Port Infrastructure Project WORKING GROUP

PORT INFRASTRUCTURE PROJECT

Meeting #3 | November 17, 2021

THE CAMBRIDGE DEPARTMENT OF PUBLIC WORKS

Welcome!

Remote Participation Instructions

Working Group Members

- Participants may speak and show webcam video
- Use “Raise Hand” button during discussion
- Mute your microphone when others are speaking

Members of the Public

- Attendees are muted and cannot show video
- Can write questions and ask for assistance in the Q&A window
- Questions can be submitted at any time and will be addressed, as time allows, after working group member discussion

Welcome
Working Group Members!

As you arrive, please test your mic/video and say hello. Please share verbally or in chat:

What is one of your favorite places in the neighborhood and why?

Meeting Goals

1. Share information about the underlying goals of surface infrastructure and the approach to planning surface improvements
2. Elicit Working Group guidance on outreach and communication to the community about surface infrastructure

Working Group Members

Tabatha Danyow

Marian Darlington-Hope

Troy Ellerbee

Divya Errabelli

Colin Fleming

Randa Ghattas

Kessen Green

Ming-Tai Huh

Raghu Krishnan

Idony Lisle

Jack O'Hearn

James Pierre

Rev. Dr. Ellis Washington

Paul Weaver

Newtown Court/ Washington Elms Tenant Council Representative

Margaret Fuller House Representative

Project Team

City of Cambridge

- **Jerry Friedman**
  Project Manager / Supervising Engineer
- **Kathy Watkins**
  City Engineer / Assistant Commissioner
- **Kate Riley**
  Community Relations Manager
- **Gary Chan**
  Neighborhood Planner
- **Matt Nelson**
  Assistant to the City Manager
- **Cambridge Community Corps**

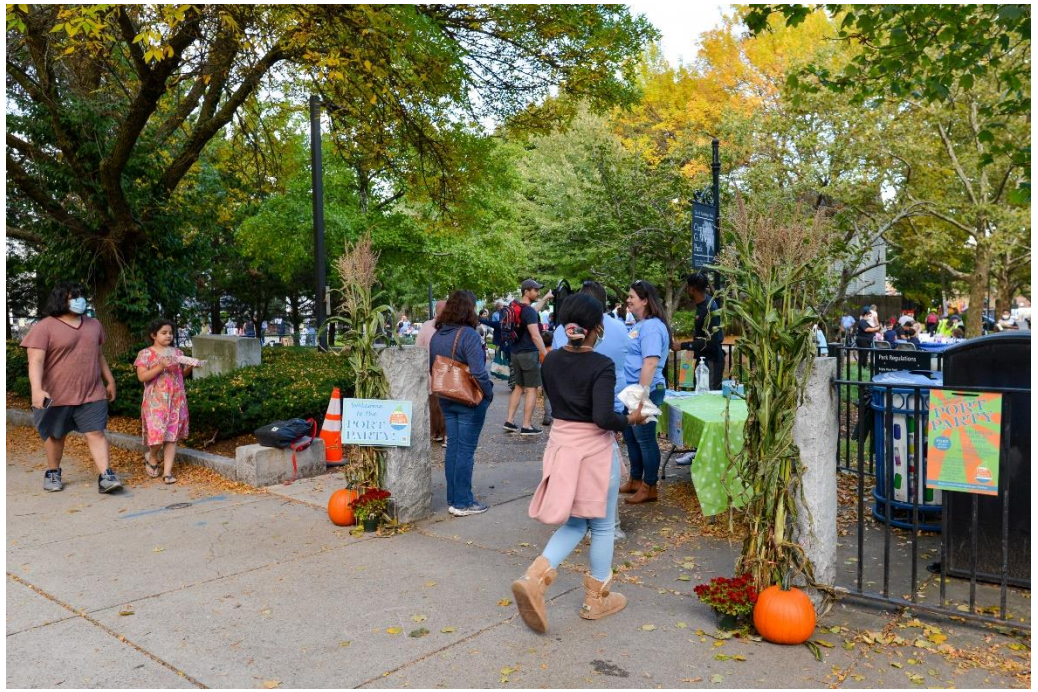
Consultant Team

- Kleinfelder, Inc.
- Consensus Building Institute (CBI)

Agenda

- 9:30 AM Welcome to Working Group Meeting #3
- 9:40 Port Party feedback
- 10:00 Review surface infrastructure planning
    - Q&A and discussion throughout
- 10:50 Discussion: How to share with the Community about ongoing planning and design
- 11:15 Public Comment
- 11:20 Next steps
- 11:30 Adjourn

Port Party
October 21, 2021



Surface Infrastructure Planning

Phase 2 Port Infrastructure Project – Surface Improvements

- Roadway & Sidewalk Reconstruction
- Crosswalk improvements
- New Tree Plantings
- Green Infrastructure (Public Right-of-Way and Potential Private Properties)
- Neighborhood amenities

As we discuss surface design, consider…

1. How best to share this info and gather feedback from the community?
    - How can we best help the community meaningfully weigh tradeoffs among different objectives? What criteria should guide decision making?
2. How much detail to share? How much specificity should we ask for from the community for input?
    - Should we gather input from residents of certain streets and blocks? Across the whole neighborhood?
3. What do neighborhood residents want to know more about?
    - Should public hear from different specialists (i.e., traffic, arborist)?

Goals for Surface Work

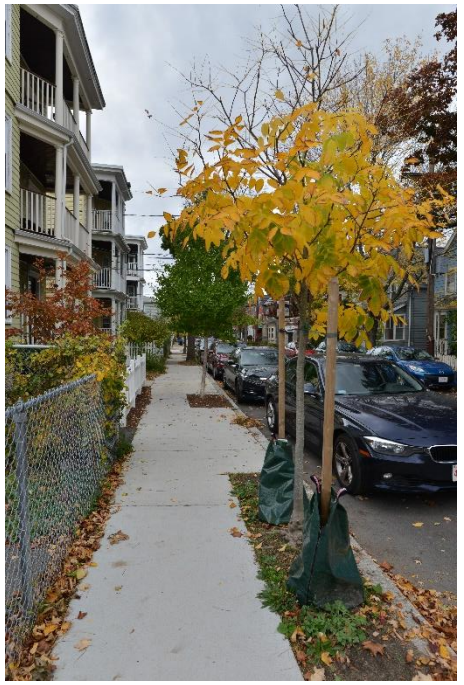
- Enhance pedestrian accessibility and safety
- Enhance neighborhood quality of life
- Achieve resiliency goals through increased tree canopy, green infrastructure, and other surface improvements
- Mitigate flooding
- Balance parking with other project goals

Sidewalks & Accessibility

The City is committed to accessibility in all construction projects.

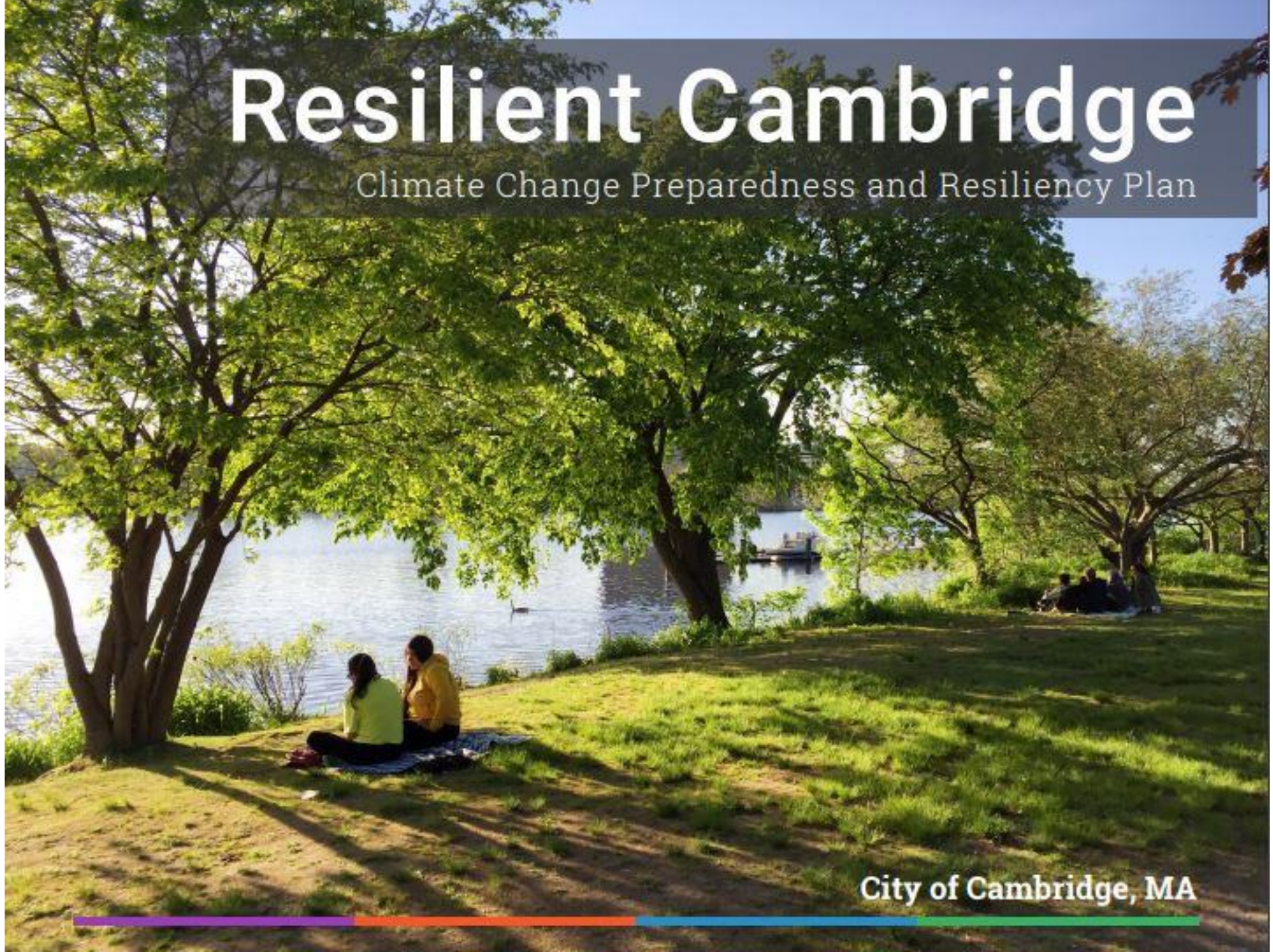
- New sidewalks and pedestrian ramps will meet ADA/AAB requirements (unless a variance is obtained)**
- Typically 5’ is desirable in residential areas
- 4’ minimum is required at new driveways and street trees. 3’ minimum is allowable at existing trees (or route sidewalk around tree)
- The best design for crosswalks, especially on narrow streets, may be a raised side street treatment

** It is not always feasible to make both sidewalks fully accessible, especially on narrow residential streets. Where only one side can be achieved, the City applies for a variance from the Massachusetts Architectural Access Board.



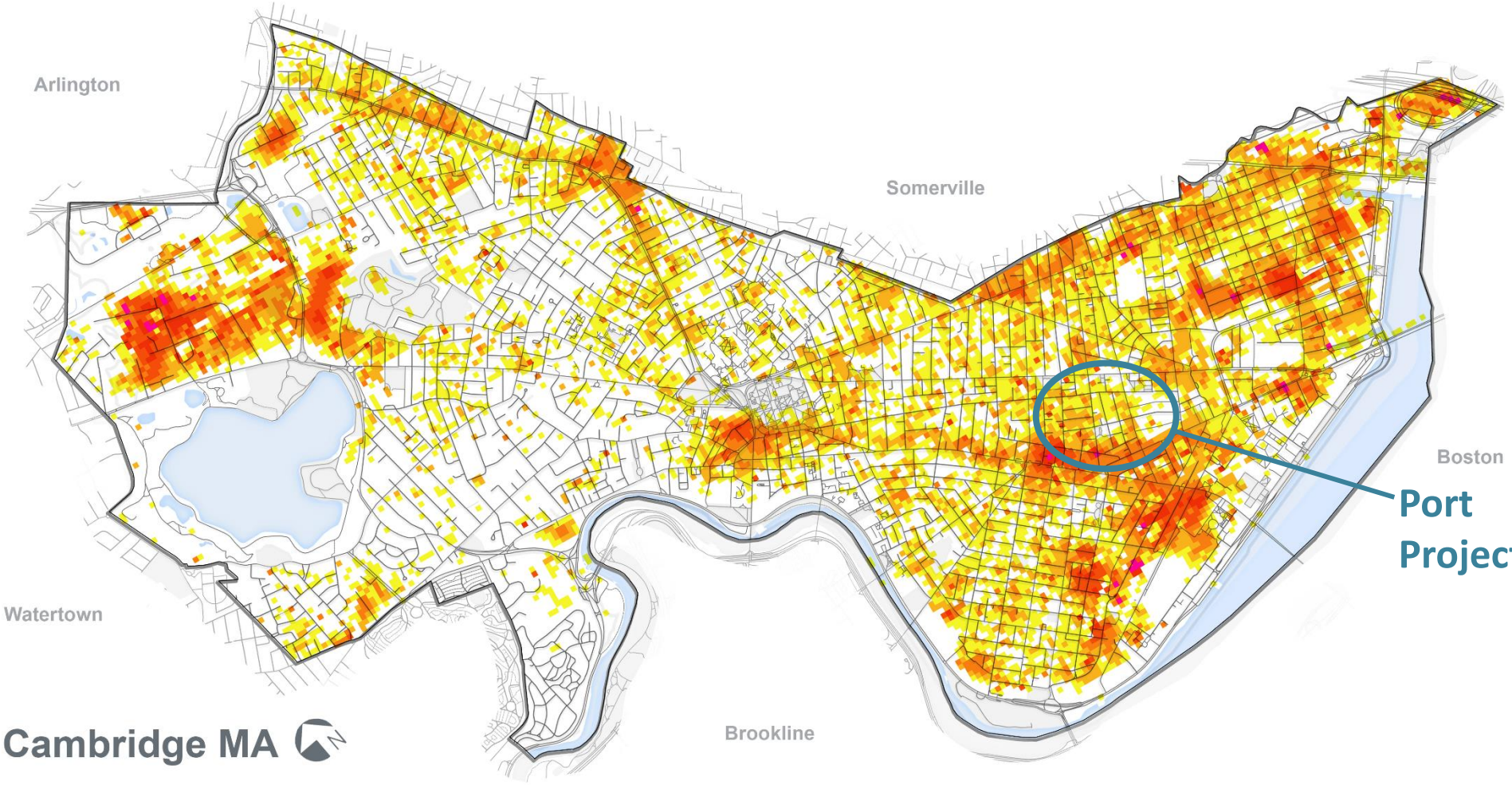
Resilient Cambridge

Climate Change Preparedness and Resiliency Plan



City of Cambridge, MA

Resilient Cambridge Projected Heat



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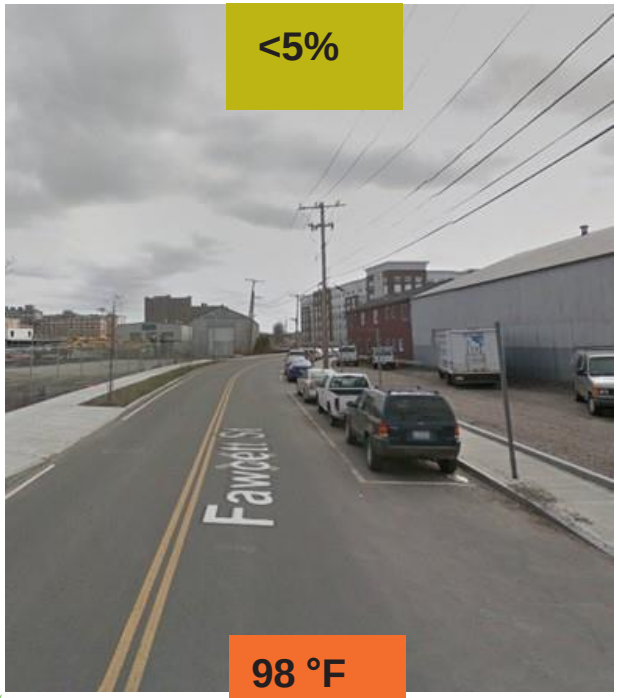
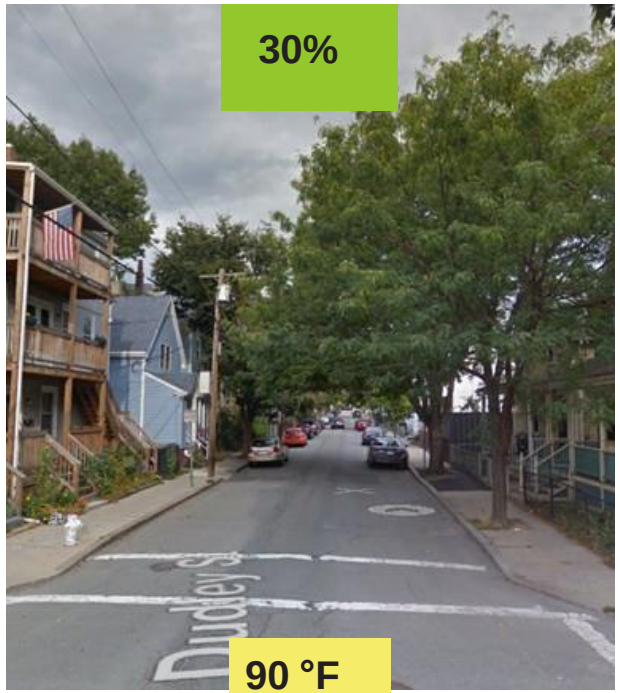
Urban Forest Impact on Temperature





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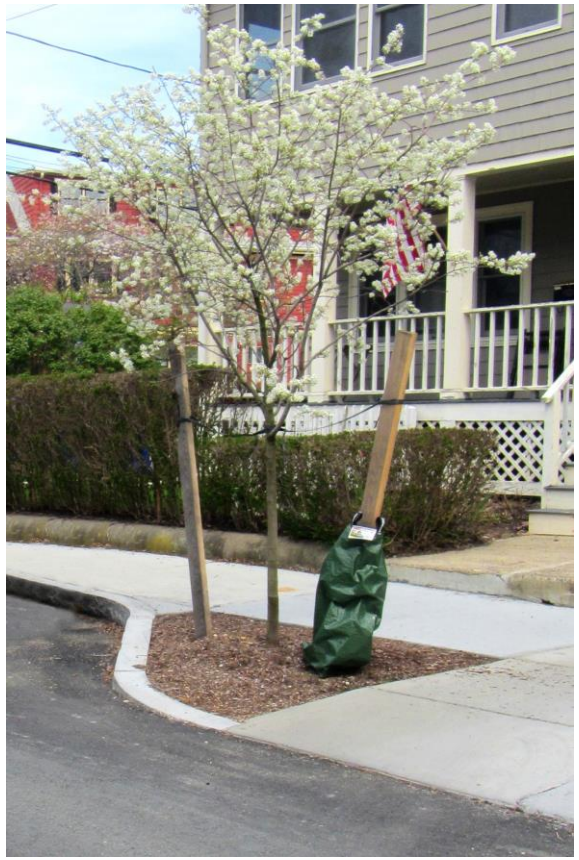
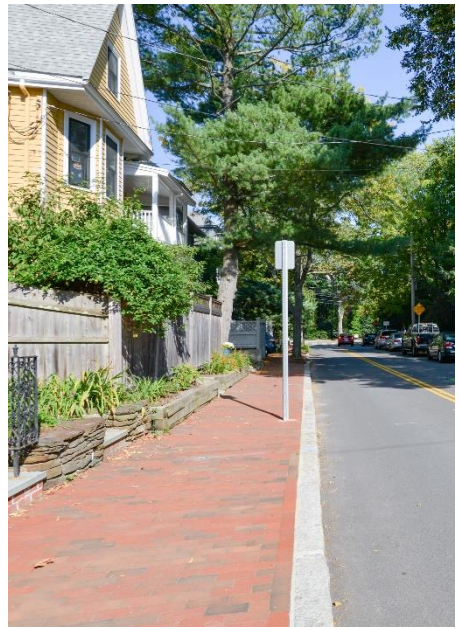
Street Trees & Plantings

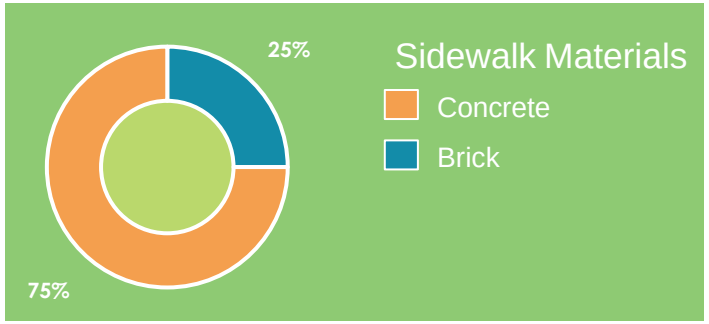
- **Existing Street Trees:** Protected during construction; sidewalks evaluated to ensure accessible routes through neighborhood
- **New Tree Plantings:** Planting opportunities determined by City arborist, will maintain accessible sidewalks, and consider overhead and underground utilities and other factors
    - **Narrow sidewalks (less than 8’ wide):** min. 4’ of sidewalk retained adjacent to new trees
    - **Wider sidewalks (8’ wide or greater):** min. ½ overall sidewalk retained for pedestrians
    - ***Absolute minimum of 6’ sidewalk width needed in order to plant a new street tree***
- **Back-of-Sidewalk Trees:** City arborist will work with residents interested in back-of-sidewalk tree plantings



Sidewalk Materials

- Concrete, and Wire-Cut Brick on an asphalt base, are the standard City sidewalk materials. **Concrete is the most frequently used, and provides a relatively inexpensive, durable, and easy-to-maintain sidewalk**
- City policy is to replace existing sidewalks with same material. However, all owners are contacted and may elect to change materials. (A change from concrete to brick involves a charge to the owner.)
- **Sidewalk materials will be chosen during final design**





Traffic Calming Tools

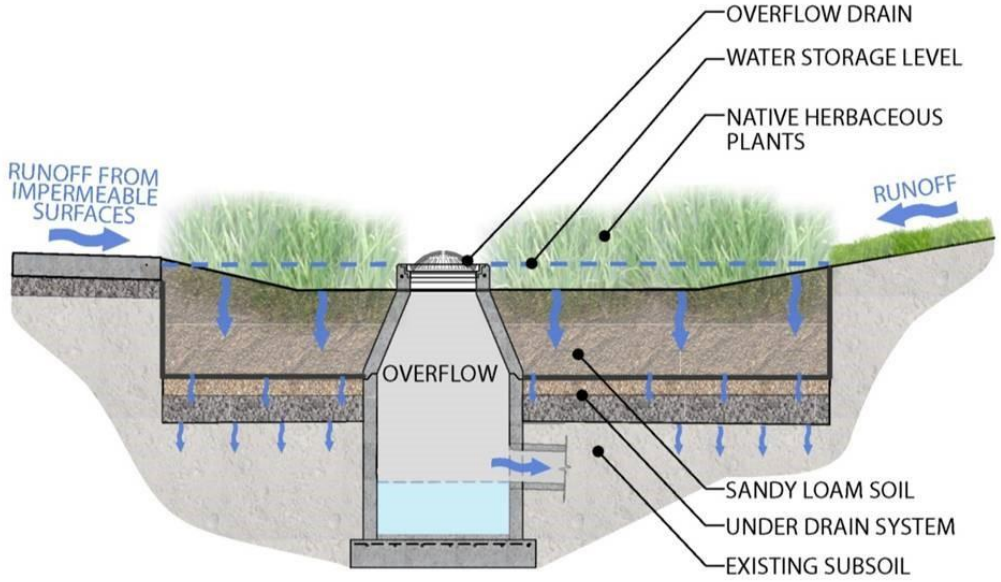
- Raised intersections/crosswalks
- Curb extensions
- Chicane

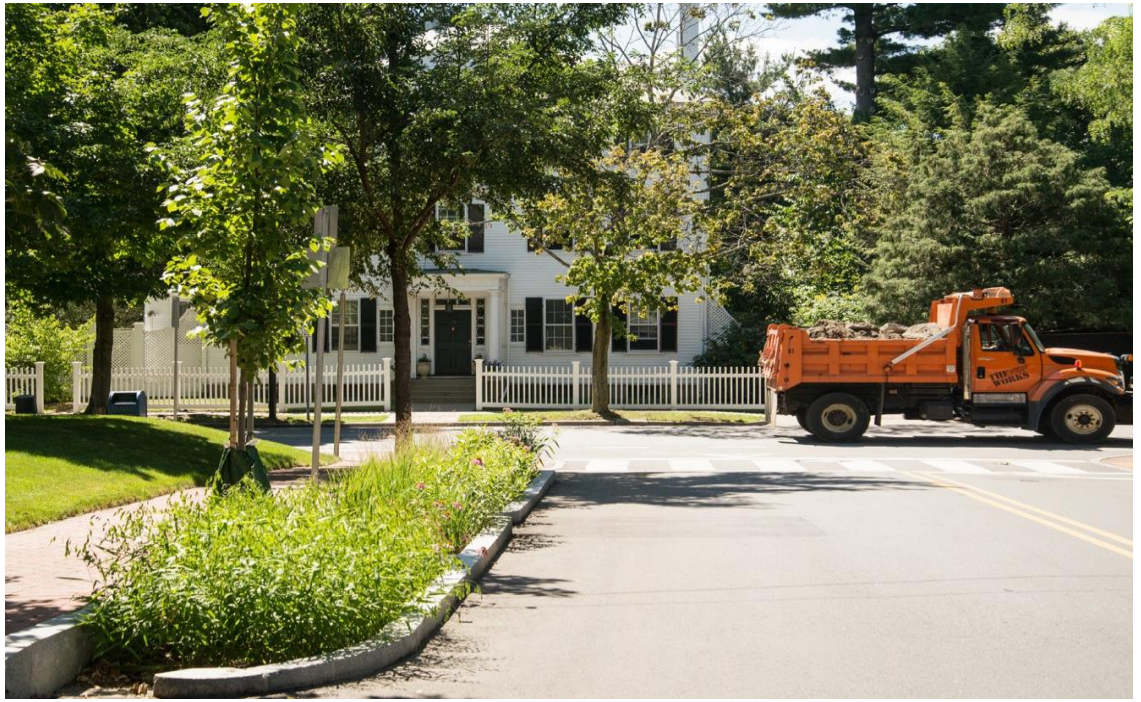
Green Infrastructure Tools

City incorporating green infrastructure when possible

Goal: improve water quality of stormwater before it's discharged to Charles River

- Green infrastructure includes:
  - Infiltrating catch basins
  - Rain gardens/bio basins
- Site elements to consider:
  - Soil conditions
  - Groundwater
  - Space constraints
  - Maintenance





Other Surface Design Tools

- Private Property Opportunities
  - Back-of-sidewalk tree plantings
  - De-paving
  - Installing green infrastructure
- High SRI Pavement Coatings

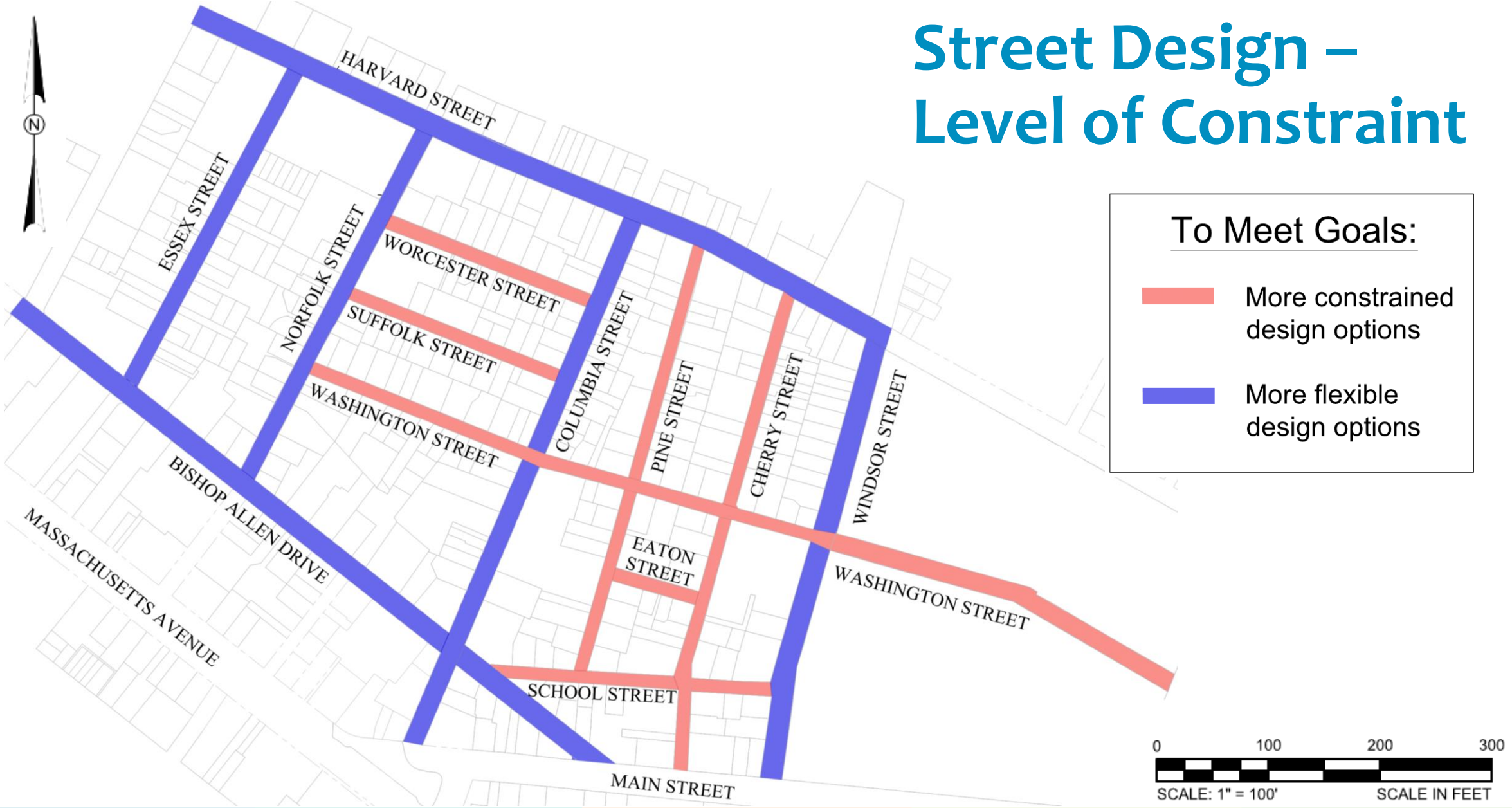
Shared Streets

- A shared street accommodates pedestrians, cyclists and low-speed motorists, giving pedestrians priority
- Shared streets provide an accessible route and maximize new trees and planting opportunities

Street Examples*

*The main purpose of the following slides is to explain the typical process of developing street designs. Limited examples are shown, and are not complete or exhaustive at this point

Street Design – Level of Constraint



Street Design – Example Concepts & Graphics

Harvard Street

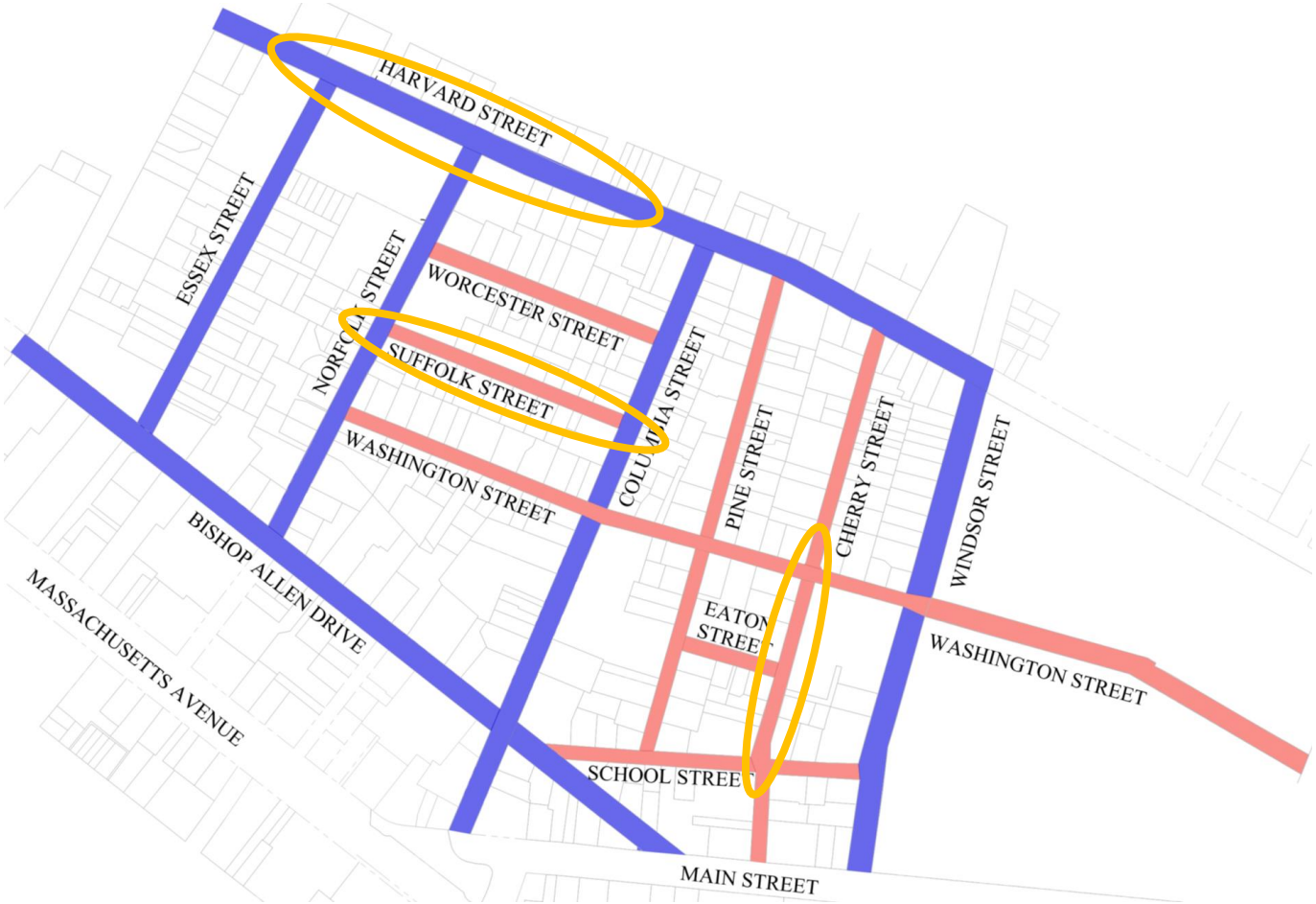
- Example A - Baseline

Suffolk Street

- Example A – Baseline
- Example B – Shared Street

Cherry Street

- Example A – Baseline
- Example B – Shared Street



Harvard Street

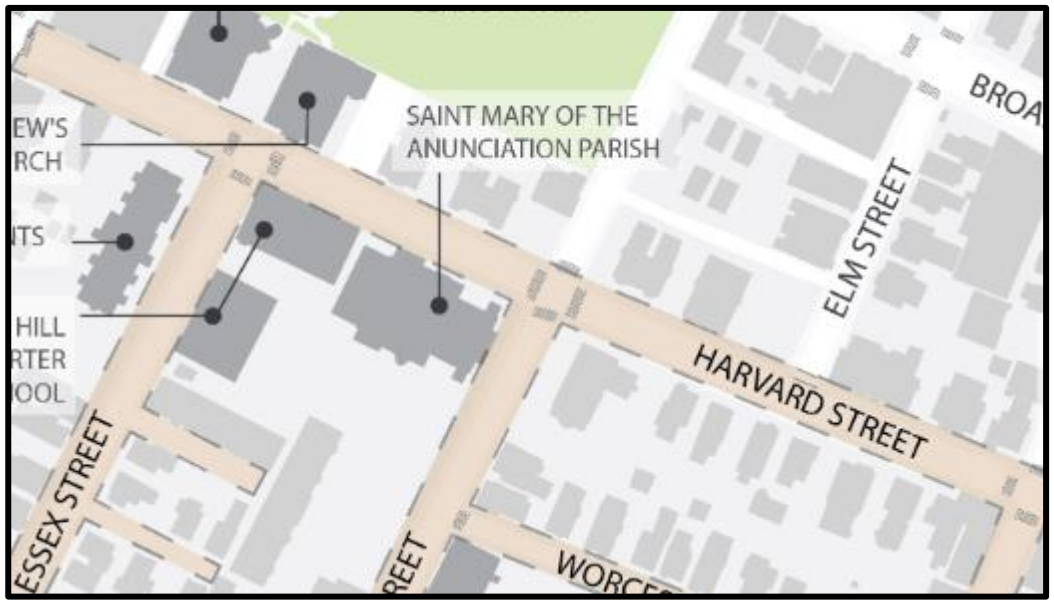
Walking Tour Feedback

- Hot/unshaded location
- No place to rest or sit
- Narrow or poor sidewalk condition
- Major pedestrian route

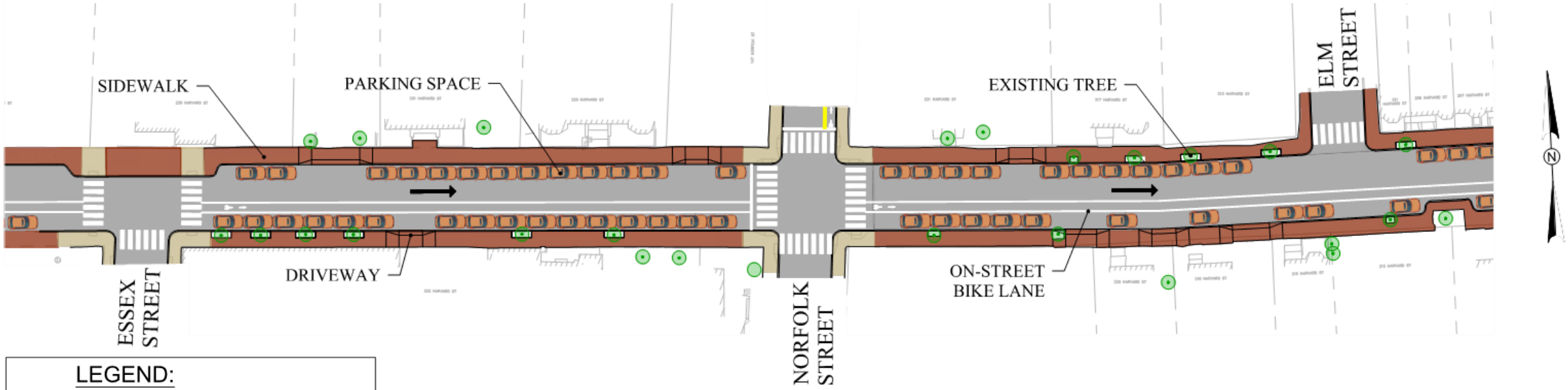
Harvard Street

Here's what you will see for each option:

- Example A: Baseline - existing street width maintained; raised intersections/crosswalks



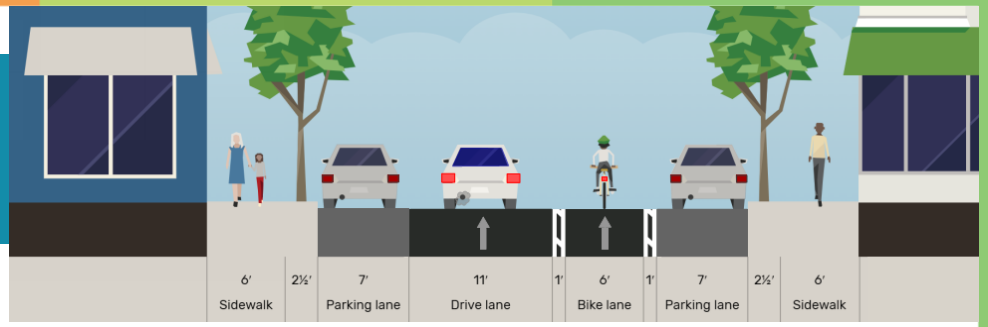
Harvard Street Existing Conditions

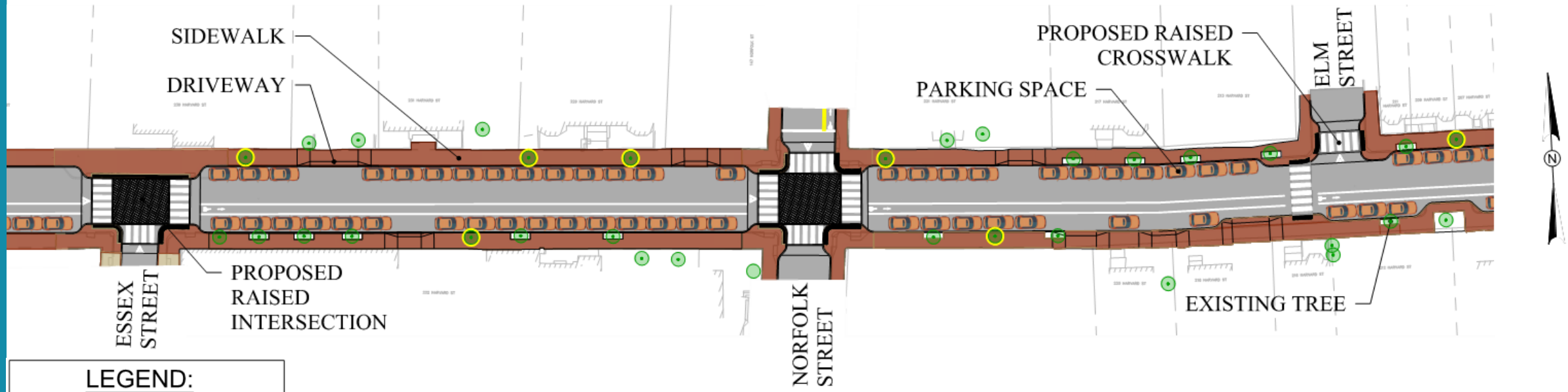


LEGEND:

- SIDEWALK
- DRIVEWAY
- TRAVEL DIRECTION
- EXISTING TREE WITH ACCESSIBLE ROUTE
- EXISTING TREE CONSTRAINS ACCESSIBLE ROUTE
- UTILITY POLE WITH ACCESSIBLE ROUTE
- UTILITY POLE CONSTRAINS ACCESSIBLE ROUTE
- PARKING SPACE
- INACCESSIBLE ROUTE

Harvard Street: Example A





LEGEND:

- SIDEWALK
- DRIVEWAY
- TRAVEL DIRECTION
- POTENTIAL TREE PLANTING
- EXISTING TREE
- PARKING SPACE
- RAISED CROSSWALK

Design Highlights

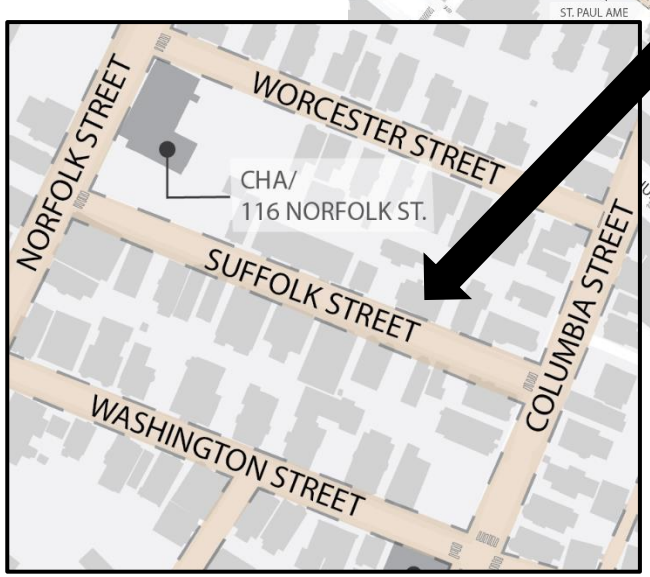
- Accessible sidewalk on both sides
- Parking increased by 2 spaces
- Increased tree canopy on both sides (approximately 7 trees)

EXAMPLE CONCEPT – For discussion only

Suffolk Street

Walking Tour Feedback

- Narrow or poor sidewalk condition
- Lack of green space
- Floods/puddles after rain
- Hot/unshaded location



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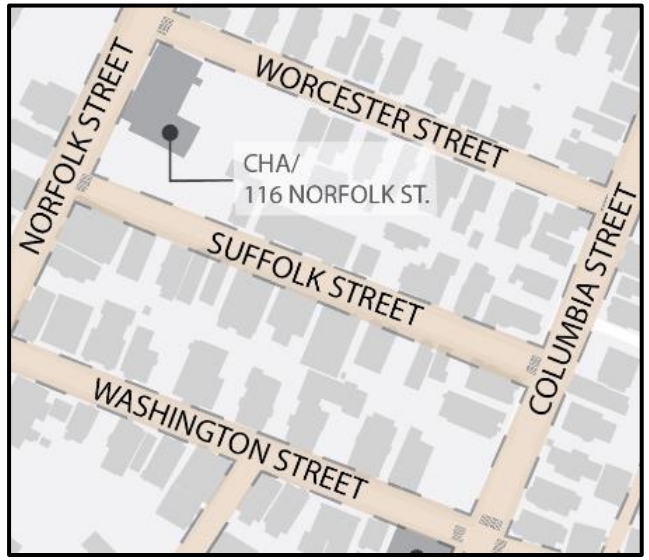
Suffolk Street

- Example A: Baseline - one side of street accessible, some opportunities for new trees
- Example B: Shared Street - fully accessible, most opportunities for new trees



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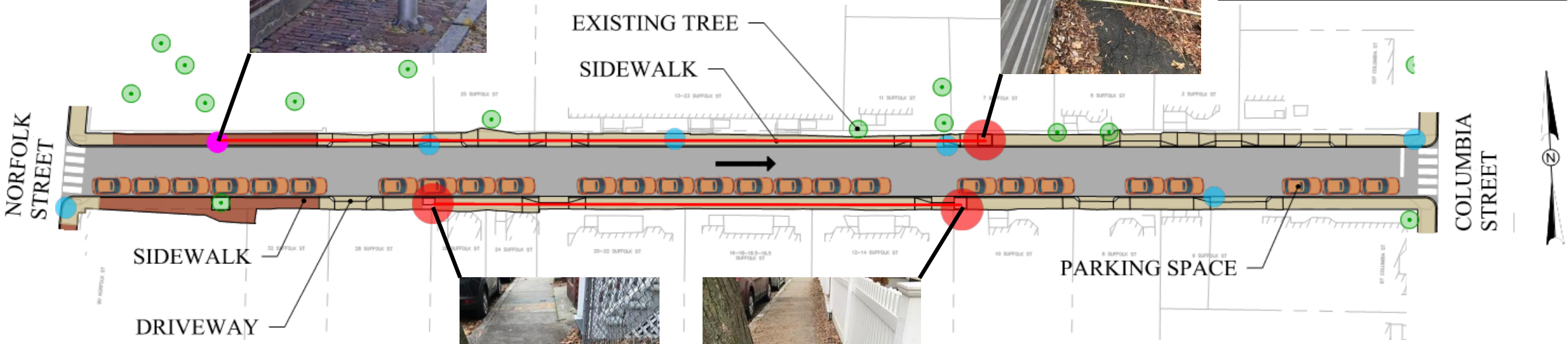
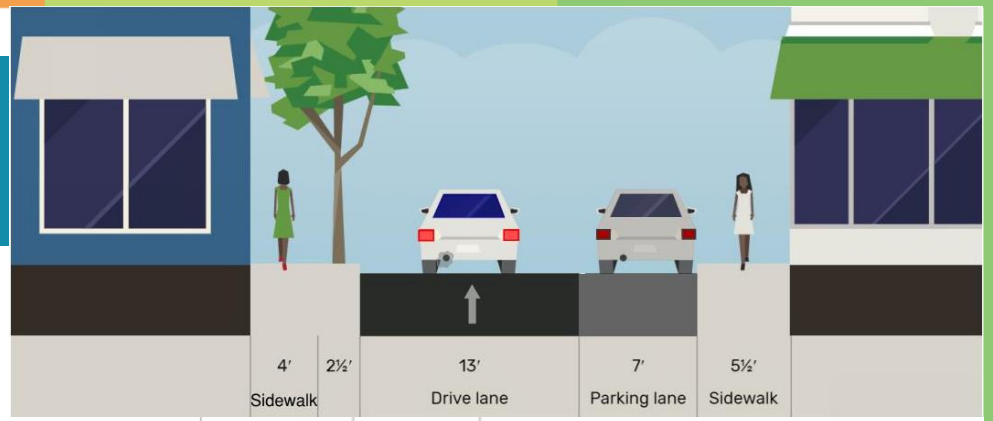
Suffolk Street Existing Conditions

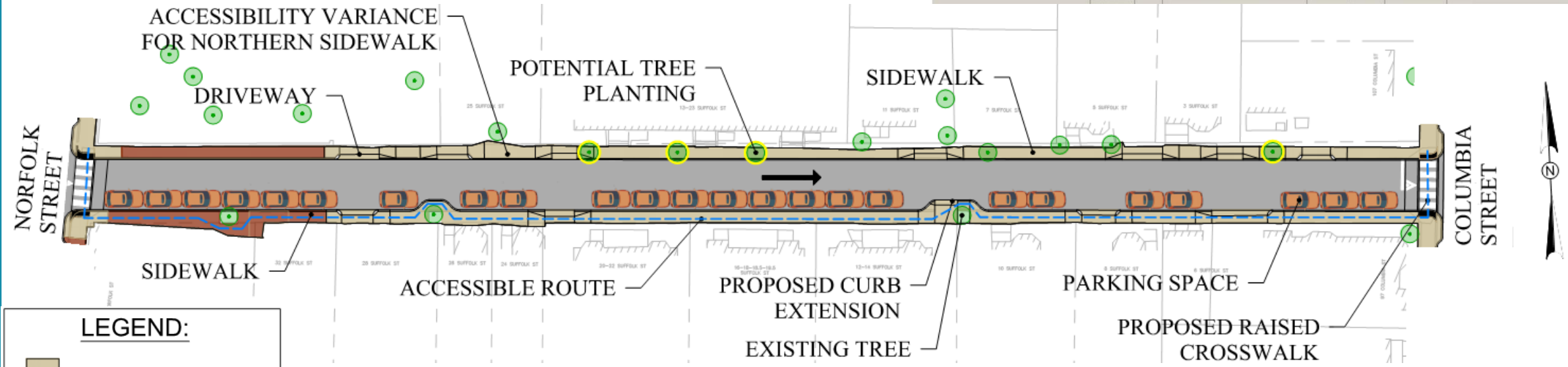


LEGEND:

- SIDEWALK
- DRIVEWAY
- TRAVEL DIRECTION
- EXISTING TREE WITH ACCESSIBLE ROUTE
- EXISTING TREE CONSTRAINS ACCESSIBLE ROUTE
- UTILITY POLE WITH ACCESSIBLE ROUTE
- UTILITY POLE CONSTRAINS ACCESSIBLE ROUTE
- PARKING SPACE
- INACCESSIBLE ROUTE

Suffolk Street: Example A



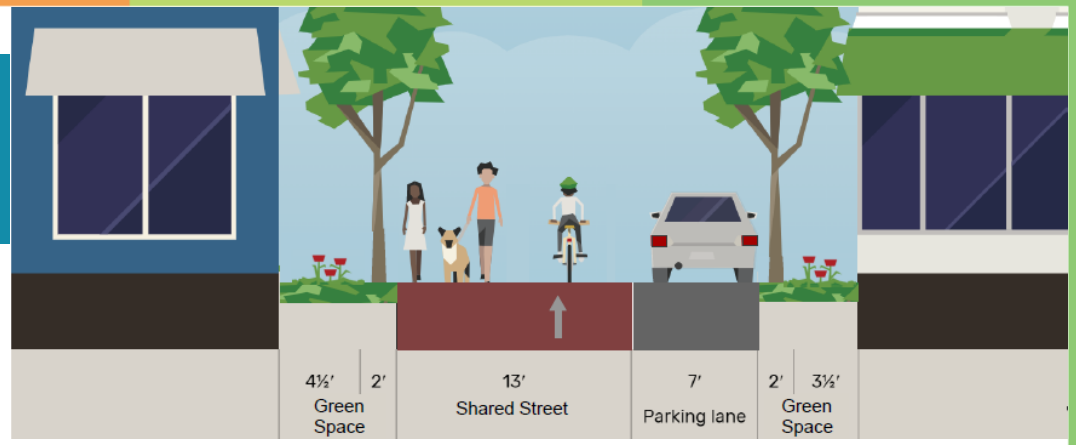


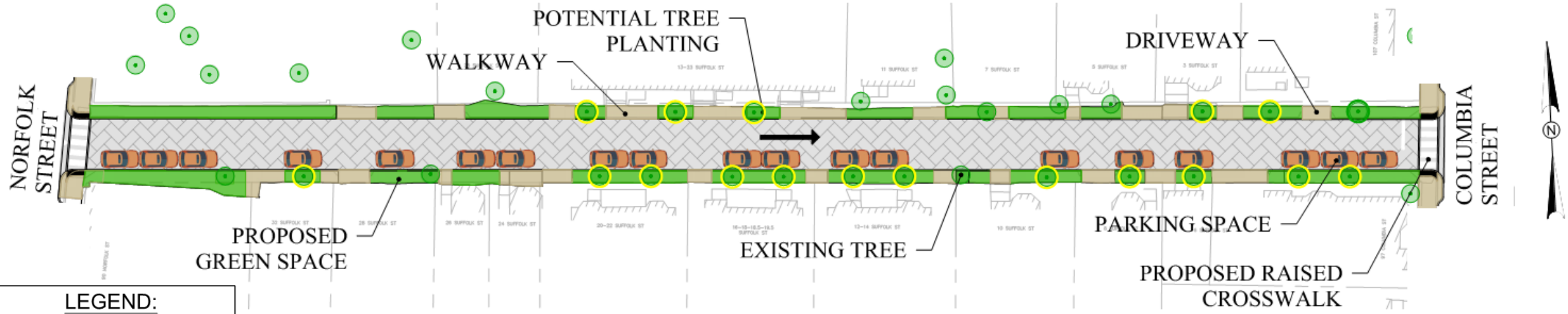
Design Highlights

- Accessible sidewalk on one side
- Parking reduced by 2 spaces
- Increased tree canopy on one side (approximately 4 trees)

EXAMPLE CONCEPT – For discussion only

Suffolk Street: Example B





LEGEND:

- SHARED STREET
- SIDEWALK
- GREEN SPACE
- DRIVEWAY
- TRAVEL DIRECTION
- POTENTIAL TREE PLANTING
- EXISTING TREE
- PARKING SPACE
- RAISED CROSSWALK

Design Highlights

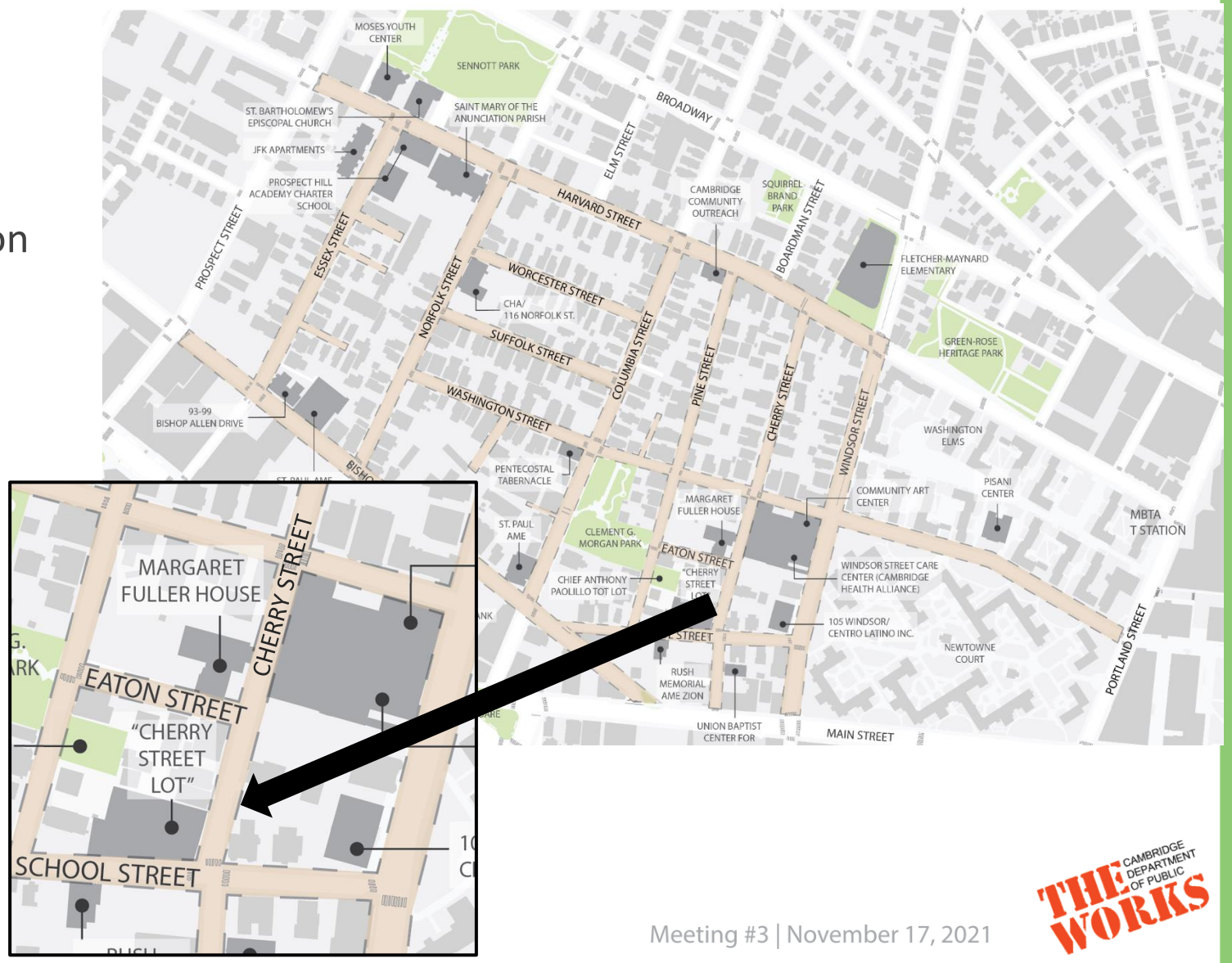
- Pedestrians and vehicles share the low volume, low speed street
- Parking reduced by 7 spaces
- Increased tree canopy on both sides (approximately 17 trees)
- Provides reclamation of sidewalk for green space

EXAMPLE CONCEPT – For discussion only

Cherry Street

Walking Tour Feedback

- Narrow or poor sidewalk condition
- Lack of green space
- Floods/puddles after rain
- Hot/unshaded location
- Too dark at night
- Pedestrian cut-through into CHA parking lot



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Cherry Street

- Example A: Baseline - one side of street accessible, some opportunities for new trees
- Example B: Shared Street - fully accessible, most opportunities for new trees

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Cherry Street Existing Conditions

LEGEND:

- SIDEWALK
- DRIVEWAY
- TRAVEL DIRECTION
- EXISTING TREE WITH ACCESSIBLE ROUTE
- EXISTING TREE CONSTRAINS ACCESSIBLE ROUTE
- UTILITY POLE WITH ACCESSIBLE ROUTE
- UTILITY POLE CONSTRAINS ACCESSIBLE ROUTE
- PARKING SPACE
- INACCESSIBLE ROUTE

MARGARET FULLER HOUSE

SCHOOL STREET

DRIVEWAY

PARKING SPACE

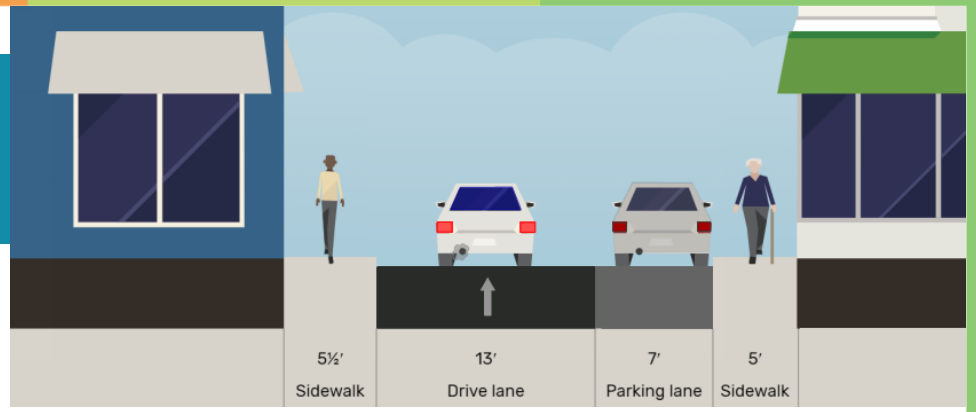
SIDEWALK

EXISTING TREE

CAMBRIDGE HEALTH ALLIANCE

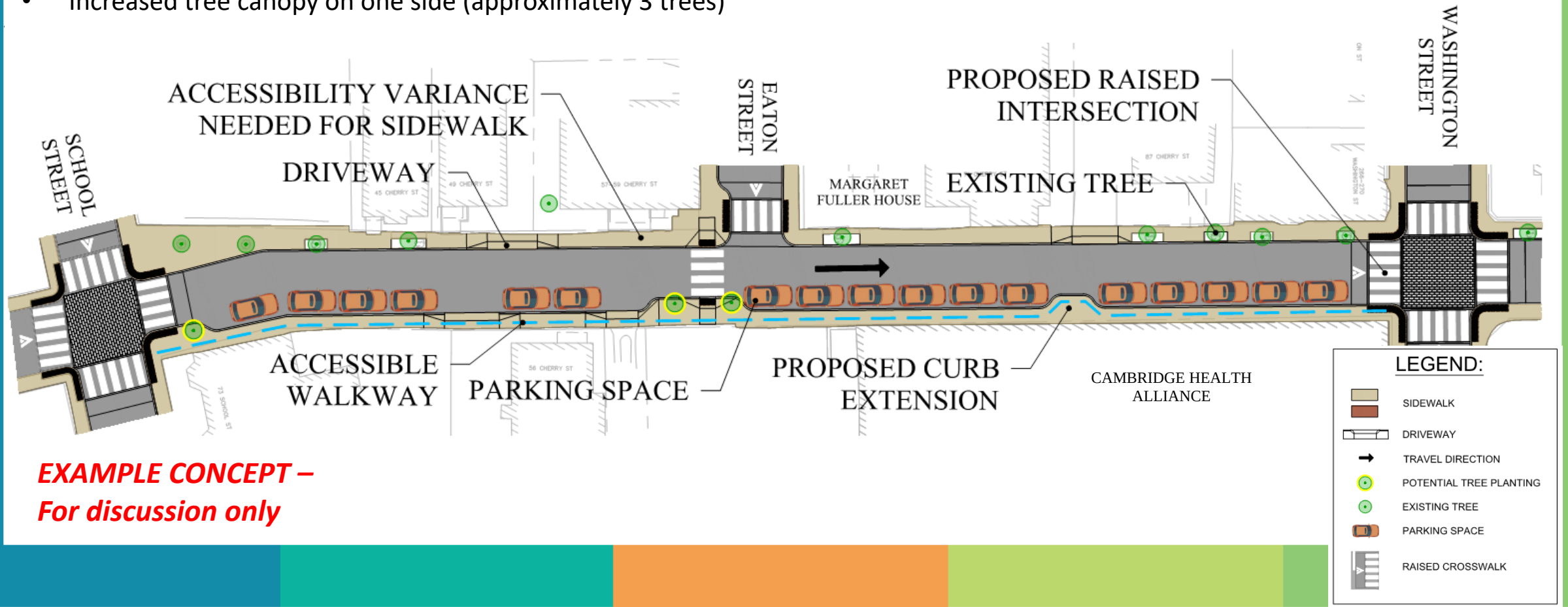
WASHINGTON STREET

Cherry Street: Example A



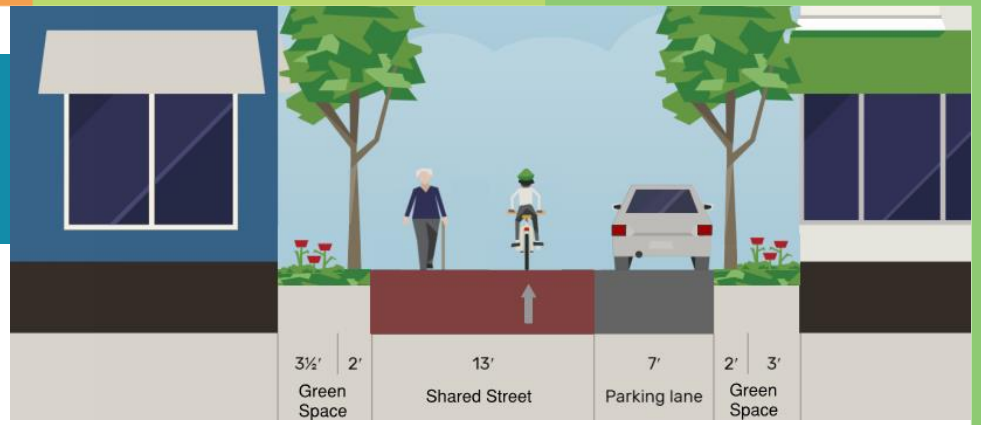
Design Highlights

- Accessible sidewalk on one side
- Parking reduced by 3 spaces
- Increased tree canopy on one side (approximately 3 trees)



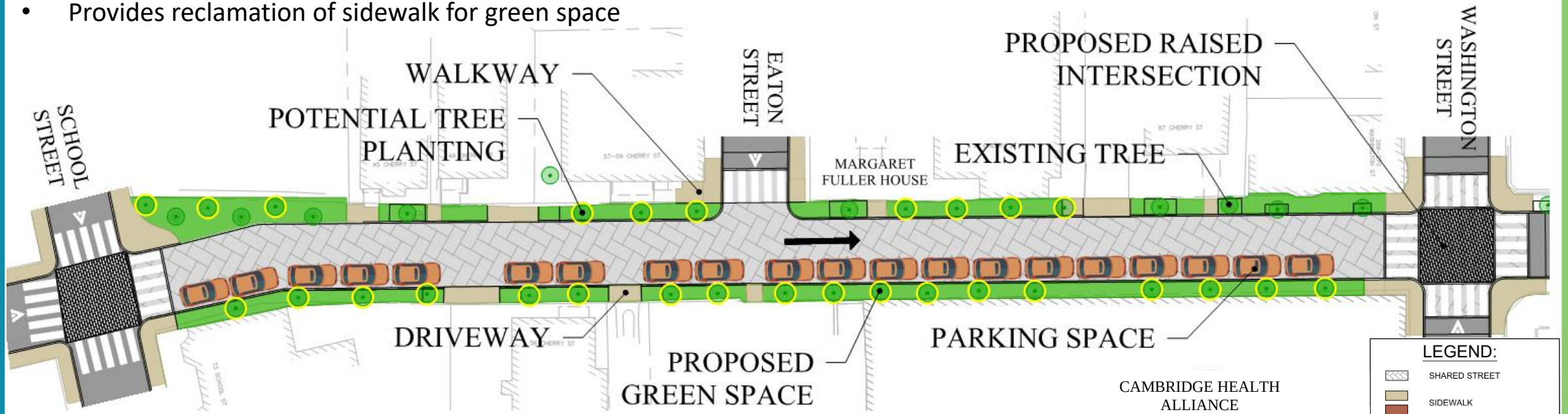
EXAMPLE CONCEPT –
For discussion only

Cherry Street: Example B



Design Highlights

- Pedestrians and vehicles share the low volume, low speed street
- Parking count maintained
- Increased tree canopy (approximately 28 trees)
- Provides reclamation of sidewalk for green space



EXAMPLE CONCEPT –
For discussion only

Clarifying Questions

- What could use more explanation?
  - Design tools
  - Design approach
  - Anything else?

- Were the maps clear and easy to follow?

Guidance We Need From You

1. How best to share this info and gather feedback from the community?
    - How can we best help the community meaningfully weigh tradeoffs among different objectives? What criteria should guide decision making?
2. How much detail to share? How much specificity should we ask for from the community for input?
    - Should we gather input from residents of certain streets and blocks? Across the whole neighborhood?
3. What do neighborhood residents want to know more about?
    - Should public hear from different specialists (i.e., traffic, arborist)?

Public Comment

Share Your Comments and Questions:

- Type your comments and questions in Q&A window
- If you would like to speak, use the “Raise Hand” button to request to speak

We will read out questions from the Q&A and call on attendees with “raised hands” as time allows.

Next Steps

Working Group Meeting #4 – Mid-January

- Subsurface Updates
- Clement Morgan Park Discussion
- Planning for Community Engagement

Project Overview Public Meeting – February

Community Planning Meetings – April/May


For More Information:
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COMMENTS & QUESTIONS?
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