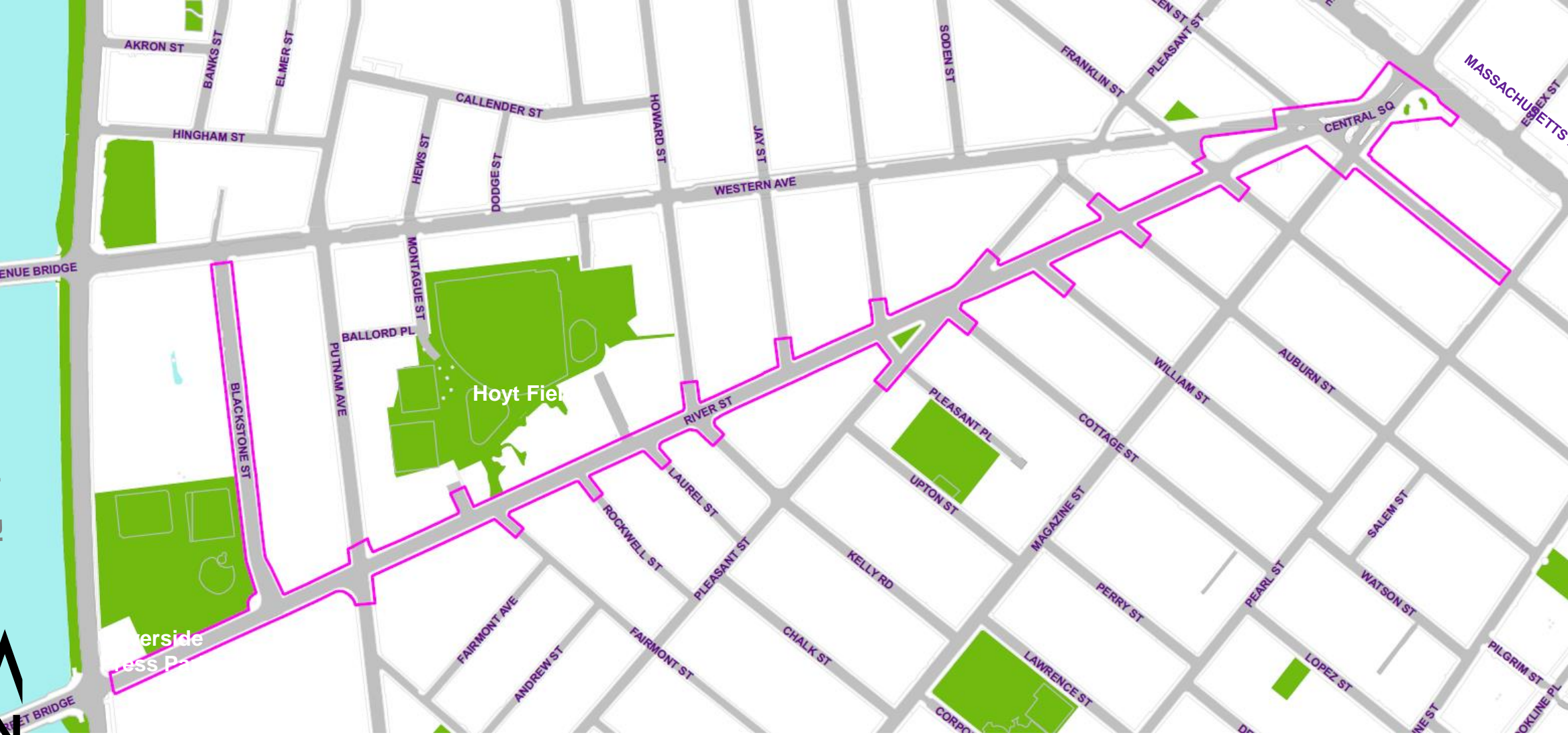




**Cambridgeport
Neighborhood
Association
Update
1/28/20**



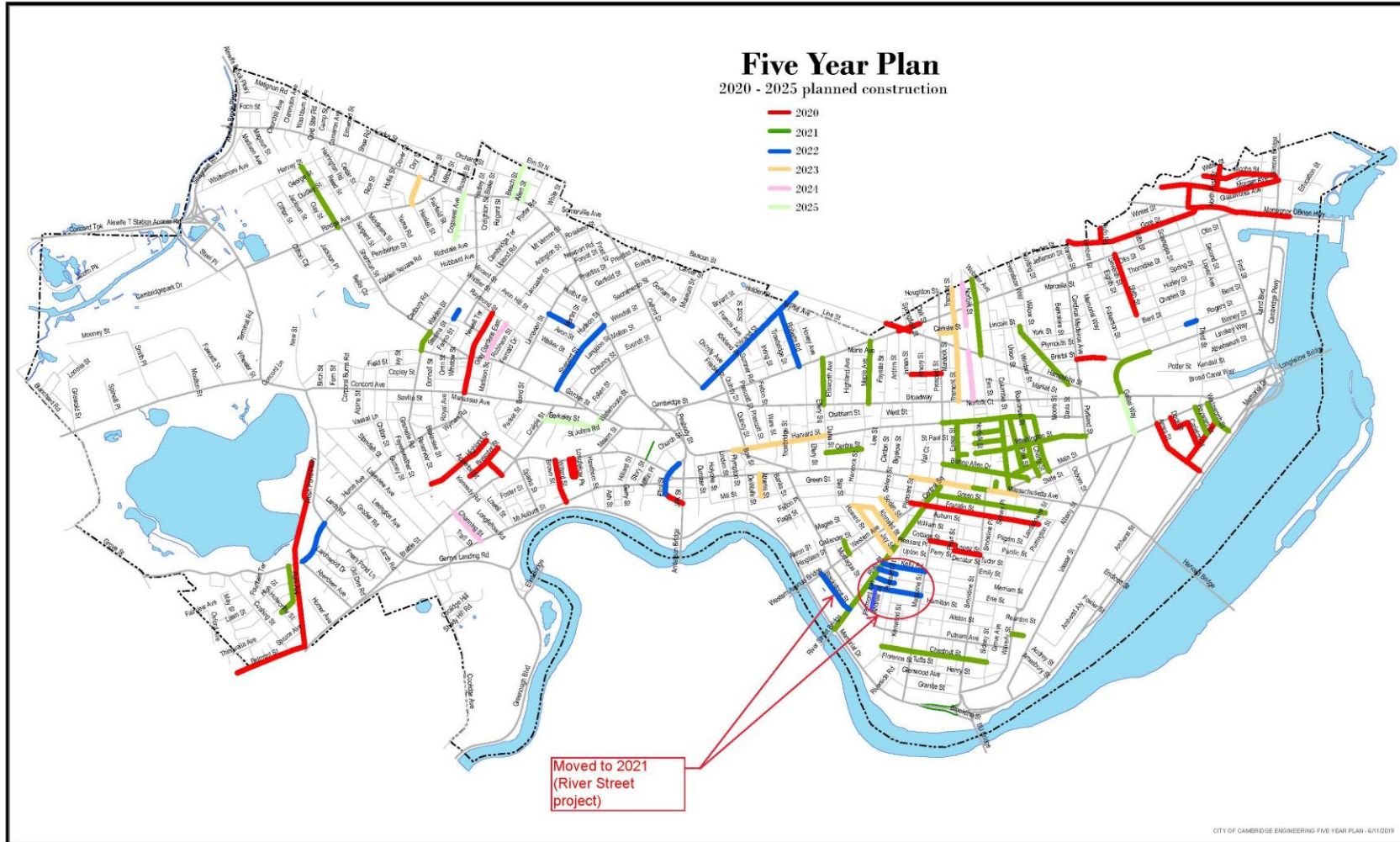
River St Reconstruction Project Area



Charles River

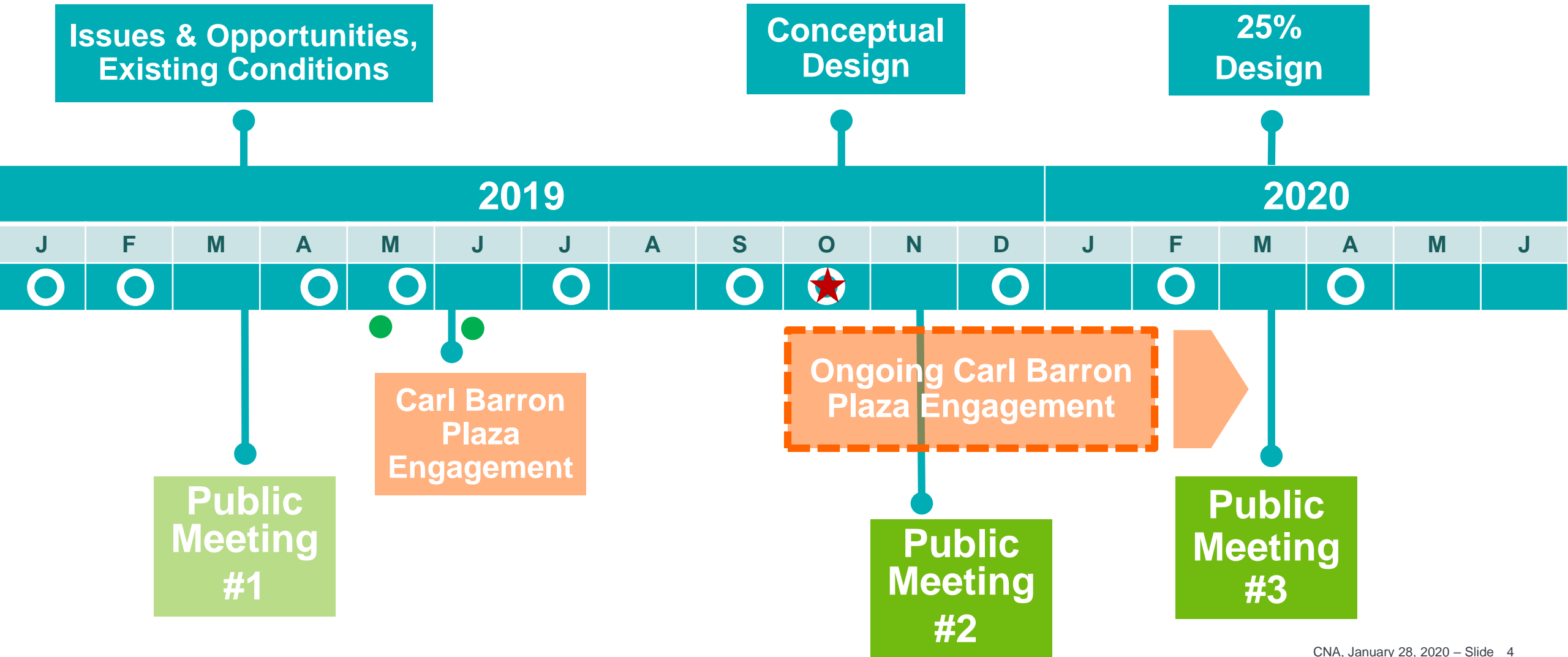


Side Streets Included in River Street Project Construction

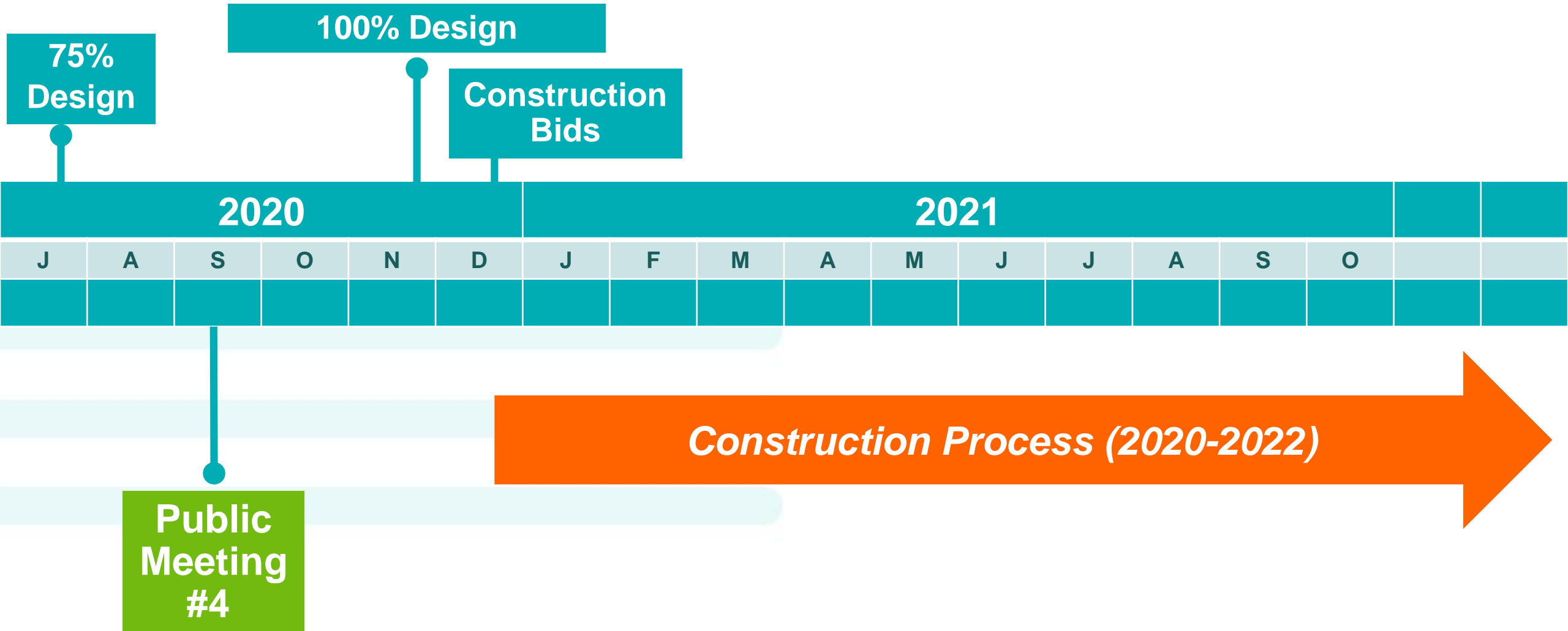


NEW Expected Timeline

- Working Group
- Public Walks
- ★ Today



Expected Timeline



Consider planning for greater electricity, natural gas, and telecom needs?

Preserve gas transmission lines

Update and separate portions of sewer & drainage and mitigate flooding risks with improved stormwater management

Replace gas distribution lines (to start in 2020)

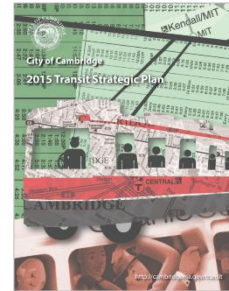
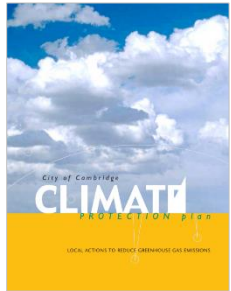
Upgrade soil conditions for trees and plantings

Replace and upsize water main

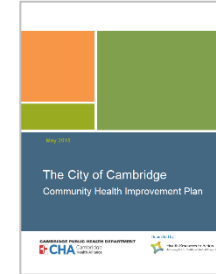
Subsurface Work



City Policies and Planning



Better
Bus
Project
Making transit better together



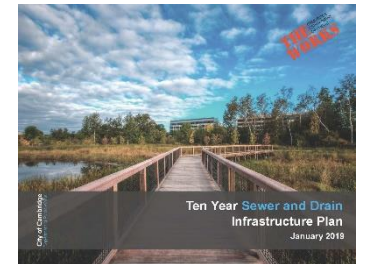
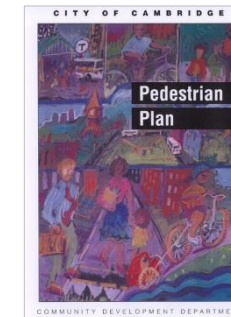
New Mobility Blueprint



Toward A Sustainable Future
Cambridge Growth Policy
UPDATE 2007



 **VISION ZERO**
CAMBRIDGE



Other outreach...

- Two Public Meetings
- River Street pre-construction survey (83 respondents so far)
- Cambridge Winter Farmers Market (3/23/19)
- Mobility Walk (5/14/19)
- River Festival (6/1/19)
- Urban Design Walk (6/11/19)
- Parking Day (9/20/19)
- Eight working group meetings
- Business focus groups (8/27/19 and 10/16/19)
- Ongoing coordination with Department of Human Service Programs and Cambridge Police Department
- Carl Barron outreach (full exploration of Carl Barron outreach scheduled for next Public Meeting)

What we heard (highlights):

- Improve safety / lower speeds
- Reduce noise by slowing traffic
- Improve accessibility
- Enhance public space
- Add more greenery
- Expand and activate open space
- Support businesses
- Regulate parking, meet business needs
- Create spaces that encourage people to stay and support retail businesses
- Widen sidewalk near Star Variety store
- Make transportation / movement of people more efficient
- Add separated bikeways
- Reduce bus delay
- Improve bus stops, add amenities, and alleviate crowding
- Create shorter, safer, and more visible crossings
- Improve visibility on turns
- Create long lasting, smooth surfaces
- Provide amenities for the unhoused community (water fountain, public restrooms, etc.)

Guidance for Our Designers: Shared Design Goals

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



Western Avenue

Givens

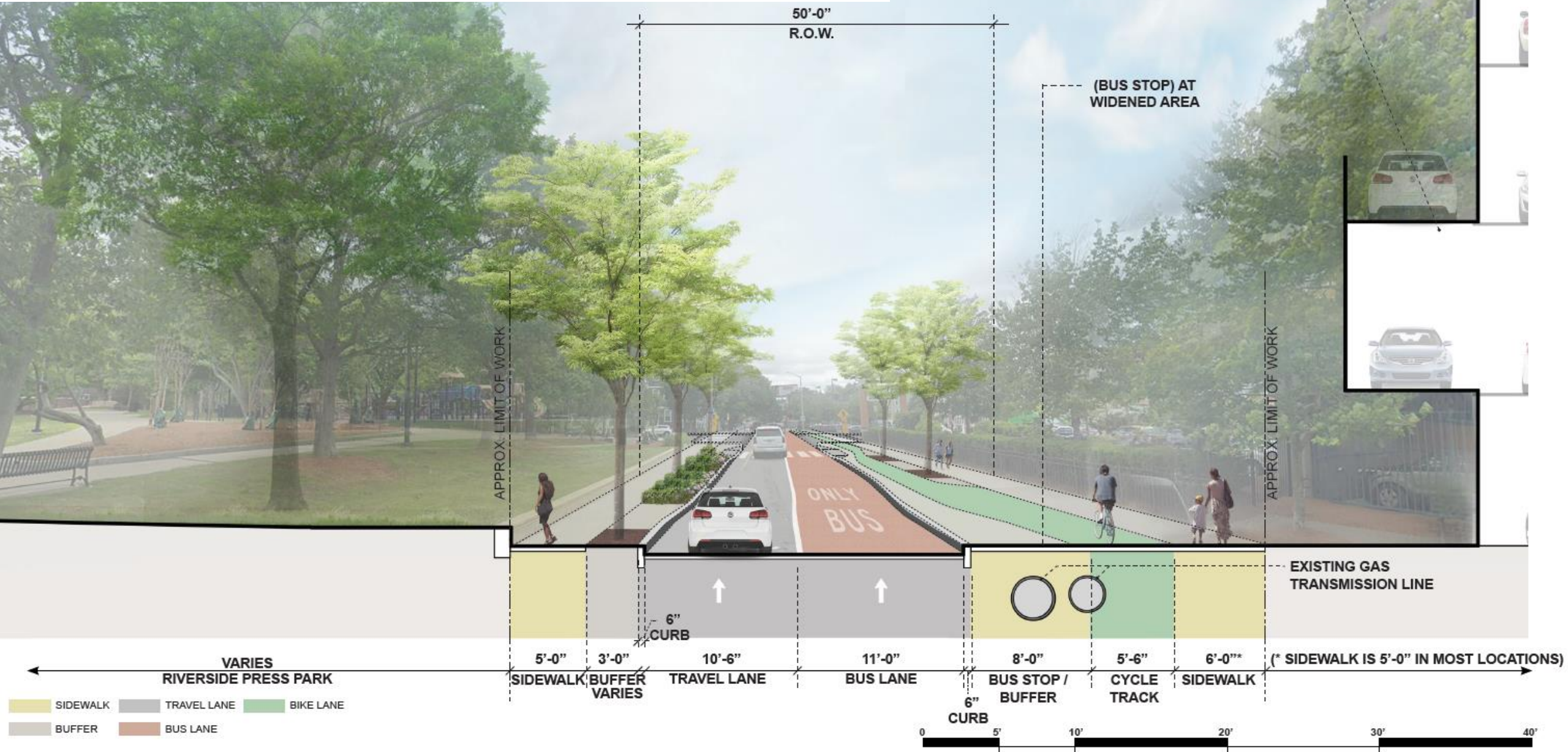
- Address flooding & drainage capacity
- Upgrade and/or protect public and private utilities
- Preserve healthy trees
- Maximize additional trees & improve growing conditions
- Access for emergency vehicles (18-20 feet)
- Accommodate routine maintenance and operations (snow, trash, etc.)
- Include separated bicycle facility
- Regulate parking to allow us to use curbside space more efficiently
- Maintain regional truck route
- Raise crossings on side streets
- Improve intersections

Concept Walkthrough

River Street Today



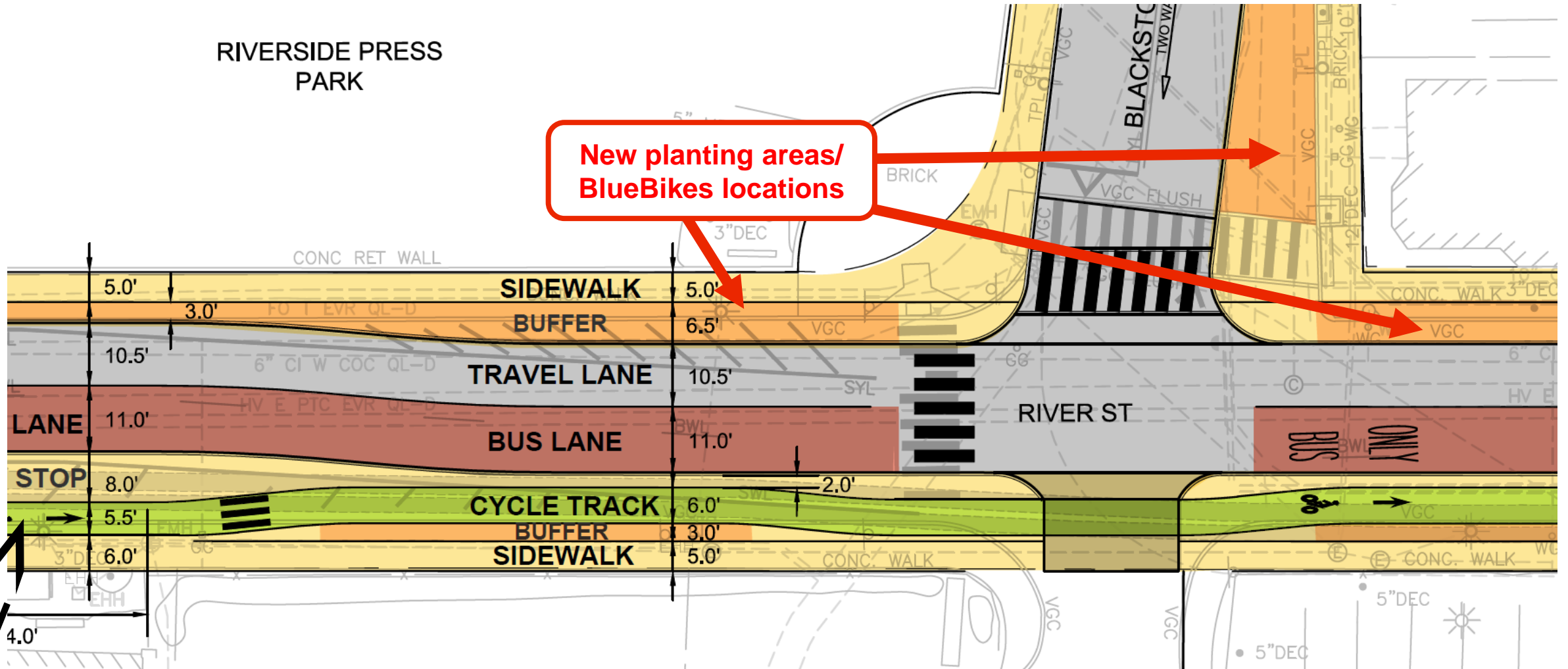
River Street Concept



Extending the Neighborhood Feel

RIVERSIDE PRESS
PARK

New planting areas/
BlueBikes locations



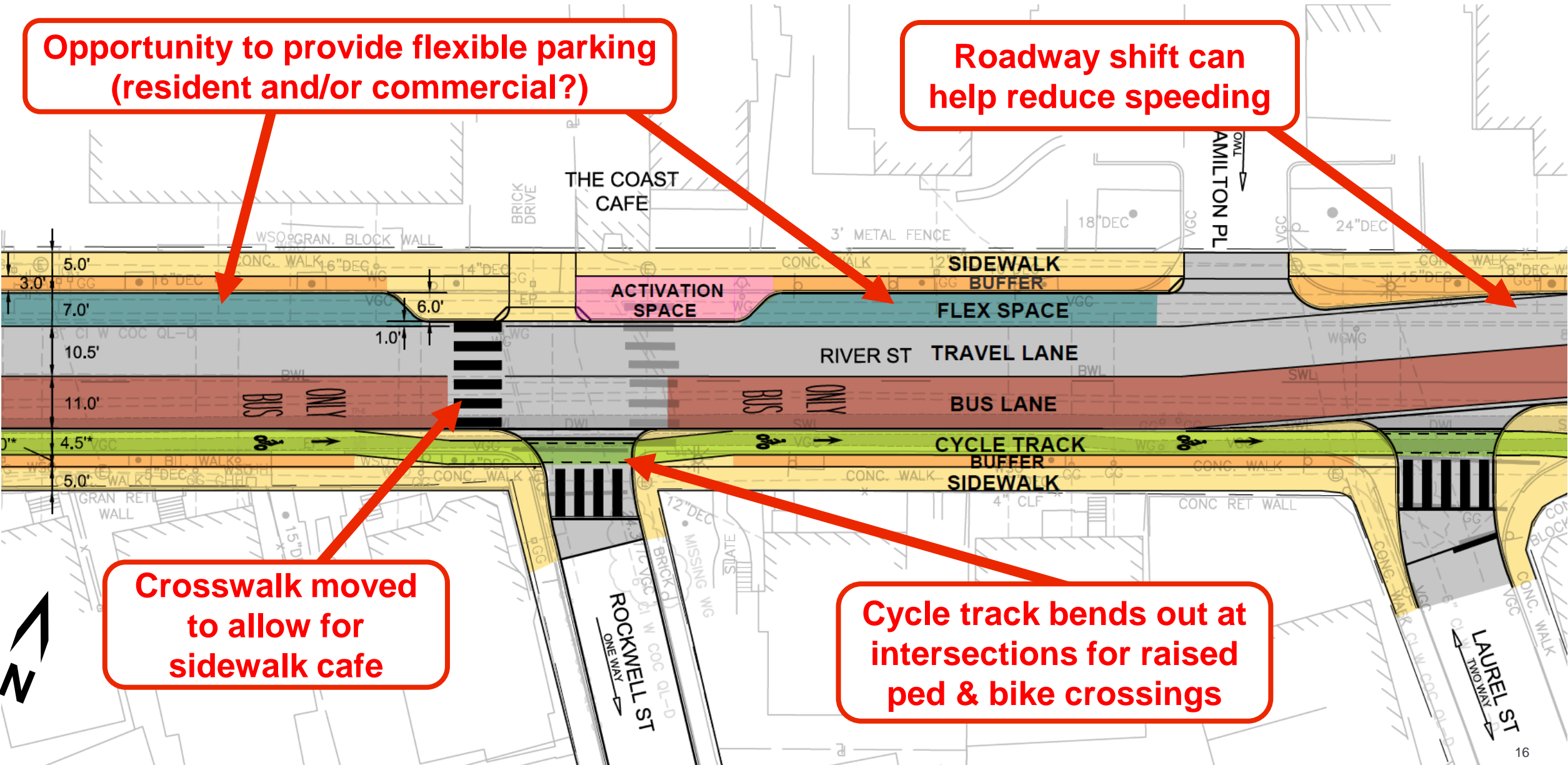
Coast Café Area

Opportunity to provide flexible parking (resident and/or commercial?)

Roadway shift can help reduce speeding

Crosswalk moved to allow for sidewalk cafe

Cycle track bends out at intersections for raised ped & bike crossings



Flexible Curbside Space

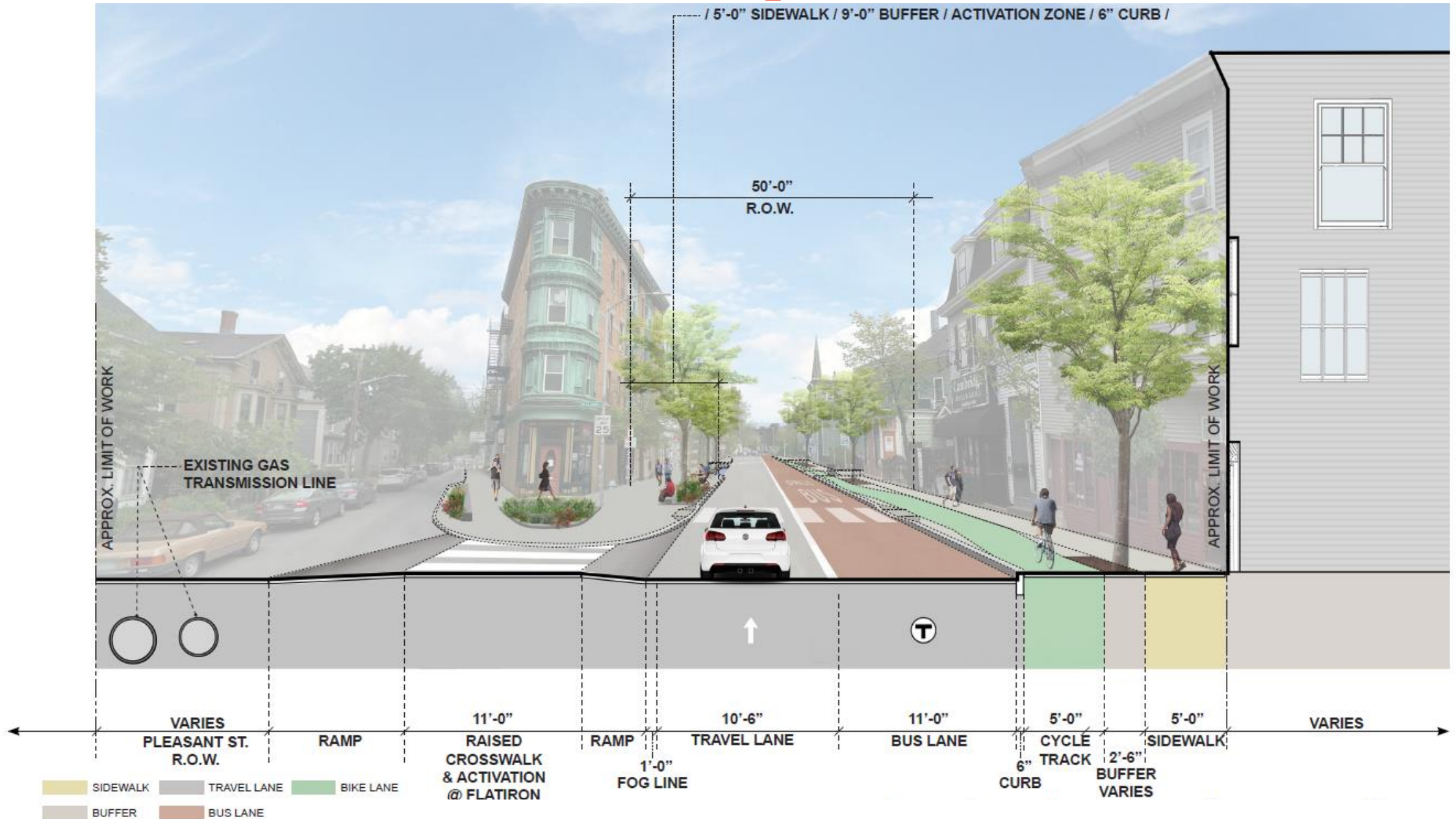


Function	Definition	Examples of Uses
Access for commerce	Goods and services reach their customers	Commercial vehicle loading, truck loading
Access for People	Arrivals, transfers between modes	Bus stops, bike parking, curb extensions, pick up/drop off, short-term parking, taxi zones
Activation	Offers vibrant social spaces	Food truck parking, seating, parklets, public art, street festivals
Greening	Enhances aesthetics and environmental health	Plantings, rain gardens, bio-swales
Mobility	Moves People & Goods	Sidewalks, bus lanes, bike lanes, travel lanes, turning lanes
Parking/storage	Provides storage for vehicles and equipment	Bus layover, vehicle parking, reserved spaces (police/fire), construction needs.

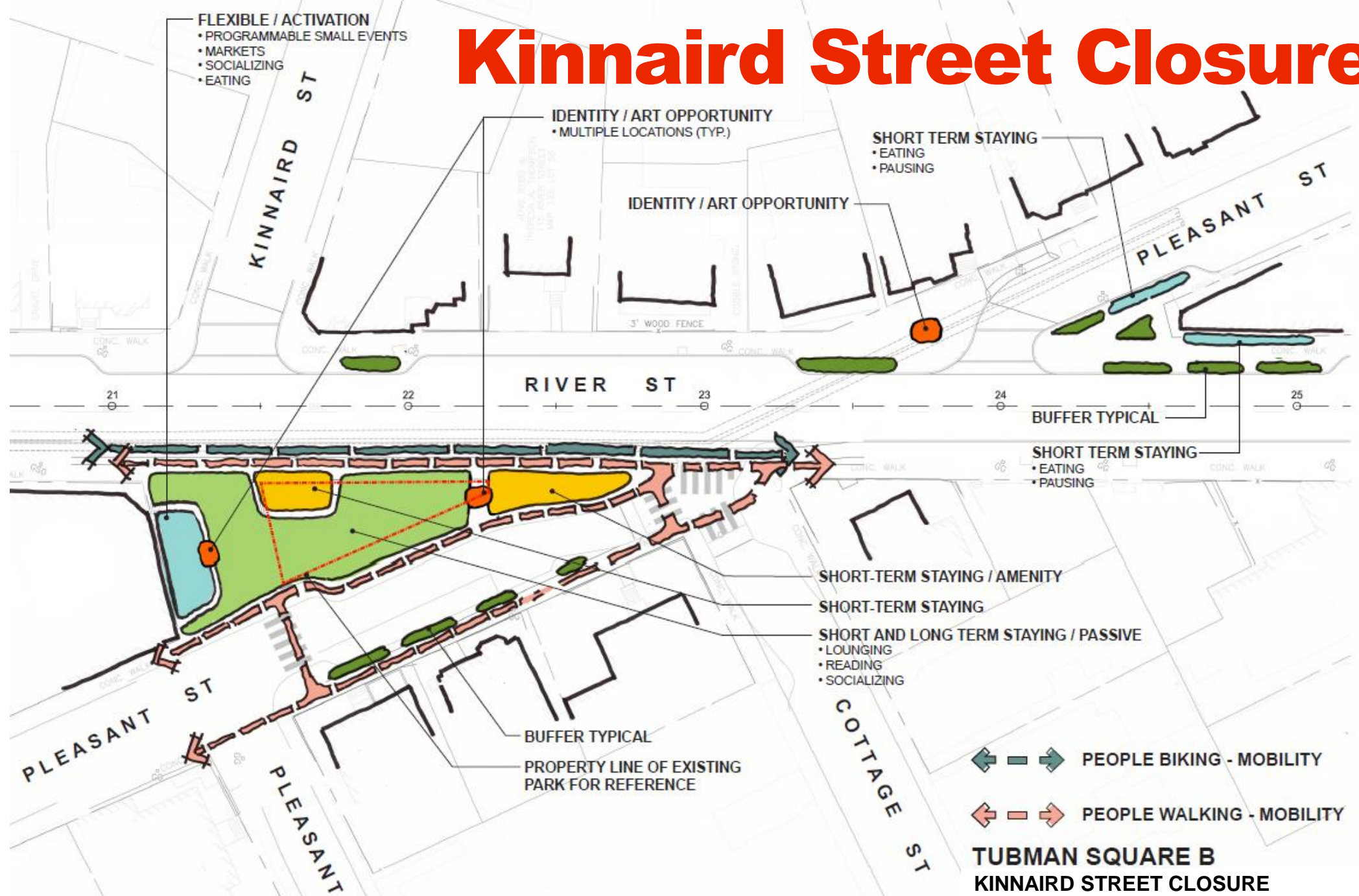
“Flatiron” Building Area Today



Flatiron Area Concept



Kinnaird Street Closure



Summary of Pedestrian Safety and Comfort Features

- Raises un-signalized side-street crossings
- Narrows turning radii on most intersections to slow down turns
- Improves visibility at intersections
- Adds to the tree canopy and increases vertical elements
- Moves general traffic in a single lane
- Adds two new crosswalks
- Reduces potential travel speeds with single general purpose lane
- Provides an increased buffer between traffic and people walking and biking (except buses and right-hand turns)
- Simplifies ADA compliant crossings
- Provides more space for people to sit, providing a more neighborhood feeling

Carl Barron Plaza Re-design



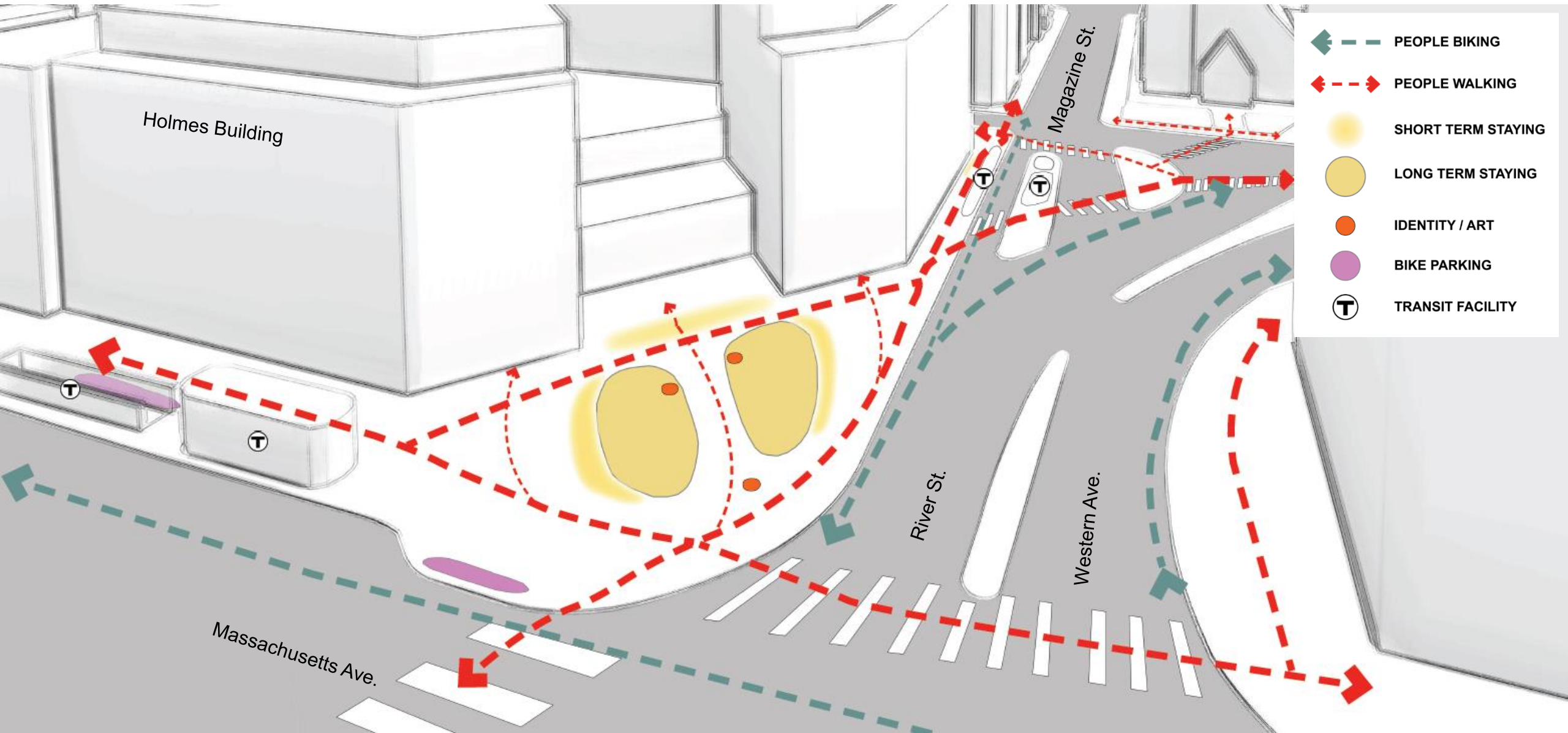
The Circle hosts a wide diversity of people, including regulars and others, however it has a lower proportion of women and young children compared to other public spaces in Central Square.



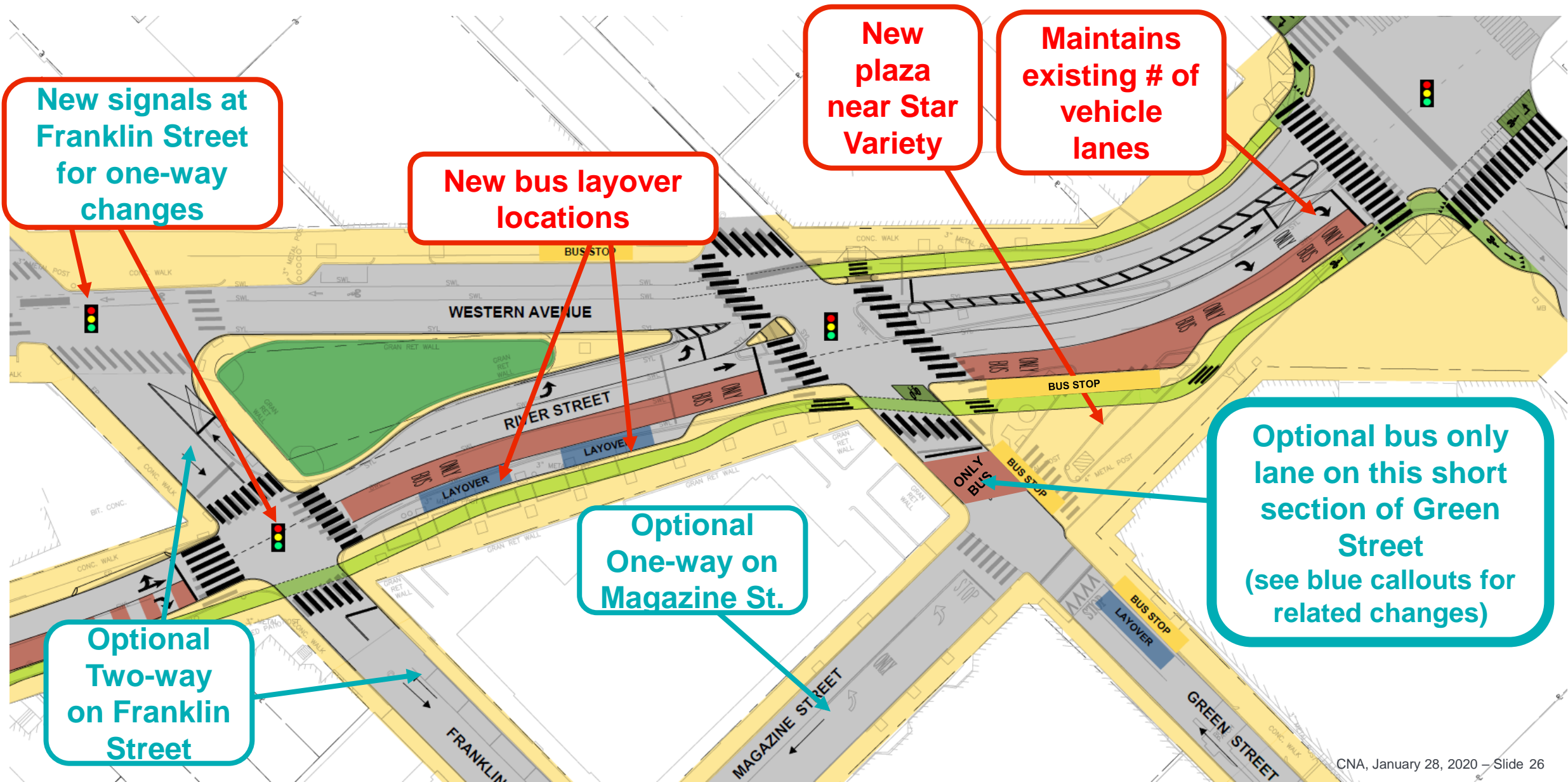
**Regulars sometimes
congregate in larger
numbers in The Circle
(aka the area inside the
two large planters at Carl
Barron Plaza).**



Observed uses of the plaza (simplified)



Butterfly Approach Overview



New signals at Franklin Street for one-way changes

New bus layover locations

New plaza near Star Variety

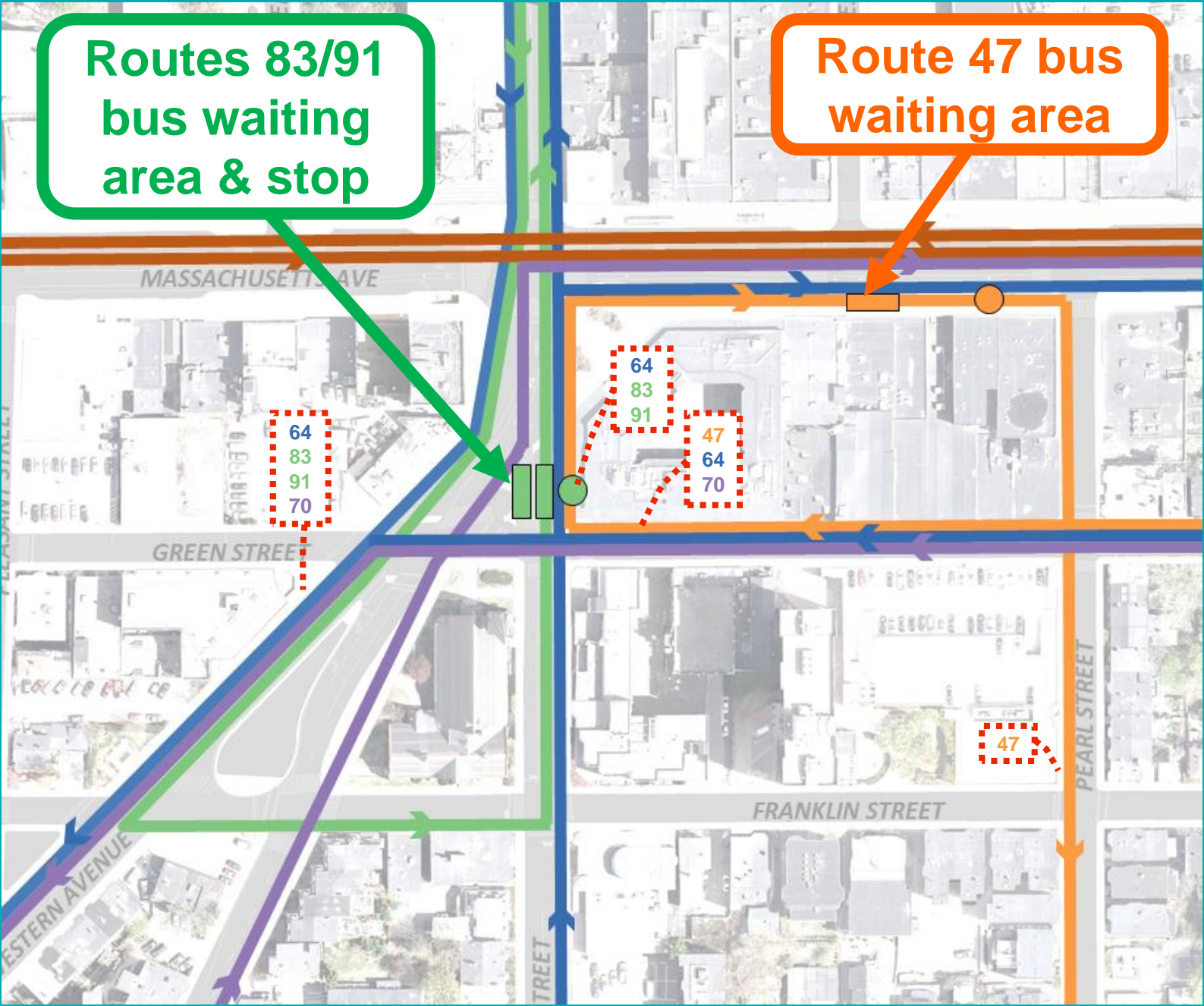
Maintains existing # of vehicle lanes

Optional One-way on Magazine St.

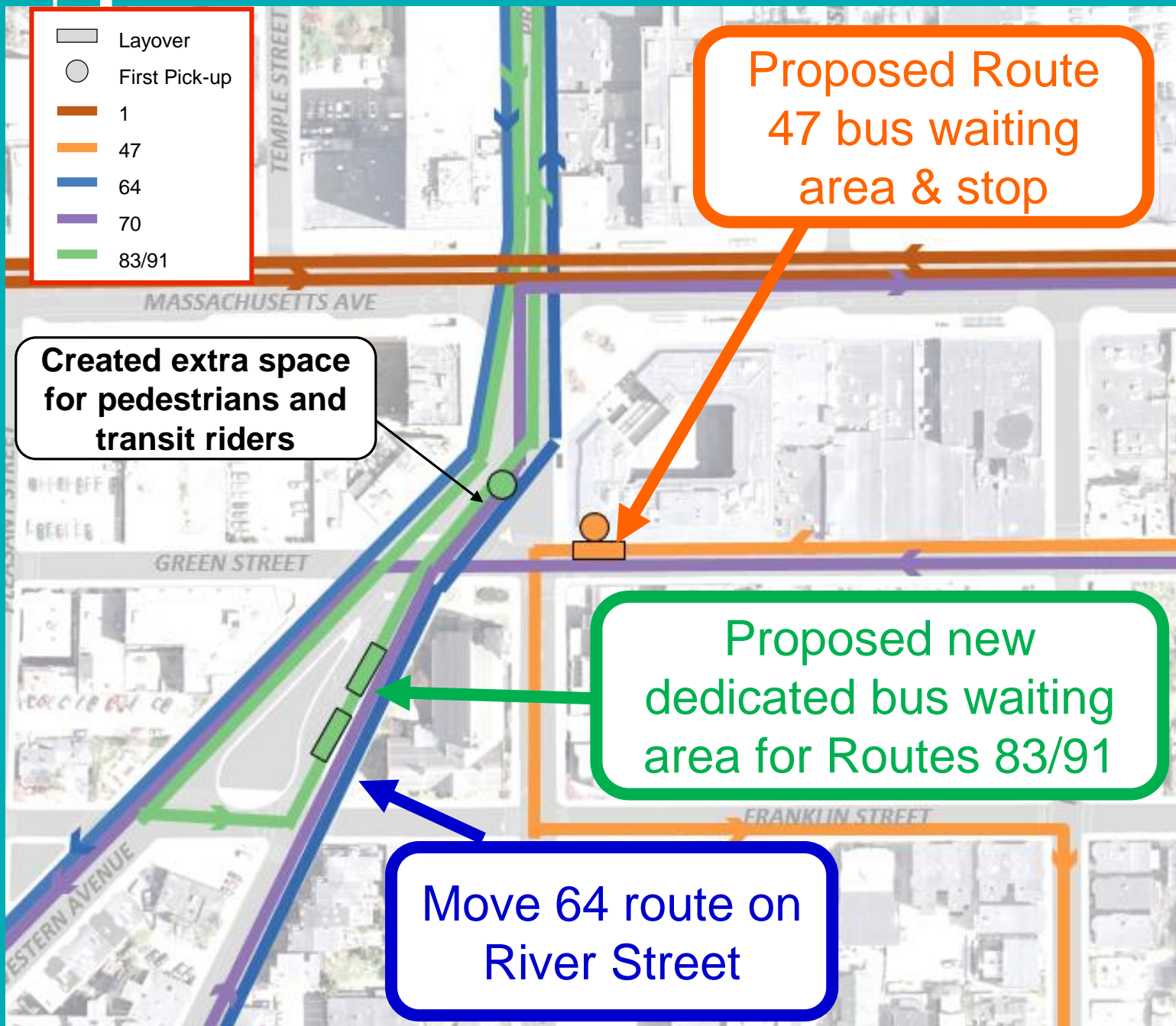
Optional Two-way on Franklin Street

Optional bus only lane on this short section of Green Street (see blue callouts for related changes)

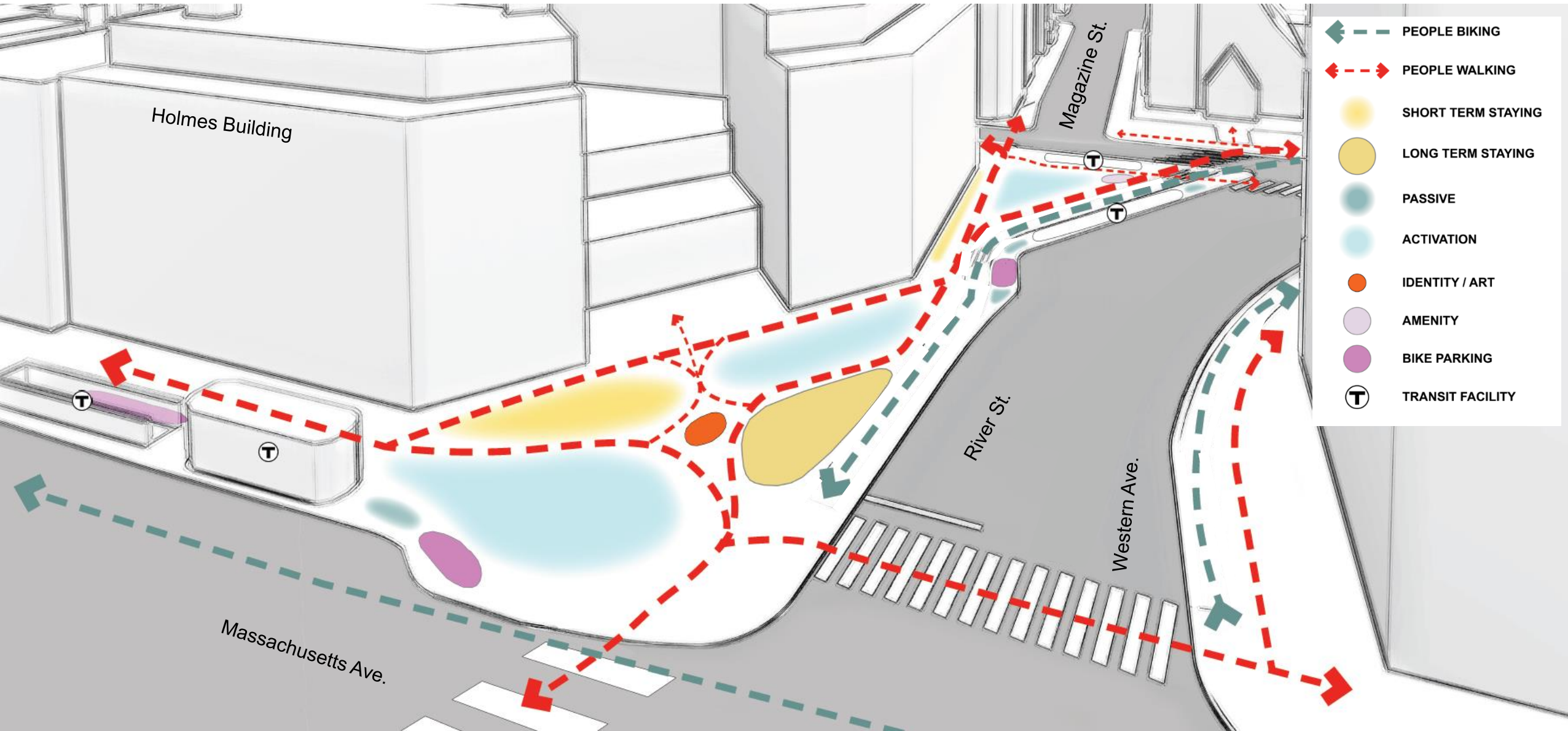
Today's Bus Routes



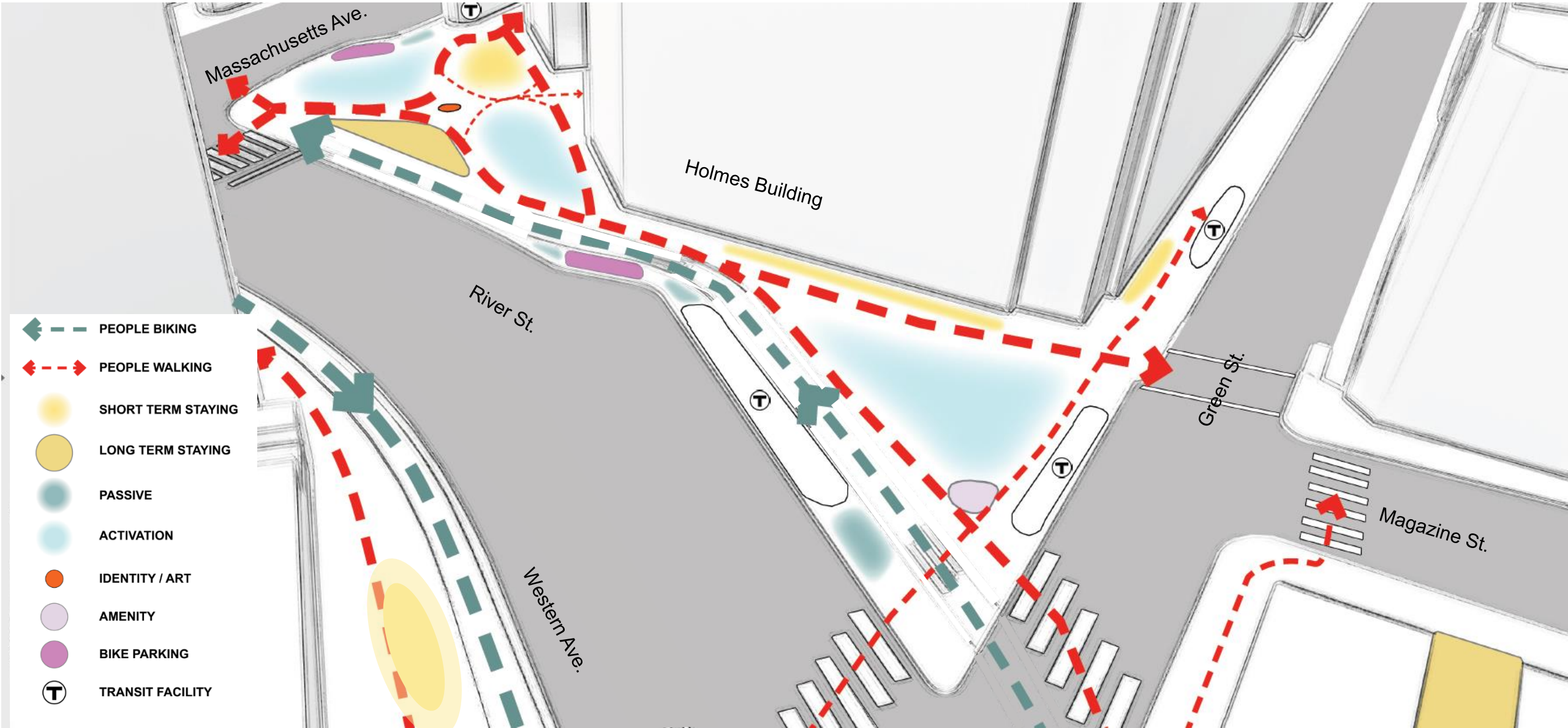
Bus Routes with New Plaza at Green Street



Potential uses of plaza w/o busway



Potential uses of plaza w/o busway





Butterfly Design Approach

Bicycle lane behind
bus stop waiting area

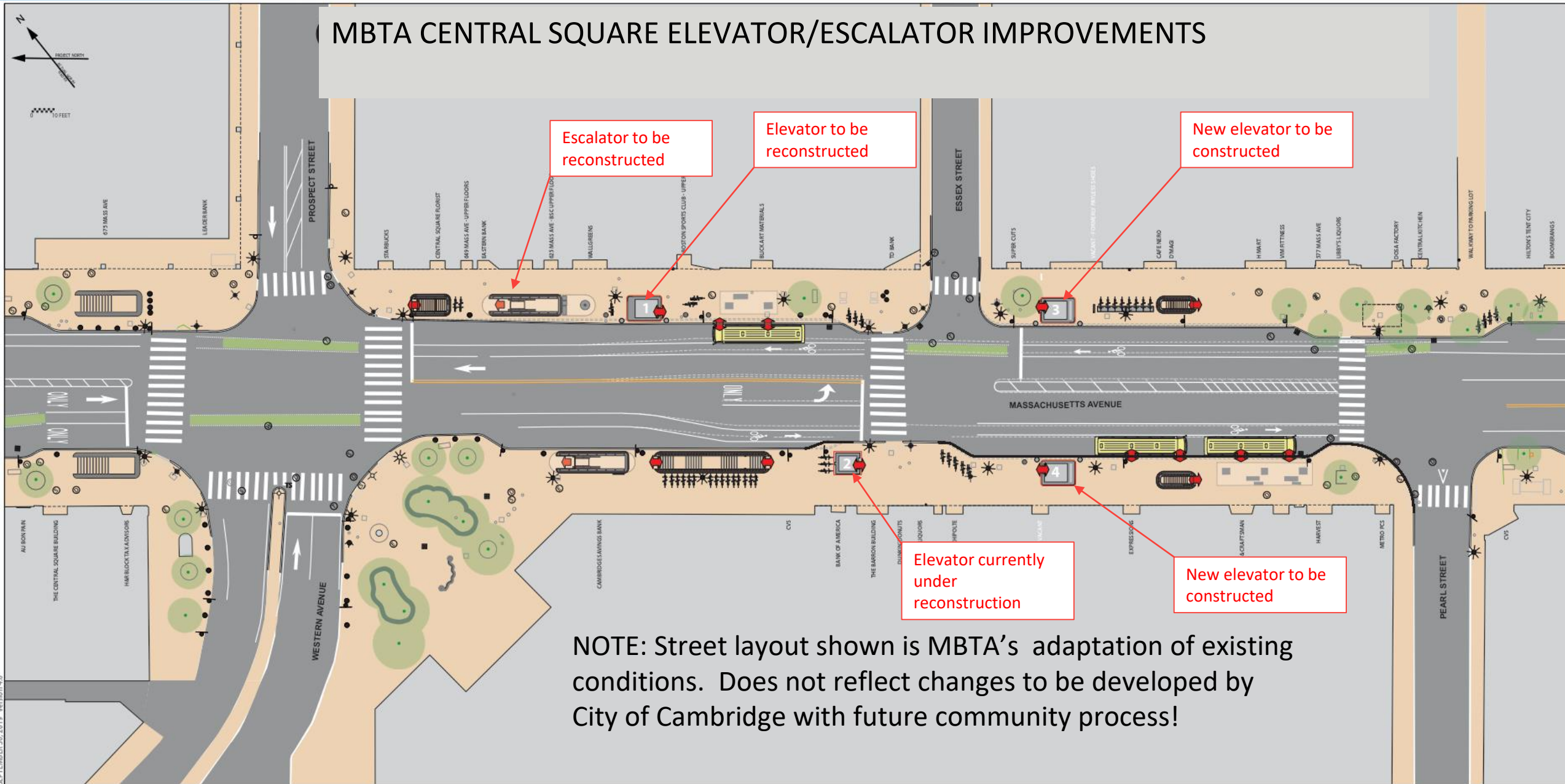
More discussion
about separation and
treatment needed



Potential River Street bus layover space

- Separation between uses with benches, planters and trees.

MBTA CENTRAL SQUARE ELEVATOR/ESCALATOR IMPROVEMENTS



NOTE: Street layout shown is MBTA's adaptation of existing conditions. Does not reflect changes to be developed by City of Cambridge with future community process!



METAL TUBE AS COLUMNS



PICKET ARTICULATION



ESCALATOR HEADHOUSE ROOF



COLORLED GLASS INSPIRED FROM EXISTING ELEMENTS



GLAZING AT ESCALATOR HEADHOUSE



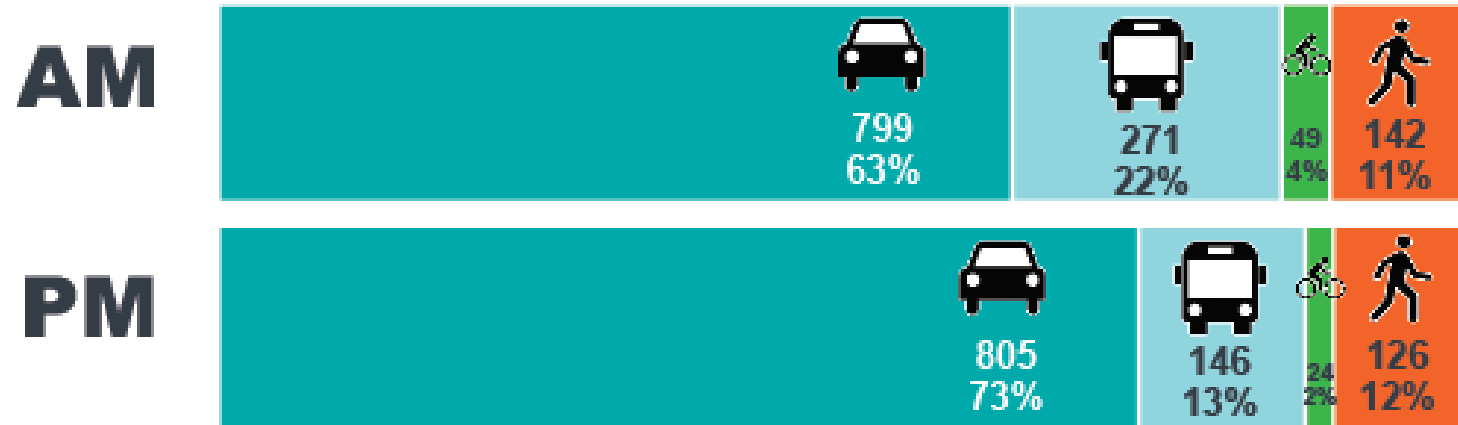
TYPICAL EXISTING HEADHOUSE BASE



THANK YOU!

riverstreet@cambridgema.gov

How people are travelling on River Street in the Peak Hour today

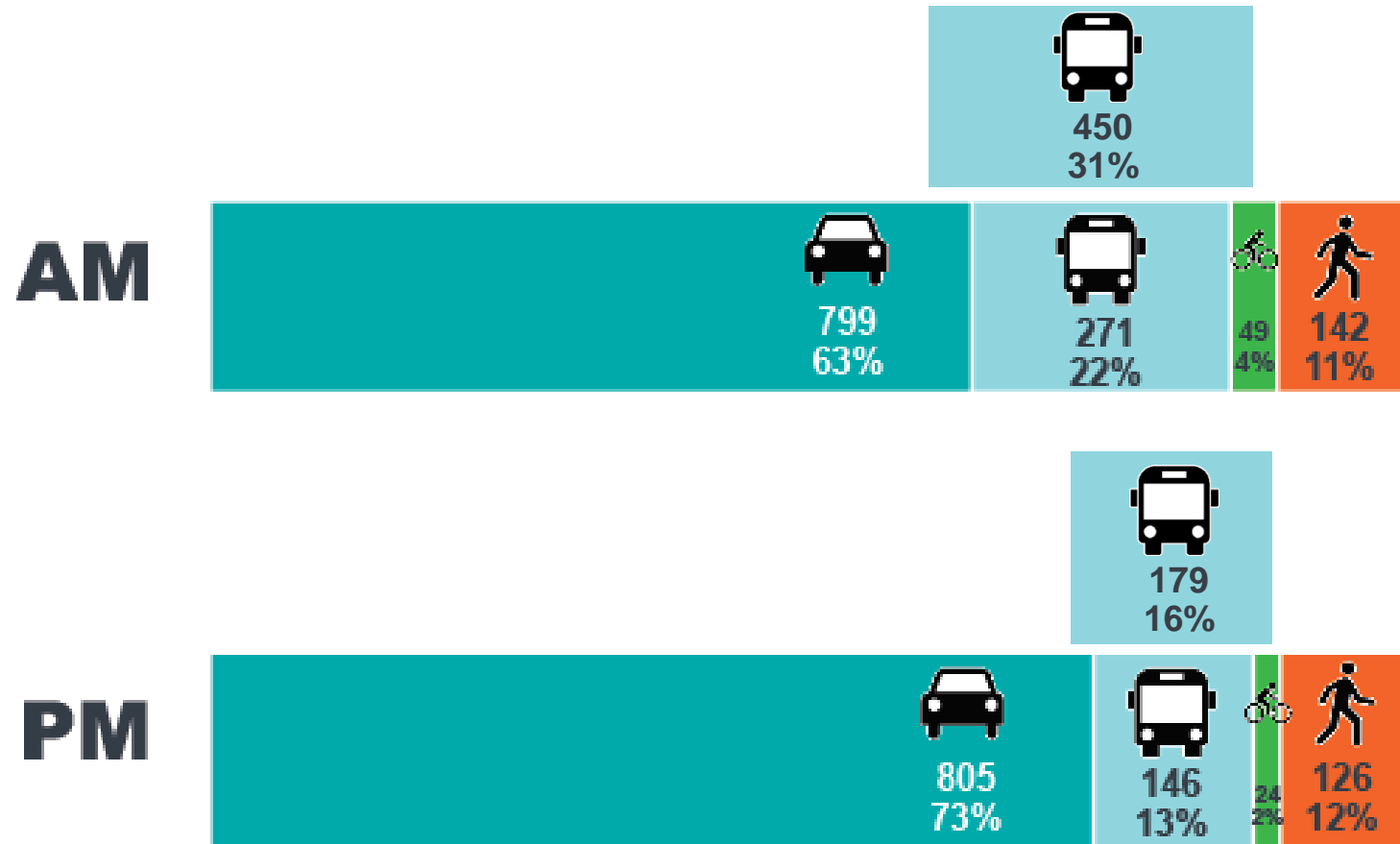


Additional bus types not calculated at left (estimated peak hour ridership):

- Corporate Shuttles for:
 - Alexandria (approx. 40 riders at peak hour)
 - MASCO (unknown # of riders)
- School buses (unknown)
- Tour buses (unknown)

Based on traffic counts taken on River Street at the Kelly Street/Howard Street intersection.

Bus Ridership on River Street with potential addition of Route 64



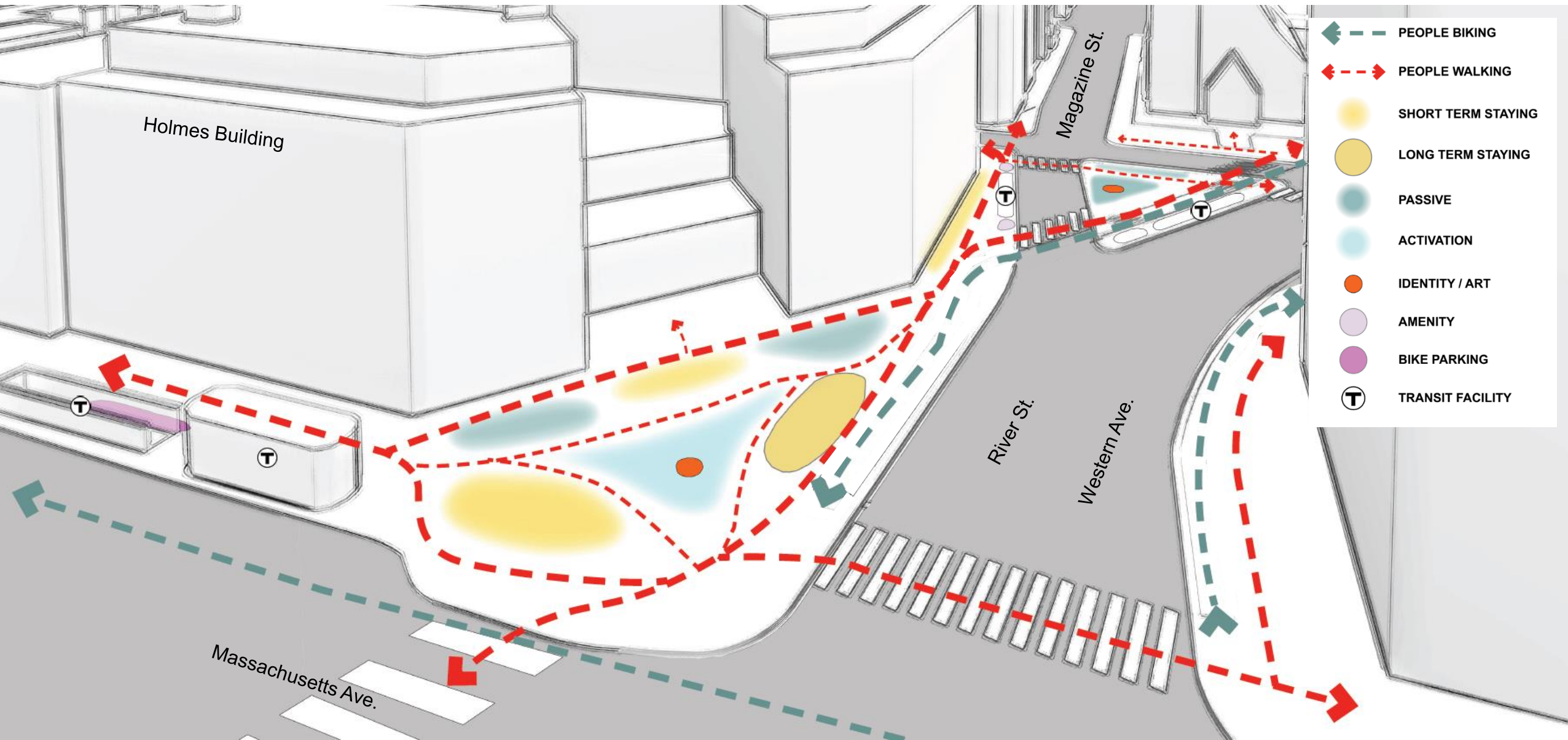
With Route 64 re-routed from Magazine Street to River Street

- 31% of users in AM peak are bus riders
- 16% of users in PM peak are bus riders

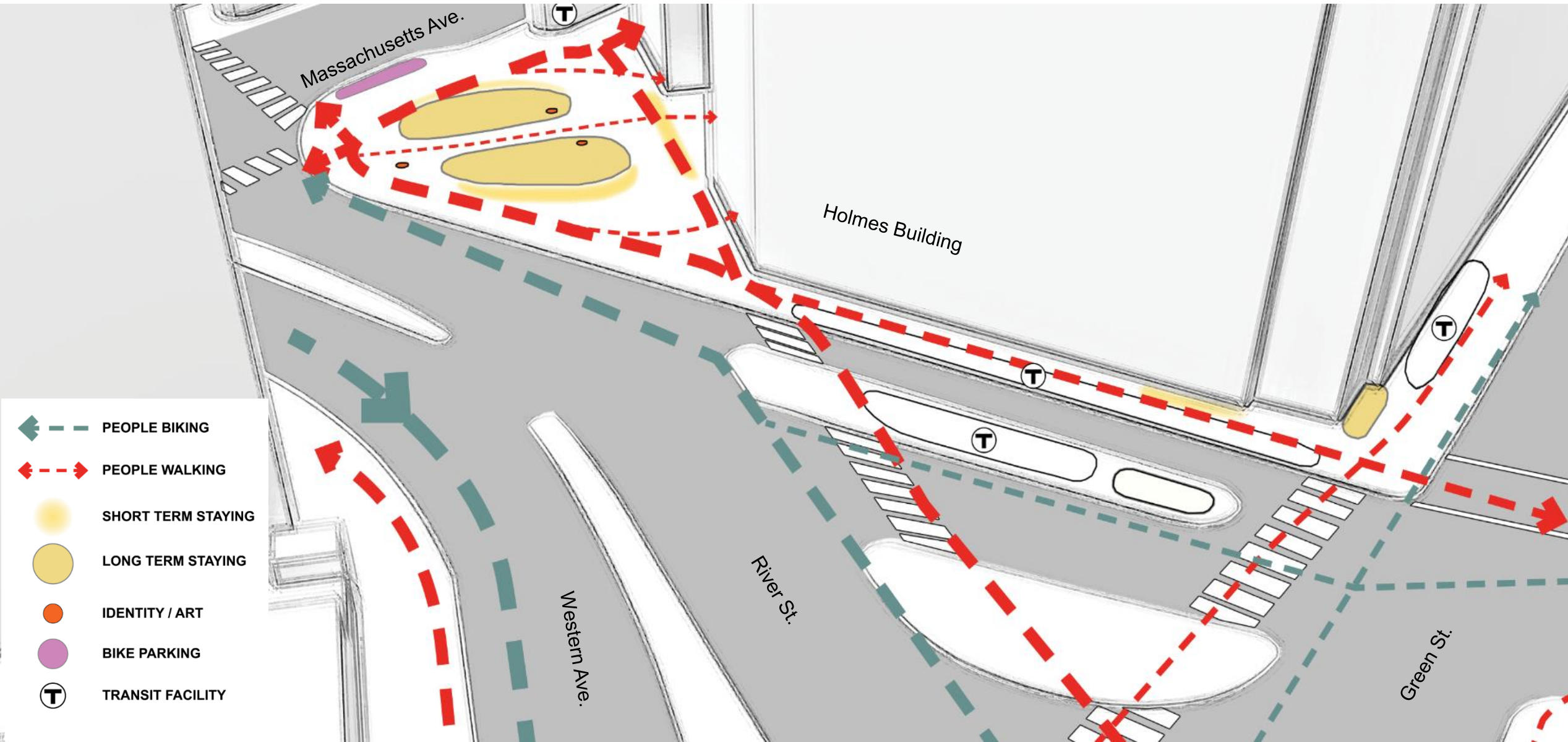
In the future, likely that walkers, bikers, transit users, and other types of bus users would increase as well

Based on traffic counts taken on River Street at the Kelly Street/Howard Street intersection.

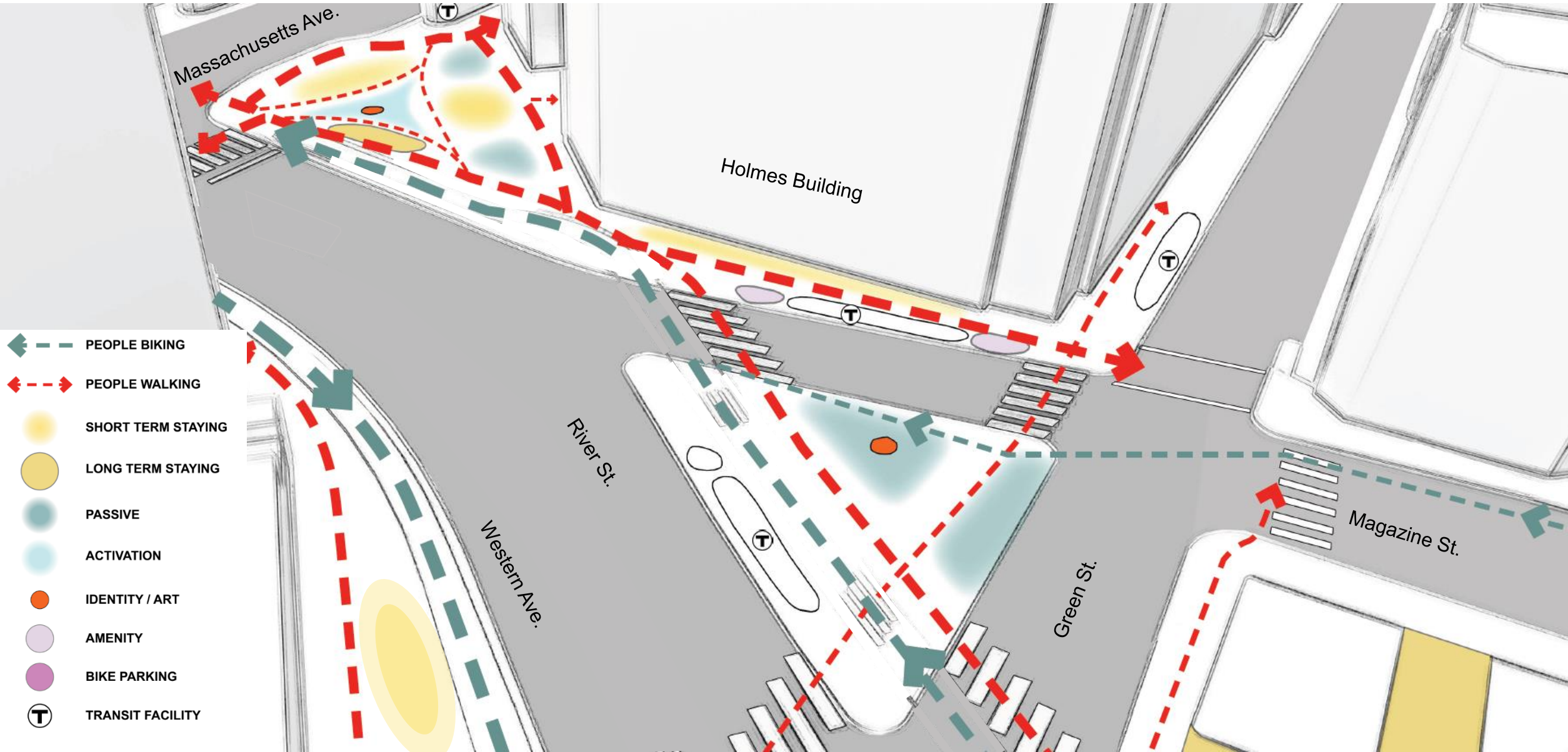
Potential uses of plaza with busway



Observed uses of the busway



Potential uses of plaza with busway



THE PORT PROJECT

Update



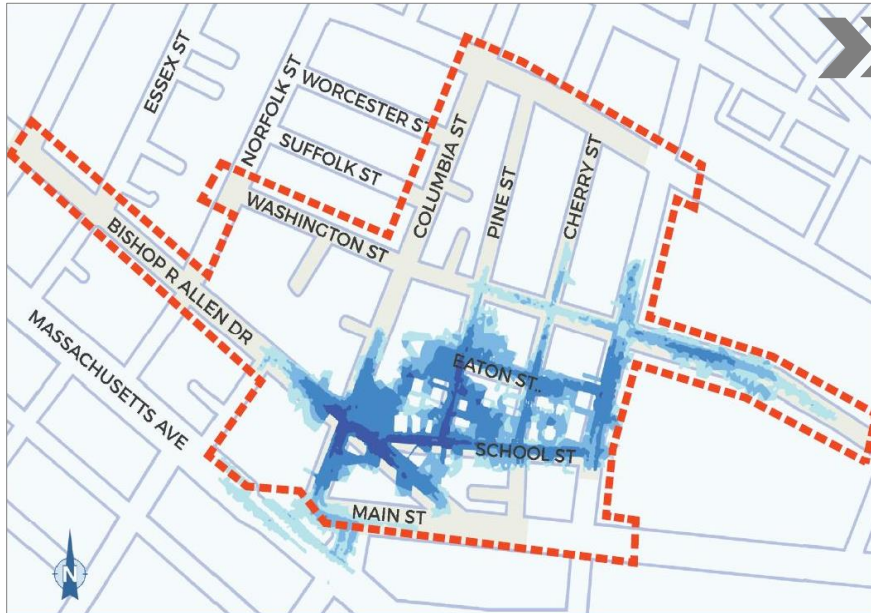
Central Square Advisory Committee | December 18, 2019

www.cambridgema.gov/theworks/theport

THE WORKS
CAMBRIDGE
DEPARTMENT
OF PUBLIC

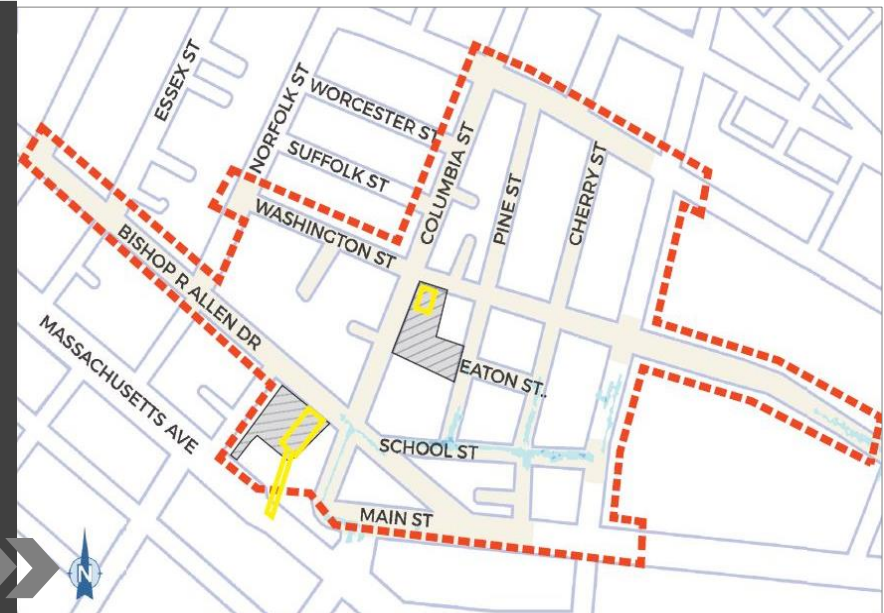
Benefits – Flood Reduction

Existing Conditions
Frequent / Smaller Storms



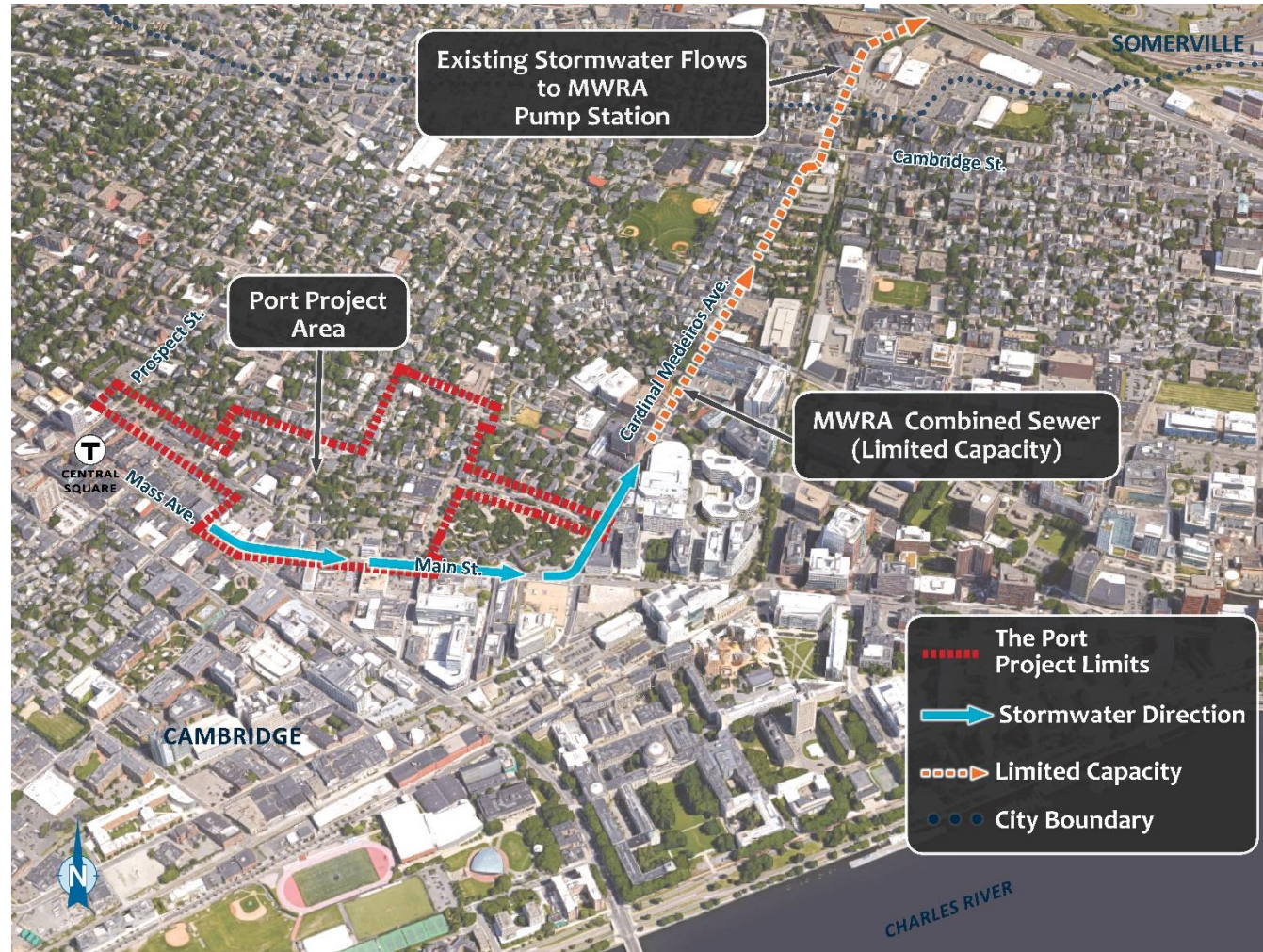
Decrease in surface flooding for frequent/smaller storms

Storage Tanks Installed
Frequent / Smaller Storms



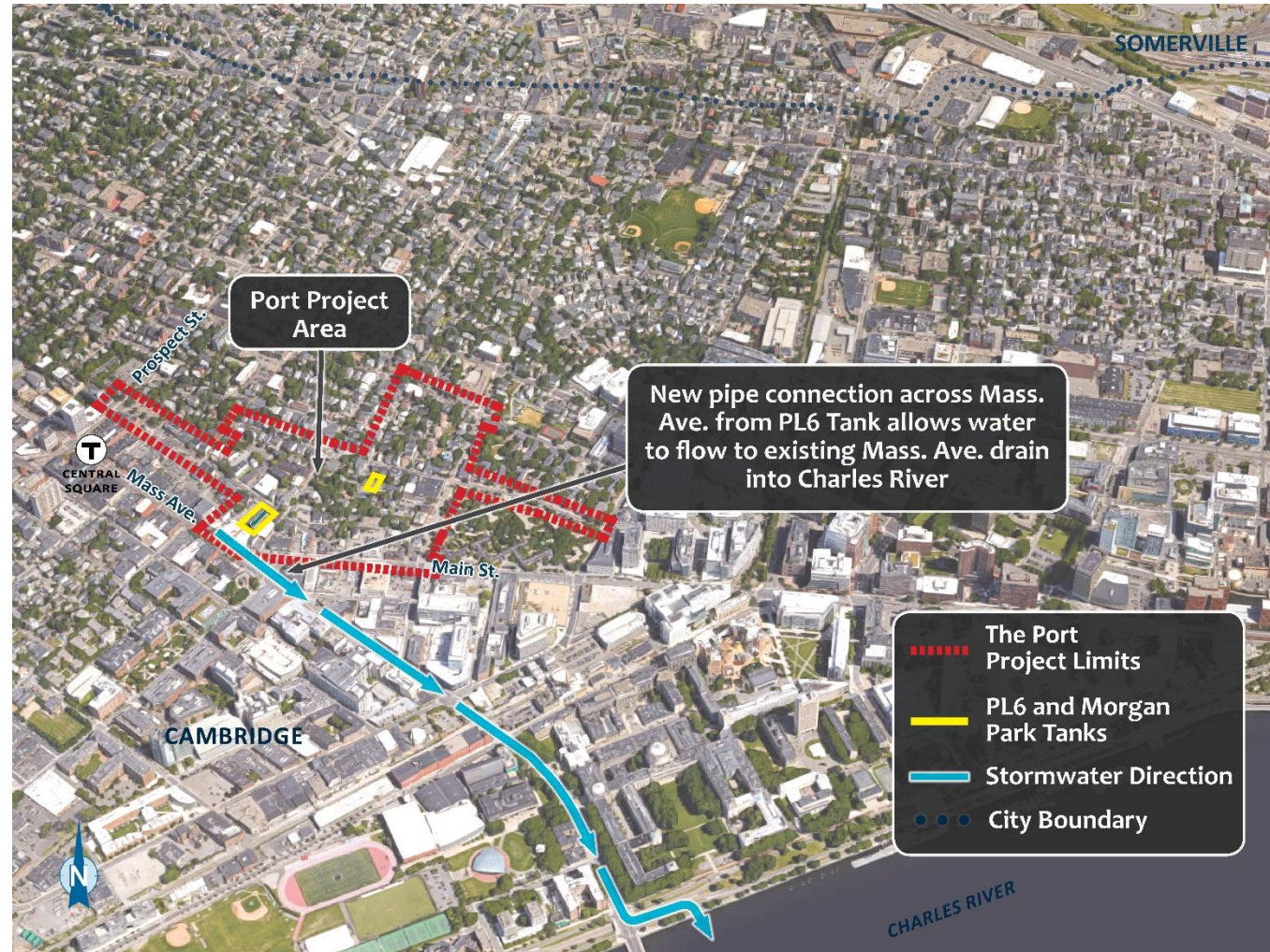
Anticipated flooding for a 2030, 10 year / 24 hour storm

Project Scope



Existing Port Stormwater Flow

Project Scope



Stormwater Flow After Storage Tanks Installed

DESIGN OPTIONS

Mass. Ave. Crossing



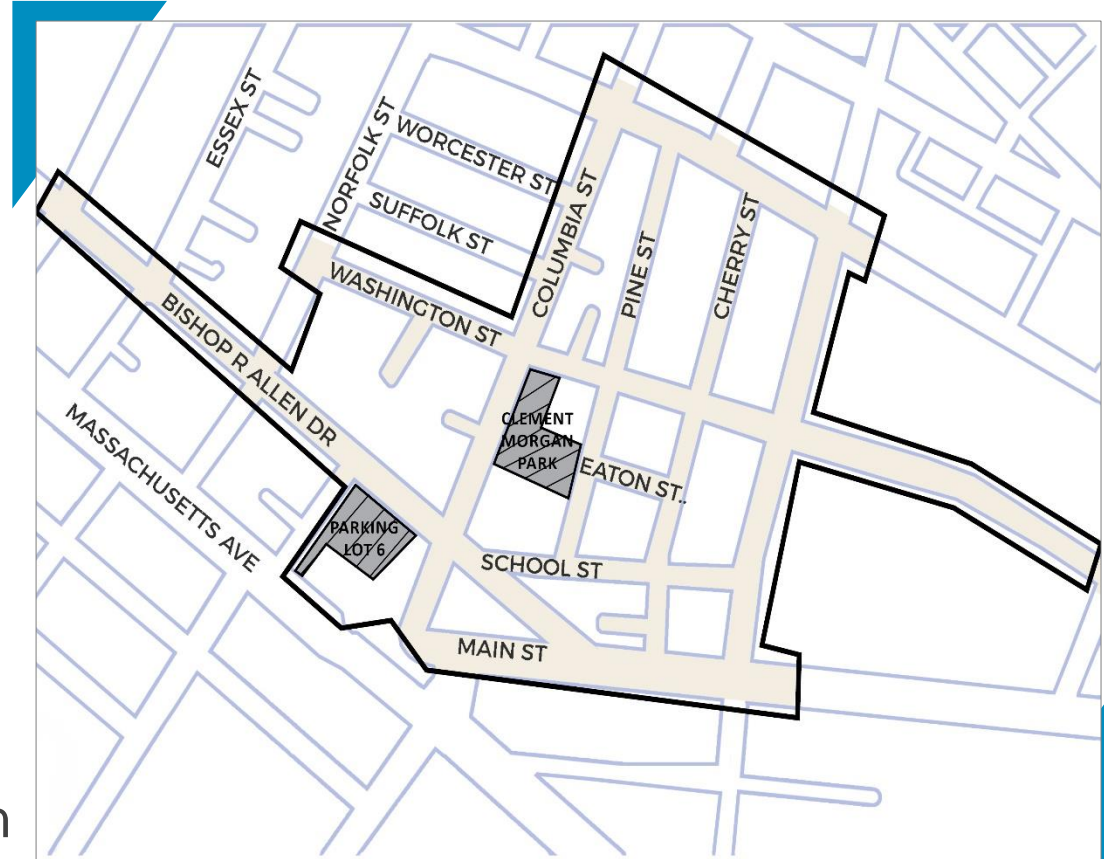
Project Scope

Phase 1: PL6

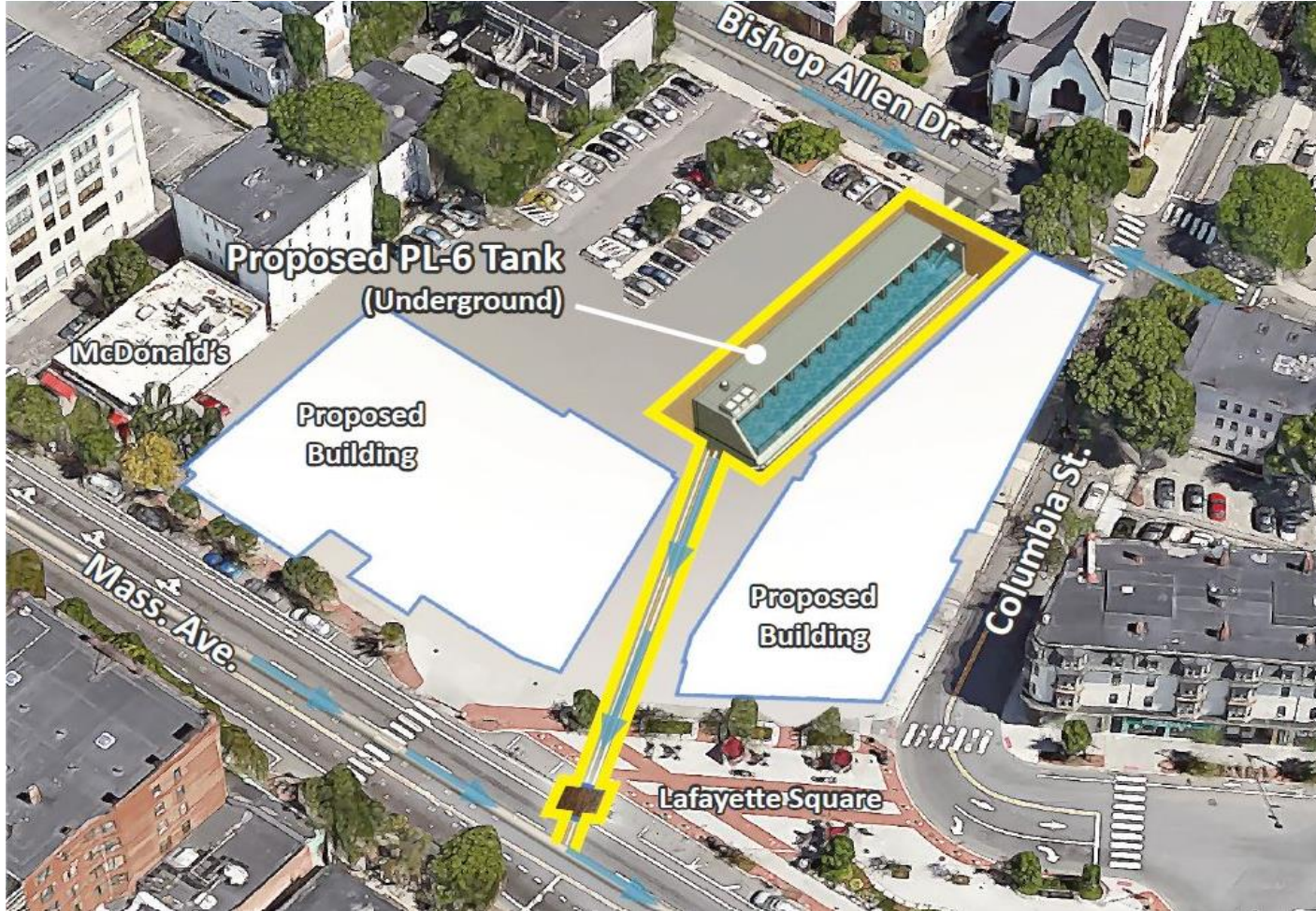
- Underground storage tank
- Connection to Mass. Ave. drain

Phase 2:

- Underground storage tanks
- Roadway & sidewalk reconstruction



Phase 1: PL6

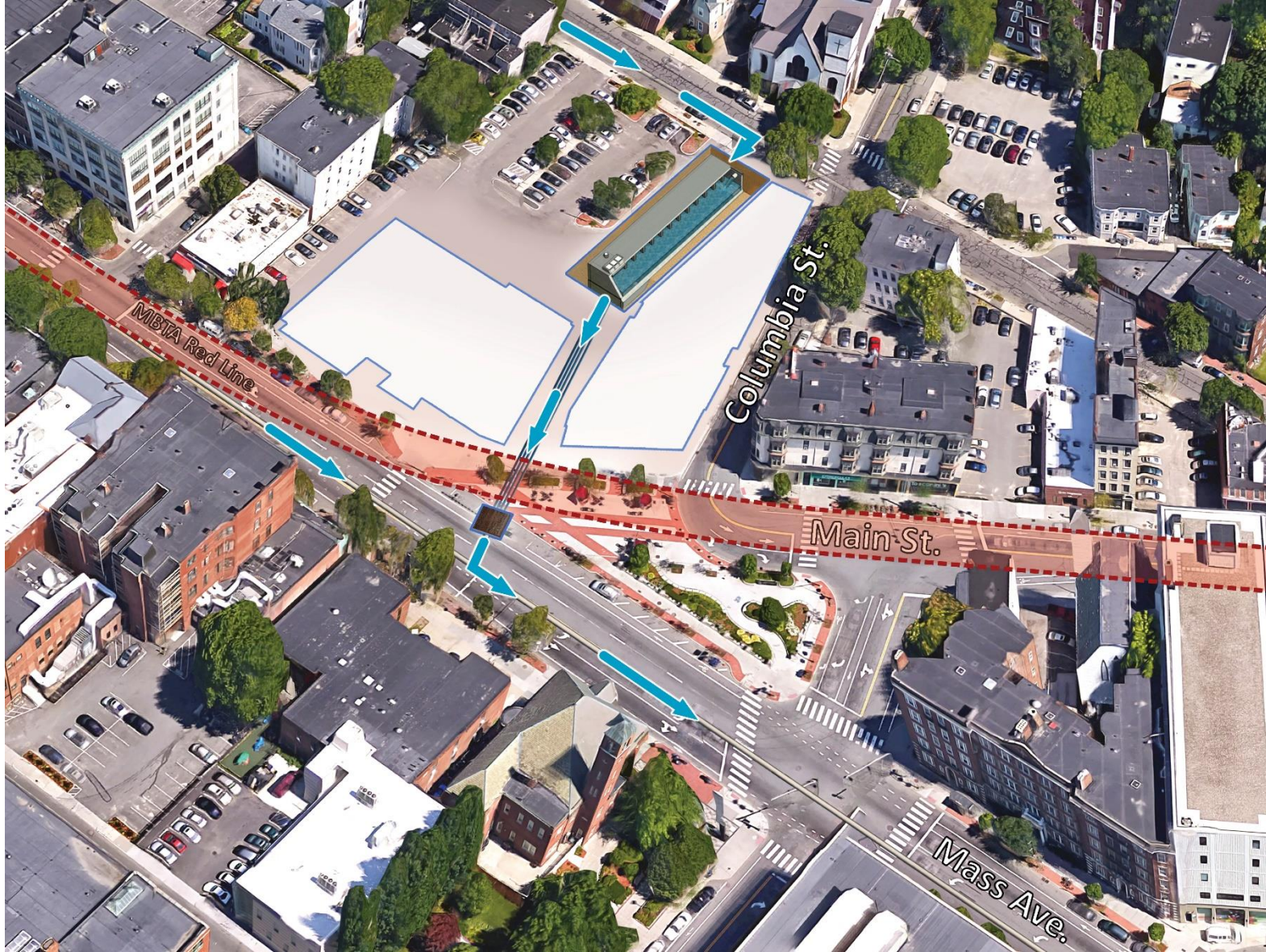


Tank constructed under City-owned Parking Lot 6.

Four 20" pipes constructed from the tank, between Mass + Main proposed buildings, and across Mass Ave.

DESIGN OPTIONS

Pipe Jack Beneath Tunnel











KLEINFELDER
Bright People. Right Solutions.



UNDERGROUND





