

Gore Street and Rufo Road Surface Reconstruction Design Progress Meeting 3

05-08-2019

Design Progress | Meeting Agenda

- **Introductions / Utility Construction Update**
 - Kara Falise, Senior Engineer
 - DivCO West / CSL
- **Gore Street and Rufo Road Design Update**
 - Katherine Watkins, City Engineer
 - Patrick Baxter, Traffic Engineering Manager
- **Small Group Discussions**

GORE STREET UTILITY CONSTRUCTION | UPDATE

- **Eversource Gas Work**

- Gas main replacement complete
- Work did delay sewer work in some locations but also resulted in:
 - Improved safety of operations
 - Reduced scope (time) for Gore Street Reconstruction Project

- **Cambridge Crossing Sewer Work**

- Anticipated completion in July 2019
 - Main installation in Cambridge to be completed in June
 - Gore Street Temporary resurfacing anticipated in July
 - Sewer tie-in and surface restoration in Somerville anticipated in June

GORE STREET and RUFO ROAD | **SCHEDULE**

- ~~Early Summer 2018~~ Design Kick-Off
- ~~Fall 2018~~: Survey and Design Concepts
- ~~Spring 2019~~: Design Progress Meeting 2
- **Spring 2019**: Design Progress Meeting 3 (TONIGHT)
 - Community Meeting to finalize design
- **Summer 2019**: Design Finalization
- **Fall/Winter 2019**: Bidding for Construction
- **Late 2019 / Early 2020**: Construction Commencement
 - Community Meeting to kick-off construction



INTRODUCTION | COMPLETE STREETS

Complete Streets are **streets for everyone**. They are designed and operated to enable **safe access for all users**. Pedestrians, bicyclists, motorists, and public transportation (transit) users of all ages and abilities are able to safely move along and across a Complete Street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They help buses to run on time and make it safe for people to walk to and from train stations.

More sidewalks and bicycle facilities are included, which provides **increased accessibility for pedestrians and cyclists**.

During design and construction of Complete Streets, our goal is to communicate projects with neighborhoods, facilitate an integrated design process, minimize disruption to community life and provide reasonable access for all users during reconstruction.

INTRODUCTION | VISION ZERO

On March 21, 2016, the Cambridge City Council unanimously passed resolutions put forth by the City Manager to formally adopt Complete Streets and Vision Zero policies, showing that the City of Cambridge is committed to achieving these goals, assuring safe access for all users.

Vision Zero calls for the elimination of fatalities and serious injuries resulting from traffic crashes, and emphasizes that they can and should be prevented. The City of Cambridge is the 17th city in the U.S. to commit to a Vision Zero Policy.



5 YEAR PLAN | SCOPE OF WORK

Our approach emphasizes **streets designed and operated for everyone**. Pedestrians, bicyclists, motorists, and transit users of all ages and abilities will be able to safely move along and across **Complete Streets**.



Emphasis on accessibility – pedestrian ramps, sidewalks and universal design.



Vision Zero calls for the elimination of fatalities and serious injuries resulting from traffic crashes.



Transit improvements – accessibility of bus stops and transit priority, as feasible.



Network of bike facilities – support people of all ages and abilities to bike safely throughout the city.



Additional street trees and green infrastructure.



Maintain and improve city infrastructure, and coordinate with private utilities to facilitate upgrades.

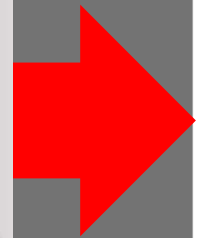
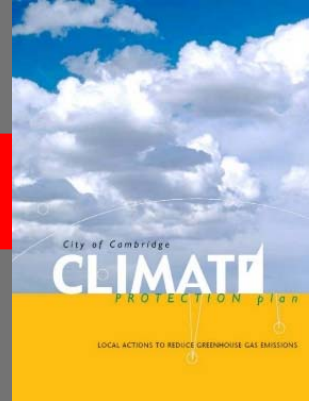
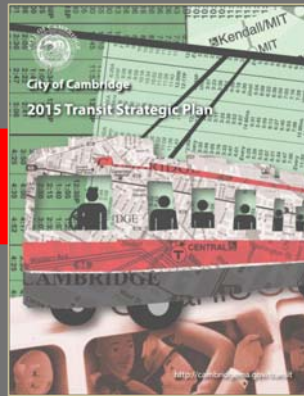
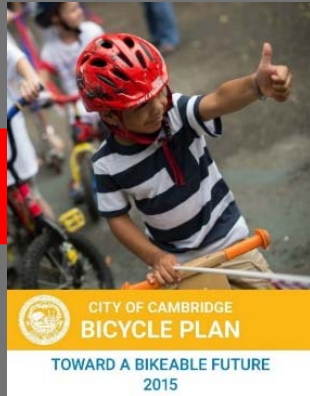
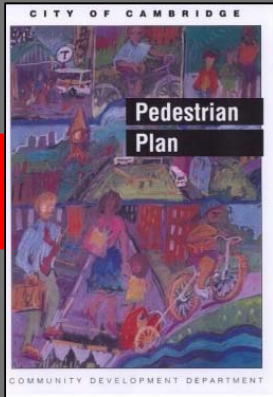
5 YEAR PLAN | **PLANNED CONSTRUCTION**



Interactive construction map: www.cambridgema.gov/theworks/constructionmap

INTRODUCTION | 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).

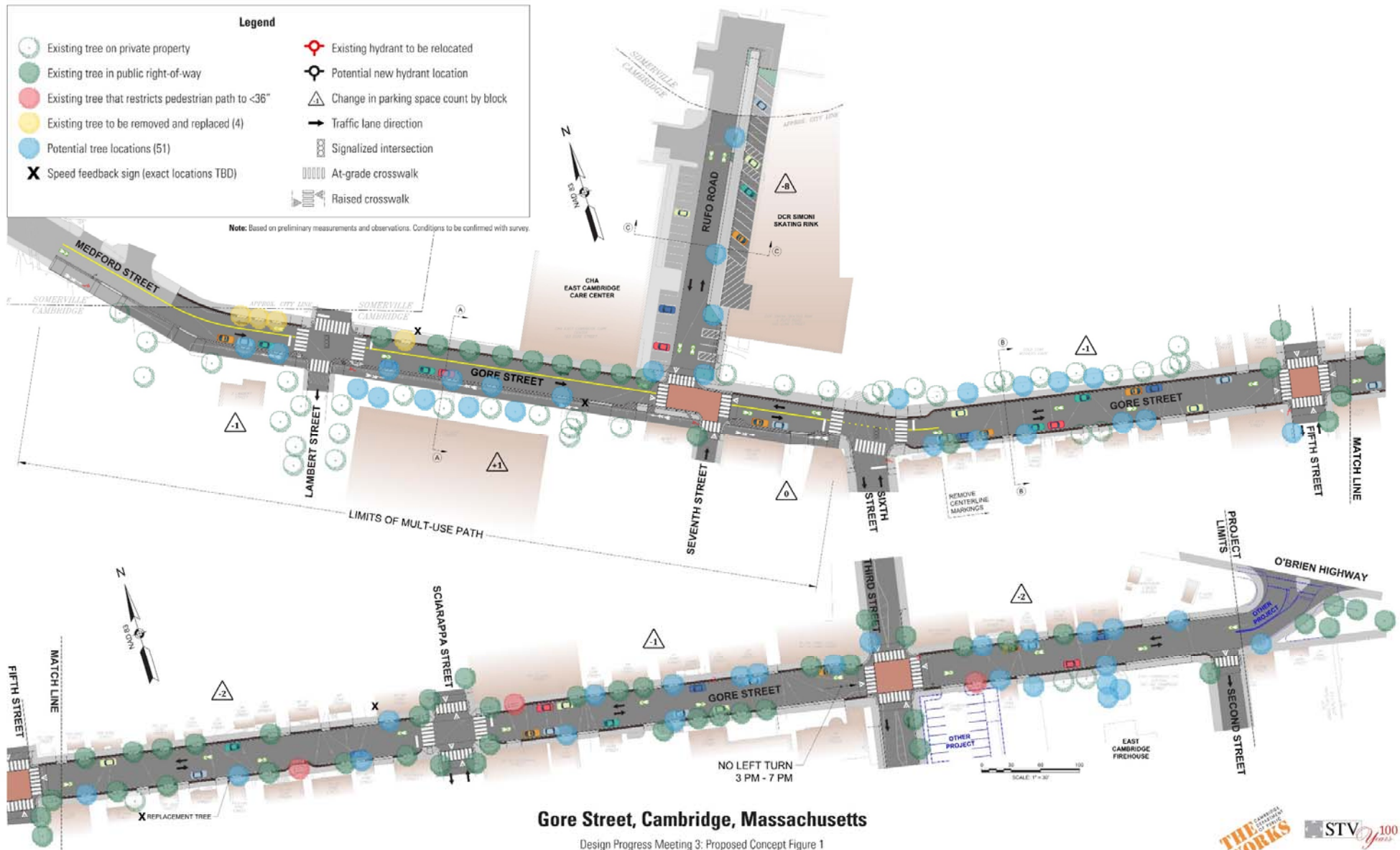
Cambridge Growth Policy emphasizes sustainable modes of transportation such as walking, biking and using transit and low-emission vehicles, which promote livability and help to improve air quality and reduce greenhouse gas emissions (1993/2007).

GORE STREET and RUFO ROAD | **SCOPE**

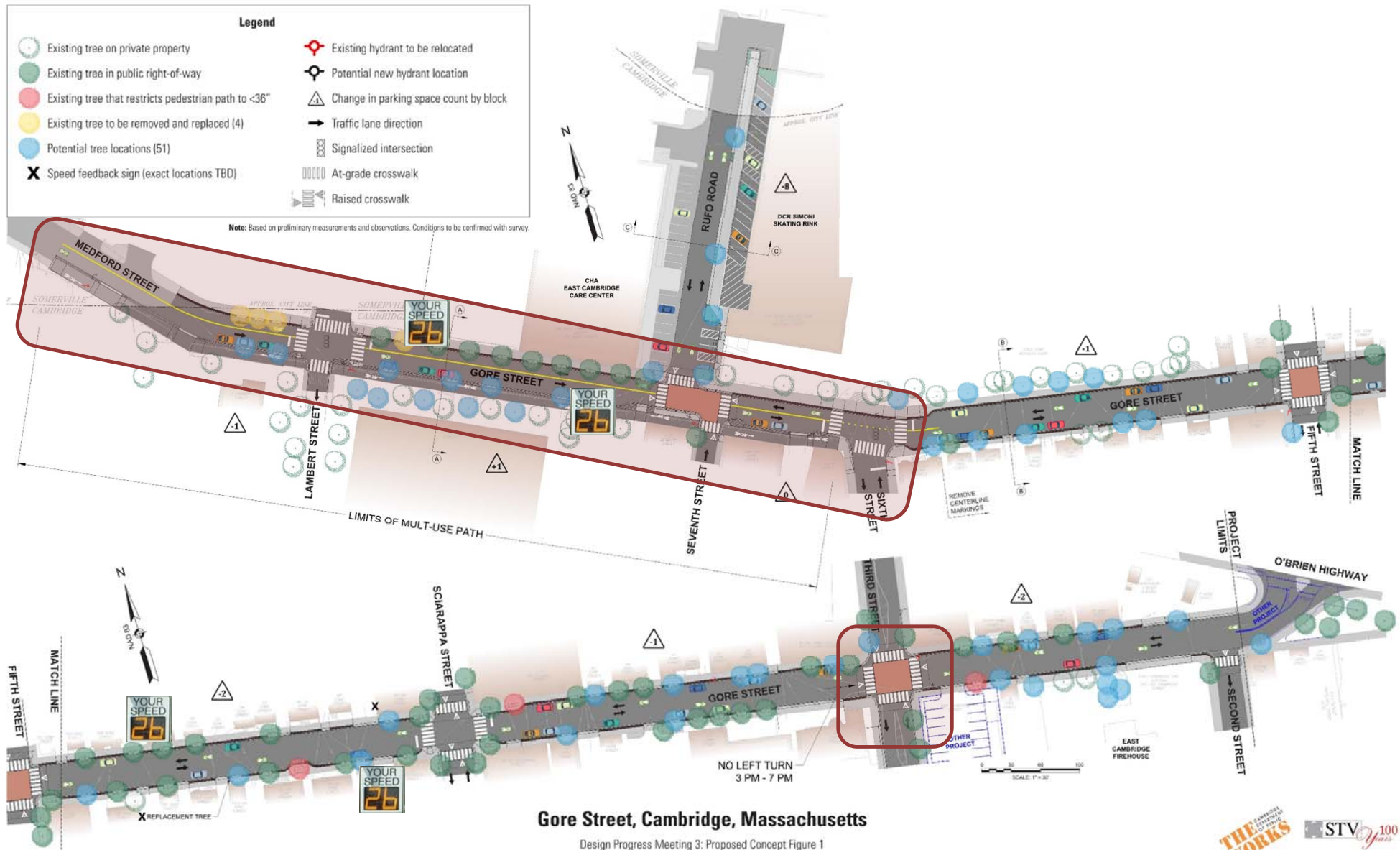
Proposed as part of City Surface Restoration Project:

- New water main and replacement of lead services.
- Sewer main rehabilitation and repairs
- Pavement profile restoration and repaving
- Accessible sidewalk reconstruction
- Tree plantings and improved drainage

DESIGN | PLAN OVERVIEW



DESIGN | PLAN OVERVIEW

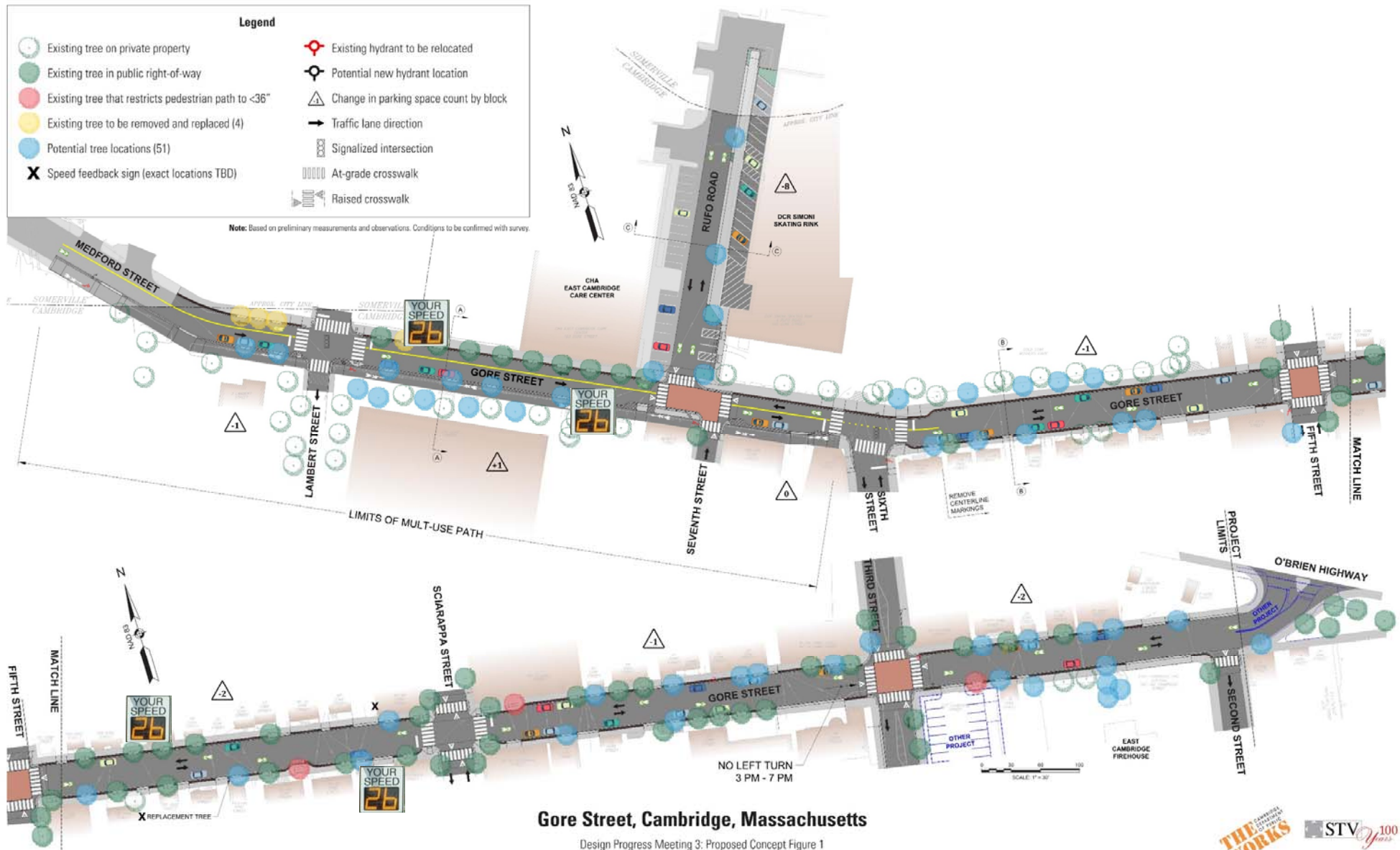


DESIGN | SPEED FEEDBACK SIGNS



- Signs alert drivers to current speed
- Speed flashes for drivers traveling over the limit
- Collect aggregate speed data for analysis

DESIGN | SPEED FEEDBACK SIGNS

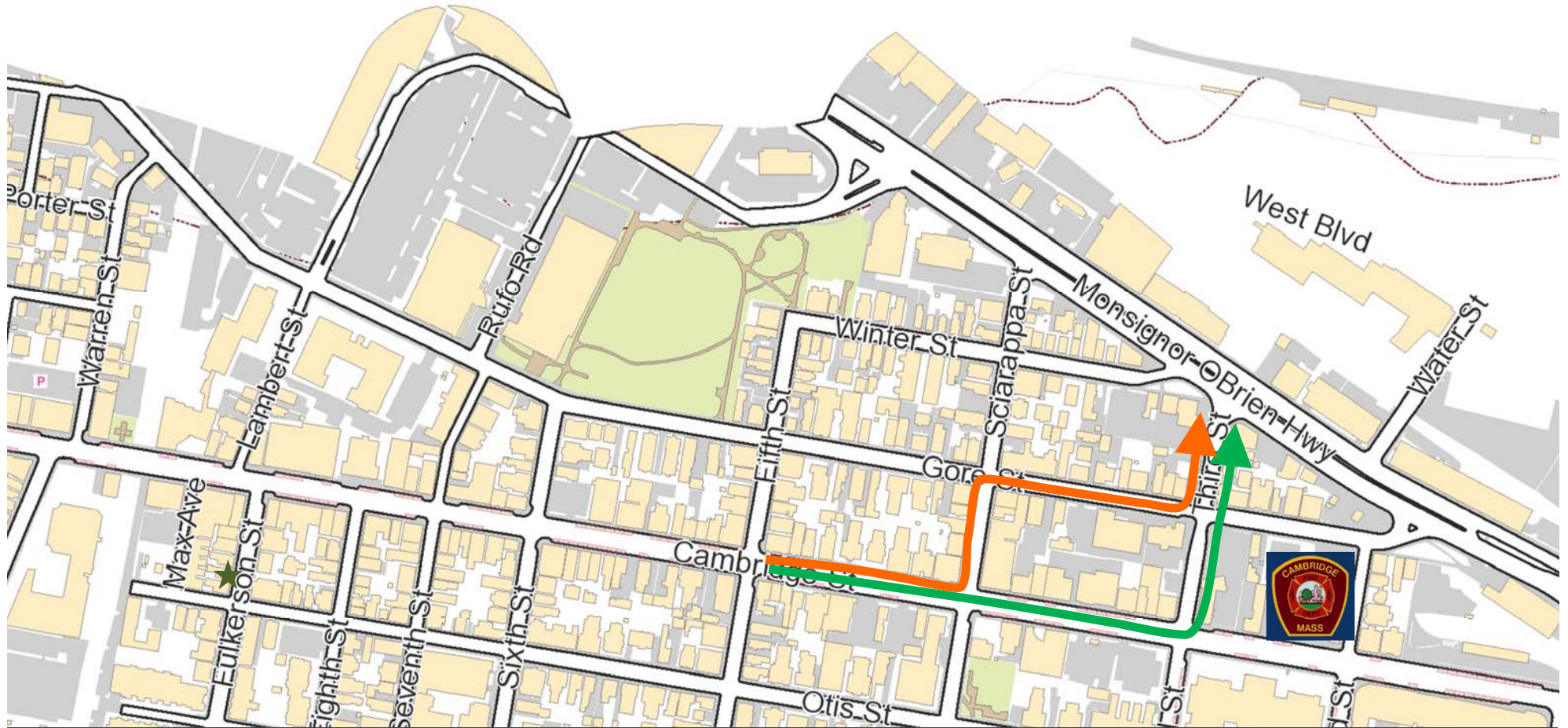


Gore Street, Cambridge, Massachusetts

Design Progress Meeting 3: Proposed Concept Figure 1
May 8, 2019

DESIGN | LEFT TURNS AT THIRD STREET

SOMERVILLE

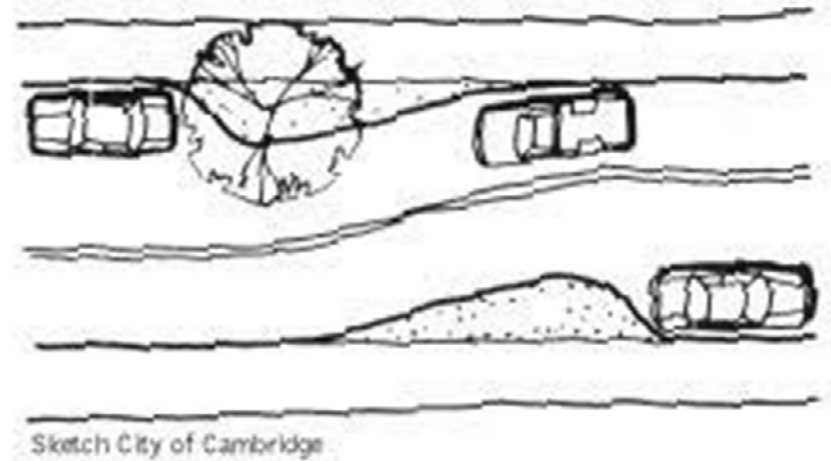
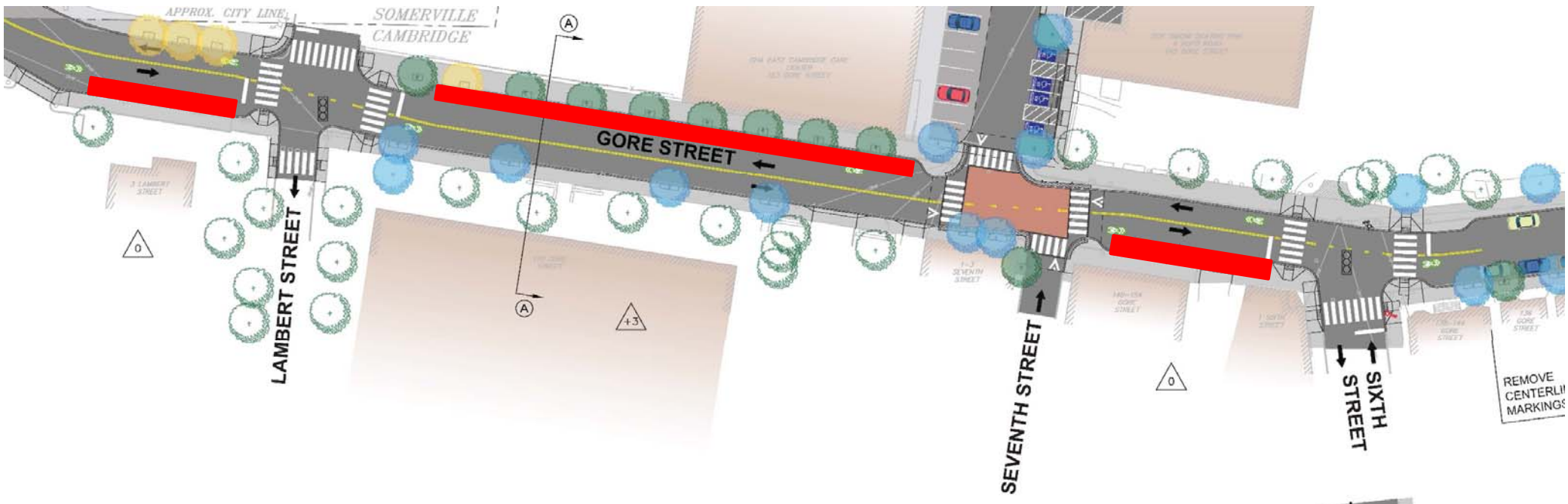


- Green arrow denotes preferred path from Cambridge Street to O'Brien Hwy Northbound
- Orange arrow indicates cut-through route observed by residents during evening peak period
- Analysis shows that 67% of PM peak left turns from Gore St to Third St come from Cambridge St
- **PROPOSED:** NO LEFT TURN
3 PM – 7 PM
EXCEPT BIKES

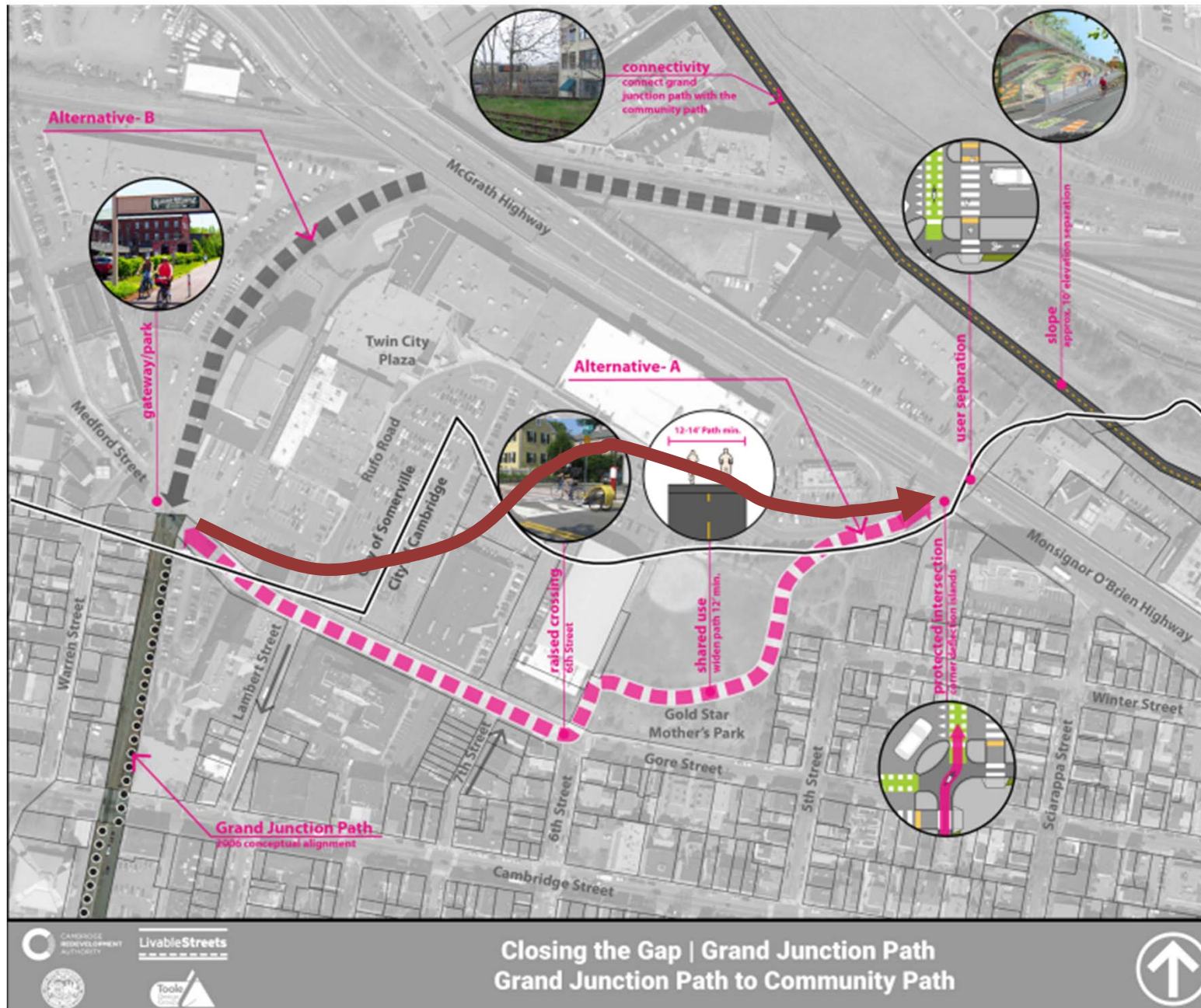
DESIGN | PLAN OVERVIEW



DESIGN | CHICANES



GORE STREET | RELATIONSHIP TO NETWORK PATHS



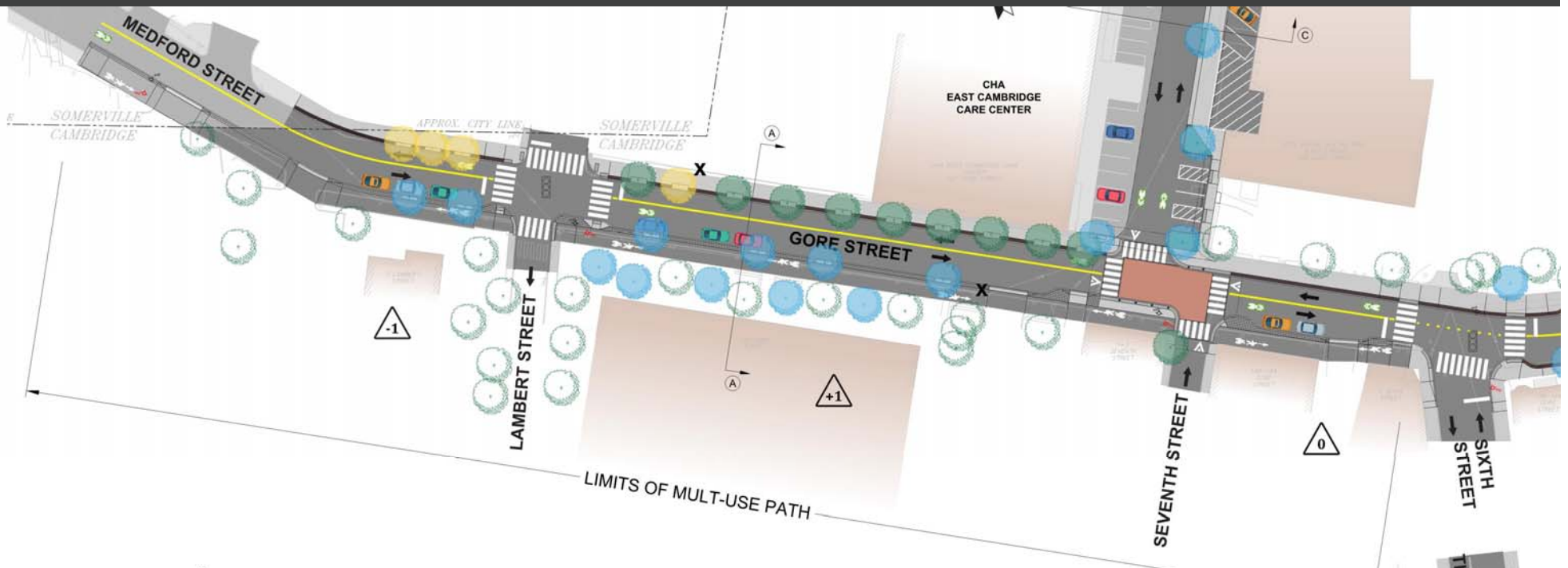
DESIGN | Cross Sections



DESIGN | Cross Sections



DESIGN | Design Considerations



- North Side vs. South Side of Street
- Preservation of Existing Street Trees
- Opportunities to plant new trees
- Utility Conflicts
- Desire lines for path users

DESIGN | Cross Sections



GORE STREET | SMALL GROUP DISCUSSION



Gore Street, Cambridge, Massachusetts

Design Progress Meeting 3: Proposed Concept Figure 1
May 8, 2019



Presentation and plan to be posted on Project Website: <http://bit.ly/GoreStRuford>