



**River Street
Reconstruction**



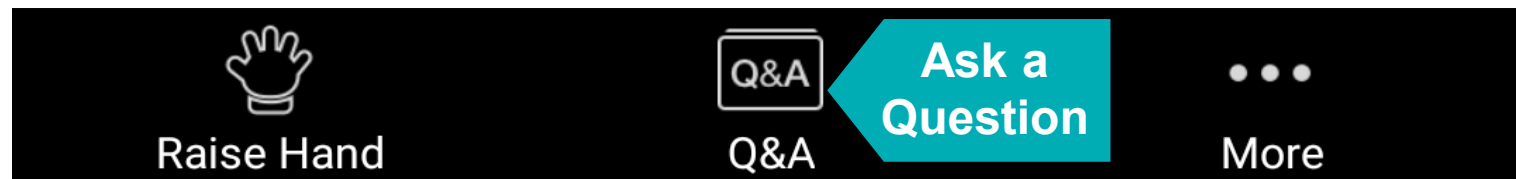
Working Group # 9

Wednesday, July 22, 2020

Virtual Meeting Instructions

- Working group members may speak and show webcam video
 - Use "Raise Hand" button during discussion
- Members of the public are muted and cannot show webcam video
- Public can write questions or to ask for assistance in Q&A window
 - Questions may be submitted at any time and will be addressed, as time allows, during discussion/comment periods
- Participants can be removed for inappropriate behavior
- Technical support - Dawit Gelaye – dgelaye@cambridgema.gov

Bottom Panel
of Zoom
Screen

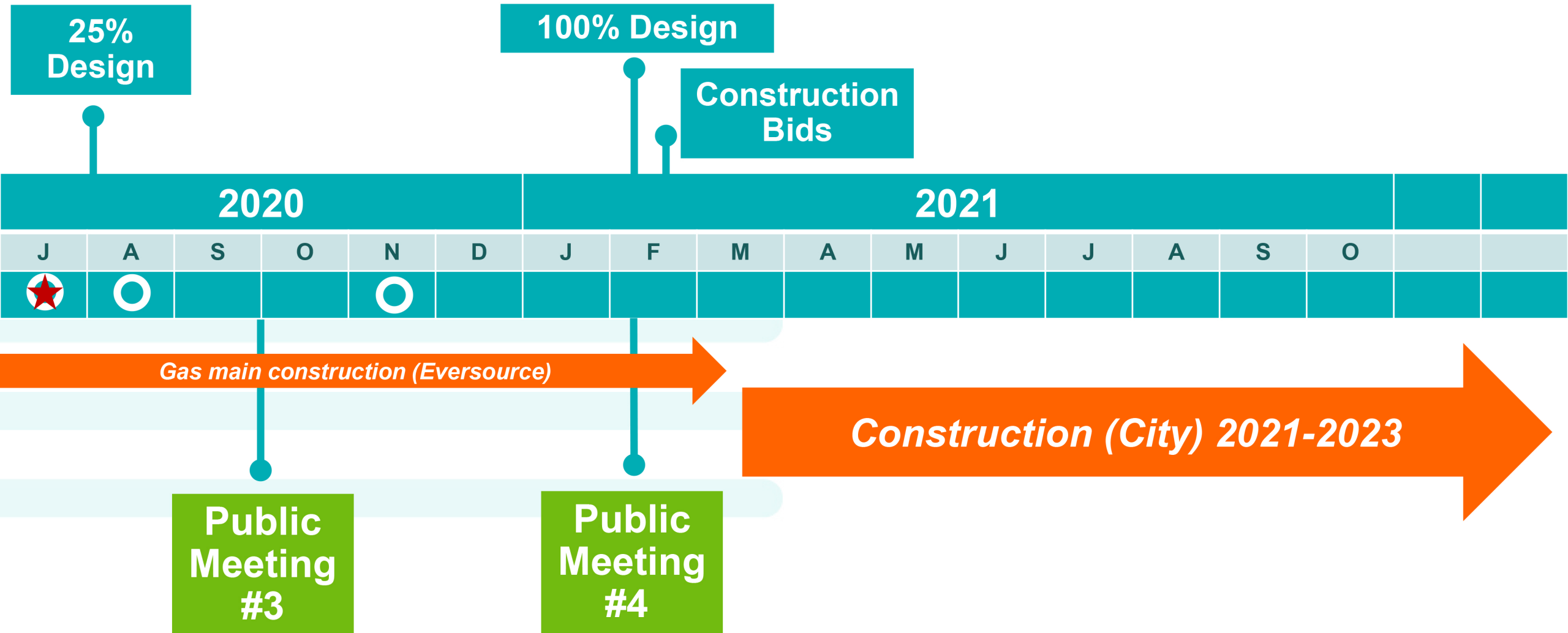


Today's Agenda

- **Welcome and Overview** 5 minutes
- **Project Updates** 5 minutes
- **Corridor Design Updates** 20 minutes
- **Flex Zone** 5 minutes
- **Public Art** 5 minutes
- **Tubman Square** 10 minutes
- **Working Group Discussion** 25 minutes
- **Public Comment** 10 minutes
- **Next Steps** 5 minutes

Welcome and Overview

Expected Timeline



Upcoming Meetings

- **Working Group Meeting #10:** Tuesday

Working Group #10 is rescheduled for Tuesday, August 18

- Traffic and Transit Circulation Analysis
- Carl Barron Plaza Urban Design

- **Public Meeting #3:** Tuesday, September 29th (tentative), 6-8pm at Zoom-Virtual Meeting

- Review of Full Concept with Emphasis on Carl Barron Plaza and Traffic Analysis

Project Area Update

- **Magazine Shared Street**

- Part of the citywide response to COVID-19
- Vehicle usage restricted to local access to allow for increased opportunity for physical distancing for pedestrians

- **Route 64 routed to River Street**

- In response to City's Shared Street initiative, MBTA has moved Route 64 to River Street instead of Magazine Street

- **Neighborhood street design**

- Portions of Fairmont Ave, Fairmont St, Rockwell St, Laurel St, and Kelly Rd.
- Separate community process / construction with River Street

- **Eversource Gas**

- Replacing main line and customer services ahead of City project



 CITY OF CAMBRIDGE

Magazine Shared Street

Corridor Design Updates

Shared Design Goals Review

- Safe
- Inclusive
- Human Scale
- Ecological
- Multimodal
- Activated
- Resilient



Western Avenue

Design Direction Review

- Decisions from previous Working Group meetings:
 - One general travel lane plus bus lane
 - Right side sidewalk-level separated bicycle lane
 - Left side flex zone for parking, loading, landscaping and amenities



Bus Lane

- Bus lane will be used by
 - MBTA buses ~ 3,000 riders/day
 - Private Shuttles ~ 400 riders/day
 - School Buses
 - Emergency Services (as required)

- MBTA service includes Routes 70 and 64 (new)
 - Number of transit riders increases to more than 30% in AM Peak hour
 - In future, bus ridership likely to increase due to efficiency of bus lane



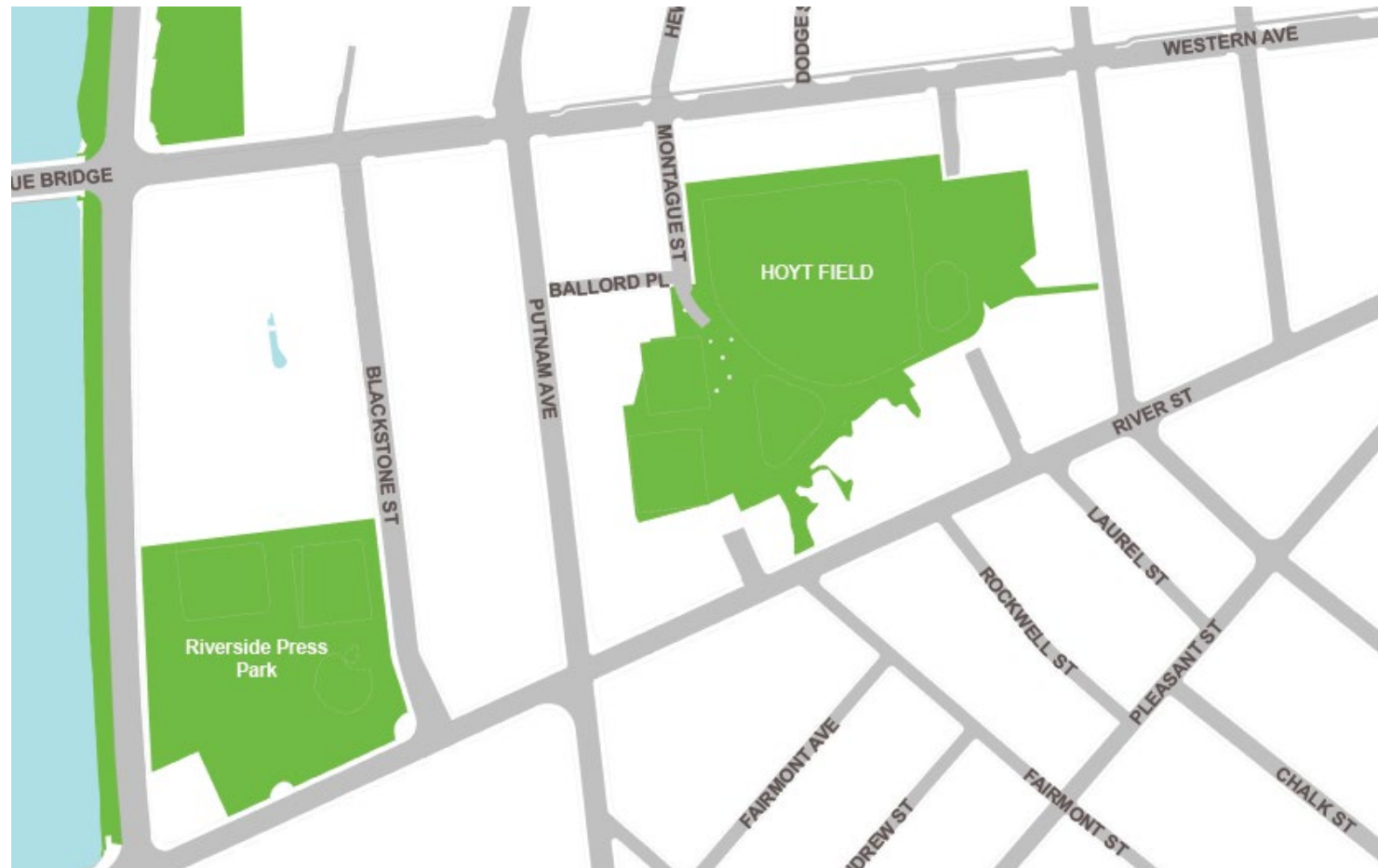
Belmont Street

Average weekday bus ridership before and after 64 Reroute

	Before	With 64 Reroute
AM Peak	270	450
PM Peak	145	180

Park Connections

- Improved connections to nearby parks and green space

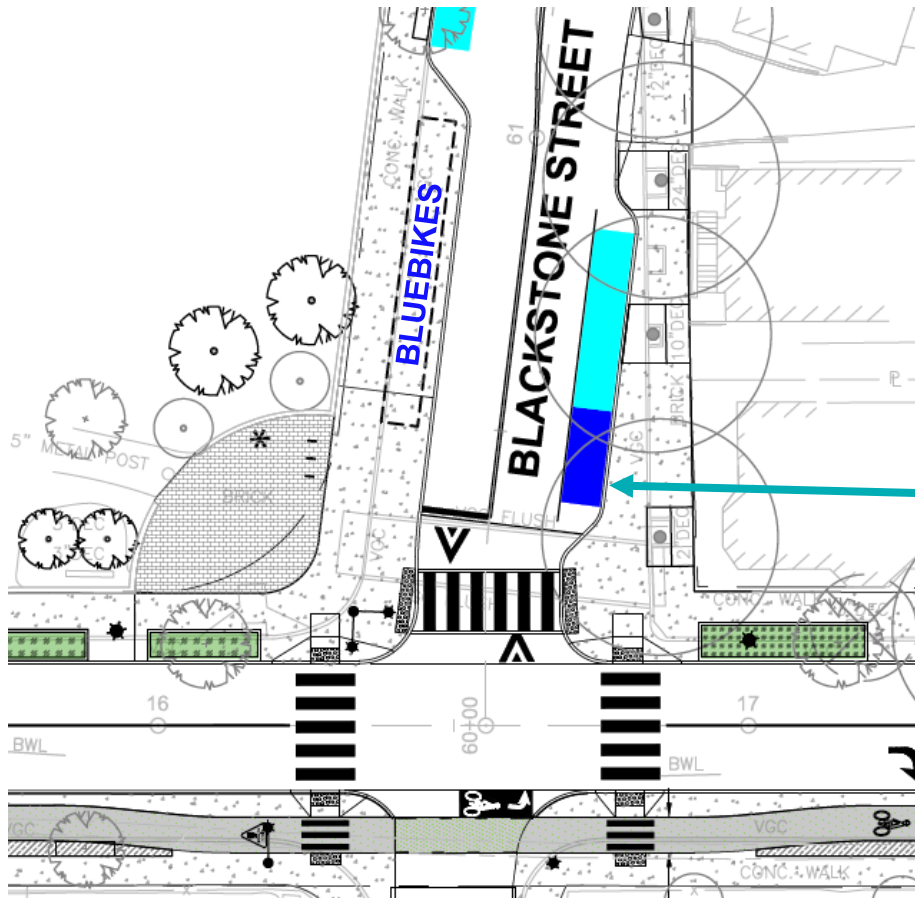


Provided mid-block crosswalk w/ curb extensions

Enhanced sidewalk connection

Bluebikes

- Space for 19-bike Bluebike Station provided at Blackstone Street



Curb Extension for Bluebike Station

Existing accessible parking stall moved to east side

Lighting

- Improved roadway and pedestrian lighting



Roadway Lighting (*Western Ave*)



Pedestrian Lighting (*Western Ave*)

Urban Design Streetscape

- Sidewalk Character:
 - North side: sidewalk w/amenity areas and parking
 - South side: sidewalk w/ separated bike lane buffered by trees
- Materials:
 - Main walking area is concrete
 - Bicycle lane is pervious asphalt
 - Buffer materials:
 - North side: brick
 - South side: scored concrete
 - Tree zone: generally mulch, with "Flexipave" in constrained locations



Landscaped Areas

- The proposed design includes additional landscaping areas within curb extensions and buffer spaces
- A total of 5,200 square feet of planted areas will be added, mainly along the north side of the corridor



Western Ave

Street Trees

- Existing to remain:
 - 78 trees to remain
 - 790" total caliper
- Existing to be removed:
 - 24 trees to be removed (primarily due to poor health)
 - 154" total caliper
- Proposed Trees:
 - 88 proposed trees
 - 308" total caliper
 - "New" City tree planting method improves long-term tree growth and health



Street Trees - Blackstone St.

- Existing to remain:
 - 25 trees to remain
 - 158" total caliper
- Existing to be removed:
 - 2 trees to be removed (poor condition)
 - 8" total caliper
- Proposed Trees:
 - 21 proposed trees
 - 74" total caliper
 - "New" City tree planting method improves long-term tree growth and health



Tree Canopy

Tree Preservation/Restoration Treatments

- Tree protection and pruning
- Air spading of roots
- Expanded tree pits
- Structural soil
- Water



Tree Canopy

- Trees planted in accordance with updated standards:



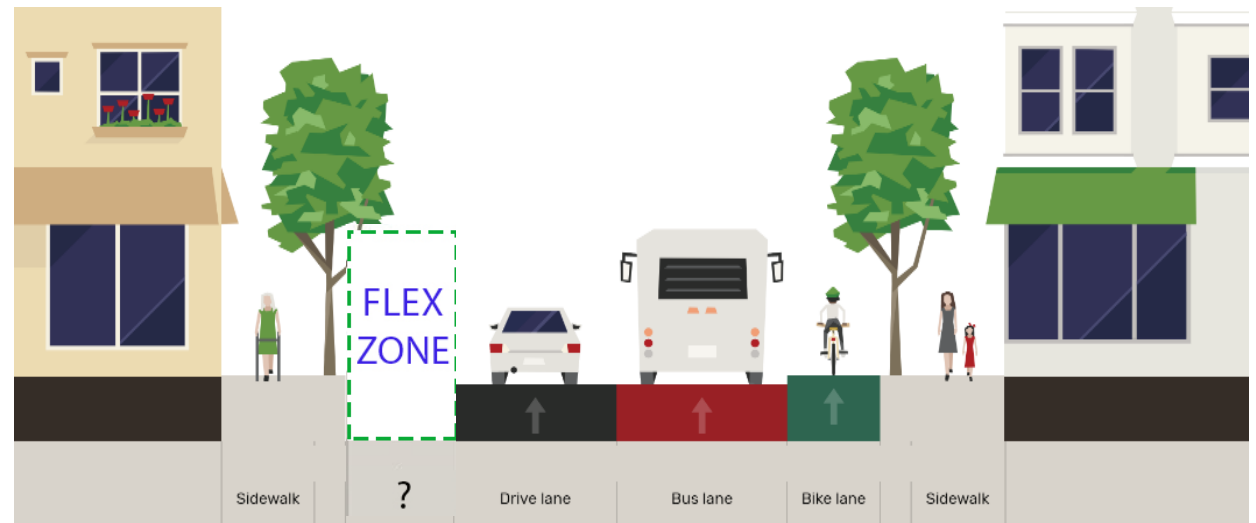
Flex Zone

The Flex Zone

River Street's Flex Zone is approximately 7-feet of cross-section width that can accommodate different needs in different places, and is therefore flexible.

The flex zone has been allocated to both sides of the street as required:

- North side: parking, activation spaces, landscaping etc
- South side: bus stop waiting areas, bike lane buffer



Many Requests for Flex Zone Uses

- Resident Permit parking
- Parking for businesses, including requests for metered parking
- Activation (outdoor seating) for businesses
- Pedestrian curb extensions for shorter crossings
- Commercial loading
- Greenery
- Electric vehicle charging
- Pick up/drop off
- Parking for people with disabilities
- Little free library
- Trash receptacles

Very excited to see new parking uses of flex spaces!

Like activation @ coast cafe

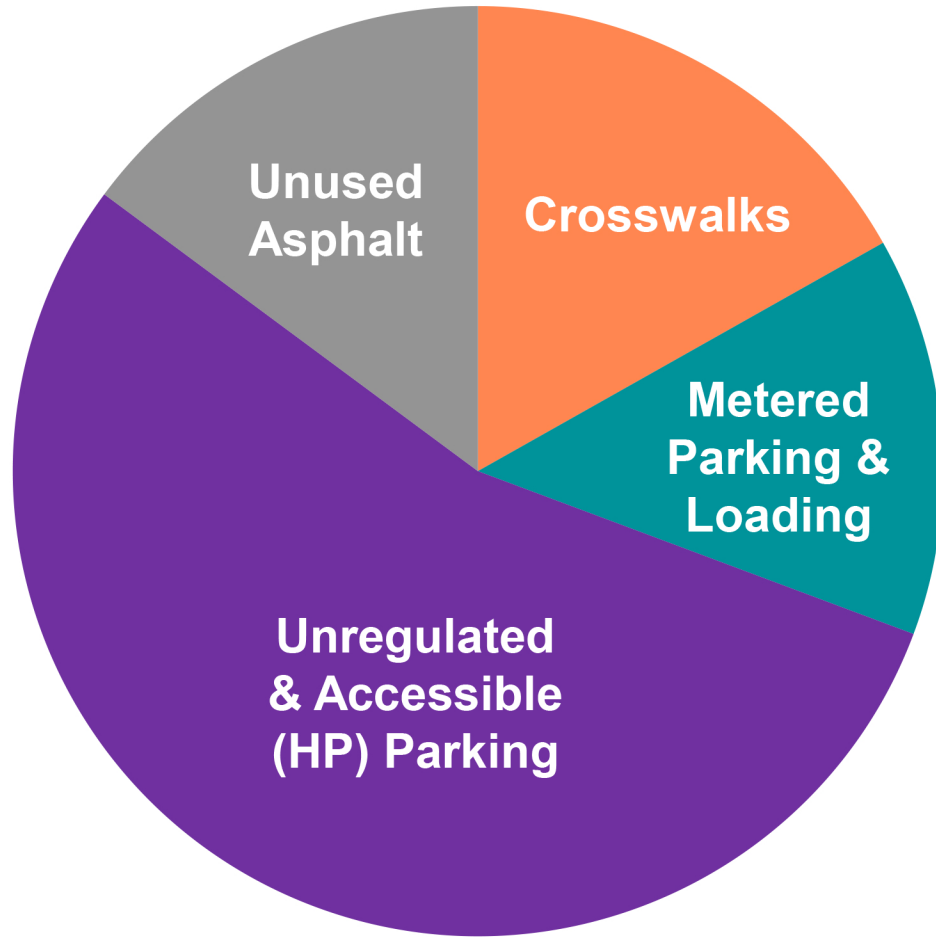
Love the shorter crosswalks!
Are there other ways to make it safe? Currently it's a bit of a scramble with cars turning many ways + lots of pedestrians

WILL REQUIRE RESIDENT ONLY PARKING

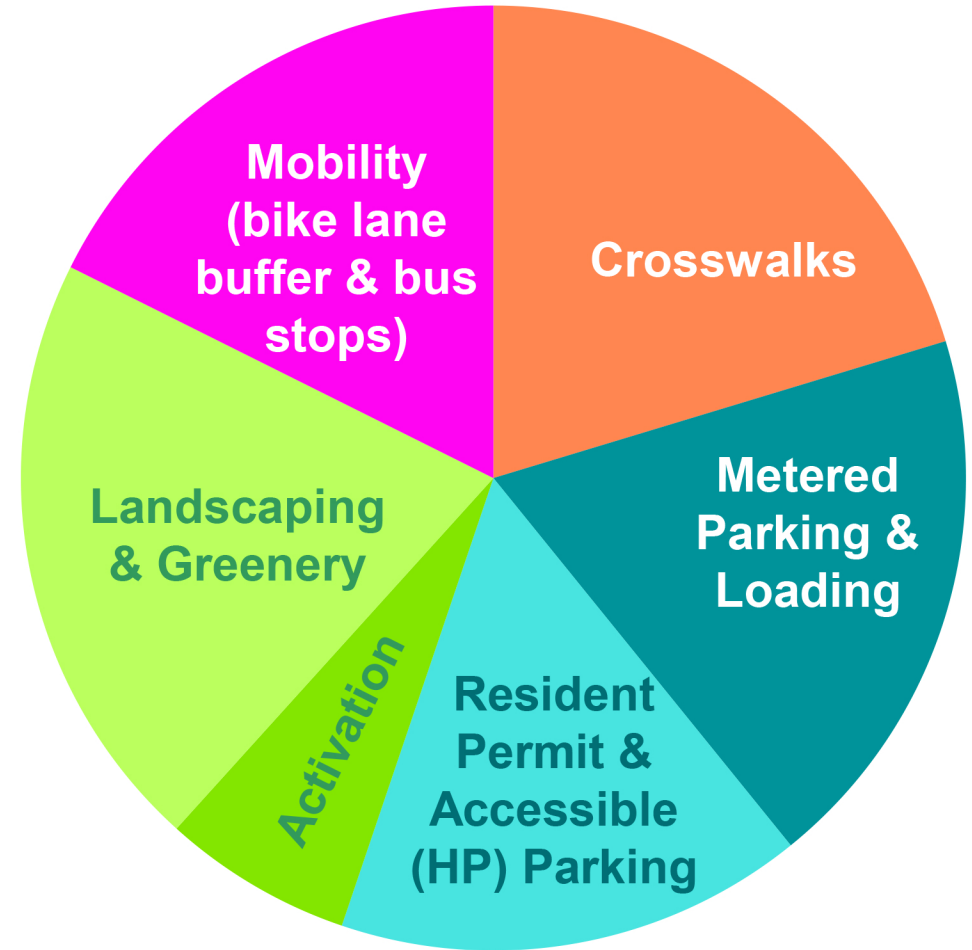
WG
Good to have parking near coast for customers!

River St parking should not be taken away — residents need it!

Flex Zone Allocation

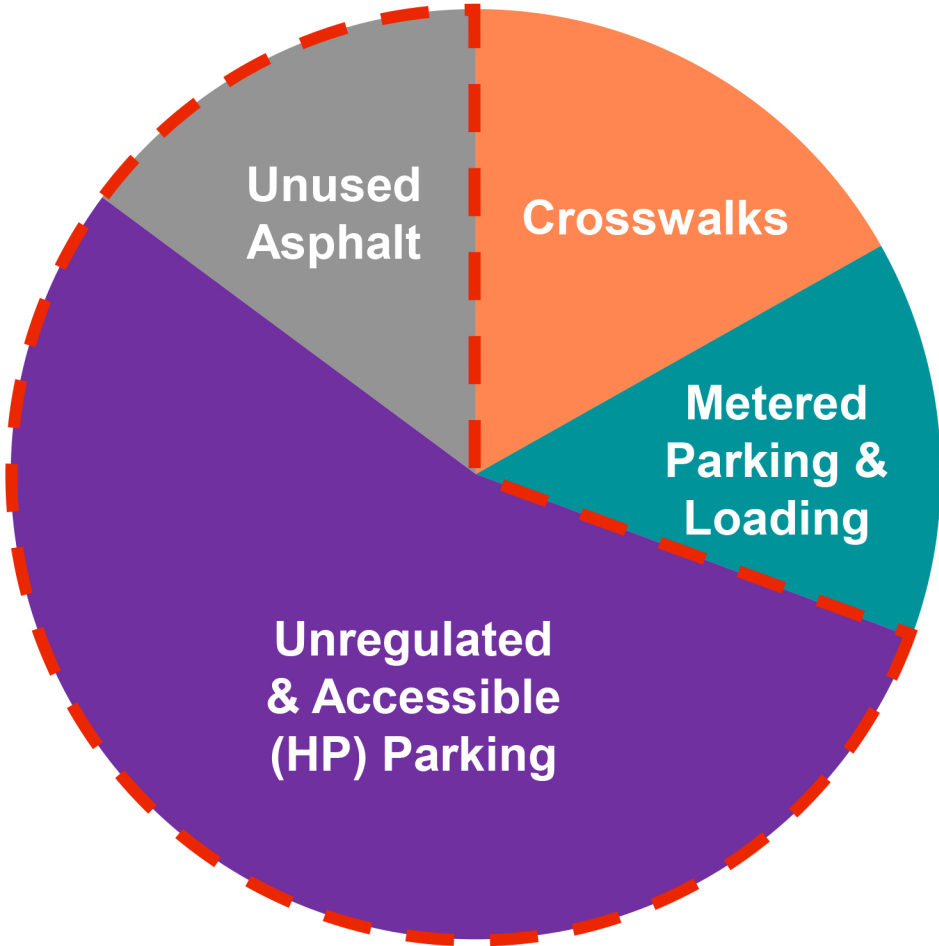


EXISTING

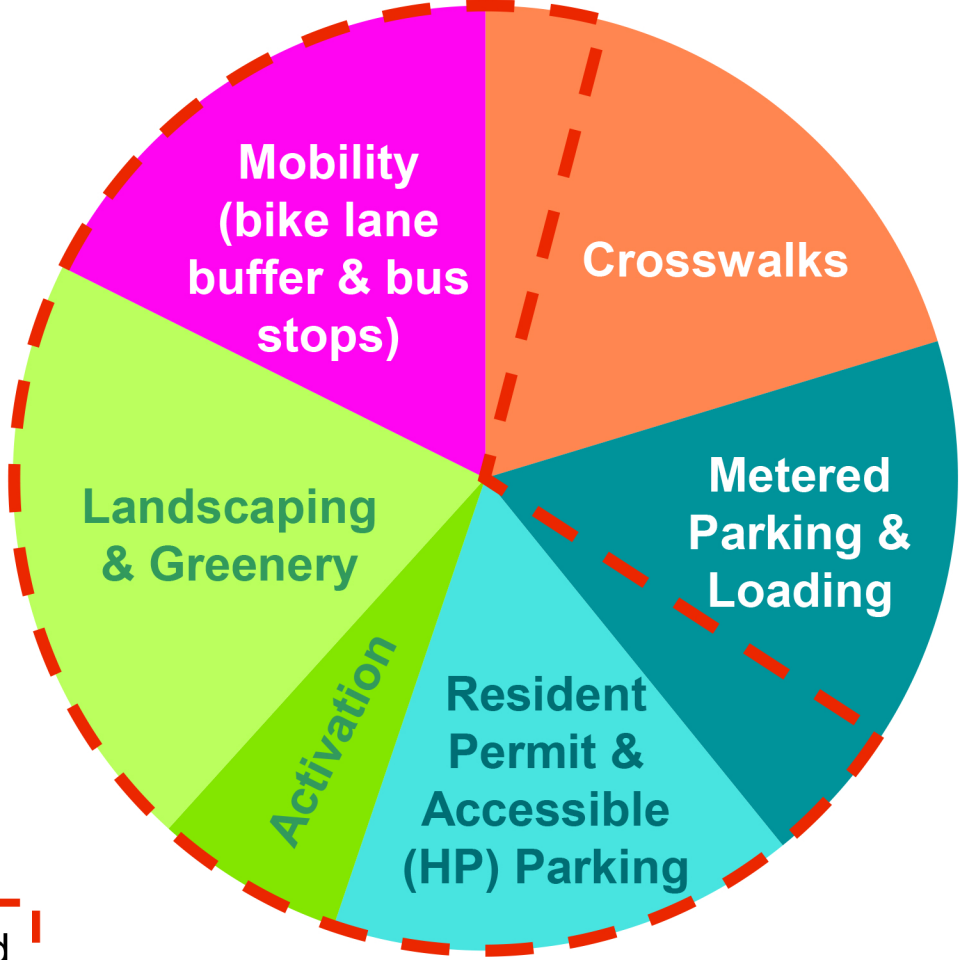


PROPOSED

Flex Zone Allocation



EXISTING



PROPOSED

River Street Flex Zone Summary

Use	Function	Existing	Proposed
Crosswalks	Access for People	15 crosswalks	19 crosswalks w/ curb extensions
Curb extensions for seating at eateries	Activation	None	525 square feet
Trees and Planters	Greening	No additional width	2400 sf landscaped area
Bus Stops and Bike Lanes (south side)	Mobility	No additional width	320-ft bike lane buffer 2 enhanced bus stops
Undesignated asphalt	None (informal use for commercial loading and bus lane)	400 linear ft	None
Metered Parking/ overnight resident	Access to Commerce	13 spaces	17 spaces
Resident Parking	Storage (resident vehicles)	0 spaces	15 spaces
Unregulated Parking	Primarily Storage (private vehicles)	~50 spaces	0 spaces
Accessible (HP) Parking*	Storage (private vehicles)	4 spaces	2 spaces
Loading Zone	Access for Commerce	1 space	5 spaces

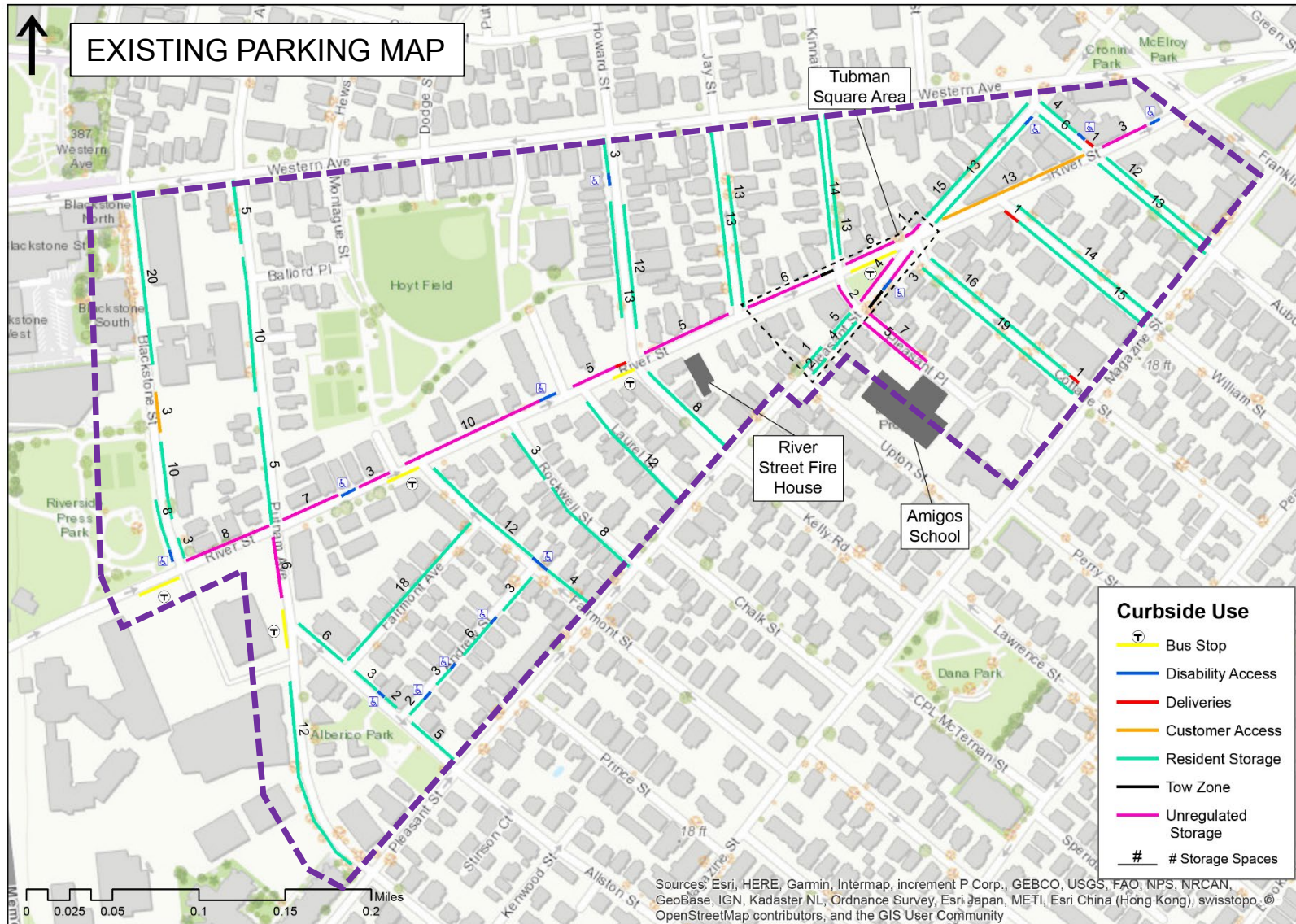
* Additional accessible spaces can be added on request based on specific needs

River Street Flex Zone Summary

Use	Function	Existing	Proposed
Crosswalks	Access for People	15 crosswalks	+4 crosswalks
Curb extensions for seating at eateries	Activation	None	+525 square feet
Trees and Planters	Greening	No additional width	+2400 square feet
Bus Stops and Bike Lanes (south side)	Mobility	No additional width	+320-ft bike lane buffer +2 enhanced bus stops
Undesignated asphalt	None (informal use for commercial loading and bus lane)	400 linear ft	None
Metered Parking/ overnight resident	Access to Commerce	13 spaces	+4 spaces
Resident Parking	Storage (resident vehicles)	0 spaces	+15 spaces
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* Additional accessible spaces can be added on request based on specific needs

Neighborhood Parking Regulation



Neighborhood Parking Area

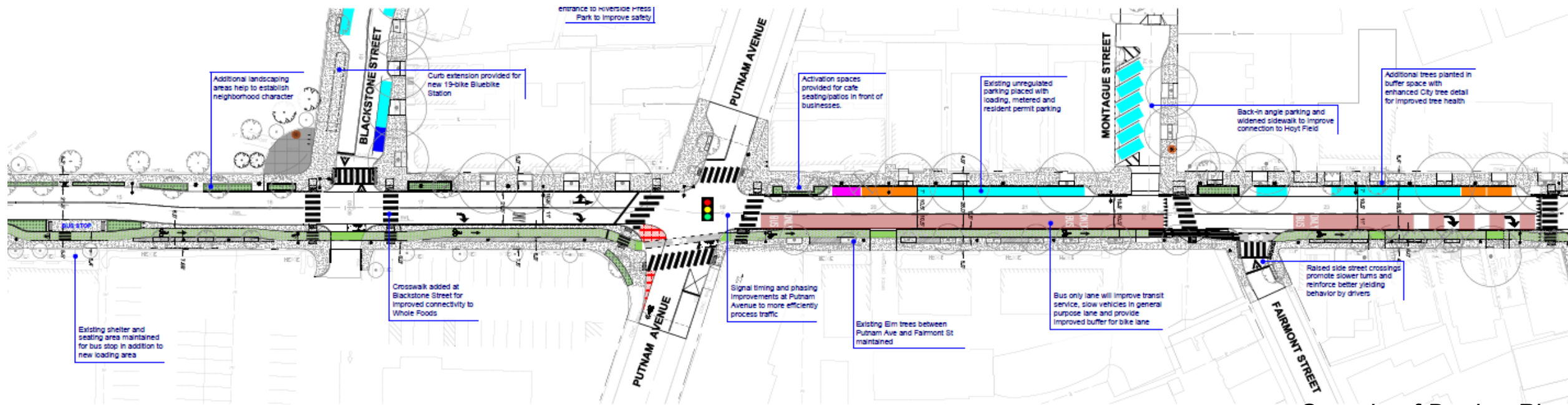
Proposed Parking by Regulation Type	% Retained
All Parking	89%
Unregulated Parking	15%
Resident Permit	100%+
Accessible (HP)*	88%*
Metered	100%+
Loading	100%+

*Additional accessible spaces can be added on request based on specific needs

OVERVIEW OF DRAFT DESIGN PLAN

The Draft Plan will be posted at the project website's "Documents" under Working Group Meeting #9.

After this meeting, please share your thoughts by email - RiverStreet@CambridgeMA.gov



Sample of Design Plan

Check in Question

On a scale from 1-5, do you think the proposed design is on track to achieve the shared design goals?



1

(does not achieve)



2



3

(neutral)



4



5

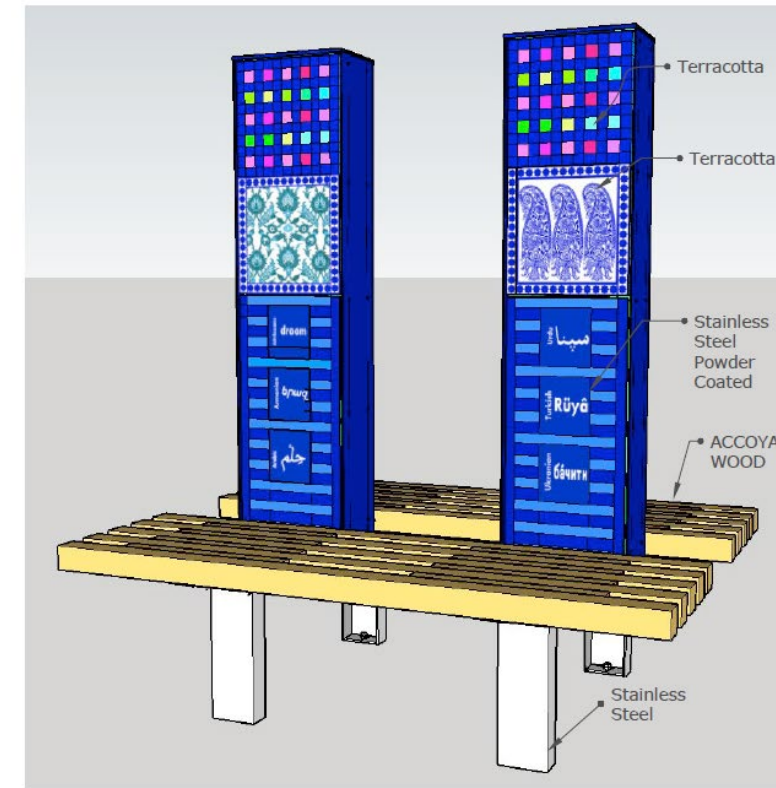
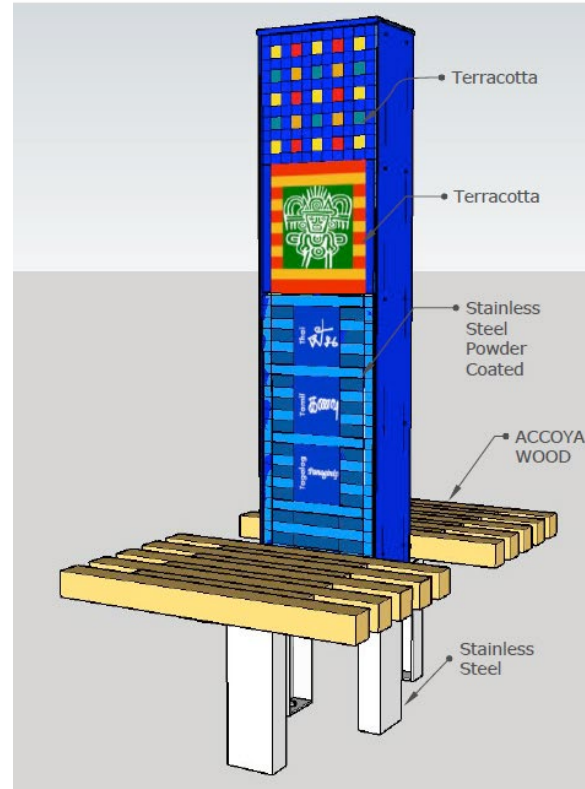
(greatly achieves)

Public Art

Public Art Installation

Ritsuko Taho

- *Multicultural Manifestoes, Reconfigured* (working title)
- Core concept: transformation and hope for the future



Public Art Installation

Ritsuko Taho

- Reconfigures 1996 work for Carl Barron Plaza that integrated dreams in 48 languages from numerous community members in Central Square



Multicultural Manifestoes (1996)

Cherry Trees at Art Locations



- Prunus 'Okame' - Okame Cherry



- Prunus x yedoensis 'Akebono' - Akebono Cherry

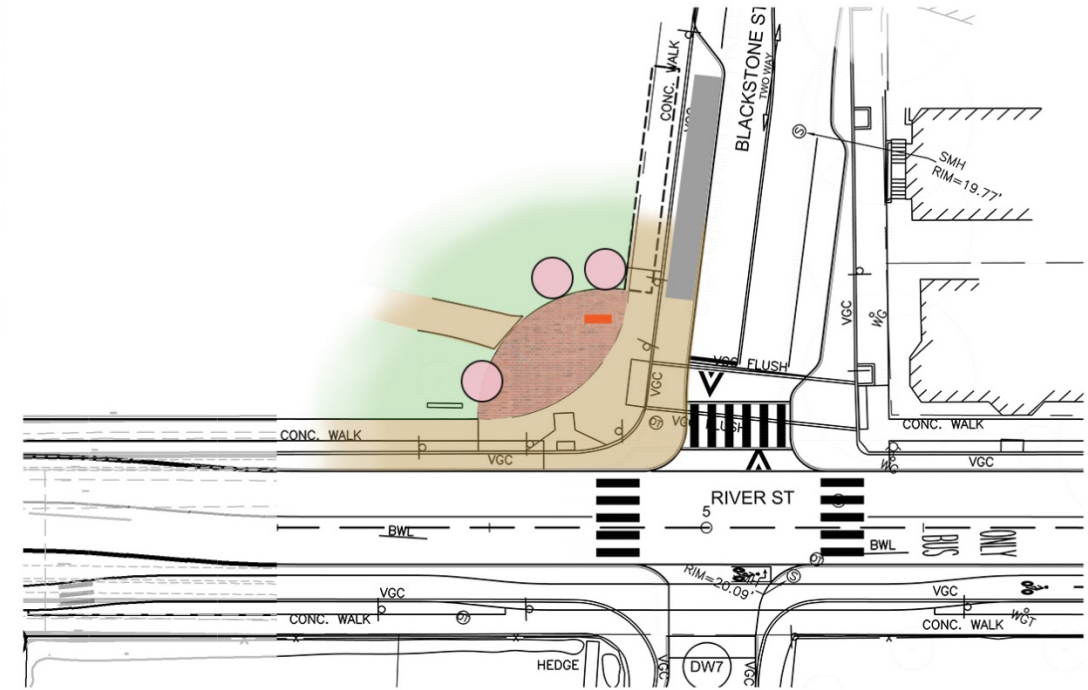
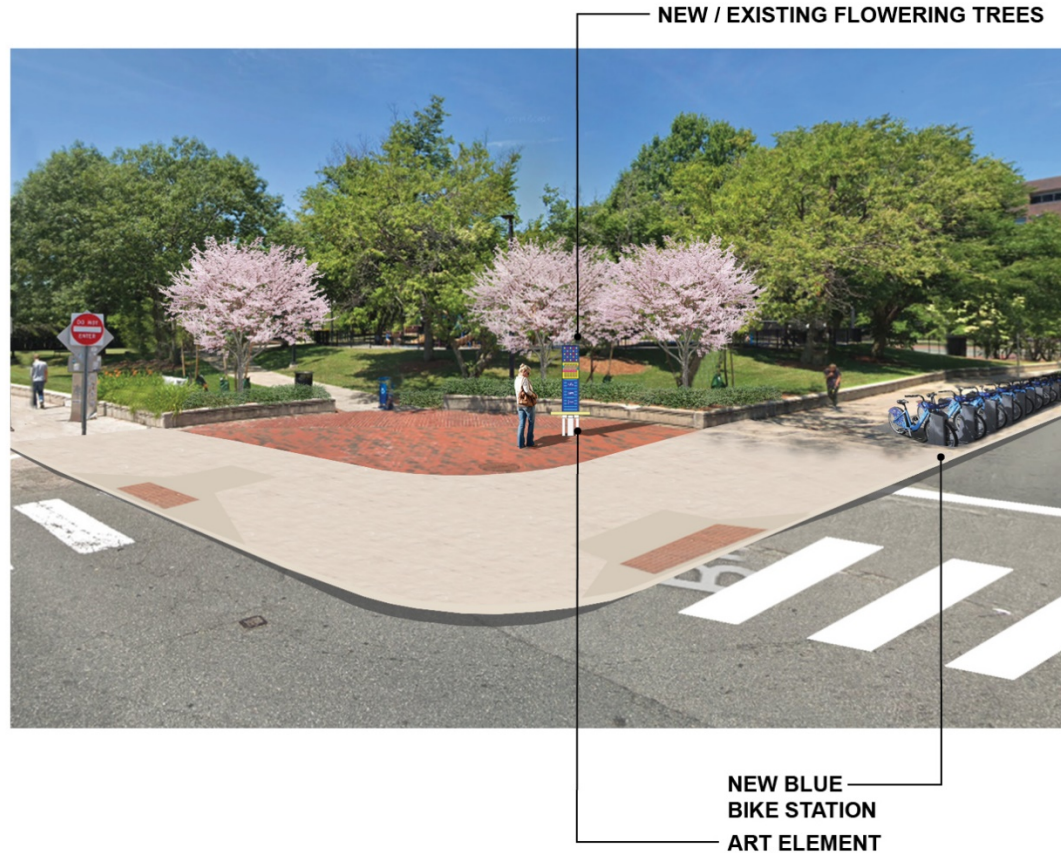


- Prunus subhirtella 'Autumnalis' - Autumnalis Higan Cherry

5 Potential Locations Along River Street For Ritsuko Art Installations



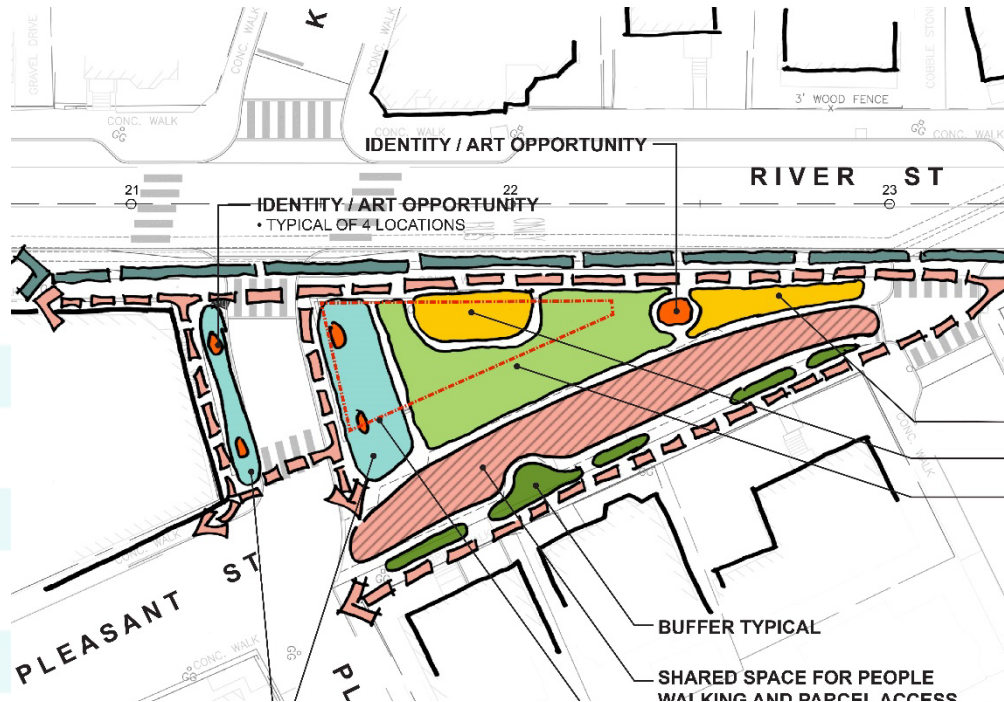
Example Placement Concept



Note: requires coordination & approval from DPW Park Division

Tubman Square

Tubman Square Space Concepts (shared previously)

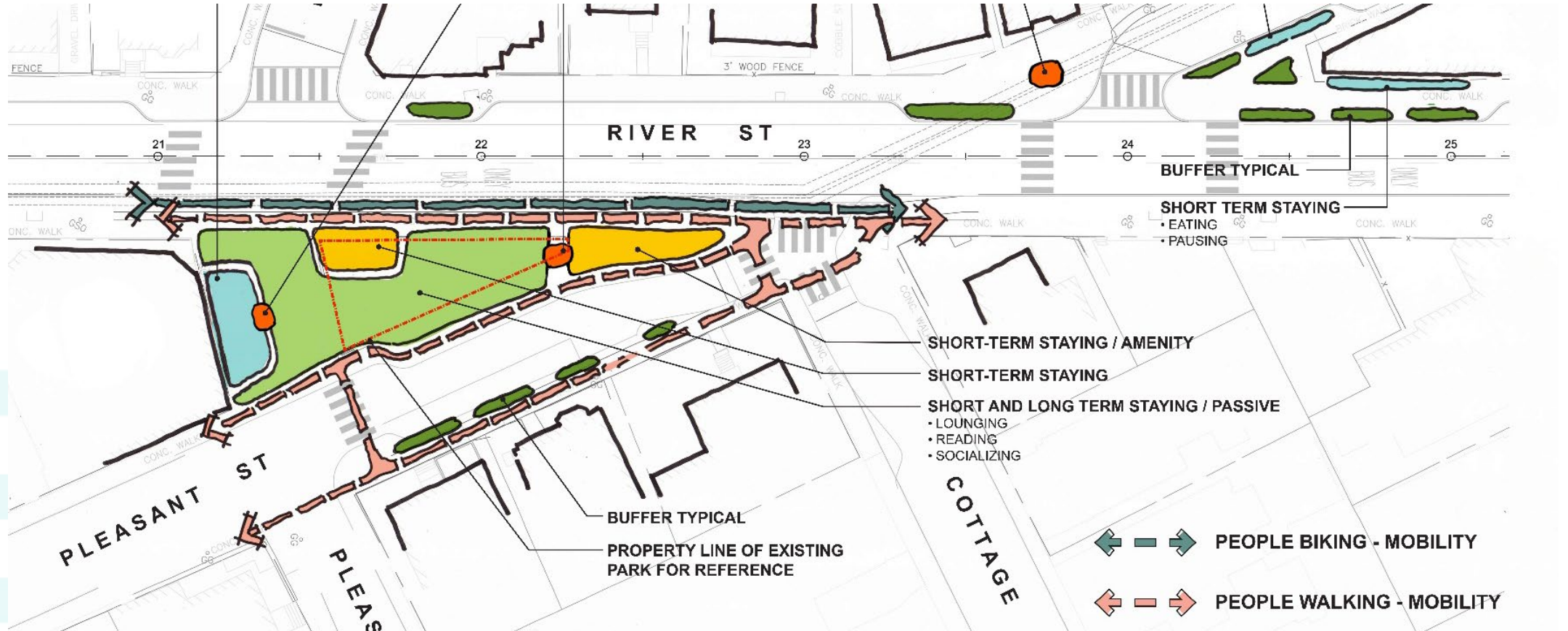


- Maintain Kinnaird St.



- Close Kinnaird St.

Tubman Square Preferred Alignment

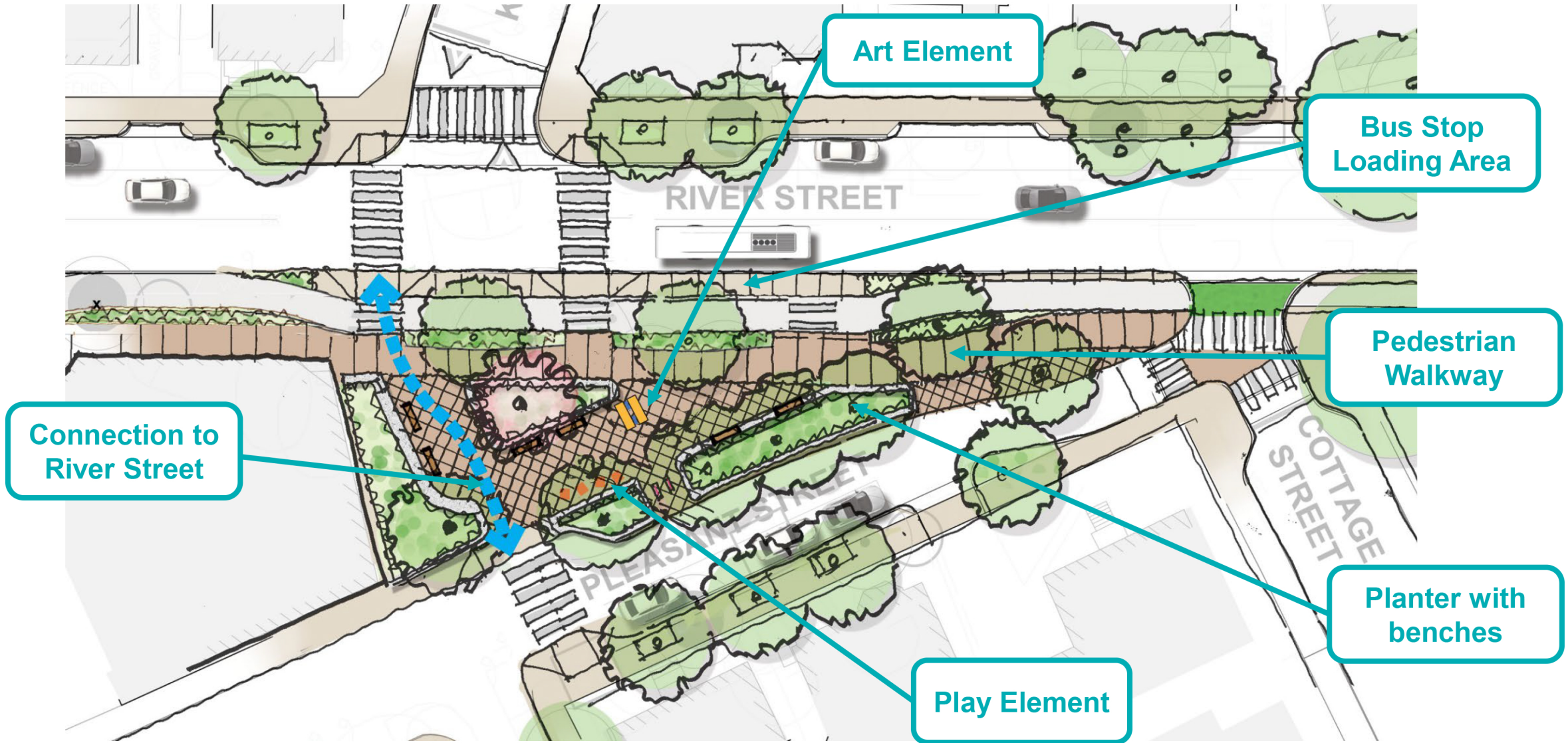


- Close Kinnaird St. to Traffic

Realigned Pleasant/Cottage Street



Tubman Square – Option A



Option A Example Features



Wood Bench on Granite Planter Wall



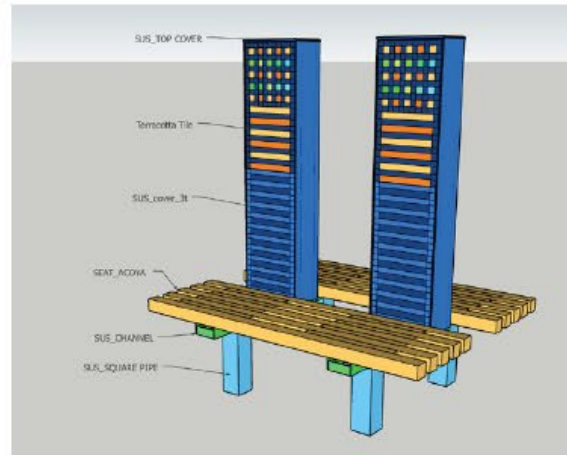
Rocking Chair w/ Secured Cable



Small Boulders / Climbing Stone



Freestanding Bench with Back

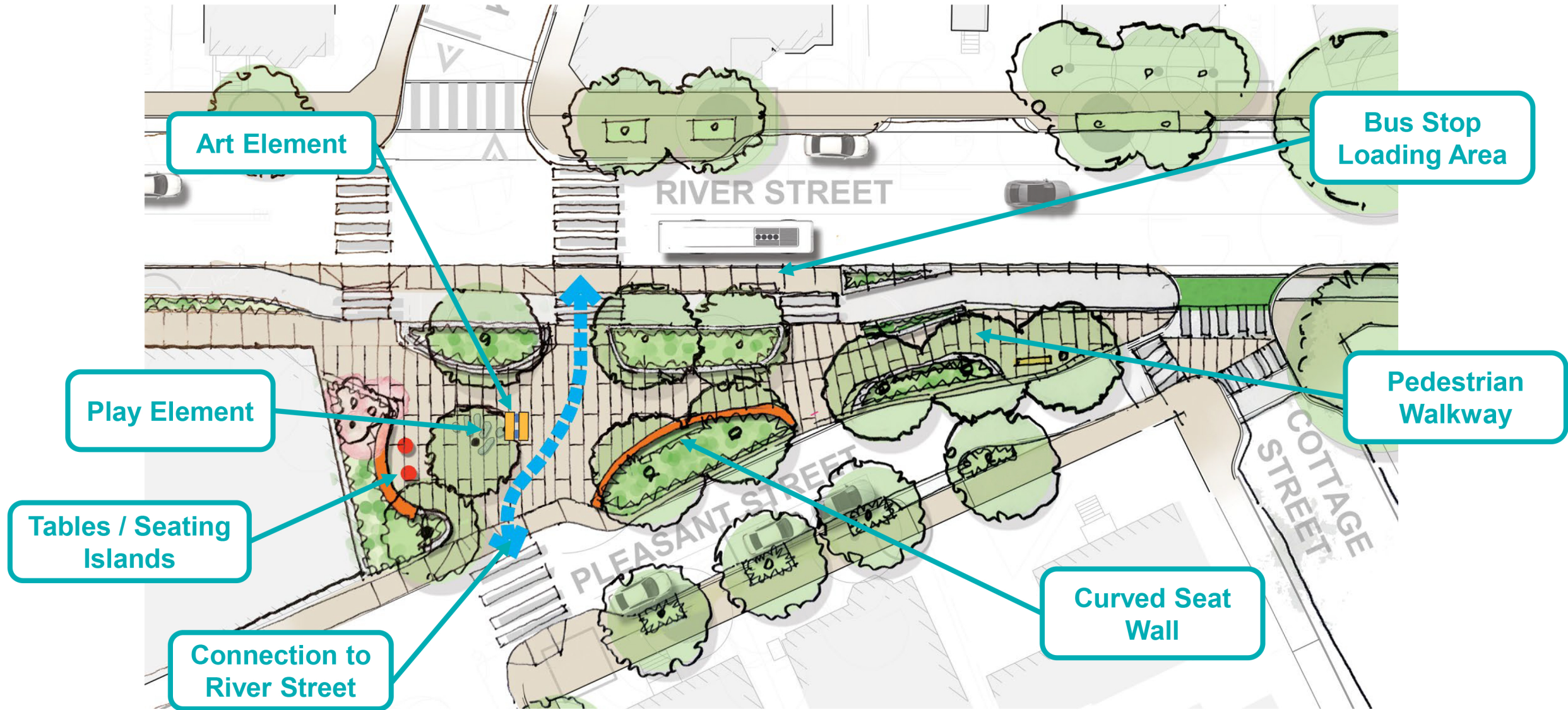


Ritsuko Taho Art Element

Option A – Perspective View



Tubman Square – Option B



Option B Example Features



Curved Seat Wall



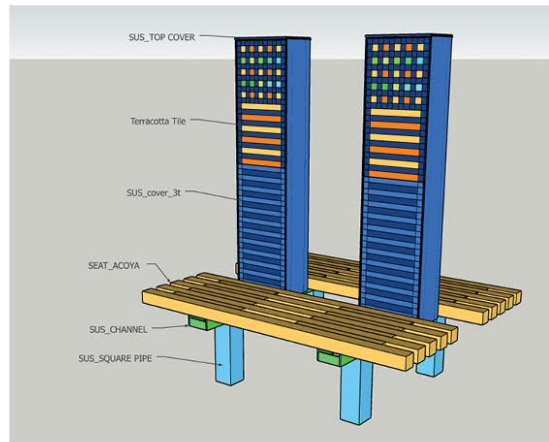
Optional Bench on Planter Wall



Boulders / Stepping Stone



Table/Seating Island



Ritsuko Tahoe Art Element

Option B – Perspective View



Check in Question 1

Which types of amenities are most important for Tubman Square?

- A. Seating
- B. Landscaping/trees
- C. Play Elements
- D. Public Art
- E. All of the above

Check in Question 2

On a scale from 1-5, do you think Option A for Tubman Square is on track to achieve the shared design goals?



1

(does not achieve)



2



3

(neutral)



4



5

(greatly achieves)

Check in Question 3

On a scale from 1-5, do you think Option B for Tubman Square is on track to achieve the shared design goals?



1

(does not achieve)



2



3

(neutral)



4



5

(greatly achieves)

Working Group Discussion

Public Comment

Next Steps

Next Meeting

- **Working Group Meeting #10:** Tuesday, August 11, Zoom-Virtual Meeting
 - Traffic and Transit Circulation
 - Carl Barron Plaza Urban Design

Working Group #10 is rescheduled
for Tuesday, August 18

Cambridgema.gov/RiverStreet



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River Street Reconstruction

Take our [survey](#) and tell us how River Street works for you today!

The River Street Reconstruction project will upgrade the sanitary sewer, stormwater and water subsurface infrastructure while developing a new surface design for River Street, the bus terminal area at River and Magazine Streets near Central Square, and Carl Barron Plaza. The project aims to create a streetscape design that meets the needs of all the various users and 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.

The concurrent design of Carl Barron Plaza, the significant open space at the heart of Central Square will include consideration of public art, fixed and/or unfixed furniture, access, plantings, and landscaping. The design must also consider the complexity of transportation needs related to the bus bays adjacent to the Plaza and people moving through the plaza.

The community outreach and design processes will occur throughout 2019 and into early 2020. Construction is anticipated to begin in Spring 2020.

[Click here to sign up for email updates on this project.](#)

[Click here to provide general comments and feedback.](#)

The **Public Input Map** is now closed, but you can still access it through the link to see what input was provided on issues and opportunities along River Street and in Carl Barron Plaza. Soon we will be posting a survey to understand how you use River Street today so that we can use that input in the design and also compare to a similar survey after the construction is complete.

Quick Links

I'd like to learn more about...

Neighborhood or Square

Current Projects...



[Click the Map to Explore Cambridge](#)

A 5-STAR Community and National Leader in Sustainability



- [The Latest](#)
- [Schedule](#)
- [Description](#)
- [Community Process](#)
- [Documents](#)
- [Carl Barron Plaza](#)
- [Contact](#)

September 2019

Complete and Share the Pre-Construction Survey!!

- Still live at cambridgema.gov/riverstreet
- Will become the “before” survey for the River Street Reconstruction
- When the post-construction survey is complete, the two will help the City evaluate the project
- **Please help us distribute to your neighbors!**

1. What brings you to River Street? (Check all that apply)

I live nearby

I work nearby

I go to school nearby

I shop or do errands nearby

Other (please specify)

OK

THANK YOU!

riverstreet@cambridgema.gov