



Mass Ave. Partial Construction Project



*Working Group Meeting #1
May 18, 2023*

Remote Participation Instructions

Working Group Members

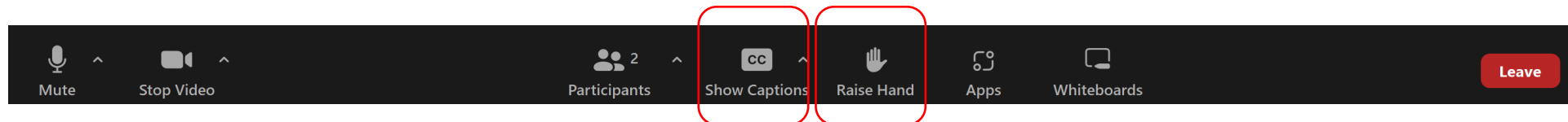
- Participants may speak and show webcam video
- Use "Raise Hand" button during discussion or press *9 if you are joining by phone only
- Mute your microphone when others are speaking

Members of the Public

- Attendees are muted and cannot show video
- Verbal questions and comments will be heard, as time allows, after working group member discussion

You can enable live captions using the button pictured below.

Technical Support: MassAve4@Cambridgema.gov



Agenda

- Working Group Introductions & Role
- Project Background & Overview
- Basis for Design
 - What the project will accomplish
 - What the project will not include
- Toolbox of Potential Design Options
- Working Group Discussion
- Public Comment
- Next Steps

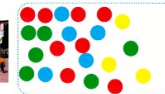


Partial Build Opportunities*

What would you like to see on Mass Ave?
Place a sticker next to the opportunities that interest you.

Separated Bike Lanes and Floating Parking

Separated bike lanes will be implemented as required by ordinance. In a partial build scenario, moving parking away from the curb can help create a buffer between cars and cyclists.



Bus Stop Improvements

Bus stop improvements, such as installing transit shelters or seating.



Crossing Islands

Enhanced crossing islands can provide more comfortable and accessible places of refuge for pedestrians crossing Mass Ave.



Center Median Removal

Removing the center median in certain places can allow space to be reallocated to other uses.



Upgrading Existing Utilities

Some utilities along Mass Ave may have to be addressed in a partial build scenario.



Project Team

City of Cambridge

- **Jerry Friedman,**
Supervising Engineer, DPW
- **Diane Stokes,**
Senior Engineer, DPW
- **Andreas Wolfe,**
Street Design Project Manager, TPT
- **Pardis Saffari,**
Director of Economic Opportunity and
Development, CDD
- **Kristen Kelleher,**
Community Relations Manager, DPW
- **Andy Reker,**
Transit Planner, CDD
- **Elise Harmon-Freeman,**
Communications Manager, TPT

Consultant Team

- Kleinfelder, Inc.
- McMahon
- Toole Design
- KMDG



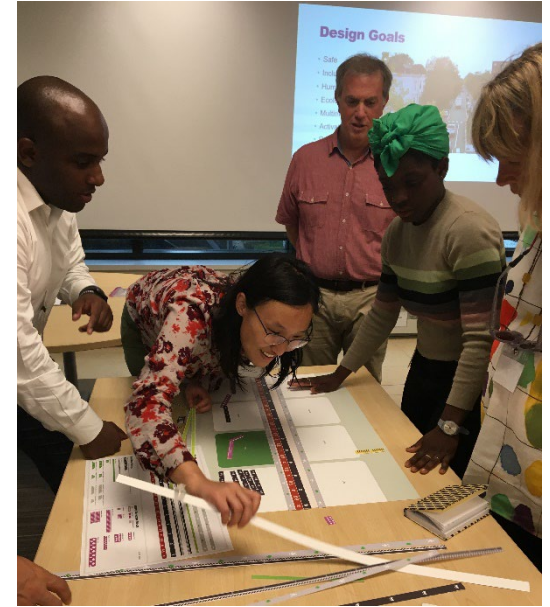
Working Group Introductions & Role



What is a Working Group?

Working groups are made up of individuals who:

- The City Manager appoints
 - *Note:* The City does not allow for alternates to working groups
- Come from various communities, backgrounds, or represent institutions, business interests, etc.
- Represent the people and communities with which they engage
- Are willing to learn from each other
- Commit to understand the nuance, challenges, and opportunities of a project during and outside of public meetings



Working Group Charge for this Project

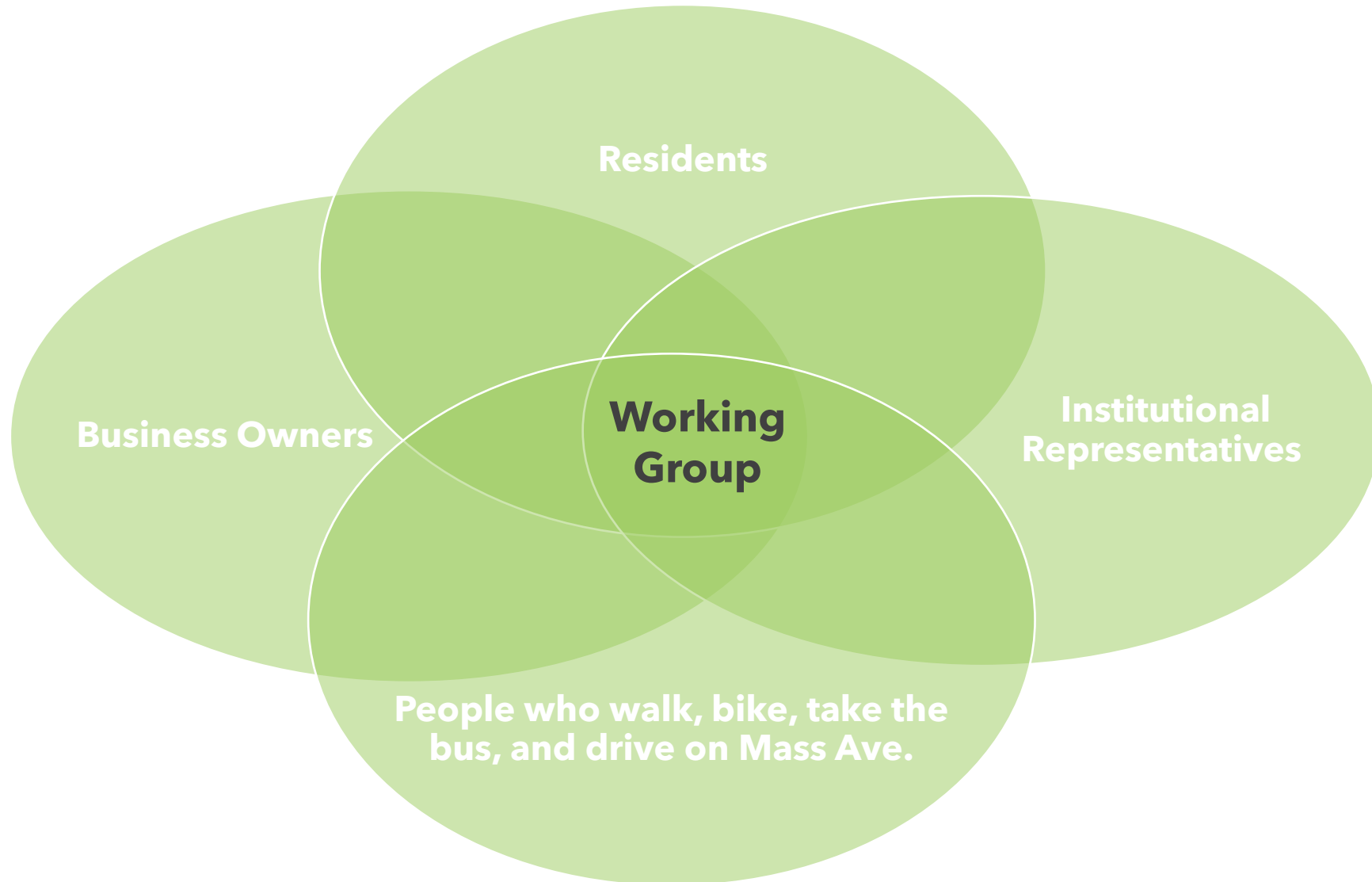
(1) Serve as community representatives to advise the City on key issues related to the design, including:

- Separated bicycle lane treatments
- Crosswalk locations and other pedestrian improvements
- Location/side of street for curb access
- Curb regulations (parking/loading)
- Bus priority and stop needs

(2) Help communicate the design and construction process of the project back to the larger community



Who is Part of this Working Group?



Who is Part of this Working Group?

- Sukia Akiba
- Steven Beaucher
- Darren Buck
- Christopher Cassa
- Makayla Comas-Race
- Gary Dmytryk
- Debby Galef
- Diane Gray
- Timothy Keefe
- Denise Jillson
- Eitan Normand
- Laurie Pessah
- Ruth Ryals
- Daniel Stubbs



Working Group Guidelines

- ✓ Listen, keep an open mind and respect other opinions
- ✓ Speak, and let others be heard
- ✓ Read agenda and materials before the meeting
- ✓ Start meeting on time & end on time
- ✓ Help us stay on schedule



NOTE: Members of the public are welcome to listen. To focus on facilitating the input of the working group, we will hold public comment to a set period at the end of each meeting, and ask that comments be related to the topics discussed.

NOTE: If a Working Group member cannot attend, they are welcome to ask someone to attend as a member of the public and report back, and this person will be allowed to comment during the public comment period only. Working group members cannot be substituted and alternates are not allowed.



Icebreaker and Introductions

Introduce yourself:

- > Name
- > Affiliation
- > What inspired you to volunteer for the Working Group?



Project Background & Overview



What drives our street design?

We design for people of ALL ages and abilities. This includes:

- People who may not have access to a car
- Safe and accessible facilities, including bike lanes, that can be used by a wide range of people

How we think about vehicle congestion and delay

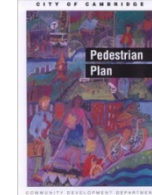
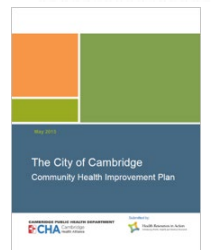
- Moving people slowly is moving people safely
- We do not prioritize eliminating delay for people driving alone

Many policies and plans are foundational to our work

- (1) 1992 Cambridge Vehicle Trip Reduction Ordinance, (2) 1993/2007 Cambridge Growth Policy, (3) 2016 Complete Streets Policy, (4) 2016 Vision Zero Policy, (5) 2019 Cambridge Safety Ordinance

Focus is on moving people and goods, not their vehicles

- Buses run less frequently than cars and carry more people
- Cannot ignore access for trucks and local deliveries



Cambridge Bicycle Plan

- Updated in 2020 - Originally published in 2015
- Lays out a vision to enable people of all ages, abilities, and identities to bike safely and comfortably throughout Cambridge.
- Provides framework for developing a network of bicycle-friendly streets and supporting programs and policies that will help meet this goal.
- Includes policy, program and infrastructure changes including the Vision Zero Policy, Complete Streets Policy, Safe Routes to Schools program, public bike workshops and increased number of bicycle facilities
- Recommends specific action items for implementing the bike network vision



Cycling Safety Ordinance (CSO)

2019 CSO and 2020 Amendments:

- Mandates installation of approximately 25 miles of separated bicycle lanes
- Includes all of Massachusetts Avenue
- Required "quick-build" implementation Dudley Street - Alewife Brook Parkway by April 30, 2022 (*complete*)
- Required Council approval of strategy/schedule for remainder of Mass Ave (*complete*)



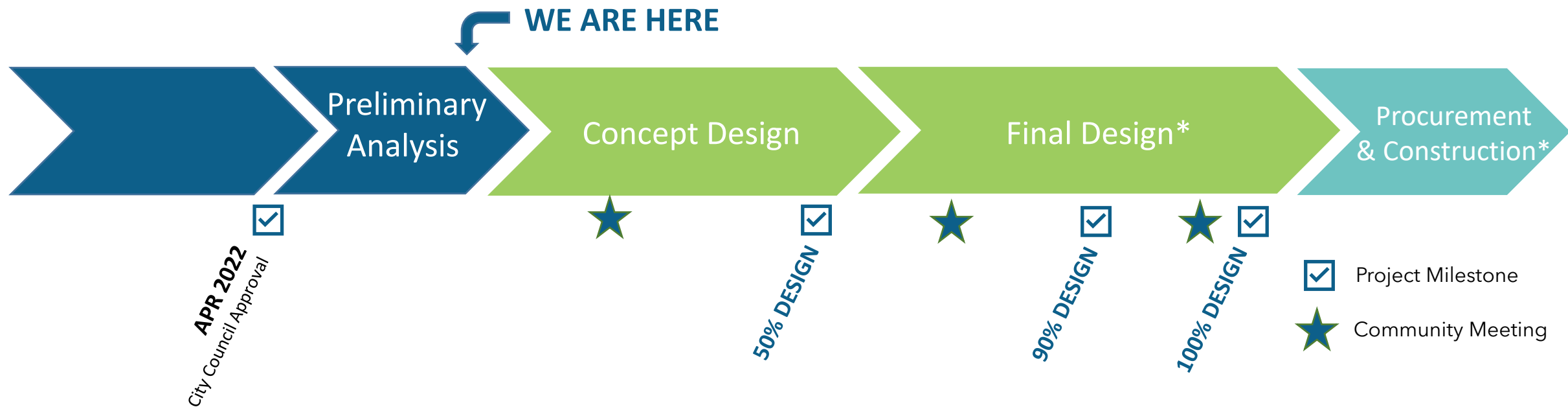
Project Purpose

- Improve safety for people biking in the project area
- Improve safety for people walking in the project area
- Evaluate crosswalk locations to identify additional crossing locations
- Improve experience for transit riders with priority treatments at bus stops
- Improve travel times and reliability of MBTA buses
- Maintain loading and short-term parking access to support local businesses
- Implement changes in line with the Cambridge Bicycle Plan and Vision Zero Action Plan
- Meet the requirements of the Cambridge Cycling Safety Ordinance, which includes the requirement to add separated bike lanes



Project Milestones

- **April 2021:** the City released the MassAve4 Impact Analysis report.
- **November 2021-March 2022:** City conducted public outreach and performed additional analysis of Quick-Build vs. Construction.
- **April 2022:** City Council approved the recommendation for partial construction between Waterhouse Street and Alewife Brook Parkway.
- **April 2022-May 2023:** City collected data and performed field investigations and analysis.



*Final design and construction timeline may vary based on updates to the scope of project and utility upgrades

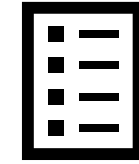
What we've heard so far....



4 pop-up events



1,400+ recorded comments



200+ survey respondents

"Crossing Mass Ave is extremely frightening"

"I love all the shops and restaurants"

"Consider the needs of ... elderly and disabled in the area"

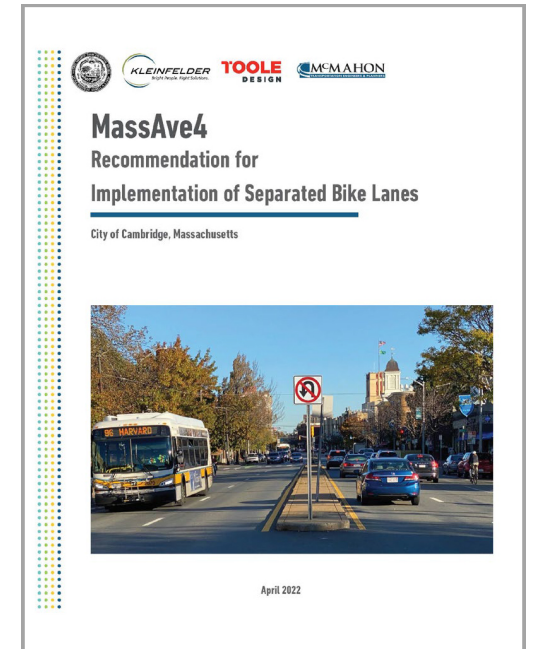
"Please... retain parking to help small businesses survive"

"Bike travel is much more dangerous than it should be"

"Parking for us will be challenging if taken away"

"I love seeing people walk around and eat outside"

"We need separated bike lanes"



Summarized in April 2022 City Council Report
> Partial Construction Recommendation



Feasibility Study Summary

Quick Build

Median Maintained

Parking on Mass Ave would require removal for emergency access

Could include bus lanes for all or part of the corridor

No changes that require construction or changes to curblines

Not recommended

Partial Construction

Median Removal Possible

Parking/loading on one side of street (may change sides as needed)

Could include bus lanes for all or part of the corridor

More flexibility for spot construction/utility improvements

Approved by City Council

Features of Partial Construction

Flex-post or Curbed bike lane separation

Can remove median except at unsignalized pedestrian crossings

Opportunity to upgrade affected utilities

Medium implementation timeline compared to long-term full-build timeline

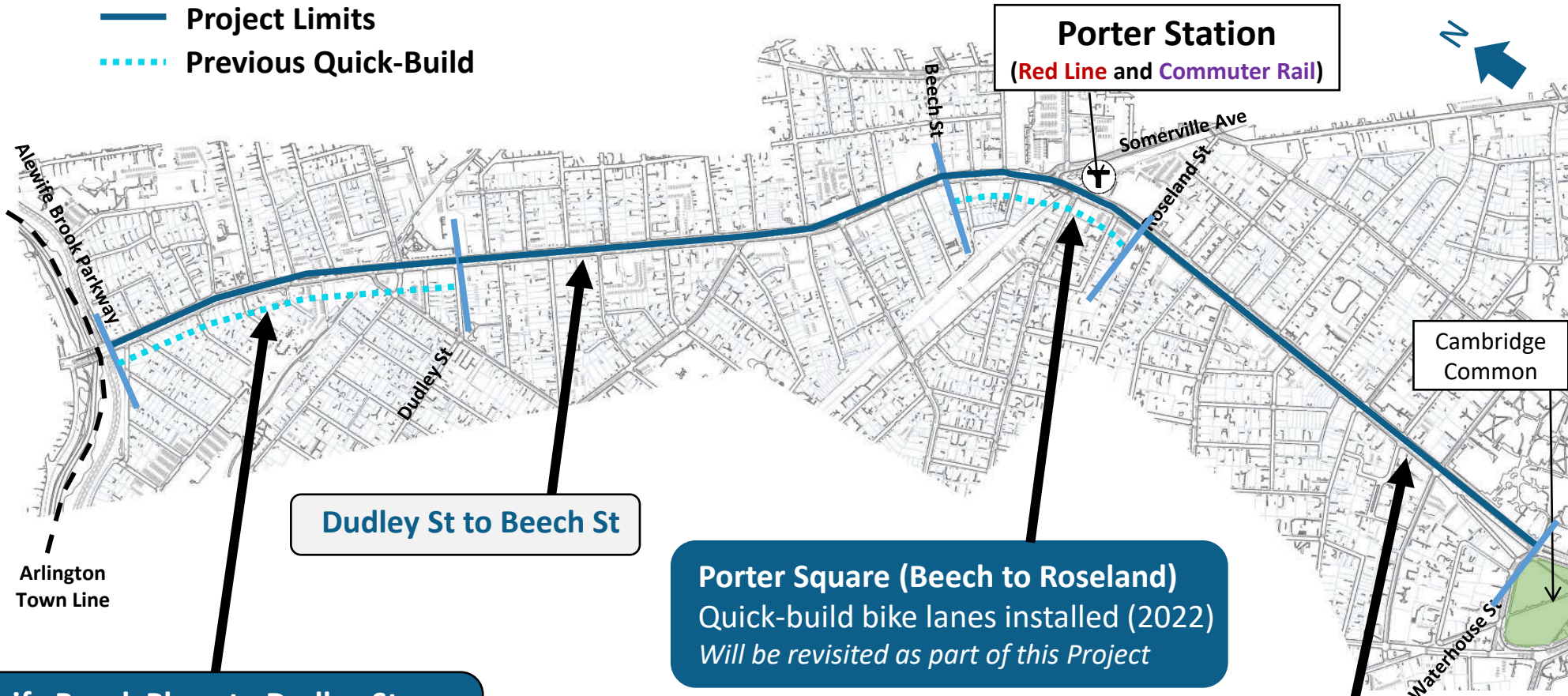
Medium cost (\$\$) compared to quick-build (\$) or full-build (\$\$\$)



Partial Construction Project Limits

Massachusetts Ave from Waterhouse Street to Alewife Brook Parkway

- Project Limits
- - - Previous Quick-Build



Porter Station
(Red Line and Commuter Rail)

Cambridge
Common

Dudley St to Beech St

Porter Square (Beech to Roseland)
Quick-build bike lanes installed (2022)
Will be revisited as part of this Project

Roseland St to Waterhouse St

Alewife Brook Pkwy to Dudley St
Quick-build bike lanes installed (2021)
Will be revisited as part of this Project

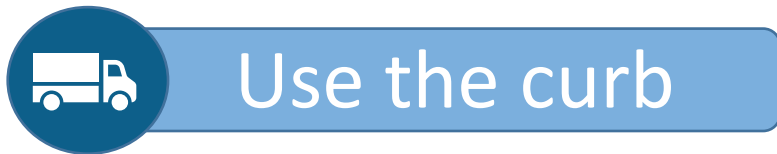


Basis for Design



The Project Must:

- > **Balance the needs of people who:**



- > **Meet the requirements of the Cycling Safety Ordinance and align with City policies**



- > **Stay within limitations of partial construction**



The Project Will:

> **Provide Separated Bicycle Lanes**



Flex post bike lane separation



Curbed bike lane separation

Why Separated Bike Lanes?

- Fewer crashes
- Eliminates threat of “dooring” from parked vehicles
- Buffer space reduces conflicts between turning vehicles and people biking
- Shorter crossing distances for people walking
- Increased comfort for people biking of all ages and abilities
- Increased comfort for people driving as they know where to expect people biking
- Enables more people to choose cycling as a transportation option
- Supports City’s climate goals



Top Image: Mt Auburn St before a separated bike lane was installed
Bottom Image: Mt Auburn St after a separated bike lane was installed in 2020



The Project Will:

> **Provide curb access where possible**



Short-term and accessible parking



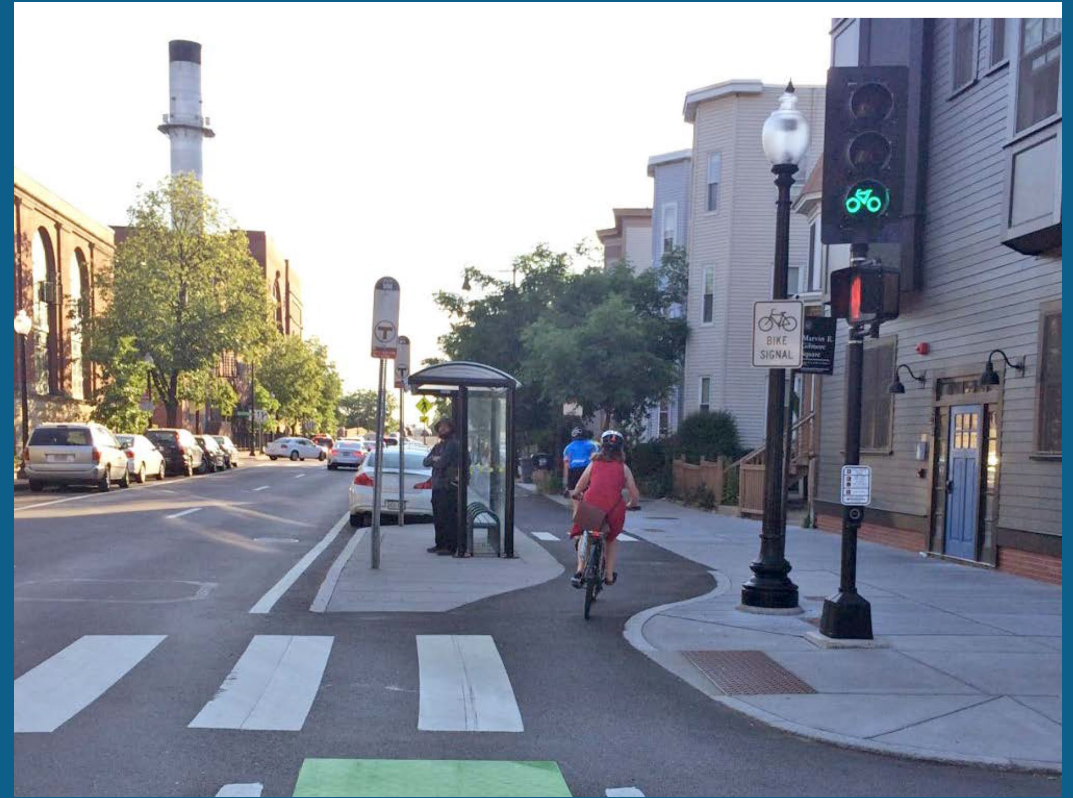
Loading and pick-up/drop-off

The Project Will:

> **Incorporate transit improvements**



Bus priority measures



Bus stop optimization

The Project Will:

- > **Coordinate planned surface changes with existing and proposed infrastructure**



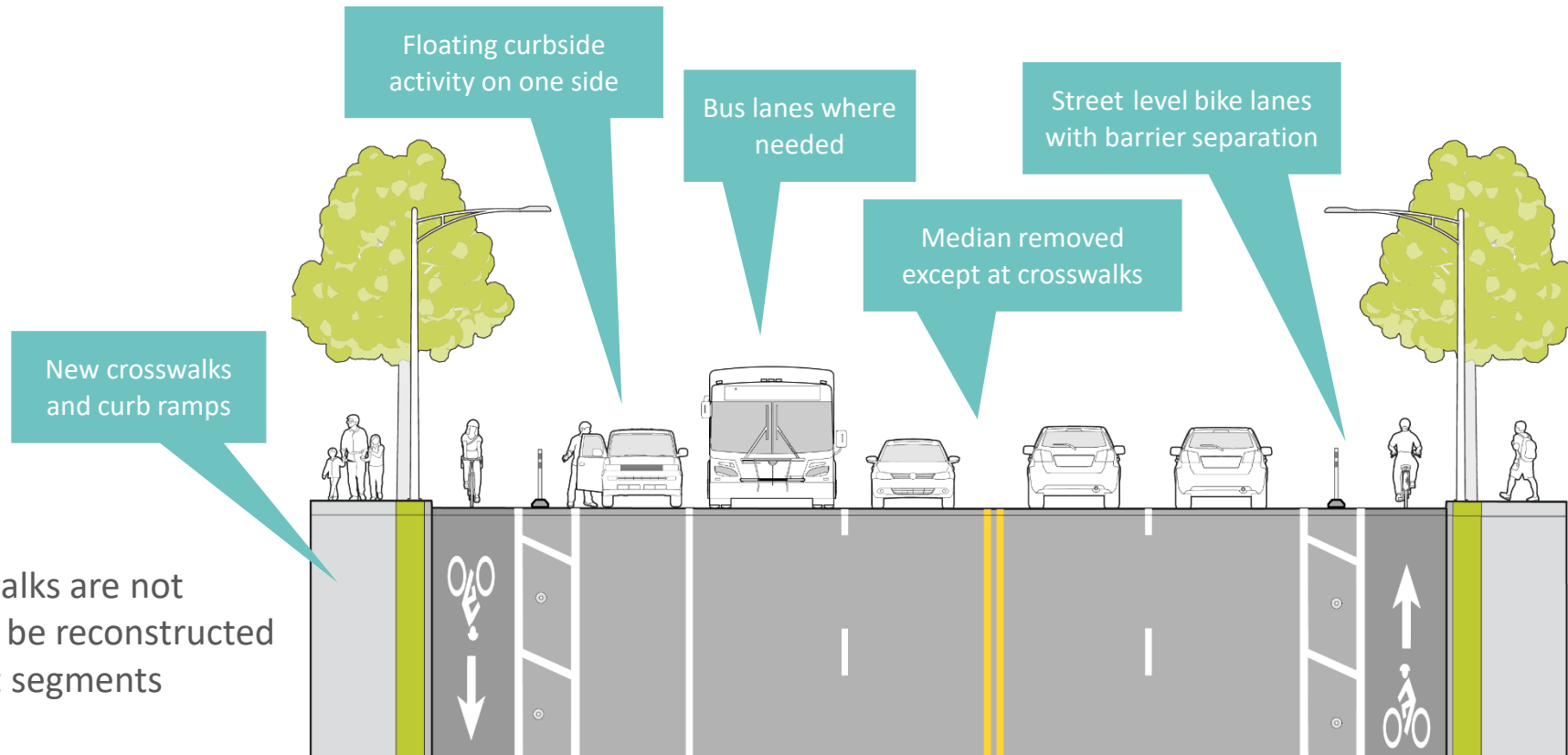
Signal relocation/upgrades



Upgrades to affected utilities

Partial Construction Scope

Partial Construction can include removal of existing center median to allow for separated bike lanes and curbside uses on one side of street



Note: sidewalks are not intended to be reconstructed along street segments

Typical Proposed Section



As this is a "Partial Construction" project, it Will Not:

- > **Make wholesale changes to basic corridor curb lines**
- > **Make general streetscape/landscape improvements**
- > **Include complete subsurface reconstruction/replacement/upgrade**

***EXCEPT*, where needed for:**

- > **Accessibility**
- > **Safety**
- > **Bus stops**
- > **Traffic signal infrastructure**
- > **Necessary repairs to affected underground utilities**

Working Group Questions

- Are there questions about what is / is not included as part of the project?
- Is your role and responsibility as a Working Group member clear?
- Other questions?



REMINDER: We ask that you help engage and inform other community members on what elements of the project are / are not negotiable



Toolbox of Potential Design Elements

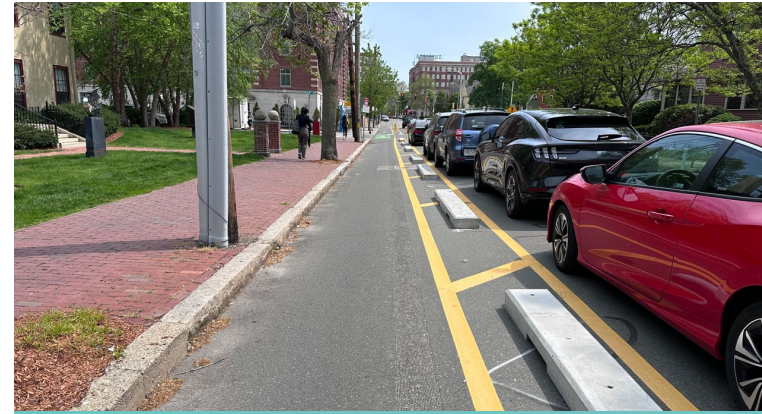




Ride a bike



Street-level separated bike lane



Curbed bike lane separation



Sidewalk-level separated bike lane



Bike Signal





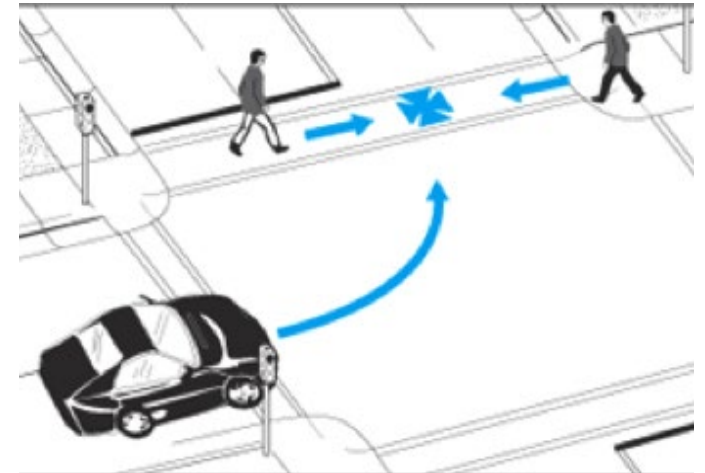
Walk



Additional Crosswalks



Crossing Island



Leading Pedestrian Interval (LPI)



Accessible Curb Ramp



Rectangular Rapid Flashing Beacon (RRFB)



Raised Side Street Crossing



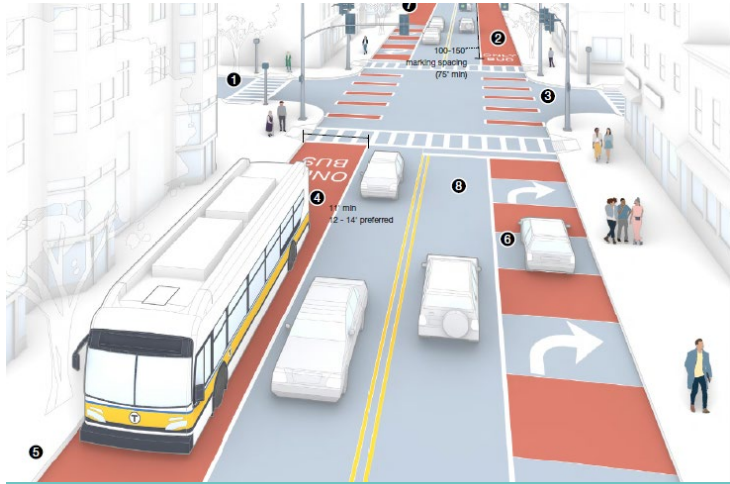
Take a bus



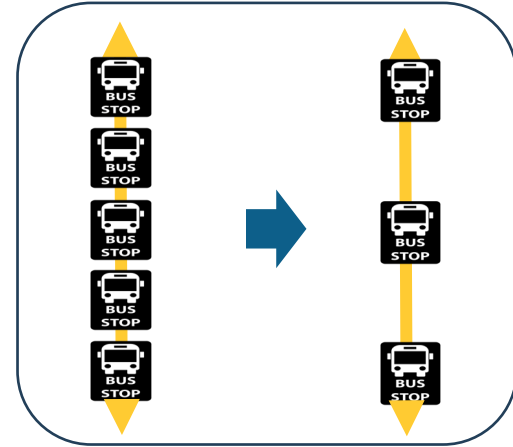
Floating Bus Stop



Curbside Bus Stop



Dedicated Bus Lane
(MBTA Bus Priority Toolkit)



Bus Stop Optimization





Drive



Dedicated Turn Lane



Side Street Turn Restrictions



Signal upgrades and timing adjustments





Park and Load



Floating Parking



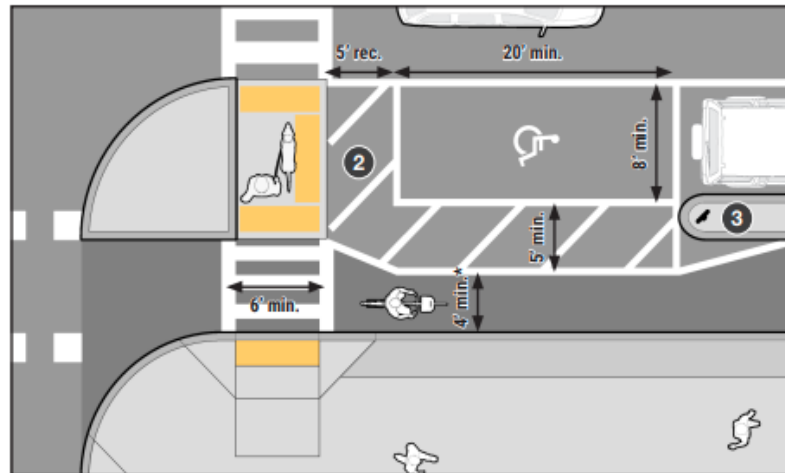
Side street curb regulations



Loading Zone



Curbside Accessible Space



"Floating" Accessible Space

(MassDOT Separated Bike Lane Design Guide)



Off-peak Parking



Working Group Homework

- ❑ Review this presentation of toolbox elements for partial construction
- ❑ Visit the corridor either in person or Google Streetview
- ❑ Share your thoughts at the next working group meeting



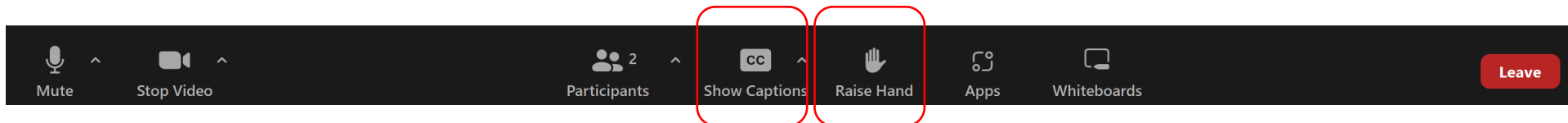
Working Group Discussion



Reminder: Virtual Discussion Instructions

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**Bottom Panel
of Zoom
Screen**



Discussion Questions

- > What are your initial impressions of the potential design approach?
- > Is the approach missing anything important for the process to be successful?
- > What will be the best way to reach abutters (e.g., residents, businesses, etc.) to the project?



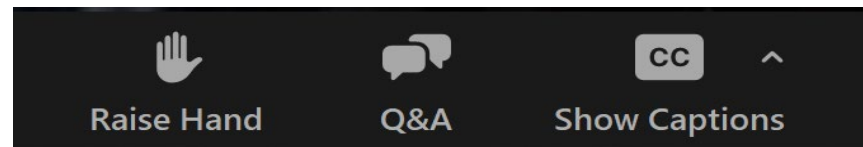
Public Comment



Public Comment

- Use "Raise Hand" button to signal you have a question or press *9 if you are joining by phone only
- Please be kind to each other and help us hear from as many people as possible
- Technical support: MassAve4@Cambridgema.gov

**Bottom Panel
of Zoom
Screen**



Next Steps



Working Group Meeting #2

- Working Group members share initial feedback and observations from homework assignment
- City and Project Team come back with existing conditions analysis and initial design ideas
- Review of Key Locations/Design Ideas and Tradeoffs
- Working Group Discussion of Key Locations/Design Ideas
- Opportunity for Public Comment



CambridgeMA.Gov/MassAvePartialConstruction

The Latest	Schedule	Description	Quick-Build versus Construction	Working Group	Documents	Contact
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Mass Ave Partial Construction Working Group Meeting #1

The Mass Ave Partial Construction Project was initiated in response to the City's Cycling Safety Ordinance. The project will design and implement improvements to Massachusetts Ave between Waterhouse Street and Alewife Brook Parkway, including separated bicycle facilities, pedestrian and transit improvements, and accommodation for curbside access. Improvements will be accomplished using a combination of quick-build techniques and limited construction such as removal and/or reconfiguration of the roadway median.



Visit cambridgema.gov/massavepartialconstruction for more complete information about the Project, and for Project updates.

At the first Working Group meeting, the Project Team will describe the purpose and background of the project, introduce Working Group members, review the basis for design and potential design options, and provide space for discussion. Subsequent Working Group meetings will review and promote discussion on specific design elements along the corridor.

All Working Group meetings are open to the public, although time for general public comment will be limited. The Project will also be



Questions?

Please reach out to members of our Project Team
at MassAve4@Cambridgema.gov.



Additional Slides



Before and After Porter Square Partial Construction

