

River Street Infrastructure and Streetscape Design

Update to Transit Advisory Committee

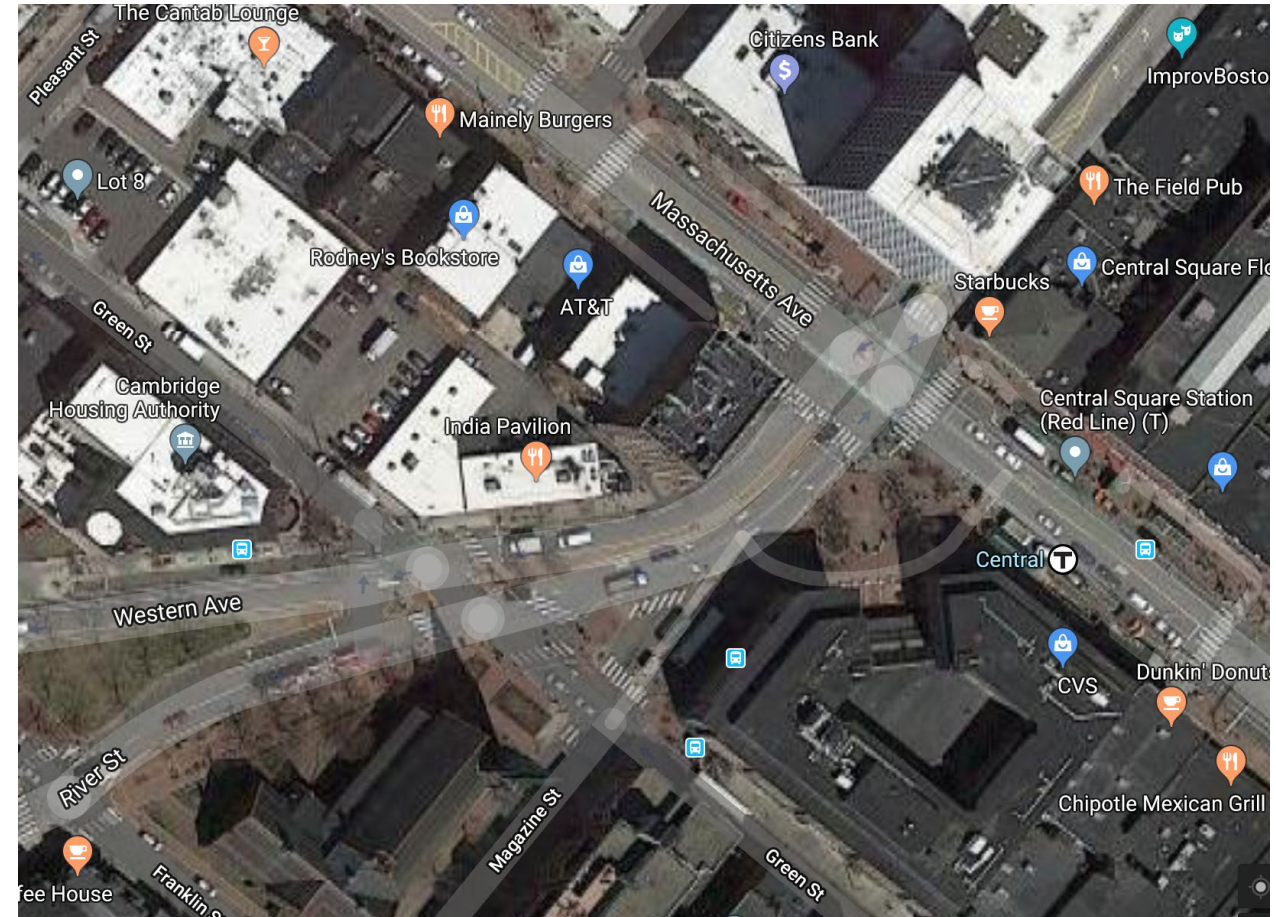
November 7, 2018

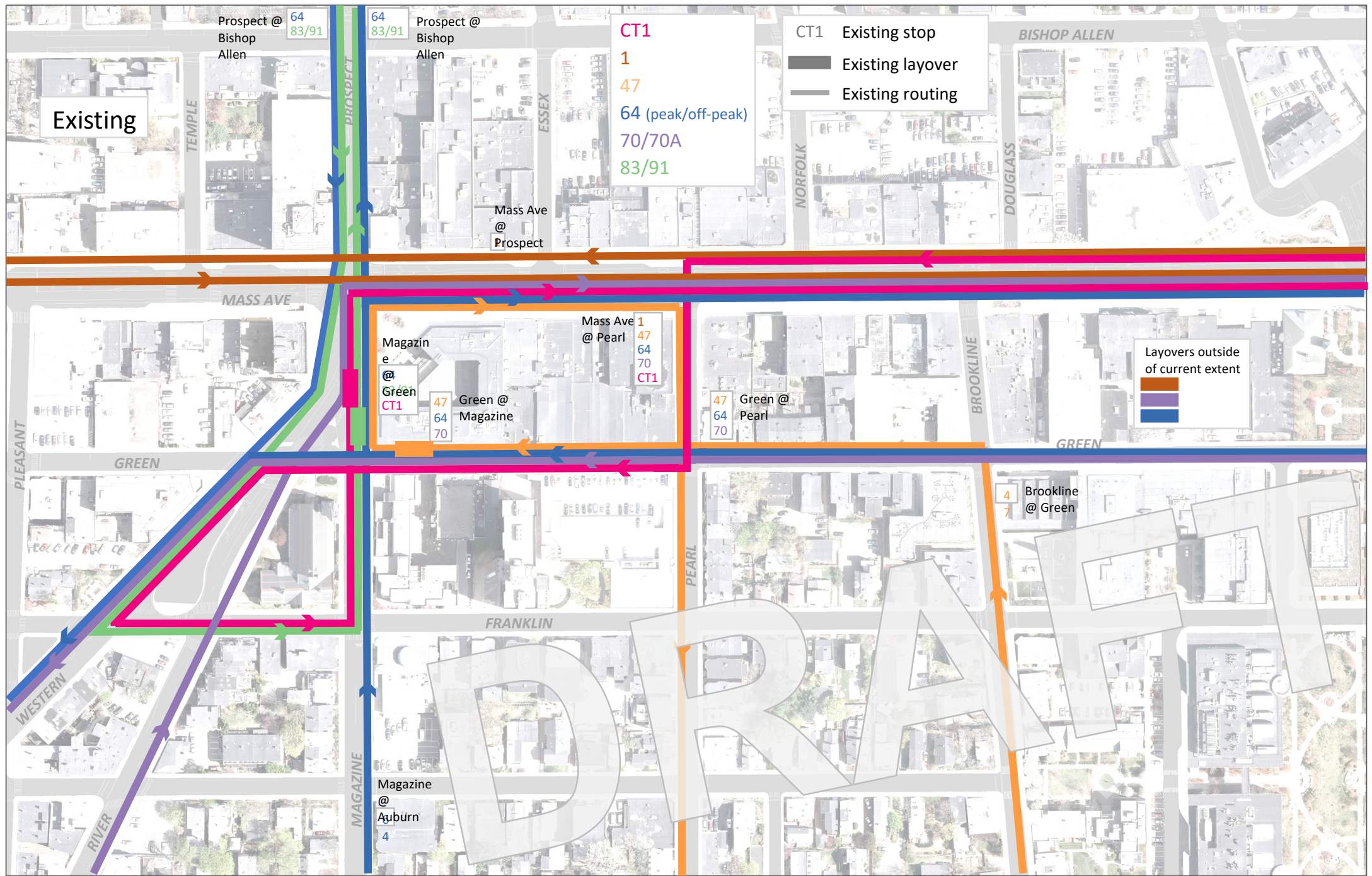
Objective of River Street Project

- Provide, to the extent necessary, new sanitary sewer, stormwater and water infrastructure to ensure adequate utility levels of service.
- Provide new surface infrastructure that meets the needs of all the various users and does so in a way that engages the local community, contributes to overall enhancement of the neighborhood, and meets the City's goals related to infrastructure, transportation, and urban design.
 - Meet multi-modal transportation goals (Complete Streets, Vision Zero, Climate Action Plan, Vehicle Trip Reduction Ordinance)
 - Redesign Carl Barron Plaza

Transit Elements

- Design includes the bus bays at River/Green/Magazine
- Early stage Vissim microsimulation modeling and Carl Barron Plaza design charrette to consider the future of Central Square in the River St design process
- C2Bus Access and Circulation Study reviewed and recommended consideration of multiple alternative transit routing options





Existing

Prospect @ Bishop Allen
64 83/91

64 83/91
Prospect @ Bishop Allen

CT1
1
47
64 (peak/off-peak)
70/70A
83/91

CT1 Existing stop
Existing layover
Existing routing

BISHOP ALLEN

Mass Ave @ Prospect

MASS AVE

Magazine @ Green CT1
47 64 70
Mass Ave @ Pearl
1 47 64 70 CT1
Green @ Magazine
47 64 70

47 64 70
Green @ Pearl

Layovers outside of current extent

GREEN

GREEN

FRANKLIN

PEARL

4 7
Brookline @ Green

WESTERN

RIVER

Magazine @ Auburn
4

DRAFT

Modest Improvements Plan

Prospect @
Bishop
Allen

83/91

Prospect @
Bishop
Allen

83/91

CT1

1

47

64 (peak/off-peak)

70/70A

83/91

Mass Ave
@
Prospect
CT1

Start of new
CT1 routing

CT1 Proposed/unchanged stop

CT1 Proposed/changed stop

Proposed layover

Eliminated layover

Proposed routing

Eliminated routing

BISHOP ALLEN

MASS AVE

47

64

70

1

CT1

Magazine
@ Green

83/91

64

47

70

Green @
Magazine

Mass @ Pearl
Bays 1 and 2

47

64

70

Green
@ Pearl

64 common routing,
peak and off-peak

Layovers outside
of current extent



New CT1 routing

GREEN

FRANKLIN

PEARL

47
Brookline
@ Green

End of new
CT1 routing

Magazine
@
Auburn

4

DRAFT

Mass Ave Stop Relocation Plan

Prospect @ Bishop Allen 83/91
Mass Ave @ Temple 1

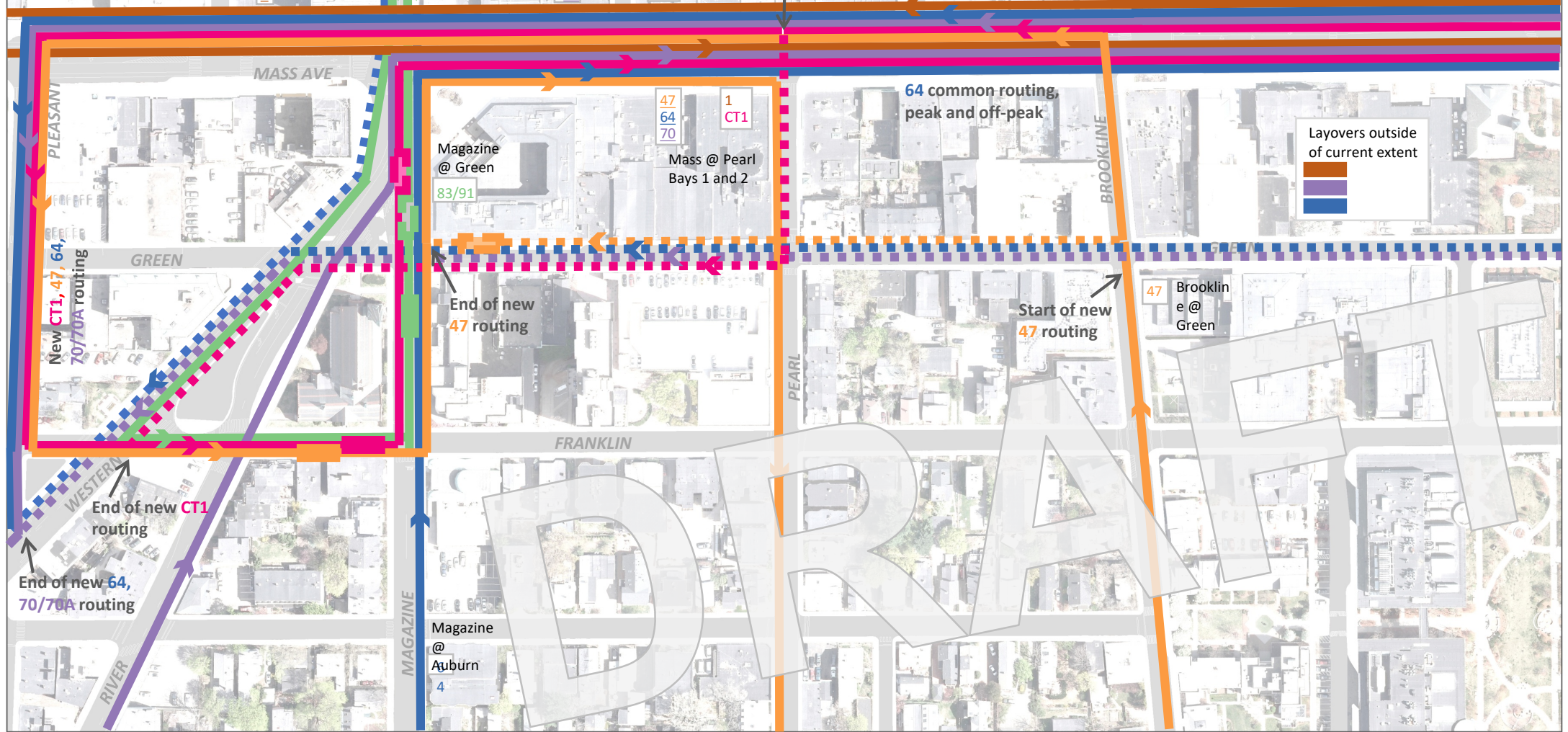
Prospect @ Bishop Allen 83/91
Mass Ave @ Essex 47, 64, CT1
Mass Ave @ Prospe 70

CT1
1
47
64 (peak/off-peak)
70/70A
83/91

- CT Proposed/unchanged stop
- 1 CT Proposed/changed stop
- 1 Proposed layover
- Eliminated layover
- Proposed routing
- Eliminated routing

New westbound 64, 70/70A routing

Start of new CT1 routing



Magazine @ Green 83/91
Mass @ Pearl Bays 1 and 2 47, 64, 70, CT1

64 common routing, peak and off-peak

Layovers outside of current extent

End of new 47 routing

Start of new 47 routing

47 Brookline @ Green

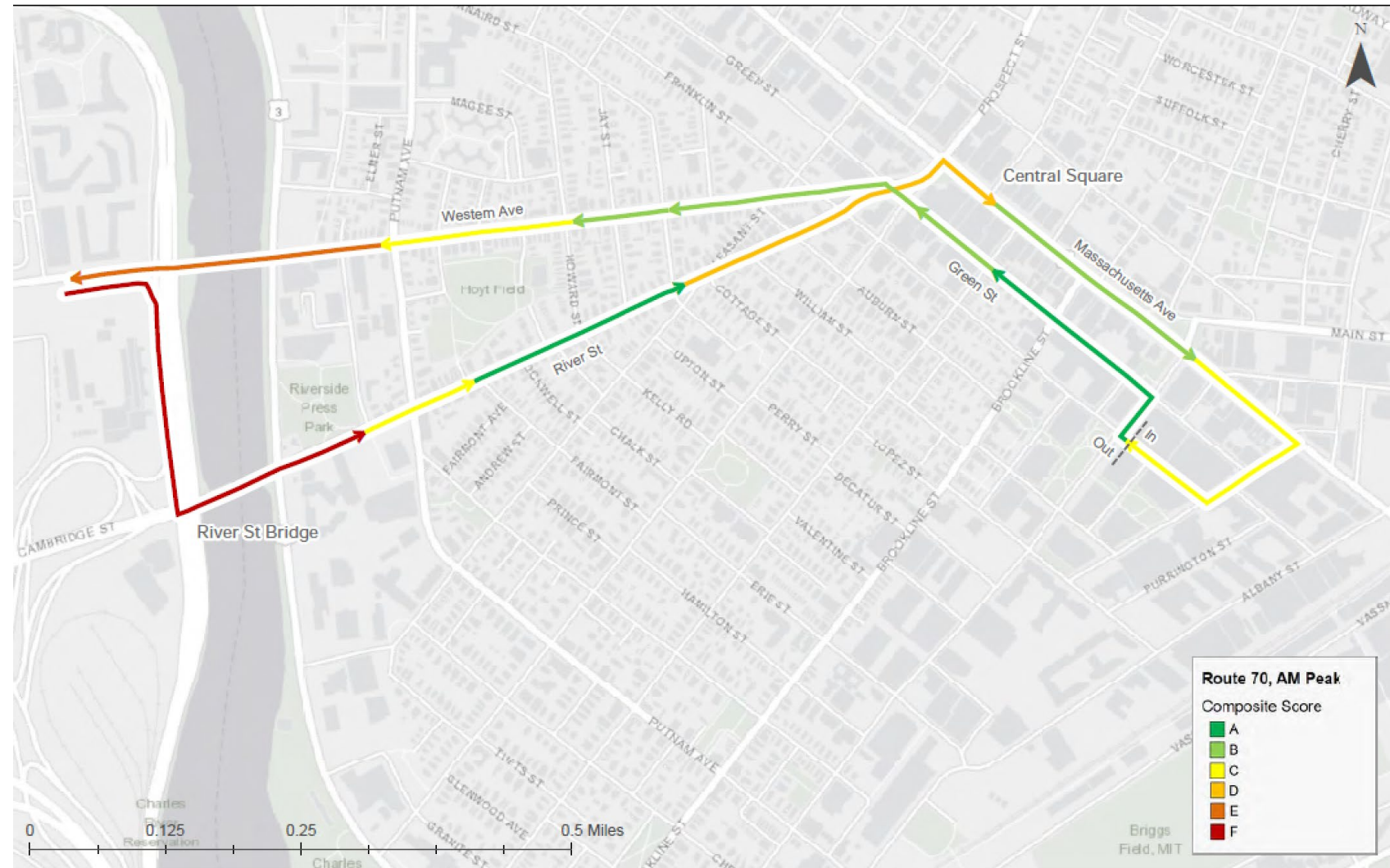
End of new CT1 routing
End of new 64, 70/70A routing

Magazine @ Auburn 4

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Transit Elements

- More recent bus service analysis indicates area of worst delay and unreliability



Transit Elements

- More recent bus service analysis indicates area of worst delay and unreliability



Public Process

- Stakeholder working group
 - Solicitation in October 2018
 - Likely ~ 15 members, including TAC representative
 - Will meet approximately monthly throughout 2019 to provide input into development of conceptual design
- Communications/outreach
 - Website, emails, wikimap, survey, public meetings, flyers, booklets, community walks, events in Carl Barron plaza, etc.
- Separate Central Square visioning process with charrette and microsimulation modeling
- Conceptual design work throughout 2019, construction expected to begin in 2020.