

Davis Square Streetscape Improvements

City of Somerville

Crosby/Schlessinger/Smallridge, LLC
Howard/Stein-Hudson Associates, Inc.
HDR Engineering, Inc.

July 17th, 2012

Mayor's Office of Strategic Planning + Community Development



Agenda

- **Introduction - Sarah J. Spicer**

Senior Transportation Planner

Mayor's Office of Strategic Planning & Community Development

- **Presentation - Deneen Crosby**

Principal/Landscape Architect,

Crosby/Schlessinger/Smallridge

Keri Pike

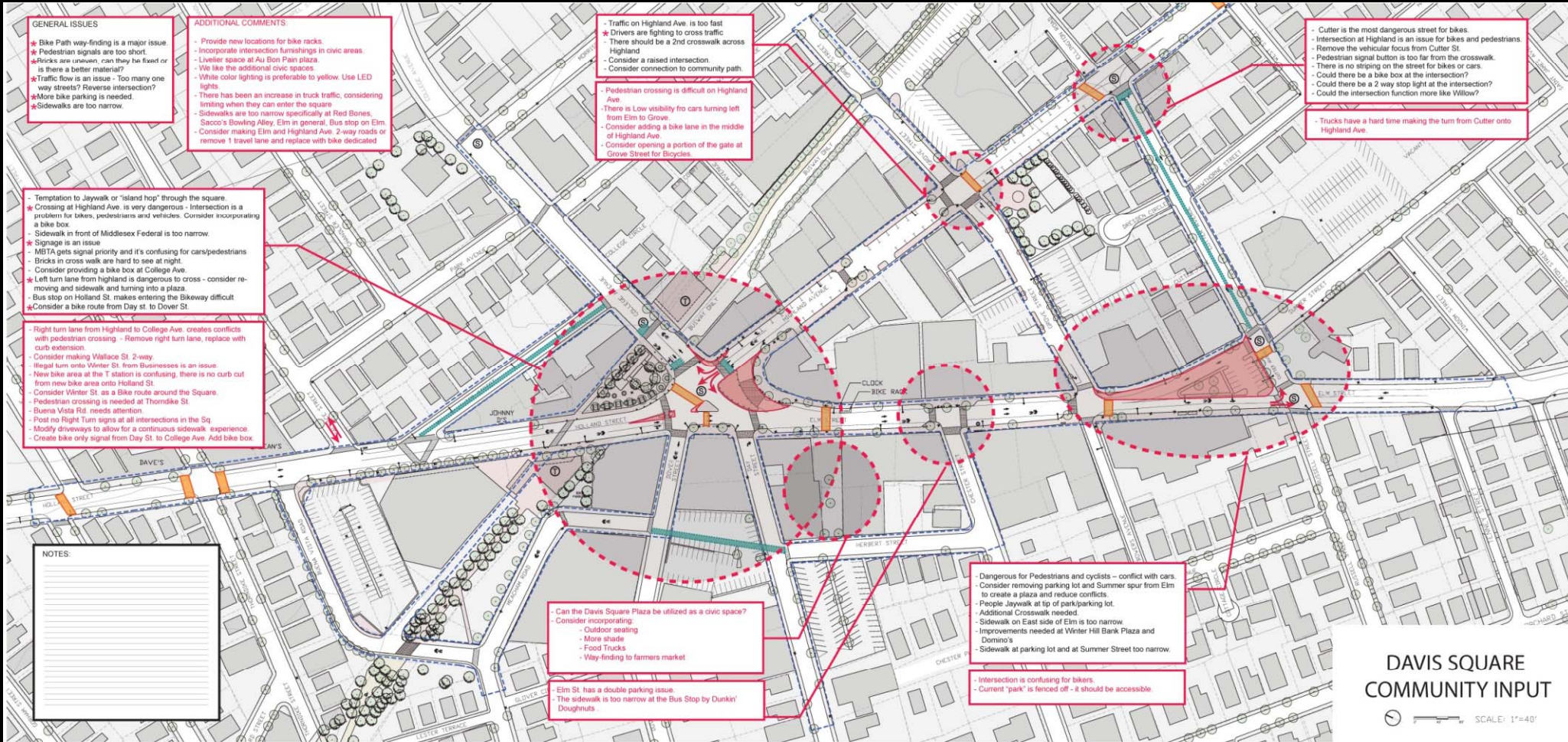
Principal/Director of Transportation Planning,

Howard/Stein-Hudson Associates, Inc.

- **Discussion - Group Discussion by Area/Intersection**



Community Input Diagram



Community Input Questionnaire

A Survey is Currently Posted and has Resulted in Over 200 Responses to Date.
The Survey Remains Open to the Public.

1. Are you a Davis Square resident or visitor?

Resident 72%

Visitor 29%

2. How do you get to Davis Square most of the time?

Walk/wheelchair (pedestrian) 69%

Bike (cyclist) 26%

Drive (driver) 19%

Bus (pedestrian + transit) 15%

MBTA Red Line (pedestrian + transit) 12%

3. Is there another means by which you frequently get to the square?

Walk/wheelchair (pedestrian) 20%

Bike (cyclist) 19%

Drive (driver) 25%

Bus (pedestrian + transit) 14%

MBTA Red Line (pedestrian + transit) 24%

4. What is your most frequent reason for visiting Davis Square? (please rank)

	Rating Average
Businesses / offices / shops	3.28
Restaurants/ Bars	1.99
Outdoor spaces / gathering spaces	4.84
Community Path	4.84
Schools, including Tufts	7.08
Exercise	6.39
Leisure	4.89
Public transit	3.44
Other	8.25

5. If walking, biking, or driving, what is your most frequent route to get into the Square?

Holland Street	28%	College Ave	19%
Elm Street	18%	Highland Ave	29%
Day Street	4%	Dover Street	1%
Community Path	30%		



Davis Square



Design Principles

- Improvements to the Square will bring greater clarity, flow and safety to all users: pedestrians, bicyclists, and drivers.
- Improvements will further expand opportunities to strengthen community use.
- Improvements will strengthen the identity of Davis Square.

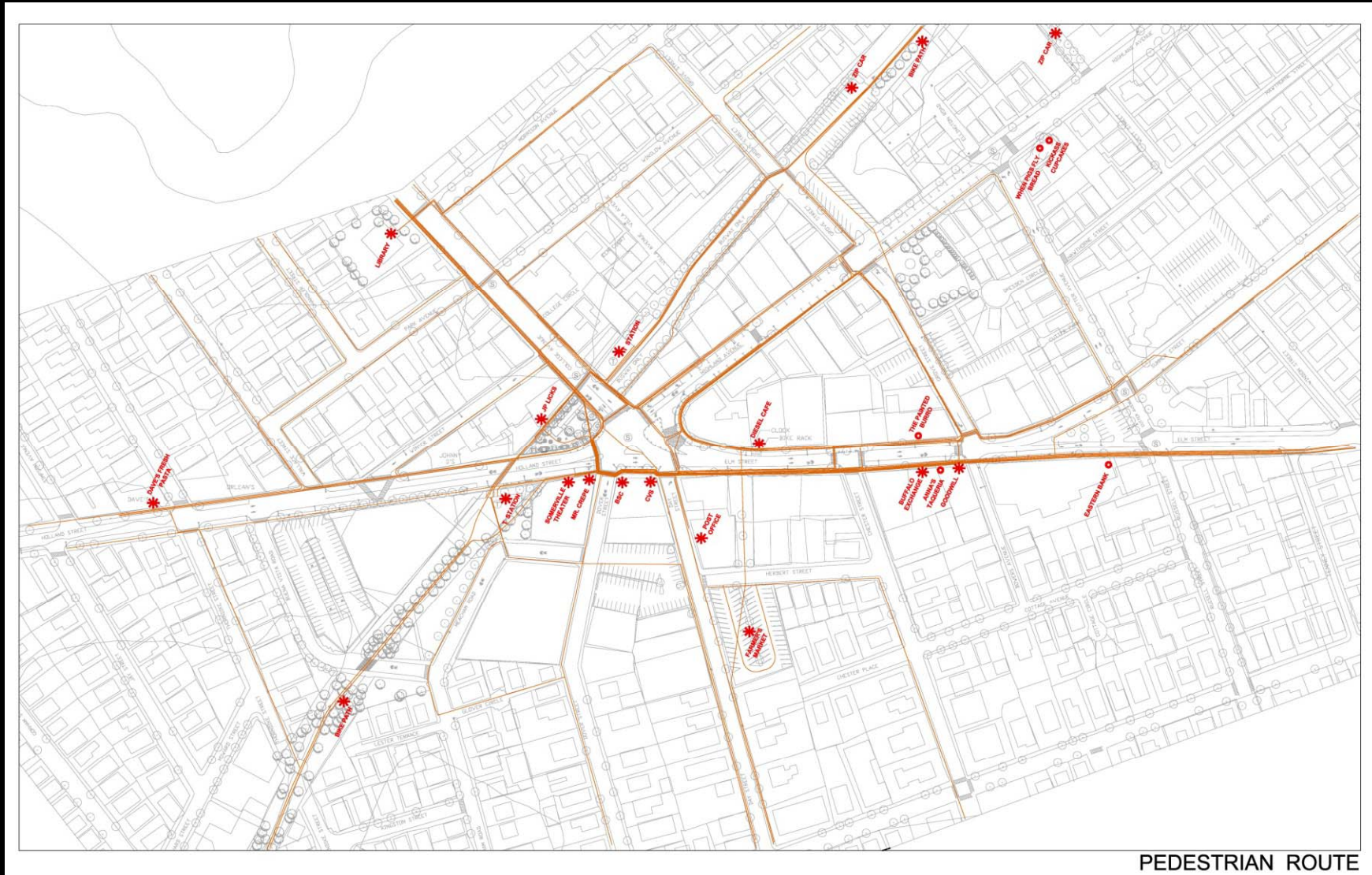
Davis Square



Design Objectives

- Provide a balanced approach to all modes of transportation: bicycle, pedestrian, vehicle
- Minimize conflicts between various modes of transportation: bicycle, pedestrian, vehicle
- Provide safe crossings and address accessibility issues
- Provide clarity through wayfinding and clear markings as well as safe and sensible path of travel routes
- Better provide for pedestrian use through open space/plaza opportunities as well as sidewalk improvements
- Provide amenities for pedestrians and bicyclists
- Respect parking needs of local businesses
- Develop coherent and distinct palette of materials – pavements, furnishings, lighting, wayfinding
- Better define Davis Square entrances

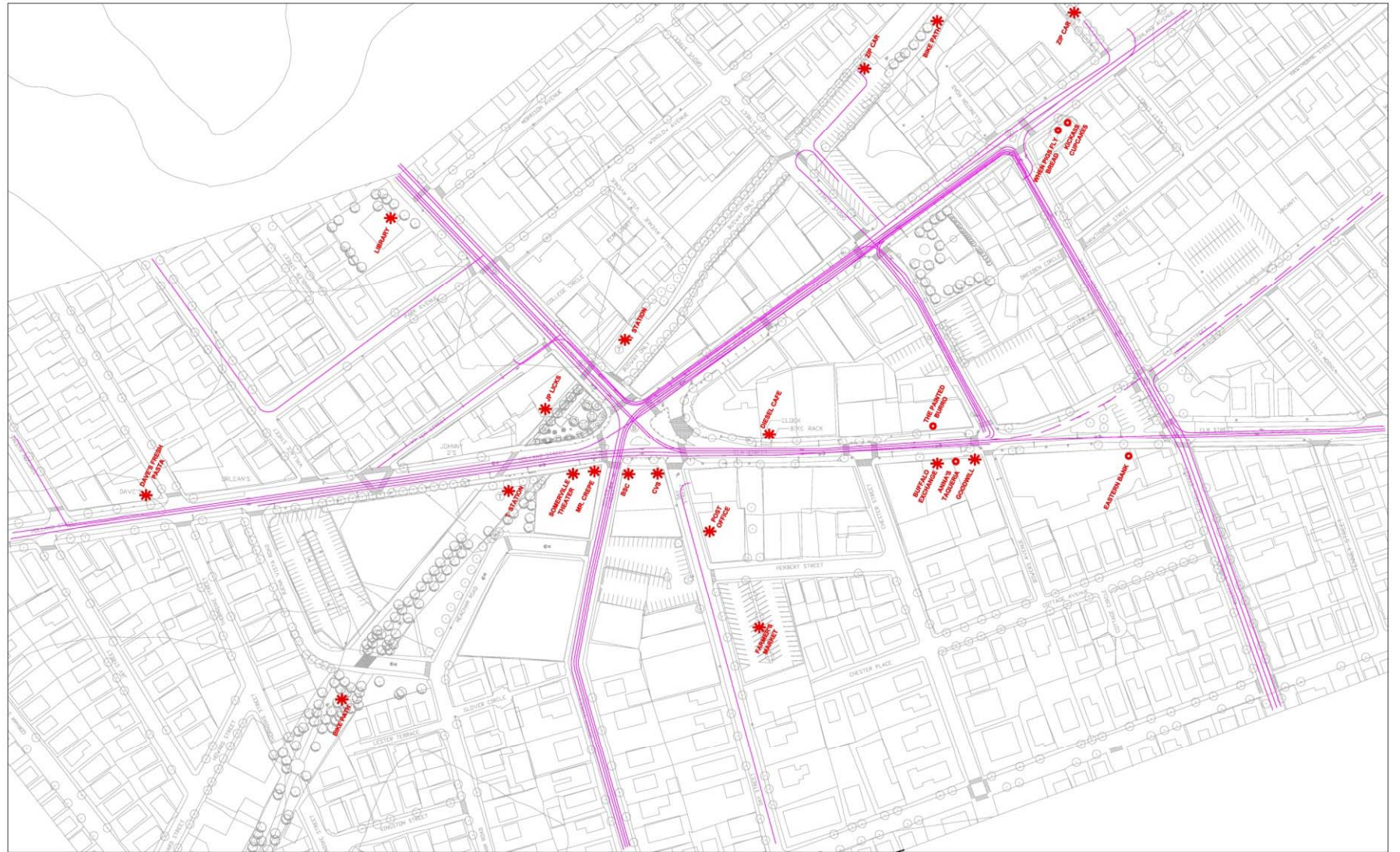
Modes of Transportation – Pedestrian



PEDESTRIAN ROUTE

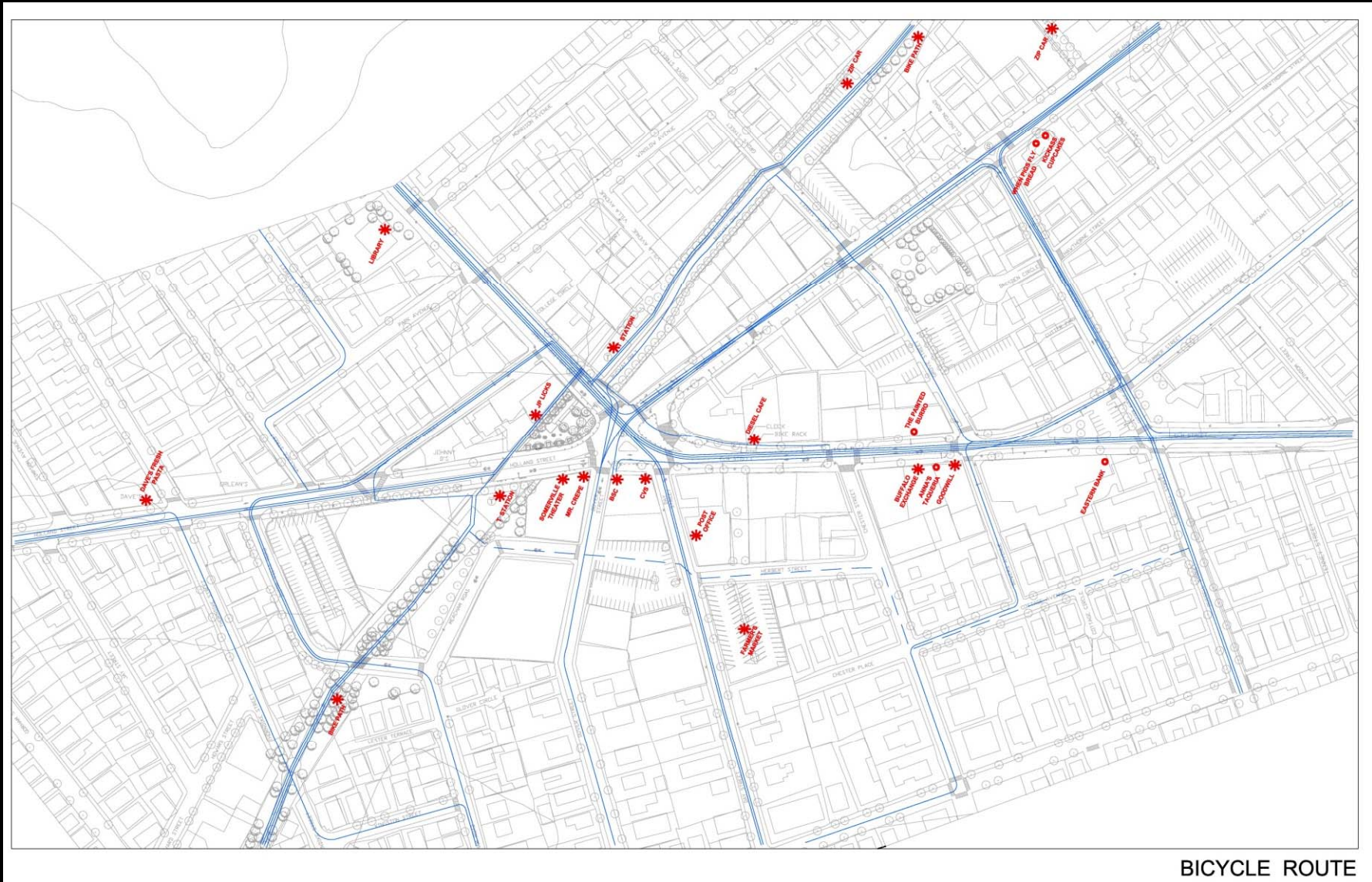


Modes of Transportation – Vehicles

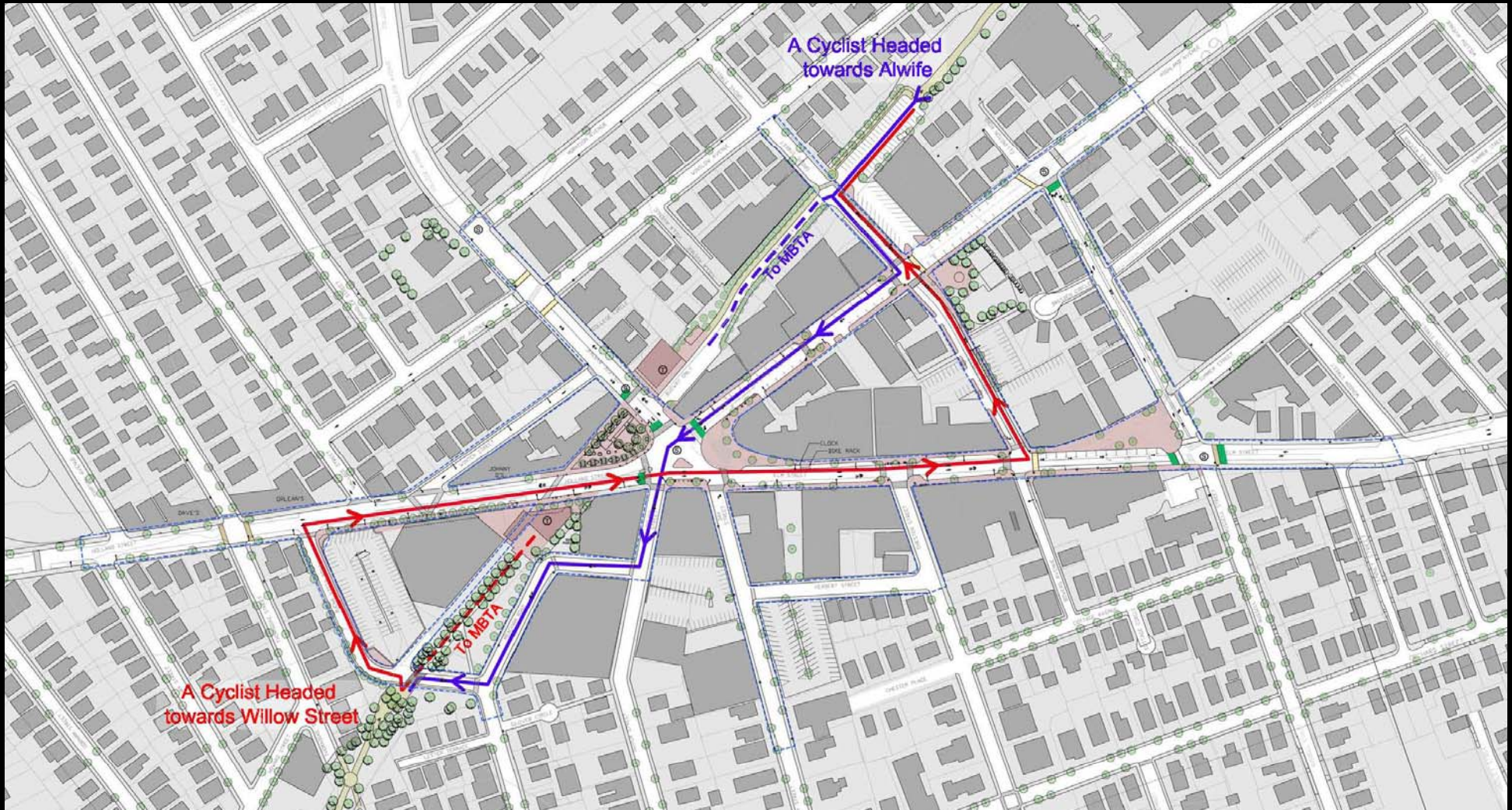


VEHICULAR ROUTE

Modes of Transportation – Cyclists

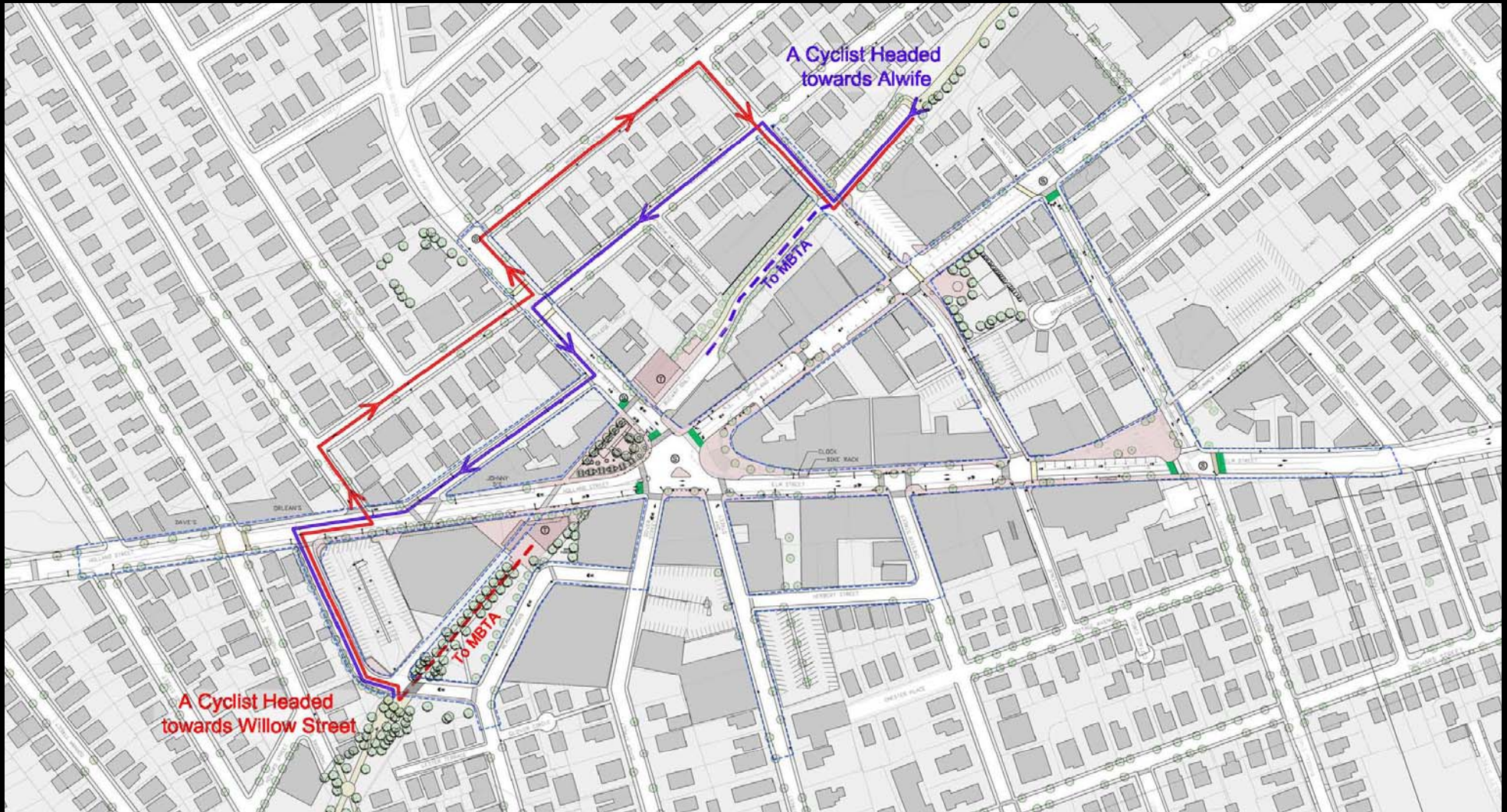


Modes of Transportation – Cyclists



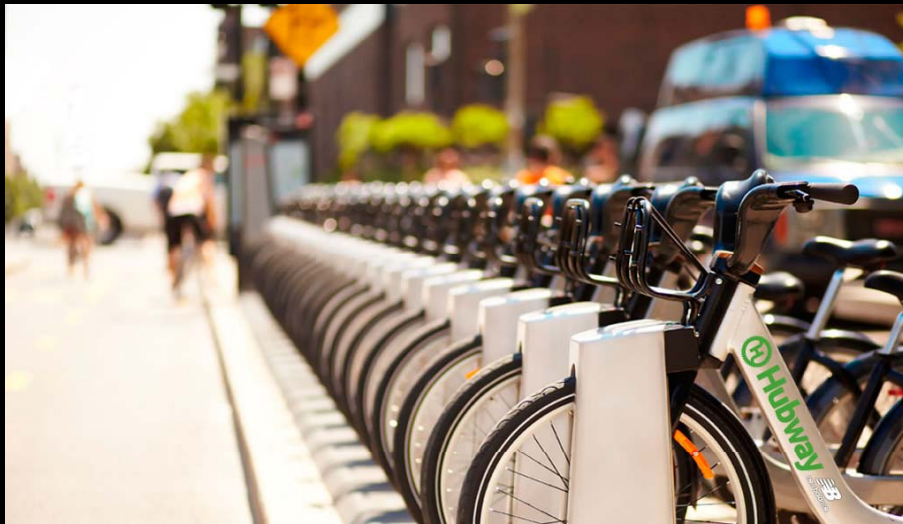
- Existing Bike Path Connection Through Square

Modes of Transportation – Cyclists



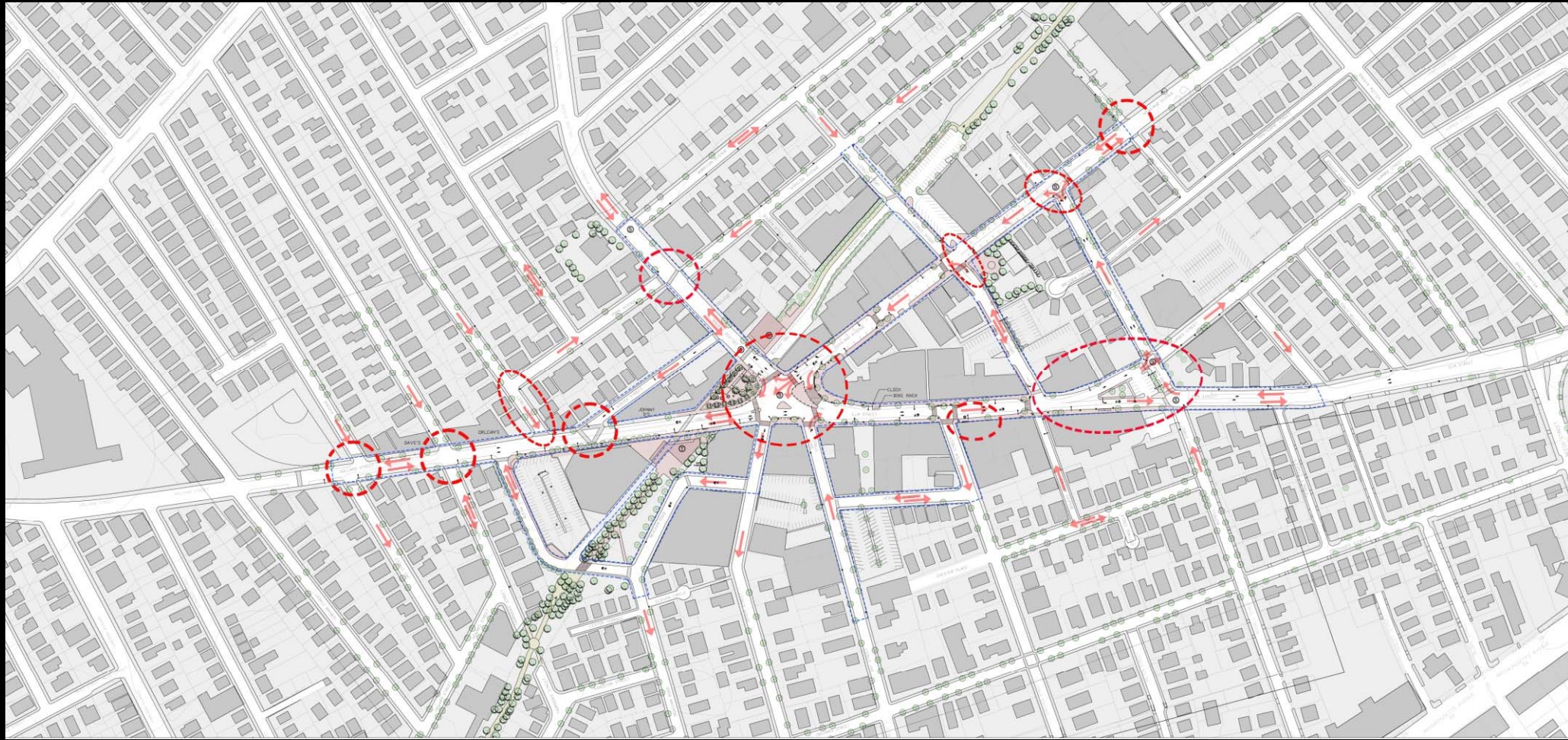
- Possible Bike Path Connection Around Square

Modes of Transportation – Cyclists



- Possible Bike Amenities Around Square

Areas Identified as a Major Concern

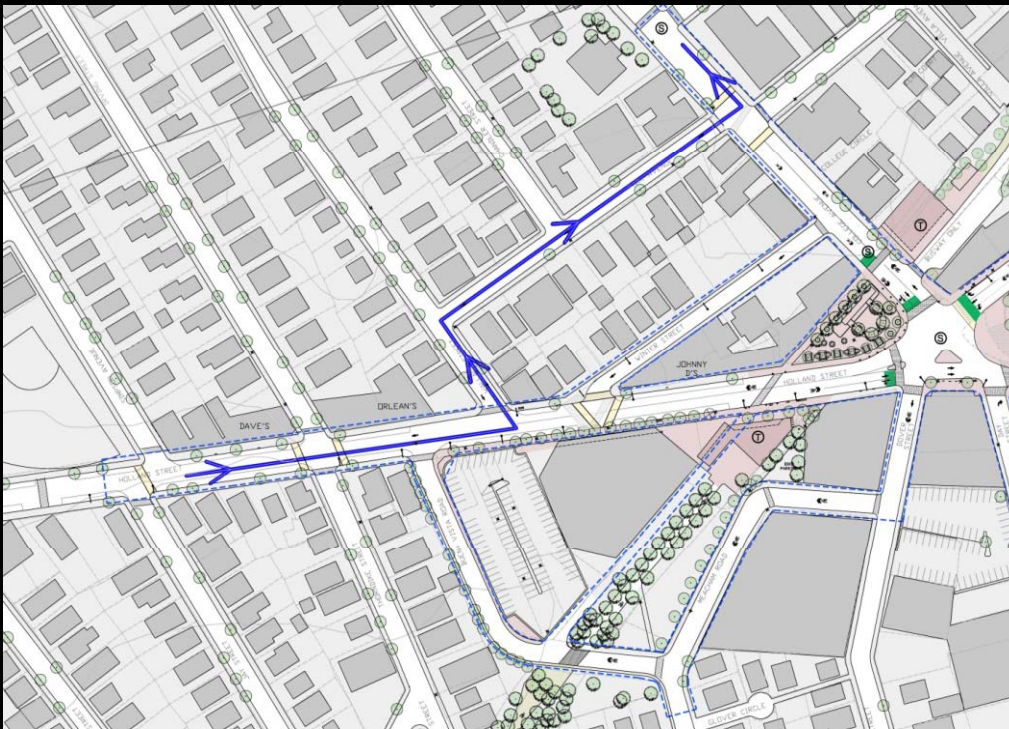


Wallace and Thorndike Streets

EXISTING



- Allowing the Bottom of Wallace Street to Function as a 2-Way Street. Some Traffic Able to Flow Around Square Rather Than Through.
- Adding Crosswalks at Thorndike and Holland Intersection, the Jay Street and Holland Intersection and the Park and College Intersection.
- Adding Bike Markings on Wallace St. and Park Ave.
- Improving Community- Path Wayfinding for Bike Travel.
- Adjusting Curb at Winter Street to Allow for Shorter Pedestrian Crossing.



Davis Square

EXISTING



- Adjusting the Curb at the Middlesex Savings Bank Allowing More Room on Sidewalk for Crossing.
- Removing of Slip Lane to Elm From Intersection Allowing for a Small Civic Plaza Space at Intersection and Eliminating Unsafe Crossing.
- Adding Bike Markings and Bike Boxes on College, Highland and Holland.
- Improving Signalization for all Modes of Transportation.



Davis Square

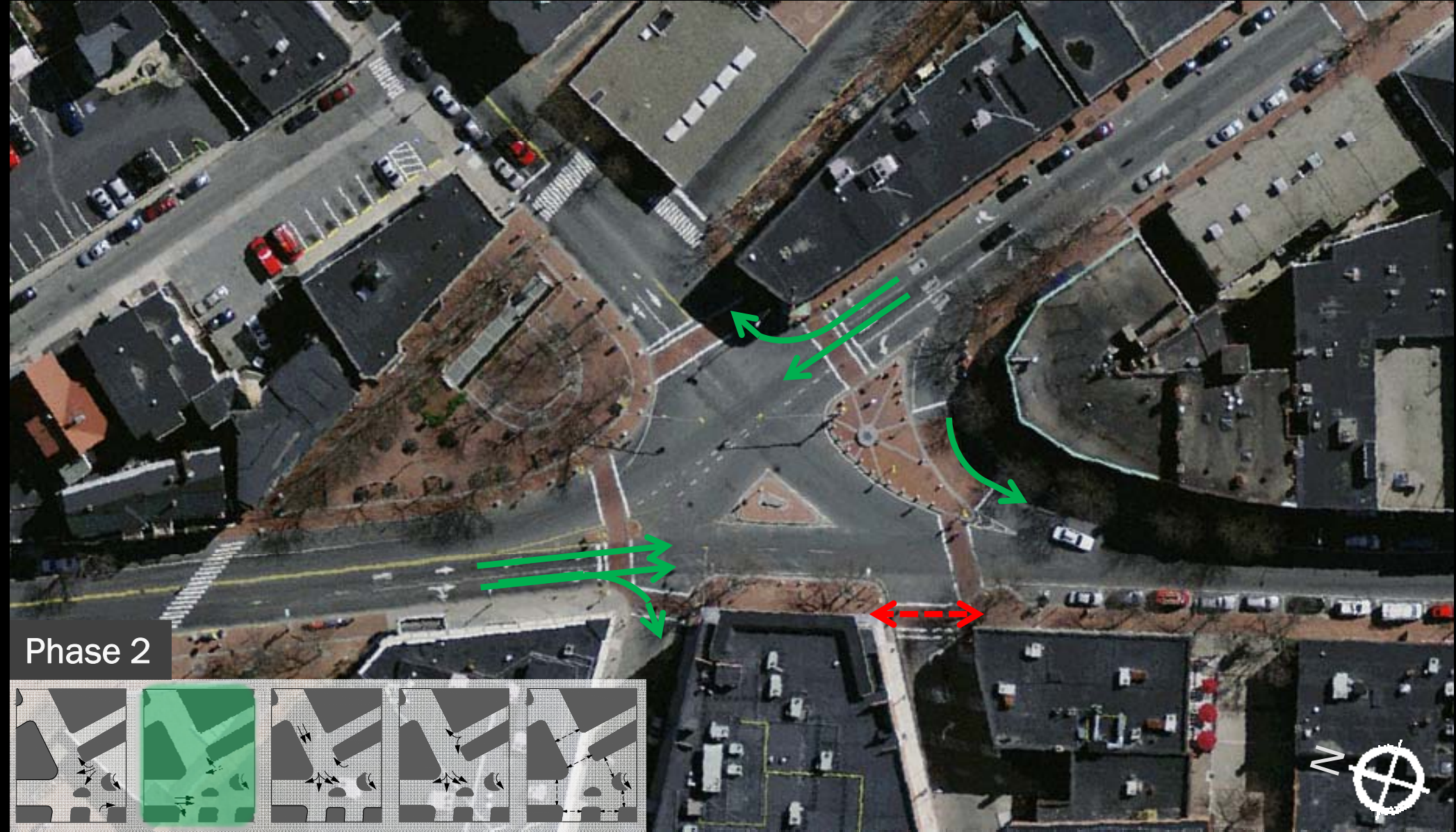


Davis Square Existing Phasing



Phase 1

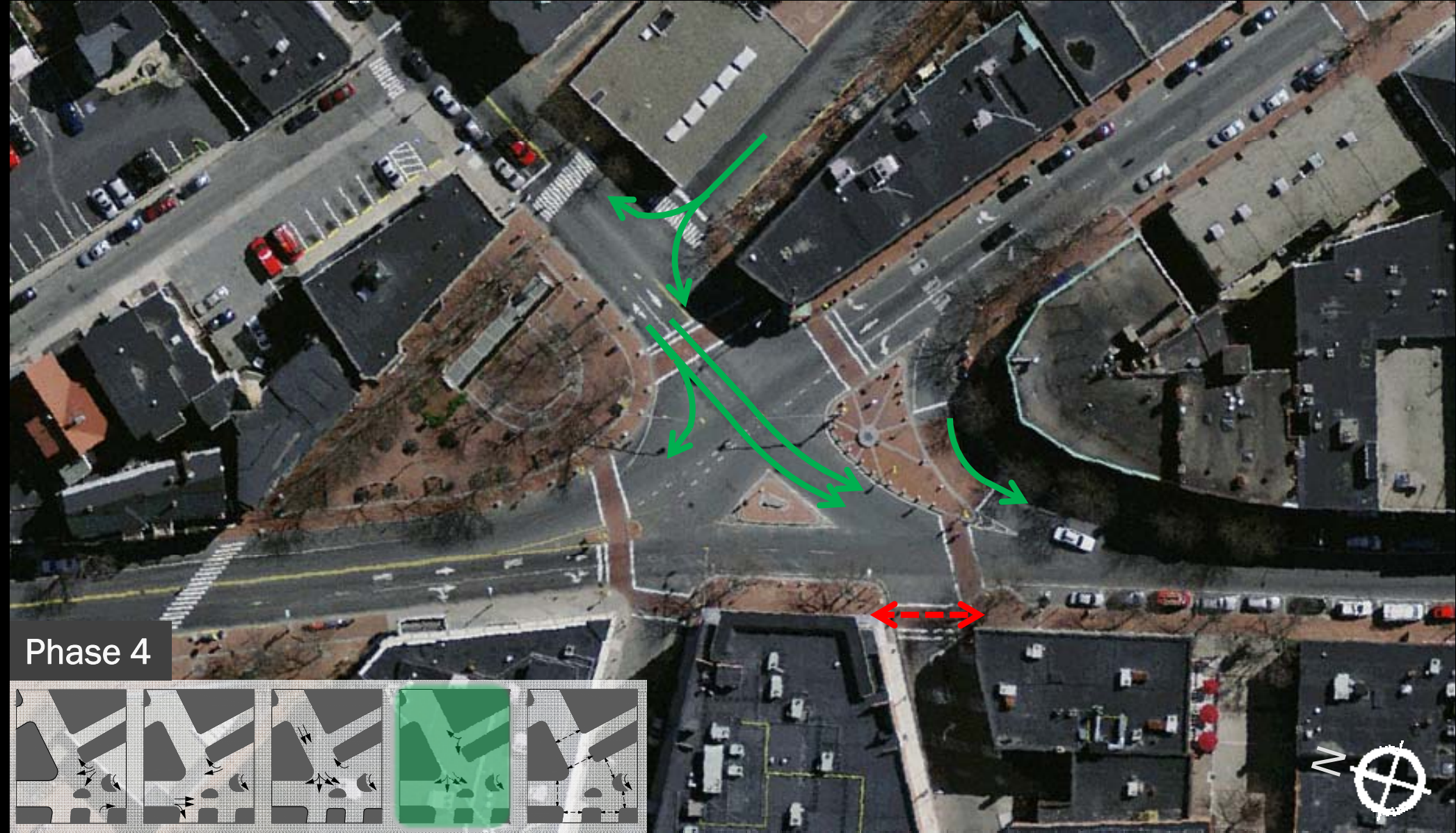
Davis Square Existing Phasing



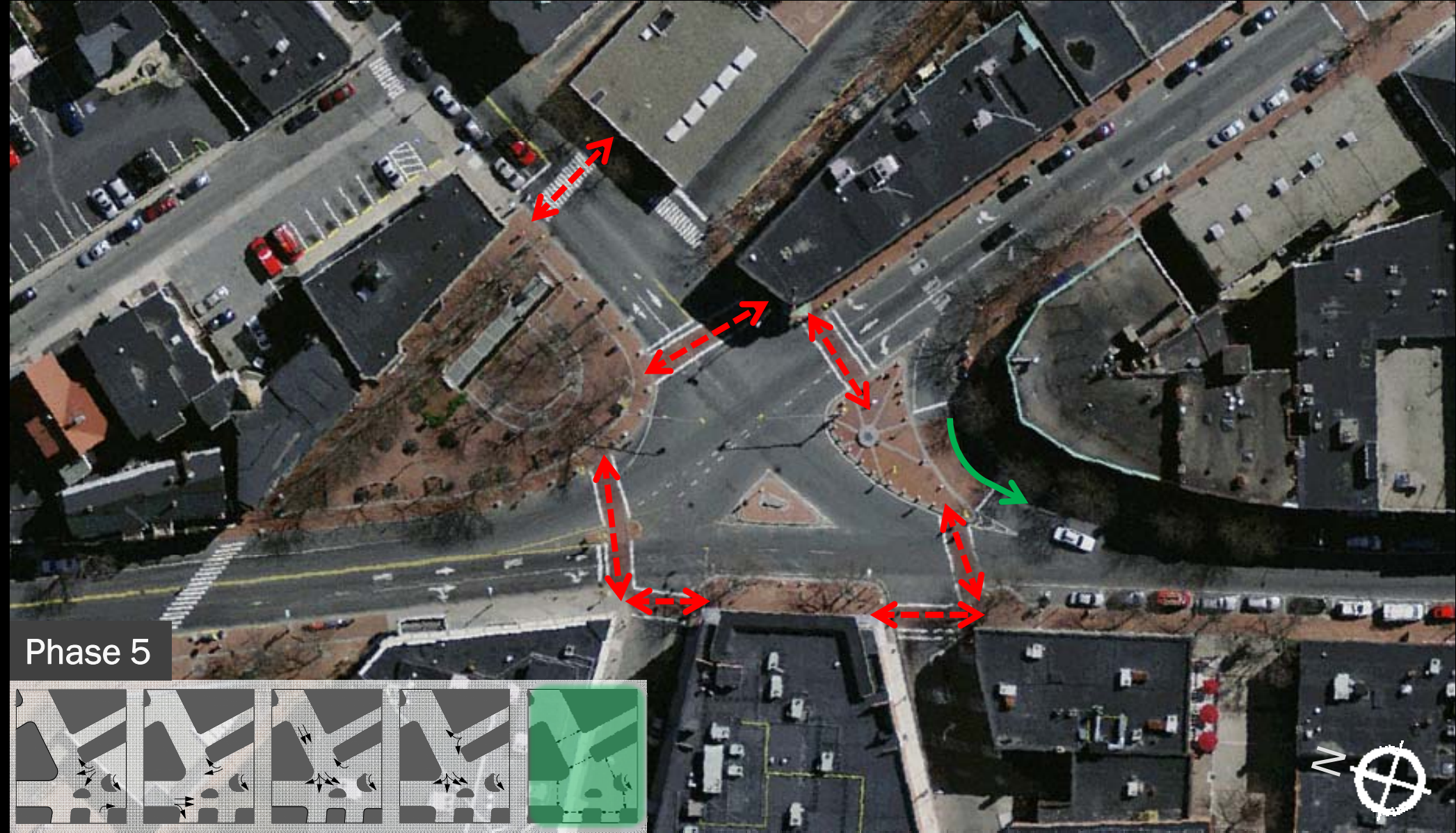
Davis Square Existing Phasing



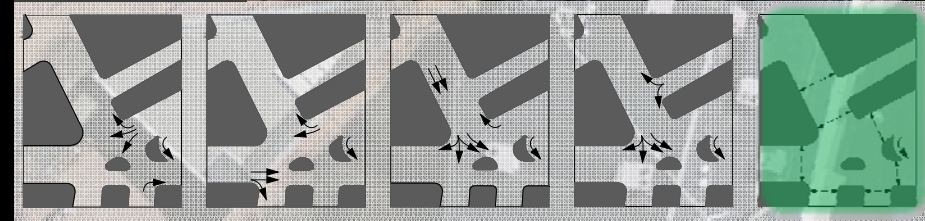
Davis Square Existing Phasing



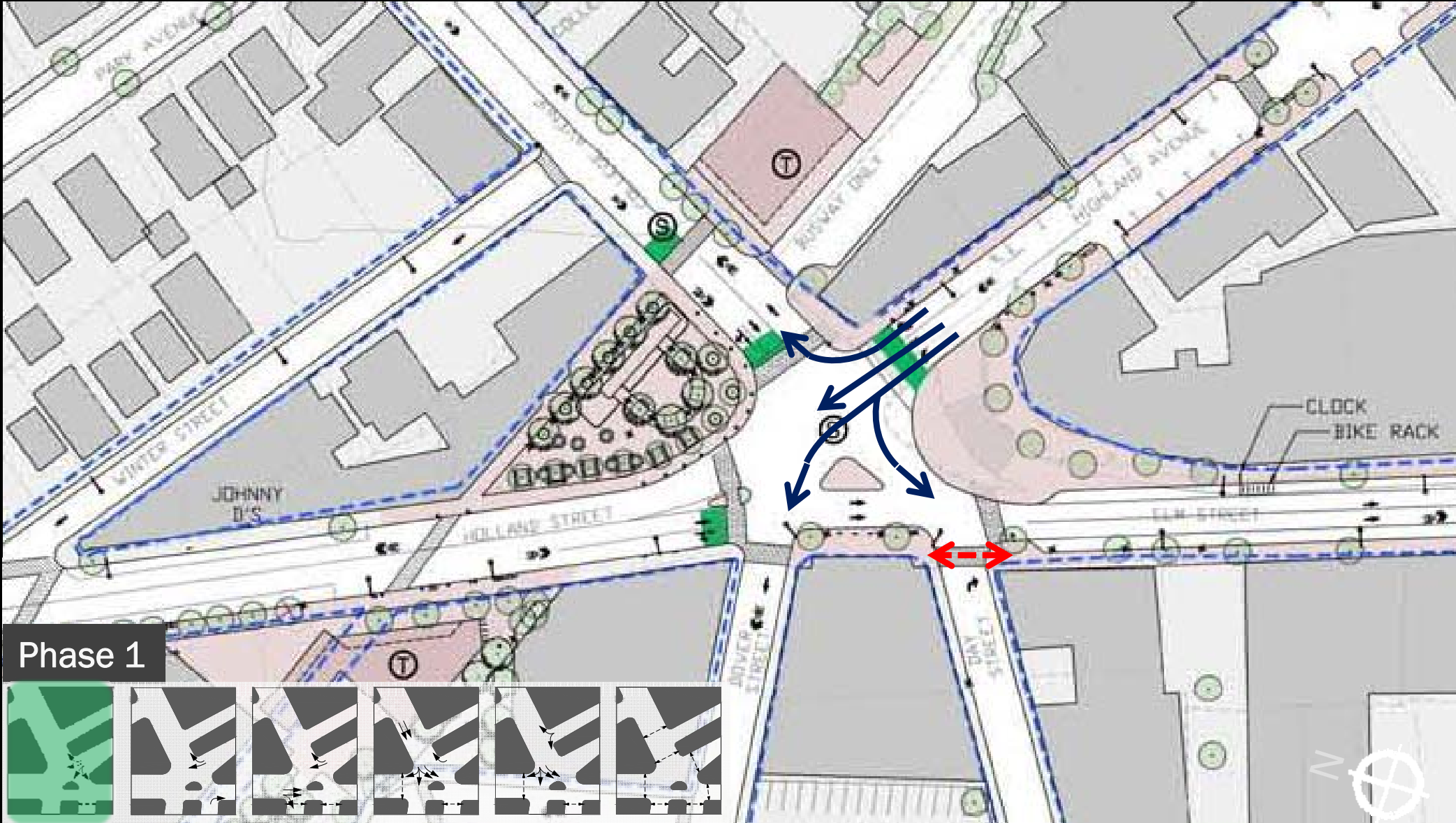
Davis Square Existing Phasing



Phase 5

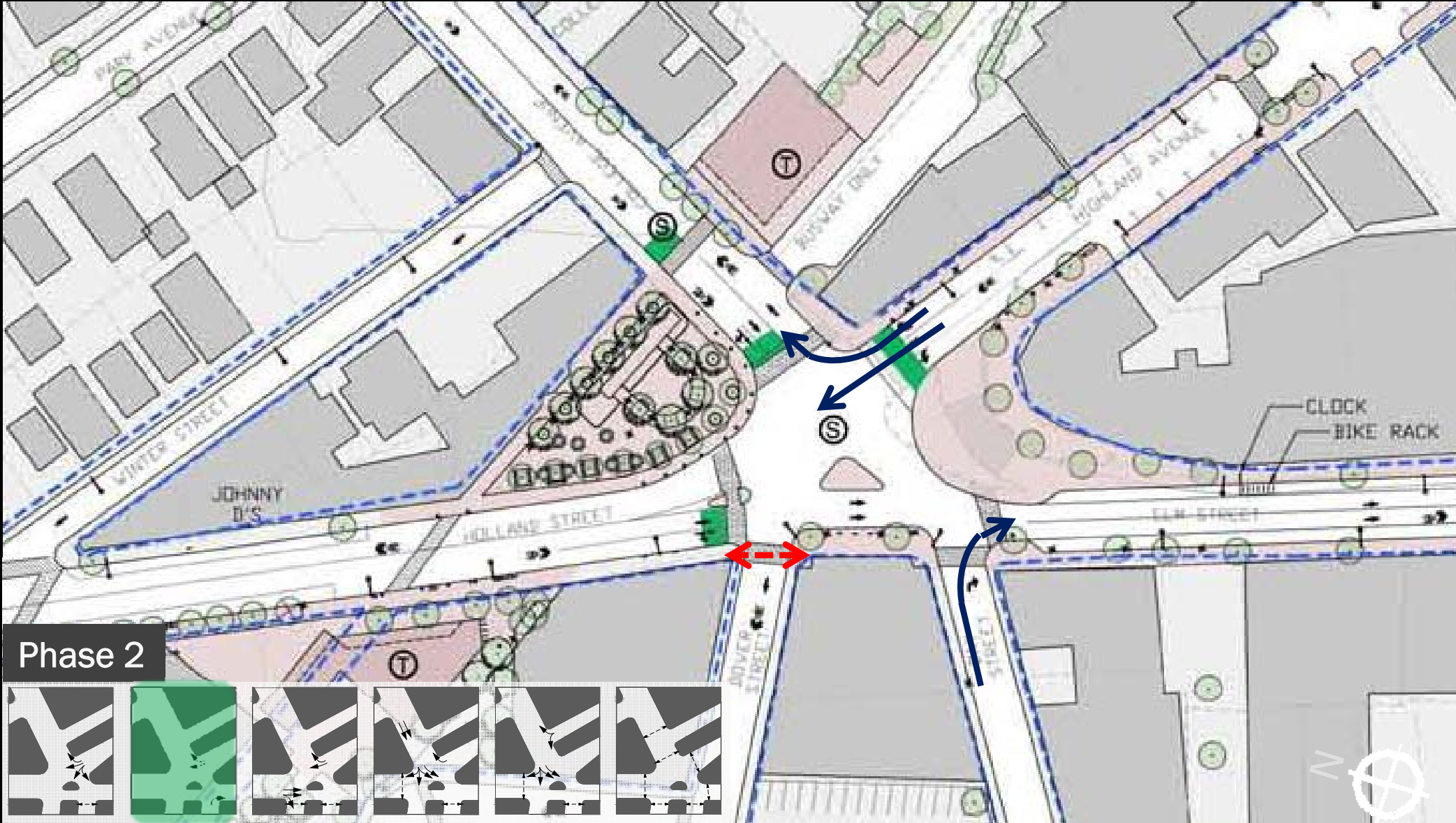


Davis Square Proposed Phasing - Excl. Ped

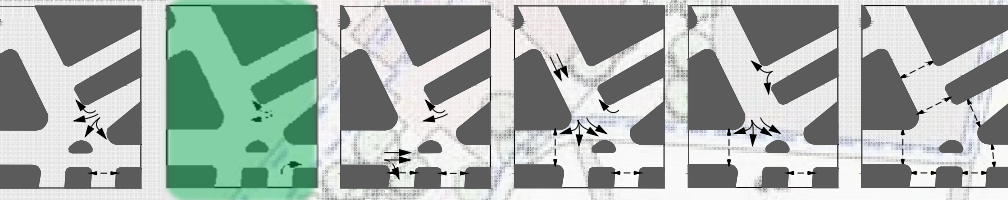


Phase 1

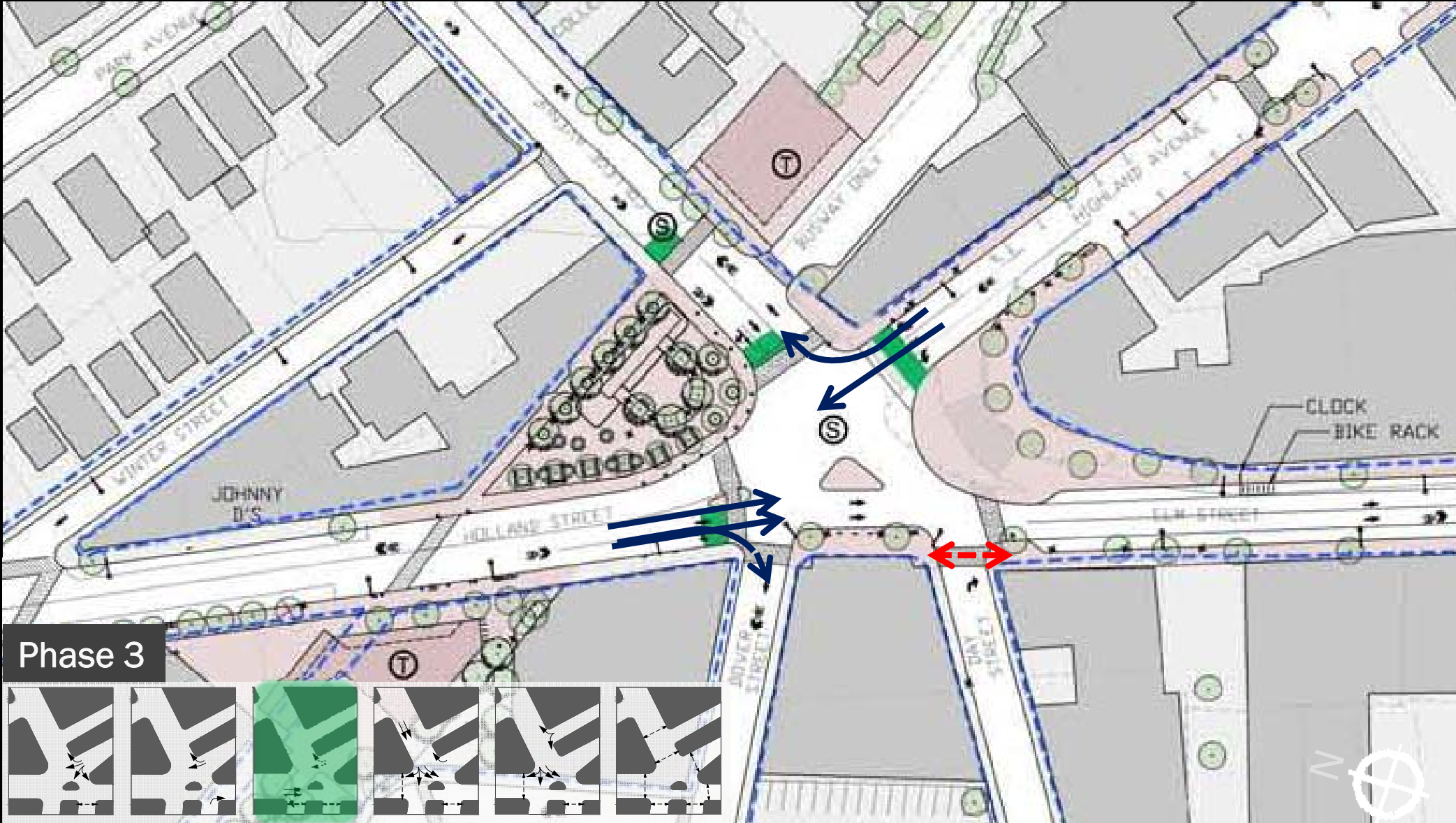
Davis Square Proposed Phasing - Excl. Ped



Phase 2

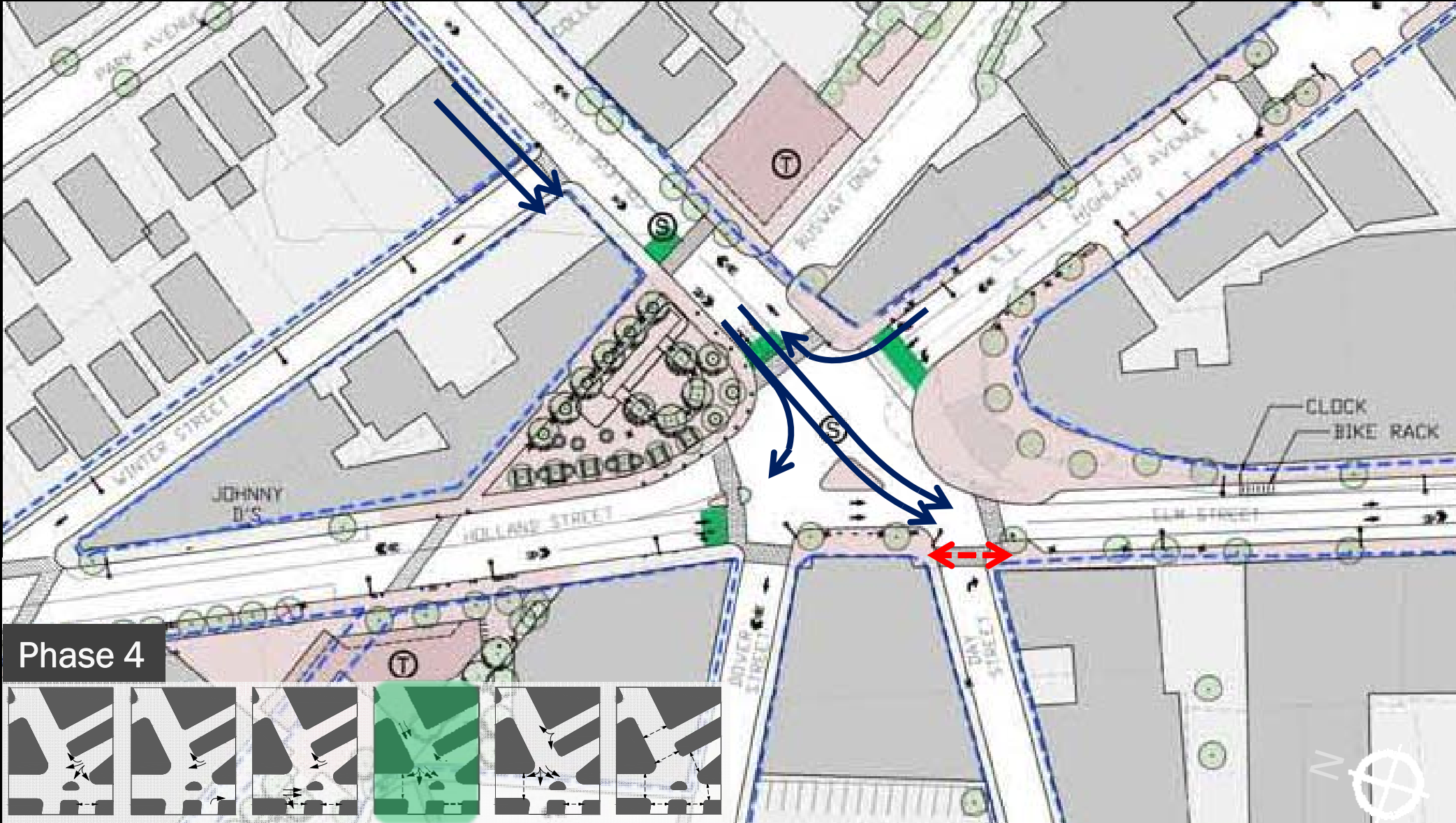


Davis Square Proposed Phasing - Excl. Ped

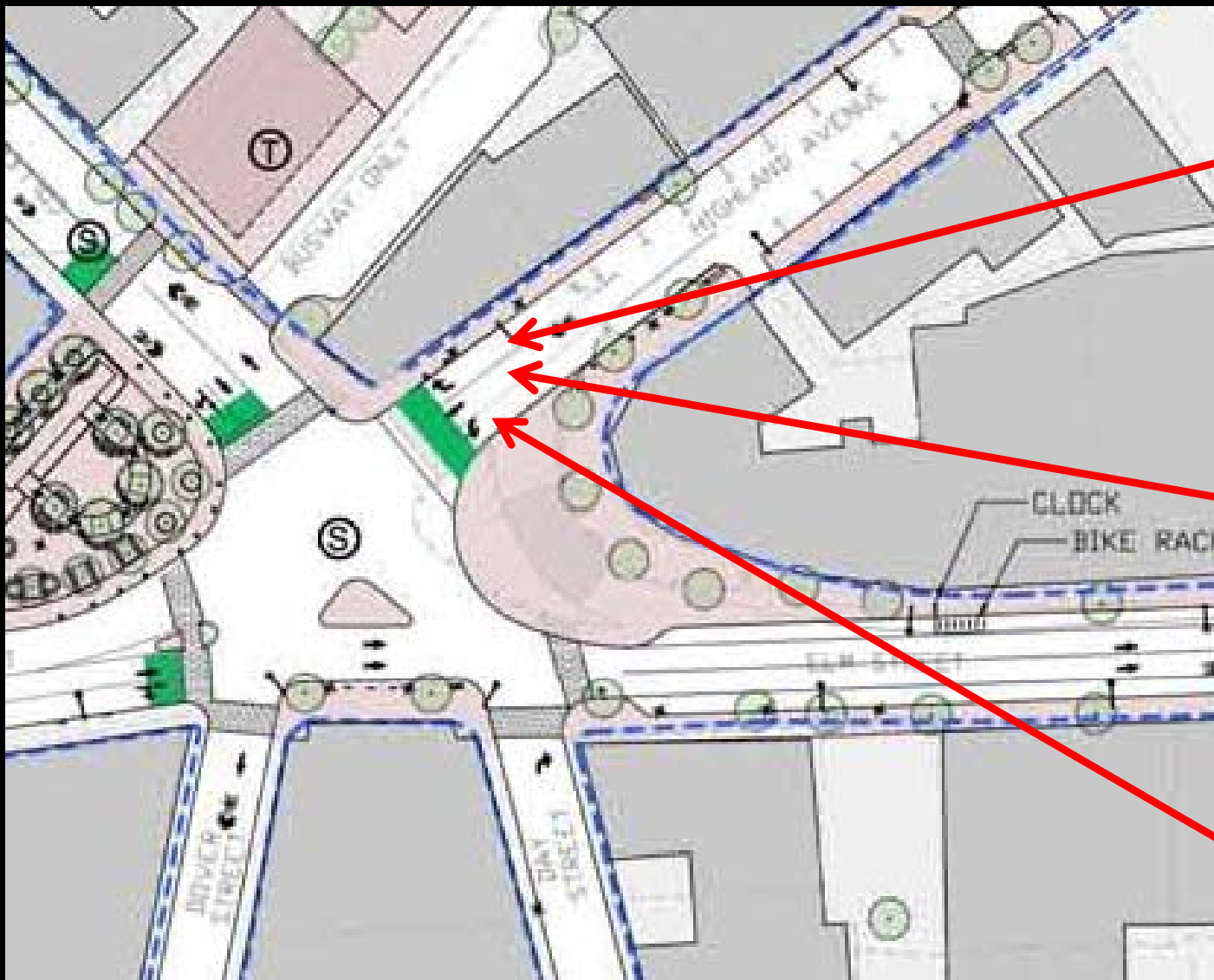


Phase 3

Davis Square Proposed Phasing - Excl. Ped



Davis Square – Functionality Comparison



Highland Avenue-Right Turn Lane

	2012 Existing	2012 Build	2032 Build
PM	B	A	B
SAT	B	B	B

Highland Avenue-Through Lane

	2012 Existing	2012 Build	2032 Build
PM	E	D	D
SAT	D	C	C

Highland Avenue-Left Turn Lane

	2012 Existing	2012 Build	2032 Build
PM	F	F	F
SAT	F	F	F

Davis Square – Functionality Comparison

Holland Street

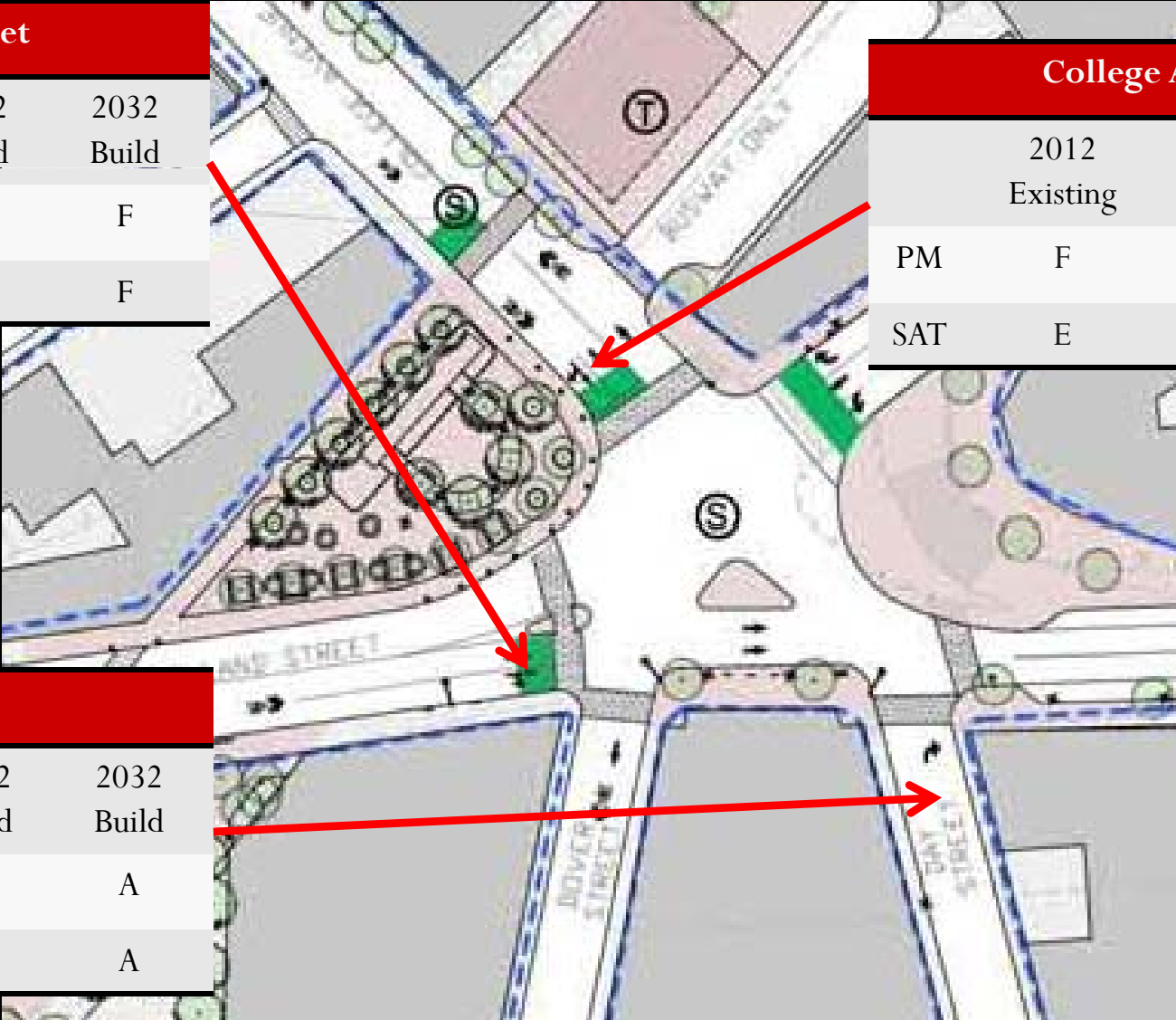
	2012 Existing	2012 Build	2032 Build
PM	E	F	F
SAT	E	F	F

College Avenue

	2012 Existing	2012 Build	2032 Build
PM	F	F	F
SAT	E	F	F

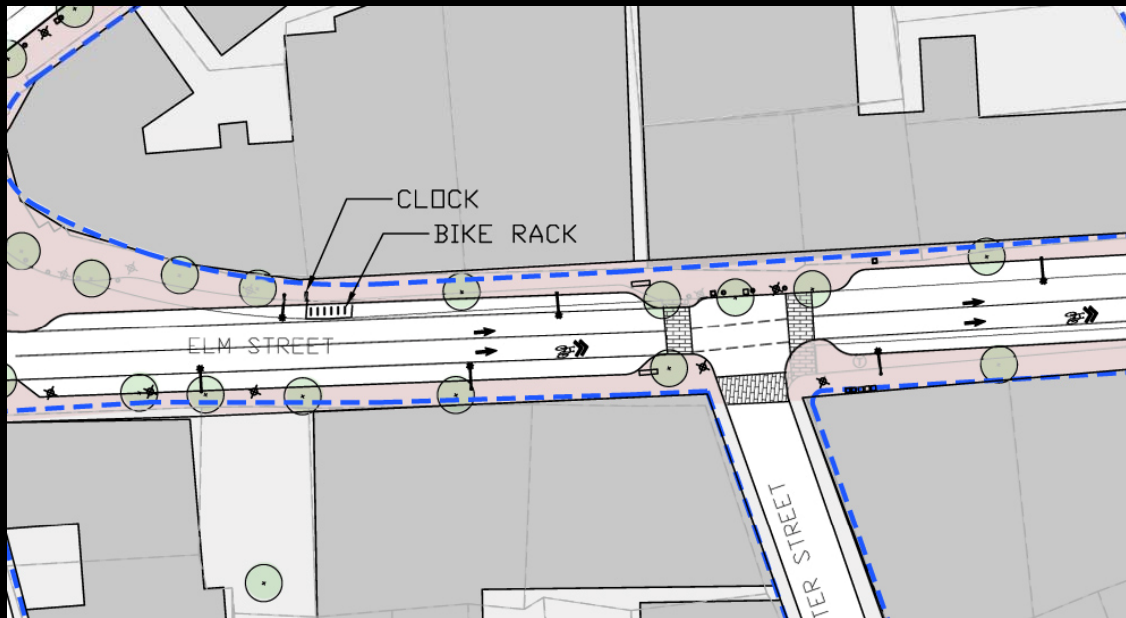
Day Street

	2012 Existing	2012 Build	2032 Build
PM	A	A	A
SAT	A	A	A



Elm Street at Chester Street

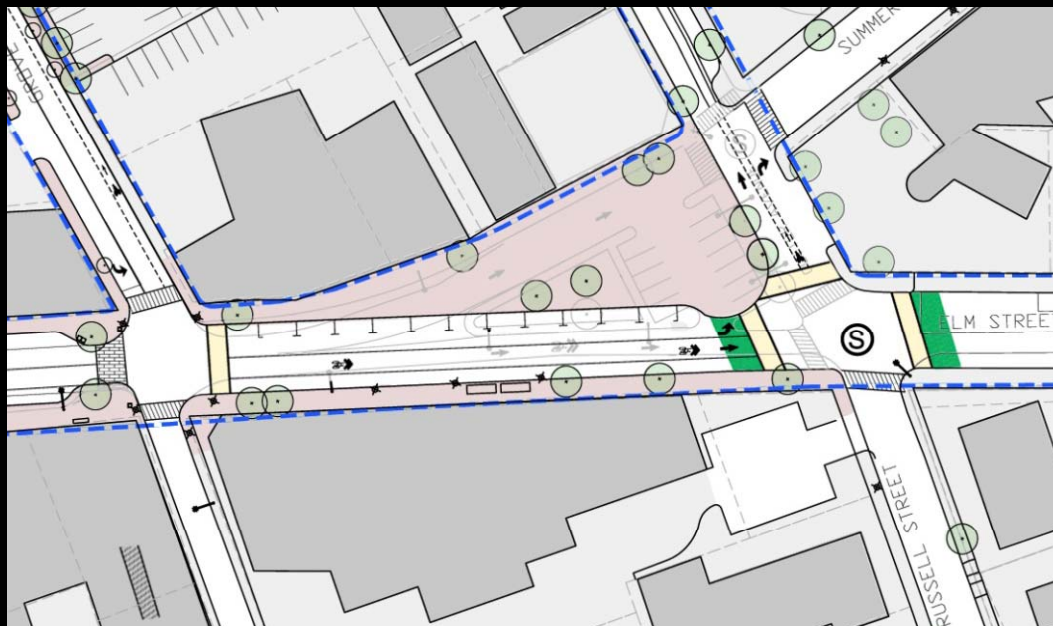
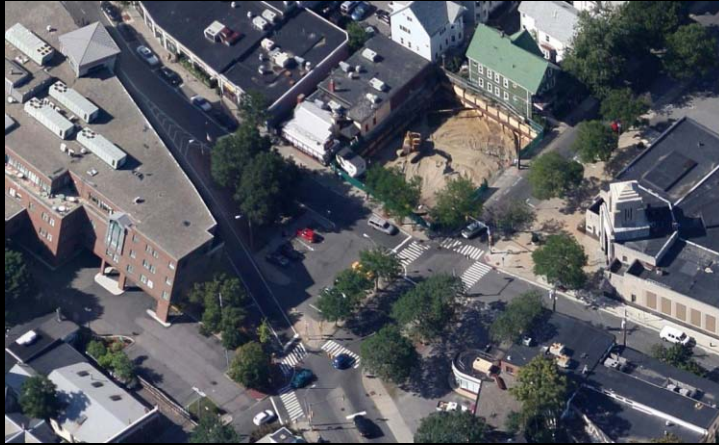
EXISTING



- Adjusting the Curb, Parking Lane and Road Widths on Elm Street so that at the Bus Stop Area We Can Increase the Sidewalk Width.
- Improving Bike Markings and Bike Parking Along Elm Street.

Elm Street between Grove and Russell

EXISTING



Alternative 1

- Removing Parking Lot Island and Adjusting the Curb, Parking Lane and Road Widths on Elm Street and Summer Street so that a New Civic Space and Entry to the Square can be Created. Relocating Parking Along Elm Street
- Improving Bike Markings and Bike Parking Along Elm Street.
- Adding Crosswalks at Elm and Grove Intersection and Elm and Russell Intersection.
- Removing Planters Along Elm Street at the Citizens Bank Building to Increase Sidewalk Width.

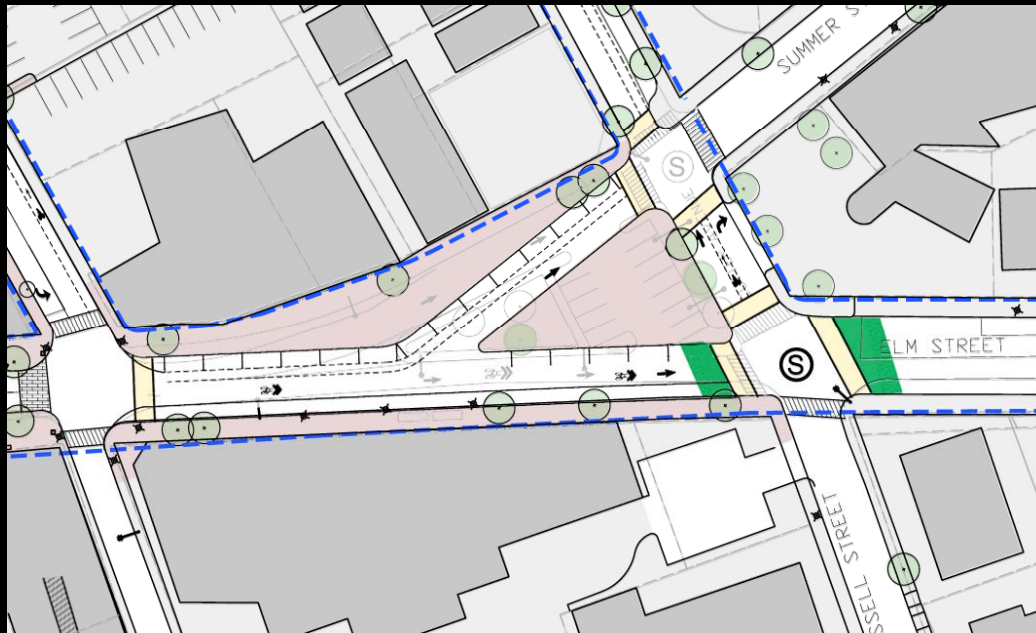
Elm Street between Grove and Russell



Alternative 1

Elm Street between Grove and Russell

EXISTING



Alternative 2

- Removing Parking Lot Island and Adjusting the Curb, Parking Lane and Road Widths on Elm Street and Summer Street so that a New Civic Space and Entry to the Square can be Created. Relocating Parking Along Elm and Summer Streets.
- Improving Bike Markings and Bike Parking Along Elm Street.
- Adding Crosswalks at Elm and Grove Intersection and Elm and Russell Intersection.

Elm Street between Grove and Russell



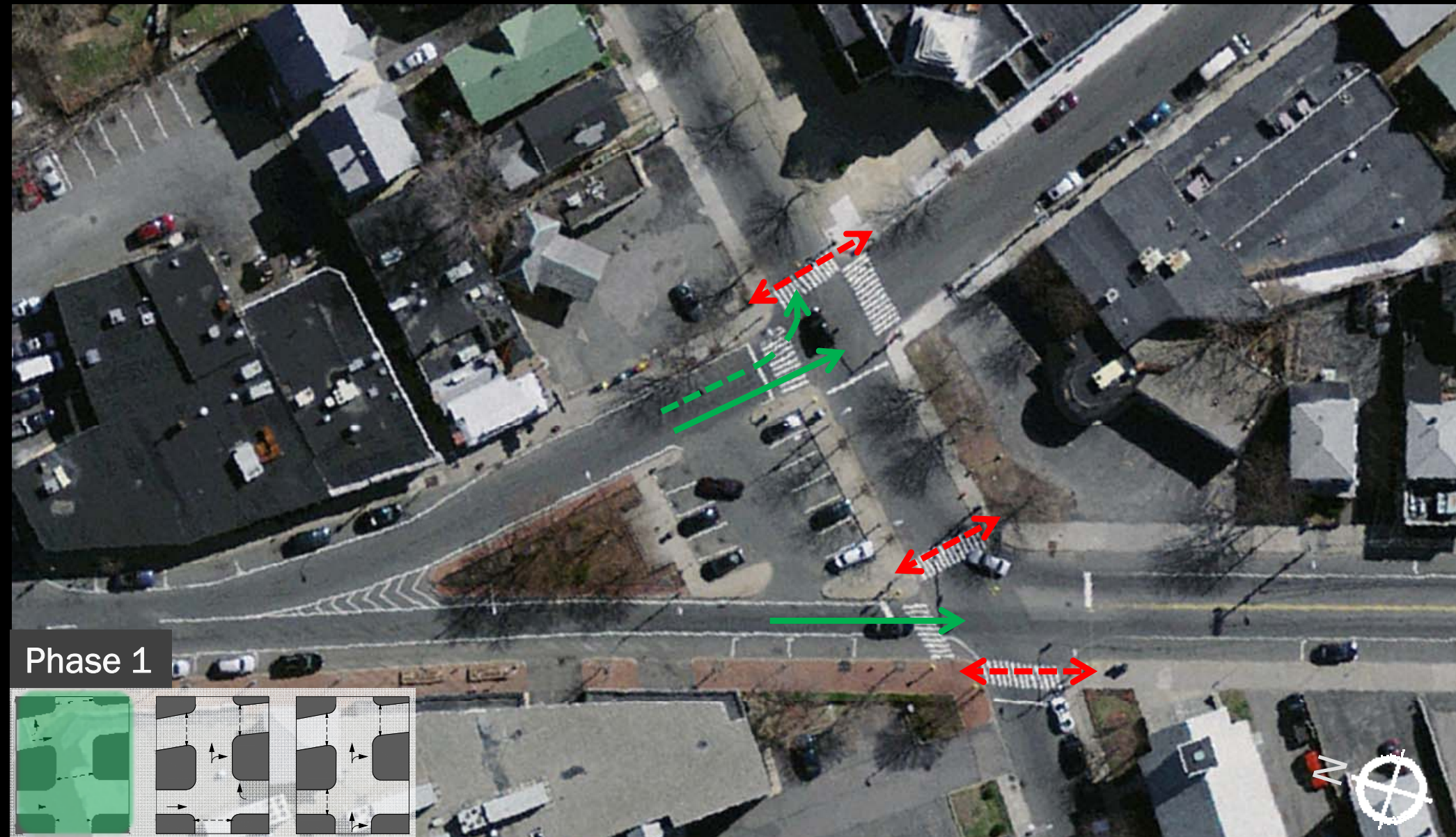
Proposed Option 2

Elm Street between Grove and Russell



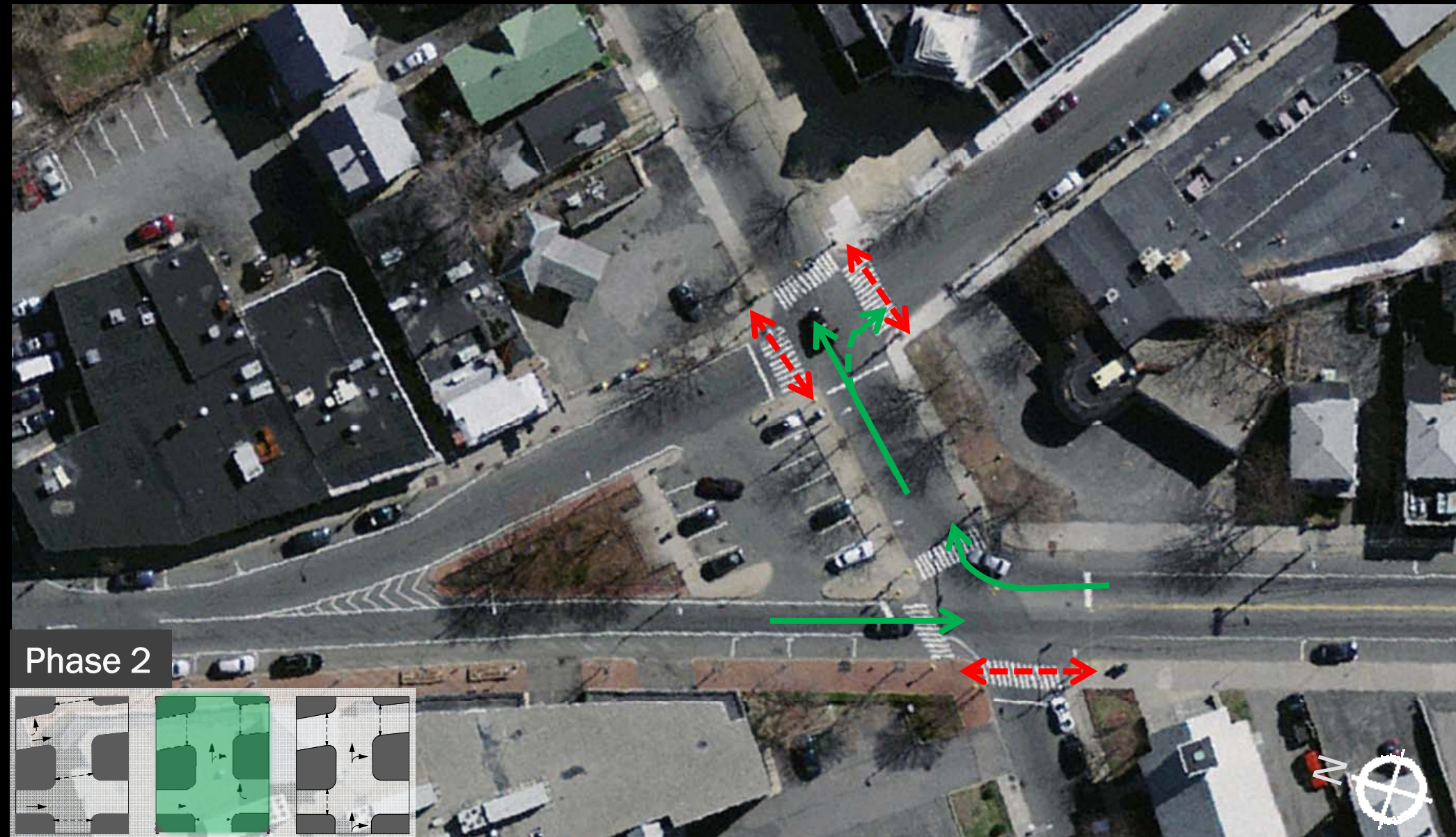
Plaza Precedent Images....

Elm/Summer/Russell Existing Phasing



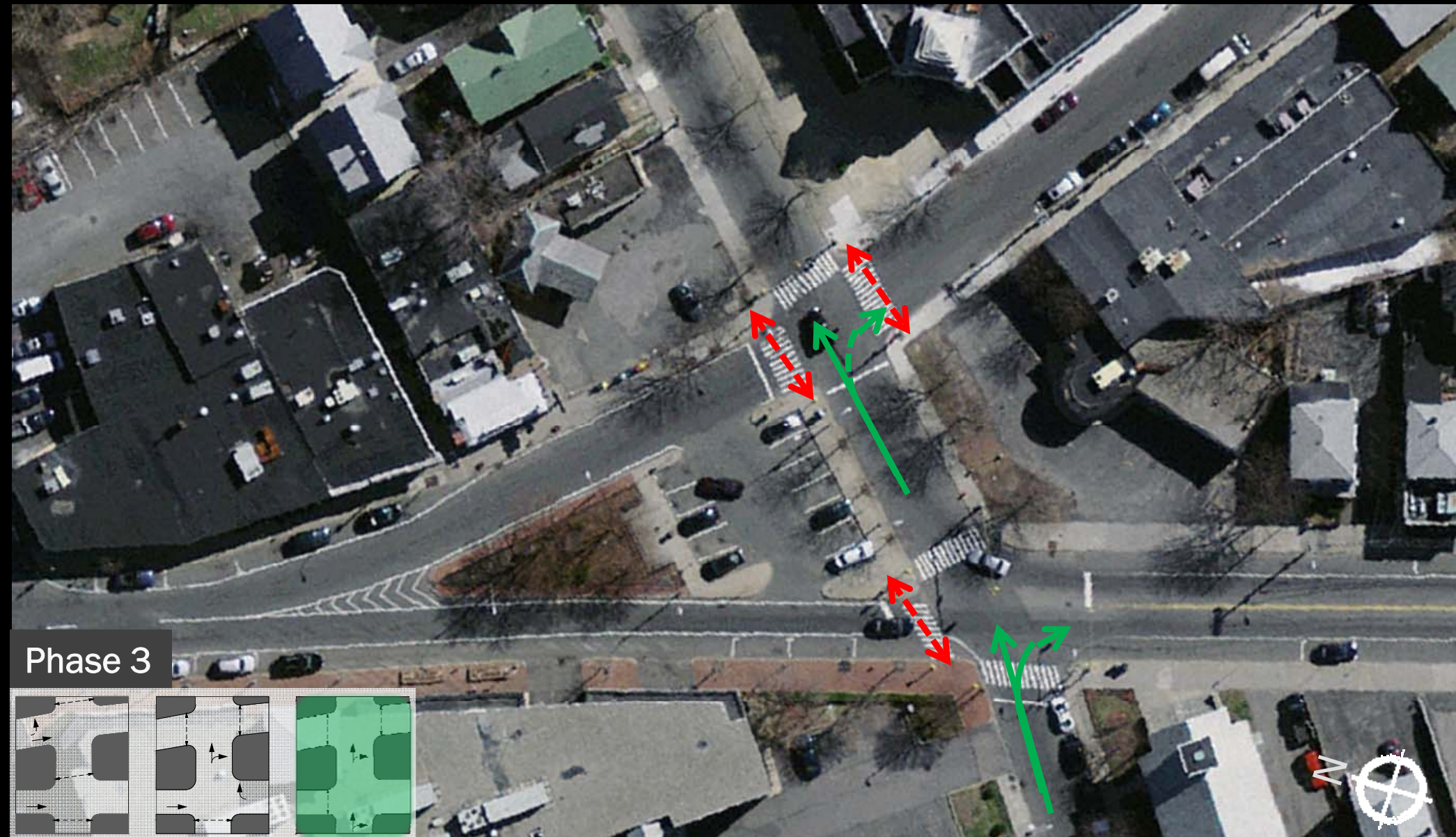
Phase 1

Elm/Summer/Russell Existing Phasing



Phase 2

Elm/Summer/Russell Existing Phasing



Phase 3

Elm/Summer/Russell – Proposed Phasing

Elm/Grove Functionality Comparison

Grove Street WB at Elm Street

	2012 Existing	2012 Build	2032 Build
PM	F	F	F
SAT	F	F	F



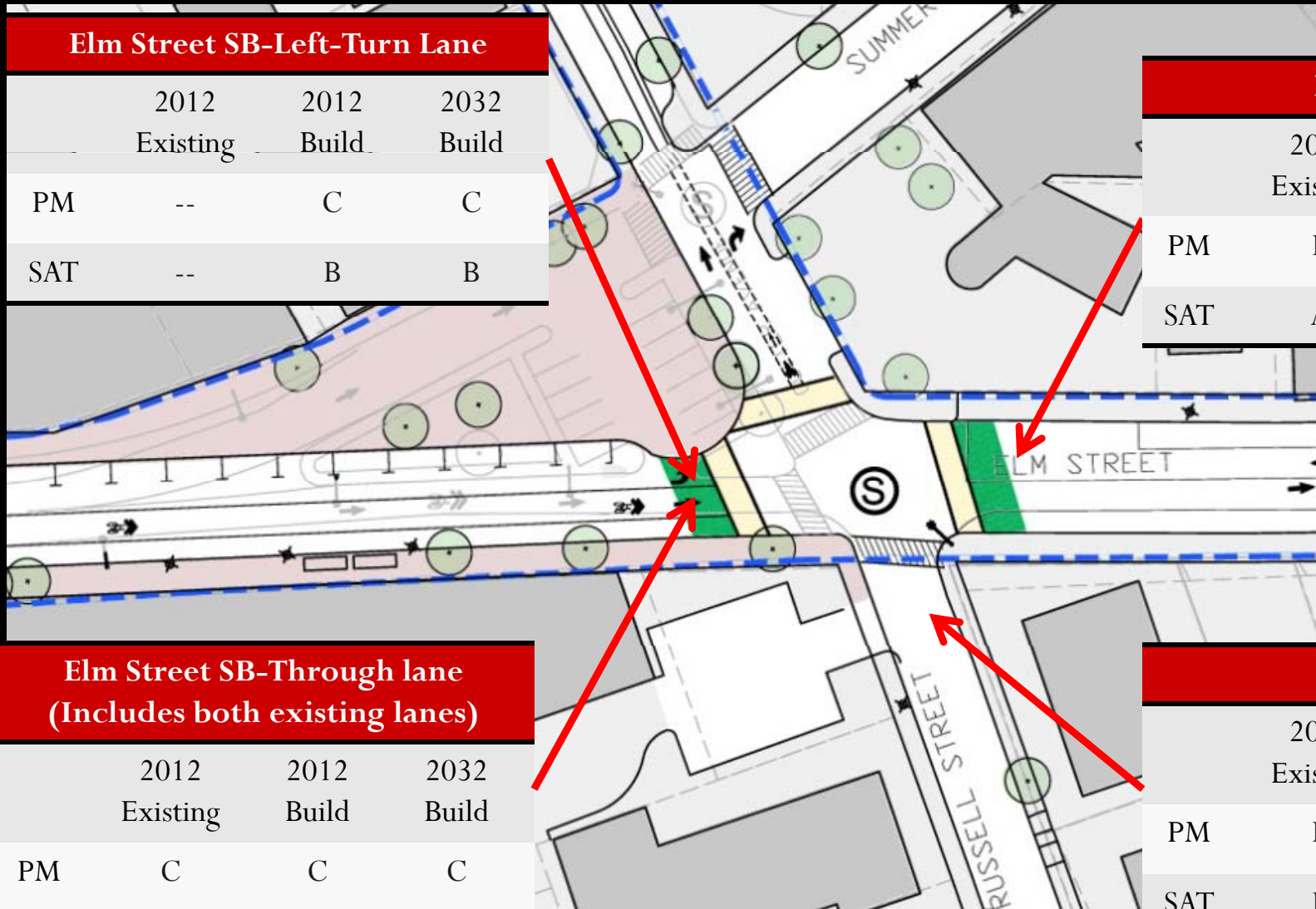
Elm Street at Grove Street

	2012 Existing	2012 Build	2032 Build
PM	A	A	A
SAT	A	A	A

Grove Street EB at Elm Street

	2012 Existing	2012 Build	2032 Build
PM	D	D	D
SAT	E	E	E

Elm/Cutter Functionality Comparison



Elm Street SB-Left-Turn Lane

	2012 Existing	2012 Build	2032 Build
PM	--	C	C
SAT	--	B	B

Elm Street NB

	2012 Existing	2012 Build	2032 Build
PM	B	A	A
SAT	A	A	A

Elm Street SB-Through lane (Includes both existing lanes)

	2012 Existing	2012 Build	2032 Build
PM	C	C	C
SAT	B	B	C

Russell Street

	2012 Existing	2012 Build	2032 Build
PM	B	D	E
SAT	B	D	D

Elm/Summer/Russell- Proposed Phasing

Elm/Grove Functionality Comparison

Grove Street WB at Elm Street

2012	2012	2032
Existing	Build	Build

PM

SAT

Elm Street at Grove Street-Left-Turn Lane

2012	2012	2032
Existing	Build	Build

PM

SAT

Elm Street at Grove Street-Through Lane (includes both existing lanes)

2012	2012	2032
Existing	Build	Build

PM

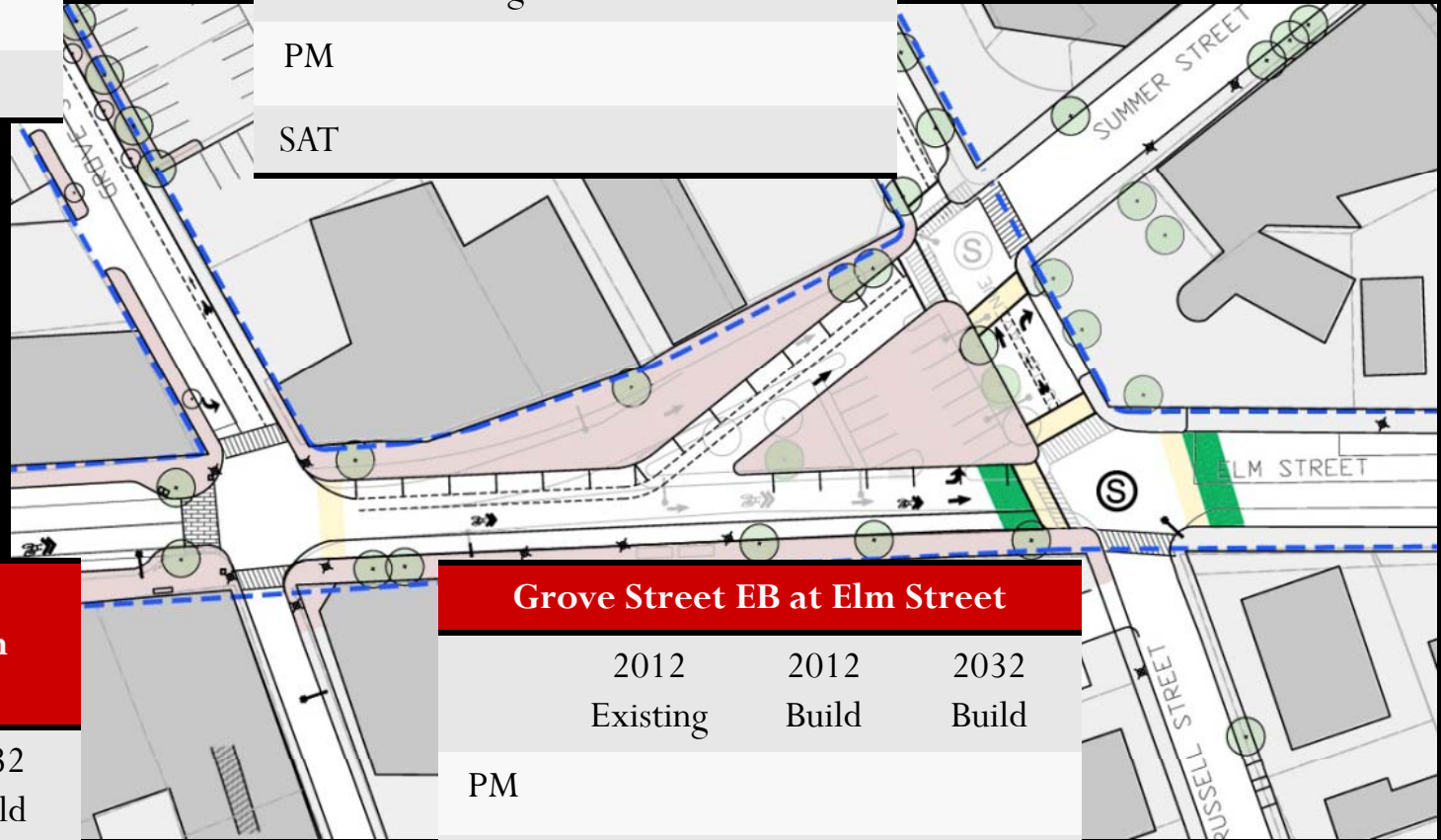
SAT

Grove Street EB at Elm Street

2012	2012	2032
Existing	Build	Build

PM

SAT



Cutter Street and Highland Ave. Intersection

EXISTING



- Improved Signalization at the Intersection.
- Removing Cobble Pavement From Highland Avenue.
- Grove Street Will Have a Dedicated Right and Left Turn Lane at the Intersection.
- Improving Bike Markings and Bike Box Along Cutter Street.
- Adding Crosswalks at Highland and Cutter Intersection.

Cutter/Highland – Existing Signal Phasing

Cutter/Highland – Proposed Signal Phasing

Grove Street and Highland Ave. Intersection

EXISTING



- Installing a New Traffic Table at the Grove and Highland Intersection.
- Grove Street Will be Slightly Adjusted Allowing for a Larger Sidewalk at Park Entry
- Improving Bike Markings and Bike Parking Along Grove Street.
- Adding a Crosswalk at Highland and Grove Intersection.



Grove Street and Highland Ave. Intersection



- Installing a New Traffic Table at the Grove and Highland Intersection.
- The Traffic Table is Similar to the Cross Streets on Willow Avenue.

Additional Areas to Consider



- Improved Plaza Conditions — MBTA and Private Property



- Improved Plaza Conditions — Private Property



- Improved Plaza Conditions — Private Property

In Conclusion

- **Presentation Boards Discussion and Handouts**
- **Next Steps...**



End

