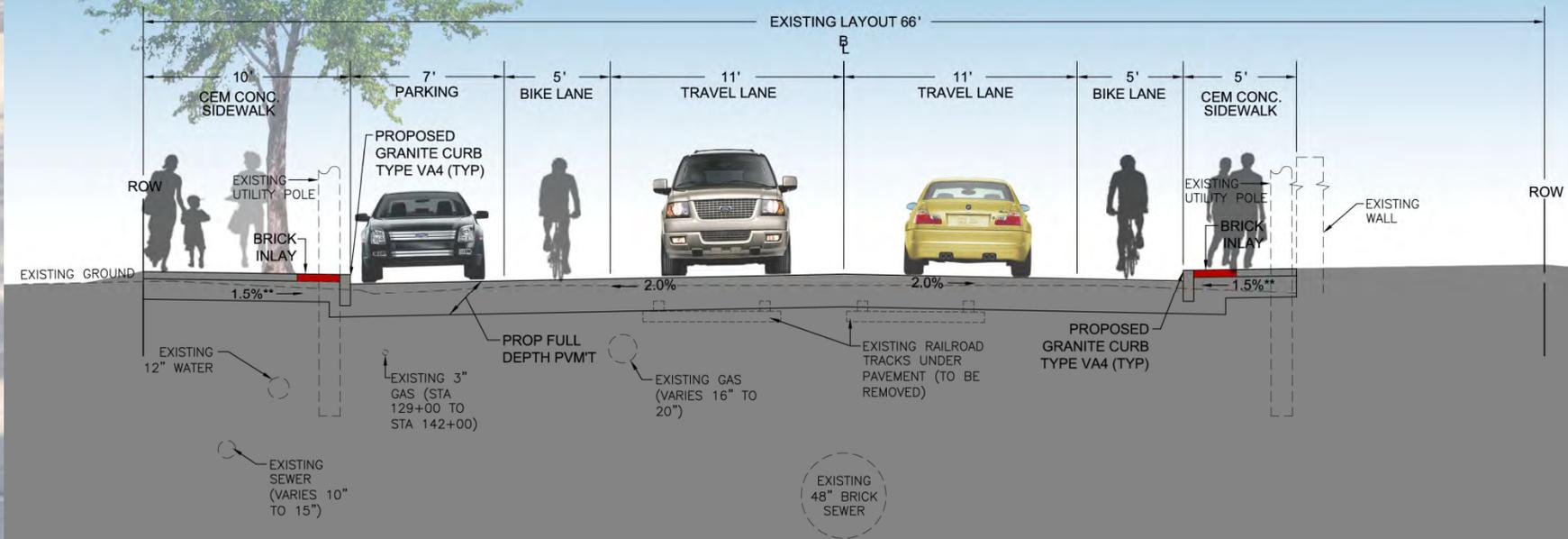


Proposed Conditions

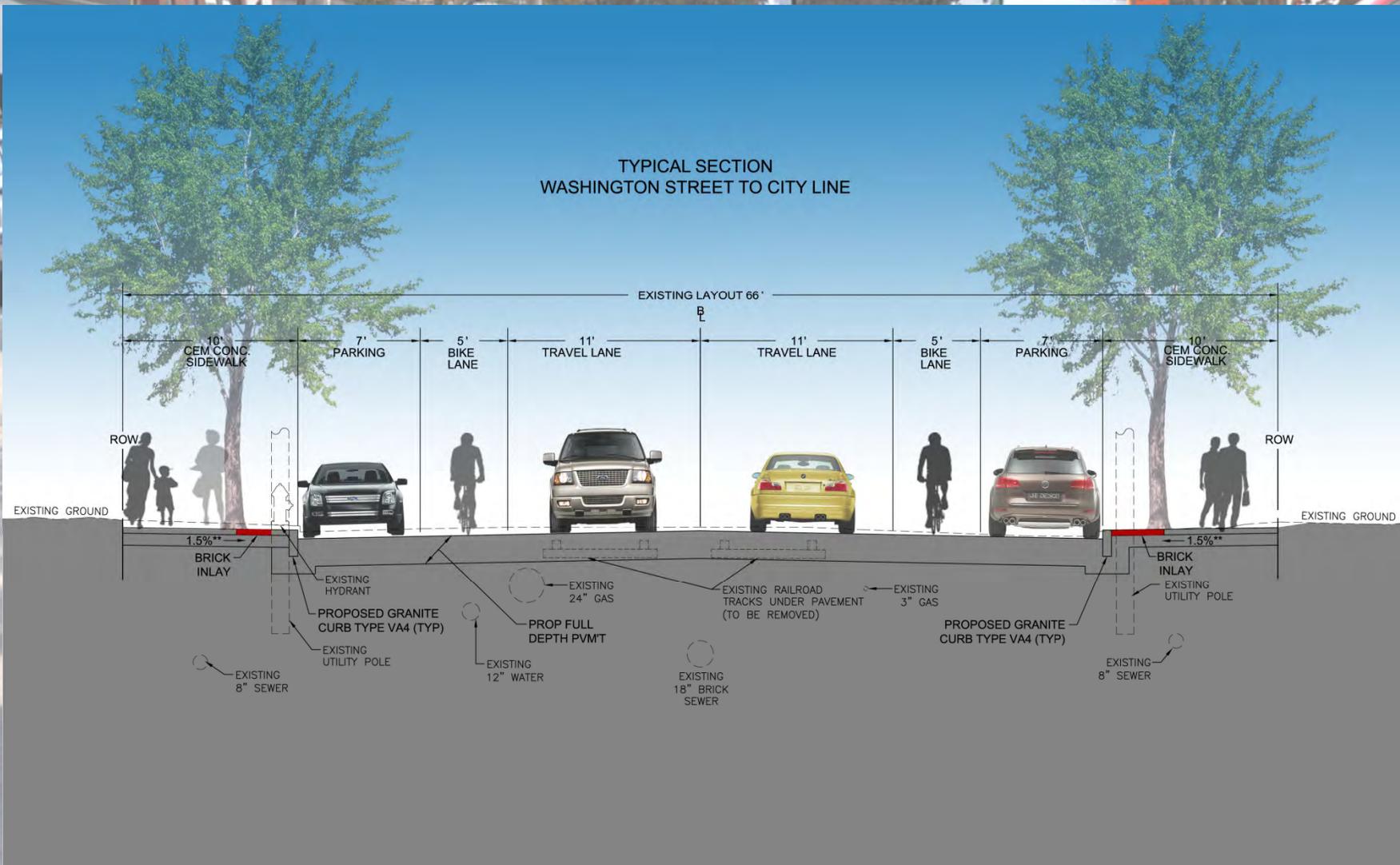


Proposed Conditions

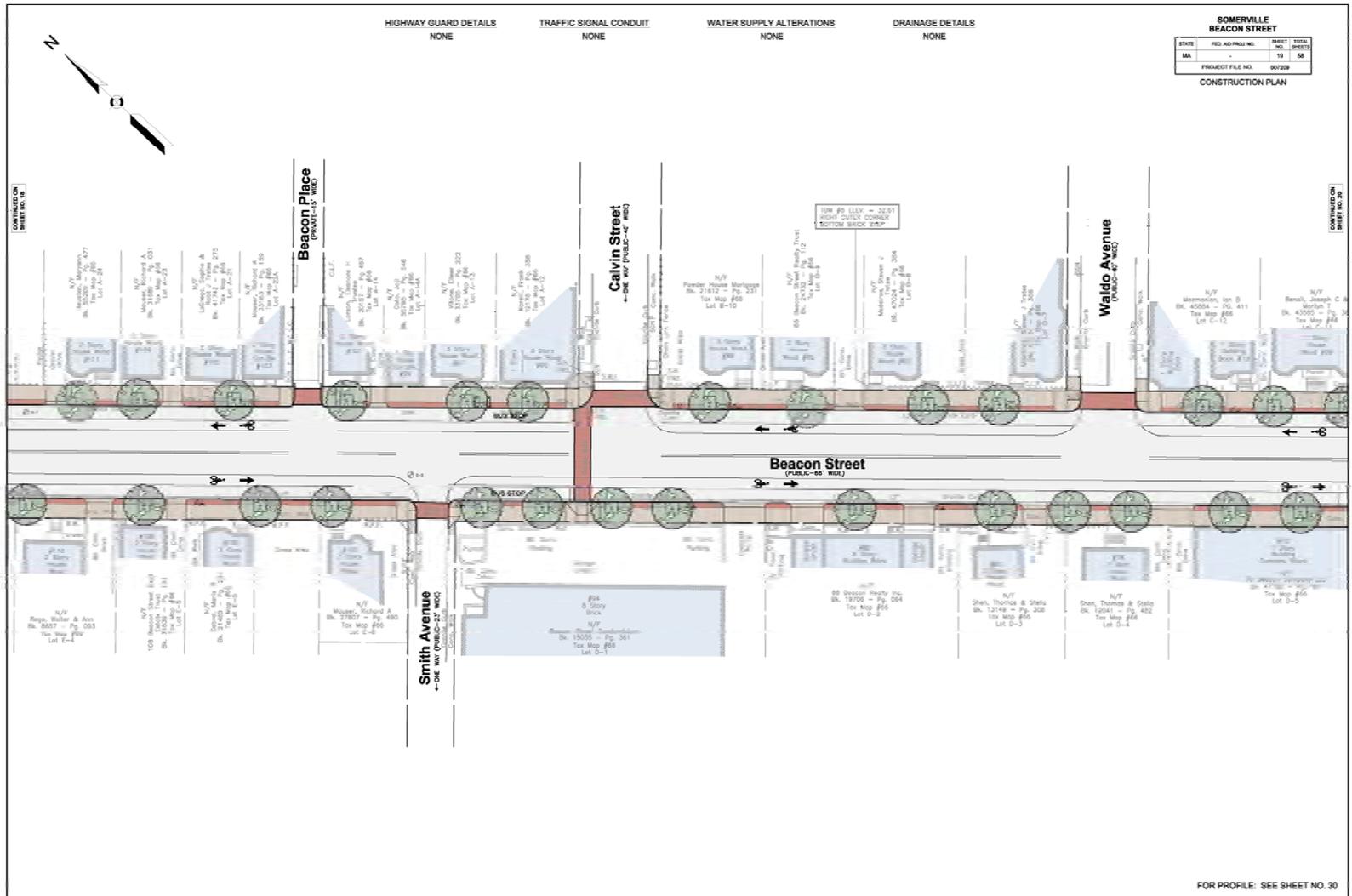
TYPICAL SECTION
MUSEUM STREET TO PARK STREET



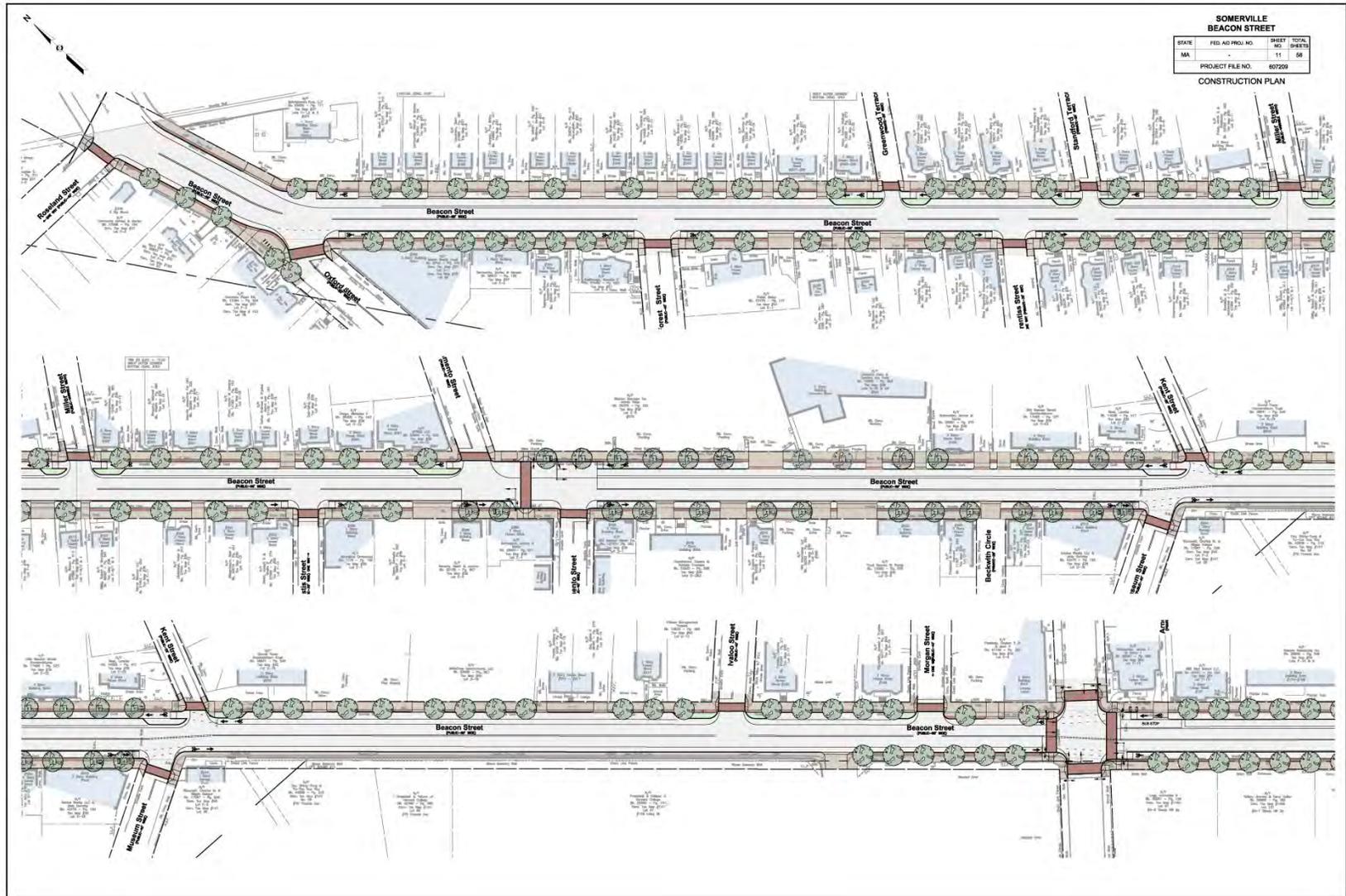
Proposed Conditions



Proposed Conditions



Proposed Conditions



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



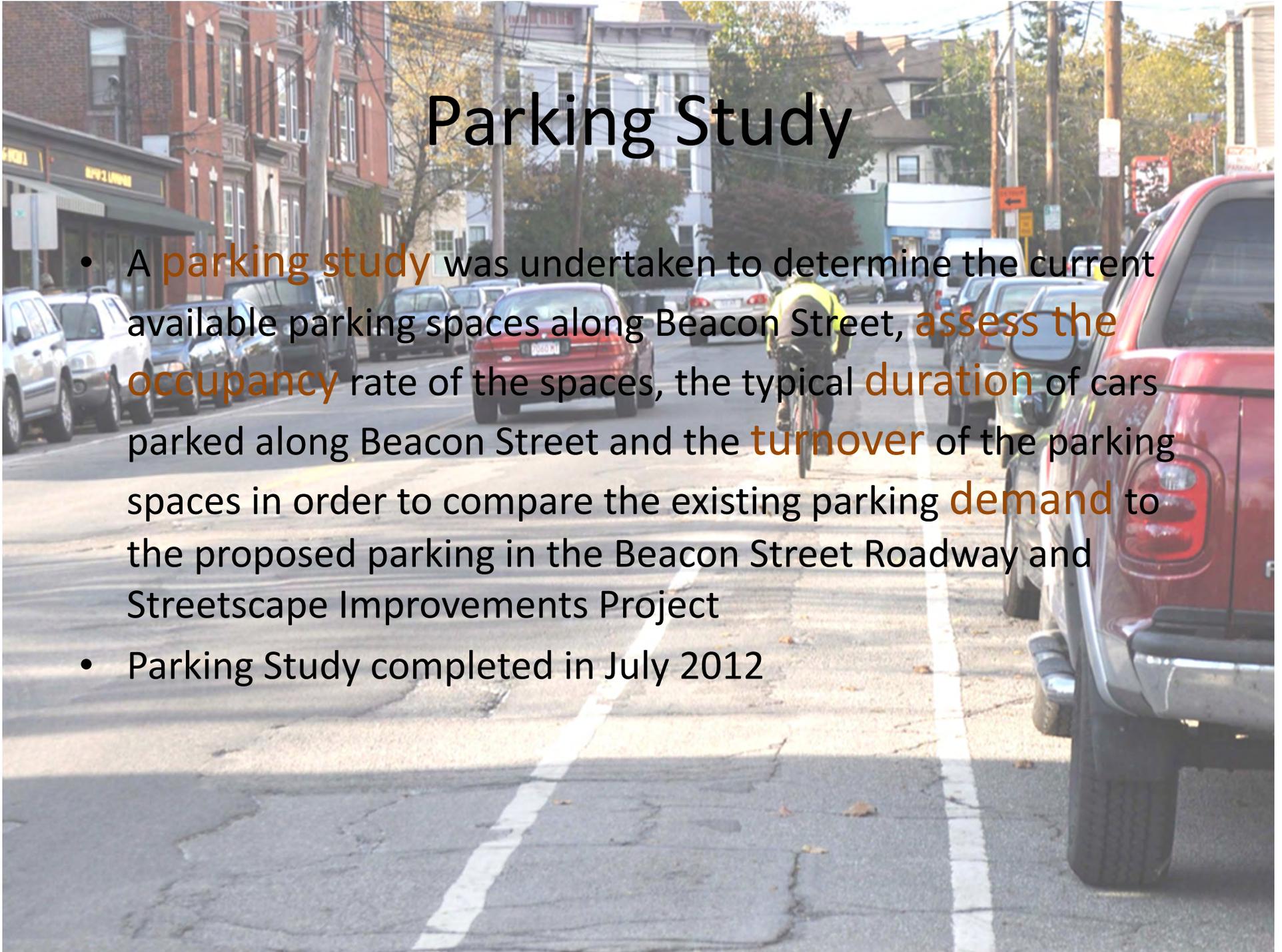
How is this accomplished?

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

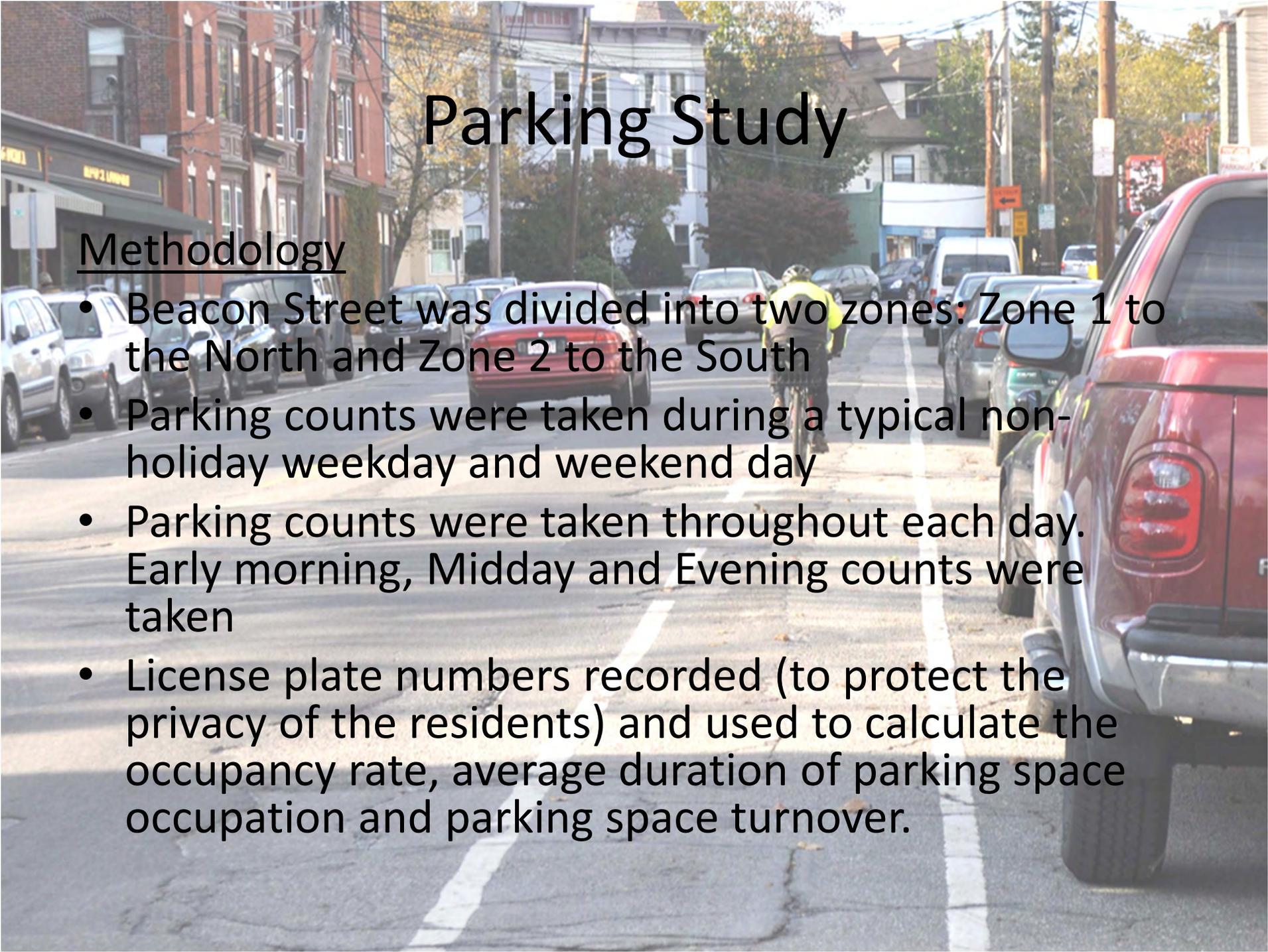


Parking Study

- 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

A photograph of a city street, likely Beacon Street, showing a line of parked cars on the right side of the road. A cyclist wearing a bright yellow vest is riding down the center of the street. The background features multi-story brick buildings and utility poles with power lines. The scene is captured during the day with clear lighting.

Methodology

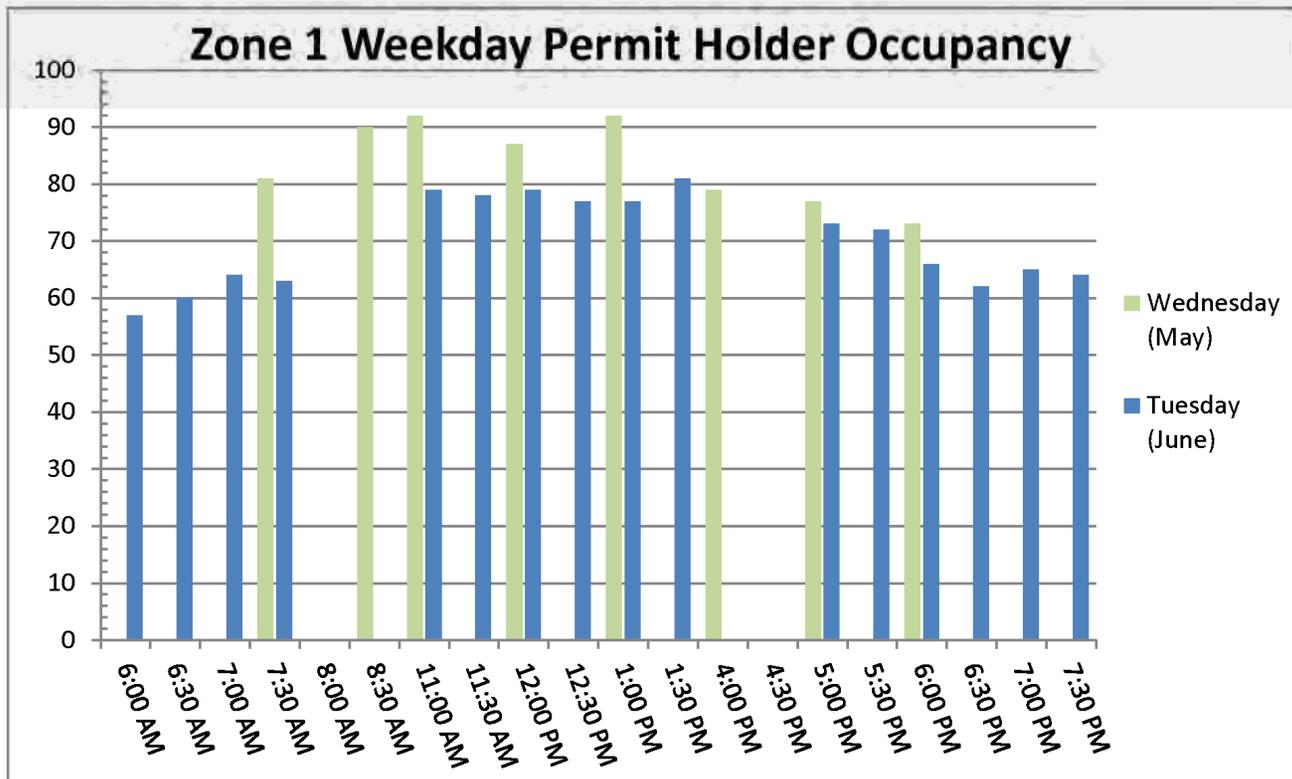
- Beacon Street was divided into two zones: Zone 1 to the North and Zone 2 to the South
- Parking counts were taken during a typical non-holiday weekday and weekend day
- Parking counts were taken throughout each day. Early morning, Midday and Evening counts were taken
- License plate numbers recorded (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

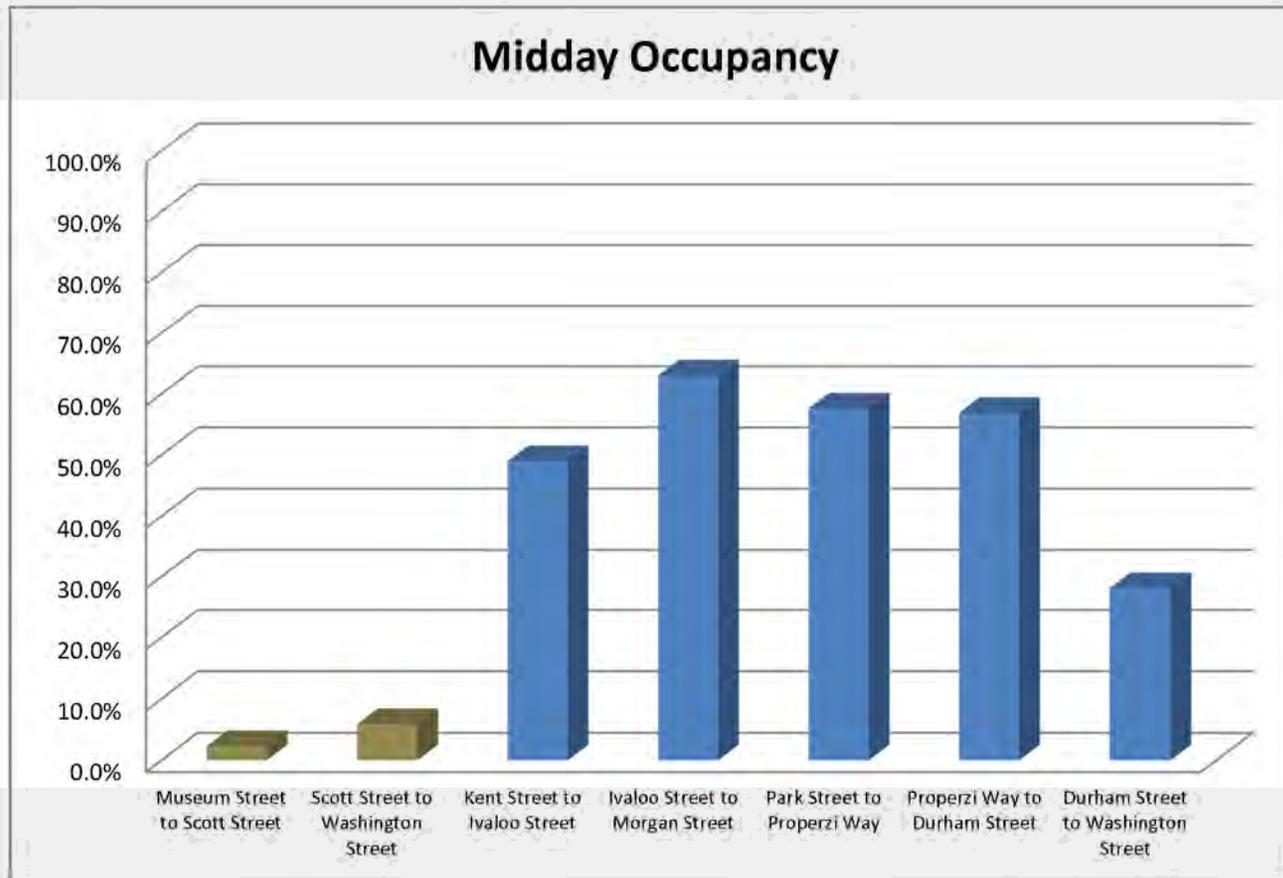
Findings:

- 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

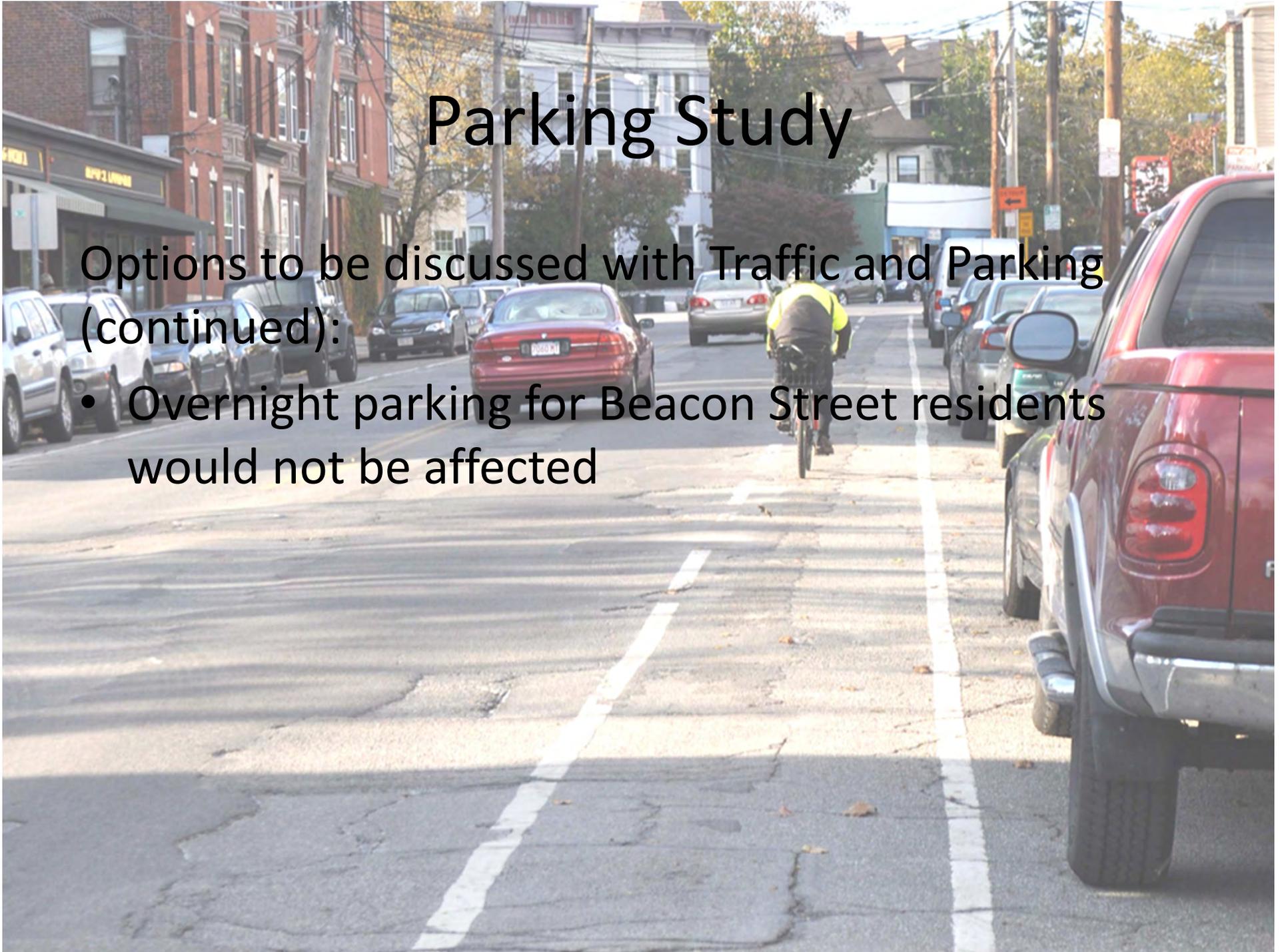
Options to be discussed with Traffic and Parking:

- 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?