River Street Infrastructure and Streetscape Design

Update to Transit Advisory Committee
November 7, 2018
Objective of River Street Project

• Provide, to the extent necessary, new sanitary sewer, stormwater and water infrastructure to ensure adequate utility levels of service.

• Provide new surface infrastructure that meets the needs of all the various users and does so 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.
  • Meet multi-modal transportation goals (Complete Streets, Vision Zero, Climate Action Plan, Vehicle Trip Reduction Ordinance)
  • Redesign Carl Barron Plaza
Transit Elements

• Design includes the bus bays at River/Green/Magazine

• Early stage Vissim microsimulation modeling and Carl Barron Plaza design charrette to consider the future of Central Square in the River St design process

• C2Bus Access and Circulation Study reviewed and recommended consideration of multiple alternative transit routing options
Modest Improvements Plan

CT1 Proposed/unchanged stop
CT1 Proposed/changed stop
- Proposed layover
- Eliminated layover
- Proposed routing
- Eliminated routing

64 common routing, peak and off-peak
83/91

1
47
64 (peak/off-peak)
70/70A
83/91

Start of new CT1 routing

End of new CT1 routing
Mass Ave Stop Relocation Plan

- CT1
- 47
- 64 (peak/off-peak)
- 70/70A
- 83/91

Start of new CT1 routing

Proposed/unchanged stop
Proposed/changed stop
Proposed layover
Eliminated layover
Proposed routing
Eliminated routing

End of new CT1 routing

64 common routing
peak and off-peak

Start of new CT1 routing

Proposed routing

Mass Ave @ Temple

Proposed @ Bishop Allen

Mass Ave @ Temple

Magazine @ Auburn

End of new CT1 routing

End of new 64, 70/70A routing

Layovers outside of current extent

New westbound 64, 70/70A routing
Transit Elements

- More recent bus service analysis indicates area of worst delay and unreliability
Transit Elements

• More recent bus service analysis indicates area of worst delay and unreliability
Public Process

• Stakeholder working group
  • Solicitation in October 2018
  • Likely ~ 15 members, including TAC representative
  • Will meet approximately monthly throughout 2019 to provide input into development of conceptual design

• Communications/outreach
  • Website, emails, wikimap, survey, public meetings, flyers, booklets, community walks, events in Carl Barron plaza, etc.

• Separate Central Square visioning process with charrette and microsimulation modeling

• Conceptual design work throughout 2019, construction expected to begin in 2020.