

STREET DESIGN OPEN HOUSE



TUESDAY, OCTOBER 25, 5:30-8 P.M. COMMUNITY ARTS CENTER, CAMBRIDGE

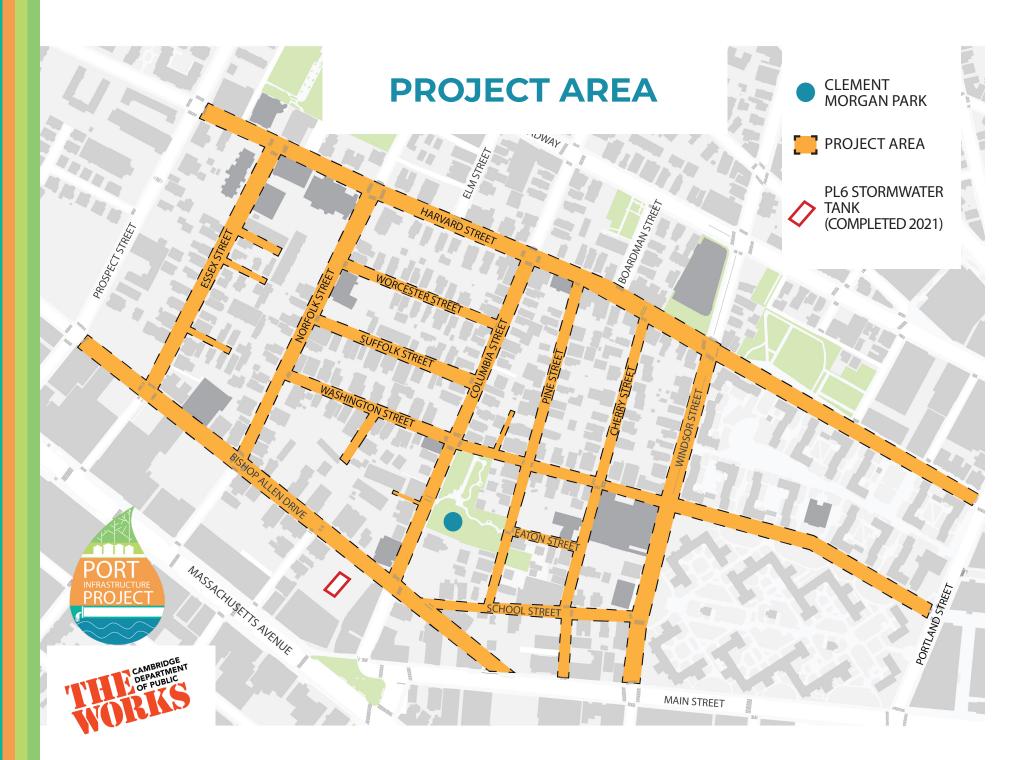
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TABLE OF CONTENTS

		<u>Page</u>
INTRODUCTION	Project Area Map	1
	Street Design Open House Summa	ry 2
PORT STREETS	Introduction to Street Design Street-by-Street Feedback:	3
	 Essex, Norfolk, and Columbia streets 	4
	 Columbia cont., and Pine streets 	5
	 Cherry, Windsor, and Harvard streets 	6
	 Harvard cont., Worcester, Suffolk, and, 	7
	 Washington streets Eaton and School streets, and Bishop Allen Drive 	8
	Roll Plans	9
SHARED STREETS	What Is a Shared Street? Shared Streets Map	12 13
CLEMENT MORGAN PARK	Park Design Summary Park Design Opportunities and Feedback	14 15
NEXT STEPS	Share Your Feedback	18



CAMBRIDGE DEPARTMENT OF PUBLIC



STREET DESIGN OPEN HOUSE SUMMARY

The City of Cambridge's Department of Public Works hosted The Port Infrastructure Improvements Project <u>Street Design</u> <u>Open House</u> on Tuesday, October 25th from 5:30 to 8 p.m., at the Community Arts Center. The event included a presentation about The Port Infrastructure Improvements Project and an opportunity for residents to share their thoughts and ideas about improving streets and open spaces in The Port neighborhood.



PORT STREETS

Introduction to Street Design

During the Open House, we shared examples of design options for streets in The Port. The designs would improve streets and sidewalks by making them more accessible, slowing traffic, and planting more trees (see project area map on Page 1).

Residents viewed designs for each street and shared their thoughts and ideas by writing their comments on large plans, which we brought to the Open House. The feedback we heard from your neighbors is shared on Pages 4-8.

Tell us what you think!

Pages 9-11 show the street plans that were shared during the open house and the feedback provided by residents. We want to hear your thoughts, too. To share your input, contact Jerry Friedman, Supervising Engineer at Cambridge DPW, by calling 617-349-9720 or emailing jfriedman@cambridgema.gov.

General Themes We Heard:

Safety:

- Residents told us where they thought vehicles drove too fast. They asked us how street design could be used to slow down traffic and make streets safer.
- Residents told us which crosswalks they didn't feel comfortable using. They asked us if raised crosswalks or raised intersections could be built at certain locations.

Accessibility:

• Residents told us where sidewalks were very narrow and hard to use.

Trees:

• Residents told us which streets are very hot during the summer and asked if more trees could be planted on those streets.





(Essex Street, Norfolk Street, Columbia Street)

Essex Street

- Intersection at Harvard Street is dangerous for pedestrians; lots of kids on the street, but low visibility for drivers. Suggest stop sign and/or flashing beacon for crossing.
- Essex/Harvard Street intersection fills up during school pickup and drop-off times.
- Residents like the proposed raised intersection at Harvard Street.
- Desire for raised crosswalk or traffic calming tool (i.e.,

Norfolk Street

 Residents like the proposed raised crosswalks along Norfolk Street.

Columbia Street

- Requests for a loading zone at Columbia Market because cars are often double-parked at Columbia/Harvard Street corner.
- Desire for a pedestrian crossing between Washington Street and Harvard Street.
- Identified as a high-volume and high-speed street; residents believe Columbia is used as a cut-through from Union Square (Somerville) to Boston.
- Residents like the proposed raised intersection at Washington Street and existing raised crosswalk between Bishop Allen Drive and Washington Street.
- Residents notice flooding/puddling occurs just before and after Columbia and Harvard Street intersection.



(Columbia Street, Pine Street)

Columbia Street (continued)

- Residents request a short turning signal phase at Columbia and Harvard Street intersection.
- Resident requests signaling that detects vehicle presence to reduce wait times for vehicles at the Coolumbia and Harvard Street intersection.
- Resident prefers Columbia and Harvard Street to be a raised intersection.
- The existing chicanes (traffic lane shifts) on Columbia were believed to be ineffective to reduce speed.
- Resident suggested City paint street a lighter color to keep the street cooler on hot days.
- Resident shared safety concerns at Washington Street intersection.

Pine Street

- Residents shared concerns about difficulty for vehicles turning at Pine and School intersection.
- Resident likes proposed crosswalk at School Street intersection.
- People often walk in the street today because Pine Street is perceived as a low-volume street and sidewalks are narrow.
- Residents support making Pine Street a shared street.



(Cherry Street, Windsor Street, Harvard Street)

Cherry Street

- More lighting needed between Washington Street and Eaton Street.
- People often walk in the street today because Cherry Street is perceived as a low-volume street and sidewalks are narrow.
- Residents support making Cherry Street a shared street.

Windsor Street

- Concerns with the existing planting area at School Street intersection; tall plants obstruct visibility.
- Benches requested at Washington Street intersection for school bus pickup and drop off.
- Resident interested in a 4-way-stop sign at Windsor and Harvard Street intersection.

Harvard Street

- Residents prefer minimal changes to parking.
- Raised intersections preferred throughout.
- 2-way bike lane suggested; hard for cyclist to go westbound since Harvard Street is a one-way eastbound.
- Residents like Harvard Street as a shared street.
- Improve signage for Boardman Street. Cars tend to turn west at intersection, and go wrong way on Harvard Street.
- Residents have pickup/drop-off concerns at Fletcher-Maynard Academy; hectic intersection with high speeds.





(Harvard Street, Worcester Street, Suffolk Street, Washington Street)

Harvard Street (continued)

- Resident recalled her child almost getting hit at intersection near Fletcher-Maynard Academy.
- Improve lighting at Greene-Rose Heritage Park crosswalk.
- Unsafe swings at Greene-Rose Heritage Park. Resident stated the swings are close to "falling apart."
- Residents find brick sidewalks visually appealing but hard to traverse.

Worcester Street

- Residents in favor of planting more and taller trees as well as making it a shared street.
- · All-concrete sidewalks preferred.

Suffolk Street

- Residents in favor of shared street concept.
- Requested change in garbage pick up time to after 9 AM.
- Resident prefers brick sidewalk.

Washington Street

- Requested change in garbage pick up time to after 9 AM.
- Telephone pole and fence obstruct sidewalk at 283 Washington St.
- Botanical obstructions along sidewalks; makes alreadynarrow sidewalk even harder to walk along.
- Narrow sidewalks from Cherry to Windsor.
- In favor of raised intersection at all intersecting streets along Washington Street.





(Eaton Street, School Street, Bishop Allen Drive)

Eaton Street

- Explore changing traffic direction.
- Improve lighting on street.
- Residents believe most parked cars are overflow from other streets.

School Street

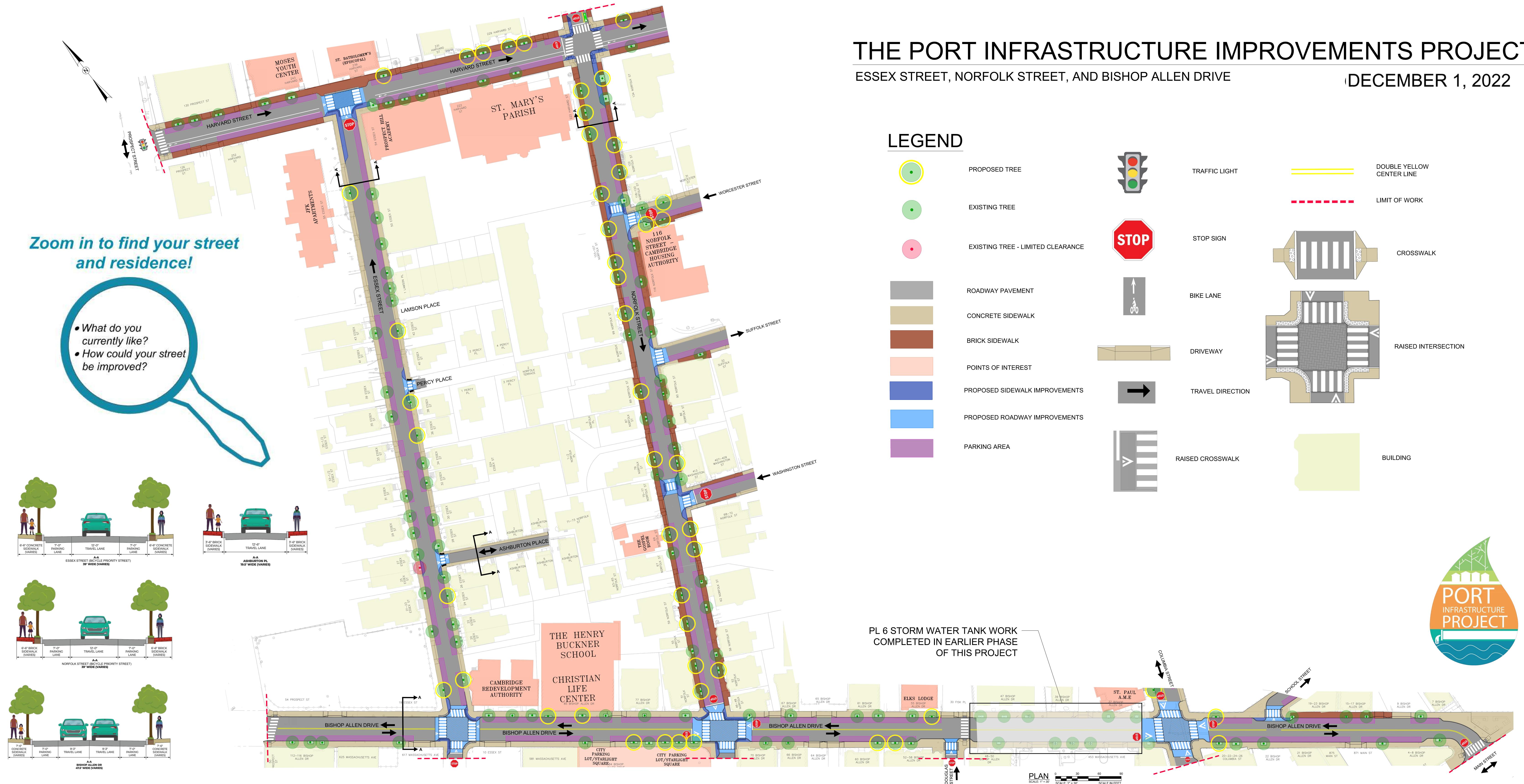
- Explore changing which side of the street the parking is on.
- Improve turn from Pine Street. Traffic laws are often broken by larger vehicles that can't make the eastbound turn.
- Residents state there is speeding on the street.
- Residents state most parked cars are overflow from other streets.
- Resident observes that street receives excess stormwater flow from parking lots.
- Residents have concerns with planting area at Windsor Street intersection; tall plants obstruct visibility.

Bishop Allen Drive

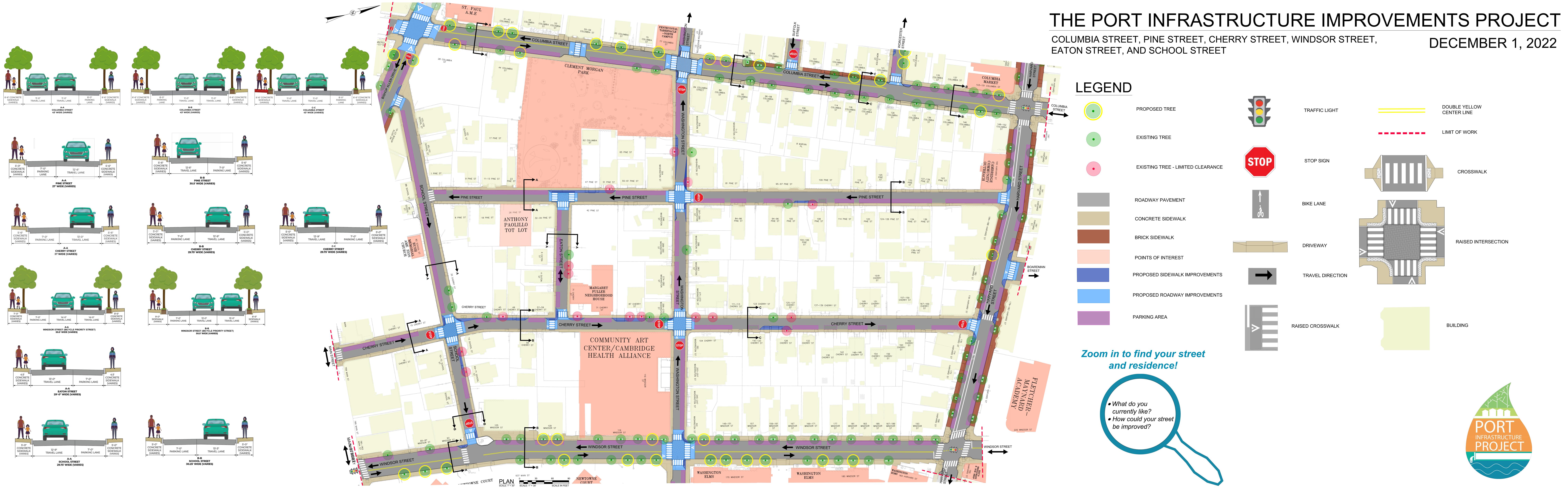
- Resident proposes changing crosswalk adjacent to Douglass Street to raised crosswalk.
- · Residents request to improve safety for cyclists.
- Request to make all sidewalks concrete material.
- Resident in favor of all the raised intersections.

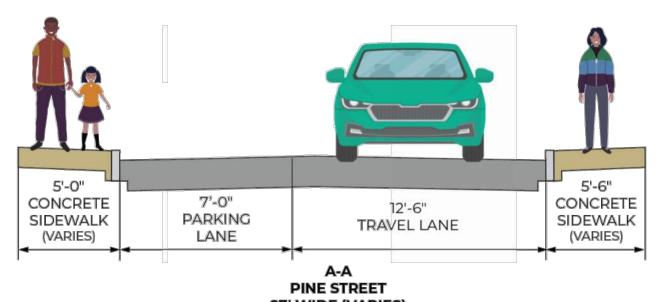


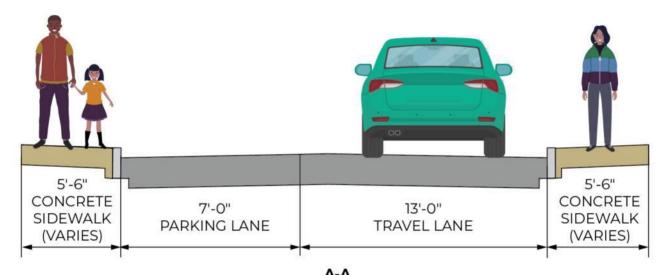


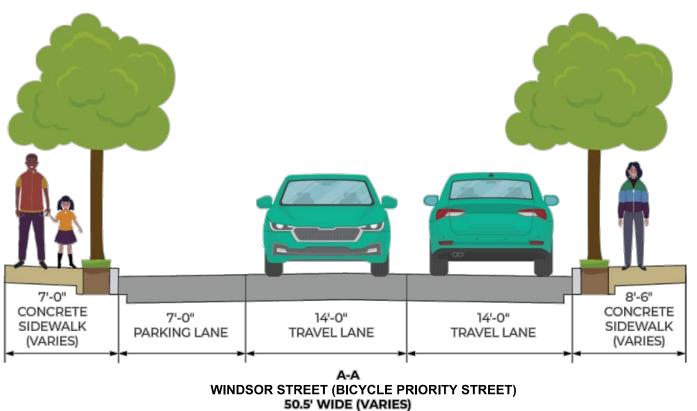


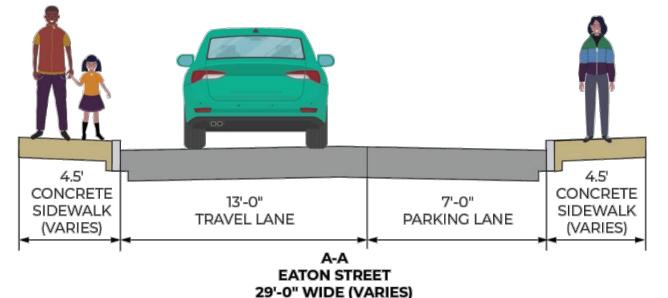
THE PORT INFRASTRUCTURE IMPROVEMENTS PROJECT

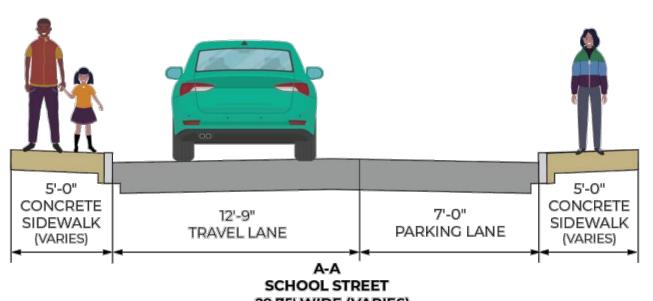


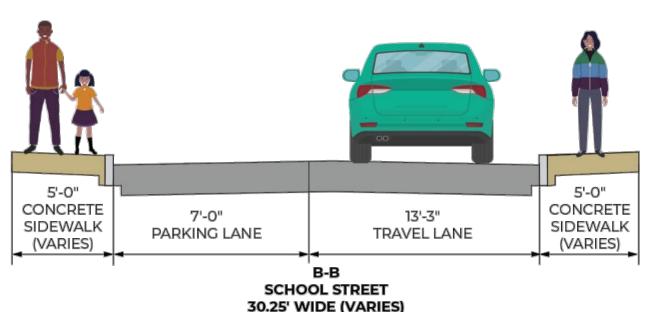


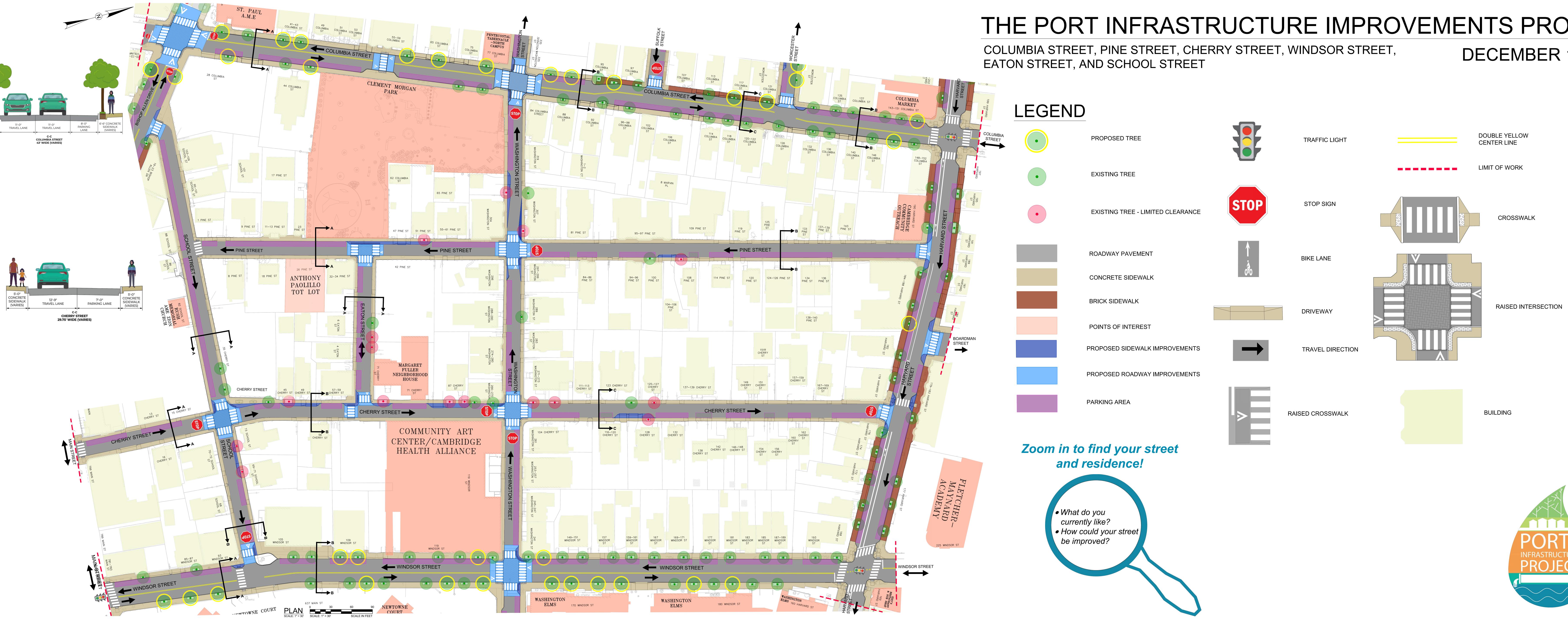


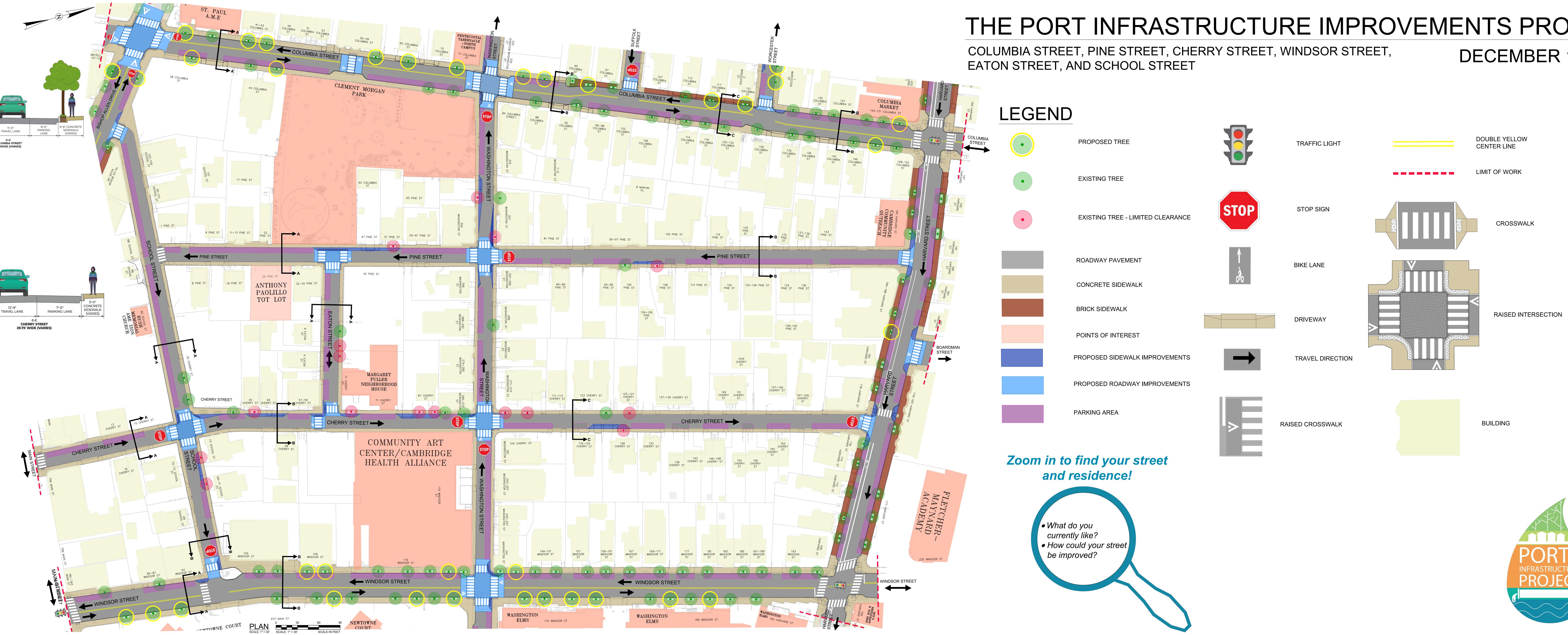










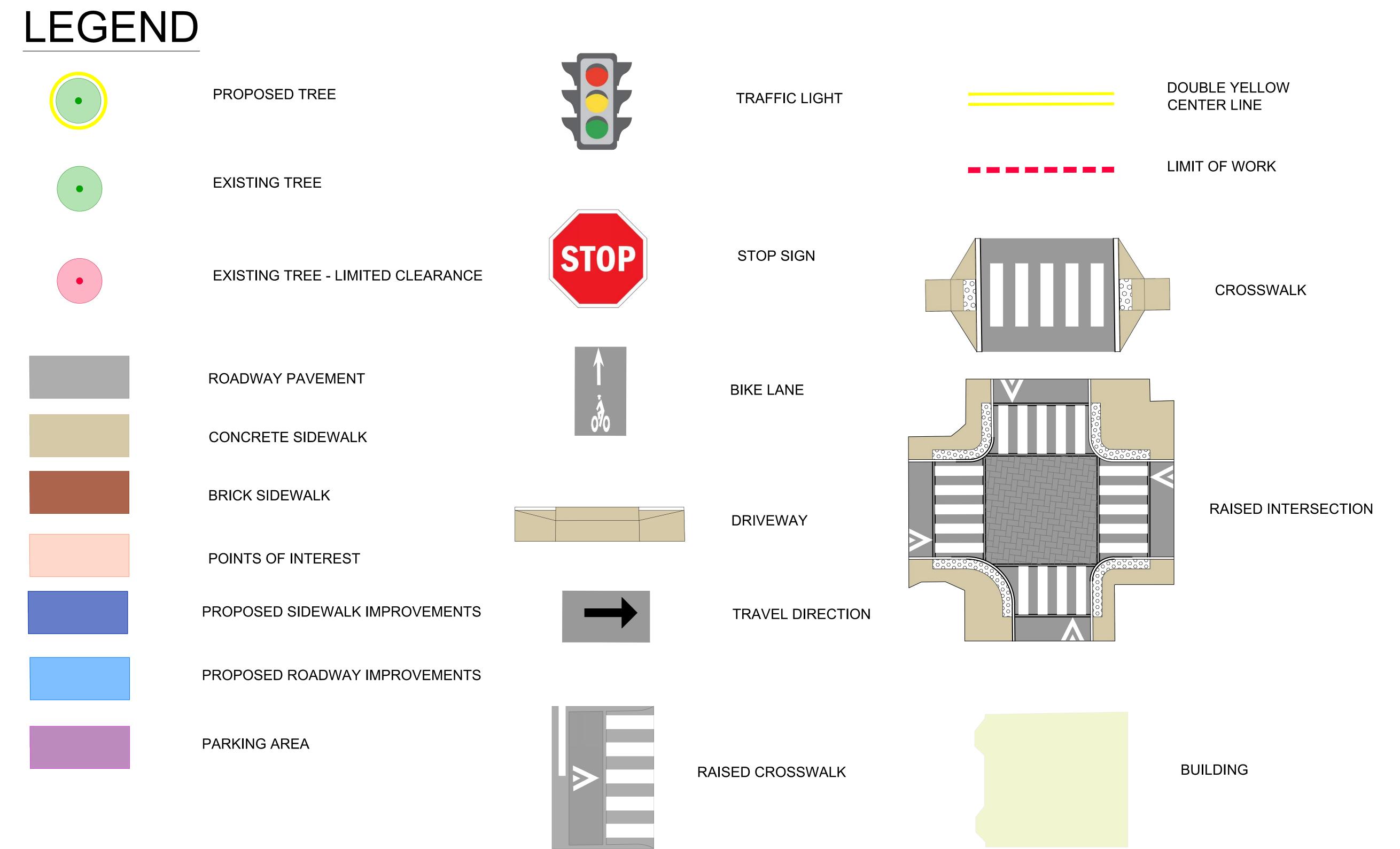


DECEMBER 1, 2022



THE PORT INFRASTRUCTURE IMPROVEMENTS PROJECT

HARVARD STREET, WORCESTER STREET, SUFFOLK STREET, AND WASHINGTON STREET



SHARED STREETS



What is a 'shared street'?

A **shared street** is a street where pedestrians are given priority and share the road with cyclists and low-speed cars. A shared street is shared by everyone, combining spaces for pedestrians, cyclists, and cars. All users become increasingly aware and respectful of fellow users. Residents may see the following on a shared street:

- Pedestrians are prioritized with an accessible path in a shared space
- · Sidewalks are replaced by new trees and planting areas
- Level, acccessible connections are provided between homes and the street

What are the benefits?

Shared streets create an accessible route that is shared by pedestrians and slow-moving vehicles. Removing the narrow, substandard sidewalks allows for more green space and new trees. Shared streets are also a great way to promote neighborly interaction and community building.





SHARED STREETS (continued)

Where are Shared Streets Proposed?

Many sidewalks in The Port are not accessible due to narrow sidewalks and large trees. To improve safety, accessibility, and tree cover, several streets are being designed as "Shared Streets" as shown below.



Proposed Shared Streets:

- Ashburton Place
- Worcester Street
- Suffolk Street
- Pine Street
- Cherry Street
- Eaton Street





CLEMENT MORGAN PARK & ANTHONY PAOLILLO TOT LOT

Park Design Summary

Residents shared ideas on how to make Clement Morgan Park and the Anthony Paolillo Tot Lot, across Pine Street from the Park, better places for The Port. Your neighbors provided feedback on the physical features of these spaces and various park activities that were most improtant to them.



Pages 15-17 show the community feedback we received.

We want to hear your feedback on the Park and the Tot Lot! To share your input, contact Jerry Friedman, Supervising Engineer, Cambridge DPW, at: 617-349-9720 or <u>jfriedman@cambridgema.gov</u>.





PARK DESIGN OPPORTUNITIES AND FEEDBACK

The following comments are from conversations with community members and notes written on the interactive board shared at the open house.

SITE FURNISHINGS

- Keep rope swings and merry-go-round
- Seesaw is dangerous
- More chess tables and chess pieces preferred
- Better seating needed; prefer seating closer together, on and/or around grass/open spaces
- Nature play/organic structures would be nice
- Interesting lighting, such as under-bench lighting, would be good

PARK PROGRAMMATIC USES

- Team meetings and gatherings would be easier with more circular seating in a better layout
- "Port Pride Day" is a good event held nearby
- Trash collection problems
- Rat problems
- Needs a better drop-off location

PARK DESIGN

- Open greenspace is good if dry
- Tot-Lot needs improvements
 - \cdot Location is too far from the other playground
 - Consider combining Tot Lot with larger playground
 - Consider switching Tot Lot to:
 - Adult fitness area
 - Dog park
 - \cdot Chess table area





PARK DESIGN OPPORTUNITIES AND FEEDBACK (continued)

PARK DESIGN (CONTINUED)

- Tot-Lot needs improvements (continued)
 - Attracts mosquitos; too far from playground
 - Unsavory behavior happens there
 - Relocate water play
 - Park rarely used; mainly used for shady seating on hot days in summer
- Playground needs a fence around the equipment to help keep kids in the playground area
- \cdot Path through the park is frequently used
- Path around the perimeter would be nice
- \cdot Feels more like a dog park than a park for people
- Basketball court used at night is a good thing; helps to make people feel safe at night
- Built-in seating (stone benches) are too far apart; smaller outdoor rooms would be better
- Don't like to hang out on the grass (perceived as dirty)
- Used mostly as a dog park, likely because there's not another one nearby
- Lawn space is good in the winter for playing in the snow
- Not very visible from main streets
- More usable open space would be better
- Perimeter fence reduces the feel of openness in the park
- Consider adding a second basketball court
- Area behind basketball courts is underutilized
- Spectator seating for basketball
- More shaded seating





PARK DESIGN OPPORTUNITIES AND FEEDBACK (continued)

PARK DESIGN (CONTINUED)

- More boulders
- Add water play
- Consider playground equipment that encourages independent play
- · A modern/contemporary park; needs more than just a facelift
- "Messy play," like sand, isn't the worst and allows kids to have a good time

OTHER NEIGHBORHOOD PARKS

- Dana Park: better and used more
- Sennott Park: good play structures, very simple; new and nice





17

HOW TO SHARE FEEDBACK AND LEARN MORE

For more information, visit the project website: <u>cambridgema.gov/ThePort</u>

Sign up on the project site to join the email list for future news and notices.

Feedback, questions, or other comments may be directed to:

Jerry Friedman Supervising Engineer | Department of Public Works 617-349-9720 jfriedman@cambridgema.gov

or

Kristen Kelleher Community Relations Manager | Department of Public Works 617-349-4825 kkelleher@cambridgema.gov



