



June 2021 PTAC Meeting: City Update

Agenda

- Western Washington Evaluation
- Pearl St. and Intersection Safety Improvement Projects
- Outreach and Education Opportunities
- Other Project and Meeting Updates
 - Mystic and Shore Dr.
 - Mystic Ave. Bus Lane
 - Wellington Bridge Bike Lanes

Western Washington St

- Mobility enlisted consultant support to collect a variety of data several months into the West Wash bus/bike lane pilot
- Key indicators evaluated:
 - Ped / Bike counts
 - Crosswalk compliance
 - Bus travel times
 - Motor vehicle speeds
 - Motor vehicle volumes
 - Curb utilization
- All post-install data reflect COVID-19 "turbulence"

Western Washington St

- Draft summary of preliminary findings *(note: data under initial review)*

Indicator	Improved?	Degraded?	Notes
Pedestrian counts (AM)		X	COVID-19 commute/school travel impacts
Pedestrian counts (PM)	X		
Bike counts (AM)		X	COVID-19 commute/school travel impacts
Bike counts (PM)	X		
Crosswalk compliance			No baseline data available
Bus travel times	X		
Motor vehicle speeds		X	COVID-19 speeding behaviors appear to outweigh typical traffic calming benefits expected from complete streets design
Motor vehicle volumes	X		COVID-19 commute/school travel impacts
Curb utilization	X		Occupancy generally appears lower; data are under review

Pedestrian Activity – PM Peak

- **Before*:**
Thurs
10/11/18;
Thurs
4/25/19; Tues
5/14/19**
- **After**:**
Thurs 3/11/21



*2018 counts collected at Beacon; 2019 counts collected at Dane St and Hawkins St during Union Square construction detour

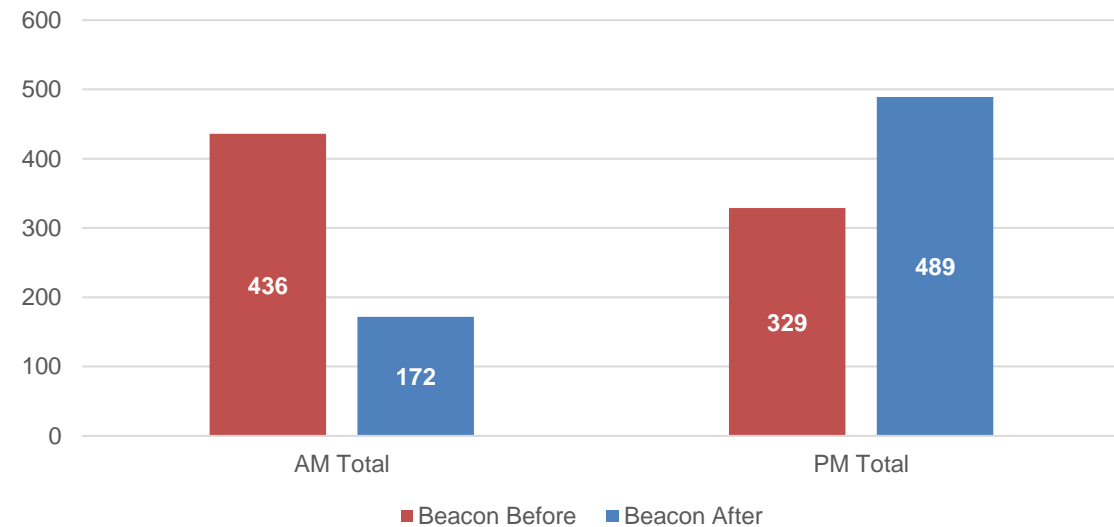
**2021 counts collected during COVID-19 pandemic

Pedestrian Activity at Beacon Street

■ Thoughts

- Loss of AM commute due to COVID-19 pandemic
- Impacts on PM commute not as severe
 - More people working from home and out walking during PM peak

Change in Peak Hour Pedestrian Activity -
Washington Street and Beacon Street



Percent Change – AM Peak	Percent Change – PM Peak
-61%	+49%

6/3/2021 //

*2018 counts collected at Beacon St

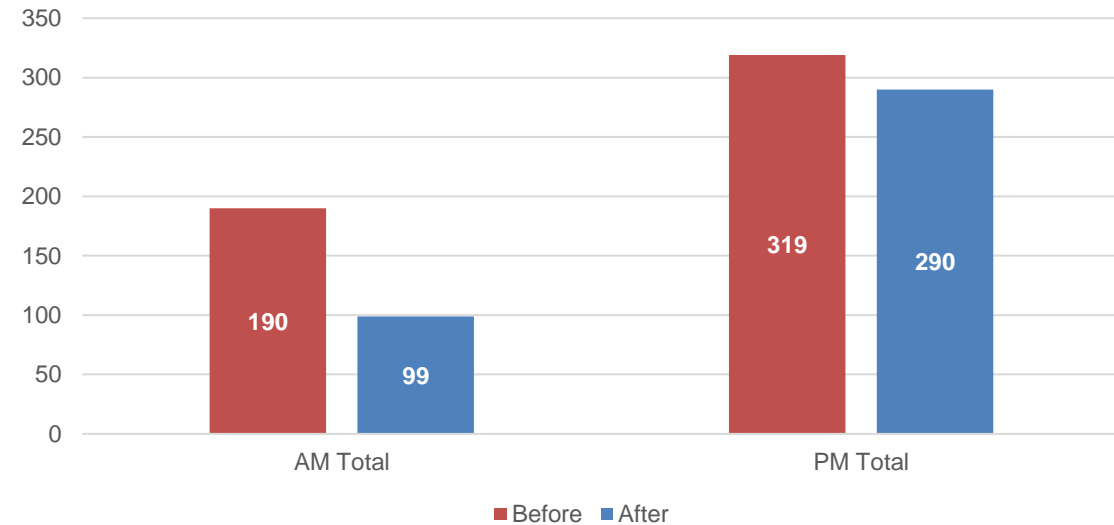
**2021 counts collected during COVID-19 pandemic

Pedestrian Activity at Dane Street

■ Thoughts

- Loss of AM commute due to COVID-19 pandemic
- Impacts on PM commute not as severe
 - More people working from home and out walking during PM peak

Change in Peak Hour Pedestrian Activity -
Washington Street and Dane Street



Percent Change – AM Peak	Percent Change – PM Peak
-48%	-9%

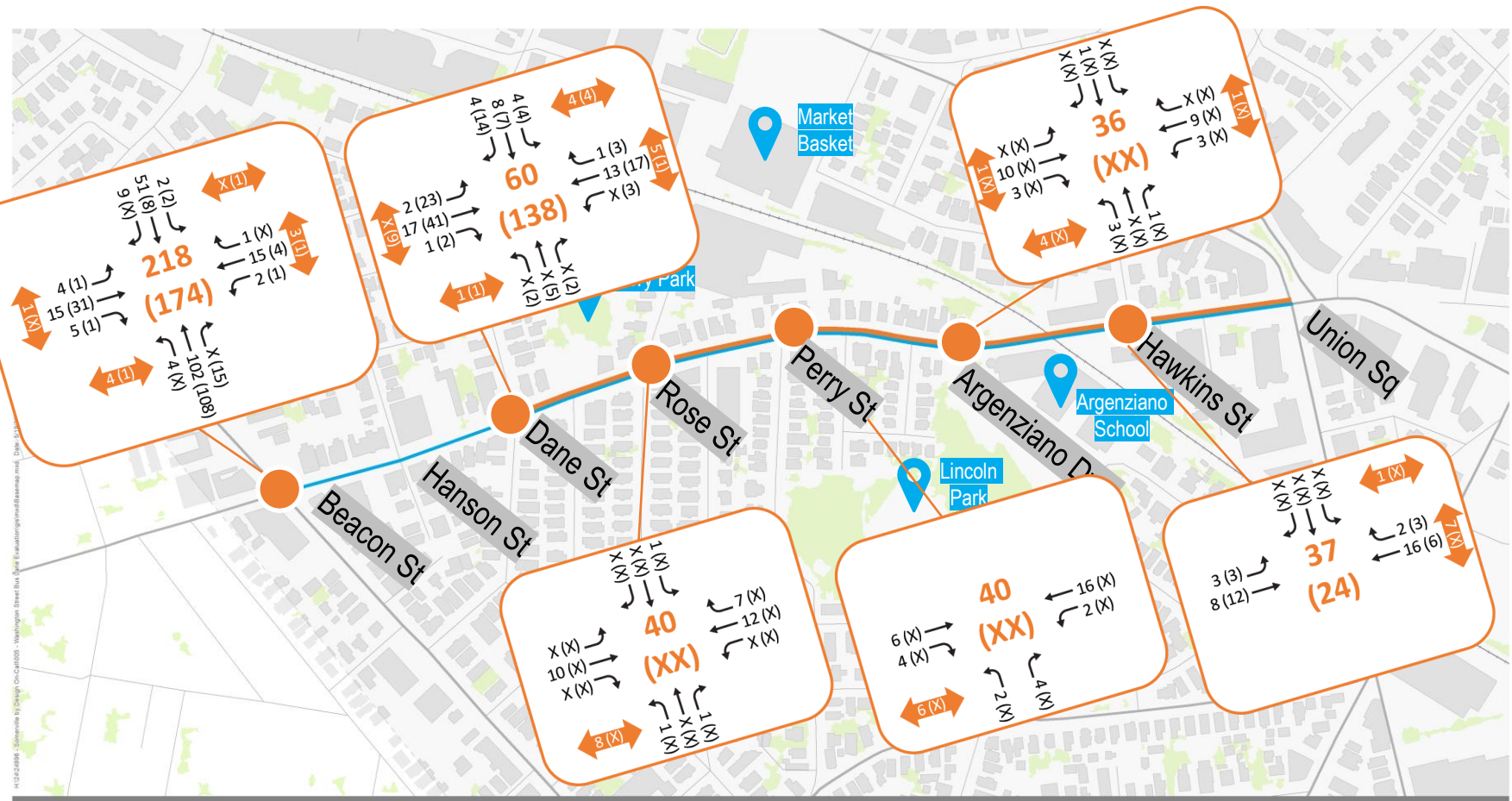
6/3/2021 //

*2019 counts collected at Dane St during Union Square construction detour

**2021 counts collected during COVID-19 pandemic

Bicycle Activity – PM Peak Hour

- **Before*:**
Thurs
10/11/18;
Thurs
4/25/19; Tues
5/14/19**
- **After**:**
Thurs 3/11/21



*2018 counts collected at Beacon; 2019 counts collected at Dane St and Hawkins St during Union Square construction detour

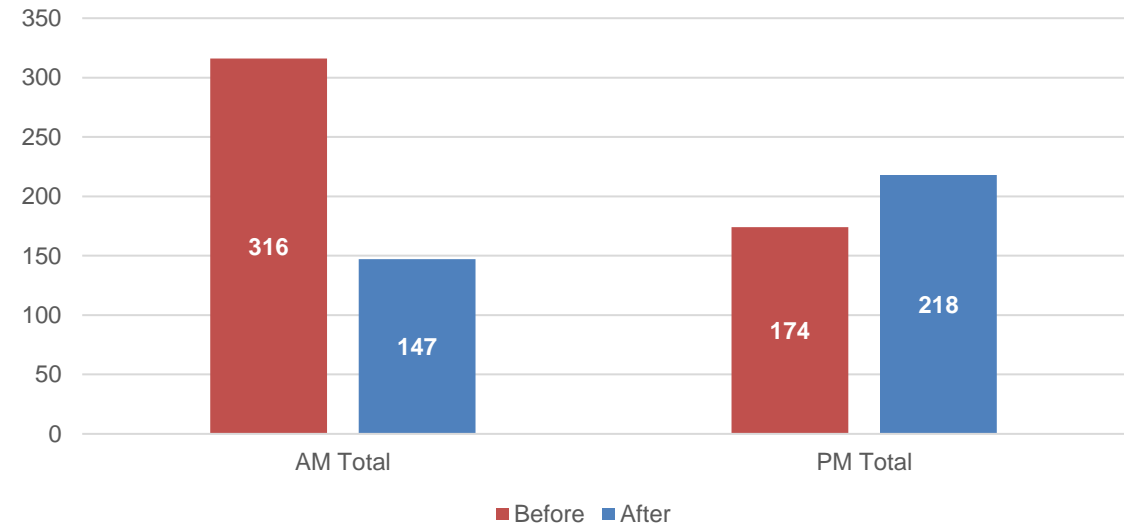
**2021 counts collected during COVID-19 pandemic

Bicycle Activity at Beacon Street

■ Thoughts

- Loss of AM commute due to COVID-19 pandemic
- Impacts on PM commute not as severe
 - More people working from home and out biking during PM peak?
 - Biggest increases seen in bicyclists traveling from the north and east

Change in Peak Hour Bicycle Activity - Washington Street and Beacon Street



Percent Change – AM Peak	Percent Change – PM Peak
-53%	+25%

0/3/2021 //

*2018 counts collected at Beacon

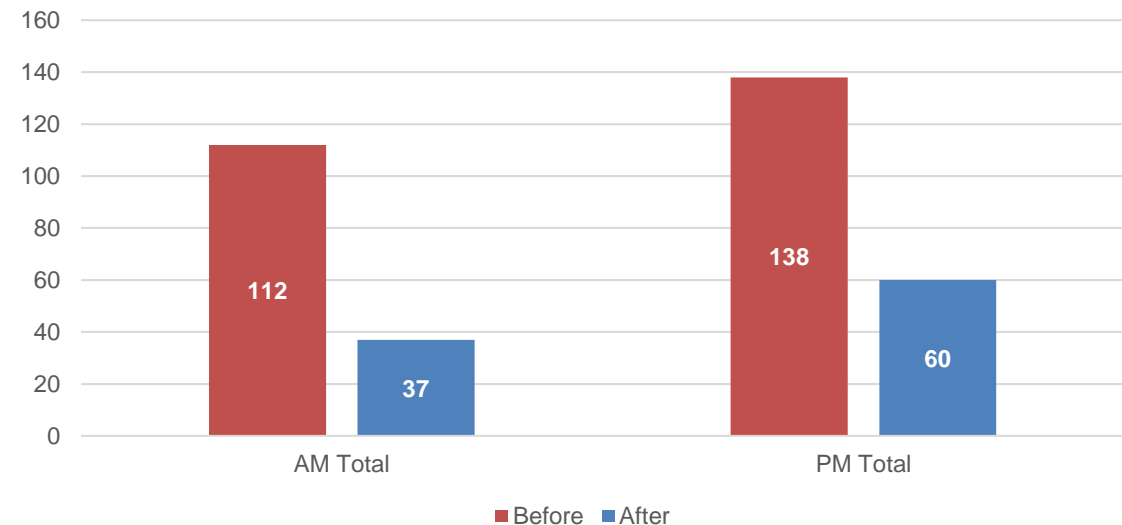
**2021 counts collected during COVID-19 pandemic

Bicycle Activity at Dane Street

■ Thoughts

- Loss of AM and PM commute due to COVID-19 pandemic
- While not required to follow 2019 Union Square construction detour, many cyclists may have biked down Dane Street.
 - Biggest decreases seen in bicyclists traveling from the south and west

Change in Peak Hour Bicycle Activity - Washington Street and Dane Street



Percent Change – AM Peak	Percent Change – PM Peak
-67%	-57%

6/8/2021 //

*2019 counts collected at Dane St during Union Square construction detour

**2021 counts collected during COVID-19 pandemic

Western Washington St

- Next steps:
 - Continued staff review of data
 - Potential additional data collection
 - Recommend focus discussion with E/E subteam
 - Larger stakeholder dialogue
- Formal street/civil design effort planned to begin Fall/Winter 2021

Pearl St. and Intersection Improvements

Temple St at Heath/Sewall

- Identified as high crash location Current proposal: New crosswalk across
- Temple with median refuge island

Cross St at Everett Ave

- Identified as safety concern by School Dept
- Current proposal: New raised crosswalk across Cross St
- Identified as safety concern by School Dept
- Current proposal: New raised crosswalk across Cross St

Walnut St at Gilman St

- Neighborways connection
- Current proposal: TBD

Cross St at Gilman/Oliver

- Neighborways connection
- Current proposal: Raised intersection

Glen St at Oliver St

- Neighborways connection
- Current proposal: Mini roundabout

Franklin St at Oliver St

- Neighborways connection
- Current proposal: New raised crosswalk across Franklin St





Outreach and Education Opportunities

- Pearl St.
- Powder House Circle

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Pearl St Project Survey

Thank you for taking the time to fill out this brief survey on Pearl St, which will help the City prioritize where to make improvements as part of the upcoming reconstruction project. Don't forget to add pins to the Public Input Map on the home page as well, which will help staff identify key locations for improvement along the corridor.

[Complete Form](#)

[f](#)[t](#)[in](#)[✉](#)

Pesquisa sobre o Projeto da Pearl Street

Obrigado por preencher esta breve pesquisa sobre a Pearl Street, a fim de ajudar a prefeitura a priorizar onde fazer melhorias como parte do próximo projeto de reconstrução da cidade. Não se esqueça também de adicionar pinos no *Public Input Map* no website, o que ajudará a equipe a identificar os principais locais para melhorias ao longo desta área.

[Complete Form](#)

[f](#)[t](#)[in](#)[✉](#)

Pearl Street Reconstrucción y Mejora de la Seguridad

Gracias por tomar el tiempo y completar esta breve encuesta sobre la Calle Pearl, que nos ayudará a la ciudad a priorizar la donde hacer mejoras como parte de la próxima reconstrucción del proyecto. No se olvide de agregar alfileres al mapa de aporte público al inicio de la página, ya que esto ayudará al personal a identificar las ubicaciones claves para mejorar a lo largo del corredor.

[Complete Form](#)

[f](#)[t](#)[in](#)[✉](#)

Sondaj Pwojè Pearl St

Mèsi paske ou pran tan pou ranpli sondaj tou kout sa a sou Pearl St, ki pral ede Vil la bay priyorite nan amelyorasyon ki dwe nan kad pwojè rekonstriksyon kap vini an. Pa bliye ajoute zepeng sou kat antre piblik nan paj akèy la, sa pral ede anplwaye yo idantifye kote kle pou pote amelyorasyon sou wout nou.

[Complete Form](#)

[f](#)[t](#)[in](#)[✉](#)

Mystic Ave. and Shore Dr.

Funding:

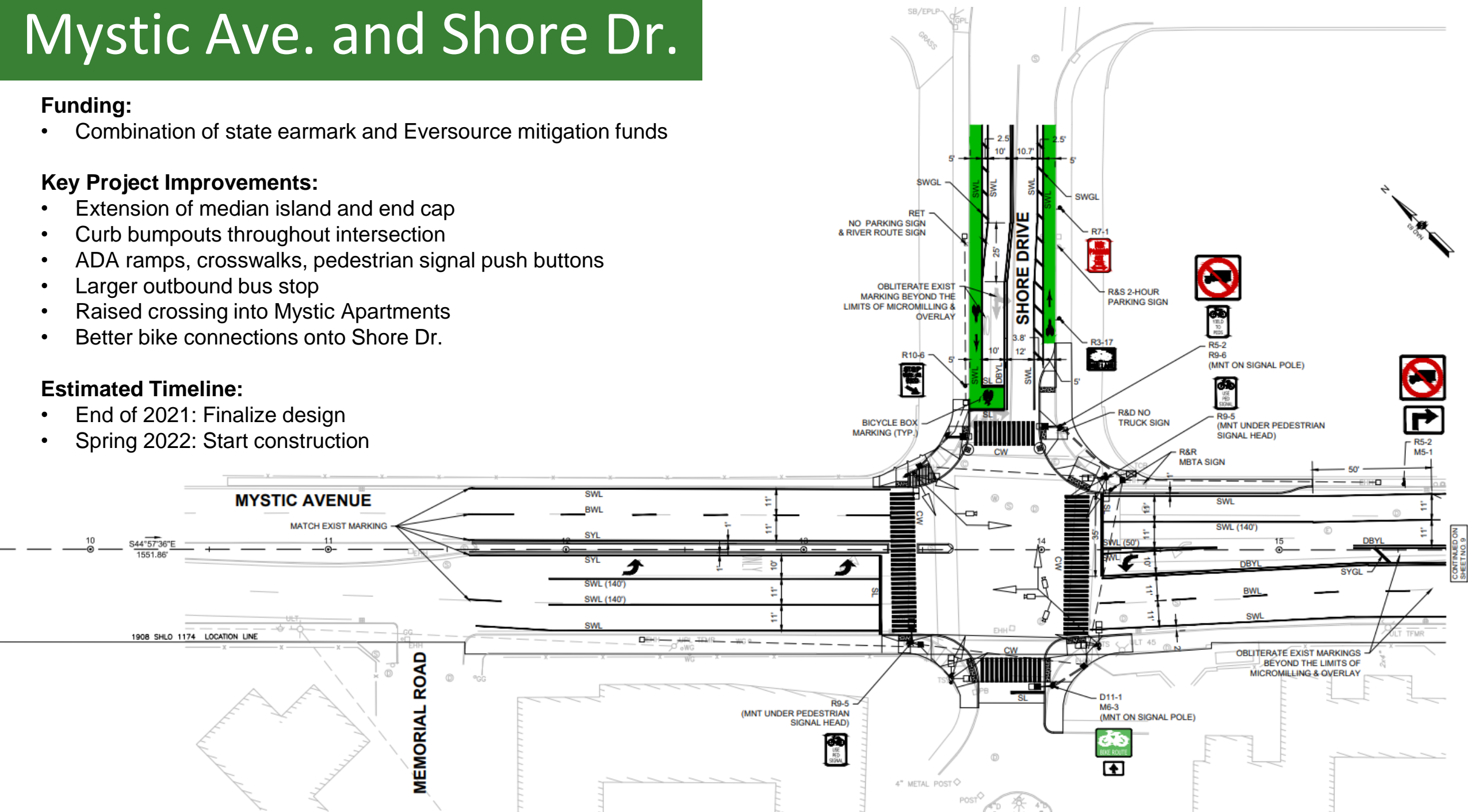
- Combination of state earmark and Eversource mitigation funds

Key Project Improvements:

- Extension of median island and end cap
- Curb bumpouts throughout intersection
- ADA ramps, crosswalks, pedestrian signal push buttons
- Larger outbound bus stop
- Raised crossing into Mystic Apartments
- Better bike connections onto Shore Dr.

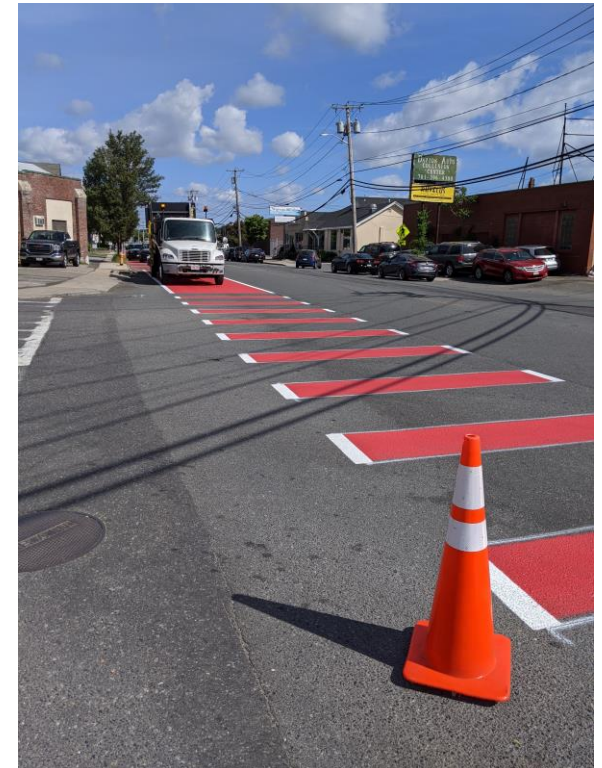
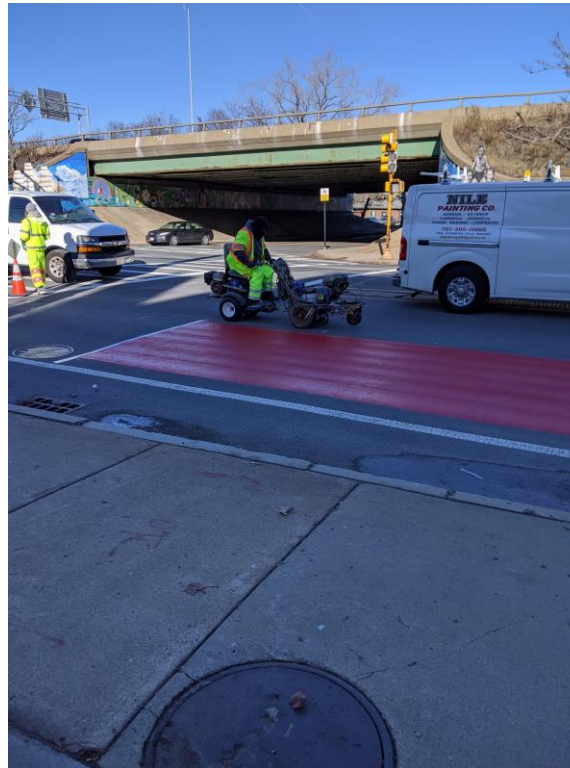
Estimated Timeline:

- End of 2021: Finalize design
- Spring 2022: Start construction



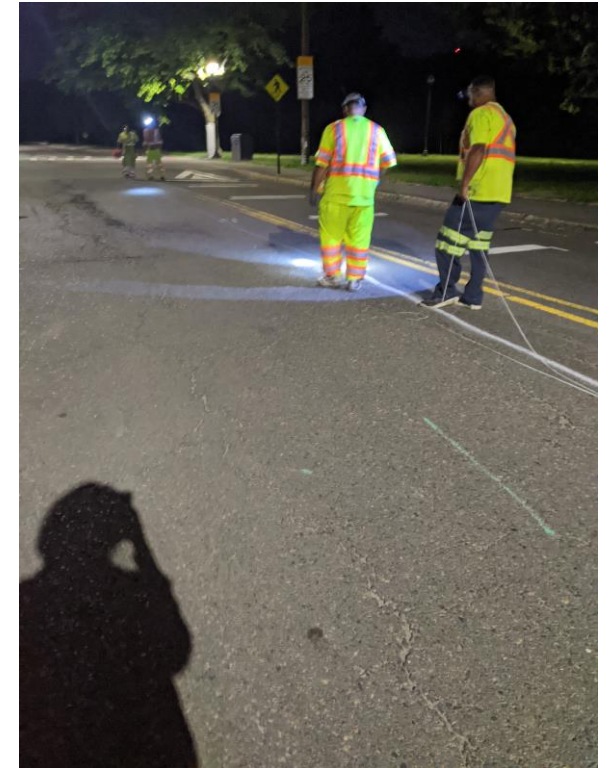
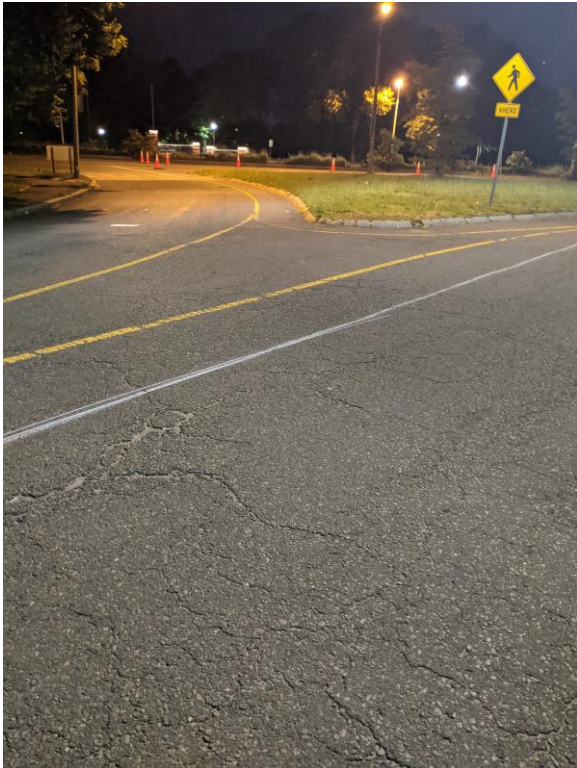
Mystic Ave. Bus Lane

- June 6: Pavement markings completed
- June 15: Signs installed
- June 21: Bus lane will be active
- City alerts and media advisories going out this week



Wellington Bridge/Rt. 28 Bike Lanes

- **June 15: Pavement markings layout completed**
- **June 20/21: Markings removal and initial new striping**
- **Working out implementation schedule**



Recent/Upcoming Meetings

Upcoming:

- Ongoing: [City Council Budget Hearings](#)
- 6/30; 6 – 8pm: [Second I-93 Viaduct Public Hearing](#)
- 7/1; 6:30 - 8pm: Bike Committee (first Thursday of every month)
- 7/12; 6:30 - 8pm: Commission for Persons with Disabilities (second Tuesday of every month)

