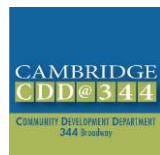


City of Cambridge
Community Development Department

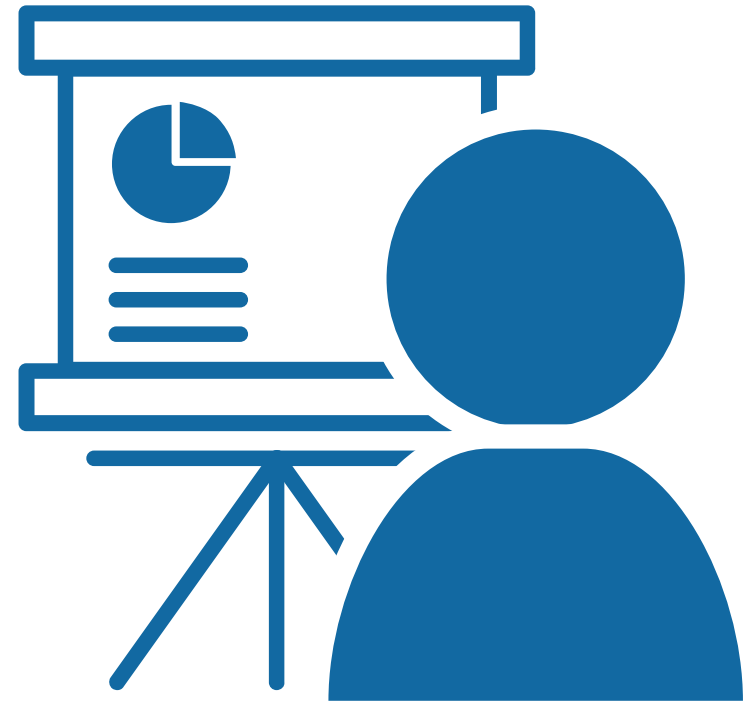
Joint Meeting of Bicycle, Pedestrian, Transit Advisory Committees

March 17, 2021



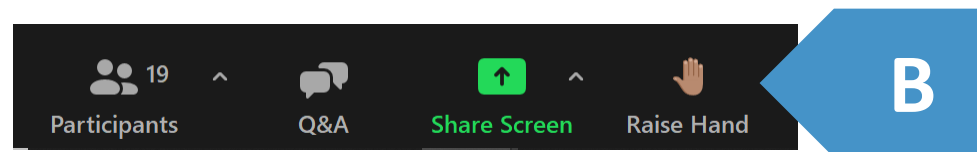
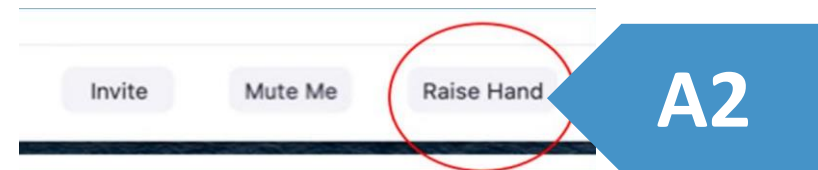
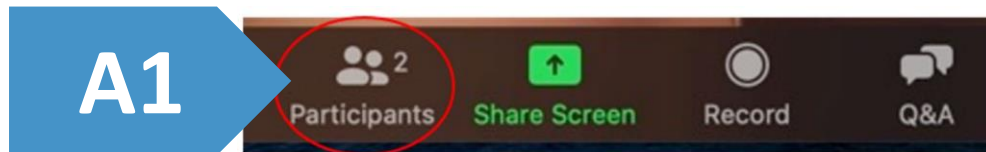
Meeting Agenda

1. Zoom meeting protocols
2. Huron Ave/Glacken Field
3. MIT Volpe
4. Public Comment
5. MBTA Updates
6. Ragon Institute
7. Public Comment
8. Other Updates and Announcements



Committee Member Instructions

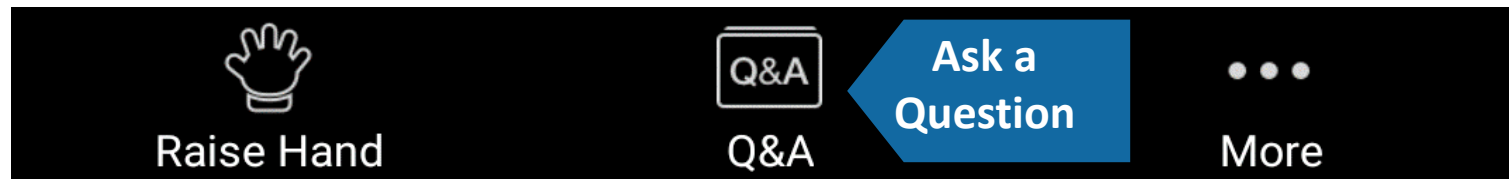
- Committee members may speak and show webcam video
- Use "Raise Hand" button to help manage discussion
 - Located at the bottom of the Participants panel (See A1-2 below) OR at the bottom of the screen (see B below)
 - *9 to Raise Hand by phone
- Please stay muted unless speaking
 - *6 to mute/unmute by phone



Public Comment Instructions

- Members of the public are muted and cannot show webcam video
- Public can write questions or ask for assistance in Q&A window at any time
 - Questions may be submitted at any time and will be addressed as time allows, during discussion/comment periods
- During the Public Comment period, use the "Raise Hand" button to signal you have a question/comment. A staff member will then enable you to unmute yourself and you will have 3 minutes to speak.
 - *9 to Raise Hand by phone
 - *6 to Mute/Unmute by phone
- Please be respectful! Participants will be removed for inappropriate behavior

Bottom Panel of
Zoom Screen





Huron Ave/Glacken Field

Design Goal

Safe connections for people walking, biking and taking the bus along Huron Ave to access neighborhood, Fresh Pond Reservation and Glacken



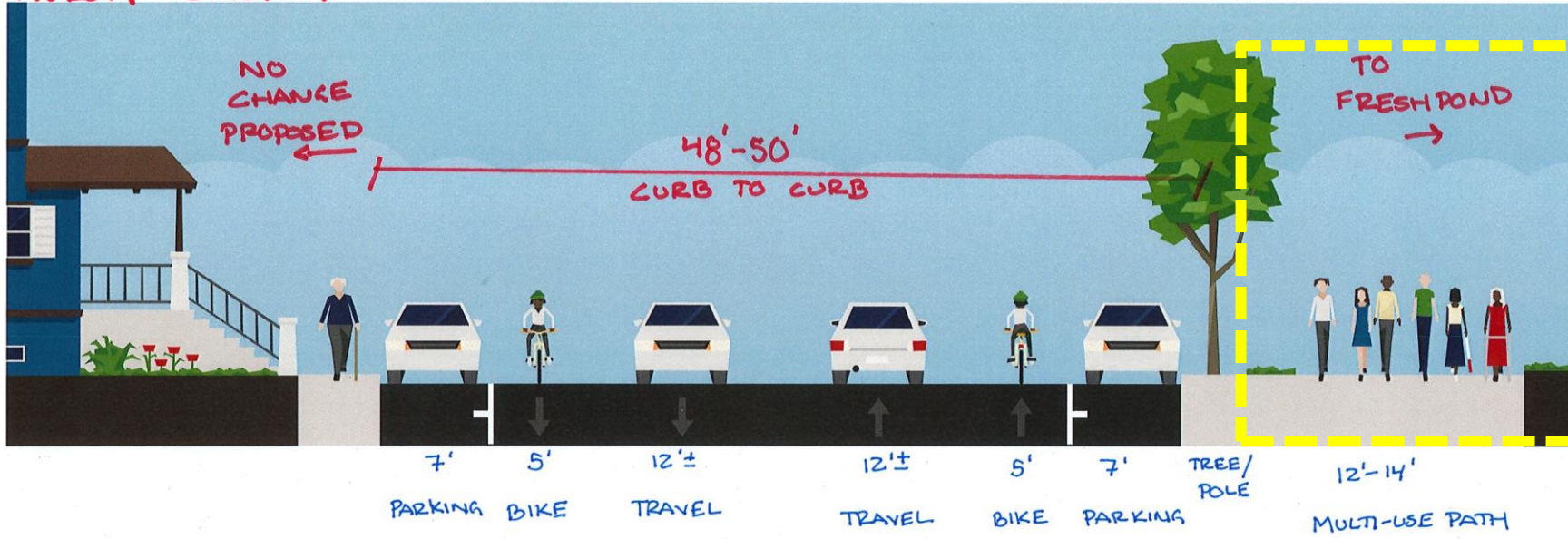
Existing Conditions



Design Progression



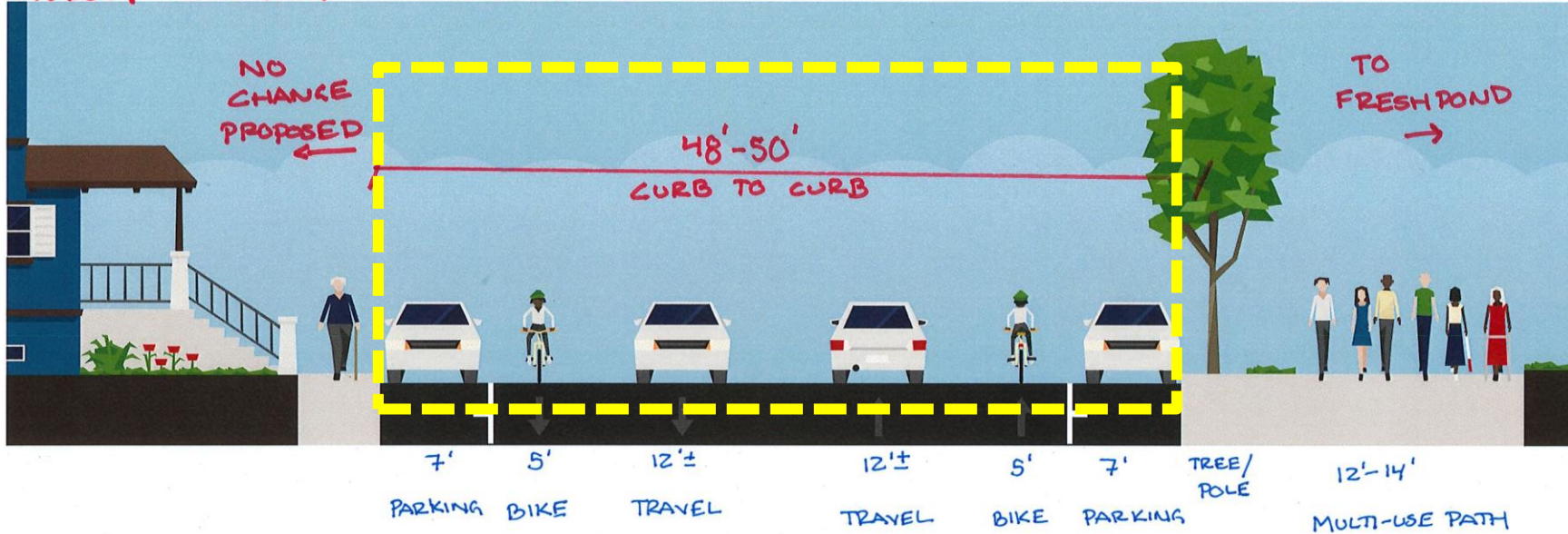
HURON CONCEPT → FEB 2020



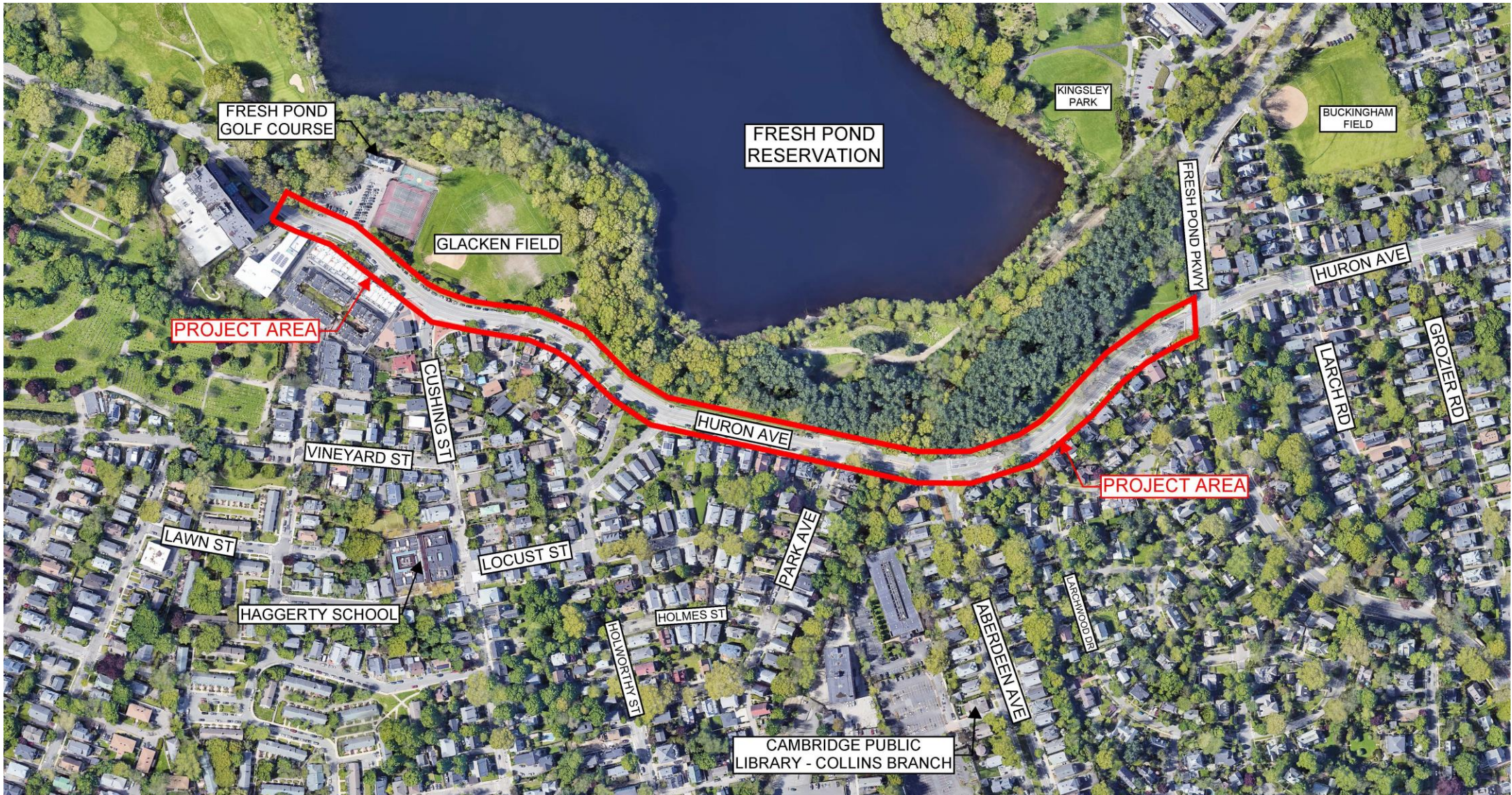
Design Progression



HURON CONCEPT → FEB 2020



Project Limit



DESIGN PRINCIPALS | SCOPE OF WORK



Our approach emphasizes **streets designed and operated for everyone**. The following elements allow pedestrians, bicyclists, motorists, and transit users of all ages and abilities to safely move along and across **Complete Streets**.



Accessibility: Ensure pedestrian ramps and sidewalks are accessible for all, and implement universal design



Vision Zero: Eliminate fatalities and serious injuries resulting from traffic crashes



Transit: Provide accessibility of bus stops and prioritization of transit, as feasible



Bicycle network: Support people of all ages and abilities to bike safely throughout the City



Street trees & green infrastructure: Reduce urban heat island and improve water quality



Infrastructure: Maintain and improve City infrastructure; coordinate with private utilities to facilitate upgrades



DESIGN PRINCIPALS | GUIDING PLANS AND POLICIES

In addition to Complete Streets and Vision Zero



Vehicle Trip Reduction Ordinance established programs to encourage alternatives to single-occupancy vehicle travel (1992).

Cambridge Growth Policy emphasizes sustainable modes of transportation such as walking, biking and using transit and low-emission vehicles, which promote livability and help to improve air quality and reduce greenhouse gas emissions (1993/2007).

DESIGN PRINCIPALS | BICYCLE ORDINANCE

On April 8, 2019, the Cambridge City Council passed a **Cycling Safety Ordinance** (12.22.) to support the City's commitment to Vision Zero and the construction of a connected network of permanent separated bicycle lanes across the City.

Under the Ordinance, whenever improvements are made under the City's Five Year Sidewalk and Street Reconstruction Plan, **the improvements shall be consistent with the Cambridge Bicycle Plan**. If improvements are made to a segment of the separated bicycle network, a permanent separated bicycle lane shall be installed along that segment.

Improvements do not include routine maintenance, repairs, restriping of the road surface, or emergency repairs to the surface of the roadway.

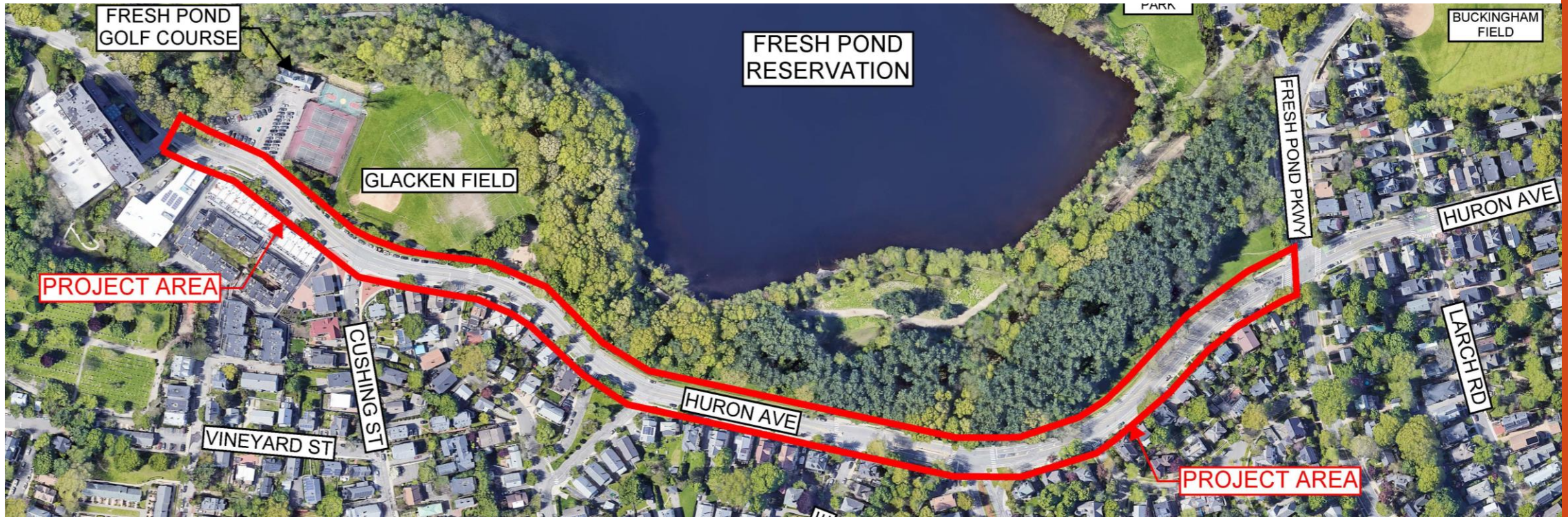


DESIGN PRINCIPALS CITY COORDINATION



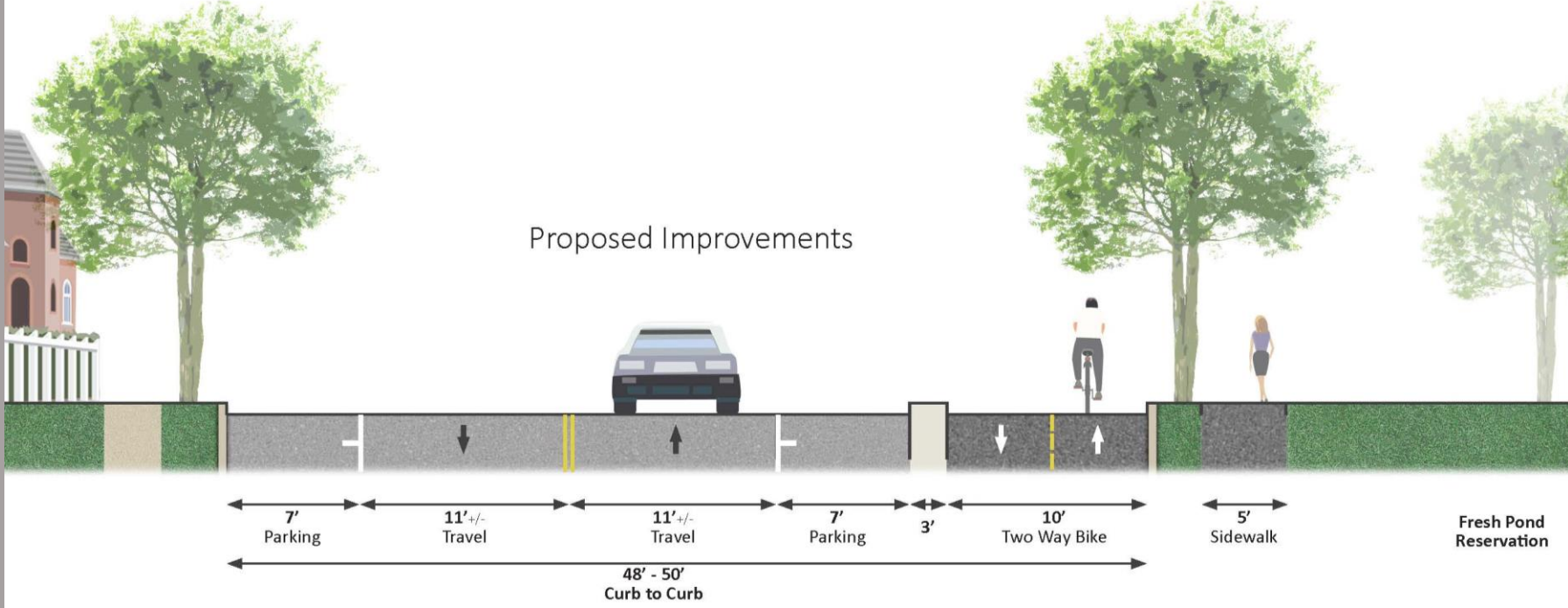
- Multiple meetings with **Fresh Pond Advisory Board** and **Water Board**
- Coordination with Cities **Pedestrian, Transit** and **Bike Committees**
- Inter-departmental coordination related to impacts to **Municipal Facilities** (Schools, Golf Course, Youth Center, etc)
- Future discussions will all entities planned as design progresses

Project Limit



Design Goal

Safe connections for people walking, biking and taking the bus along Huron Ave to access neighborhood, Fresh Pond Reservation and Glacken



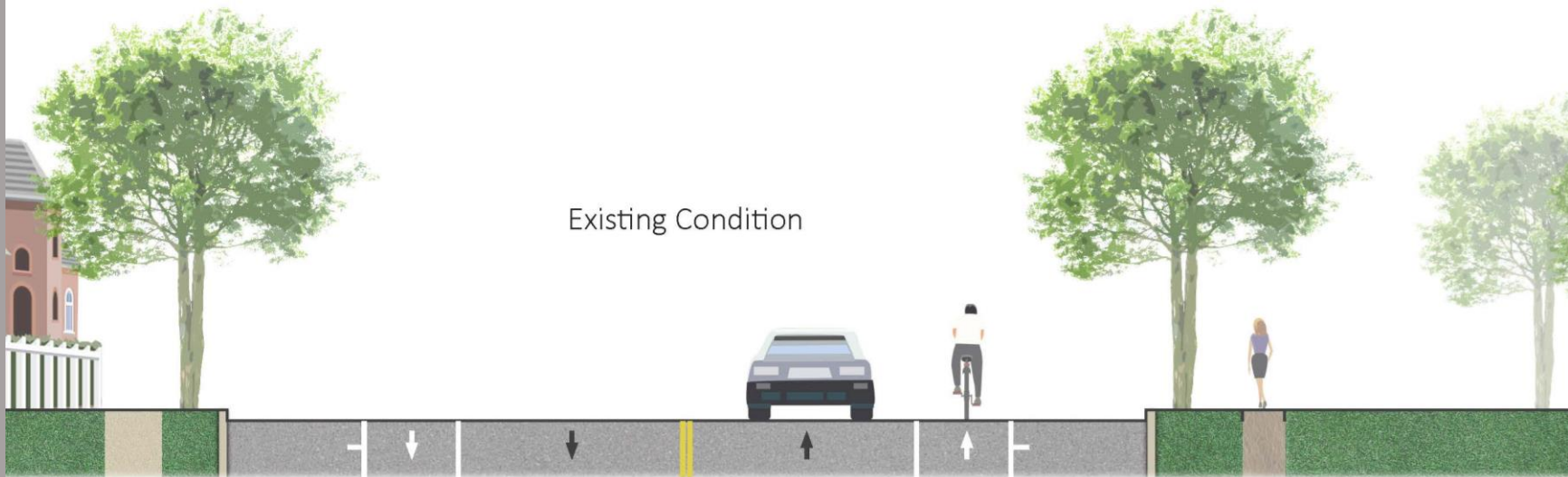
Proposed Connectivity Solution

Accessible porous asphalt sidewalk

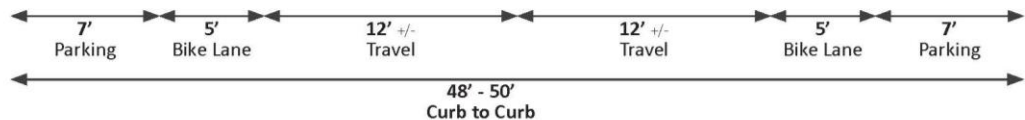
and

2-way separated bike lane, street level
with 2' to 3' wide raised island



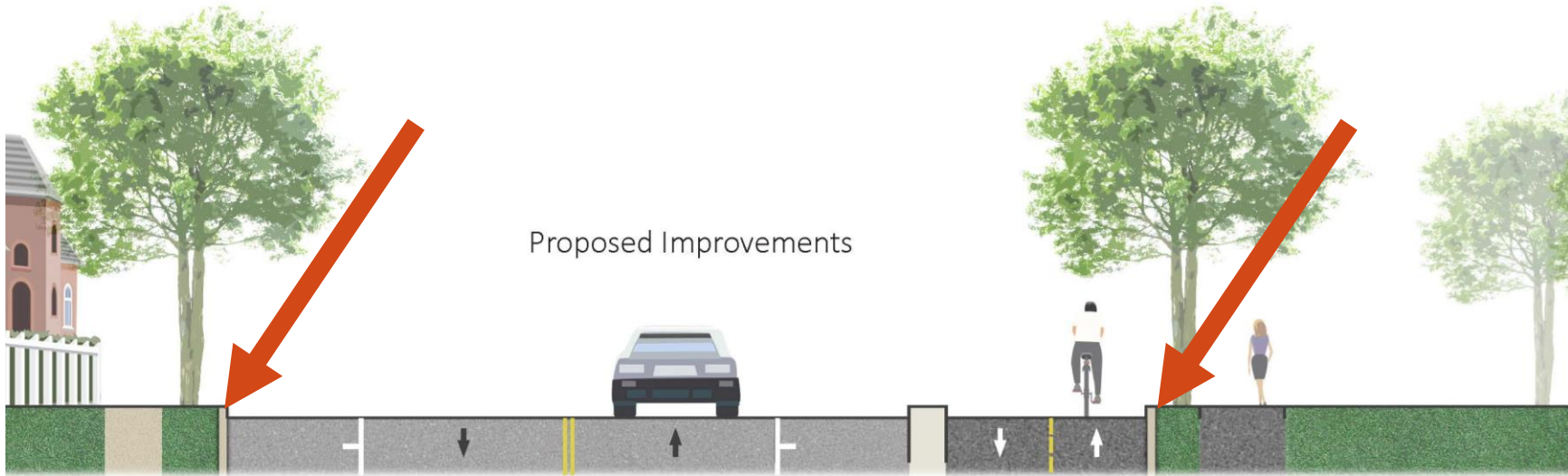


Existing Condition



Narrow Dirt Path

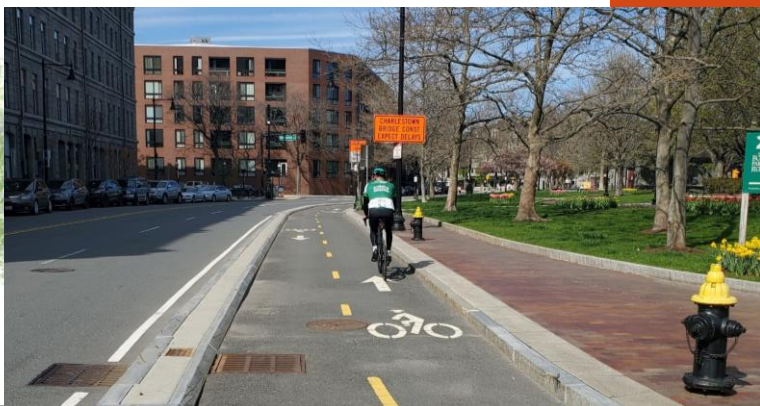
Fresh Pond Reservation

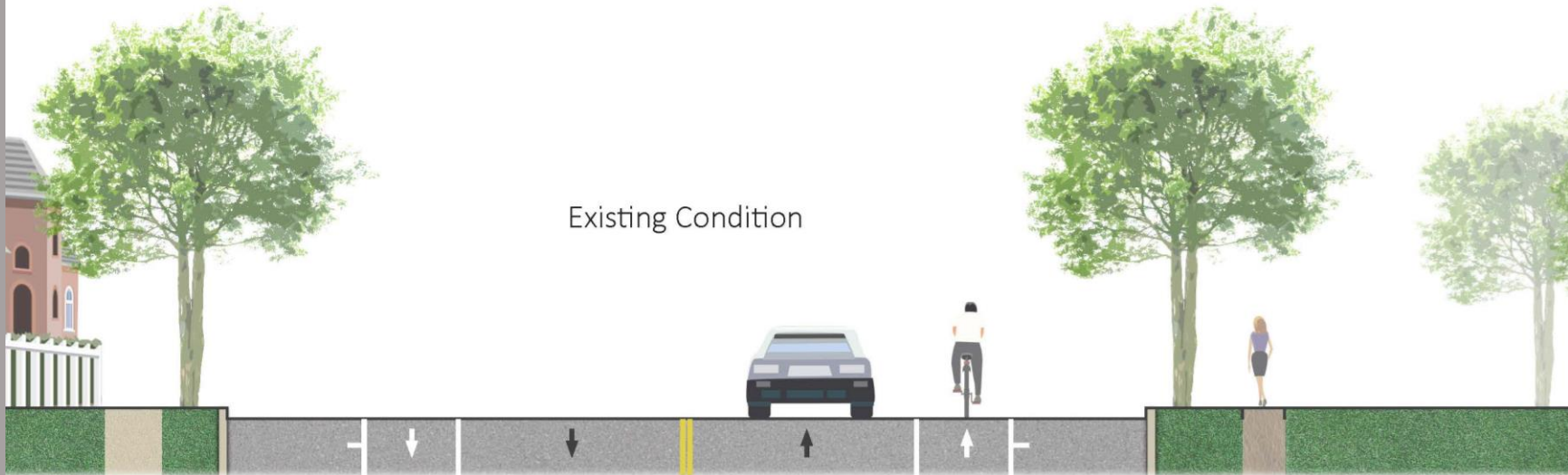


Proposed Improvements

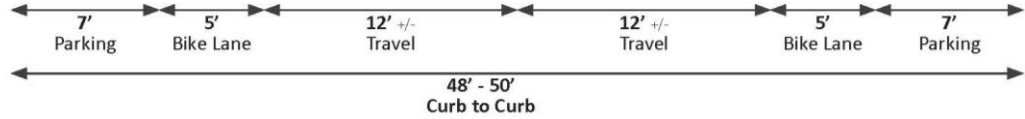


Fresh Pond Reservation



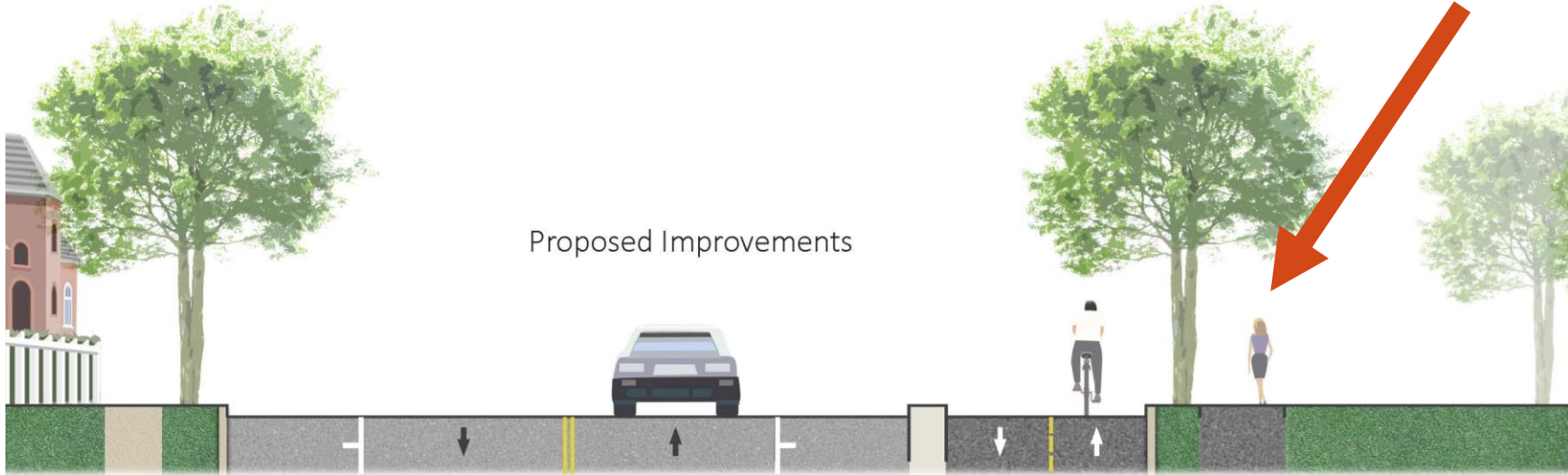


Existing Condition

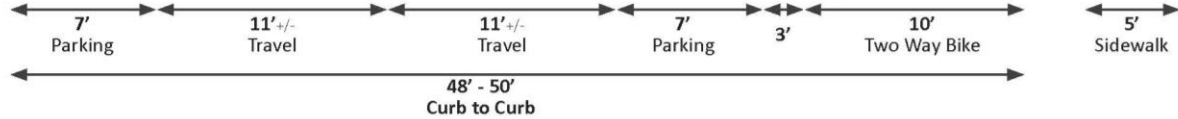


Narrow Dirt Path

Fresh Pond Reservation

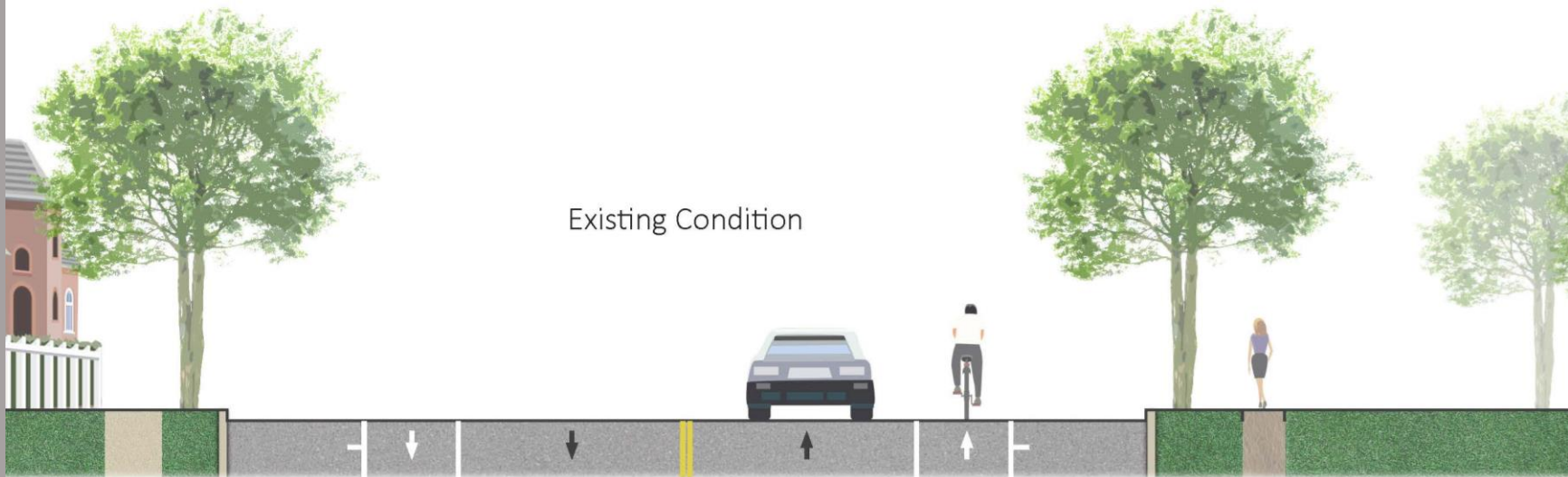


Proposed Improvements

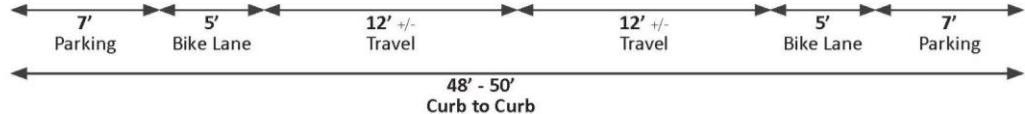


Fresh Pond Reservation



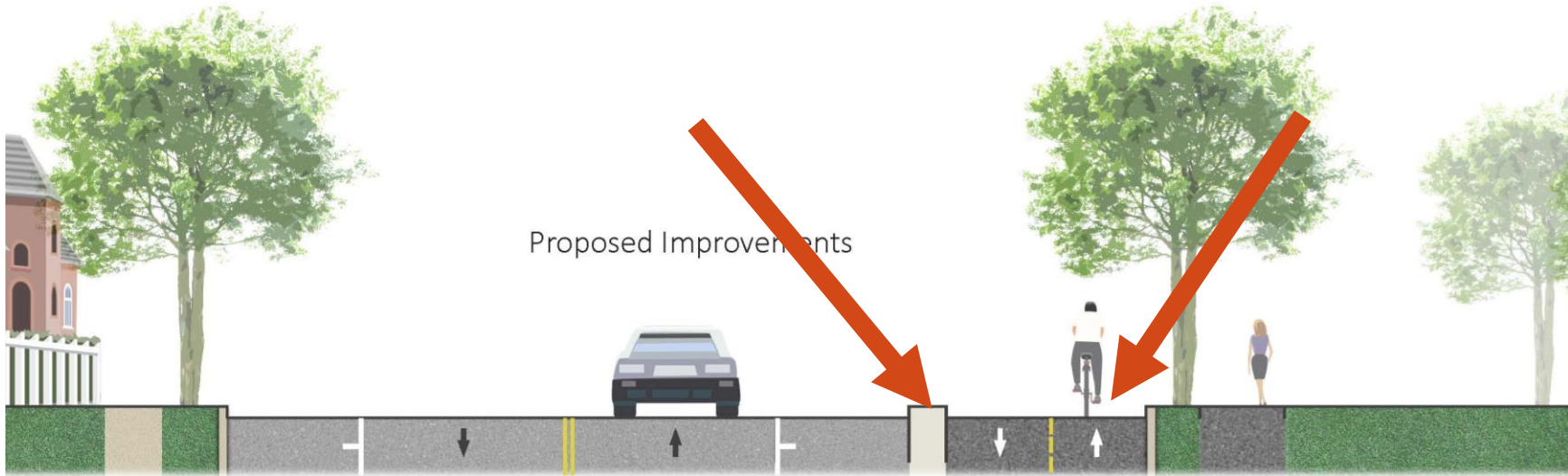


Existing Condition



Narrow Dirt Path

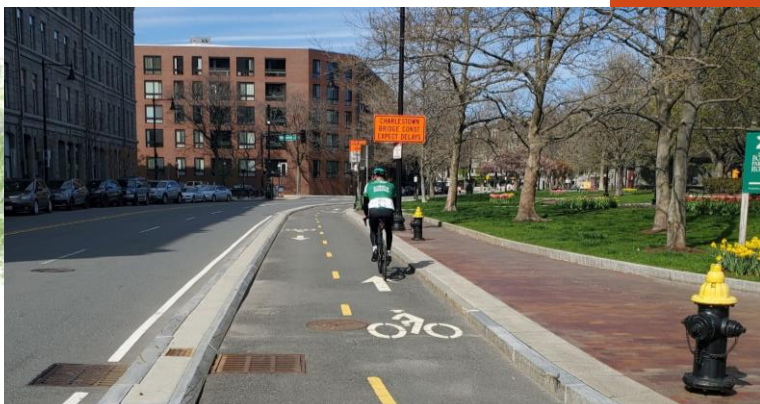
Fresh Pond Reservation

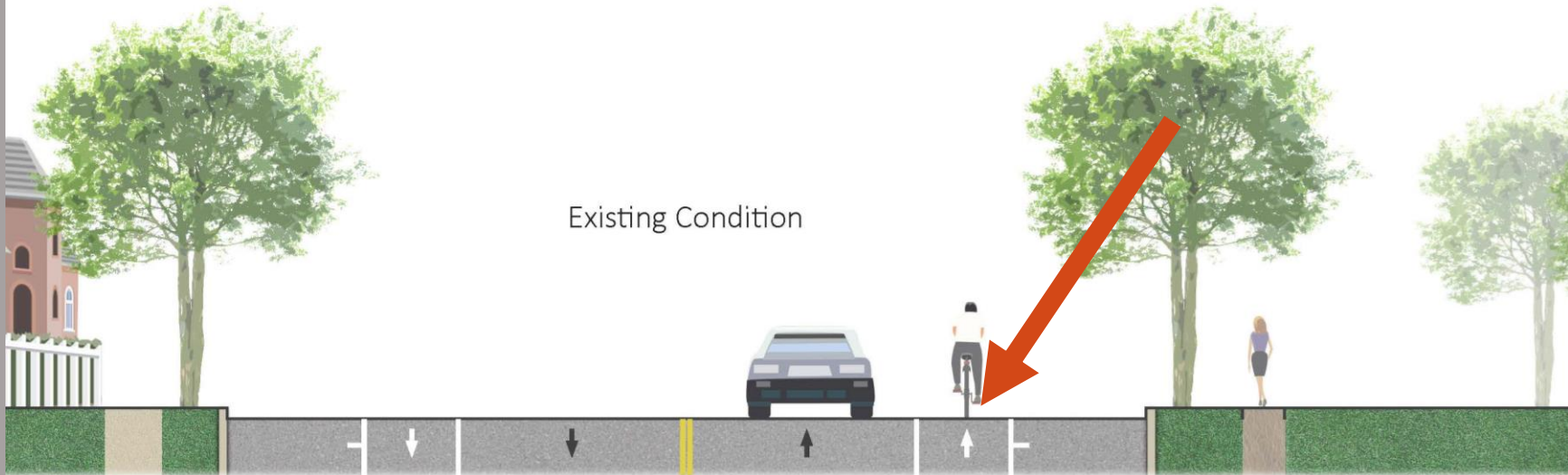


Proposed Improvements

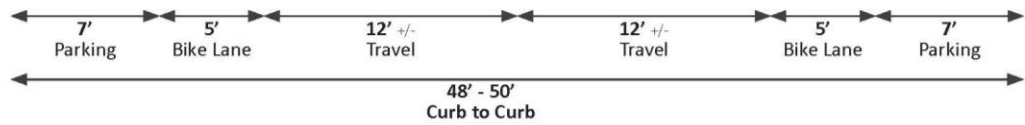


Fresh Pond Reservation



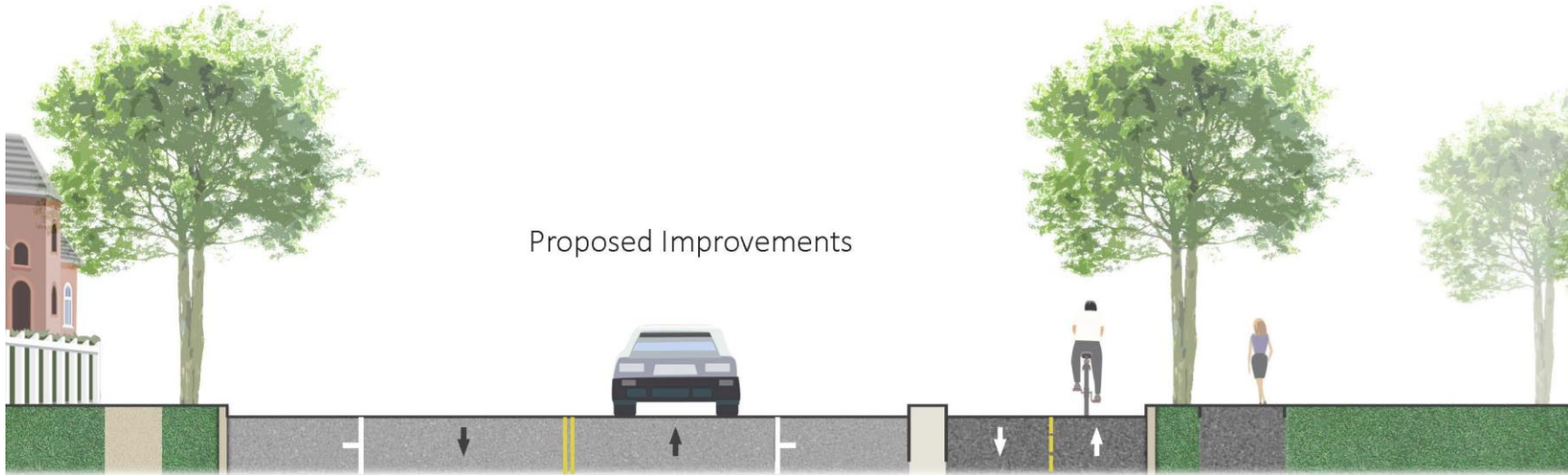


Existing Condition

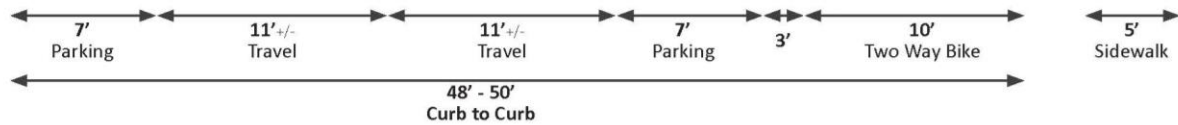


Narrow Dirt Path

Fresh Pond Reservation



Proposed Improvements



Fresh Pond Reservation





Existing
Condition



Proposed Condition
looking west from Fresh Pond Parkway



Existing Condition



Proposed Condition
looking west toward Fountain Terrace Intersection

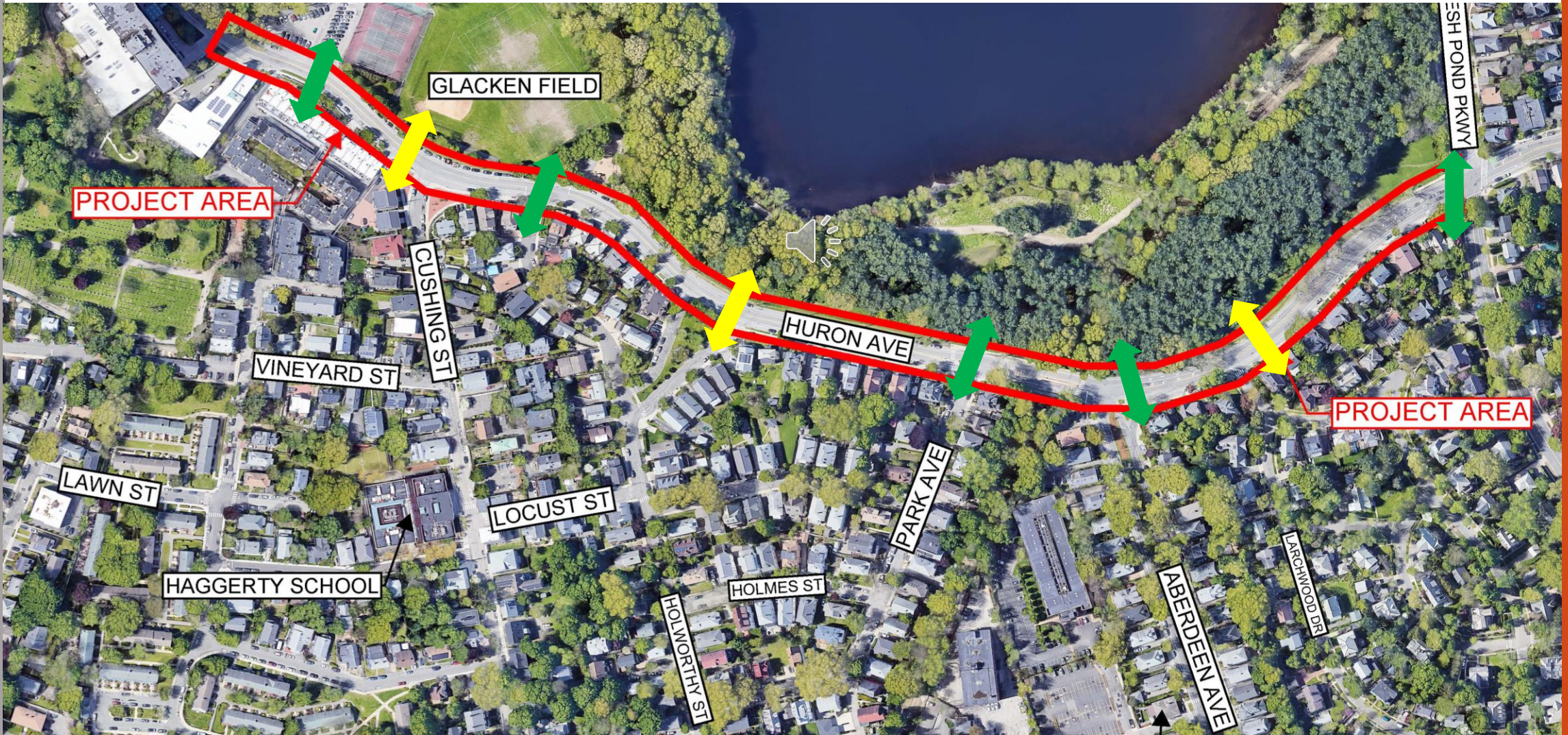
Project Benefits: Crossings

Existing crossing



Project Benefits: Crossings

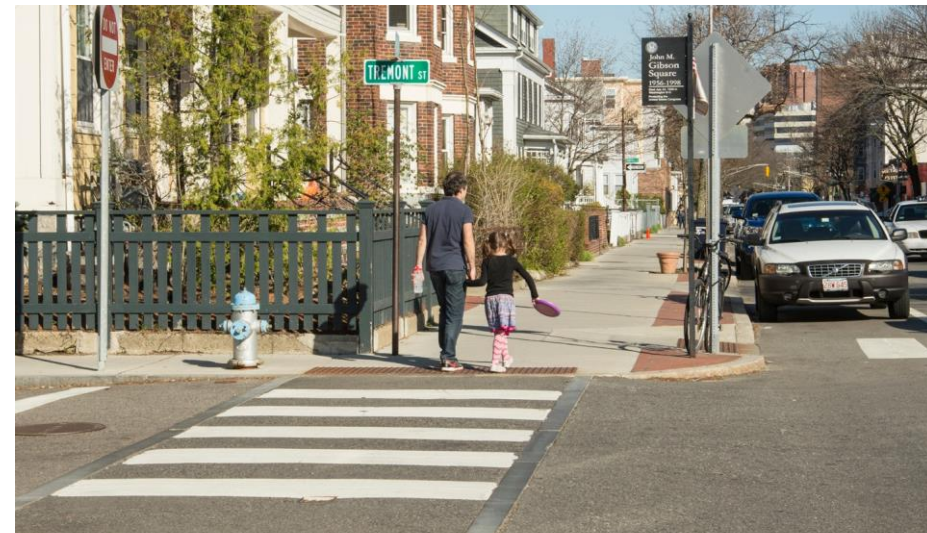
Existing crossing Proposed crossing



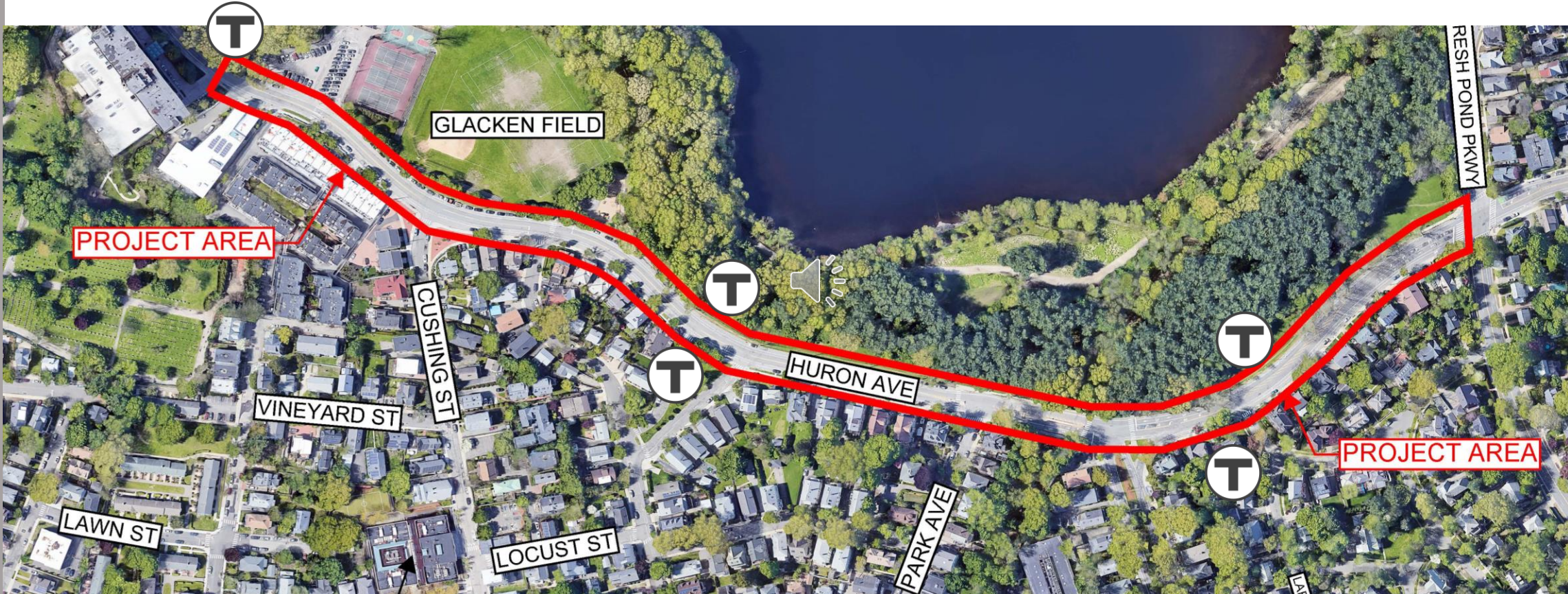


Project Benefits: Crossings

- 3 new crossings of Huron Ave proposed
- Safety improvements to existing crossings
- Reviewing Residential side street crossings for implementation of standard raised crosswalk detail



Project Benefits: Transit



Project Benefits: Transit



- Worked with MBTA on Busstop locations to improve efficiency
- Bring Busstops into ADA Compliance
- Consider simple amenities to provide comfort to riders





Project Benefits: Parking Impacts

- Parking along Corridor includes areas of Residential Permit Parking along with areas of Unrestricted.
- Parking along residential side of project corridor will not be changed.
- Some parking loss along reservation side of the Corridor is required to support Improvements

85% of All Parking will be MAINTAINED

Project Benefits: Parking Impacts



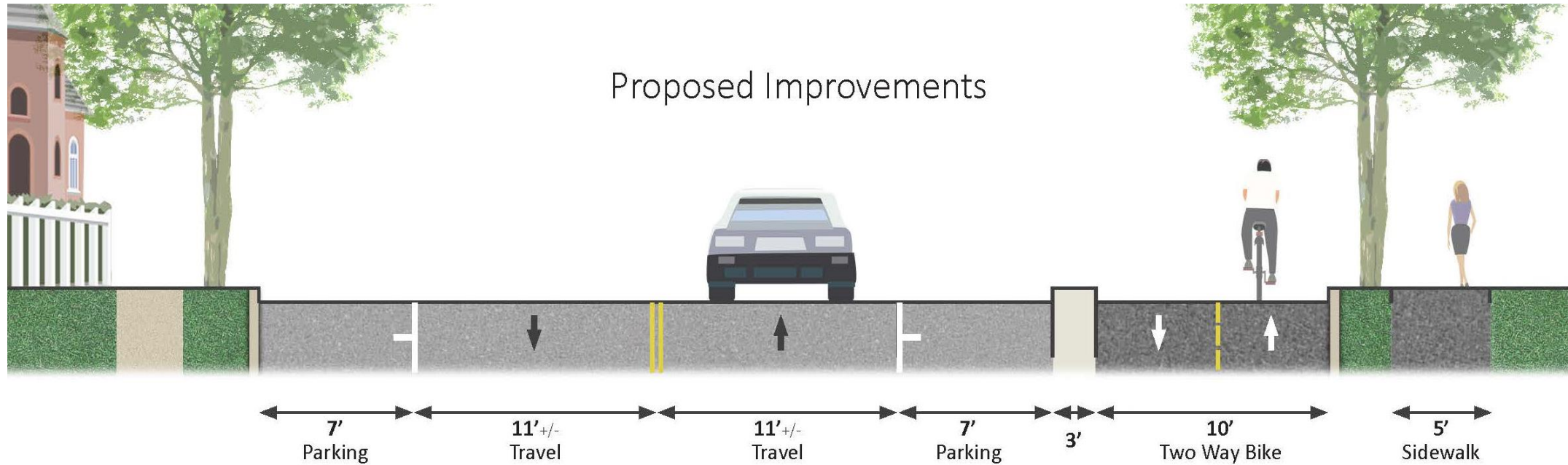
Project Benefits: Trees and Green Space

- Minimizes Impacts to Freshpond reservation
- Establishes most improvements within existing impervious roadway width
- No existing trees impacted
- Opportunities for trees and planting area have been identified within buffer in areas of adequate width





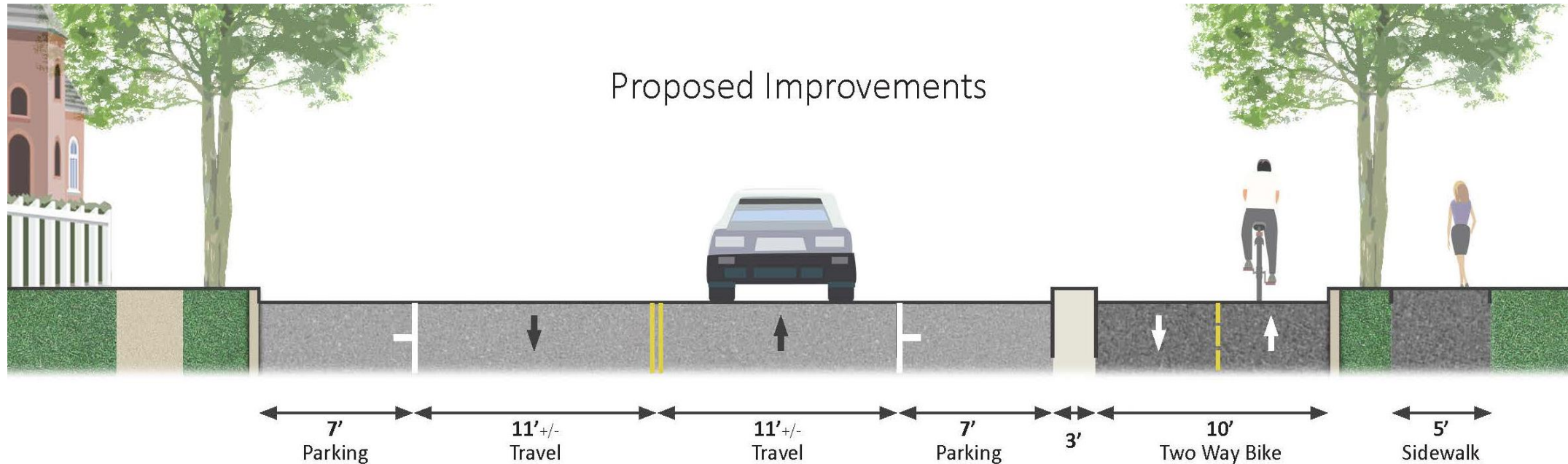
Project Benefits: Constructability



- Majority of work focused the Reservation side of Huron Ave.
- Existing drainage infrastructure can be maintained with some modifications
- Reduces cost, duration of construction and impact on adjacent abutters.

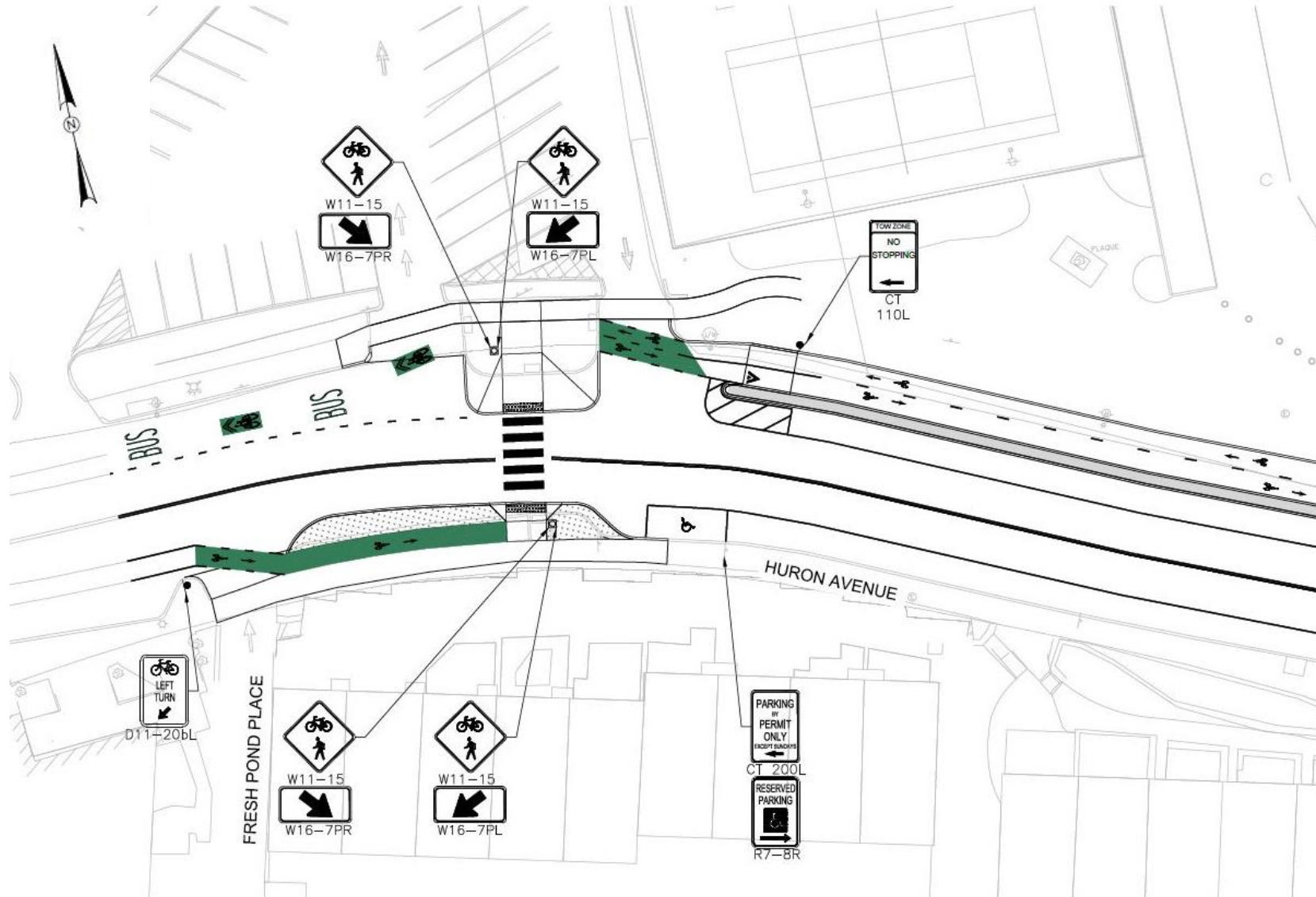


Next Steps:

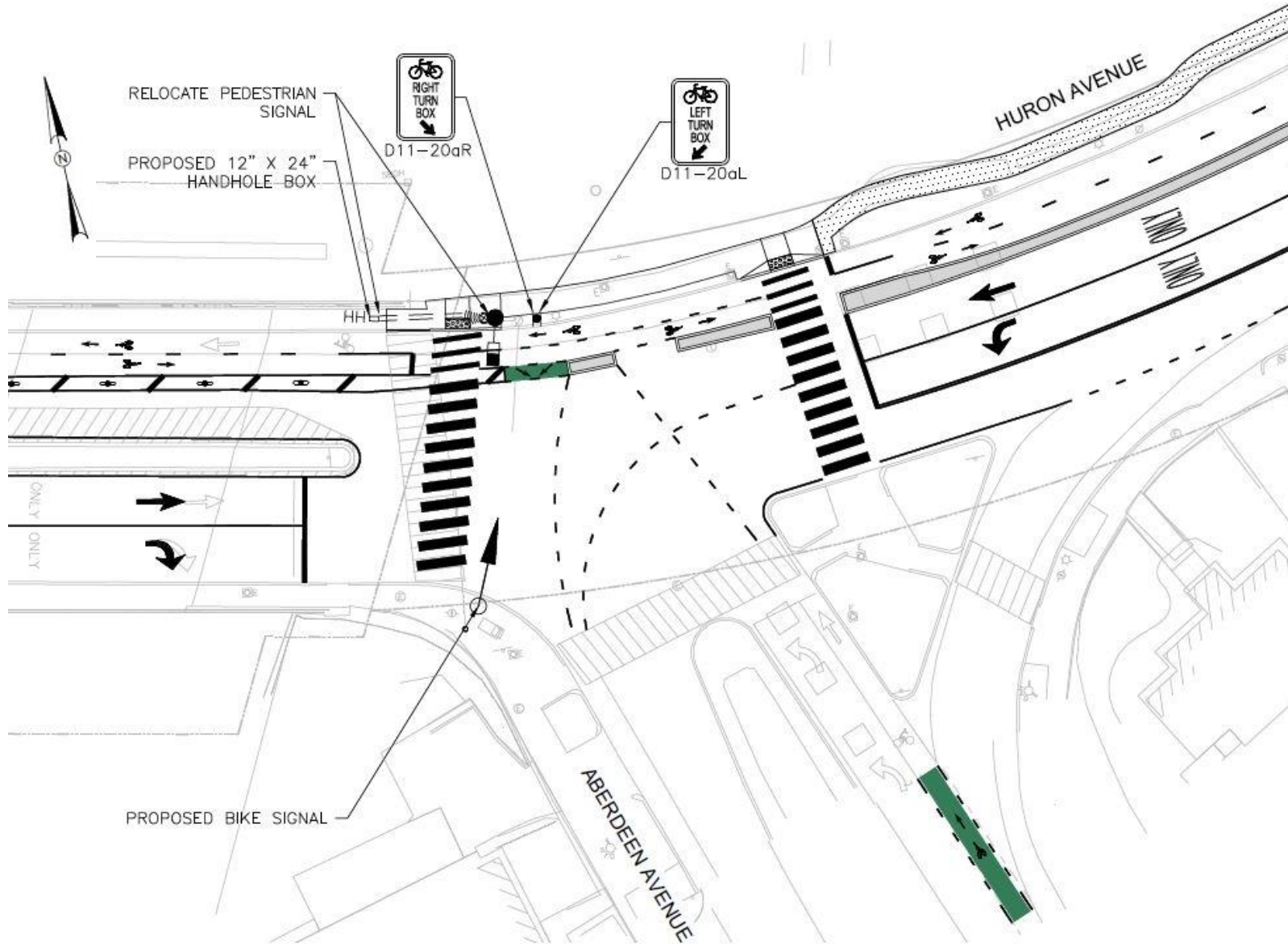


- Progress design based on feedback
- Pedestrian sidewalk to be constructed as part of Glacken Field Project this year.
- Roadway work to follow under separate contract

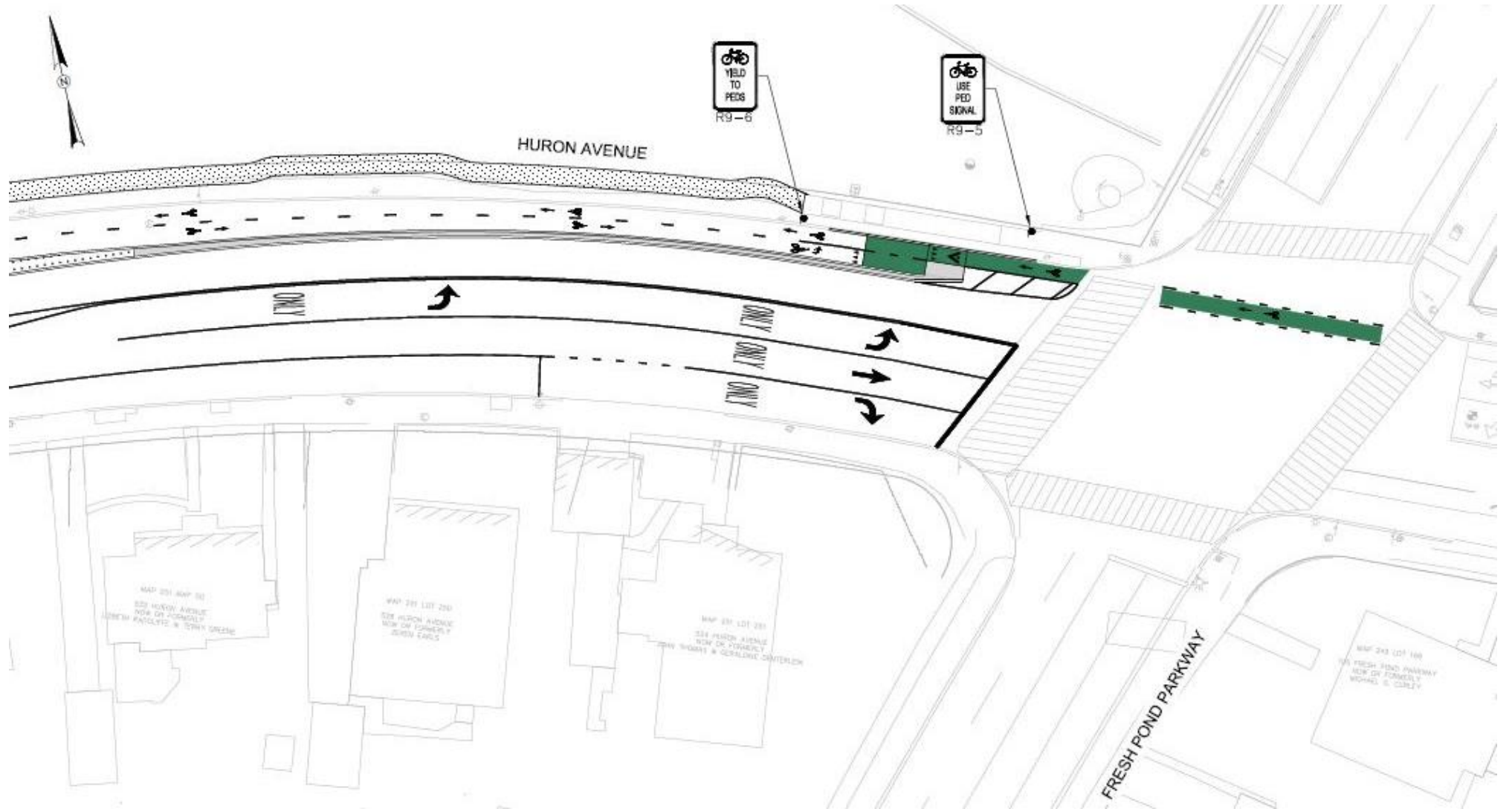
Huron Avenue at Golf Driveway



Huron Avenue at Aberdeen Avenue



Huron Avenue at Fresh Pond Parkway





MIT Volpe



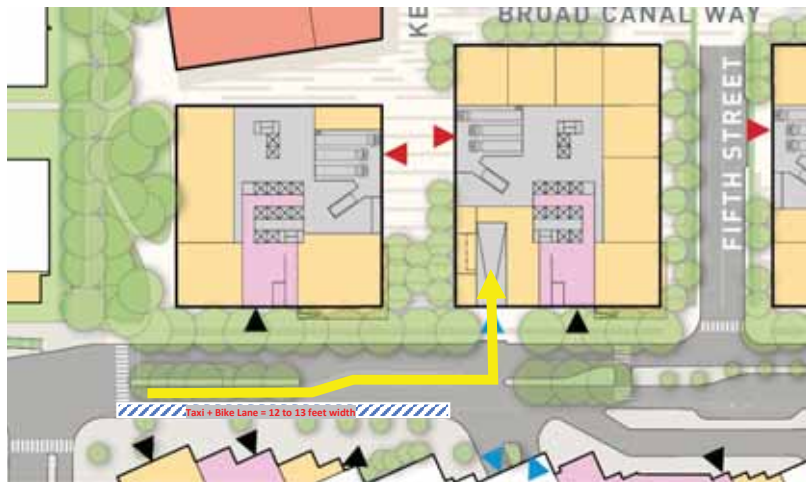
Figure 1

Baseline

Site Plan per Special Permit Application

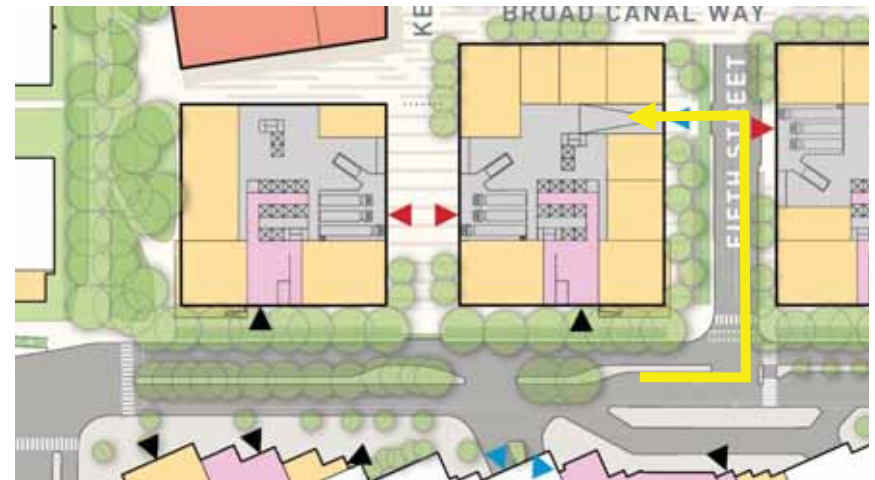
Figure 2

Topic: Left-Turn into C2



1 – Baseline

EB exclusive left-turn lane into C2 garage ramp, aligned with Green Garage driveway; Median island reduced.

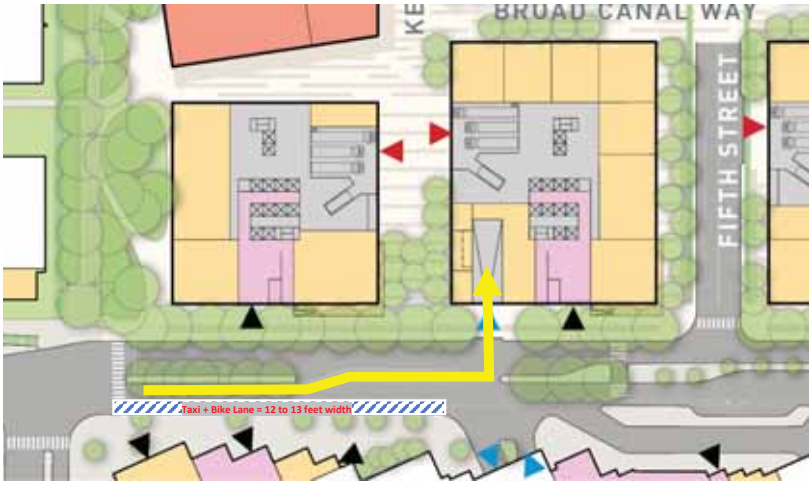


2 – Proposed: Left-Turn at Fifth Street

Eastbound left-turn lane at Fifth Street intersection; New break in median island, crosswalk relocation.

Figure 3

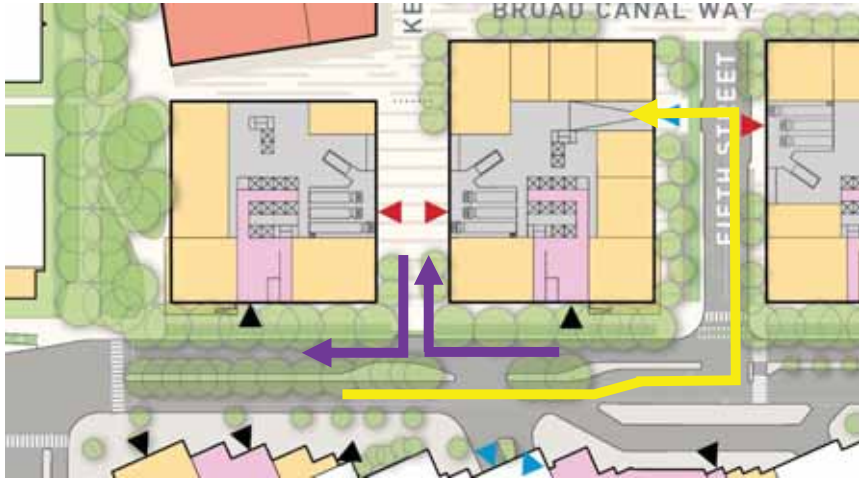
Topic: Kendall Way Connection to Broadway



1 – Baseline (Ped/Bike only)

Kendall Way connection to Broadway for peds and bikes only.

Parking ramp on Broadway.



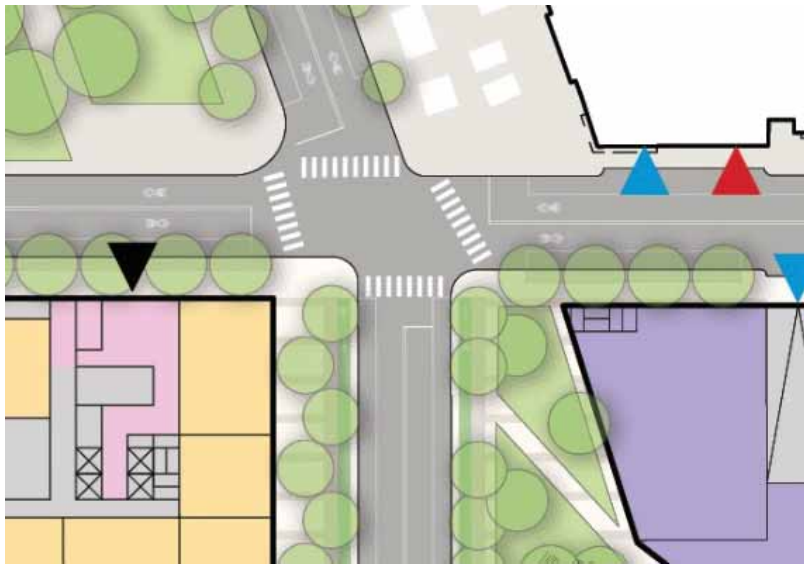
2 – Proposed: Limited Access

Right-in/Right-out for trucks only at Broadway/Kendall Way Intersection.

Parking ramp on Fifth Street.

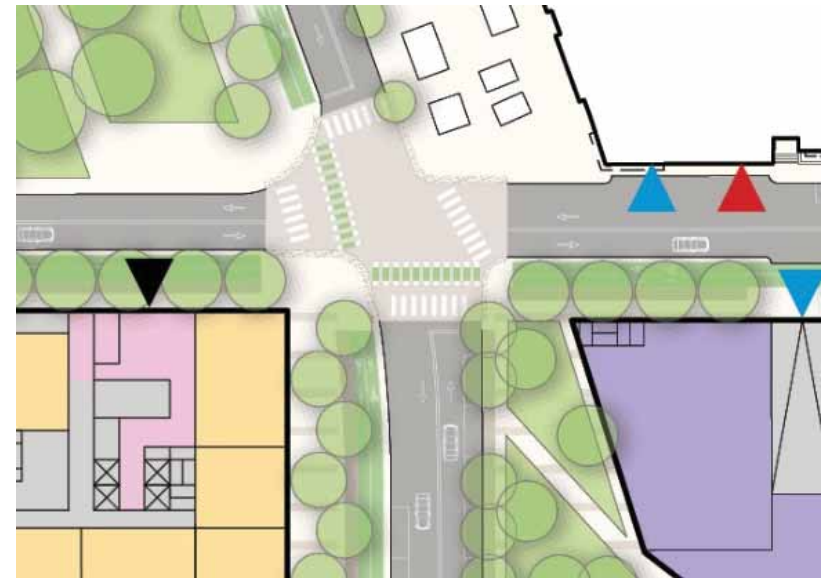
Figure 4

Topic: Potter Street at Fifth Street Intersection Alignment



1 – Baseline

Fifth Street misalignment. Pedestrian/Bicycle crossings not visible at the intersection.

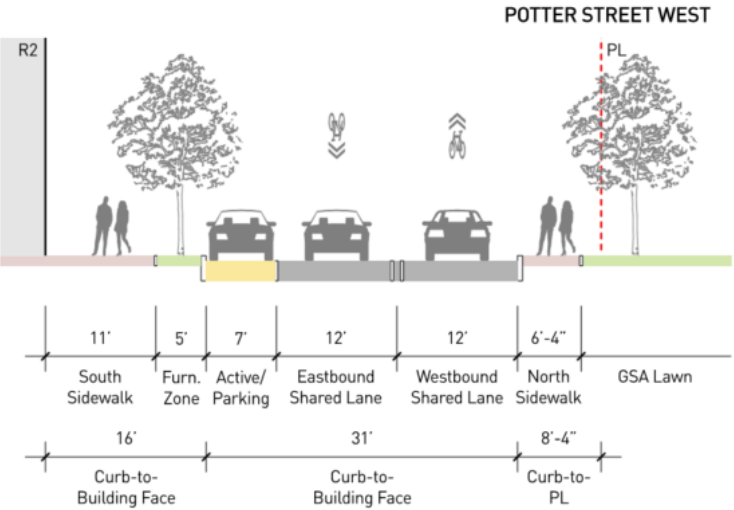


2 – Proposed

Introducing an arc / curve to Fifth Street south leg. Raised intersection treatment and all-way stop control for higher visibility of pedestrians and bicyclists and to slow down vehicles.

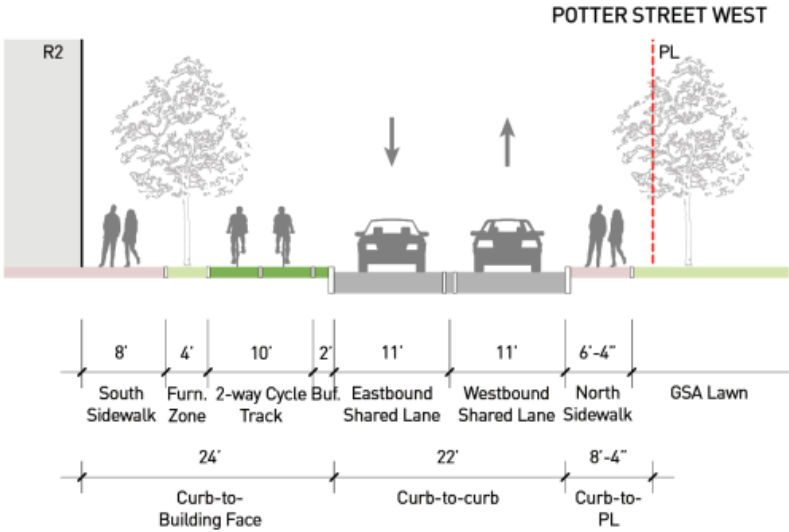
Figure 5

Topic: Potter Street Bicycle Accommodations



1 – Baseline

Potter Street with sharrows

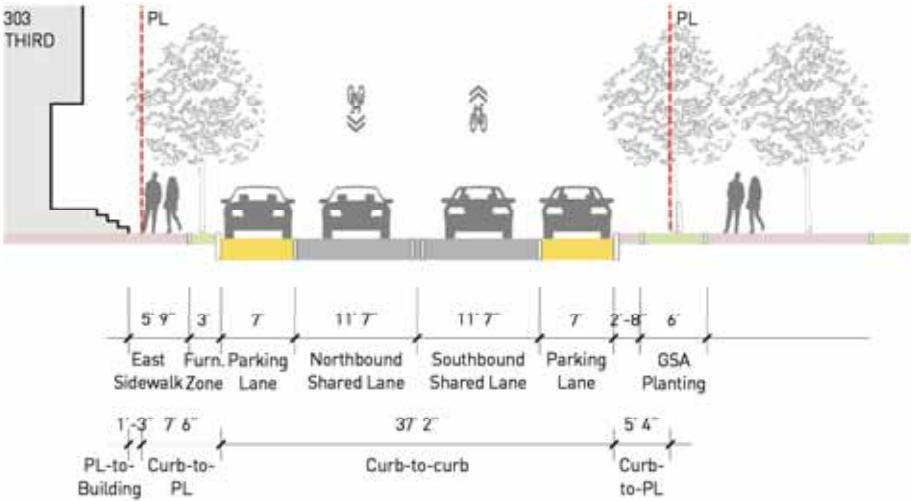


2 – Proposed

Potter Street with two-way cycle track

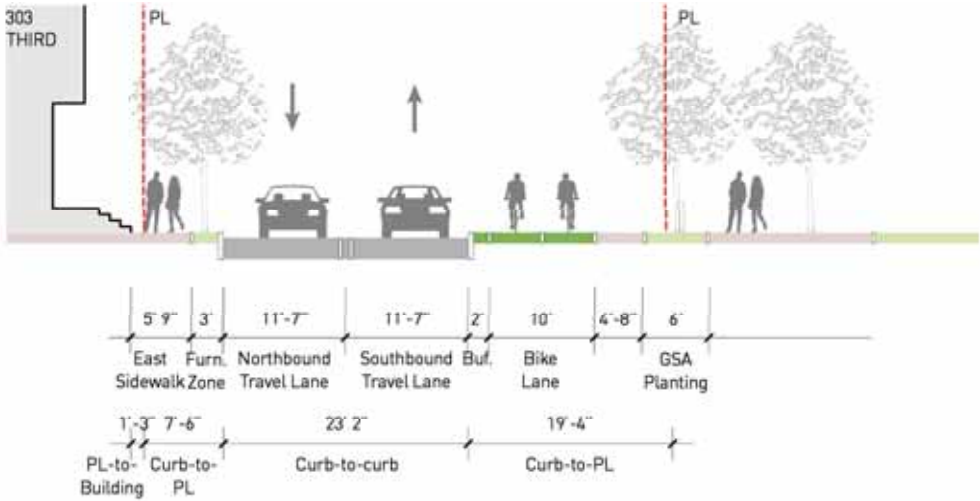
Figure 6

Topic: Fifth Street Bicycle Accommodations



1 – Baseline

Fifth Street with sharrows



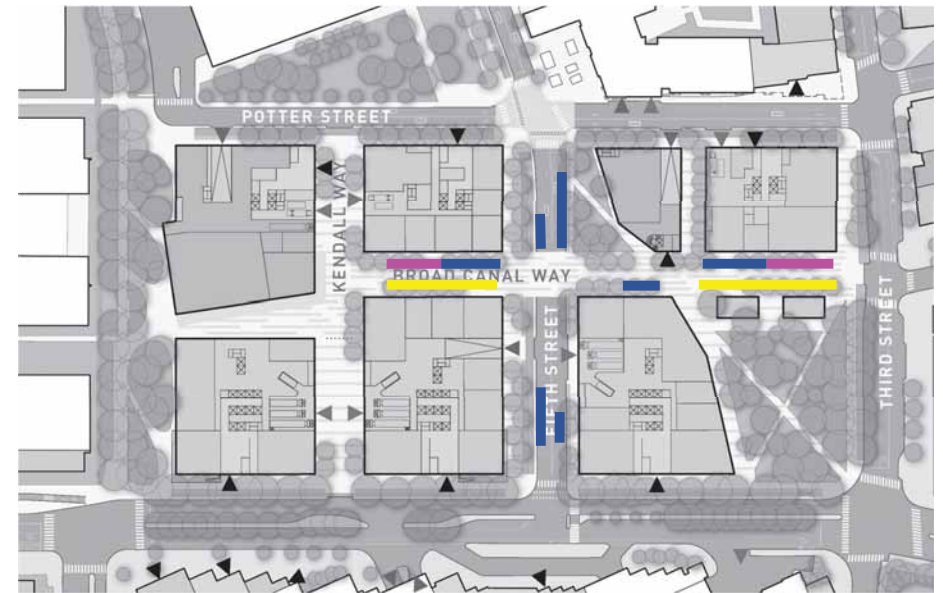
2 – Proposed

Fifth Street with two-way cycle track

Figure 7

Topic: Curb Use Plan

- Legend:**
- On-Street Parking
 - Short-Term Loading
 - Active Curb



1 – Baseline

55 spaces for on-street parking
27 spaces for active curb
= 82 total street spaces

2 – Proposed

6 spaces for on-street parking
22 spaces for short term loading
13 spaces for active curb
= 41 total street spaces



Figure 8

Updated Site
Plan

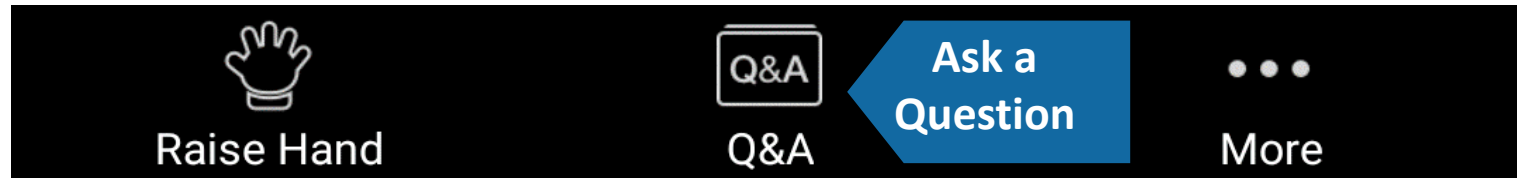


Public comment

Public Comment Instructions

- Use the "Raise Hand" button to signal you have a question/comment. A staff member will then enable you to unmute yourself.
 - *9 to Raise Hand by phone
 - *6 to Mute/Unmute by phone
- You will have 3 minutes to speak.
- Questions can also be submitted using the Q&A button.

Bottom Panel of
Zoom Screen





MBTA Updates



MBTA Forging Ahead

- MBTA implemented schedule changes on Sun, March 14
- **Bus routes**
 - **Suspended** – Routes 68, 72, 79, 351
 - **Limited schedules** – Route 67, 85
 - **Consolidated** – 62/76 (Belmont to Alewife), 78/84 (Arlmont to Harvard)
 - **Less frequency** – Most routes
- **Rapid transit/subway**
 - Red Line – Rush hour every 5 minutes to every 6~7 minutes
 - Green Line – Every 13 minutes (each branch)
- **Commuter Rail - Fitchburg Line**
 - No weekend service & 6 inbound and 7 outbound trips per weekday
 - Through April 30, substituted with bus service as the result of a safety systems installation project



MBTA Green Line Extension

- Lechmere station trending to reopen in summer 2021
 - MBTA plans to divert Routes 80/88 to serve Sullivan at that time
 - Green Line would reopen to serve Lechmere and Union stations
 - EZRide to serve station area after First St. Ext. is constructed
- Union Square station access from Cambridge will not have an elevator until later in 2022 as a result of developer delays
- GLX team provided an update at Community Working Group with photos of recent construction

MBTA Green Line Extension

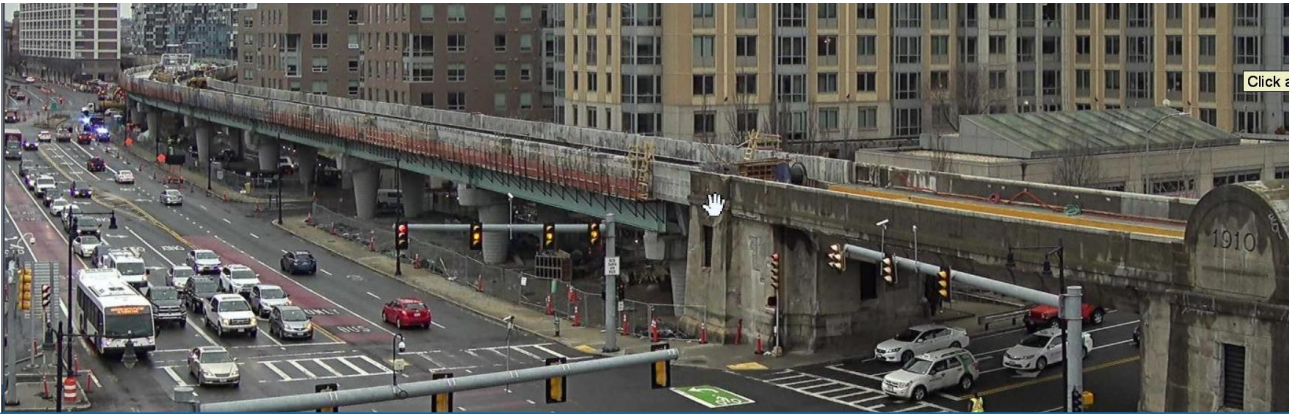


Station under construction at Union Square



(New) Lechmere Station under construction

MBTA Green Line Extension



Tie-in between Lechmere and East Cambridge viaducts



New Green Line Vehicle Maintenance Facility



Future Community Path Crossing over GLX Union Branch



Ragon Institute







Ragon Institute, 600-624 Main St

- “The Ragon Institute of MGH, MIT, and Harvard is a unique, Cambridge-based, philanthropy-funded, non-profit organization that is dedicated to the research and development of vaccines and cures for the most vexing infectious diseases confronting humankind today, including COVID 19.”
- Established in 2009, the Institute is currently housed at 400 Technology Square.
- Proposed project is ~70,000 SF of office and lab space on 1.5-acre site.
- MIT owns the site (currently vacant), will lease it long-term to the Ragon Institute.



LEGEND

-  Pedestrian Desire Lines
-  Kendall / MIT Station
-  Nearest Zipcar Location
-  Nearest Blue Bike Location
-  Future Construction

10-MINUTE WALK

5-MINUTE WALK

Proposed
new crosswalk

TO CENTRAL SQUARE

PORTLAND STREET

GALILEO GALILEI WAY

BROADWAY

MAIN STREET

SITE

ALBANY STREET

VASSAR STREET

AMES STREET



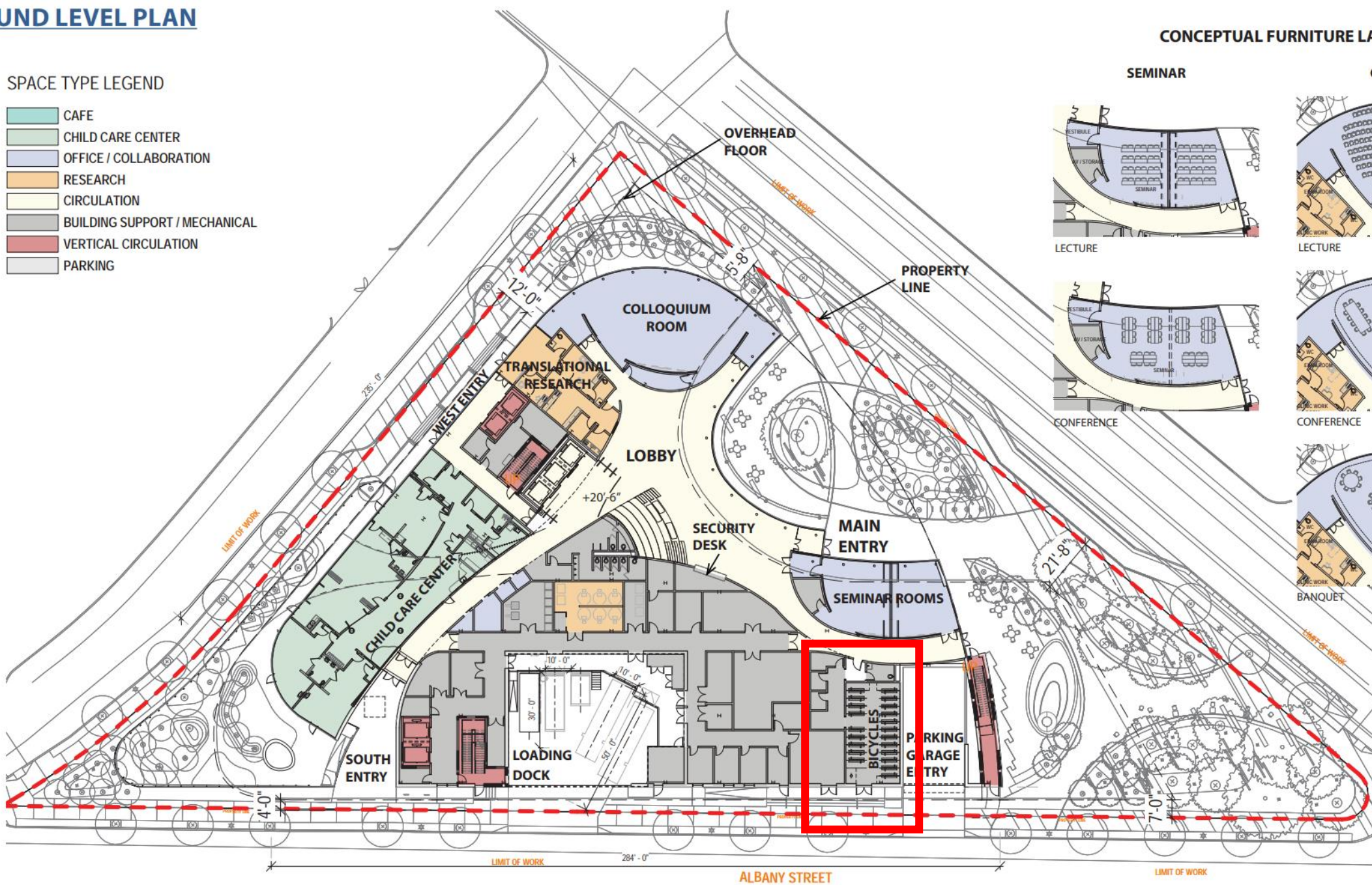
OVERALL SITE PLAN



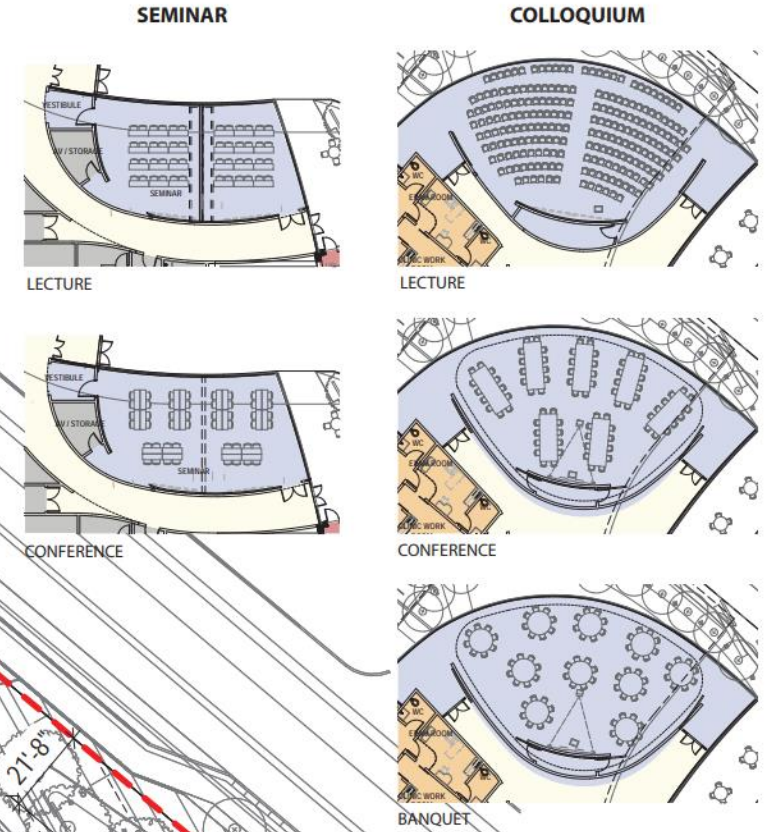
GROUND LEVEL PLAN

SPACE TYPE LEGEND

- CAFE
- CHILD CARE CENTER
- OFFICE / COLLABORATION
- RESEARCH
- CIRCULATION
- BUILDING SUPPORT / MECHANICAL
- VERTICAL CIRCULATION
- PARKING



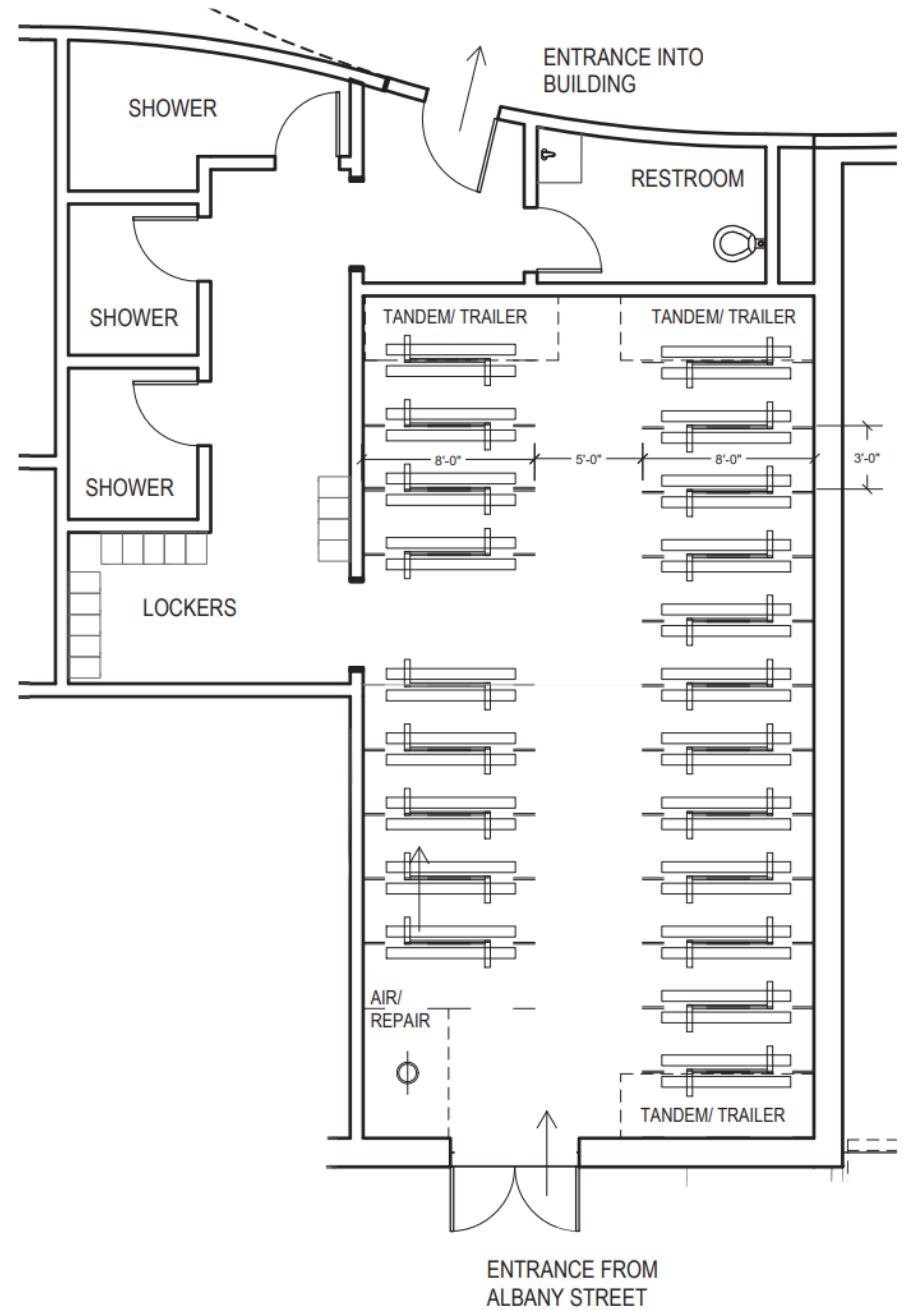
CONCEPTUAL FURNITURE LAYOUTS



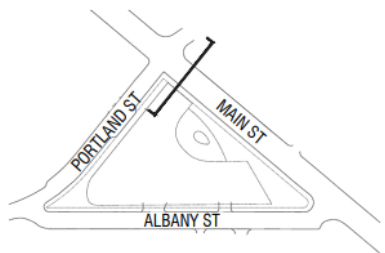
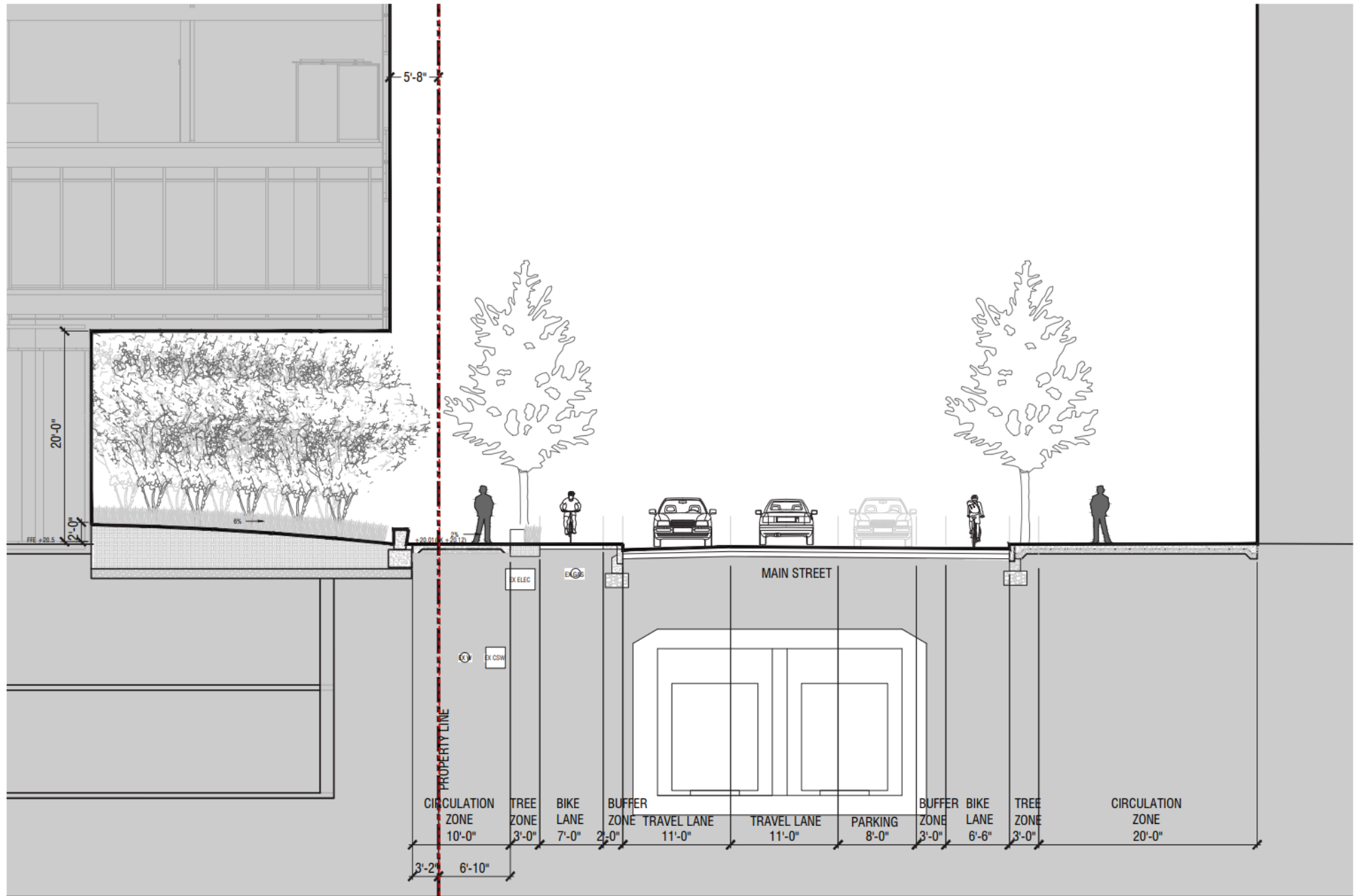
ALBANY STREET

BICYCLE PARKING PLAN

	ZONING CATEGORY	REQUIRED SPACES	PROVIDED SPACES
LONG-TERM	N2	41 @ 0.22/1,000SF	41
OVER-SIZE LONG-TERM	- - -	3 @ 5% OF TOTAL	3
SHORT-TERM	N5	12 @ 0.06/1,000SF	12



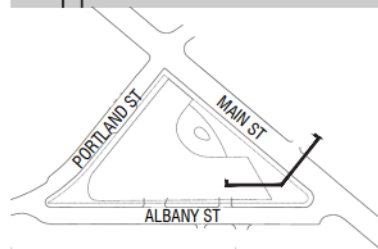
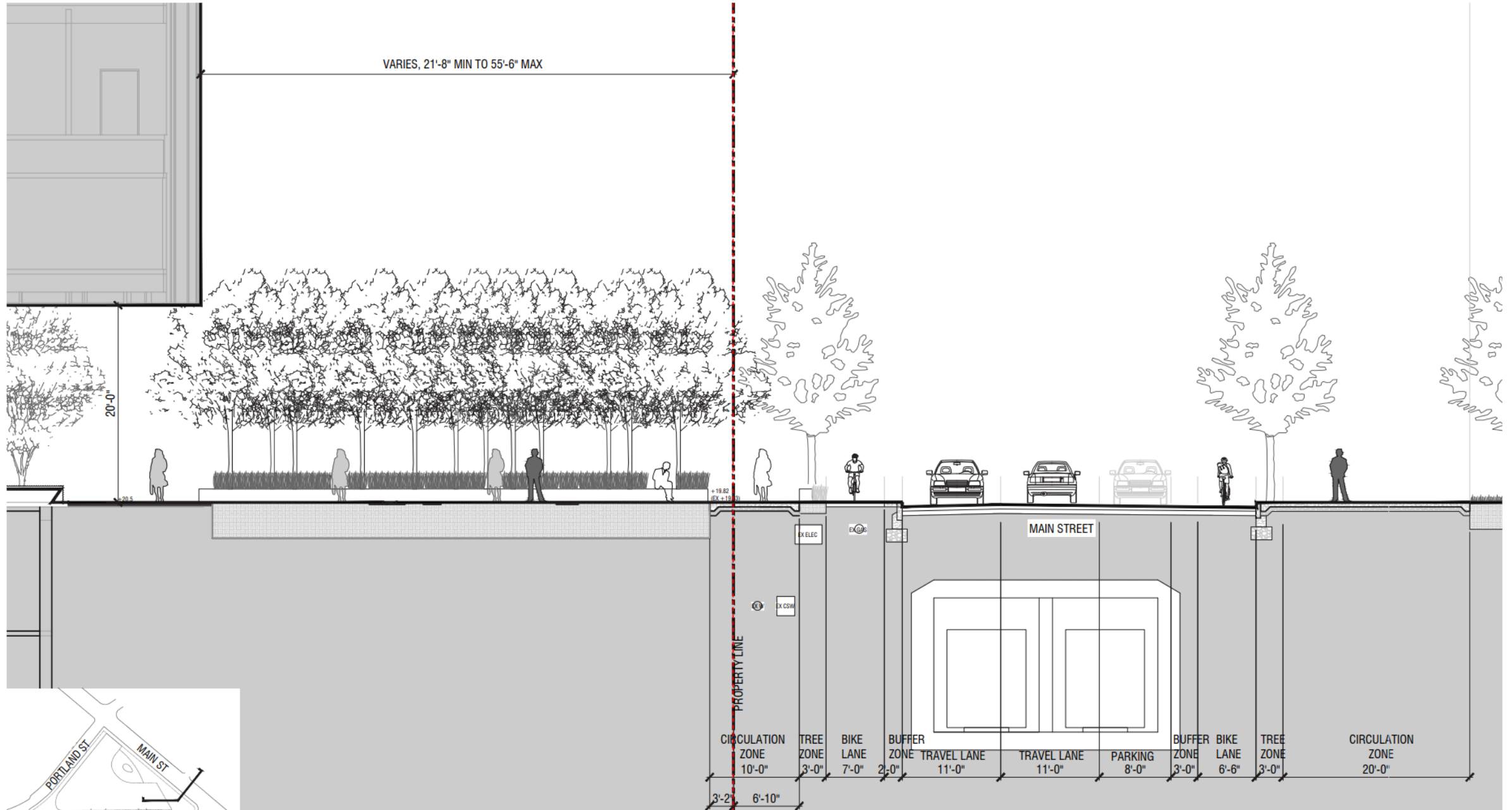
MAIN STREET SECTION AT COLLOQUIUM ROOM



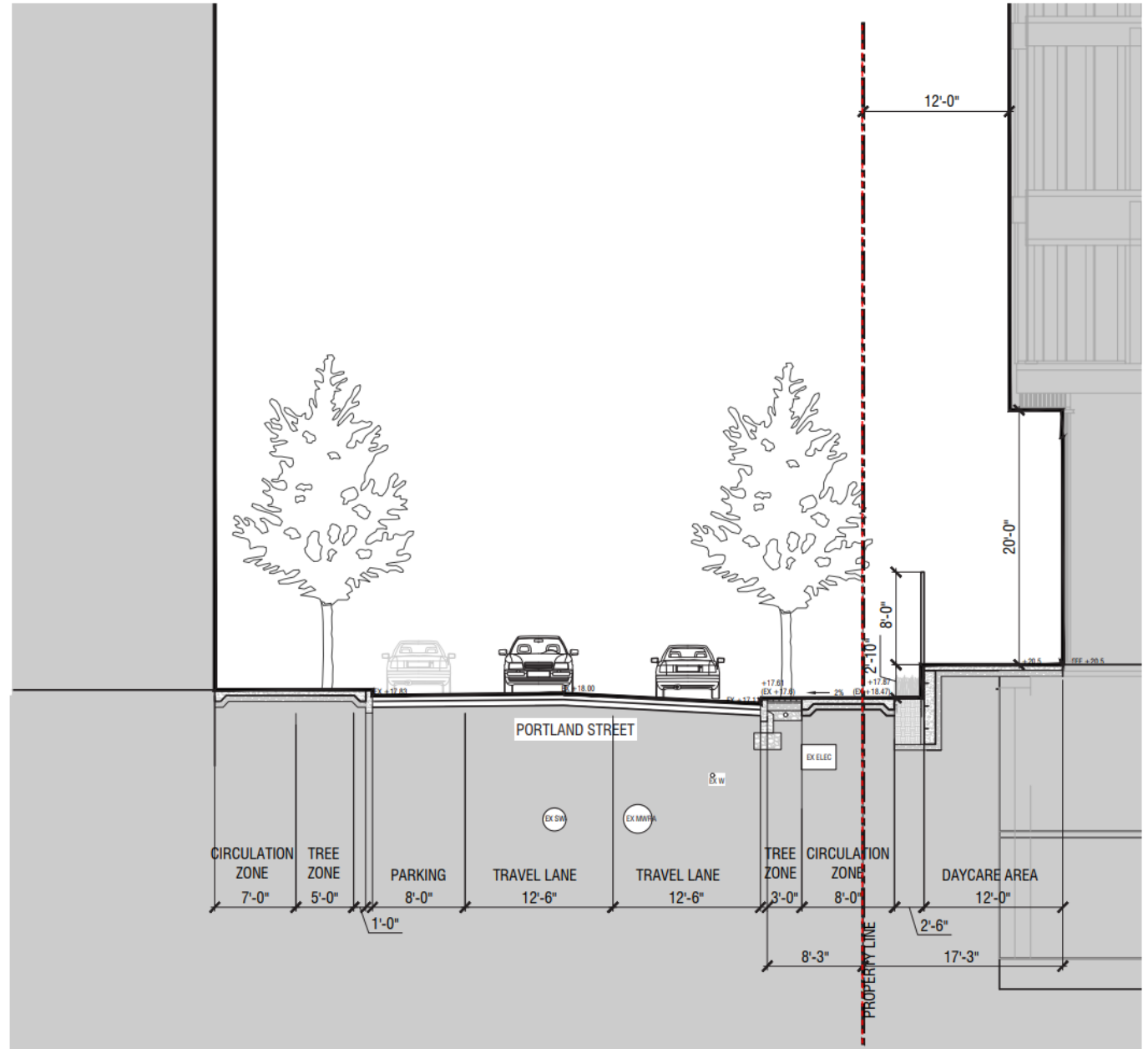
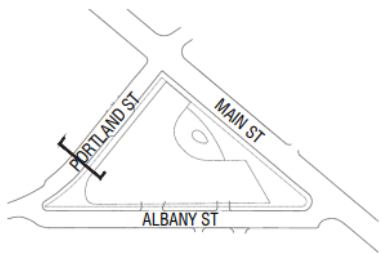
CIRCULATION ZONE	TREE ZONE	BIKE LANE	BUFFER ZONE	TRAVEL LANE	TRAVEL LANE	PARKING	BUFFER ZONE	BIKE LANE	TREE ZONE	CIRCULATION ZONE
10'-0"	3'-0"	7'-0"	2'-0"	11'-0"	11'-0"	8'-0"	3'-0"	6'-6"	3'-0"	20'-0"

3'-2" 6'-10"

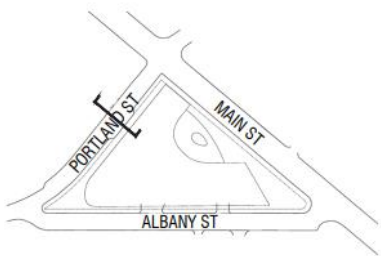
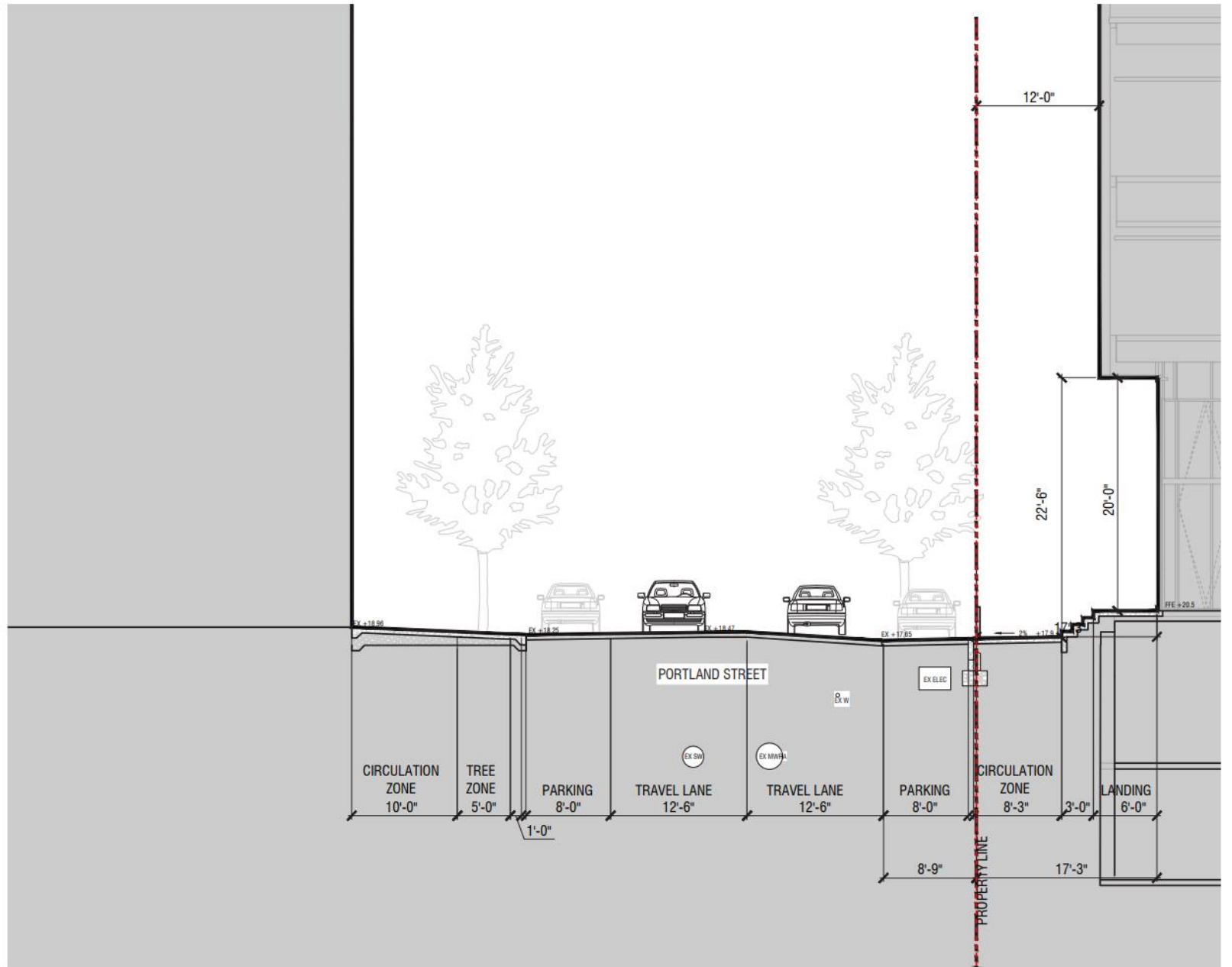
MAIN STREET SECTION AT SEMINAR GARDEN (PROPOSED)



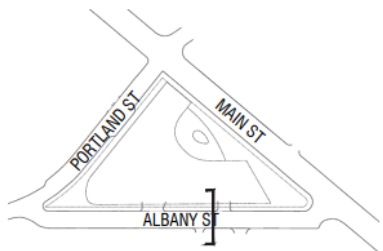
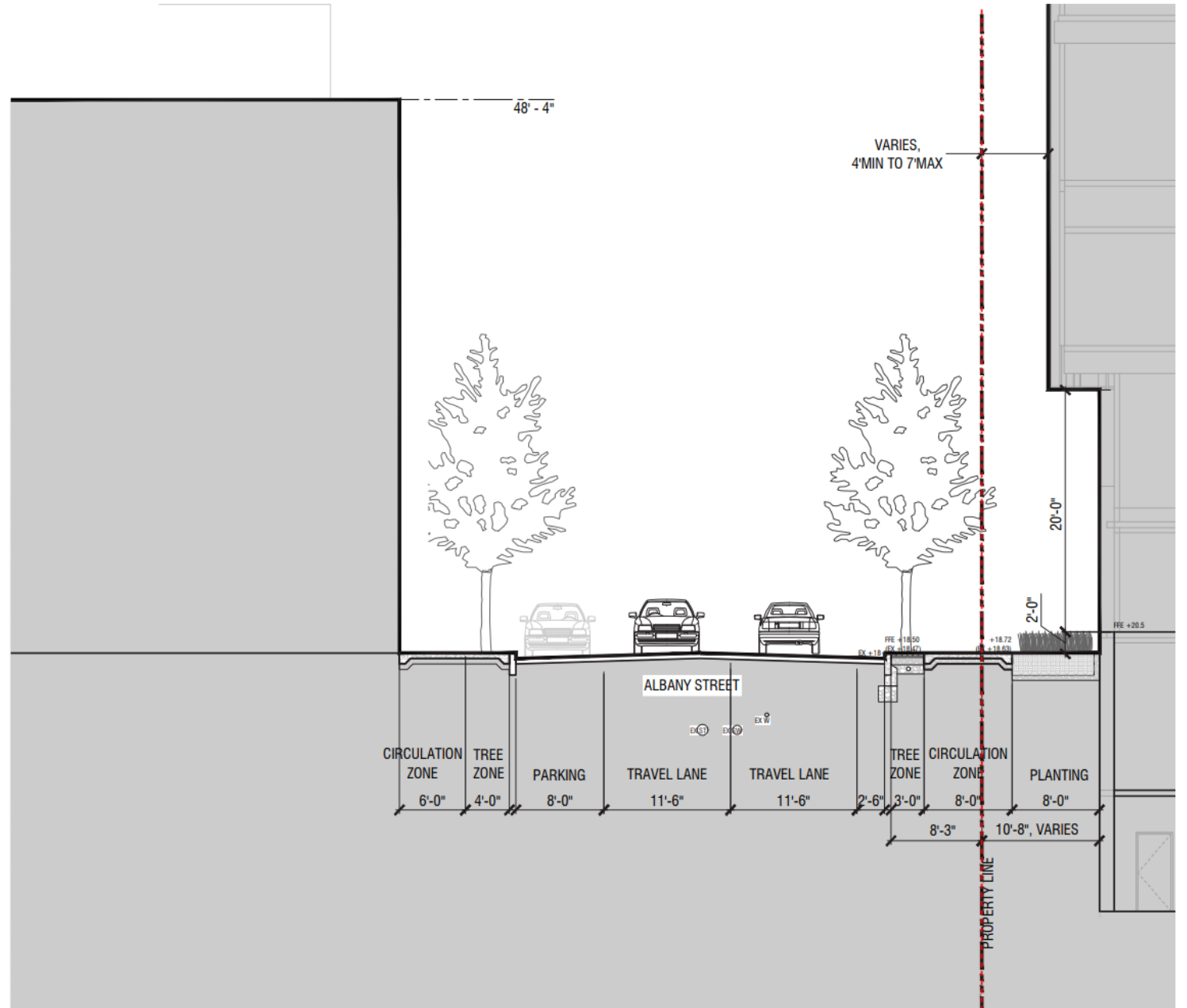
PORTLAND STREET SECTION AT DAY CARE GARDEN



PORTLAND STREET SECTION AT BUILDING ENTRANCE



TYPICAL ALBANY STREET SECTION



LINEAR PARK / OCULUS PLAZA

MATERIALS PLAN



MATERIALS LEGEND

- | | | | |
|--|--|--|------------------|
| BITUMINOUS PAVING | RAMP W/ S.S. HANDRAILS W/ LED LIGHTING | CUSTOMIZED SCULPTURAL STONE BENCH | METAL TREE GRATE |
| PRECAST PAVER TYPE A | CURB RAMP | CUSTOMIZED SCULPTURAL STONE BENCH W/ INTEGRATED LED LIGHTING | LED UPLIGHT |
| PRECAST PAVER TYPE B | FLUSH CURB W/ DETECTABLE WARNING STRIP | METAL EDGING | LED BOLLARD |
| CIP CONCRETE PAVING W/ SAW-TOOLED JOINT | DECORATIVE LANDSCAPE STONES | CAFE TABLE AND CHAIRS | EXISTING TREE |
| PERMEABLE PAVER | LARGE STONE PAVER | S.S. BIKE RACK | PROPOSED TREE |
| STAIRS W/ S.S. HANDRAILS W/ LED LIGHTING | | | |



BIKE LANE (BITUMINOUS PAVING)

CAST IN PLACE CONCRETE SEATING AREA WITH STONE BENCH

PRECAST CONCRETE PAVER

SCULPTURAL STONE BENCH

CAST IN PLACE CONCRETE SIDEWALK

PRECAST CONCRETE PAVER

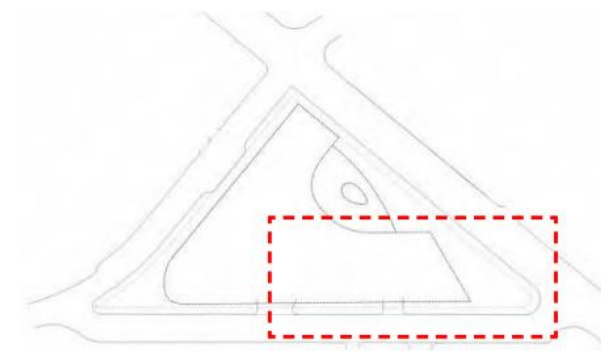
DECORATIVE LANDSCAPE STONE

MOVABLE CAFE TABLES AND CHAIRS



SEMINAR GROVE MATERIALS PLAN

0 50ft 100ft 150ft



MATERIALS LEGEND

- | | | | |
|--|--|--|------------------|
| BITUMINOUS PAVING | RAMP W/ S.S. HANDRAILS W/ LED LIGHTING | CUSTOMIZED SCULPTURAL STONE BENCH W/ INTEGRATED LED LIGHTING | METAL TREE GRATE |
| PRECAST PAVER TYPE A | CURB RAMP | METAL EDGING | LED UPLIGHT |
| PRECAST PAVER TYPE B | FLUSH CURB W/ DETECTABLE WARNING STRIP | CAFE TABLE AND CHAIRS | LED BOLLARD |
| CIP CONCRETE PAVING W/ SAW-TOOLED JOINT | DECORATIVE LANDSCAPE STONES | S.S. BIKE RACK | EXISTING TREE |
| PERMEABLE PAVER | LARGE STONE PAVER | | PROPOSED TREE |
| STAIRS W/ S.S. HANDRAILS W/ LED LIGHTING | | | |



DECORATIVE LANDSCAPE STONE

WATER FEATURE

SCULPTURAL STONE BENCH

CHESS TABLE AND MOVABLE CHAIRS

PRECAST CONCRETE PAVER

LARGE STONE PAVER AT PLANTER EDGE

CAST IN PLACE CONCRETE SIDEWALK

BIKE LANE (BITUMINOUS PAVING)

SCULPTURAL STONE BENCH



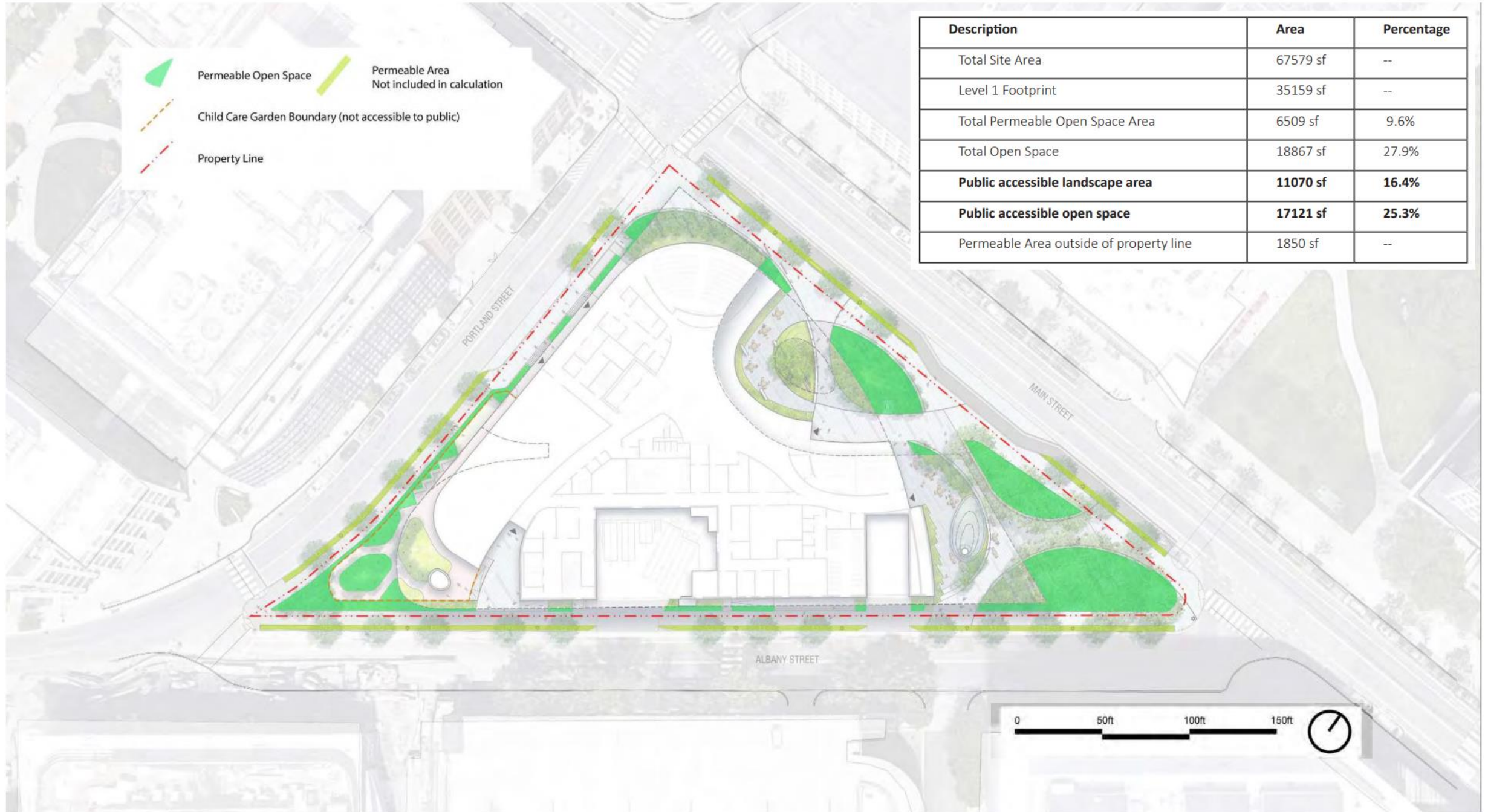
SECOND LEVEL TERRACE GARDEN PLAN RENDERING



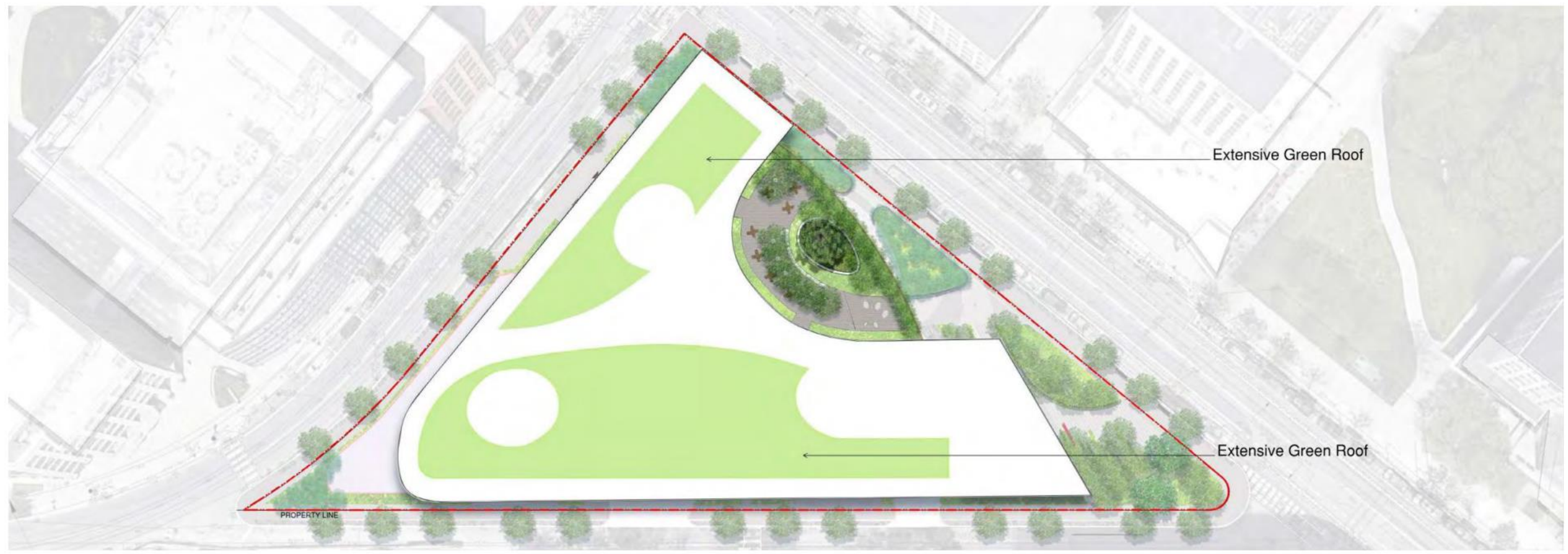
OPEN SPACE / PERMEABLE SPACE PLAN

-  Permeable Open Space
-  Permeable Area Not included in calculation
-  Child Care Garden Boundary (not accessible to public)
-  Property Line

Description	Area	Percentage
Total Site Area	67579 sf	--
Level 1 Footprint	35159 sf	--
Total Permeable Open Space Area	6509 sf	9.6%
Total Open Space	18867 sf	27.9%
Public accessible landscape area	11070 sf	16.4%
Public accessible open space	17121 sf	25.3%
Permeable Area outside of property line	1850 sf	--



ROOF LEVEL GREEN ROOF PLAN



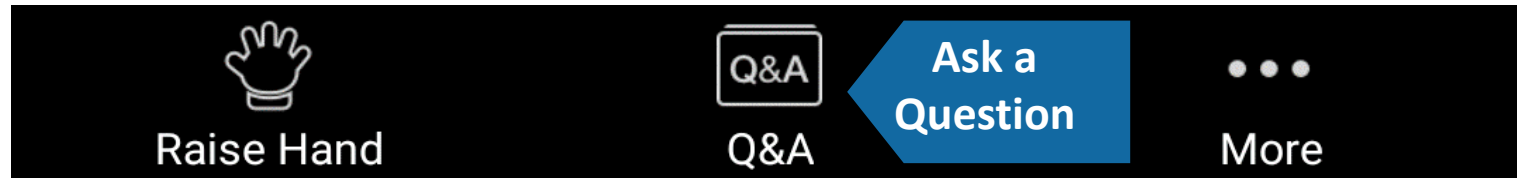


Public comment

Public Comment Instructions

- Use the "Raise Hand" button to signal you have a question/comment. A staff member will then enable you to unmute yourself.
 - *9 to Raise Hand by phone
 - *6 to Mute/Unmute by phone
- You will have 3 minutes to speak.
- Questions can also be submitted using the Q&A button.

Bottom Panel of
Zoom Screen





Other Announcements



Other upcoming engagement/meetings

- Belmont Street Reconstruction
 - Project summary video to be posted by Monday, March 22, 2021
 - Q&A information session on Wednesday, March 24, 2021 – 6:00 PM



Thank You