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
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
Design Progression

Huron Concept → Feb 2020

[Diagram showing the proposed changes to the curb width, indicated as 48'-50' curb to curb. The diagram includes areas for parking, bike lanes, and multi-use paths.]
Project Limit
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

VISION ZERO: Eliminate fatalities and serious injuries resulting from traffic crashes.
In addition to Complete Streets and Vision Zero, the 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).

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

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
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: 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 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
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

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
Public comment
Public Comment Instructions

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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
“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.
<table>
<thead>
<tr>
<th>ZONING CATEGORY</th>
<th>REQUIRED SPACES</th>
<th>PROVIDED SPACES</th>
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<tbody>
<tr>
<td>LONG-TERM</td>
<td>N2 41 @ 0.22/1,000SF</td>
<td>41</td>
</tr>
<tr>
<td>OVER-SIZE LONG-TERM</td>
<td>3 @ 5% OF TOTAL</td>
<td>3</td>
</tr>
<tr>
<td>SHORT-TERM</td>
<td>N5 12 @ 0.06/1,000SF</td>
<td>12</td>
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PORTLAND STREET SECTION AT DAY CARE GARDEN
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
**OPEN SPACE / PERMEABLE SPACE PLAN**

<table>
<thead>
<tr>
<th>Description</th>
<th>Area</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Total Site Area</td>
<td>67579 sf</td>
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<tr>
<td>Level 1 Footprint</td>
<td>35159 sf</td>
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<tr>
<td>Total Permeable Open Space Area</td>
<td>6509 sf</td>
<td>9.6%</td>
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<tr>
<td>Total Open Space</td>
<td>18867 sf</td>
<td>27.9%</td>
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<tr>
<td>Public accessible landscape area</td>
<td>11070 sf</td>
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<tr>
<td>Public accessible open space</td>
<td>17121 sf</td>
<td>25.3%</td>
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<tr>
<td>Permeable Area outside of property line</td>
<td>1850 sf</td>
<td>--</td>
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</tbody>
</table>
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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