Transportation and the Public Realm

Presentation to the Central Square Advisory Committee

July 18, 2018
Contents

- Sustainable transportation, policies, and plans
- Current Central Square projects
  - South Mass Ave
  - River Street
- Other open space/transportation project examples
Sustainable Transportation

- High quality of life
- Low environmental impact
- Strong economy
- Health
Healthy Communities

Sustainable Transportation
Low Environmental Impact

Sustainable Transportation
Economic Benefits

Sustainable Transportation

TRANSLIT FOR A STRONGER ECONOMY

PROTECTED BIKE LANES MEAN BUSINESS
Areas of Work:

- Outreach and education
- Reducing the traffic impact of development
- Adapting infrastructure to enable people of all ages and abilities to travel by foot, bike, and transit
- Working regionally to increase transit use and capacity
**Municipal Policies**

**Vision Zero** calls for the elimination of fatalities and serious injuries resulting from traffic crashes, and emphasizes that they can, and should be prevented (2016).

**Complete Streets** are designed and operated to enable safe access for all users – regardless of age, ability, or mode of transportation (2016).

**Vehicle Trip Reduction Ordinance** established programs to encourage alternatives to single-occupancy vehicle travel (1992).

**Cambridge Growth Policy** emphasizes sustainable modes of transportation such as walking, biking and using transit and low-emission vehicles, which promote livability and help to improve air quality and reduce greenhouse gas emissions (1993/2007).
From Plans to Action
Findings: Transportation Modes

What mode of transportation do you most frequently use to get to Central Square?

- Walk: 55%
- Subway: 15%
- Bus: 5%
- Drive: 12%
- Bike: 13%

Central Square before and after 1996 infrastructure improvements

Central Square Projects: Updated July 2018
Ongoing, collaborative initiatives to meet sustainable transportation goals in Central Square:

- South Mass Ave Corridor Safety Improvement Project (implementation expected in summer/fall 2018)
- River Street Infrastructure and Streetscape Design (design process starting in FY2019)
Project Goals:

• Address safety issues and reduce crashes - Vision Zero
• Reduce transit delays
• Enable/encourage people of all ages and abilities to choose sustainable transportation

http://www.cambridgema.gov/CDD/Projects/Transportation/southmassavecorridor/safetyimprovementsproject
South Mass Ave Corridor Safety Improvements Project

The three DRAFT **general** cross sections (intersections vary)

**Section 1:** Sidney St to Albany St

**Section 2:** Albany St to Vassar St

**Most Complicated**

**Section 3:** MIT

Photo-Simulation of draft design

See http://www.cambridgema.gov/CDD/Projects/Transportation/southmassavecorridorsafetyimprovementsproject
South Mass Ave Corridor Safety Improvements Project

After

River Street Infrastructure and Streetscape Design

- Design process expected to start in fall of 2018
- Central Square visioning/charrette exercise will be included
- Includes extensive consideration of transportation, urban design (Carl Barron Plaza), landscape architecture (including creation of new pocket parks), and utilities
- Some similarities to Western Ave reconstruction – see http://www.cambridgema.gov/CDD/Projects/Transportation/westernavenue

Western Ave:
Percent of total weekday PM peak users by mode before (2007/9) and after (2015/6) construction

- Before: 63% by car, 19% by bus, 15% by bicycle, 4% by pedestrian
- After: 48% by car, 25% by bus, 19% by bicycle, 8% by pedestrian

Western Ave post construction:
- 122% increase in bicycle users
- 32% increase in bus users
- 32% increase in car users
- 13% decrease in pedestrian users
River Street Infrastructure and Streetscape Design

Western Ave before/after
River Street Infrastructure and Streetscape Design

Western Ave before/after
Project Examples: Transportation / Open Space Considerations

Project Examples for Discussion:

- Main Street (completed summer 2016)
- Binney Street/Binney Park (under design)
- Inman Square (design complete, seeking approval for construction)
Main Street

Main Street
Main Street
Binney Street

See http://www.cambridgeredevelopment.org/binneygalileobroadway-streetscape-redesign/
Early concept of Binney Street Park with Grand Junction Path

Inman Square
Existing

Source: Inman Square Intersection Improvements Project presentation, Community Meeting #5, March 2018.
See: https://www.cambridgema.gov/theworks/cityprojects/2016/inmansquare
Inman Square
Proposed

Source: Inman Square Intersection Improvements Project presentation, Community Meeting #5, March 2018.
See: https://www.cambridgema.gov/theworks/cityprojects/2016/inmansquare
Existing – 6,480 sq ft

Current Concept – 6,480 sq ft

Source: Inman Square Intersection Improvements Project presentation, Community Meeting #5, March 2018.
See: https://www.cambridgema.gov/theworks/cityprojects/2016/inmansquare
Discussion

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