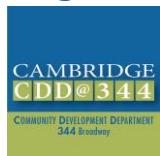


City of Cambridge
Community Development Department

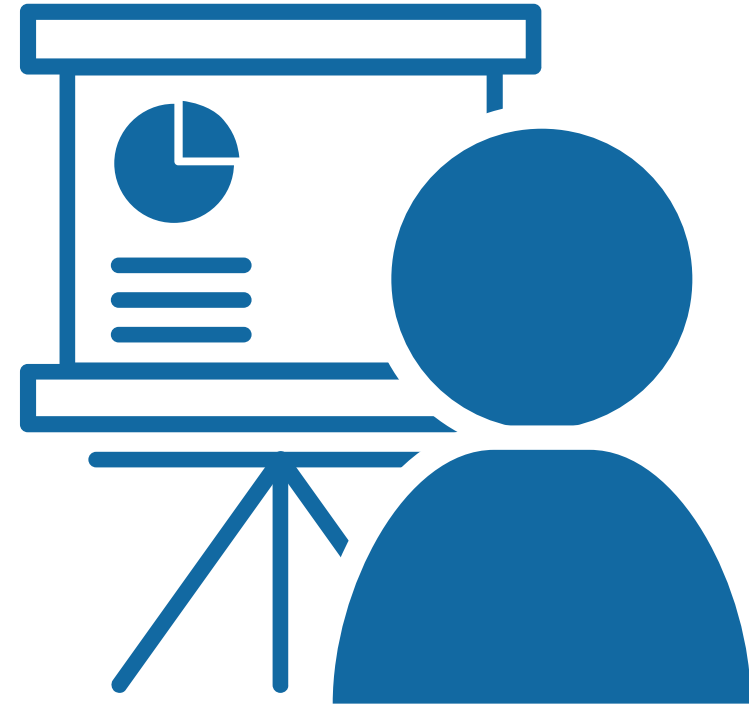
Pedestrian Committee Meeting

August 27, 2020



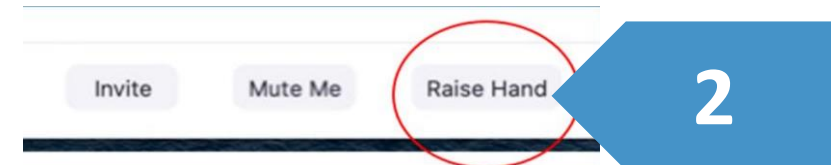
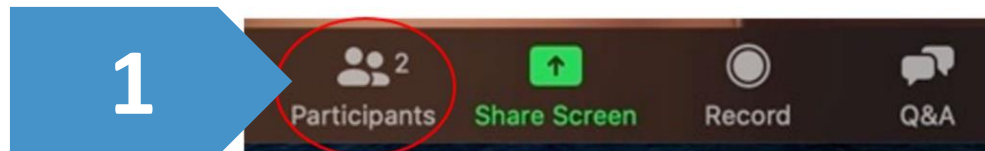
Meeting Agenda

1. Zoom meeting protocols, minutes
2. City project updates
 1. River Street Reconstruction/Carl Barron Plaza
 2. Inner Mt. Auburn/Quincy-DeWolfe/Harvard Sq
 3. Port Infrastructure Improvements Project
3. Public Comment
4. Committee Work
 1. Walk – virtual/Story Map
 2. Subcommittees
 3. Ideas for remote Committee work
5. Public comment
6. Other Announcements



Virtual Meeting Instructions

- Committee members may speak and show webcam video
 - Use "Raise Hand" button to help manage discussion
 - *9 to Raise Hand by phone
- Members of the public are muted and cannot show webcam video
- Public can write questions or ask for assistance in Q&A window
 - Questions may be submitted at any time and will be addressed, as time allows, during discussion/comment periods
- Participants will be removed for inappropriate behavior

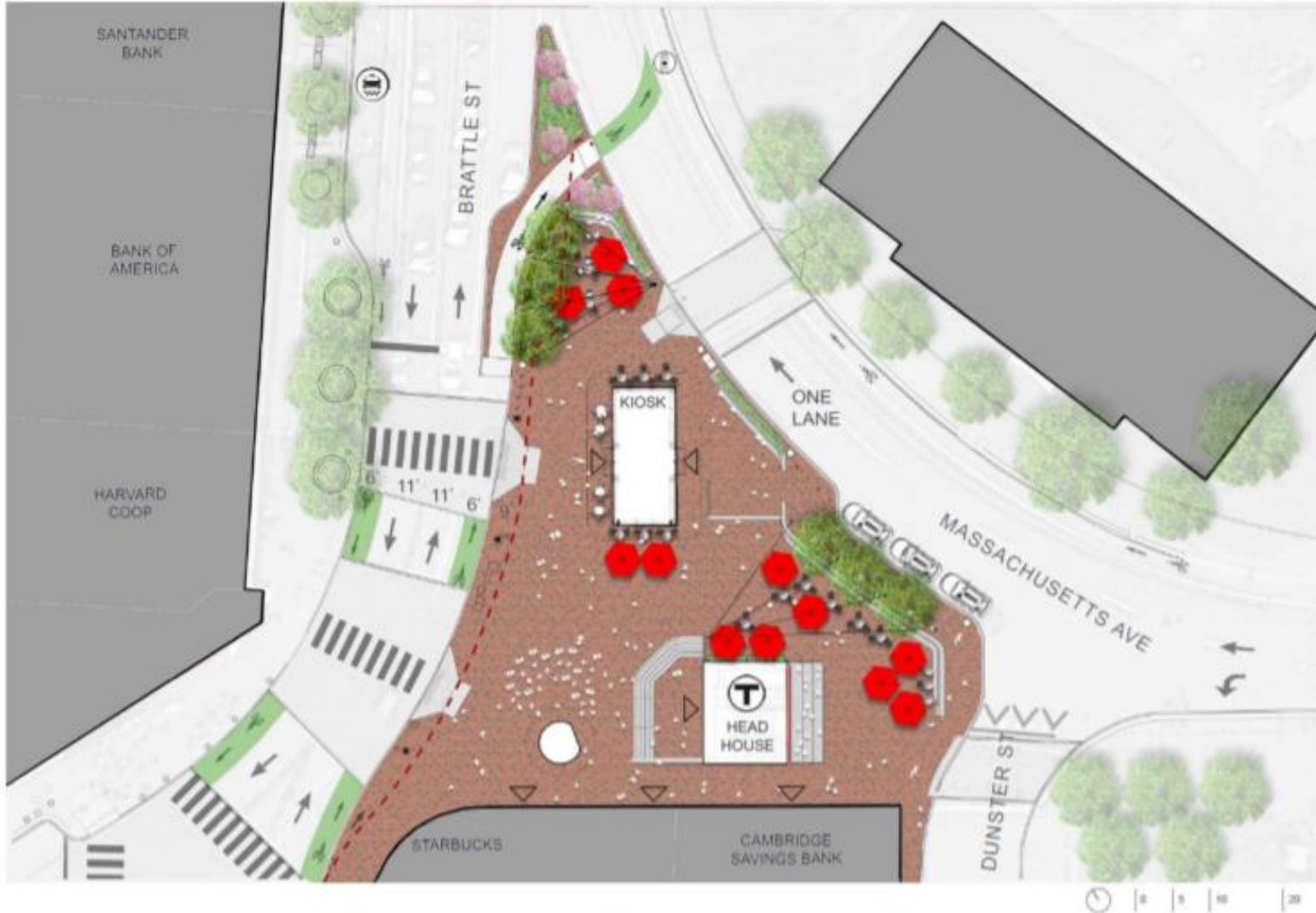




Harvard Square Kiosk Project

Q&A

SITE PLAN - MODIFIED



- Reduce travel lanes to 1 lane in each direction.
- Expand plaza area.
- Provide clear crosswalk markings.
- Shorten crosswalk from Kiosk to Coop (from 43' to 34').
- Reduce pedestrian delay with shorter cycle length.
- Provide clear crosswalk markings.
- Eliminate merge for cyclists and drivers going towards Porter Square.
- Provide protected connection for northbound cyclists.



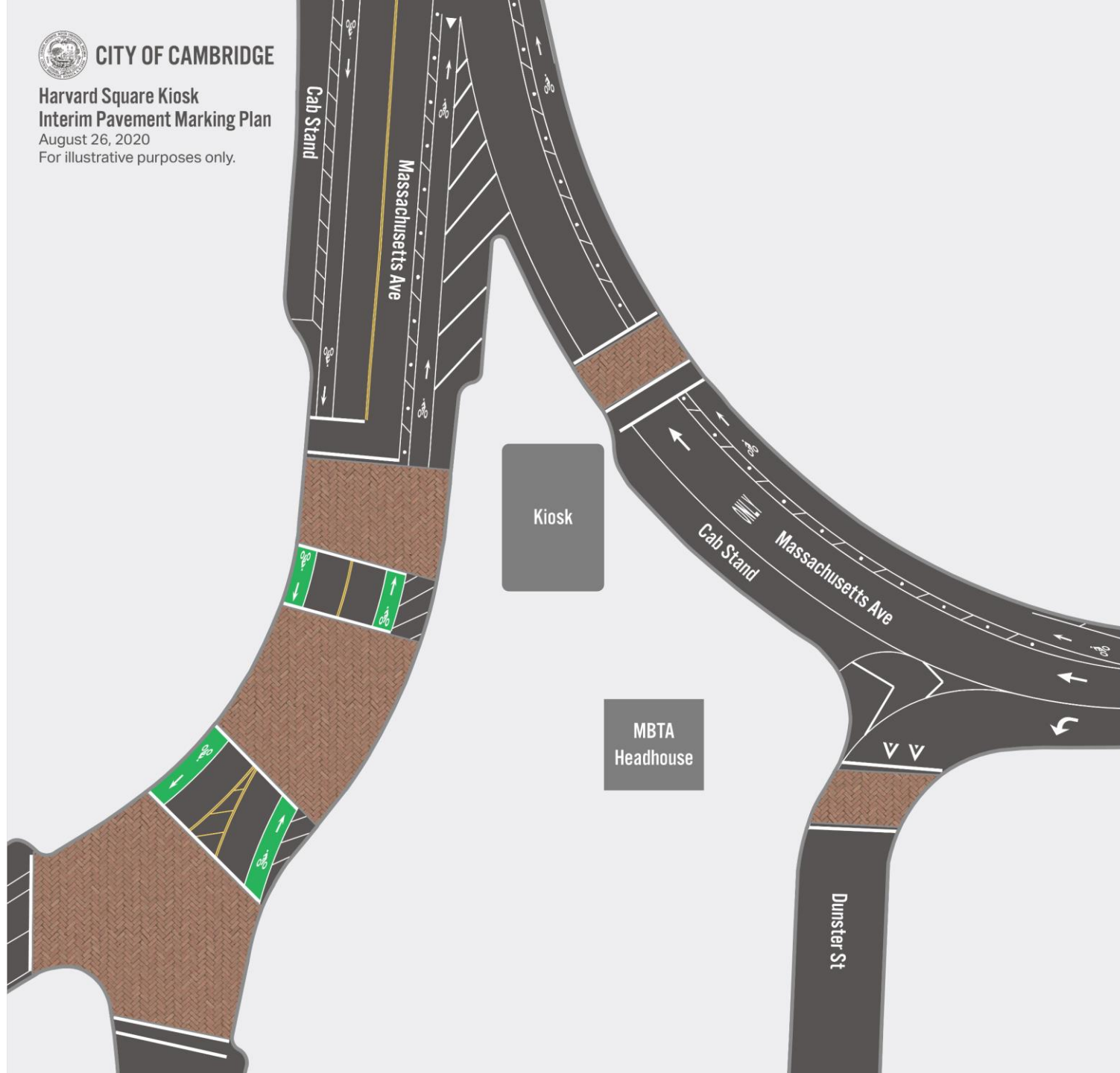


CITY OF CAMBRIDGE

**Harvard Square Kiosk
Interim Pavement Marking Plan**

August 26, 2020

For illustrative purposes only.



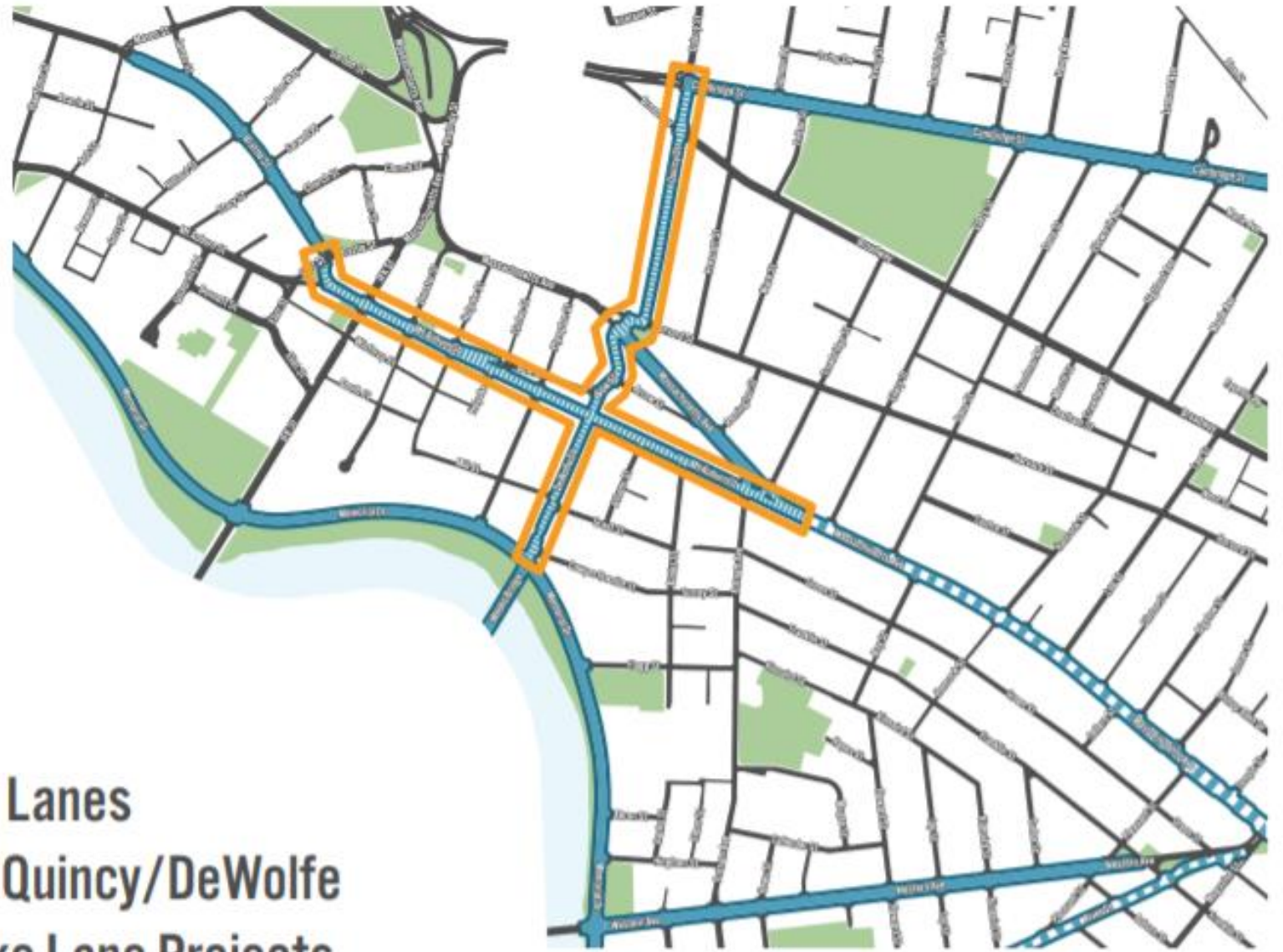


**Inner Mt Auburn Street/Quincy-
DeWolfe**

Tonight's Projects

- › Inner Mount Auburn St from Eliot St to Putnam St
- › Quincy/Bow/DeWolfe Streets from the Charles river to Cambridge St

-  Existing Separated Bike Lanes
-  Inner Mount Auburn and Quincy/DeWolfe
-  Upcoming Separated Bike Lane Projects





River Street Reconstruction

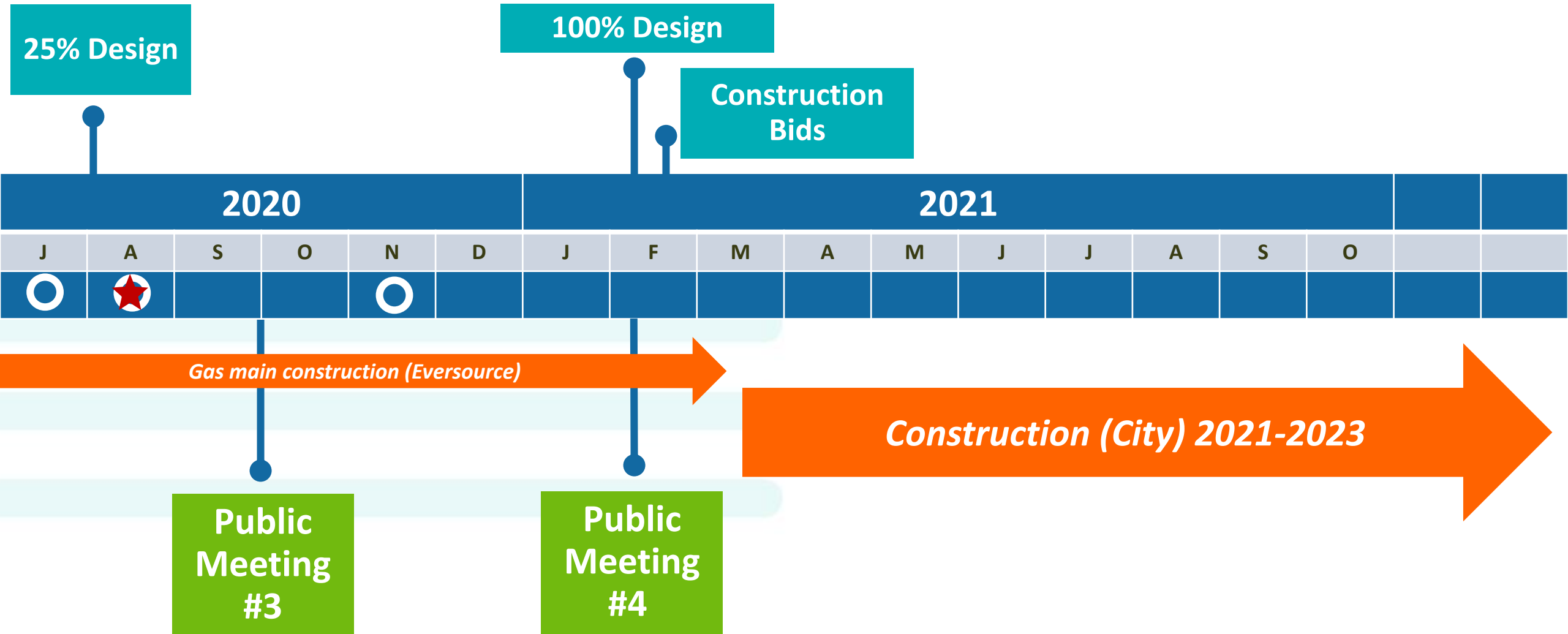


Agenda

- **Project Schedule**
- **Corridor Overview**
- **Auburn St to Mass Ave – Circulation**
- **Carl Barron Plaza - Urban Design Options**

Expected Timeline

-  Working Group
-  Public Walks
-  Today



Corridor Design Overview

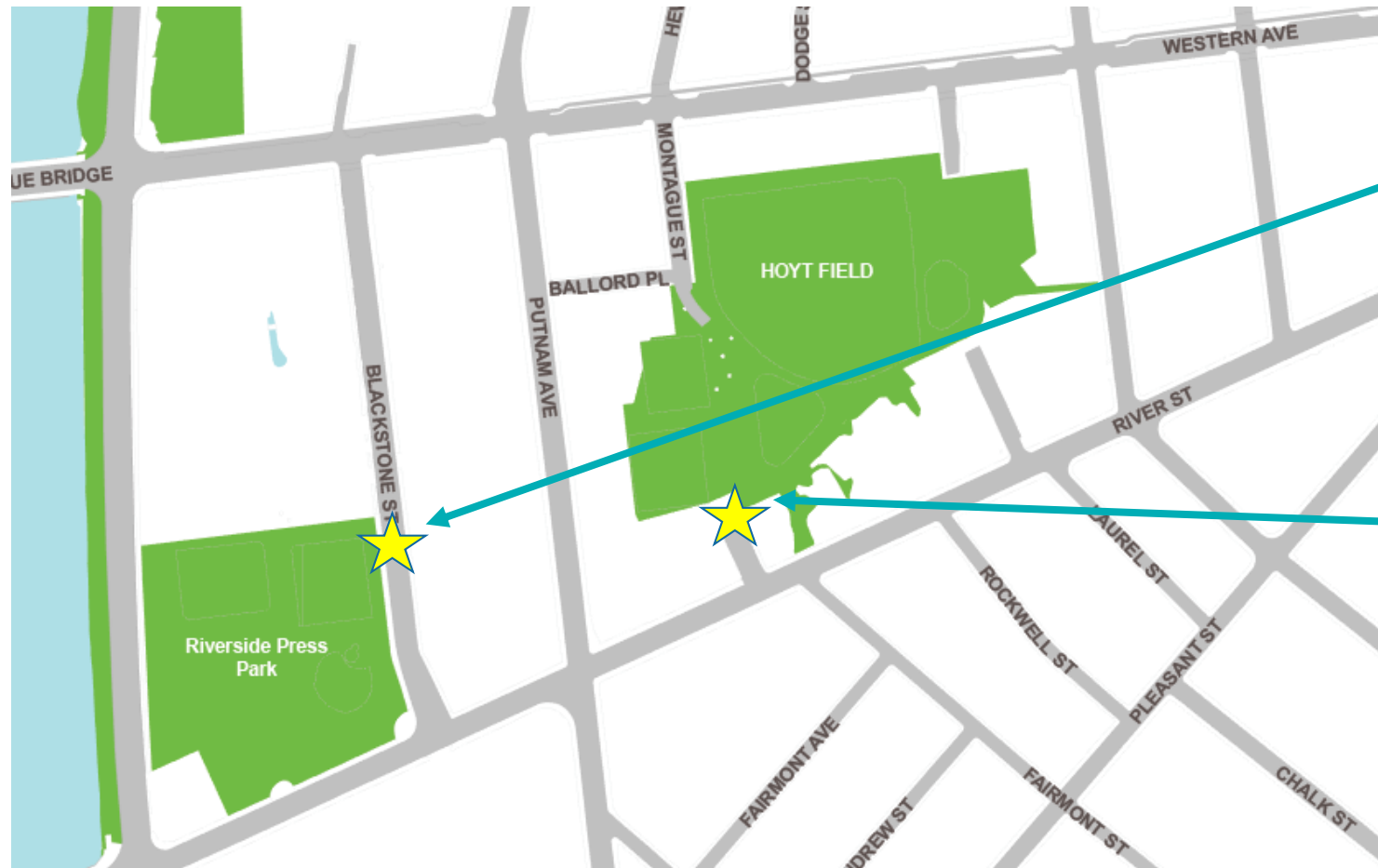
Design Direction Review

- Decisions from previous Working Group meetings:
 - One general travel lane plus bus lane
 - Right side sidewalk-level separated bicycle lane
 - Left side flex zone for parking, loading, landscaping and amenities



Park Connections

- Improved connections to nearby parks and green space



Provided mid-block crosswalk w/ curb extensions

Enhanced sidewalk connection

Lighting

- Improved roadway and pedestrian lighting



Roadway Lighting (*Western Ave*)



Pedestrian Lighting (*Western Ave*)

Urban Design Streetscape

- Sidewalk Character:

- North side: sidewalk w/amenity areas and parking
- South side: sidewalk w/ separated bike lane buffered by trees

- Materials:

- Main walking area is concrete
- Bicycle lane is pervious asphalt
- Buffer materials:
 - North side: brick
 - South side: scored concrete
- Tree zone: generally mulch, with "Flexipave" in constrained locations



Landscaped Areas

- The proposed design includes additional landscaping areas within curb extensions and buffer spaces
- A total of 5,200 square feet of planted areas will be added, mainly along the north side of the corridor



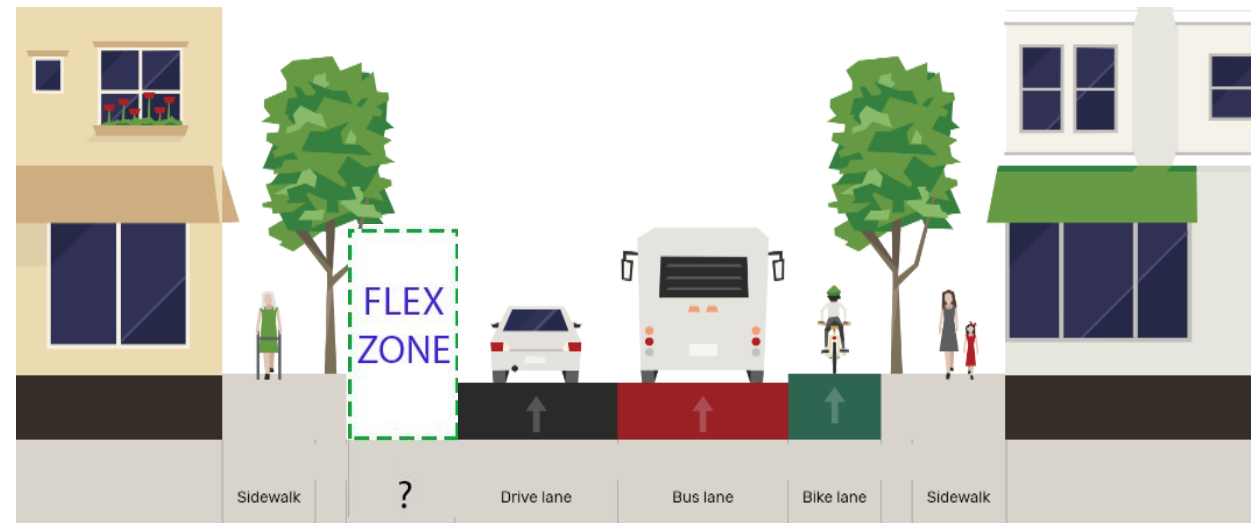
Flex Zone

The Flex Zone

River Street's Flex Zone is approximately 7-feet of cross-section width that can accommodate different needs in different places, and is therefore flexible.

The flex zone has been allocated to both sides of the street as required:

- North side: parking, activation spaces, landscaping etc
- South side: bus stop waiting areas, bike lane buffer



Many Requests for Flex Zone Uses

- Resident Permit parking
- Greenery
- Parking for businesses, including requests for metered parking
- Electric vehicle charging
- Activation (outdoor seating) for businesses
- Pick up/drop off
- Pedestrian curb extensions for shorter crossings
- Parking for people with disabilities
- Little free library
- Commercial loading
- Trash receptacles

Very excited to see new parking uses of flex spaces!

Like activation & coast cafe

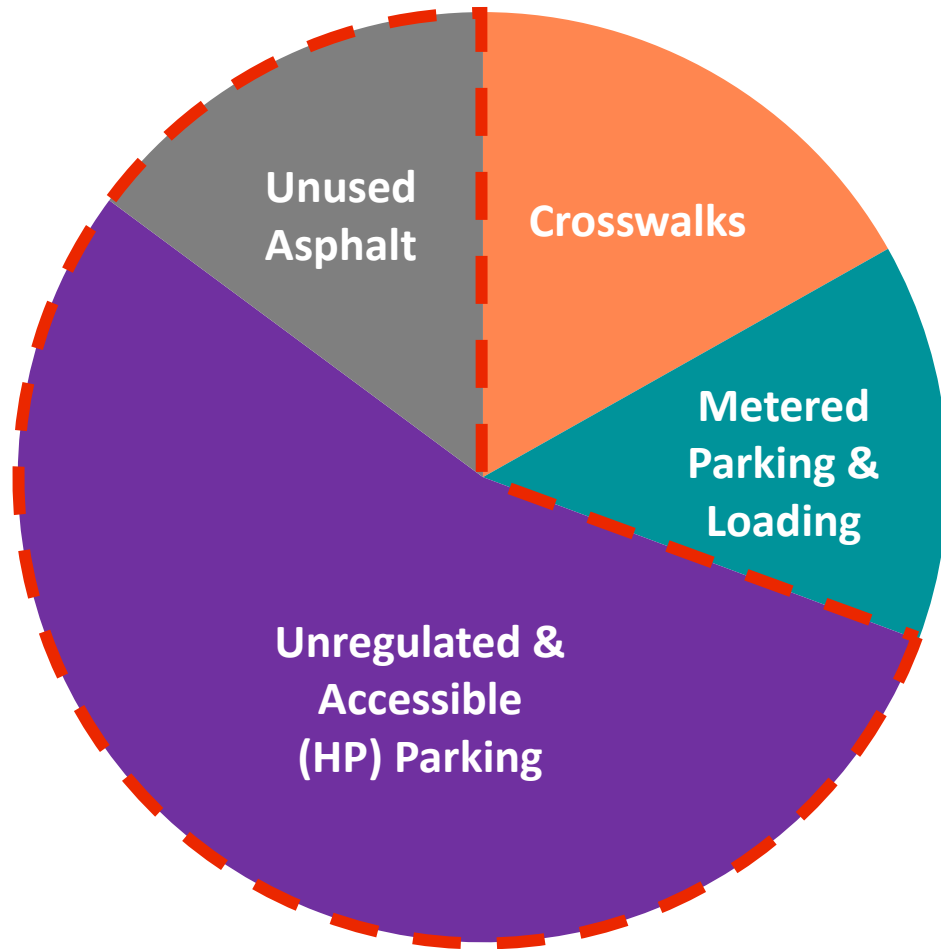
Love the shorter crosswalks!
Are there other ways to make it safe? Currently it's a bit of a scramble with cars turning many ways + lots of pedestrians

WILL REQUIRE RESIDENT ONLY PARKING

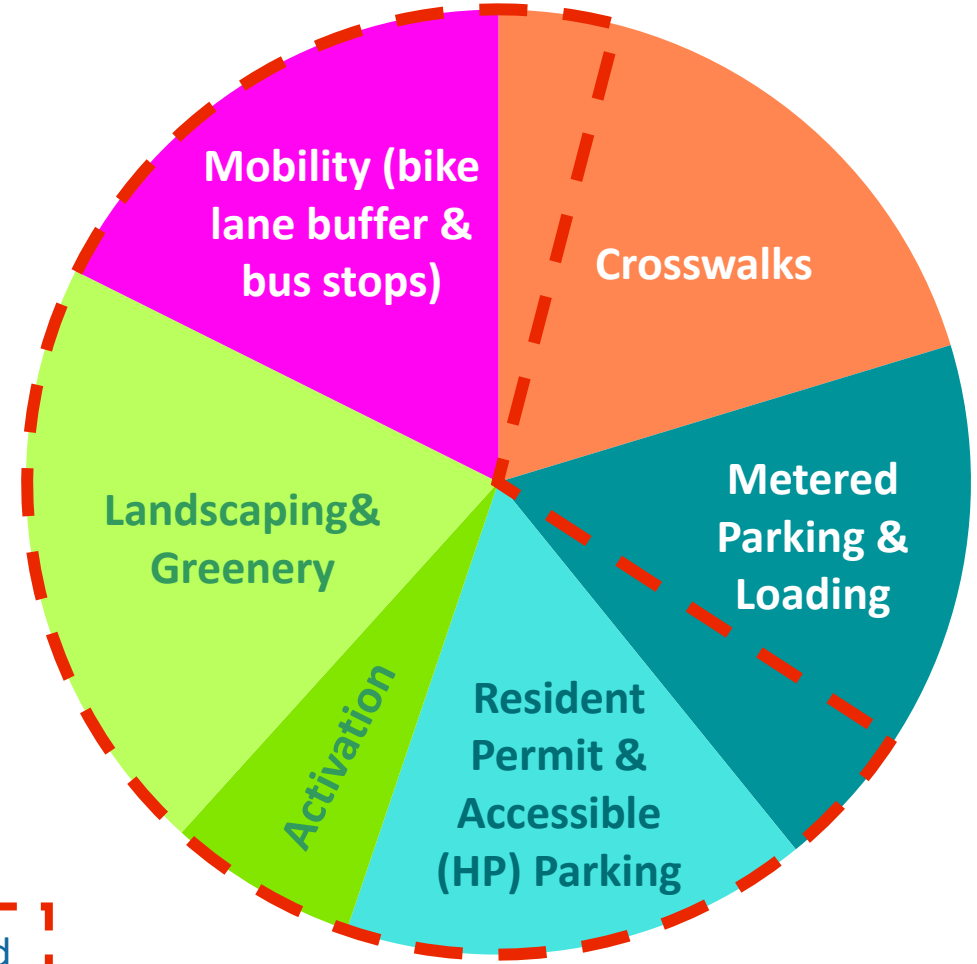
WG
Good to have parking near coast for customers!

River St parking should not be taken away — residents need it!

Flex Zone Allocation



EXISTING

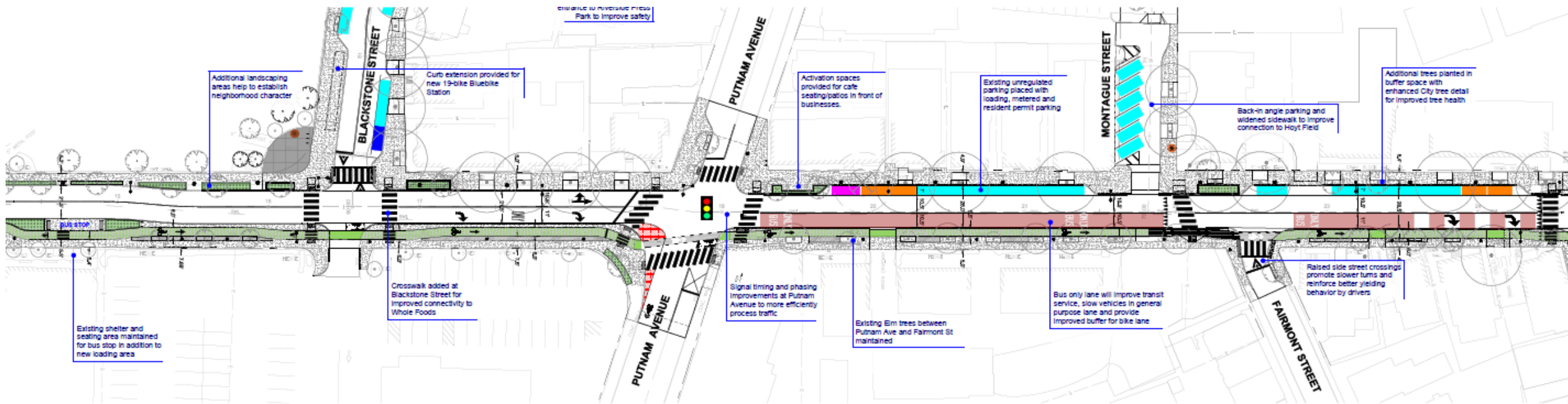


PROPOSED

OVERVIEW OF DRAFT DESIGN PLAN

The Draft Plan is posted at the project website's "Documents" under Working Group Meeting #9.

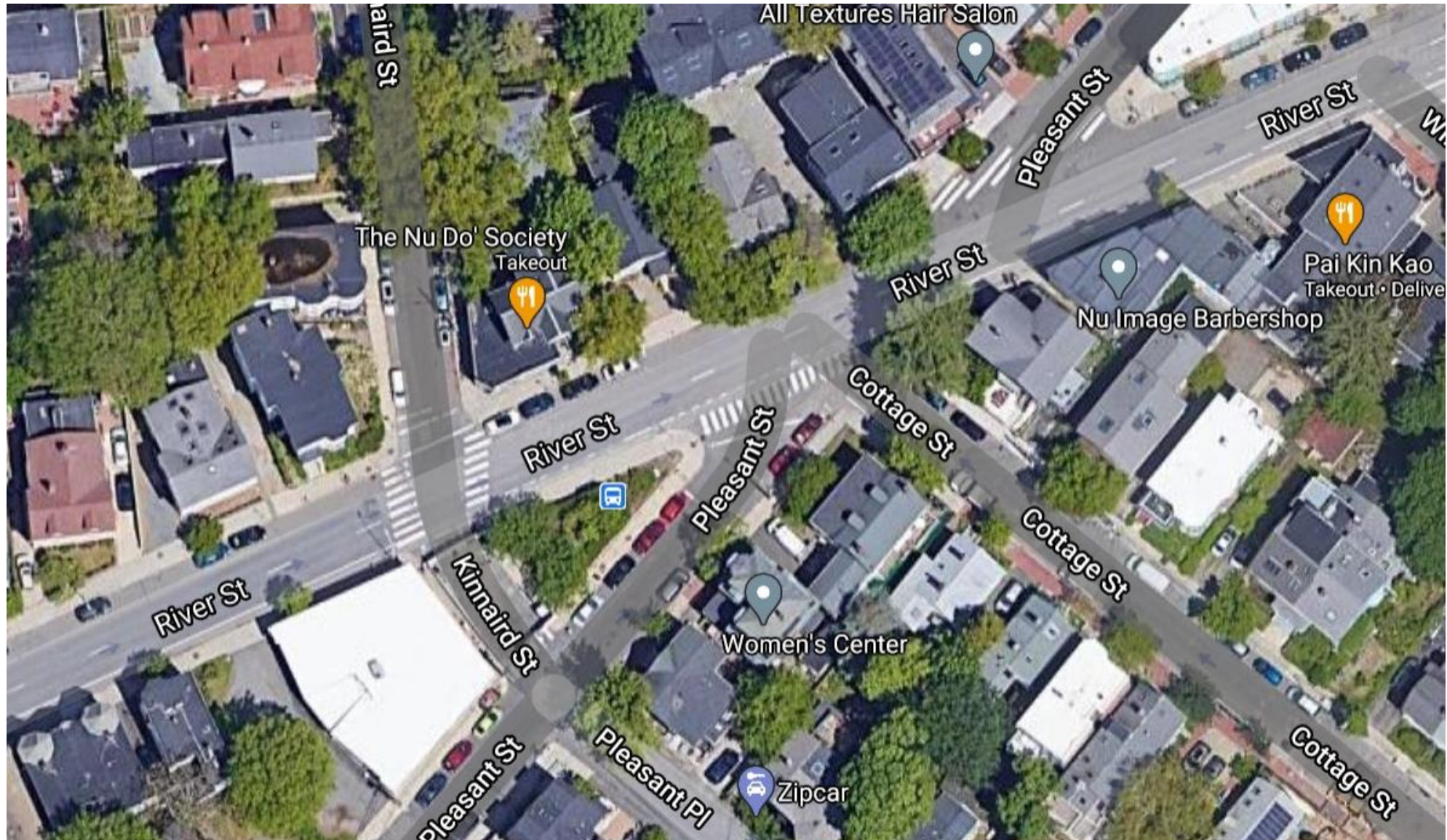
After this meeting, please share your thoughts by email - RiverStreet@CambridgeMA.gov



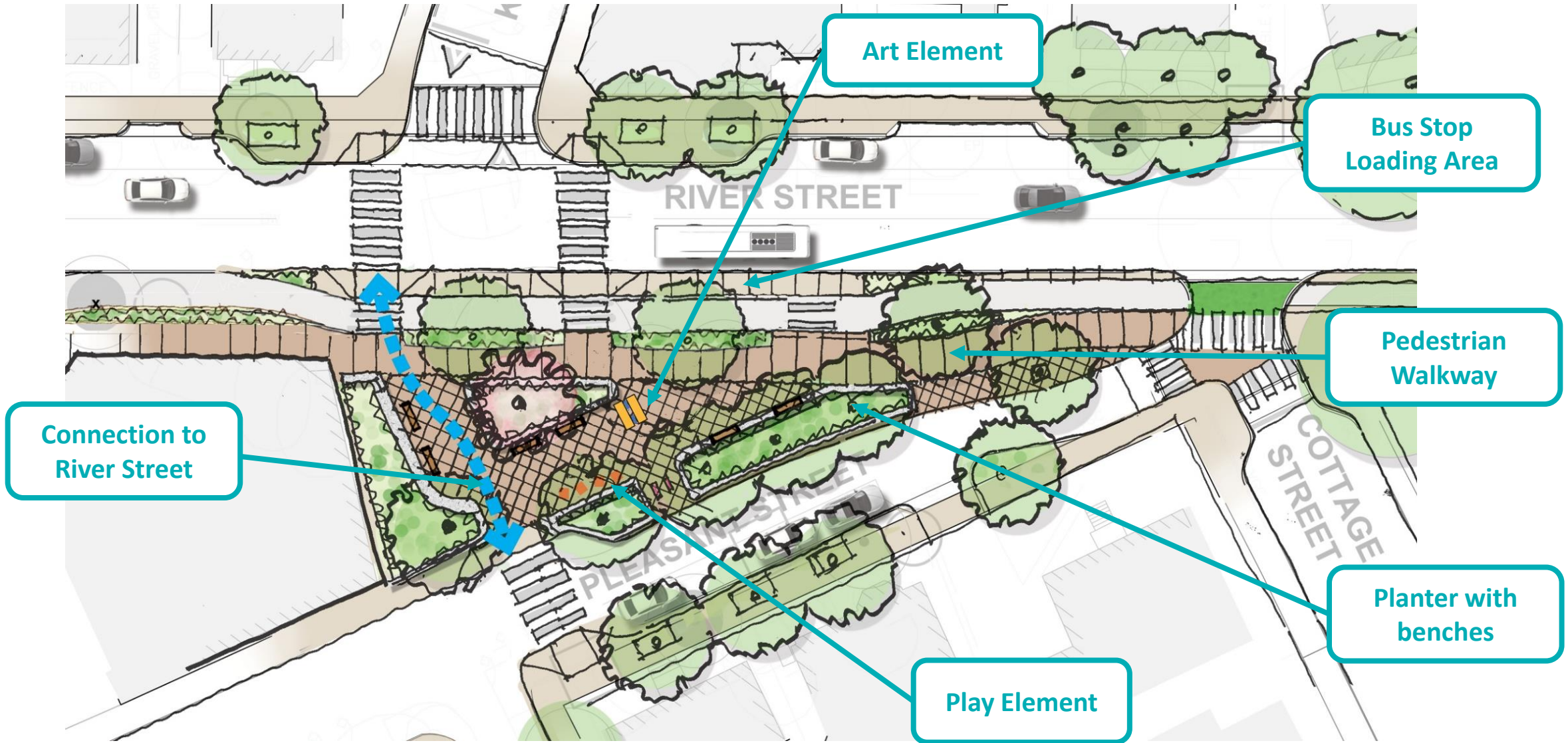
Sample of Design Plan

Tubman Square (River/Kinnaird/Pleasant)

Tubman Square



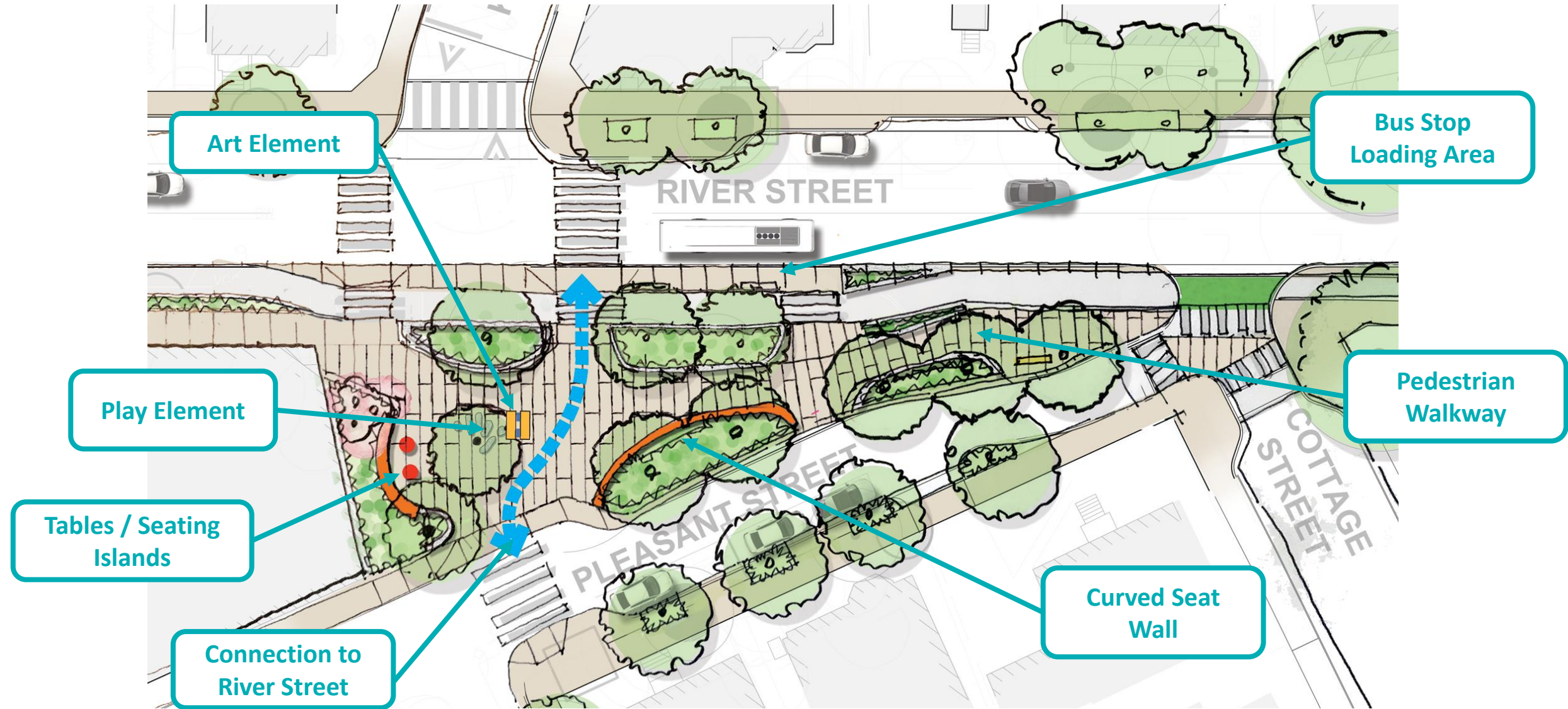
Tubman Square – Option A



Option A – Perspective View



Tubman Square – Option B



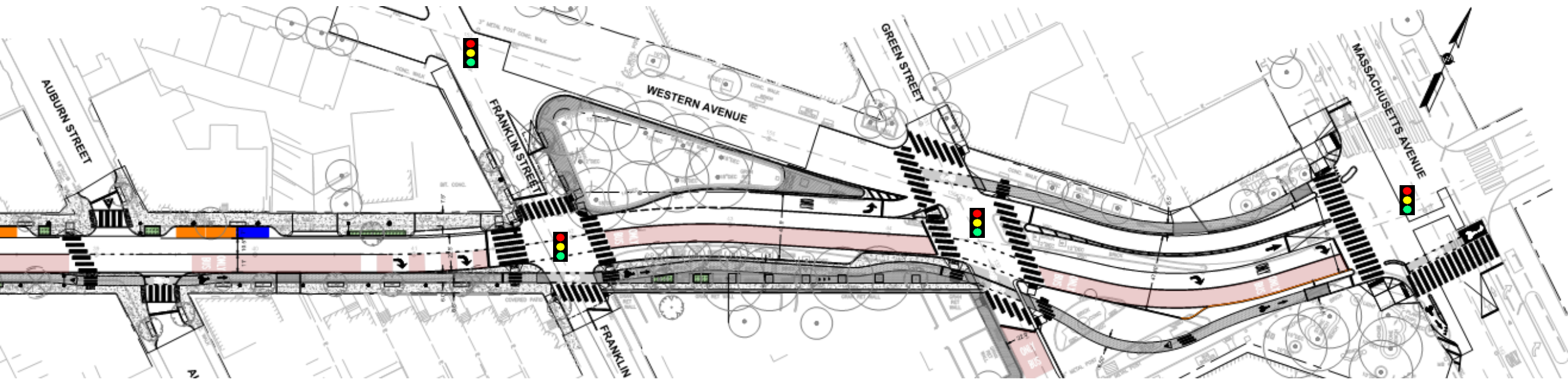
Option B – Perspective View



Auburn St to Mass Ave- Circulation

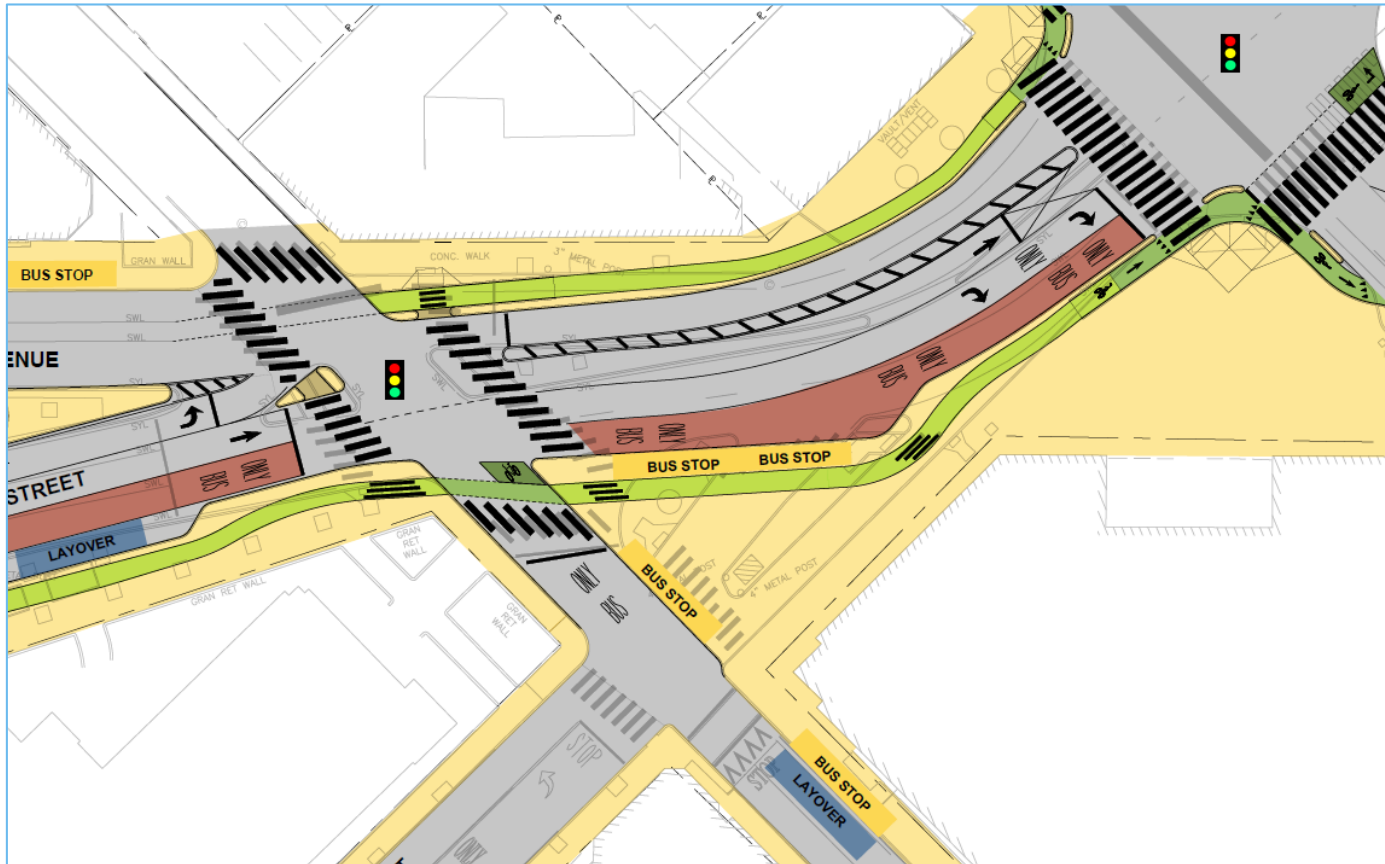
River Street Corridor Auburn Street to Mass Ave

- Maintains single general purpose lane + bus only lane
- Additional turning lanes provided at Green Street and Mass Ave
- Existing raised median island removed between Green Street and Mass Ave to allow for bus lane and separated bike lanes

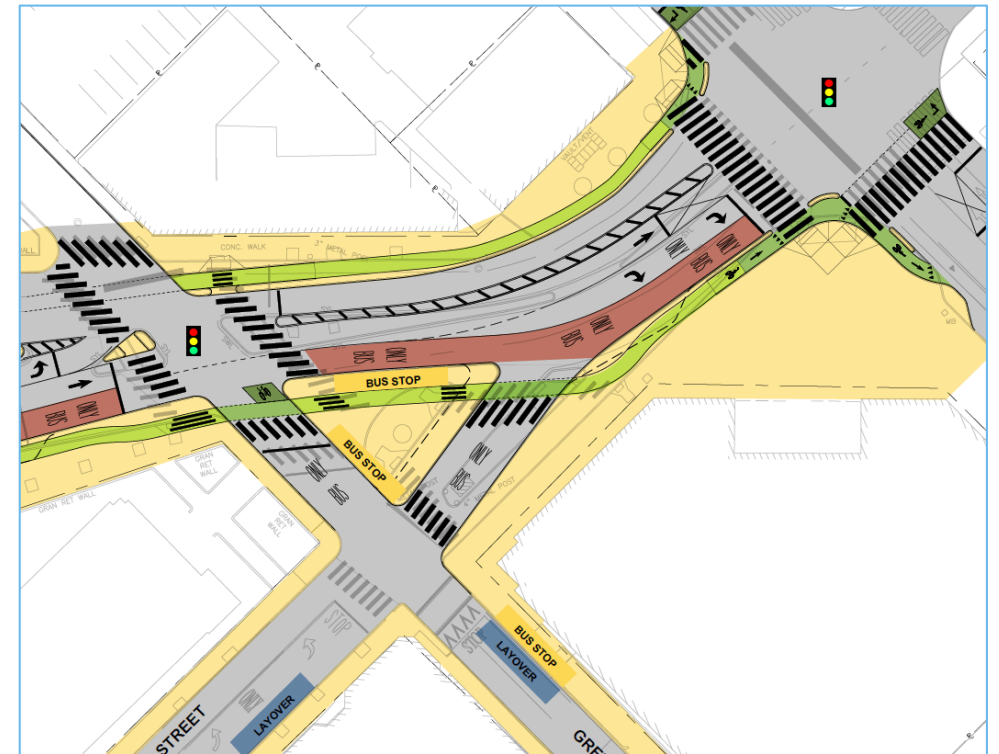


Design Direction Review

- Decisions from previous Working Group meetings:
 - Butterfly shape for plaza preferred

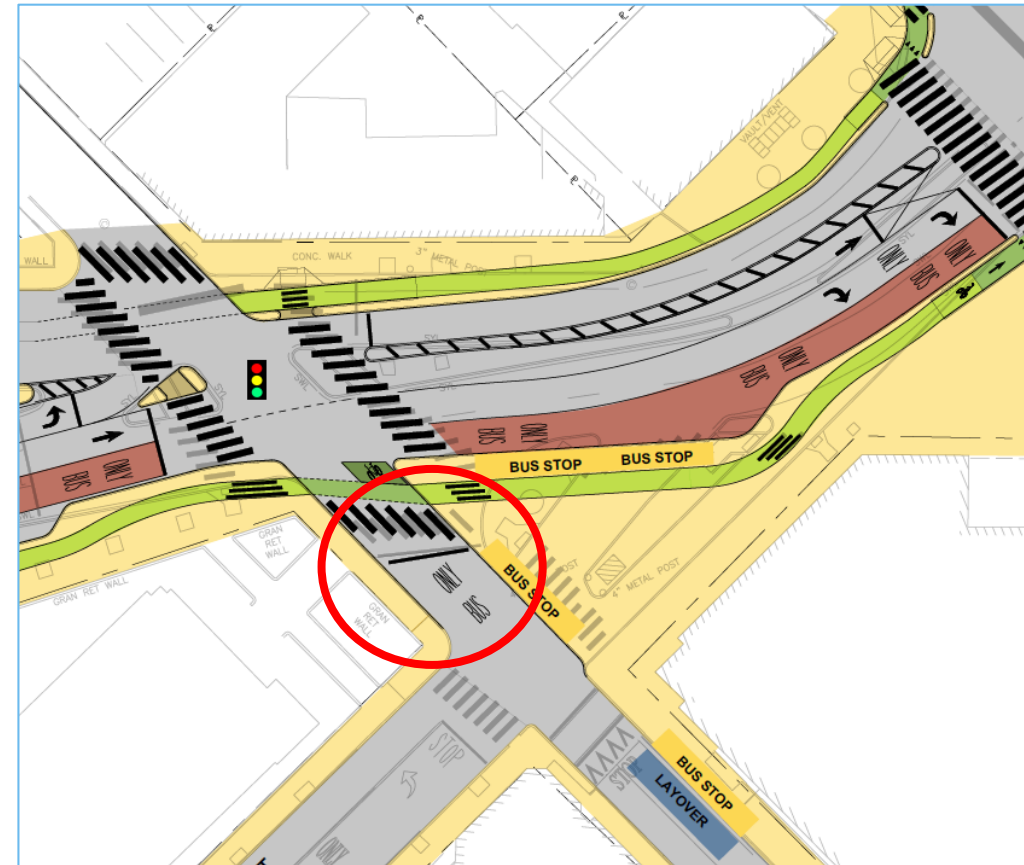


Island Configuration Option (Not Preferred)



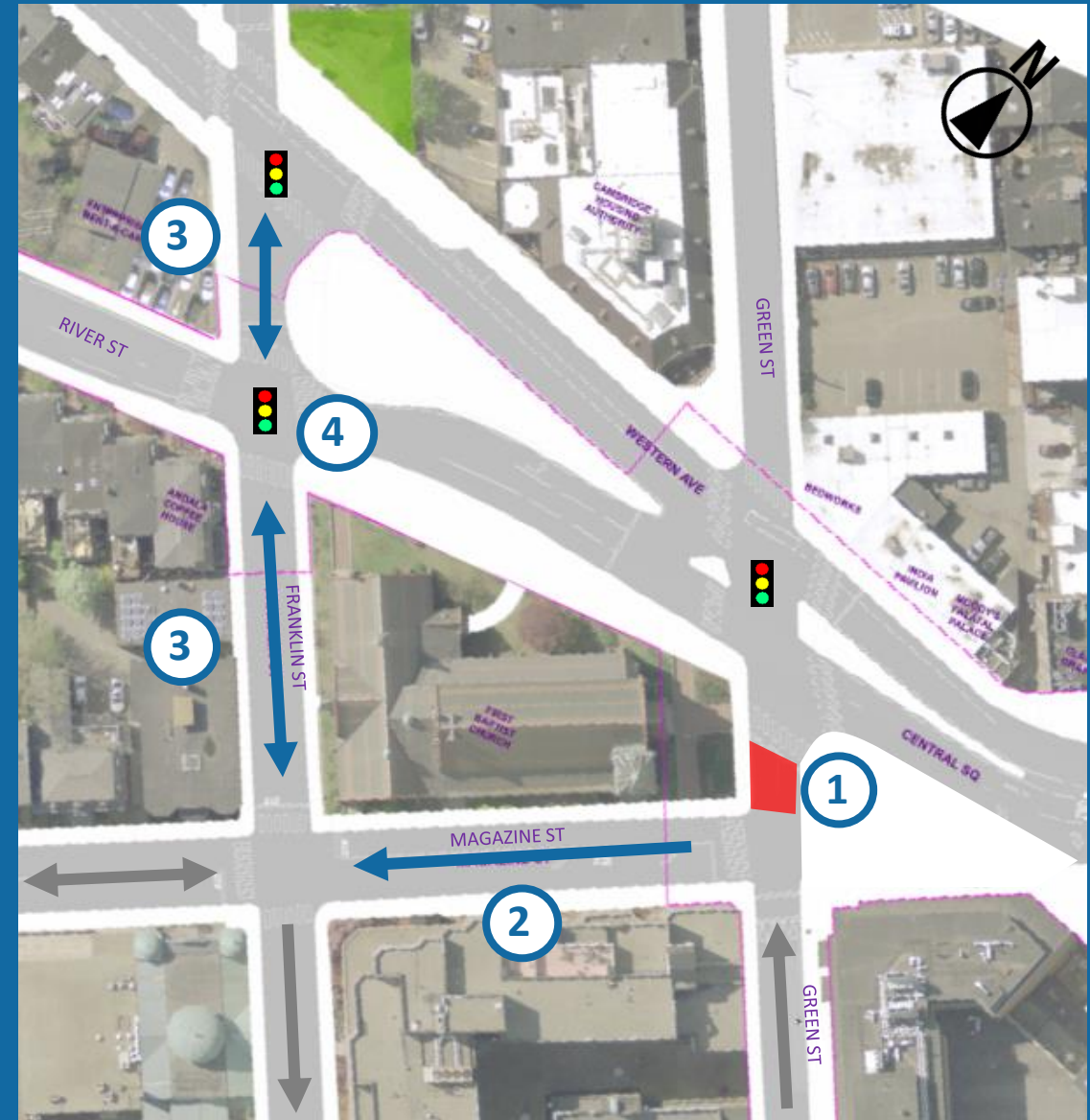
Circulation Changes Needed To Support Butterfly Plaza

- To expand the available plaza space, bus/bike only operations are proposed at Green Street & River Street
- These network changes will improve safety and operations for all modes

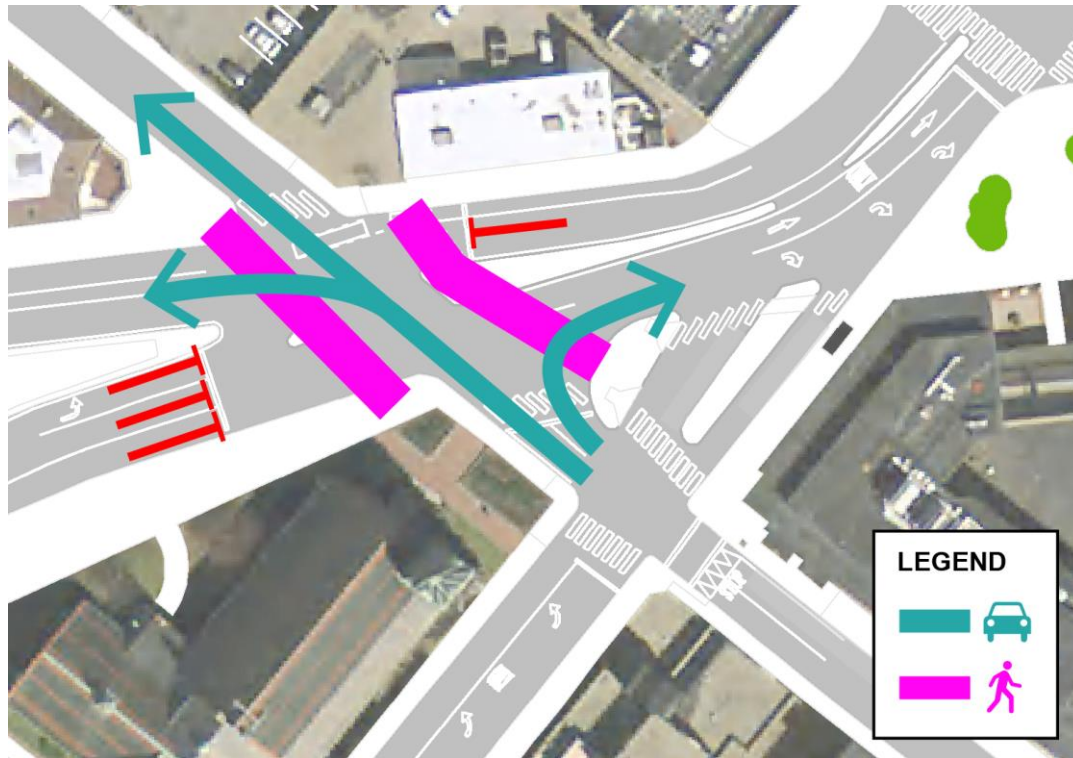


Proposed Network Changes

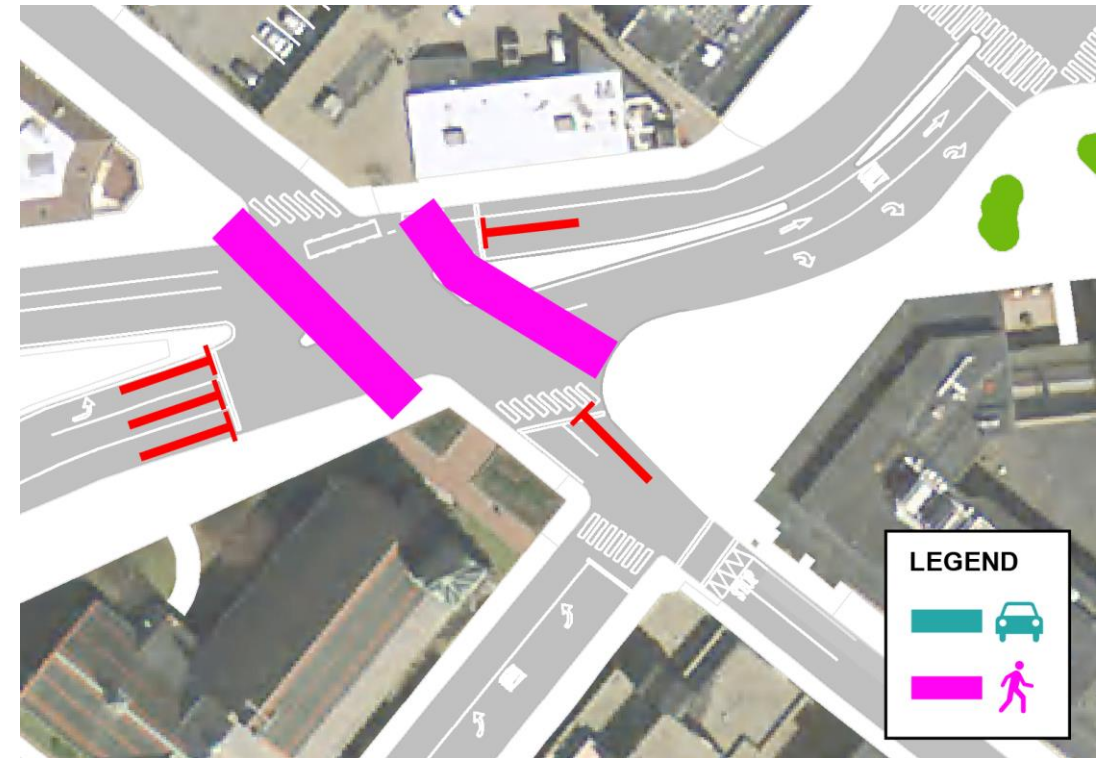
1. No through vehicle movement at Green Street except buses and bikes
2. First block of Magazine Street changed to one way westbound
3. Franklin Street between Magazine Street and Western Avenue changed to two-way
4. New signal at Franklin Street



Bus/Bike Connector Pedestrian Phasing & Vehicle Conflicts

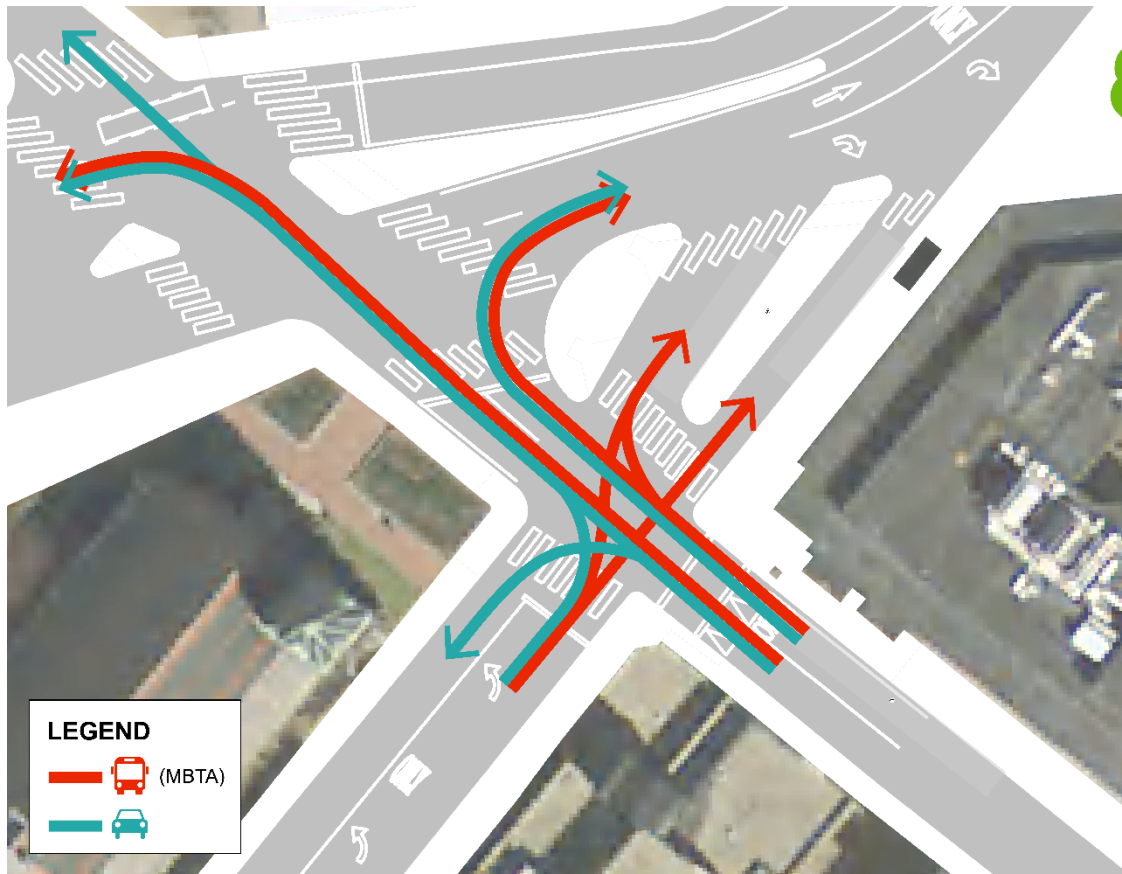


Existing Pedestrian Phasing

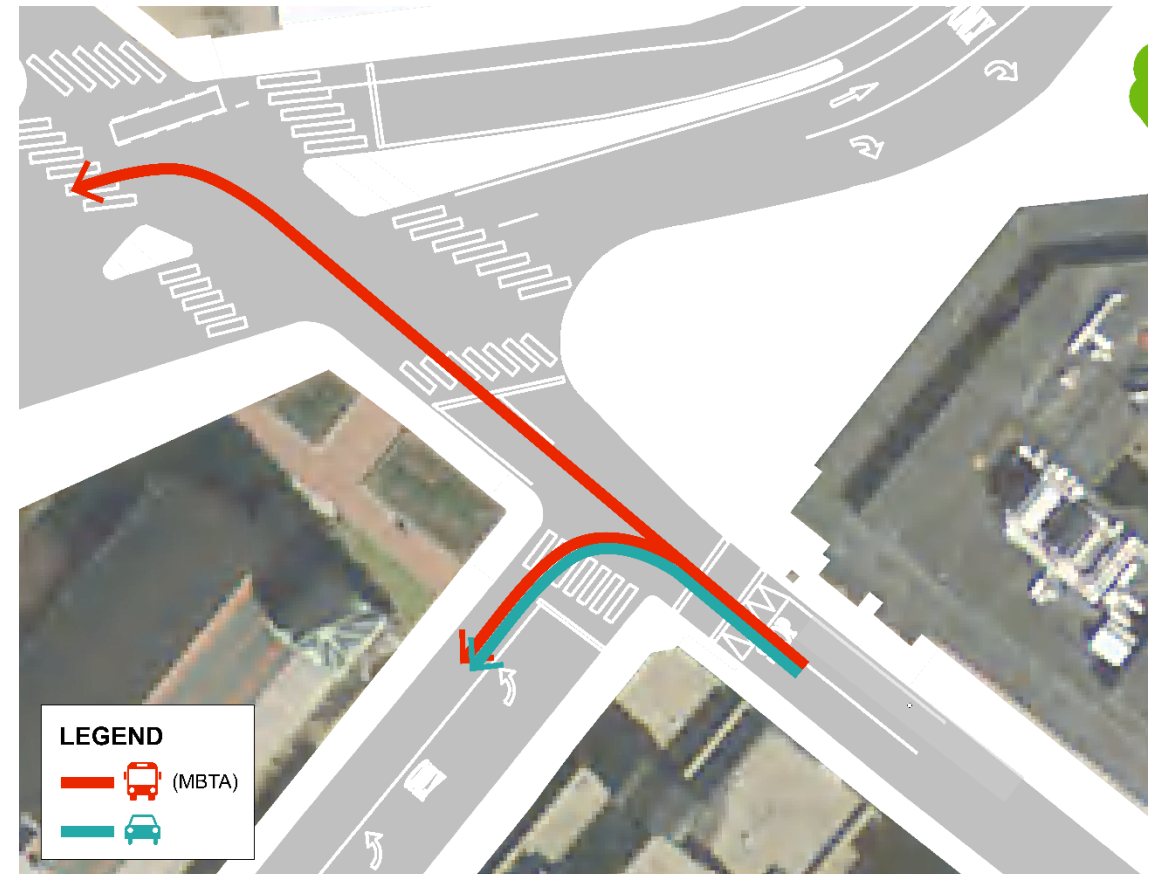


Proposed Pedestrian Phasing

Bus/Bike Connector Vehicular Movements Change



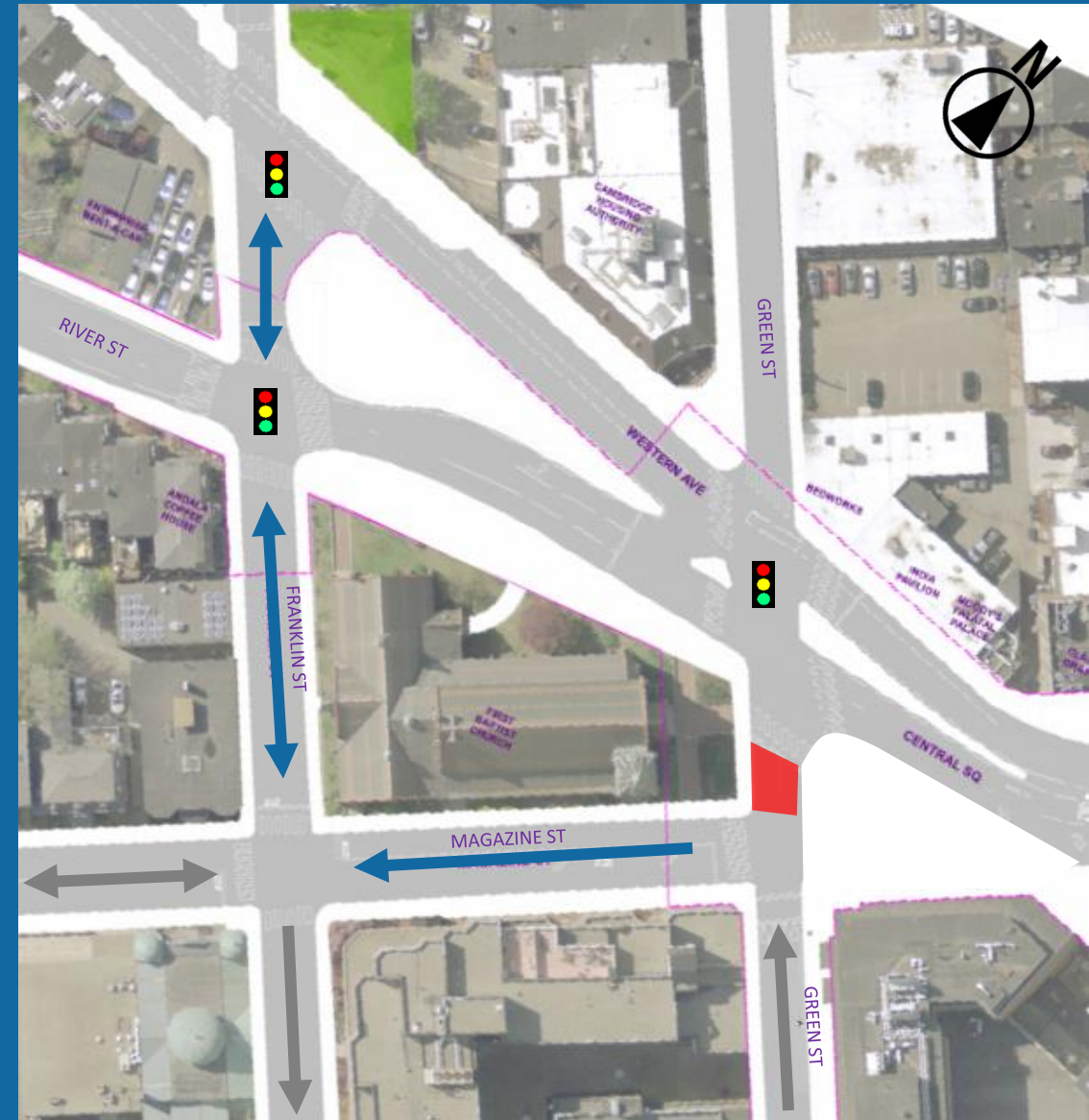
Existing Vehicular Movements



Proposed Vehicular Movements

Bus/Bike Connector Transportation Benefits

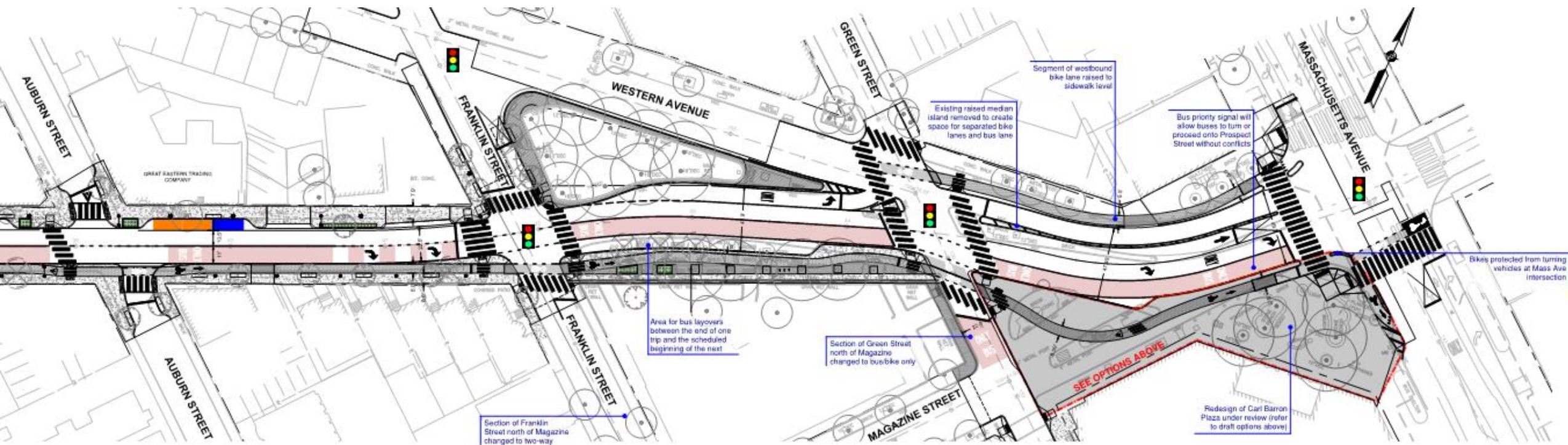
- The proposed network changes will allow:
 - Direct access to Western Avenue to be maintained for MBTA buses
 - Protected pedestrian crossing of River Street at Green Street
 - Improved bicycle connections
 - Reduced conflicts at Magazine Street and Green Street
 - Improved traffic flow due to signal at Franklin Street



OVERVIEW OF DRAFT DESIGN PLAN

The Draft Plan will be posted at the project website's "Documents" under Working Group Meeting #10.

After this meeting, please share your thoughts by email - RiverStreet@CambridgeMA.gov



Sample of Design Plan

Carl Barron Plaza Urban Design Options

The Plaza Community Process

On-site research

- Movement tracking
- Activity mapping
- Diary entries/on-site observations

Community Engagement

- In person interviews - 17 total
- Online survey - 32 respondents
- Open house and day of engagement - over 140 people engaged

Design Objectives/Themes

distilled from the community process

Comfort: Ensure everyone feels comfortable to linger

Identity: A cleaner, more inviting space

Access: Balance transportation needs with enjoyment of the plaza

Uses: Everyday activity mixed with programmed events

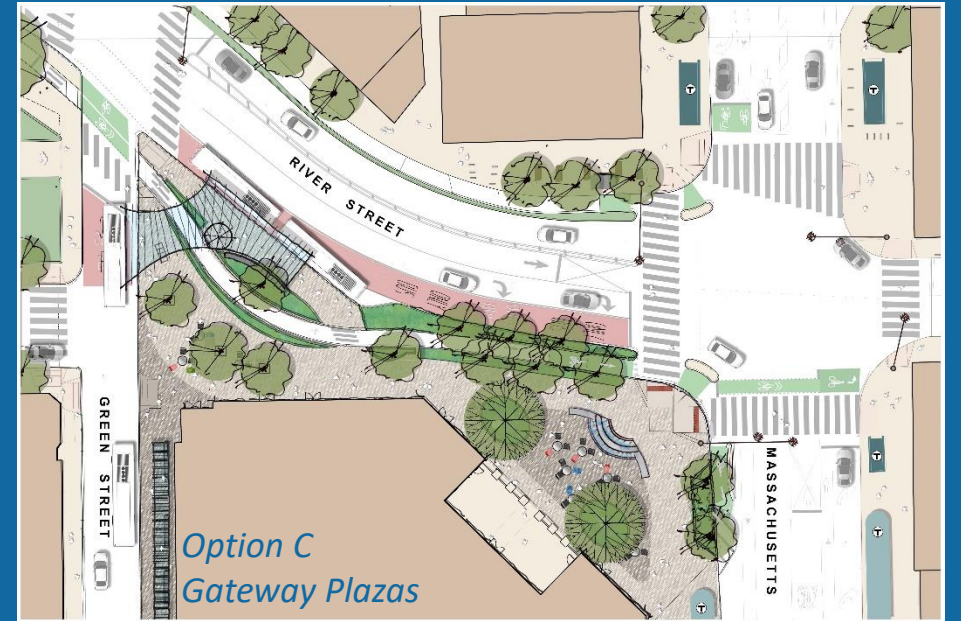
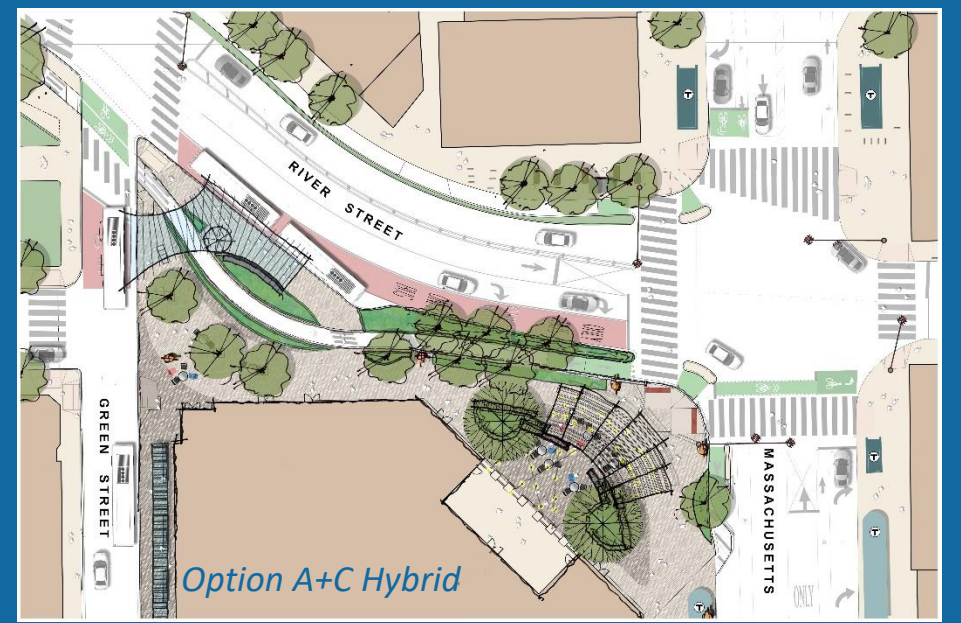
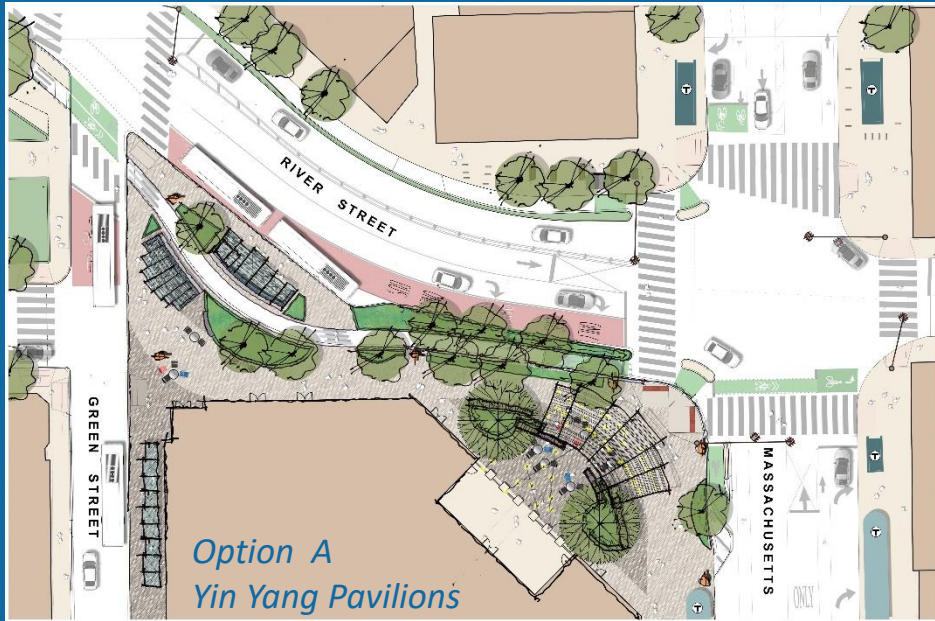
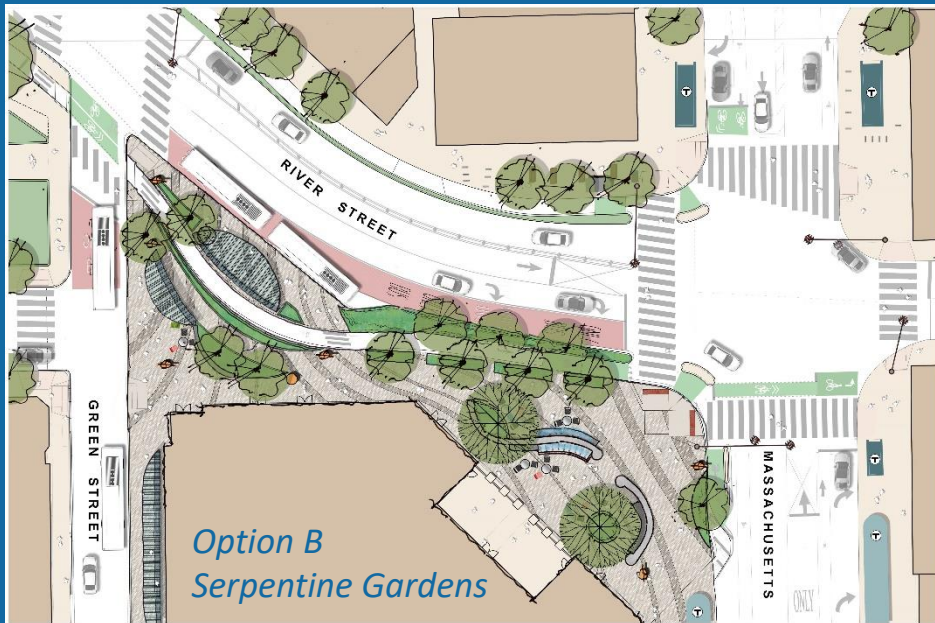
Sociability: Spaces for people to gather in large and small groups

Design Option Review

Where are we in the process?

- Materials presented are **draft only**
- Looking for your **feedback** on desired features and overall design direction
- Initial review of design alternatives is **one step** in the process
 - not picking favorites yet
- Sharing with **additional stakeholders** over Summer/Fall 2020.
- **Public meeting** is tentatively scheduled for Fall 2020

Option Overview



Option A : Yin Yang Pavilions

Key Design Features

Green St. End

- Custom bus shelters: 3 Locations

Mass Ave End

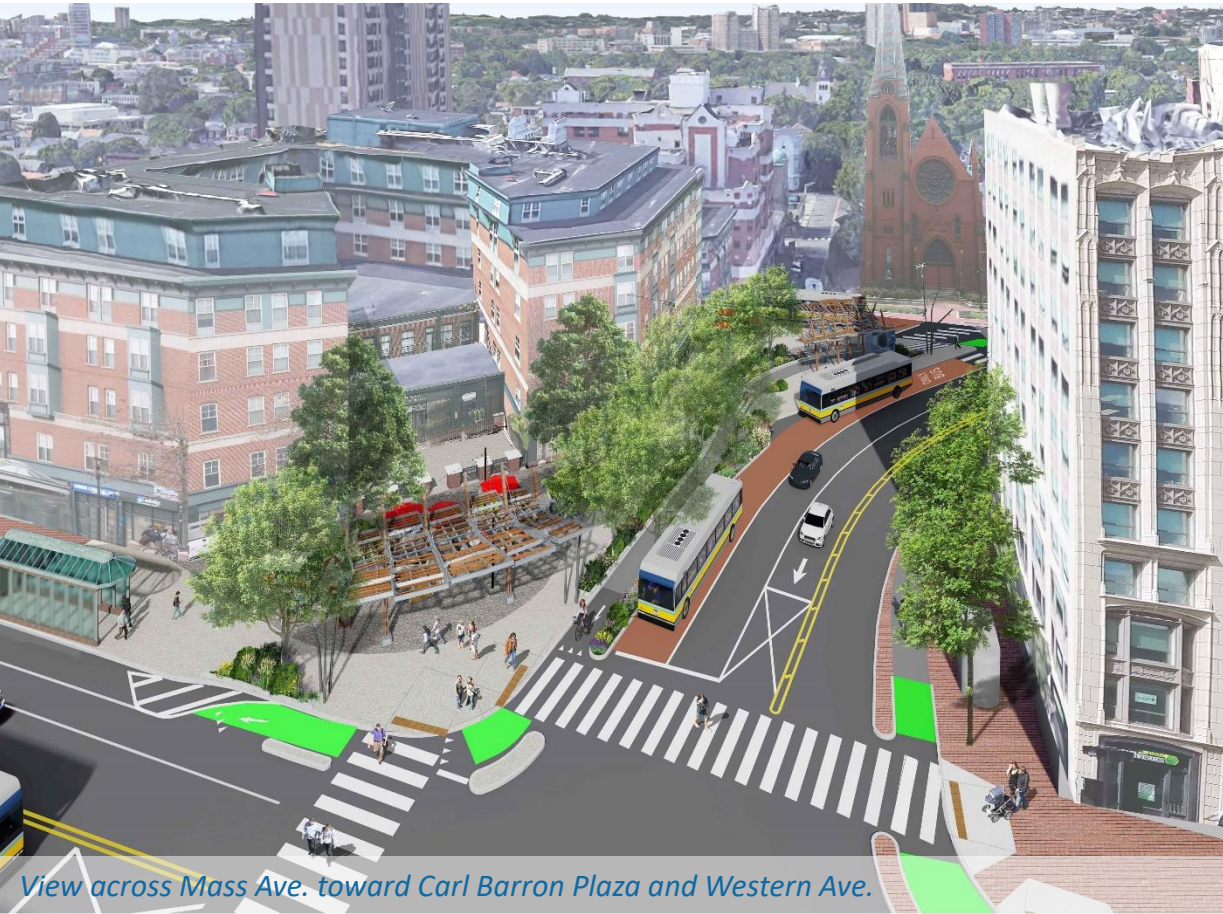
- Iconic open air pergola structure at Mass Ave. Plaza
- Flexible plaza space with suspended overhead lighting
- Curved seat wall and low curved planting elements

General

- Two existing trees to remain
- Eleven new trees



Option A | Birdseye Views



Option A | Perspectives



View SE along transit hub toward Holmes Building



View looking toward River Street at Mass Ave



View SE along transit hub toward Holmes Building



View toward church at Green Street end of Plaza

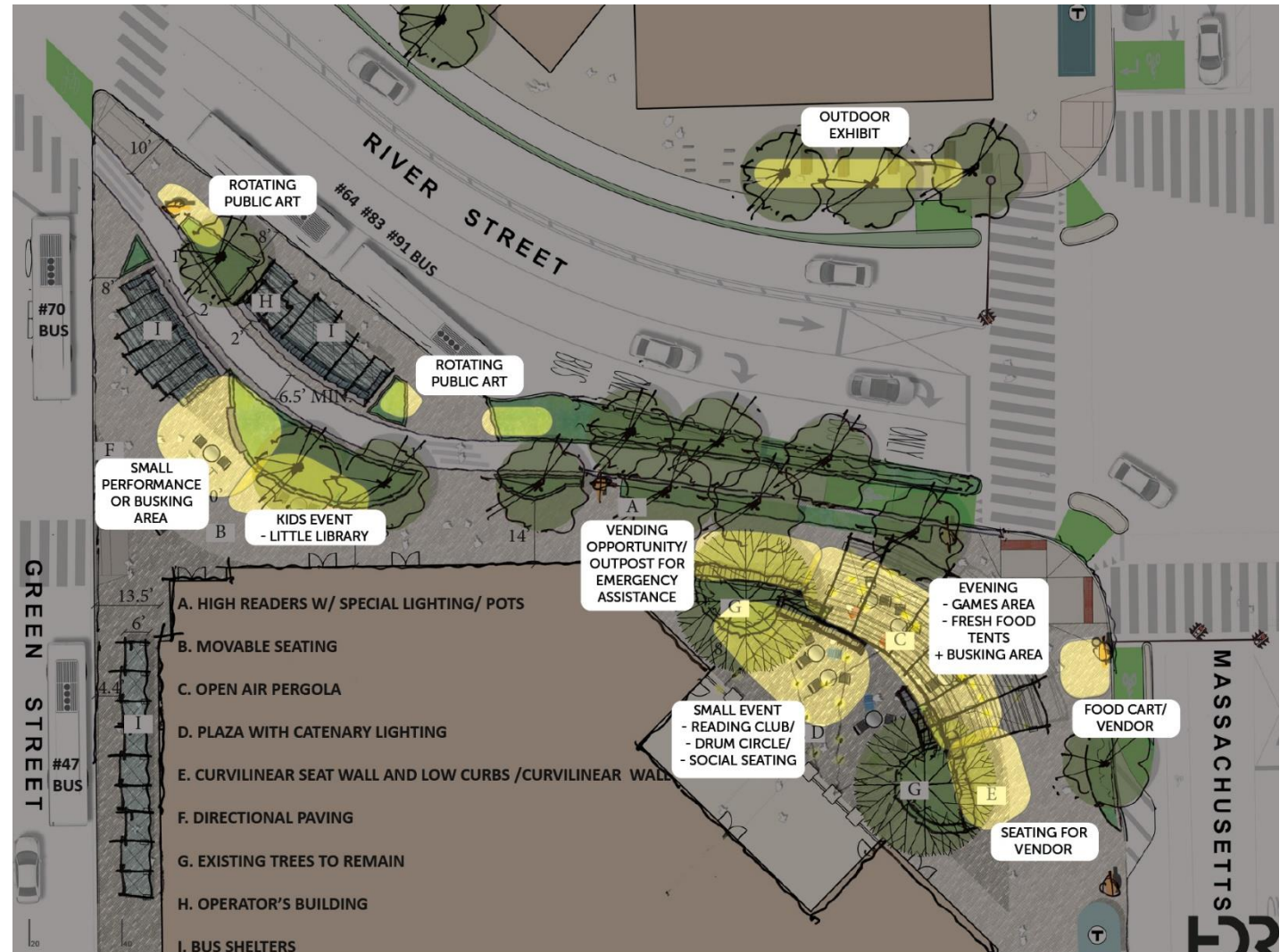
Option A: Example Program Diagram

Opportunities

- Gathering under the Mass. Ave. pergola (small – medium)
- Independent but complementary programming for both sides of plaza
- Small performance or vendors
- Flexible & movable seating

Constraints

- Curvilinear seating at main plaza bisects space
- Planters, unless flush with pavement, reduce programmable space



Option B: Serpentine Gardens

Key Design Features

Green St. End

- Curvilinear Bus shelters: 3 Locations
- Pedestrian path running along bike path

Mass Ave End

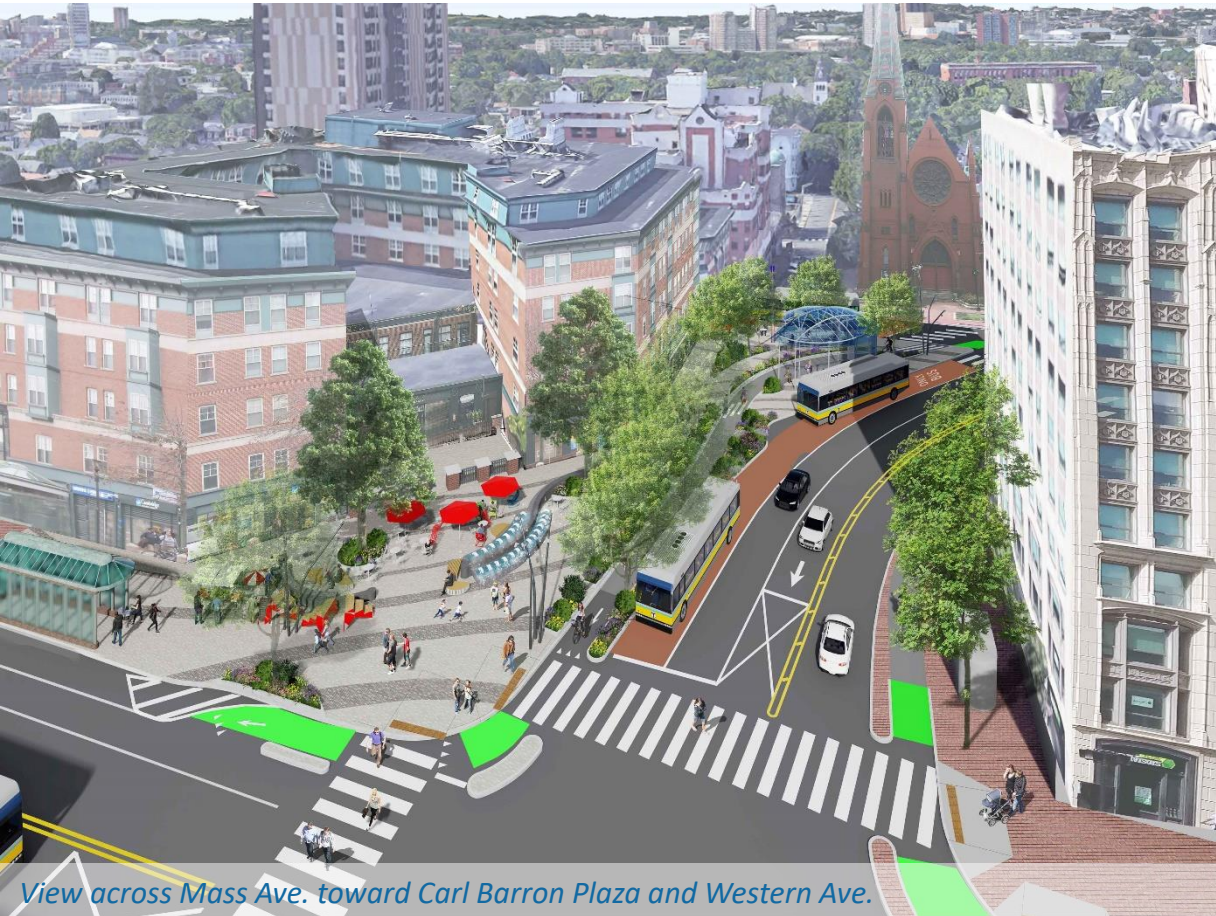
- Curvilinear fixed seating with backs
- Linear water feature (two sided)
- Open Plaza

General

- Paving - serpentine motif
- Wayfinding features
- Two existing trees to remain
- Twelve new trees



Option B | Birdseye Views



Option B | Perspectives



View SE along transit hub toward Holmes Building



View looking toward River Street at Mass Ave



View SE along transit hub toward Holmes Building



View toward church at Green Street end of Plaza

Option C: Gateway Plazas

Key Design Features

Green St. End

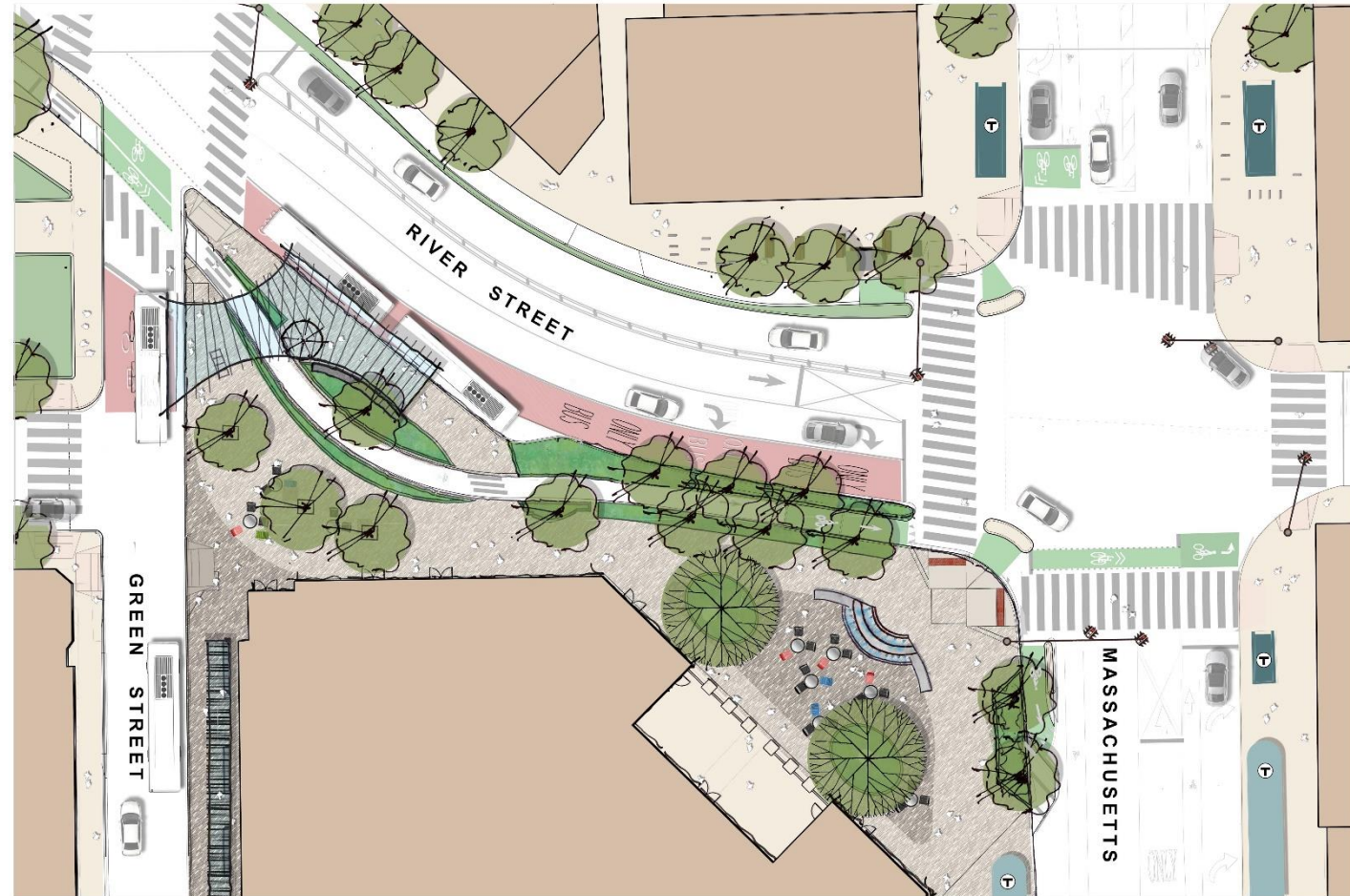
- Iconic Transit hub structure visible from various vantage points
- Trees in flush pavement
- Pedestrian circulation parallel to and separated from bike lane

Mass Ave End

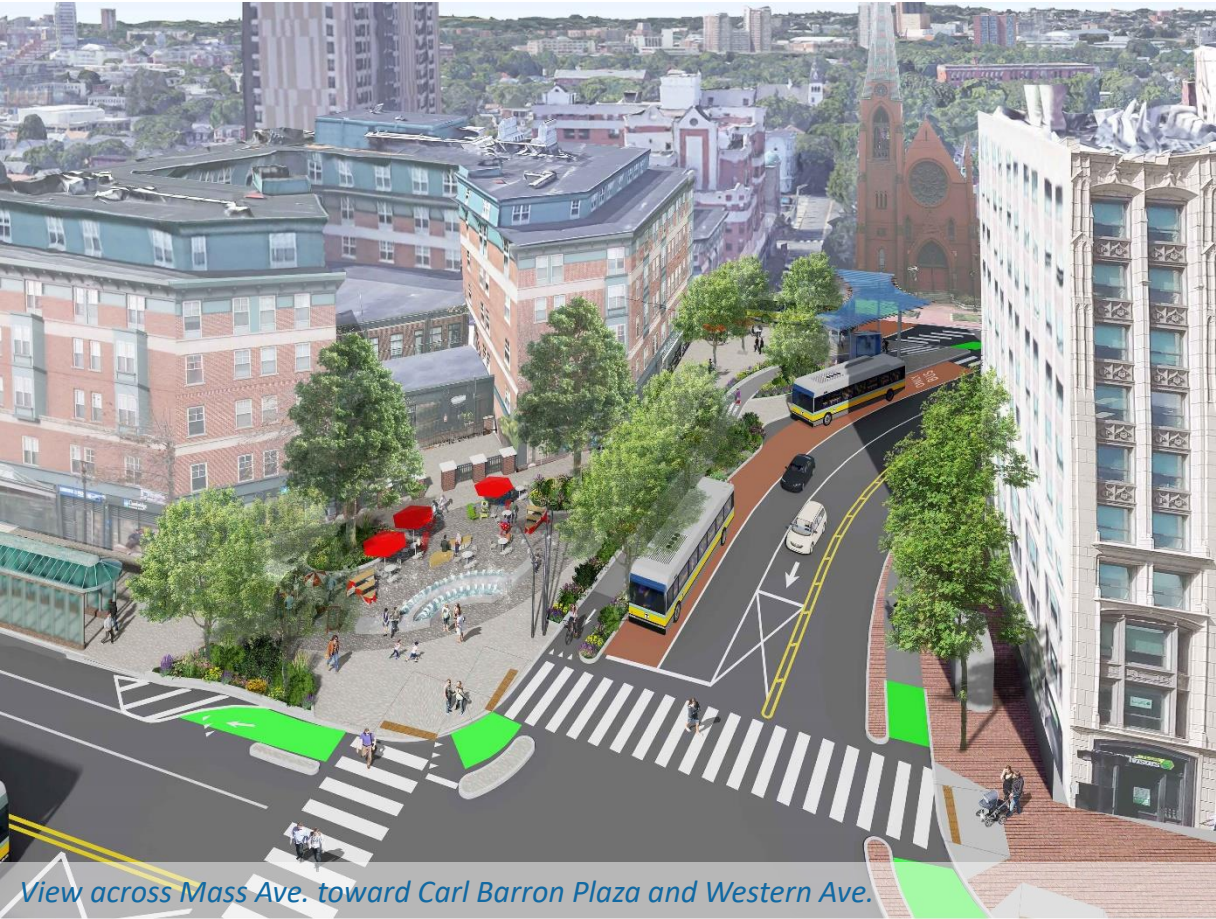
- Multi - use open plaza
- Central water feature (two sided)

General

- Two existing trees to remain
- Thirteen new trees



Option C | Birdseye Views



View across Mass Ave. toward Carl Barron Plaza and Western Ave.



View SE across Western Ave. to transit hub at Carl Barron Plaza

Option C | Perspectives



View SE along transit hub toward Holmes Building



View looking toward River Street at Mass Ave



View SE along transit hub toward Holmes Building



View toward church at Green Street end of Plaza

Option A+C Hybrid

Key Design Features

Green St. End

- Iconic Transit hub structure visible from various vantage points
- Trees in flush pavement
- Pedestrian circulation parallel to bike lane

Mass Ave End

- Iconic open air pergola structure at Mass Ave. Plaza
- Flexible plaza space with catenary lighting
- Curved seat wall and low curved planting elements

General

- Two existing trees to remain
- Ten new trees



Option A+C Hybrid | Birdseye Views



Option A+C | Perspectives



View SE along transit hub toward Holmes Building



View looking toward River Street at Mass Ave

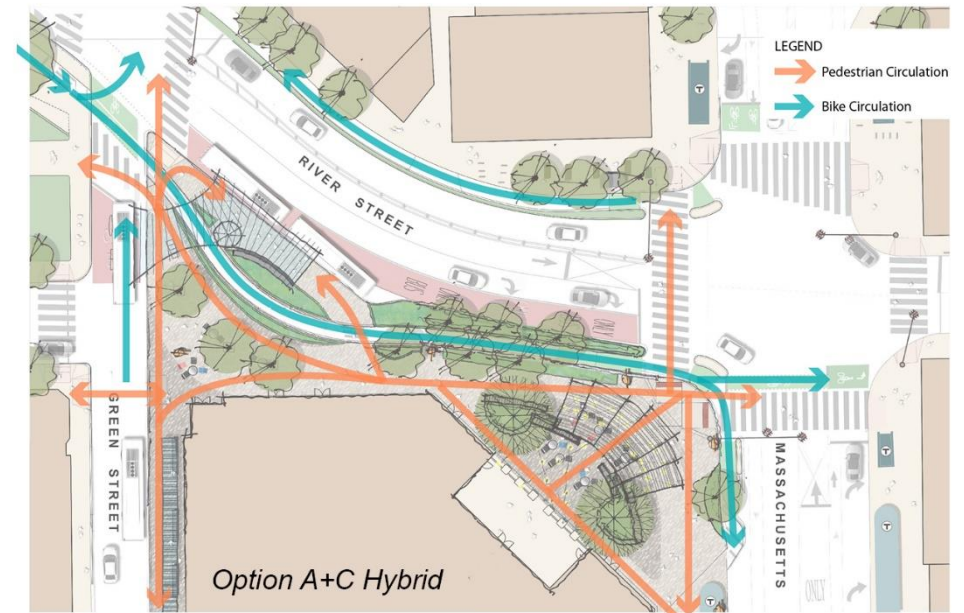
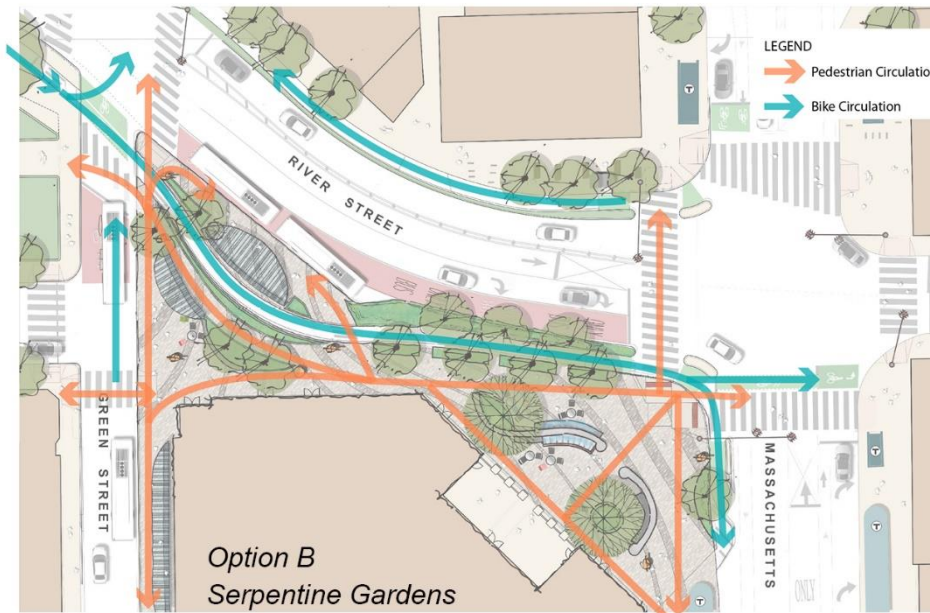
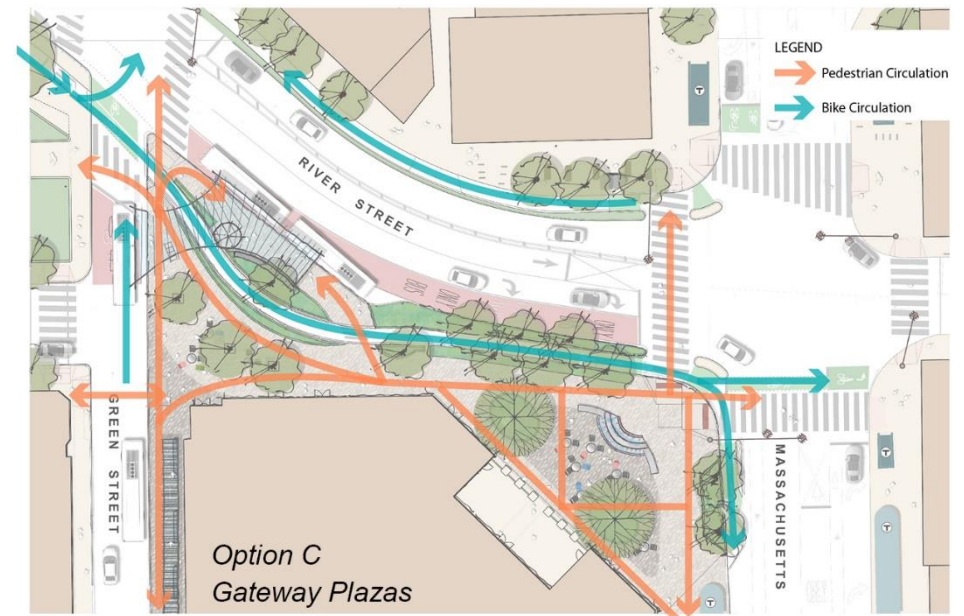


View SE along transit hub toward Holmes Building



View toward church at Green Street end of Plaza

Option Summary



Circulation Diagrams



Port Infrastructure Improvements

City of Cambridge, MA
The Port Infrastructure Improvements - January 2020

Figure 1

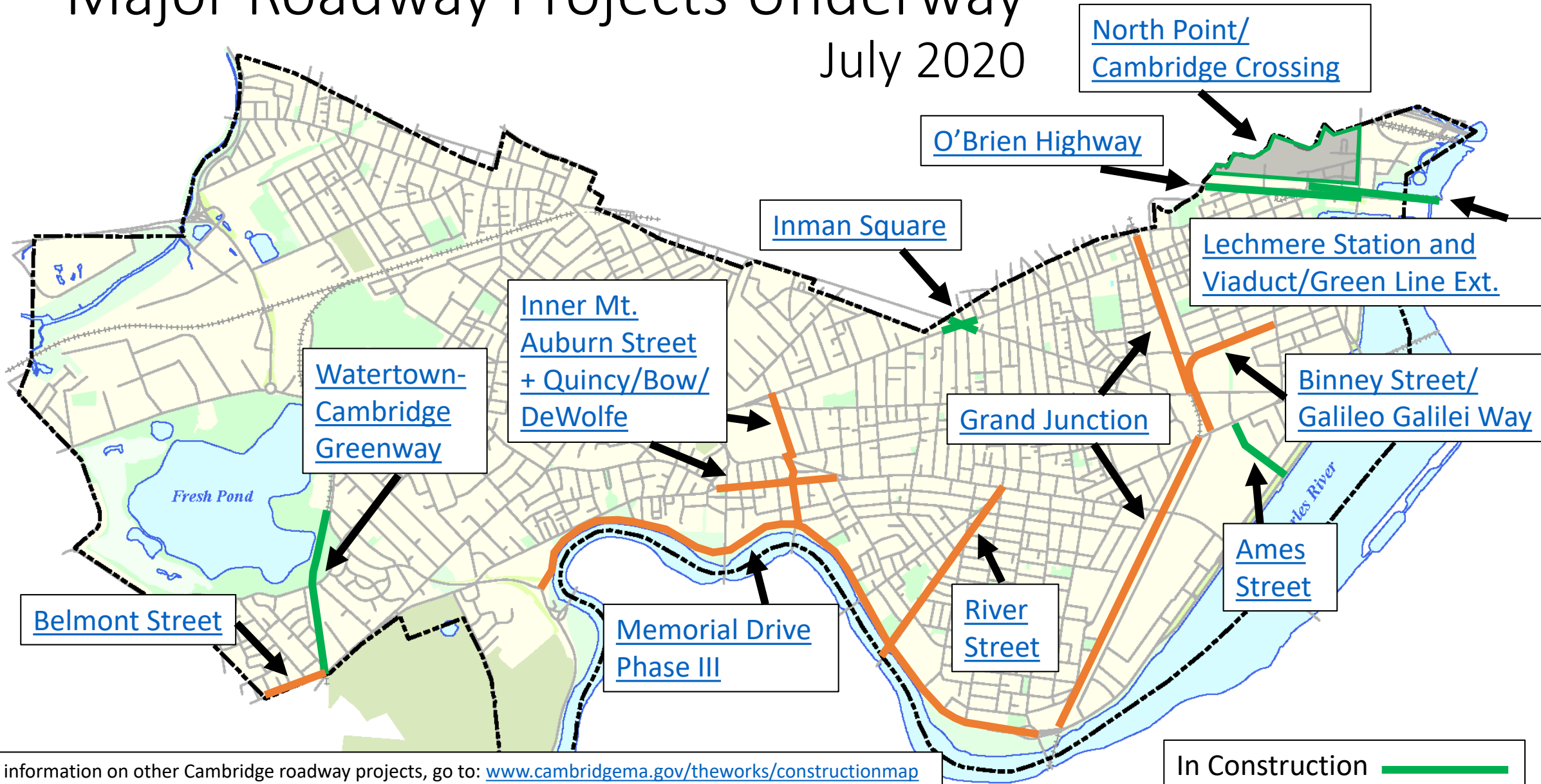




Other projects

Major Roadway Projects Underway

July 2020



For information on other Cambridge roadway projects, go to: www.cambridgema.gov/theworks/constructionmap
To see recently completed bicycle facility improvements projects, go to: www.cambridgema.gov/bikeprojects

In Construction 
Under Design 

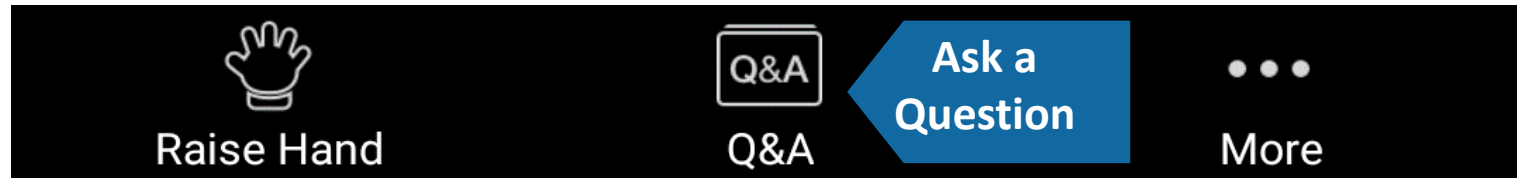


Public comment

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
- Questions can also be submitted using the Q&A button.

Bottom Panel of
Zoom Screen





Committee Work

1. Walk – Virtual/Story Map
2. Subcommittees
3. Remote Committee Work

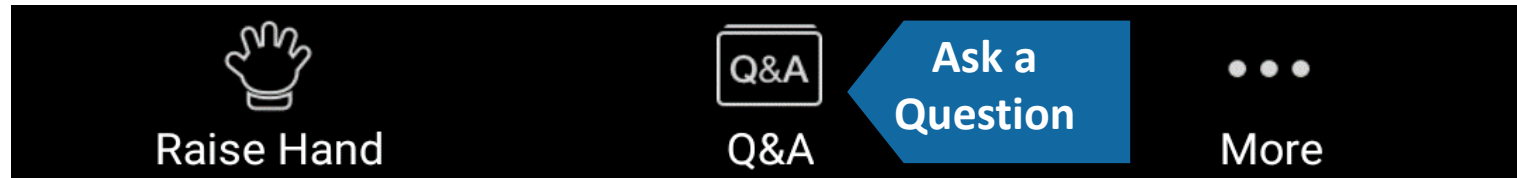


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Zoom Screen





Other Announcements



Thank You