Cambridgeport Neighborhood Association Update
1/28/20
Side Streets Included in River Street Project Construction
Expected Timeline

<table>
<thead>
<tr>
<th>2020</th>
<th>2021</th>
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<tr>
<td>J</td>
<td>A</td>
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<tr>
<td>75% Design</td>
<td>100% Design</td>
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Construction Process (2020-2022)

Public Meeting #4
Consider planning for greater electricity, natural gas, and telecom needs?

Upgrade soil conditions for trees and plantings

Preserve gas transmission lines

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

Replace and upsize water main

Replace gas distribution lines (to start in 2020)
City Policies and Planning

New Mobility Blueprint

Toward A Sustainable Future
Cambridge Growth Policy
UPDATE 2007

VISION ZERO
CAMBRIDGE
Other outreach...

- Two Public Meetings
- River Street pre-construction survey (83 respondents so far)
- Cambridge Winter Farmers Market (3/23/19)
- Mobility Walk (5/14/19)
- River Festival (6/1/19)
- Urban Design Walk (6/11/19)
- Parking Day (9/20/19)

- Eight working group meetings
- Business focus groups (8/27/19 and 10/16/19)
- Ongoing coordination with Department of Human Service Programs and Cambridge Police Department
- Carl Barron outreach (full exploration of Carl Barron outreach scheduled for next Public Meeting)
What we heard (highlights):

• Improve safety / lower speeds
• Reduce noise by slowing traffic
• Improve accessibility
• Enhance public space
• Add more greenery
• Expand and activate open space
• Support businesses
• Regulate parking, meet business needs
• Create spaces that encourage people to stay and support retail businesses
• Widen sidewalk near Star Variety store

• Make transportation / movement of people more efficient
• Add separated bikeways
• Reduce bus delay
• Improve bus stops, add amenities, and alleviate crowding
• Create shorter, safer, and more visible crossings
• Improve visibility on turns
• Create long lasting, smooth surfaces
• Provide amenities for the unhoused community (water fountain, public restrooms, etc.)
Guidance for Our Designers: Shared Design Goals

- Safe
- Inclusive
- Human Scale
- Ecological
- Multimodal
- Activated
- Resilient
Givens

• Address flooding & drainage capacity
• Upgrade and/or protect public and private utilities
• Preserve healthy trees
• Maximize additional trees & improve growing conditions
• Access for emergency vehicles (18-20 feet)
• Accommodate routine maintenance and operations (snow, trash, etc.)

• Include separated bicycle facility
• Regulate parking to allow us to use curbside space more efficiently
• Maintain regional truck route
• Raise crossings on side streets
• Improve intersections
Concept Walkthrough
River Street Concept
Extending the Neighborhood Feel

New planting areas/BlueBikes locations
Coast Café Area

- Opportunity to provide flexible parking (resident and/or commercial?)
- Crosswalk moved to allow for sidewalk cafe
- Cycle track bends out at intersections for raised ped & bike crossings
- Roadway shift can help reduce speeding
## Flexible Curbside Space

<table>
<thead>
<tr>
<th>Function</th>
<th>Definition</th>
<th>Examples of Uses</th>
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<tbody>
<tr>
<td>Access for commerce</td>
<td>Goods and services reach their customers</td>
<td>Commercial vehicle loading, truck loading</td>
</tr>
<tr>
<td>Access for People</td>
<td>Arrivals, transfers between modes</td>
<td>Bus stops, bike parking, curb extensions, pick up/drop off, short-term parking, taxi zones</td>
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<tr>
<td>Activation</td>
<td>Offers vibrant social spaces</td>
<td>Food truck parking, seating, parklets, public art, street festivals</td>
</tr>
<tr>
<td>Greening</td>
<td>Enhances aesthetics and environmental health</td>
<td>Plantings, rain gardens, bio-swales</td>
</tr>
<tr>
<td>Mobility</td>
<td>Moves People &amp; Goods</td>
<td>Sidewalks, bus lanes, bike lanes, travel lanes, turning lanes</td>
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<tr>
<td>Parking/storage</td>
<td>Provides storage for vehicles and equipment</td>
<td>Bus layover, vehicle parking, reserved spaces (police/fire), construction needs.</td>
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“Flatiron” Building Area Today
Flatiron Area Concept
Kinnaird Street Closure
Summary of Pedestrian Safety and Comfort Features

- Raises un-signalized side-street crossings
- Narrows turning radii on most intersections to slow down turns
- Improves visibility at intersections
- Adds to the tree canopy and increases vertical elements
- Moves general traffic in a single lane
- Adds two new crosswalks
- Reduces potential travel speeds with single general purpose lane
- Provides an increased buffer between traffic and people walking and biking (except buses and right-hand turns)
- Simplifies ADA compliant crossings
- Provides more space for people to sit, providing a more neighborhood feeling
Carl Barron Plaza Re-design
The Circle hosts a wide diversity of people, including regulars and others, however it has a lower proportion of women and young children compared to other public spaces in Central Square.
Regulars sometimes congregate in larger numbers in The Circle (aka the area inside the two large planters at Carl Barron Plaza).
Observed uses of the plaza (simplified)
Butterfly Approach Overview

New signals at Franklin Street for one-way changes

New bus layover locations

New plaza near Star Variety

Maintains existing # of vehicle lanes

Optional One-way on Magazine St.

Optional Two-way on Franklin Street

Optional bus only lane on this short section of Green Street (see blue callouts for related changes)
Today’s Bus Routes

Routes 83/91 bus waiting area & stop

Route 47 bus waiting area
Proposed new dedicated bus waiting area for Routes 83/91

Move 64 route on River Street

Created extra space for pedestrians and transit riders

Proposed Route 47 bus waiting area & stop

Bus Routes with New Plaza at Green Street
Potential uses of plaza w/o busway
Potential uses of plaza w/o busway
Bicycle lane behind bus stop waiting area

More discussion about separation and treatment needed
Potential River Street bus layover space

- Separation between uses with benches, planters and trees.
NOTE: Street layout shown is MBTA’s adaptation of existing conditions. Does not reflect changes to be developed by City of Cambridge with future community process!
Central Square Station

- Picket Articulation
- Metal Tube as Columns
- Colored Glass Inspired from Existing Elements
- Glazing at Escalator Headhouse
- Typical Existing Headhouse Base
- Escalator Headhouse Roof
THANK YOU!

riverstreet@cambridgema.gov
How people are travelling on River Street in the Peak Hour today

Additional bus types not calculated at left (estimated peak hour ridership):

- Corporate Shuttles for:
  - Alexandria (approx. 40 riders at peak hour)
  - MASCO (unknown # of riders)
- School buses (unknown)
- Tour buses (unknown)

Based on traffic counts taken on River Street at the Kelly Street/Howard Street intersection.
Bus Ridership on River Street with potential addition of Route 64

With Route 64 re-routed from Magazine Street to River Street

- 31% of users in AM peak are bus riders
- 16% of users in PM peak are bus riders

In the future, likely that walkers, bikers, transit users, and other types of bus users would increase as well

Based on traffic counts taken on River Street at the Kelly Street/Howard Street intersection.
Potential uses of plaza with busway
Observed uses of the busway
Potential uses of plaza with busway
THE PORT PROJECT
Update

Central Square Advisory Committee | December 18, 2019
www.cambridgema.gov/theworks/theport
Benefits – Flood Reduction

Existing Conditions
Frequent / Smaller Storms

Storage Tanks Installed
Frequent / Smaller Storms

Decrease in surface flooding for frequent/smaller storms

Anticipated flooding for a 2030, 10 year / 24 hour storm
DESIGN OPTIONS

Project Scope

Existing Port Stormwater Flow
Stormwater Flow After Storage Tanks Installed
DESIGN OPTIONS

Mass. Ave. Crossing
DESIGN OPTIONS

Project Scope

Phase 1: PL6

- Underground storage tank
- Connection to Mass. Ave. drain

Phase 2:

- Underground storage tanks
- Roadway & sidewalk reconstruction
Tank constructed under City-owned Parking Lot 6.

Four 20" pipes constructed from the tank, between Mass + Main proposed buildings, and across Mass Ave.
DESIGN OPTIONS

Pipe Jack Beneath Tunnel