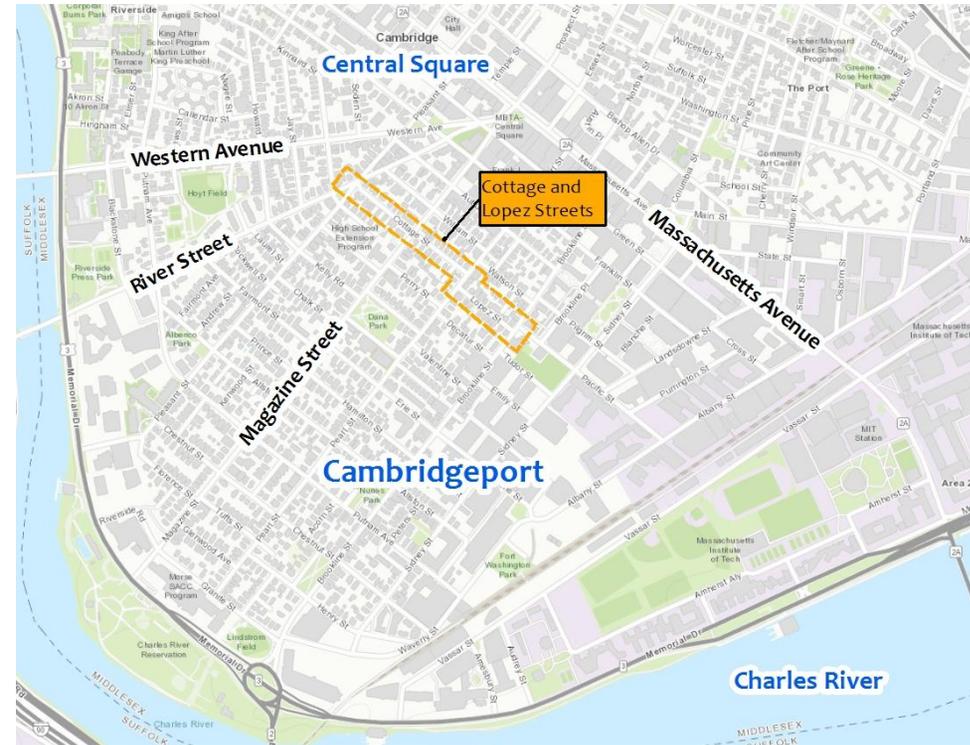


COTTAGE AND LOPEZ STREETS Drainage Improvements Project

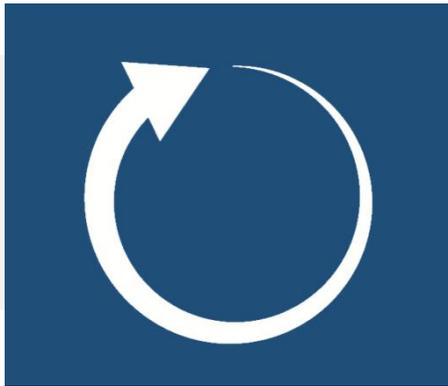


Community Meeting | October 16, 2018

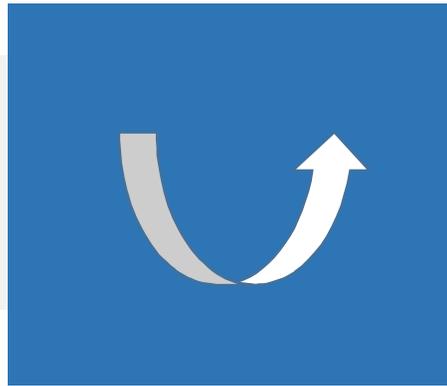


COTTAGE/LOPEZ PROJECT

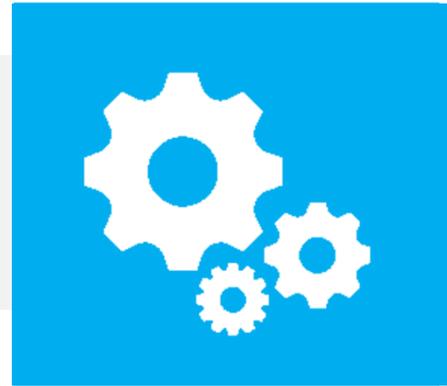
Agenda



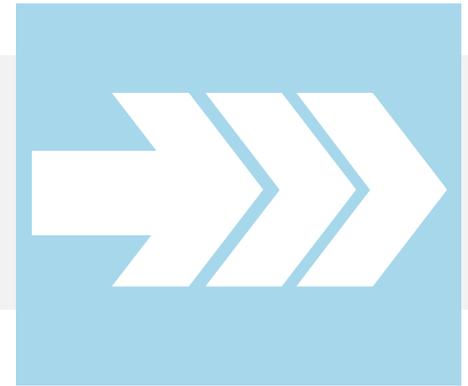
5 Year Plan
&
Project
Background



Utility
Improvements

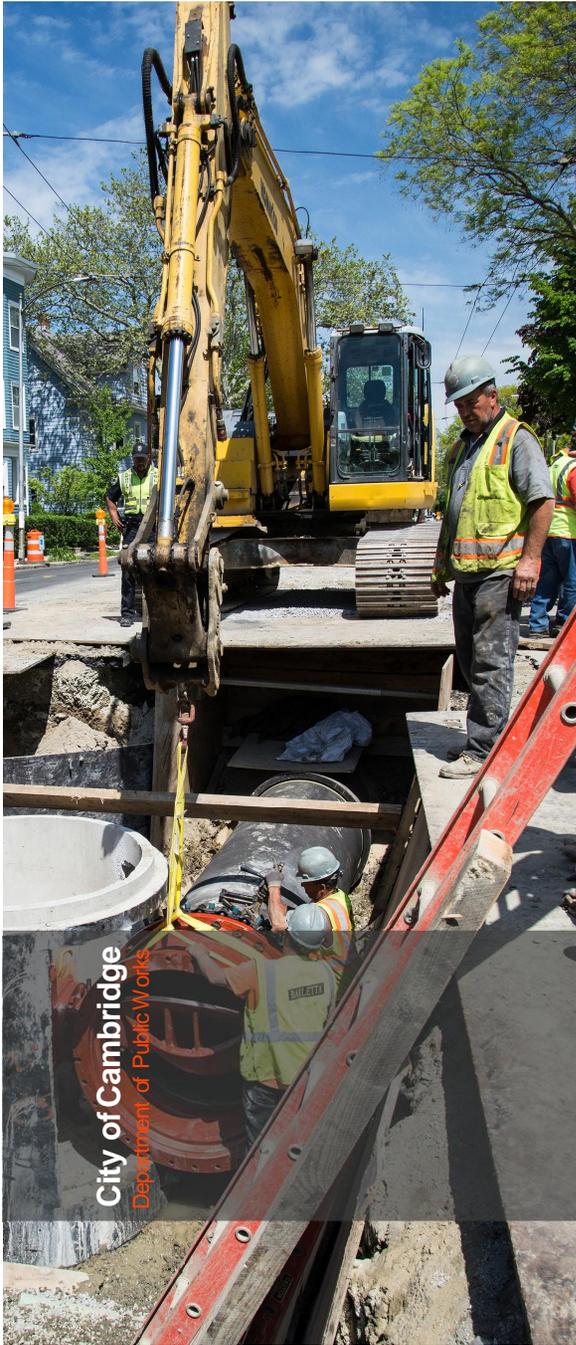


Street & Sidewalk
Program

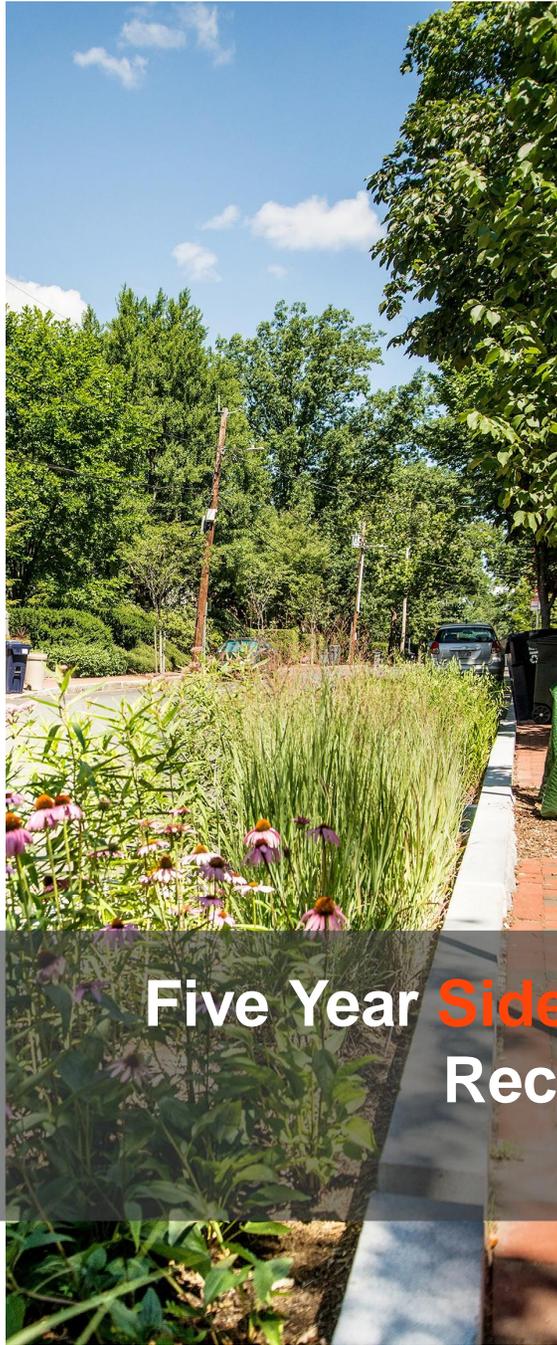


Community
Outreach and
Next Steps

CAMBRIDGE
DEPARTMENT
OF PUBLIC
**THE
WORKS**

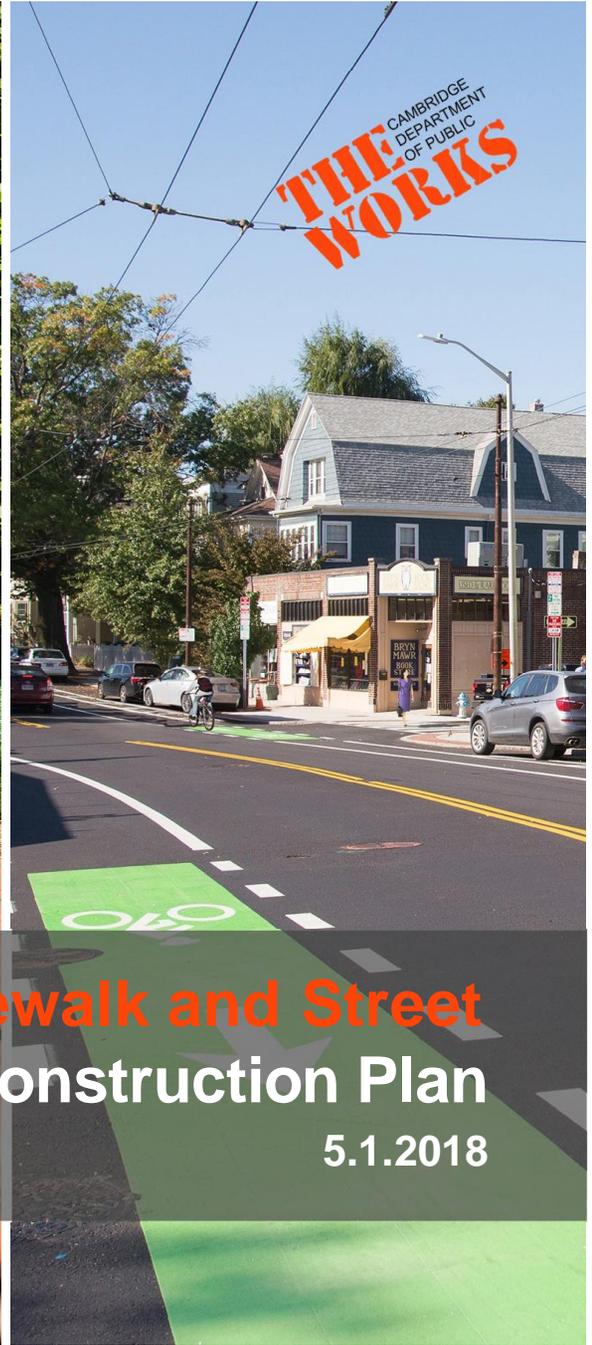


City of Cambridge
Department of Public Works



Five Year Sidewalk and Street Reconstruction Plan

5.1.2018



CAMBRIDGE
DEPARTMENT
OF PUBLIC
**THE
WORKS**

5 YEAR PLAN: **PLANNED CONSTRUCTION**



Interactive construction map: www.cambridgema.gov/theworks/constructionmap



INTRODUCTION | COMPLETE STREETS

Complete Streets are **streets for everyone**. They are designed and operated to enable **safe access for all users**. Pedestrians, bicyclists, motorists, and public transportation (transit) users of all ages and abilities are able to safely move along and across a Complete Street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They help buses to run on time and make it safe for people to walk to and from train stations.

More sidewalks and bicycle facilities are included, which provides **increased accessibility for pedestrians and cyclists**.

During design and construction of Complete Streets, our goal is to communicate projects with neighborhoods, facilitate an integrated design process, minimize disruption to community life and provide reasonable access for all users during reconstruction.

INTRODUCTION: **VISION ZERO**

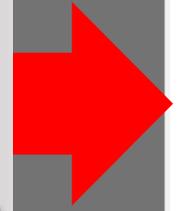
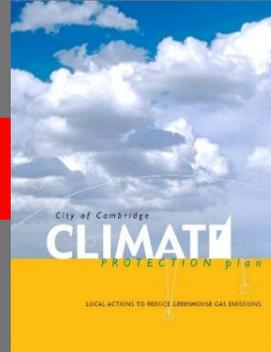
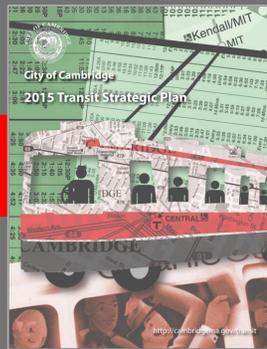
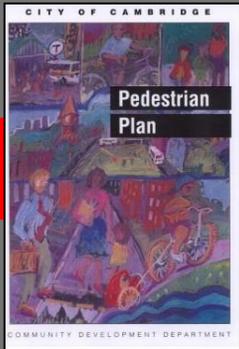
On March 21, 2016, the Cambridge City Council unanimously passed resolutions put forth by the City Manager to formally adopt Complete Streets and Vision Zero policies, showing that the City of Cambridge is committed to achieving these goals, assuring safe access for all users.

Vision Zero calls for the elimination of fatalities and serious injuries resulting from traffic crashes, and emphasizes that they can and should be prevented. The City of Cambridge is the 17th city in the U.S. to commit to a Vision Zero Policy.



INTRODUCTION: GUIDING PLANS AND POLICIES

In addition to Complete Streets and Vision Zero



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).

5 YEAR PLAN: SCOPE OF WORK

Our approach emphasizes **streets designed and operated for everyone**. Pedestrians, bicyclists, motorists, and transit users of all ages and abilities will be able to safely move along and across **Complete Streets**.



Emphasis on accessibility – pedestrian ramps, sidewalks and universal design.



Vision Zero calls for the elimination of fatalities and serious injuries resulting from traffic crashes.



Transit improvements – accessibility of bus stops and transit priority, as feasible.



Network of bike facilities – support people of all ages and abilities to bike safely throughout the city.



Additional street trees and green infrastructure.



Maintain and improve city infrastructure, and coordinate with private utilities to facilitate upgrades.

PROGRAMS: STREET & SIDEWALK

Street and sidewalk contracts are funded locally and by the state. These contracts are managed by the Department of Public Works. Construction generally includes surface enhancements such as:

- Paving
- Sidewalk and pedestrian ramps
- Traffic calming
- Street trees
- Stormwater management and green infrastructure
- Bike and transit improvements

Toolbox Design Elements



DESIGN: SIDEWALKS AND ACCESSIBILITY



The City is committed to accessibility in all of our construction projects.

- All new sidewalks and pedestrian ramps will meet ADA /AAB requirements.
- Sidewalk widths vary by the type of street. Typically 5' sidewalk is required, but wider sidewalks are required on busier commercial streets and arterials.
- 4' min is required at new driveways and street trees. 3' min is allowable at existing street trees.
- Sidewalks will include a minimum 3' of sidewalk or accessible routes around existing trees.
- The best design for pedestrian crossings, particularly on narrow side streets, may be a modified raised crosswalk.



DESIGN: BICYCLE FACILITIES

Bicycle Facilities

- Improvements for bicycling will be considered in all projects undertaken in the City and will be guided by the Bicycle Plan.
- The Bicycle Plan lays out a vision for where we as a City want to be. The fundamental guiding principle for this plan is to enable people of all ages and abilities to bicycle safely and comfortably throughout the City. The Bicycle Plan provides the framework for developing a network of Complete Streets and supporting programs and policies that will help meet this goal.



DESIGN: TRANSIT

A sustainable and efficient mode of transportation that moves people safely compared to driving in private automobiles.

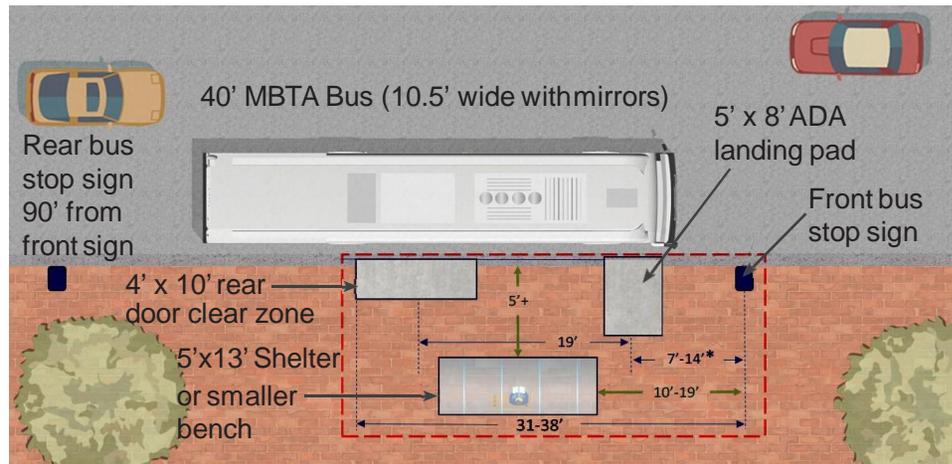
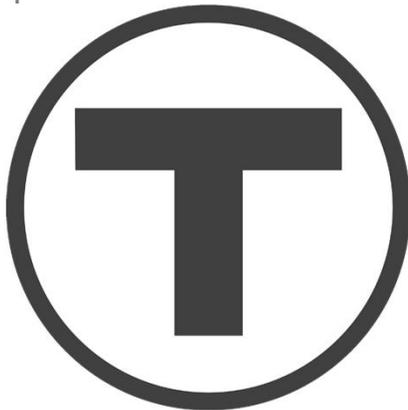
Transit considerations include:

Accessibility

Ensure that bus stops are accessible and provide amenities when appropriate.

Priority

City performed a bus delay and reliability assessment so that we can explore options for transit priority (e.g. dedicated lanes) in roadway projects where there are expected benefits.



SCOPE: STREET TREES

Existing Street Trees

Existing street trees will be protected during construction and the sidewalks will be carefully evaluated to ensure adequate accessible routes through the neighborhood.

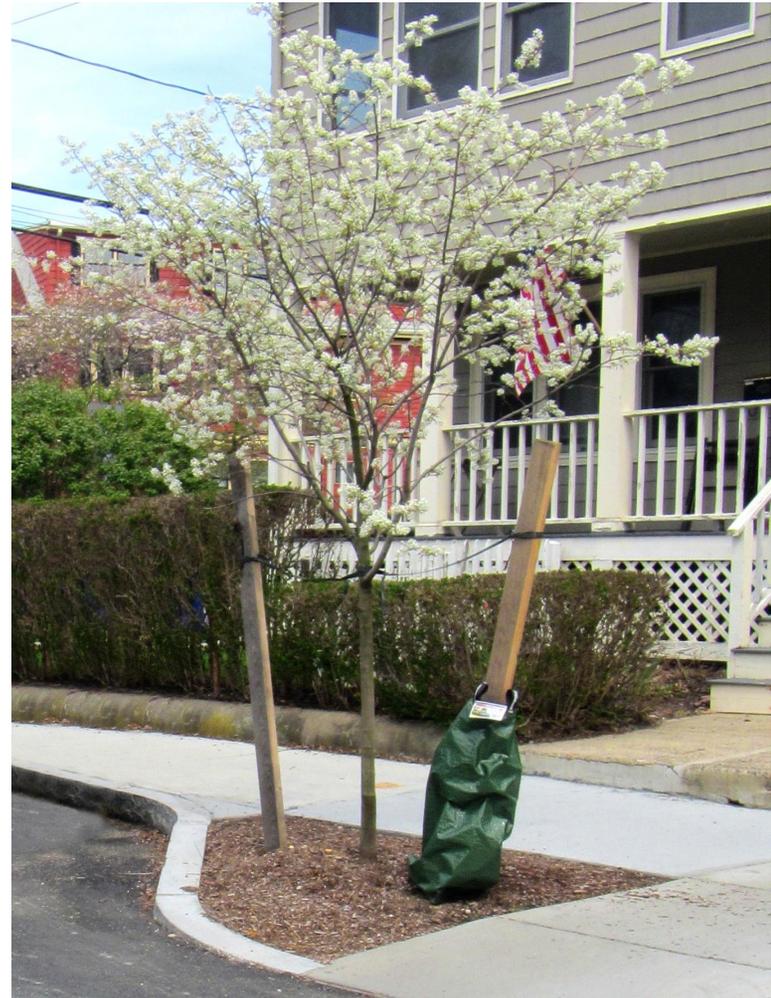
New Tree Plantings

The City Arborist will review each street and sidewalk project to determine tree planting opportunities; evaluating the location of overhead and underground utilities, proximity to intersections, site lines, building setbacks, locations of entrances, etc.

- On **narrow sidewalks** (less than 8' wide), a minimum of 4' of sidewalk width will be retained adjacent to new trees.
- On **wider sidewalks** (8' wide or greater), a minimum of ½ of the overall sidewalk width will be retained for pedestrians.

Back of Sidewalk Trees

The Arborist will work with residents interested in back of sidewalk tree plantings.



GOALS

- **Protect existing** street trees during construction.
- Increase the number of street trees and maintain **accessible sidewalks**.

SCOPE: GREEN INFRASTRUCTURE

The City is incorporating green infrastructure on projects, as conditions and space allow.

Goals

- Stormwater discharges are contributing to at least 55% of impairments to Massachusetts' assessed waters.
- Goal: **improve the water quality** of stormwater before discharging to outfalls at the Alewife Brook and Charles River.

Types of Improvements

- Porous asphalt
- Infiltrating catch basins
- Rain gardens/bio basins

Siting Evaluation

- Soil conditions
- Groundwater
- Space constraints
- Maintenance



SCOPE: CONSTRUCTION

The City is committed to working with residents and businesses throughout the construction process.

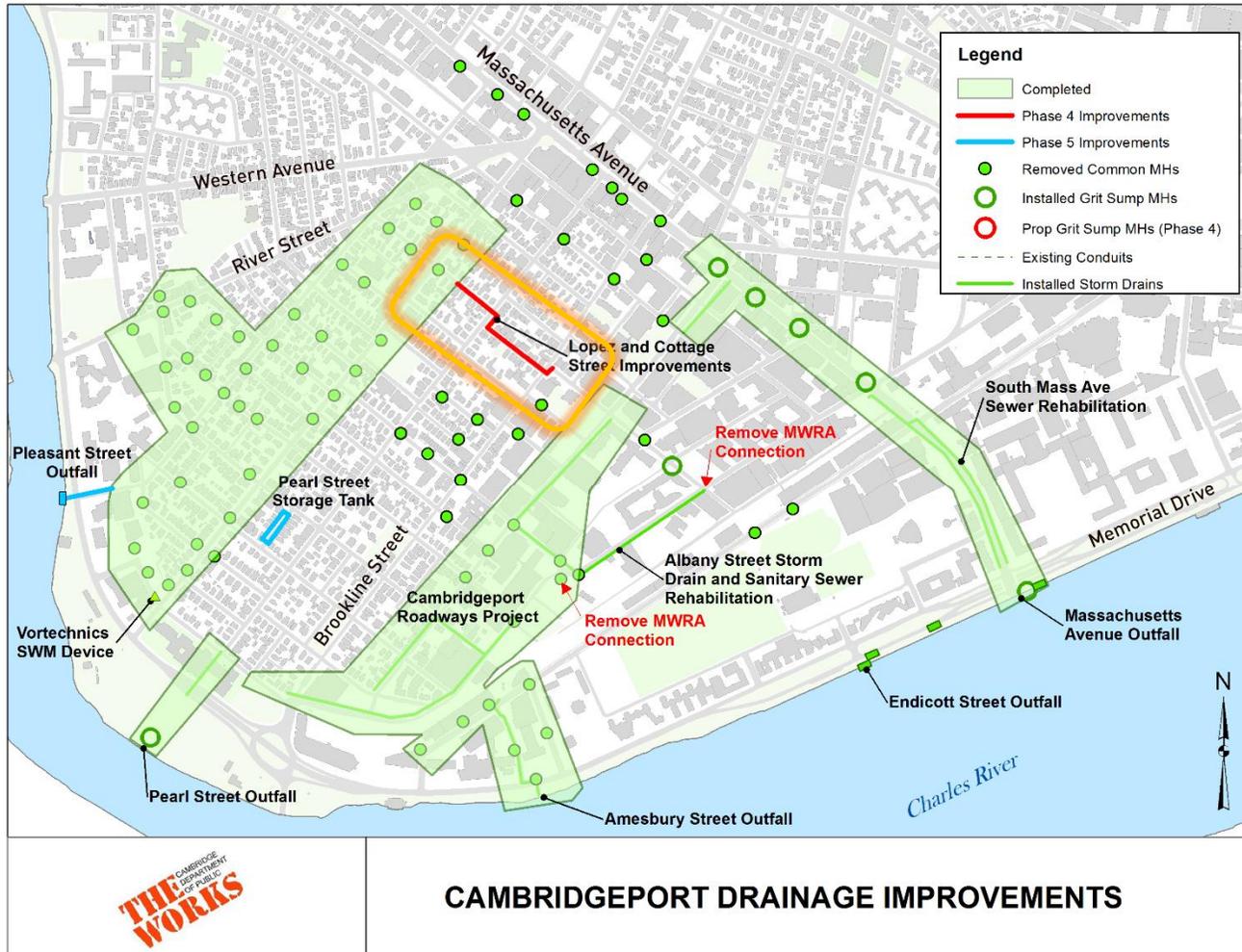
Construction Coordination

- Project Manager and Community Relations Manager assigned to every project.
- Manage contractor and coordinate construction activities and community notifications.
- Standard Work Hours: Mon – Fri 7 am – 4 pm
- Maintain safe and effective traffic management plans to assist pedestrians, cyclists, drivers and buses travelling through project area.



PROJECT BACKGROUND

Objectives



Increased capacity of storm drain system will carry stormwater out of Cottage and Lopez Streets to the Endicott Street outfall to the Charles River.

PROJECT BACKGROUND

Goals

Existing Conditions



- Opportunity to consider neighborhood infrastructure
- Risk of flooding expected to increase as climate changes
- Enable future sewer separation

PROJECT BACKGROUND

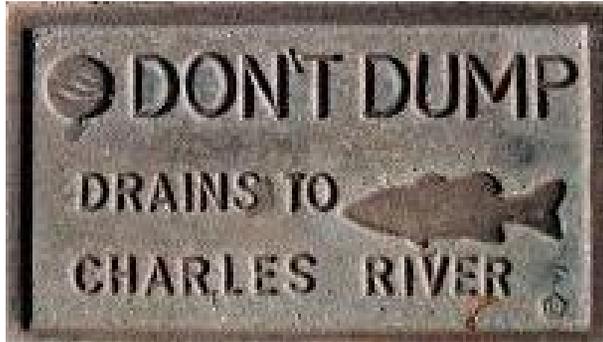
Benefits – New Streets & Sidewalks



- Opportunity for renewed/improved neighborhood infrastructure.
- Universal accessibility
- Reduction in heat island

PROJECT BACKGROUND

Benefits – Water Quality



- Relieve flooding on Magazine and Pearl Streets
- Enable River Street sewer separation
- Improve water quality in the Charles River

Project Scope

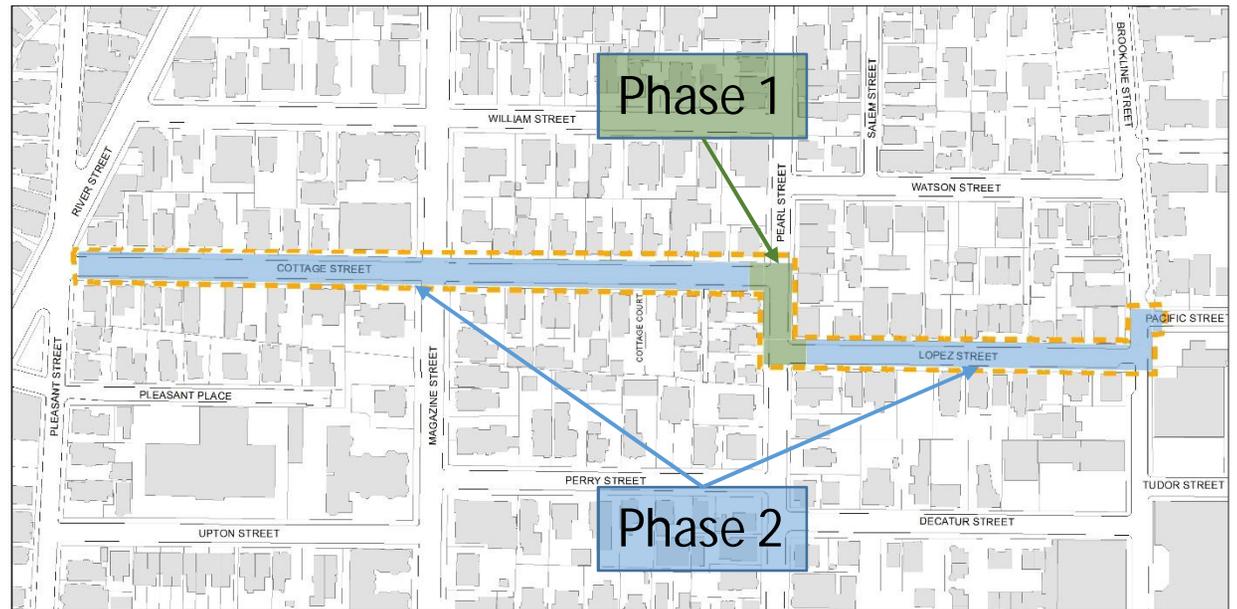
Phase 1: Pearl Street

- New drain and sewer
- Water main relocation

COMPLETE

Phase 2: Cottage & Lopez

- New drain and sewer
- New water main on Cottage Street



UTILITY IMPROVEMENTS

What to Expect



Traffic Impacts

- **Cottage and Lopez Streets**
 - Police detail on site
 - Road closed, local traffic only
 - No parking near work zone
 - Equipment on site overnight

- **Magazine Street, Pearl Street, Brookline Street intersections**
 - Police detail on site
 - Traffic maintained with lane shift or partial road closure
 - No parking near work zone



STREET & SIDEWALK PROGRAM

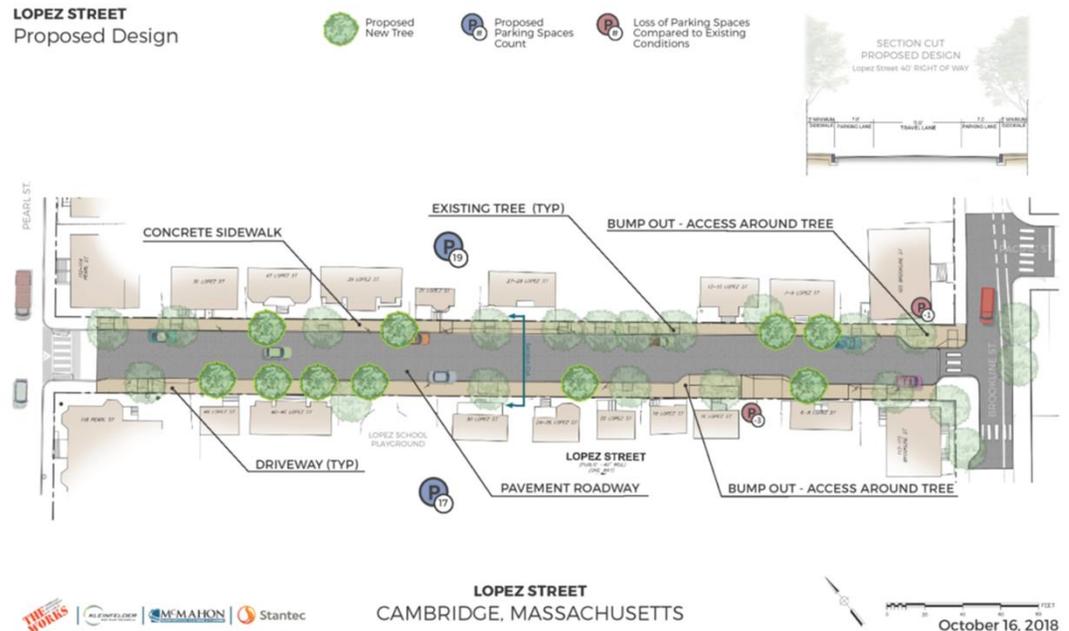
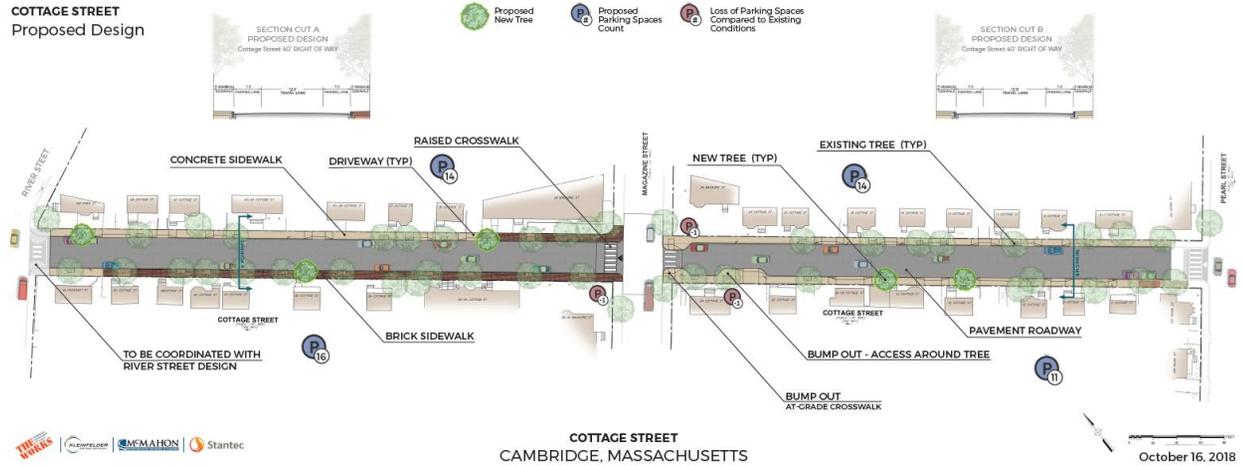
Project Scope

Phase 1: Pearl Street

- Final paving **COMPLETE**

Phase 2: Cottage & Lopez

- New sidewalks
- New roadway and pavement
- Enhanced pedestrian safety (traffic calming)
- Healthy tree canopy



STREET & SIDEWALK PROGRAM

What to Expect



COMMUNITY OUTREACH AND NEXT STEPS

➤➤➤ Schedule

Community Meeting
March 2018



Pearl Street Construction
Spring 2018



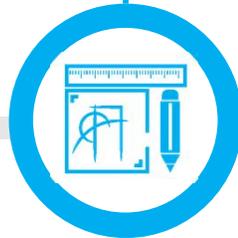
Community Meeting
October 2018



Cottage/Lopez Subsurface Construction
Start Spring 2019



Complete Final Surface Design and Bid
Fall 2018/
Winter 2019



Cottage/Lopez Surface Construction
Start Fall 2019



Expected Construction Completion
Spring/Summer 2020



COMMUNITY OUTREACH AND NEXT STEPS

Contact Information

For More Information:

<http://www.cambridgema.gov/CottageLopez>

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Kate Riley, Community Relations
kriley@cambridgema.gov / 617.349.4870

COMMENTS & QUESTIONS

THE CAMBRIDGE
DEPARTMENT
OF PUBLIC
WORKS