

KENDALL SQUARE PLAN

THIRD ST/BROADWAY/MAIN ST

City of Cambridge – TP&T, DPW, CDD
Planning Board Meeting

Sep 11, 2012

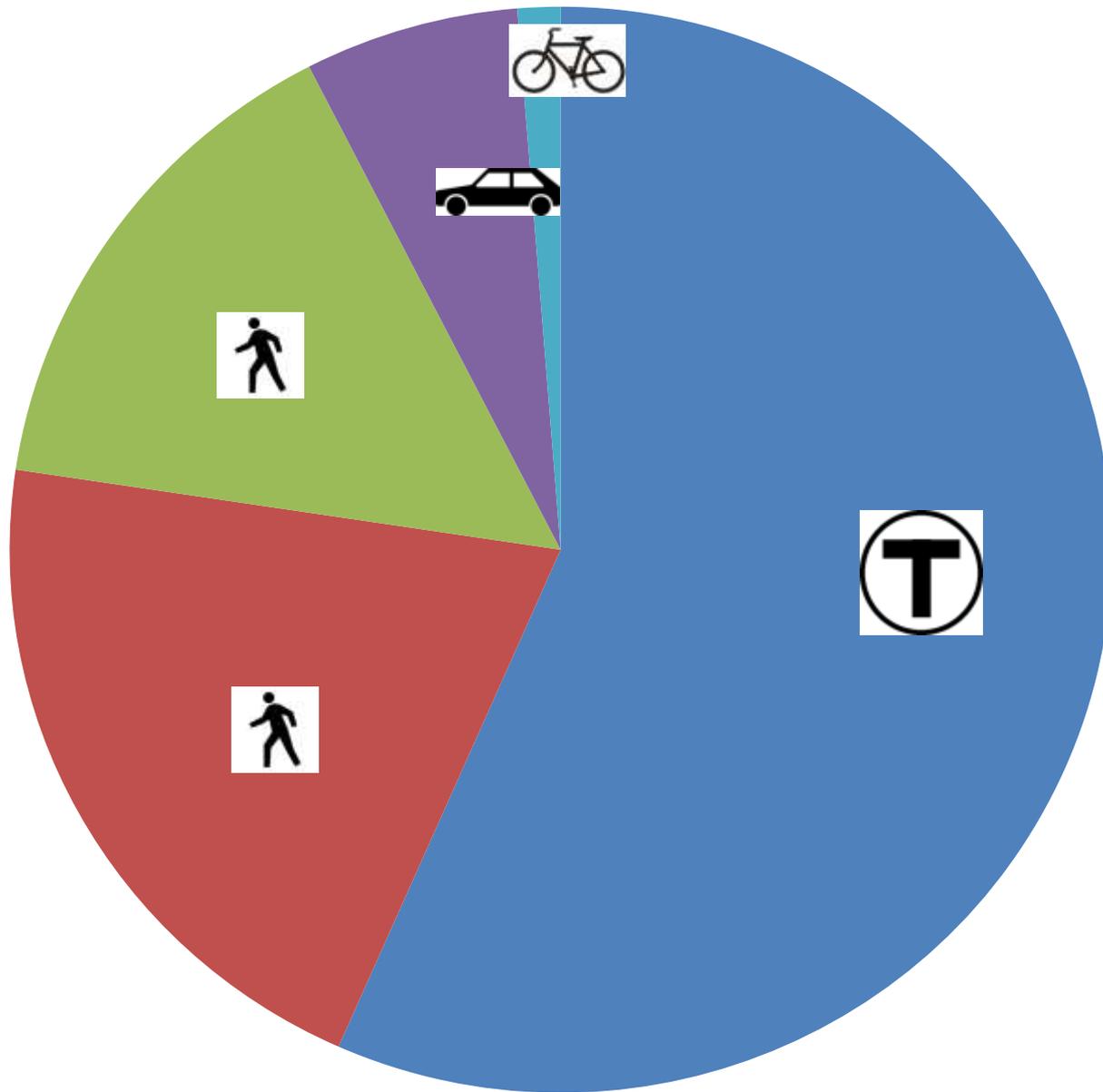


All plans for Kendall Square call for an active and vibrant Point Park and Main Street



Goal: Active, vibrant, multi-modal street

- High quality experience for pedestrians & cyclists.
- Transit accommodation.
- Third St to Main St connection.



■ Transit -- Bus, MBTA, Primary Shuttles (4,500)

■ Pedestrians Along Main (1,650)

■ Pedestrians Across Main (1,200)

■ Vehicles on Main (500)

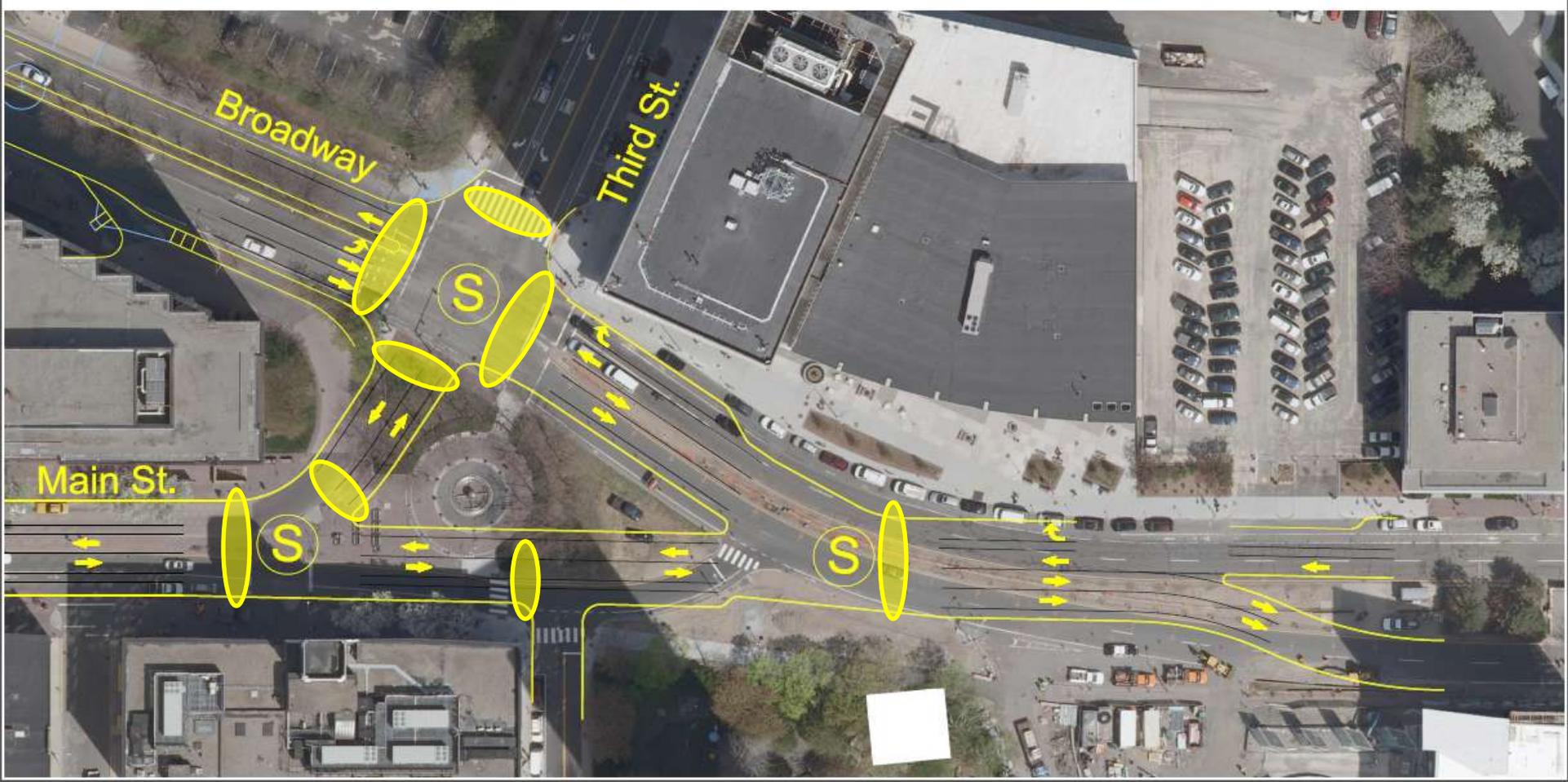
■ Cyclists on Main (100)

Main Street Users

PM Peak Hour

KENDALL SQUARE





 Crosswalks

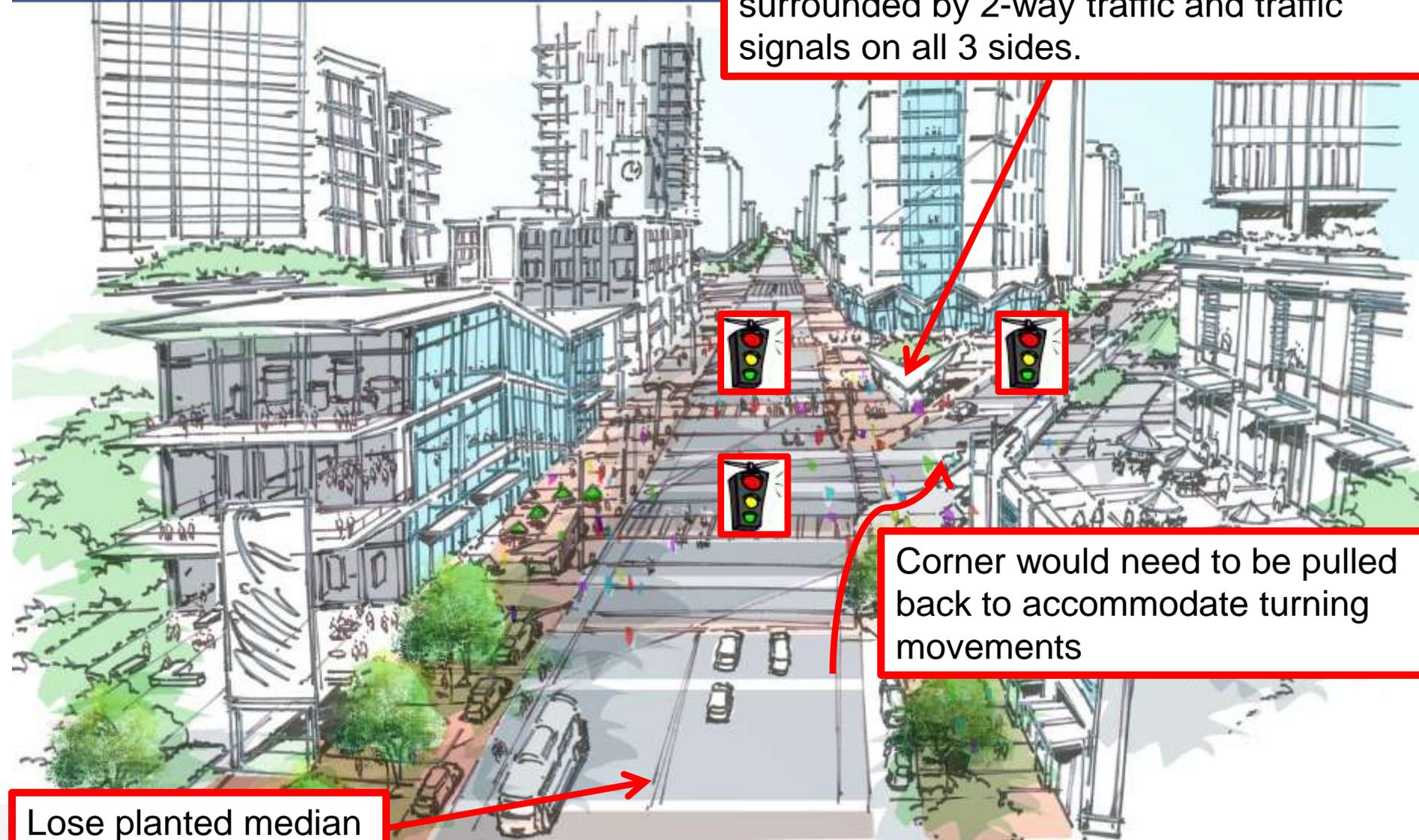


Rough Layout of cbt Plan



Intersection would likely require 3 traffic signals.

Point Park would be reduced by nearly 1/3 (15,000 sq ft to 10,700 sq ft) & would be surrounded by 2-way traffic and traffic signals on all 3 sides.



Corner would need to be pulled back to accommodate turning movements

Lose planted median



Square intersection
Add sidewalk

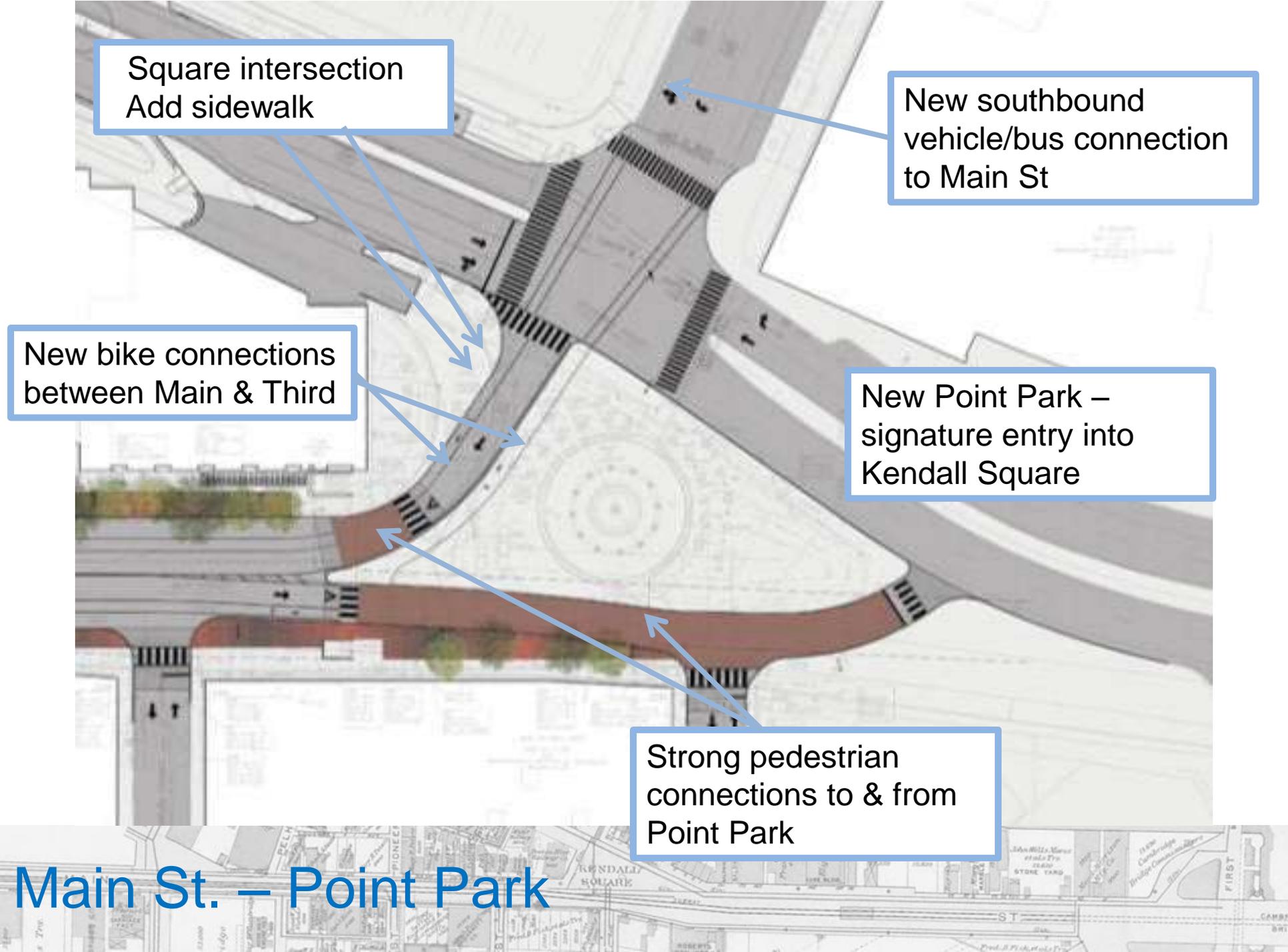
New southbound
vehicle/bus connection
to Main St

New bike connections
between Main & Third

New Point Park –
signature entry into
Kendall Square

Strong pedestrian
connections to & from
Point Park

Main St. – Point Park





Wide sidewalks & bike lanes, enhanced transit, improved connections to Point Park & Third St



Existing

2010 Vehicular LOS – C
2030 Enhanced TDM LOS - D



option 1B

2010 Vehicular LOS – D
2030 Enhanced TDM LOS – D
Add Longfellow to Main Left Turn LOS - F



option 2

2010 Vehicular LOS – D
2030 Enhanced TDM LOS - F



option 3

2010 Vehicular LOS – F
2030 Enhanced TDM LOS - F