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

- 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.
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

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

City of Cambridge | CDD | TP+T | DPW
River Street Reconstruction
Agenda

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

2020
- Gas main construction (Eversource)
- Public Meeting #3

2021
- 25% Design
- 100% Design
- Construction Bids
- Construction (City) 2021-2023
- Public Meeting #4
- 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
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
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
- Parking for businesses, including requests for metered parking
- Activation (outdoor seating) for businesses
- Pedestrian curb extensions for shorter crossings
- Commercial loading
- Greenery
- Electric vehicle charging
- Pick up/drop off
- Parking for people with disabilities
- Little free library
- Trash receptacles
Flex Zone Allocation

**EXISTING**
- Unused Asphalt
- Crosswalks
- Metered Parking & Loading
- Unregulated & Accessible (HP) Parking

**PROPOSED**
- Mobility (bike lane buffer & bus stops)
- Landscaping & Greenery
- Activation
- Resident Permit & Accessible (HP) Parking
- Metered Parking & Loading
- Crosswalks

**Reallocated Area**
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
Tubman Square
(River/Kinnaird/Pleasant)
Tubman Square
Tubman Square – Option B

- Art Element
- Play Element
- Tables / Seating Islands
- Connection to River Street
- Bus Stop Loading Area
- Pedestrian Walkway
- Curved Seat Wall
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
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
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 A
Yin Yang Pavilions

Option B
Serpentine Gardens

Option C
Gateway Plazas

Option A+C Hybrid
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

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

View SE across Western Ave. to transit hub at Carl Barron Plaza
View toward church at Green Street end of Plaza

View looking toward River Street at Mass Ave

View SE along transit hub toward Holmes Building

View SE along transit hub toward Holmes Building
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

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

View SE across Western Ave. to transit hub at Carl Barron Plaza
Option B | Perspectives

View toward church at Green Street end of Plaza

View looking toward River Street at Mass Ave

View SE along transit hub toward Holmes Building

View SE along transit hub toward Holmes Building
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 toward church at Green Street end of Plaza

View looking toward River Street at Mass Ave

View SE along transit hub toward Holmes Building

View SE along transit hub toward Holmes Building
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

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

View SE across Western Ave. to transit hub at Carl Barron Plaza
Option A+C | Perspectives

Working Group #10, August 18, 2020 – Slide 56
Option Summary

Circulation Diagrams

Option A
Yin Yang Pavilions

Option B
Serpentine Gardens

Option C
Gateway Plazas

Option A+C Hybrid
Port Infrastructure Improvements
Other projects
Major Roadway Projects Underway
July 2020

In Construction
North Point / Cambridge Crossing
O’Brien Highway
Lechmere Station and Viaduct/Green Line Ext.
Binney Street / Galileo Galilei Way
Ames Street

Under Design
Belmont Street
Watertown-Cambridge Greenway
Inner Mt. Auburn Street + Quincy/Bow/DeWolfe
Watertown-Cambridge Greenway
Inner Mt. Auburn Street + Quincy/Bow/DeWolfe
Memorial Drive Phase III
Grand Junction
River Street

For information on other Cambridge roadway projects, go to: [www.cambridgema.gov/theworks/constructionmap](http://www.cambridgema.gov/theworks/constructionmap)

To see recently completed bicycle facility improvements projects, go to: [www.cambridgema.gov/bikeprojects](http://www.cambridgema.gov/bikeprojects)
Public comment
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Committee Work

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2. Subcommittees
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Other Announcements
Thank You