

First/Second Street Corridor Study | Stakeholder Meeting #1

April 12, 2020 | City of Cambridge

Cameras + Microphones

- You may turn your camera on or off
- Mute yourself when you're not speaking

Raise Your Hand

- Use the raise hand feature if you have a question during the presentation

Meeting Chat is Off

- We won't use the chat in this meeting

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cambridgema.gov/first-second-street

Meeting Agenda

Welcome

Study Background and Purpose

Stakeholder Working Group

Project Context and Considerations

Group Activity and Report Back

Next Steps

Meeting Purpose, Outcomes, and Process

Purpose

To describe the study's context and purpose, define the stakeholders' role, and provide a forum for stakeholders to engage with each other.

Outcome

Obtain stakeholder feedback on desired streetscape elements for First and Second Street.

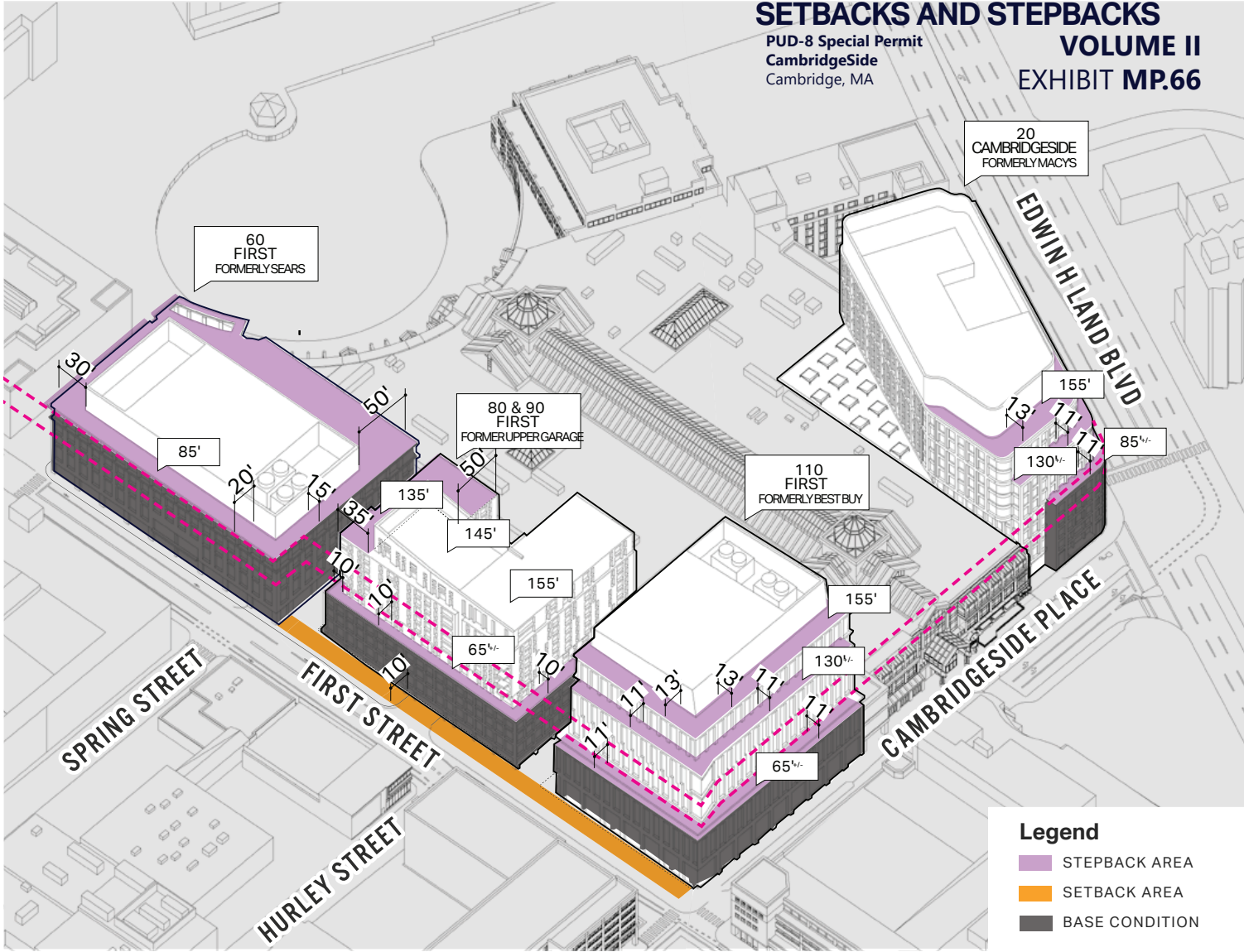
Process

Review existing and future considerations for First and Second Street and discuss issues and opportunities.

Study Background and Purpose

New Opportunity

- CambridgeSide is being redeveloped by New England Development (NED)
- NED may make additional street space available between Spring St and Charles St



Study Details

Primary Objective

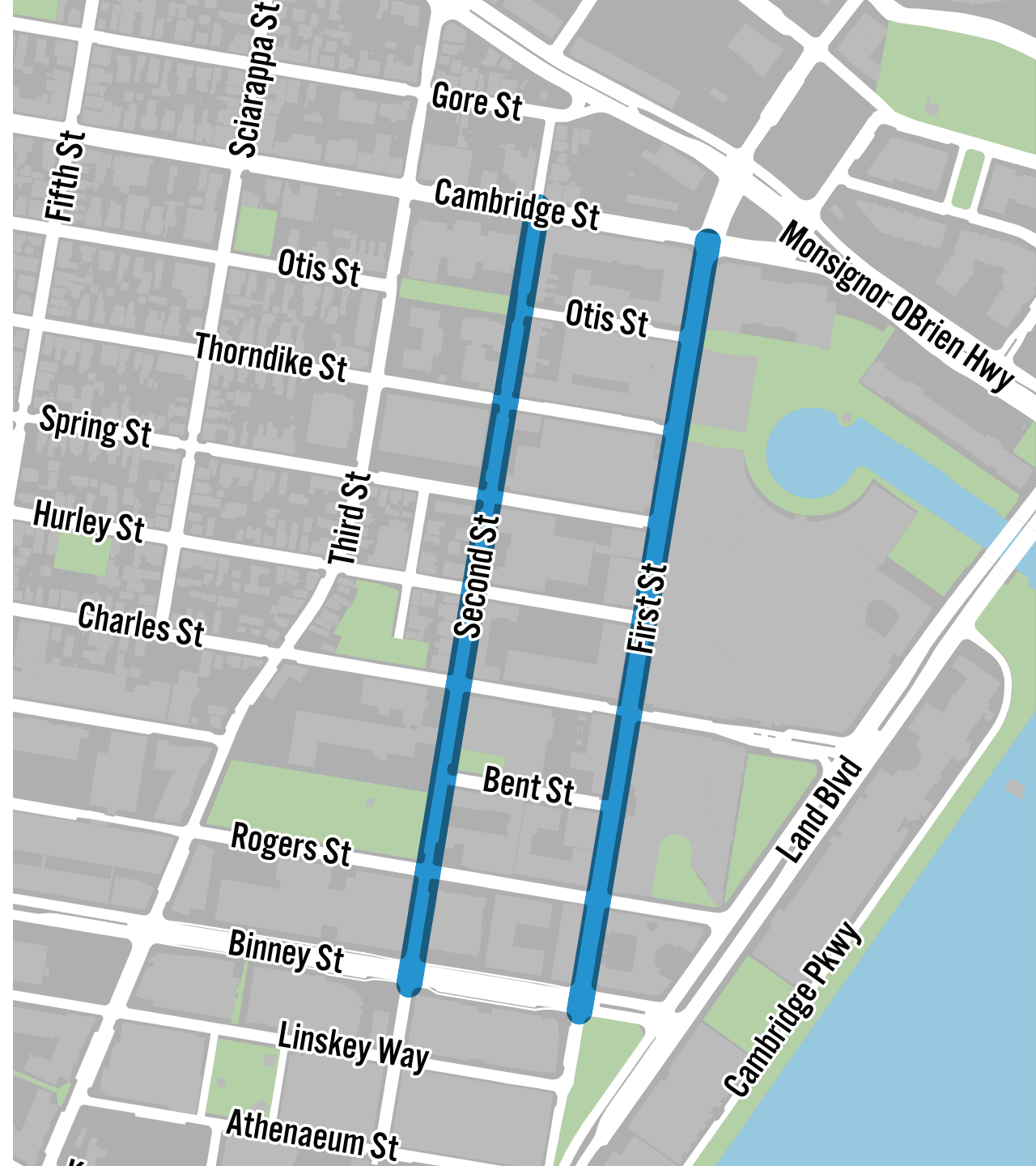
Identify how to provide safe and comfortable north/south travel connections between Binney St and Cambridge St

Study Area

First St and Second St between Cambridge Street and Binney St

Study Outcomes

10% concept plan that incorporates any new street space created by the CambridgeSide Redevelopment



Stakeholder Working Group

Stakeholder Working Group Members

The stakeholder working group was chosen to represent a cross-section of interests

East Cambridge Community

- Charles River TMA/EZRide Association
- East Cambridge Business Association
- East Cambridge Planning Team
- East Cambridge residents
- Kendall Square Association

Property Owners

- Alexandria Real Estate
- Leggat McCall Properties
- Helmand Restaurant
- New England Development
- Urban Spaces, LLC

City Advisory Committees

- Bicycle Committee
- Pedestrian Committee
- Transit Committee

Advocacy Groups / Organizations

- Cambridge Bike Safety
- Livable Streets Alliance
- Transit Matters
- Walk Boston

Stakeholder Working Group Members (continued)

City of Cambridge Departments

- Commission for Persons with Disabilities
- Community Development Department
- Fire Department
- Public Health Department
- Police Department
- Public Works Department
- Traffic, Parking, + Transportation

Partners

- Cambridge Redevelopment Authority

State Agencies

- Department of Conservation and Recreation
- MassDOT
- MBTA

Role of Stakeholder Group

Members have

- Connections to First/Second Street, East Cambridge, or the Cambridge Community
- A diverse set of backgrounds and experiences

Members are expected to

- Participate in approximately 3 meetings
- Bring your experience, background, and perspective, use “I” statements
- Share information about the project and help add more voices to the conversation

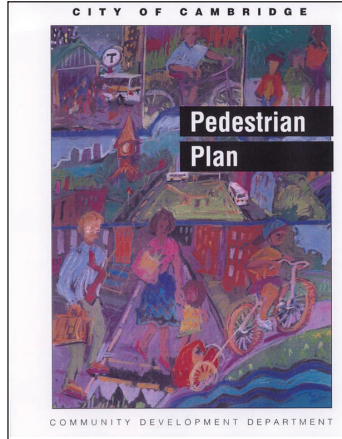
Project Context

Project Goals

- Improve safety and experience for all users
- Provide a north/south connection for people of all ages and abilities who are biking between Kendall Square and Lechmere/North Point
- Ensure that plans account for a future bus connection between Lechmere and Kendall Square, and points beyond
- Maintain pedestrian and motor vehicle access for individuals and emergency response
- Manage curbside uses, including residential parking on Second Street
- Identify opportunities for additional tree plantings
- Ensure that plans are in line with the City's plans and policies including Vision Zero, Complete Streets, Envision Cambridge, Vehicle Trip Reduction Ordinance, and the Cambridge Growth Policy

City Policies and Plans

The City has a number of plans and policies that inform all of our work.



Pedestrian Plan

provides policies and guidelines for facilities that will make walking safer, easier, and more attractive; and provides design standards for physical improvements



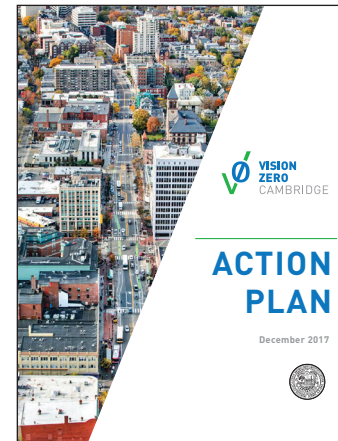
Bicycle Plan

provides the framework for developing a network of Complete Streets and supporting programs and policies that will help enable people to bike safely and comfortably in the city



Transit Plan

provides City goals and objectives to improve transit in Cambridge in order to meet economic development goals, livability, social equity, and environmental objectives



Vision Zero

the City's approach to eliminating transportation-related fatalities and severe injuries through prevention strategies

City Policies and Plans (continued)

The City has a number of plans and policies that inform all of our work.



Urban Forestry Master Plan

provides strategies for the evaluation, maintenance, and expansion of the urban forest in order to improve resiliency, combat the urban heat island effect, and regulate runoff



Complete Streets

emphasizes designing City-owned streets for all modes of transportation



Climate Plan

describes how the City will reduce emissions across the entire city to reach carbon neutrality by 2050

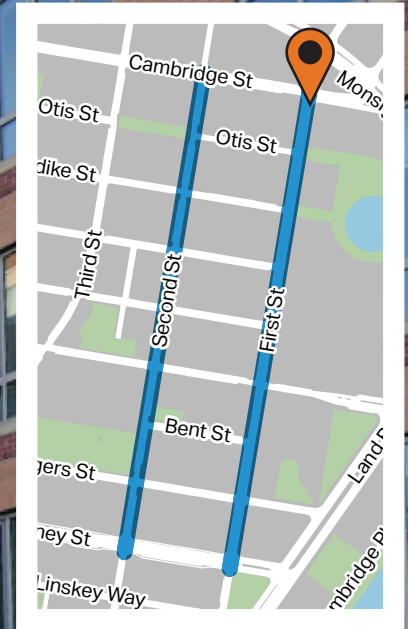


New Mobility Blueprint

will provide recommendations for policies, programs, and regulations that will help the City implement new mobility options in a way that aligns with existing values and policies

First Street Context

First St at Cambridge St

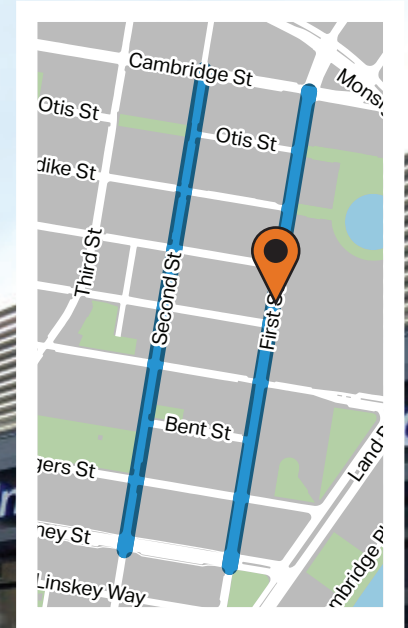


First St at Thorndike St

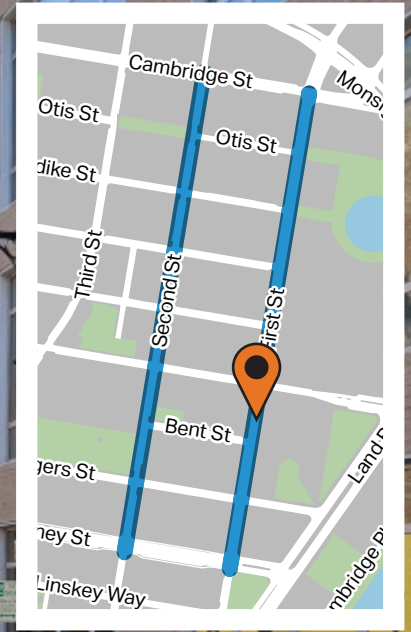


Image source: Google Street View of November 2020

First St north of Hurley St



First St north of Bent St



First St north of Rogers St



Image source: Google Street View of November 2020

First St at Binney St



Cross Section: First St at Thorndike St

Background image source: Google Street View of November 2020



Sidewalk

Bike

Travel

Travel

Bike

Parking

Sidewalk

6'

13'

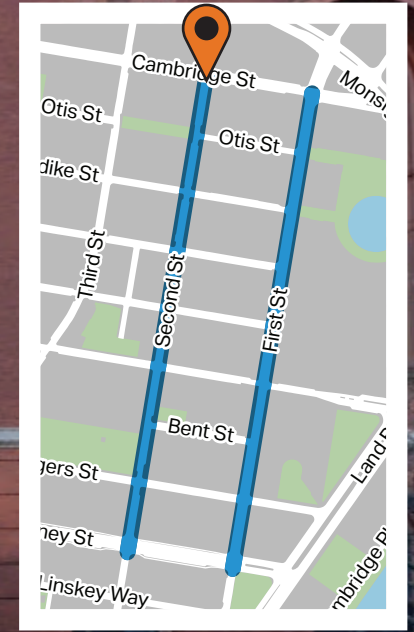
13'

5'

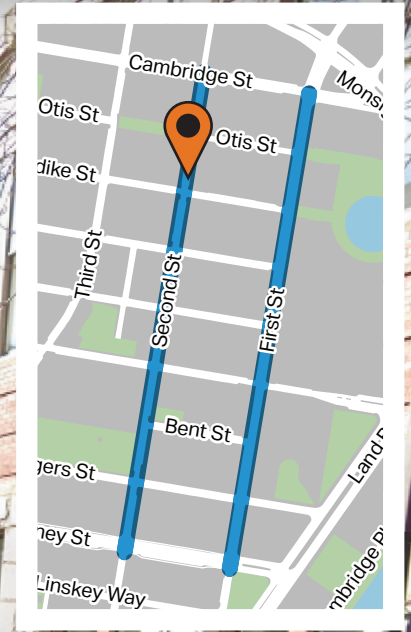
8'

Second Street Context

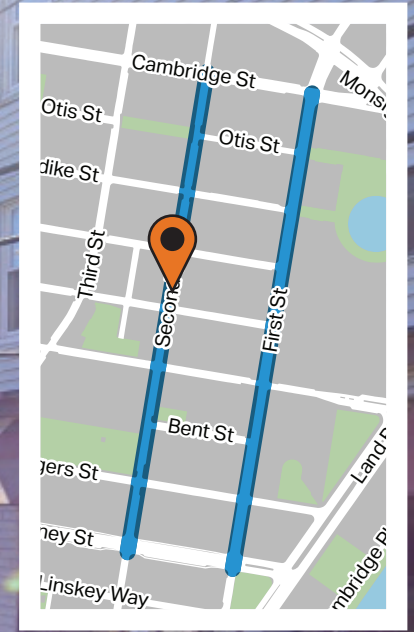
Second St at Cambridge St



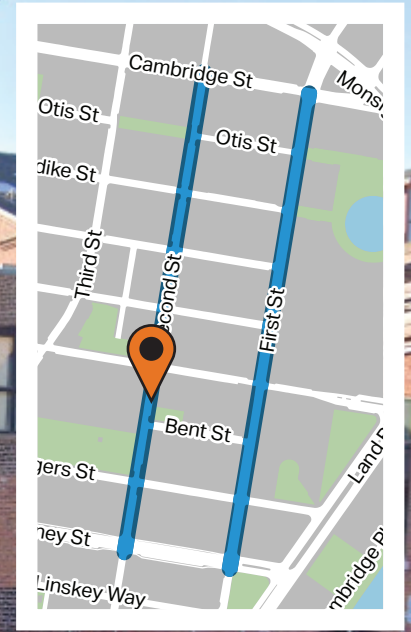
Second St at Thorndike St



Second St north of Hurley St



Second St north of Bent St



Second St north of Binney St

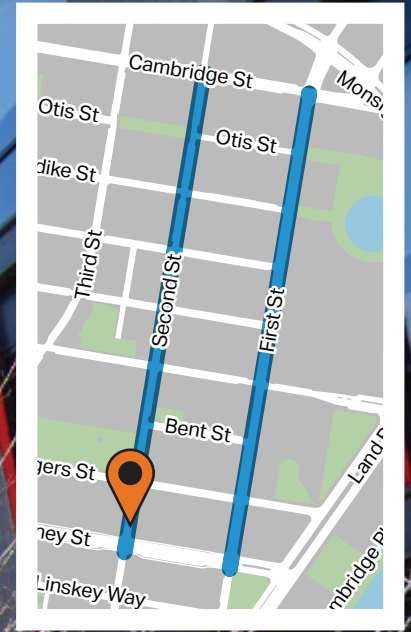
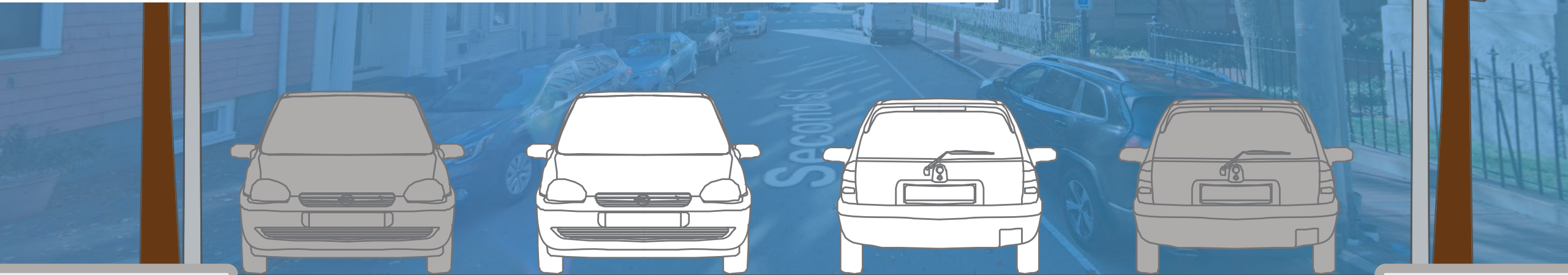


Image source: Google Street View of November 2020

Cross Section: Second St at Thorndike St

Background image source: Google Street View of November 2020



Sidewalk

Parking and Travel

Sidewalk



Street Design Considerations

General Considerations

Safety

- Creating a safe and comfortable environment, with a specific focus on the most vulnerable road users

Crash History

- Number and location of crashes, crash types, time of day

Traffic Conditions

- Volumes of motor-vehicles, bikes, pedestrians, transit riders, trucks, etc.
- Intersection conditions (congestion and queues)

Regional Connections

- Connects between Lechmere, Kendall, and points beyond

Transit frequency and reliability

- Existing MBTA and shuttle bus ridership
- Schedules and travel times
- Bus stop locations and spacing
- Future transit improvements
- Regional travel
- Connection between Lechmere, Kendall Sq, and points beyond

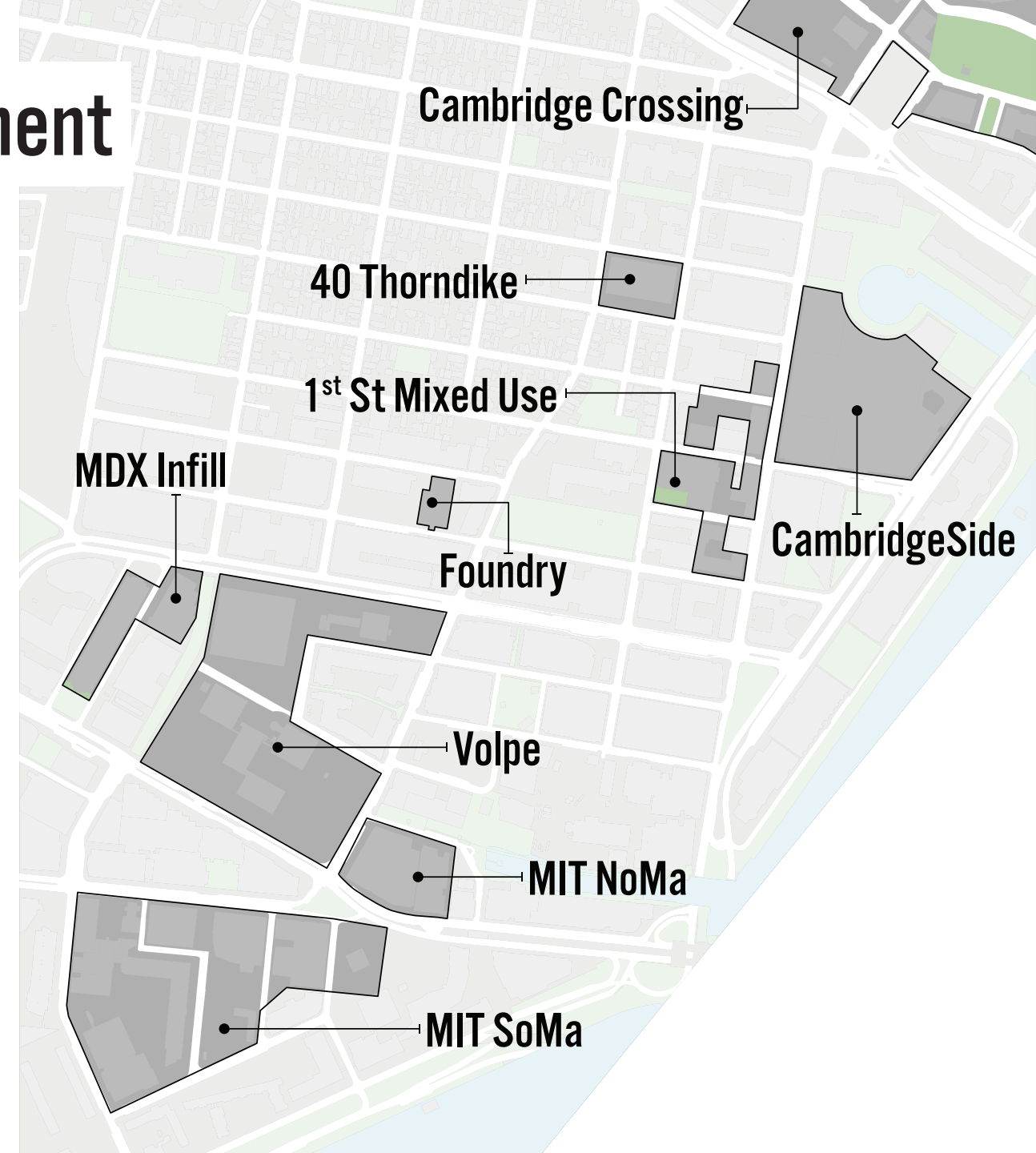
General Considerations (continued)

Physical Characteristics

- Sidewalk pavement: conditions and materials
- Trees, greenery, lighting, street furniture
- Existing and planned land uses
- Curb use: parking utilization, need for loading and service deliveries, pick-up/drop-off

Ongoing and Future Development

- Area development project will be included in the transportation analysis



First Street Connector

- Today: First St serves as a regional connector between larger roads
- Future: First St will connect directly to Monsignor O'Brien Highway and North First Street

Today

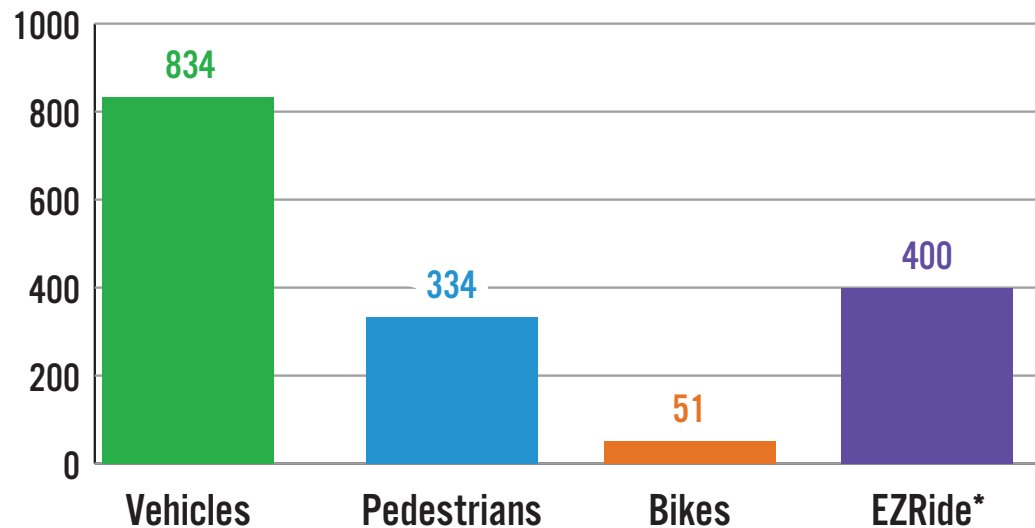


Future



First Street Volumes

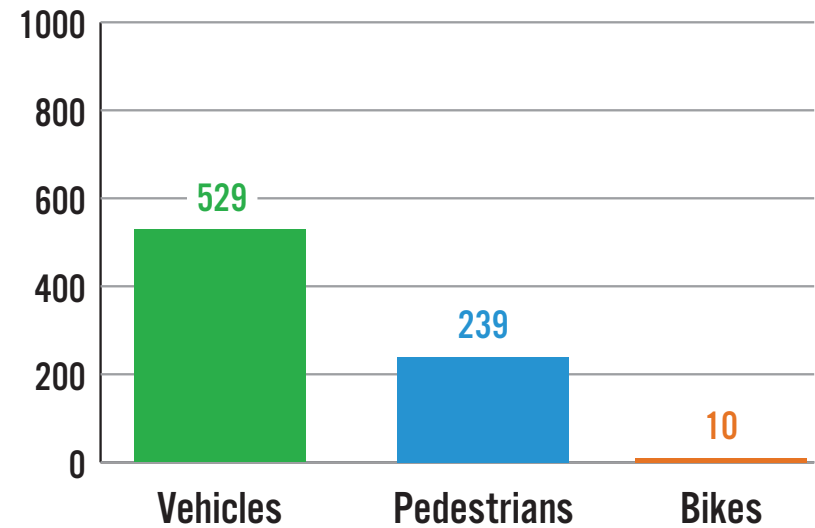
by mode in the PM peak at Thorndike St¹



Average daily traffic south of Spring St³
7,000

Second Street Volumes

by mode in the PM peak at Binney St²



Average daily traffic north of Charles St⁴
3,100

* Estimated total riders during the PM peak on First Street 2018-2019, Data source: Charles River TMA

¹Data source: CambridgeSide 2.0 Traffic Impact Study; Count conducted May 2018

²Data source: CambridgeSide 2.0 Traffic Impact Study; Count conducted March 2019

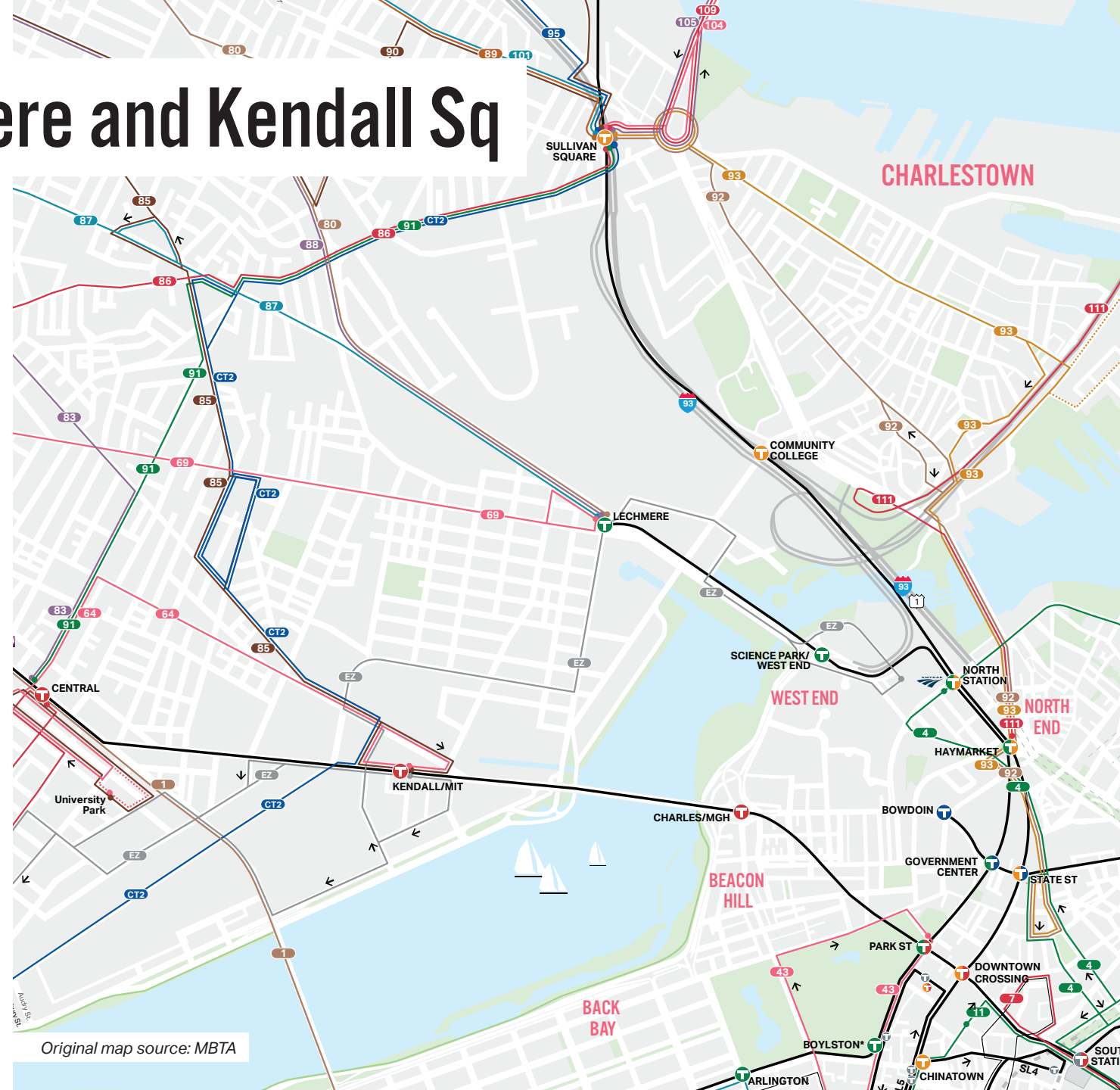
³Count conducted May 2018

⁴Count conducted May 2016

Transit Between Lechmere and Kendall Sq

Existing Conditions

- Green Line ends at Lechmere Station
- The EZRide, CambridgeSide, and Alexandria shuttles provide transportation between Lechmere and Kendall Square
- EZRide schedules and routes are determined by the Charles River Transportation Management Association



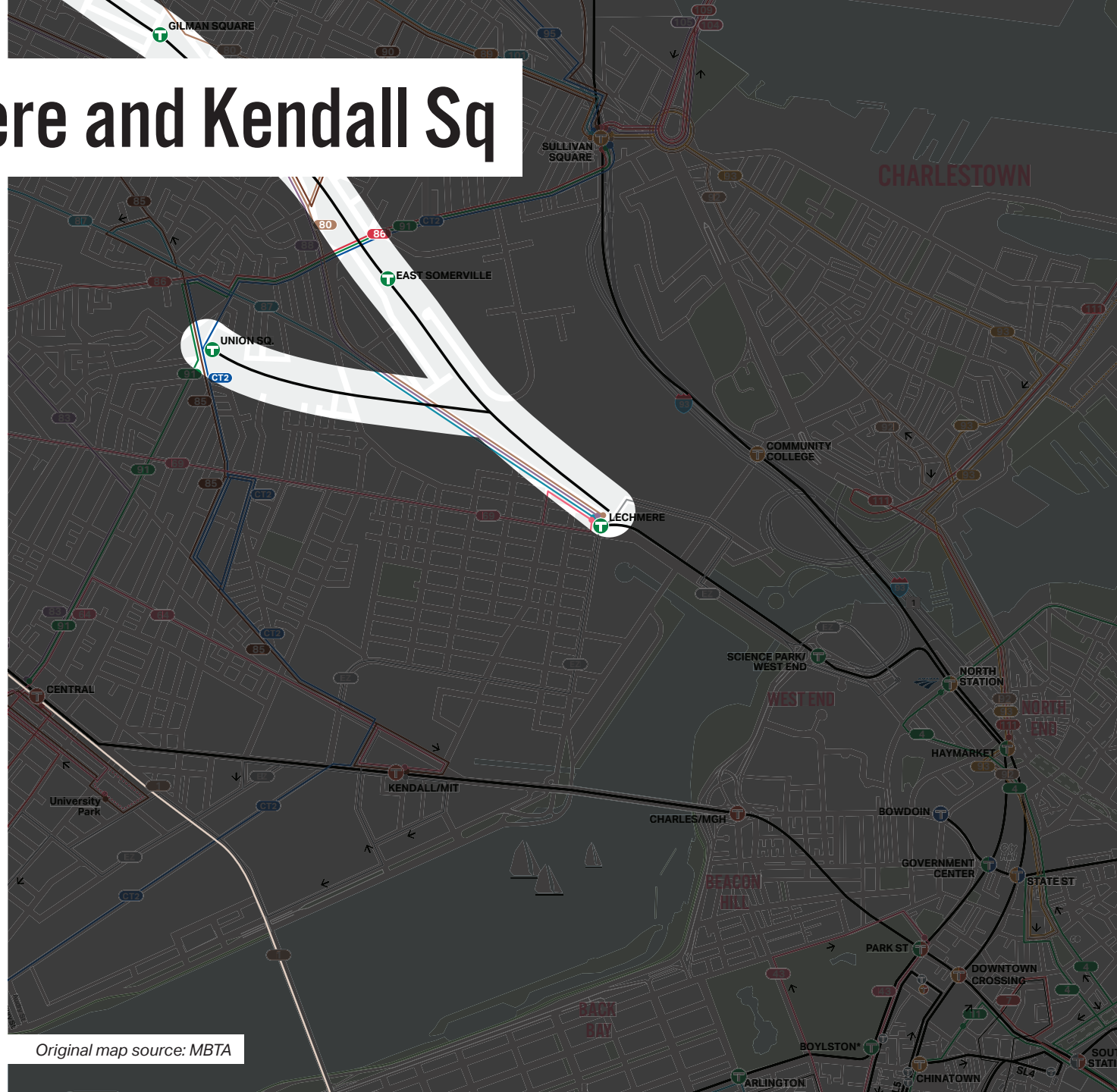
Transit Between Lechmere and Kendall Sq

Planned Changes

- Green Line is being expanded to the north
- Extensions will go to Union Square in Somerville and College Avenue in Medford

New Benefits

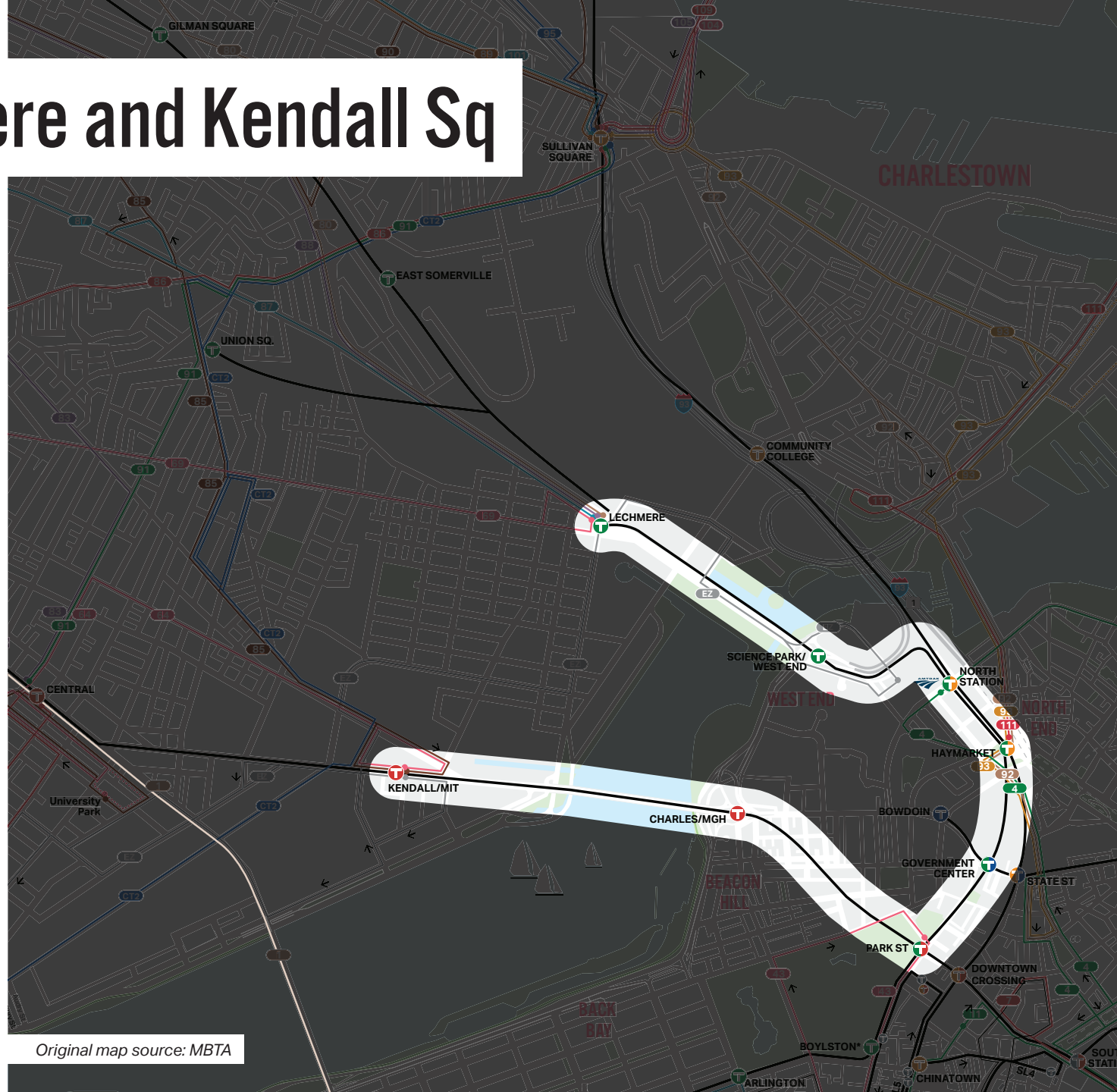
- The Green Line extension creates a new transit connection for many people who live nearby



Transit Between Lechmere and Kendall Sq

New Challenges

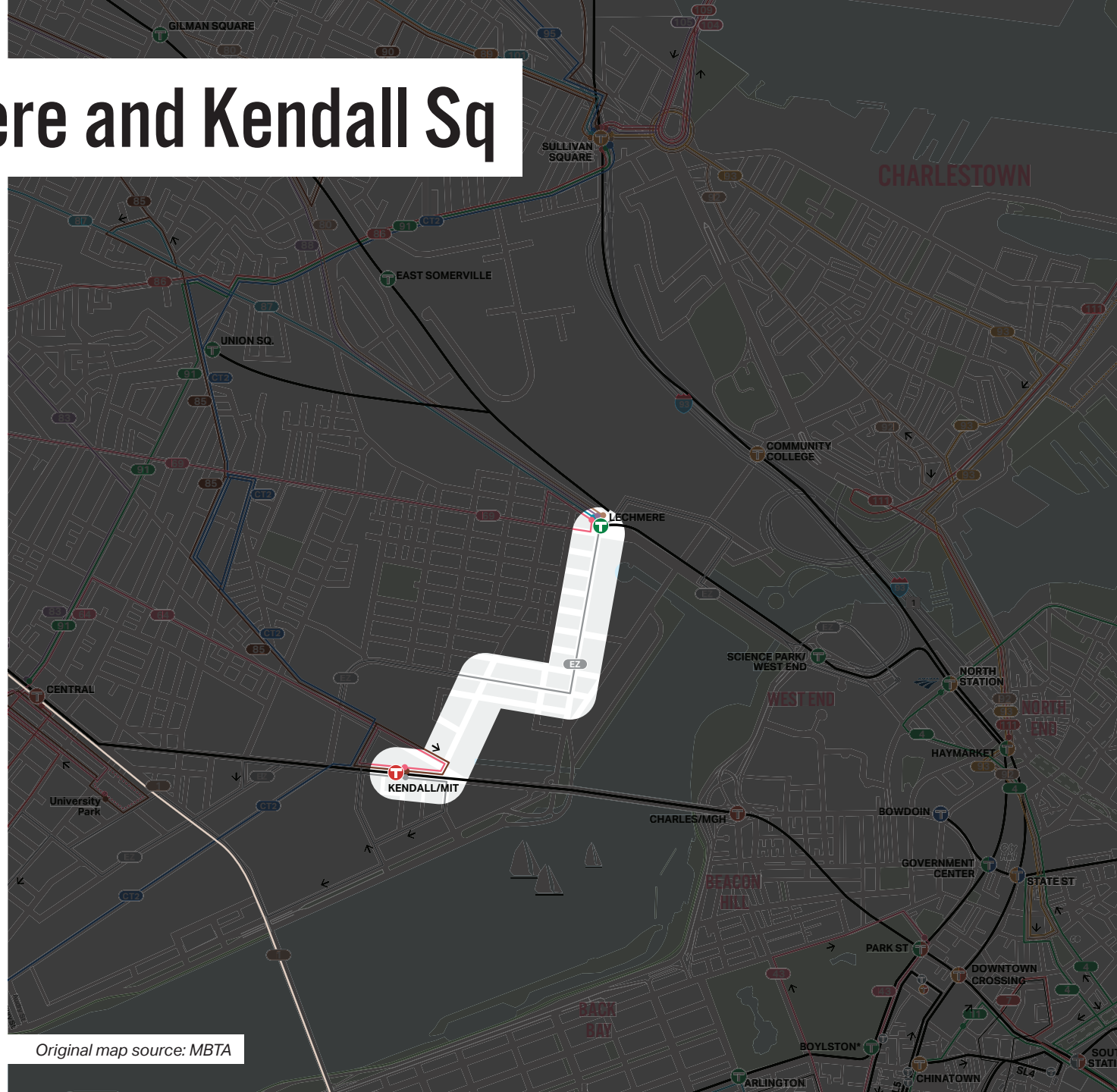
- People who want to get to Kendall Square will need to stay on the train between Lechmere and Park St and then transfer to the Red Line
- This is especially a concern during rush-hour



Transit Between Lechmere and Kendall Sq

Potential Opportunities

- The First Street/Second Corridor Study is an opportunity to determine if bus priority can be provided between Lechmere and Kendall
- MassDOT is also evaluating a potential Silver Line extension on First St
- Kendall Square Mobility Task Force recommends bus priority and more frequent EZRide service



Biking Between Cambridge St and Binney St

Separated Bike Facilities on 1st St

- Separated bike facilities provide physical separation between people biking and people driving on streets with higher volumes and speeds
- The materials used depend on the type of implementation

Lower Volumes and Speeds on 2nd St

- Lower-volume/lower-speed streets are primarily in residential areas
- Provide access within and between neighborhoods, or to parks and schools
- People would still be able to choose to bicycle on First St

Western Avenue separated bike lane (Cambridge, MA)



Priority bike markings on Oxford St (Cambridge, MA)



What We've Learned from People Who Use the Street

User Experience Survey: First St

Works Well

- accessible for pedestrians
- area is well lit
- convenient connector to other roads
- ease of traffic movement
- sidewalks in good condition
- spacious roadway

Problems

- inconvenient connector
- insufficient bus service
- lack of available parking
- limited access for disabled people
- need for urban development
- speeding
- traffic congestion
- unsafe for walking, biking, and driving

Recurring Comments

- vehicles blocking bike lanes
- needs a separated bike lane
- peak hour congestion
- unattractive walking area

User Experience Survey: Second St

Works Well

- convenient connector to other roads
- rare traffic congestion
- safe for people driving

Problems

- limited access for disabled people
- limited visibility to connector roads
- no bicycle facilities
- speeding
- roadway/sidewalk is too narrow
- unsafe for people walking/biking
- too much space dedicated to parking

Recurring Comments

- difficult for all users to pass through
- frequent sidewalk obstruction
- too narrow for people walking or driving
- prefer less parking or on only one side

Stakeholder Input

Group Activity

Group Activity

How to move people between Cambridge St and Binney St

Issues

- We can't fit everything that we might want on First Street
- People need to bike, ride transit, and drive between Cambridge St and Binney St (sidewalks remain for people walking)

Instructions

- Introduce yourself to your group members: your name and affiliation(s)
- Share your priorities for First St and Second St: what is most important to you and **why**?
- Work with your group members to think about how to use space on First St and Second St to provide space for biking, riding transit, and driving between Cambridge St and Binney St

Next Steps

Study Schedule

Winter 2021: Background Review

April 2021: Stakeholder Meeting ← **We are here**

Late May 2021: Stakeholder Meeting

Spring 2021: Transportation Analysis

Early June 2021: Community Meeting

August 2021: Stakeholder Meeting

Summer 2021: Design Process

September 2021: Community Meeting

Fall 2021: 10% Design

Thank you!

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