Public Meeting #1
March 26, 2019
Today’s Agenda

• Welcome 5 min.
• Project Description and Timeline 10 min.
• Public Process Overview and Working Group 5 min.
• Related City Planning & Policies, Early Themes 10 min.
• Engagement Tools and Next Steps 5 min.
• Existing Conditions Highlights 5 min.
• Breakout: Existing Conditions & Public Input Stations 75 min.
• Closing 5 min.
Project Description and Timeline
River St Reconstruction Project Area
Project Purpose: Infrastructure Renewal
Tidal Mill History

1854

1873

1886
Ponding
Sidewalk Damage
Upgrade soil conditions for trees and plantings

Plan for greater electricity, natural gas, and telecom needs

Coordinate with private utility upgrades

Update and separate portions of sewer & drainage and mitigate flooding risks with improved stormwater management

Replace and upsize water main

Subsurface Work
Surface Work

- Install new sidewalks and more crosswalks
- Plant trees to enlarge canopy
- Make the street (including sidewalks) more inviting and pleasant
- Move buses more reliably and efficiently and make bus stops more comfortable
- Provide new separated bicycle facility
- Replace all street lights and traffic signals
- Designate curbside space to maximize benefits and support businesses
- Reduce speeding & maintain appropriate vehicle operations
Urban Design Work

Incorporate play and art into the public realm

Maintain and create inclusive spaces

Update and add street furniture and landscaping where needed

Design to support activities like performances and street vendors

Improve “edge quality” and how people get to and move through spaces

Locations include:
- Carl Barron Plaza
- Tubman Square
- All of River Street’s edges
The Design Process

**Collect Data & Identify Issues**
- Survey
- Counts (all users)
- Level of service, level of comfort (multi-modal)
- Parking/Vehicle Storage
- MBTA bus data
- Sewer & drain
- Utility connections
- Flow-metering
- Soil & tree
- Urban design
- Identified by Public

**Establish Vision**
- Review existing planning & policies, adapt to local context
- Gather community goals, ideas, and aspirations through a broad and inclusive process

**Complete Design**
- Develop design alternatives
- Analyze alternatives
- Select alternative
- 25%, 75%, and 100% design
- Construction documents & permitting
Expected Timeline

100% Design

Construction Bids

Construction Process (2020-2022)
Project Team

City Team

• Jerry Friedman
  Public Works

• Tegin Teich
  Community Development

• Patrick Baxter
  Traffic, Parking & Transportation

Consultant Team

• HDR Engineering
• Halvorson Design Partnership
• McMahon Associates
• Project for Public Spaces
• GEI Consultants
• BSI Engineering
• Feldman Land Surveyors
Public Process

• Public meetings (up to 5)
• Public walks (3 total: May, June, and one in the fall)
• Two-part Carl Barron engagement/charrette process (May and June)
• Attendance at events (Farmer’s Market, Riverfest, etc.)
• Approximately monthly Working Group meetings
• Online survey, comment form, and Wikimap
The Working Group

- Patrick Barrett
- Dan Beaulieu
- Seanna Berry
- Sai Boddupali
- Valerie Bonds
- Matthew Ciborowski
- Gabriel Cira
- Abby Duker
- Samuel Gebru

- Melissa Greene
- Kai Long
- Neil Rodriguez
- Randy Stern
- Andrew Tarsy
- Christopher Tassone
- Annie Tuan
- Olivia Turner
Working Group Composition

Use of River Street

Community Connections

Working Group

Backgrounds, Perspectives
Balancing Diverse Needs

Needs and goals need to be balanced to lead to good outcomes. Considerations:

• Many needs, limited space
• Respect all needs, even if not completely fulfilled
• Solutions must reach beyond individual preferences
• Count people (regardless of the way they choose to travel)
City Policies and Past Planning
River Street is a.....

- Infrastructure spine and
- Regional roadway and
- Neighborhood street and
- Retail district and
- Place to be and
- Front yard.
Existing City Policies

Vehicle Trip Reduction Ordinance (1992) prioritizes alternatives to single-occupancy vehicle travel.

Cambridge Growth Policy (1993/2007) emphasize walking, biking, transit, and low emission vehicles and establishes urban design and open space objectives.

Complete Streets (2016) emphasizes designing city streets for users of all ages, abilities, or modes of transportation.

Climate and Environment

Ongoing
Climate Change Preparedness & Resilience

2002
Climate

Ongoing
Urban Forest Master Plan
Open Space and Health

2000 and 2010
Open Space

2014
Playing in the Public Realm

2015
Health
Transportation

- 2000 Walking
- 2015 Cycling
- 2015 Transit
- Ongoing Future of Mobility Plan

COMING SOON
Infrastructure Reconstruction Plans

- Living documents
- Incorporate several city policies and plans
- River Street is one of many projects planned
Other Ongoing Planning

Envision Cambridge

MBTA: Better Bus Project

MassDOT I-90 Interchange
Carl Barron Plaza and MBTA Busway
Early Themes
Early Working Group Themes for Your Input

• Improve safety / lower speeds
• Improve accessibility
• Enhance public space
• Support businesses
• Make transportation / movement of people more efficient
Engagement Tools and Next Steps
River Street Reconstruction

The River Street Reconstruction project will upgrade the sanitary sewer, stormwater and water subsurface infrastructure while developing a new surface design for River Street, the bus terminal area at River and Magazine Streets near Central Square, and Carl Barron Plaza. The project aims to create a streetscape design that meets the needs of all the various users and in a way that engages the local community, contributes to overall enhancement of the neighborhood, and meets the City’s goals related to infrastructure, transportation, and urban design.

The concurrent design of Carl Barron Plaza, the significant open space at the heart of Central Square will include consideration of public art, fixed and/or movable furniture, access, plantings and landscaping. The design must also consider the complexity of transportation needs related to the bus stops adjacent to the Plaza and people moving through the plaza.

The community outreach and design processes will occur throughout 2019 and into early 2020. Construction is anticipated to begin in Spring 2020.

Click here to provide general comments and feedback.

Please use this Public Input Map to provide your input on issues and opportunities along River Street and in Carl Barron Plaza.
Let's talk about the River Street Reconstruction project!

The River Street Reconstruction Project will upgrade sanitary sewer, stormwater and water subsurface infrastructure, while developing a new surface design for River Street, the bus terminal area at River and Magazine Streets near Central Square, and Carl Barron Plaza.

The project aims to create a streetscape design that meets the needs of all users in a way that engages the local community, contributes to the overall enhancement of the neighborhood, and meets the City's goals related to infrastructure, transportation, and urban design.

To learn more about the project and sign up for email updates, visit: http://www.cambridgema.gov/rivertstreet

To share your thoughts about the project, please use the form below.

You can get information about how we use the data we collect by viewing the City of Cambridge privacy statement at: https://www.cambridgema.gov/privacystatement

Name *

Comment/Issue *
What is the issue you would like to bring to the attention of the River Street Reconstruction Project team? (max 4000 characters)

Email
If you would like someone to follow up with you on your comment, please provide your email address.

Thank you for your feedback!
You can scroll to the bottom of this page to submit your comments.
Please use this Public Input Map to provide your input on issues and opportunities along River Street and in Carl Barron Plaza.
Online Public Input Map

Where do you see issues and opportunities for change on River Street?

Click “Add Points” to add to the map.
Next Steps

- Post materials from this meeting online at cambridgema.gov/riverstreet
- Continue to collect in person (e.g. at Riverfest, June 1) and online input
- Continue regular Working Group meetings (next one April 23)
- Public/community walks in May and June (and one more in the Fall)
  - Topics: transportation and urban design
- Carl Barron Plaza engagement process/design charrette in May and June
- Next public meeting expected in September
Existing Conditions Highlights
Typical Existing Cross Section –
Looking Toward Memorial Drive

50’ Right-of-Way
33’ Pavement

5’ Sidewalk
3’ Furnishing Zone
4’ Bike Lane
10.5’ Travel Lane
18.5’ Travel Lane/ Curbside Space
3’ Furnishing Zone
5’ Sidewalk

Public Meeting #1, March 26, 2019 – Slide 44
How do users of River Street compare to Cambridge-wide?

**River at Putnam AM Peak**
- Cars and Trucks: 63%
- Transit: 25%
- Bicycle: 6%
- Pedestrians: 6%

**Cambridge Residents**
- Cars and Trucks: 35%
- Transit: 28%
- Bicycle: 7%
- Pedestrians: 23%
- Other: 7%

**Cambridge Workers**
- Cars and Trucks: 53%
- Transit: 26%
- Bicycle: 4%
- Pedestrians: 13%
- Other: 4%

*2006 - 2010 American Community Survey – US Census*
At Pleasant Street, more than half the vehicles are speeding, with more than a hundred vehicles between 6am and 7am traveling at over 35mph.
Highlight – Transit Operations

Each end of the corridor experiences the most bus delay

Total Daily Passengers
~2,400

Total Daily Passengers
~1,800

Significant bus delay and reliability issues
Highlight – Existing Curbside Uses

Parking

Bus Stop

Bike Lane

Loading Zone

Tow Zone

Diverse uses compete for curbside space
Breakout: Existing Conditions & Public Input Stations
Breakout Session Map

LEGEND

1. Sign in
2. Food
3. Presentation (gather at 6:30pm)
4. Public Input Map (view & comment)
5. Existing Conditions (view & comment)
River Street Reconstruction

The River Street Reconstruction project will upgrade the sanitary sewer, stormwater and water subsurface infrastructure while developing a new surface design for River Street, the bus terminal area at River and Magazine Streets near Central Square, and Carl Barron Plaza. The project aims to create a streetscape design that meets the needs of all the various users and in a way that engages the local community, contributes to overall enhancement of the neighborhood, and meets the City’s goals related to infrastructure, transportation, and urban design.

The concurrent design of Carl Barron Plaza, the significant open space at the heart of Central Square will include consideration of public art, fixed and/or unfixed furniture, access, plantings, and landscaping. The design must also consider the complexity of transportation needs related to the bus bays adjacent to the Plaza and people moving through the plaza.

The community outreach and design processes will occur throughout 2019 and into early 2020. Construction is anticipated to begin in Spring 2020.

Click here to sign up for email updates on this project.
Click here to provide general comments and feedback.

Please use this Public Input Map to provide your input on issues and opportunities along River Street and in Carl Barron Plaza.
THANK YOU!

riverstreet@cambridgema.gov
Sample Envision Cambridge Goals

CLIMATE AND ENVIRONMENT

• **Climate Change Preparedness:** Protect the lives and livelihoods of the Cambridge community from the impacts of climate change

COMMUNITY WELLBEING

• **Sense of Belonging:** Strengthen our social connections and provide a safe and welcoming community

URBAN FORM

• **Open Space:** Create a connected network of high-quality open spaces that links all residents to local and regional natural assets, provides a range of activities and experiences, is inclusive of all people, and encourages social connections

ECONOMIC DEVELOPMENT

• **Great Commercial Districts:** Preserve and enhance the distinctive character of Cambridge’s commercial districts, especially its major squares and mixed use corridors

MOBILITY

• **Reliability and Efficiency:** Ensure people and goods can reliably move within Cambridge and around the region, and encourage space-efficient transportation choices like walking, biking, transit, and carpooling.

• **Safe and Active Transportation:** Eliminate traffic fatalities and serious injuries while encouraging active living and improving comfort for people of all ages and abilities
Crash Types at High Crash Locations

Source: CPD, 2016-2018

- **Crash Type**
  - **Rear-End**
    - Traffic congestion
    - Unexpected pedestrian crossing
  - **Angle**
    - Inadequate clearance interval/timing
    - Sight obstructions
    - Parking near corners
  - **Sideswipe**
    - Insufficient space to pass turning vehicle or maneuver around parked vehicle
  - **Bike/Ped**
    - Concurrent phasing
    - Traffic congestion
    - Dooring
    - Right/Left Hook

- **Other**
  - 16

- 8

- 24

- 10

- 2

Public Meeting #1, March 26, 2019 – Slide 54
Bus Stop Boarding and Alighting

Fewer riders use stops on River Street, but bus routes carry almost 3,000 daily riders through the corridor.

Western at Putnam

Western at Howard

Western @ Kinnaird

Offs

Ons

Stop Activity

River at Blackstone

River at Fairmont

River at Kelly

River at Pleasant