Virtual Meeting Instructions

• Working group members may speak and show webcam video
  • Use "Raise Hand" button during discussion
• Members of the public are muted and cannot show webcam video
• Public can write questions or to 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 can be removed for inappropriate behavior
• Technical support - Dawit Gelaye – dgelaye@cambridgema.gov
Today’s Agenda

- Welcome and Overview 5 minutes
- Project Updates 5 minutes
- Corridor Design Updates 20 minutes
- Flex Zone 5 minutes
- Public Art 5 minutes
- Tubman Square 10 minutes
- Working Group Discussion 25 minutes
- Public Comment 10 minutes
- Next Steps 5 minutes
Welcome and Overview
Updated Expected Timeline

Issues & Opportunities, Existing Conditions

Conceptual Design

2019

J F M A M J J A S O N D

2020

J F M A M J

Public Meeting #1

Carl Barron Plaza Engagement

Public Meeting #2

Engagement Paused due to COVID-19

Working Group
- Public Walks
  - Today
Expected Timeline

25% Design

100% Design

Construction Bids

Gas main construction (Eversource)

Public Meeting #3

Public Meeting #4

Construction (City) 2021-2023
Upcoming Meetings

• **Working Group Meeting #10**: Tuesday, August 18
  - Traffic and Transit Circulation Analysis
  - Carl Barron Plaza Urban Design

• **Public Meeting #3**: Tuesday, September 29th (tentative), 6-8pm at Zoom-Virtual Meeting
  - Review of Full Concept with Emphasis on Carl Barron Plaza and Traffic Analysis

Working Group #10 is rescheduled for Tuesday, August 18
Project Area Update

• Magazine Shared Street
  • Part of the citywide response to COVID-19
  • Vehicle usage restricted to local access to allow for increased opportunity for physical distancing for pedestrians

• Route 64 routed to River Street
  • In response to City's Shared Street initiative, MBTA has moved Route 64 to River Street instead of Magazine Street

• Neighborhood street design
  • Portions of Fairmont Ave, Fairmont St, Rockwell St, Laurel St, and Kelly Rd.
  • Separate community process / construction with River Street

• Eversource Gas
  • Replacing main line and customer services ahead of City project
Shared Design Goals Review

• Safe
• Inclusive
• Human Scale
• Ecological
• Multimodal
• Activated
• Resilient

Western Avenue
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
Bus Lane

- Bus lane will be used by
  - MBTA buses ~ 3,000 riders/day
  - Private Shuttles ~ 400 riders/day
  - School Buses
  - Emergency Services (as required)

- MBTA service includes Routes 70 and 64 (new)
  - Number of transit riders increases to more than 30% in AM Peak hour
  - In future, bus ridership likely to increase due to efficiency of bus lane

Average weekday bus ridership before and after 64 Reroute

<table>
<thead>
<tr>
<th></th>
<th>Before</th>
<th>With 64 Reroute</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak</td>
<td>270</td>
<td>450</td>
</tr>
<tr>
<td>PM Peak</td>
<td>145</td>
<td>180</td>
</tr>
</tbody>
</table>
Park Connections

• Improved connections to nearby parks and green space

Provided mid-block crosswalk w/ curb extensions

Enhanced sidewalk connection
Bluebikes

• Space for 19-bike Bluebike Station provided at Blackstone Street

Curb Extension for Bluebike Station

Existing accessible parking stall moved to east side
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
Street Trees

- Existing to remain:
  - 78 trees to remain
  - 790” total caliper
- Existing to be removed:
  - 24 trees to be removed (primarily due to poor health)
  - 154” total caliper
- Proposed Trees:
  - 88 proposed trees
  - 308” total caliper
  - "New" City tree planting method improves long-term tree growth and health
Street Trees - Blackstone St.

- **Existing to remain:**
  - 25 trees to remain
  - 158" total caliper

- **Existing to be removed:**
  - 2 trees to be removed (poor condition)
  - 8" total caliper

- **Proposed Trees:**
  - 21 proposed trees
  - 74" total caliper
  - "New" City tree planting method improves long-term tree growth and health
Tree Canopy
Tree Preservation/Restoration Treatments

• Tree protection and pruning
• Air spading of roots
• Expanded tree pits
• Structural soil
• Water
Tree Canopy

• Trees planted in accordance with updated standards:
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
<table>
<thead>
<tr>
<th>Use</th>
<th>Function</th>
<th>Existing</th>
<th>Proposed</th>
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</thead>
<tbody>
<tr>
<td>Crosswalks</td>
<td>Access for People</td>
<td>15 crosswalks</td>
<td>19 crosswalks w/ curb extensions</td>
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<tr>
<td>Curb extensions for seating at eateries</td>
<td>Activation</td>
<td>None</td>
<td>525 square feet</td>
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<tr>
<td>Trees and Planters</td>
<td>Greening</td>
<td>No additional width</td>
<td>2400 sf landscaped area</td>
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<tr>
<td>Bus Stops and Bike Lanes (south side)</td>
<td>Mobility</td>
<td>No additional width</td>
<td>320-ft bike lane buffer 2 enhanced bus stops</td>
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<tr>
<td>Undesignated asphalt</td>
<td>None (informal use for commercial loading and bus lane)</td>
<td>400 linear ft</td>
<td>None</td>
</tr>
<tr>
<td>Metered Parking/ overnight resident</td>
<td>Access to Commerce</td>
<td>13 spaces</td>
<td>17 spaces</td>
</tr>
<tr>
<td>Resident Parking</td>
<td>Storage (resident vehicles)</td>
<td>0 spaces</td>
<td>15 spaces</td>
</tr>
<tr>
<td>Unregulated Parking</td>
<td>Primarily Storage (private vehicles)</td>
<td>~50 spaces</td>
<td>0 spaces</td>
</tr>
<tr>
<td>Accessible (HP) Parking*</td>
<td>Storage (private vehicles)</td>
<td>4 spaces</td>
<td>2 spaces</td>
</tr>
<tr>
<td>Loading Zone</td>
<td>Access for Commerce</td>
<td>1 space</td>
<td>5 spaces</td>
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* Additional accessible spaces can be added on request based on specific needs
<table>
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<tr>
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<th>Function</th>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
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<td>Access for People</td>
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<td>+4 crosswalks</td>
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<tr>
<td>Curb extensions for seating at eateries</td>
<td>Activation</td>
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<td>+525 square feet</td>
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<tr>
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<td>Greening</td>
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<td>+2400 square feet</td>
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* Additional accessible spaces can be added on request based on specific needs
Neighborhood Parking Regulation

<table>
<thead>
<tr>
<th>Proposed Parking by Regulation Type</th>
<th>% Retained</th>
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<tbody>
<tr>
<td>All Parking</td>
<td>89%</td>
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<tr>
<td>Unregulated Parking</td>
<td>15%</td>
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<tr>
<td>Resident Permit</td>
<td>100%+</td>
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<tr>
<td>Accessible (HP)*</td>
<td>88%*</td>
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<tr>
<td>Metered</td>
<td>100%+</td>
</tr>
<tr>
<td>Loading</td>
<td>100%+</td>
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</table>

*Additional accessible spaces can be added on request based on specific needs
The Draft Plan will be posted at the project website's "Documents" under Working Group Meeting #9.

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

On a scale from 1-5, do you think the proposed design is on track to achieve the shared design goals?

1 (does not achieve)
2 (neutral)
3
4
5 (greatly achieves)
Public Art
Public Art Installation
Ritsuko Taho

- Multicultural Manifestoes, Reconfigured (working title)
- Core concept: transformation and hope for the future
Public Art Installation
Ritsuko Taho

- Reconfigures 1996 work for Carl Barron Plaza that integrated dreams in 48 languages from numerous community members in Central Square
Cherry Trees at Art Locations

- Prunus 'Okame' - Okame Cherry
- Prunus x yedoensis 'Akebono' - Akebono Cherry
- Prunus subhirtella 'Autumnalis' - Autumnalis Higan Cherry
5 Potential Locations Along River Street For Ritsuko Art Installations
Example Placement Concept

NEW / EXISTING FLOWERING TREES

NEW BLUE BIKE STATION ART ELEMENT

Note: requires coordination & approval from DPW Park Division

1 ENTRANCE INTO RIVERSIDE PRESS PARK
Tubman Square
Tubman Square Space Concepts (shared previously)

- Maintain Kinnaird St.
- Close Kinnaird St.
Tubman Square Preferred Alignment

- Close Kinnaird St. to Traffic
Tubman Square – Option A

- Art Element
- Bus Stop Loading Area
- Pedestrian Walkway
- Planter with benches
- Play Element
- Connection to River Street
Option A Example Features

- Wood Bench on Granite Planter Wall
- Rocking Chair w/ Secured Cable
- Small Boulders / Climbing Stone
- Freestanding Bench with Back
- Ritsuko Taho Art Element
Option A – Perspective View
Tubman Square – Option B

- Art Element
- Play Element
- Bus Stop
- Loading Area
- Pedestrian Walkway
- Tables / Seating Islands
- Connection to River Street
- Curved Seat Wall
Option B Example Features

Curved Seat Wall

Optional Bench on Planter Wall

Boulders / Stepping Stone

Table/Seating Island

Ritsuko Taho Art Element
Option B – Perspective View
Check in Question 1

Which types of amenities are most important for Tubman Square?

A. Seating
B. Landscaping/trees
C. Play Elements
D. Public Art
E. All of the above
Check in Question 2

On a scale from 1-5, do you think Option A for Tubman Square is on track to achieve the shared design goals?

1 (does not achieve)
2 (neutral)
3 (greatly achieves)
Check in Question 3

On a scale from 1-5, do you think Option B for Tubman Square is on track to achieve the shared design goals?

1 (does not achieve)
2
3 (neutral)
4
5 (greatly achieves)
Working Group Discussion
Public Comment
Next Steps
Next Meeting

• Working Group Meeting #10: Tuesday, August 11, Zoom-Virtual Meeting
  • Traffic and Transit Circulation
  • Carl Barron Plaza Urban Design

Working Group #10 is rescheduled for Tuesday, August 18
River Street Reconstruction

Take our survey and tell us how River Street works for you today!

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, planting, 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.

The Public Input Map is now closed, but you can still access it through the link to see what input was provided on issues and opportunities along River Street and in Carl Barron Plaza. Soon we will be posting a survey to understand how you use River Street today so that we can use that input in the design and also compare to a similar survey after the construction is complete.
Complete and Share the Pre-Construction Survey!!

- Still live at cambridgema.gov/riverstreet
- Will become the “before” survey for the River Street Reconstruction
- When the post-construction survey is complete, the two will help the City evaluate the project
- Please help us distribute to your neighbors!
THANK YOU!

riverstreet@cambridgema.gov