

Streetscape Redesign Project

Broadway, Third Street, & Main Street



Goals & Objectives

Design streets as high-quality public spaces that maximize the human experience through the provision of public art, street furniture, plantings, hardscape materials, and interpretive elements.



- Reflect Cambridge's environmental sustainability goals
- Design streets to be safe for all users regardless of age, ability, or mode of transportation.
- Design streets to meet all City policies and standards.
- Include fully separated bicycle lanes where feasible, as per the Bicycle Network Vision & the Cycling Safety Ordinance
- Accommodate access to new and existing developments & utilities
- Preserve and enhance the tree canopy
- Design for bus/shuttle priority and access to Kendall MIT Station
- Activate with retail

Process & Engagement

Working Group Members

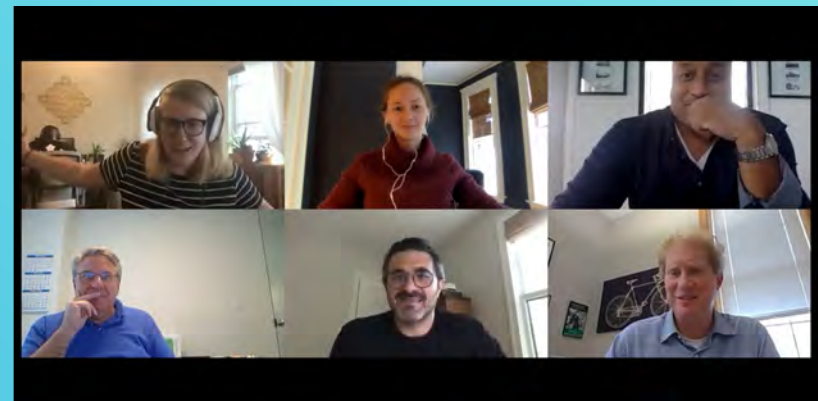
- CRA Board & Staff
- Cambridge Department of Public Works (DPW)
- Cambridge Community Development Department (CDD)
- Cambridge Traffic, Parking and Transportation Department (TPT)

Stakeholder Members

- Cambridge Fire Department
- Boston Properties
- Marriott Hotel
- Alexandria Real Estate
- Equity Real Estate
- Kendall Hotel
- BioMed Realty
- MITIMCo
- The Broad Institute

Public Meetings

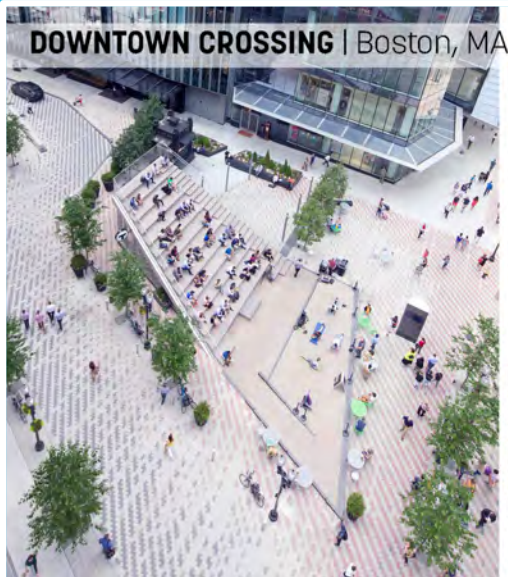
- Cambridge Transit, Bicycle, and Pedestrian Advisory Committees
- East Cambridge Planning Team
- Independent CRA Community Meeting
- Public CRA Board Meeting



Vision & Design Standards

Design Standards Resources

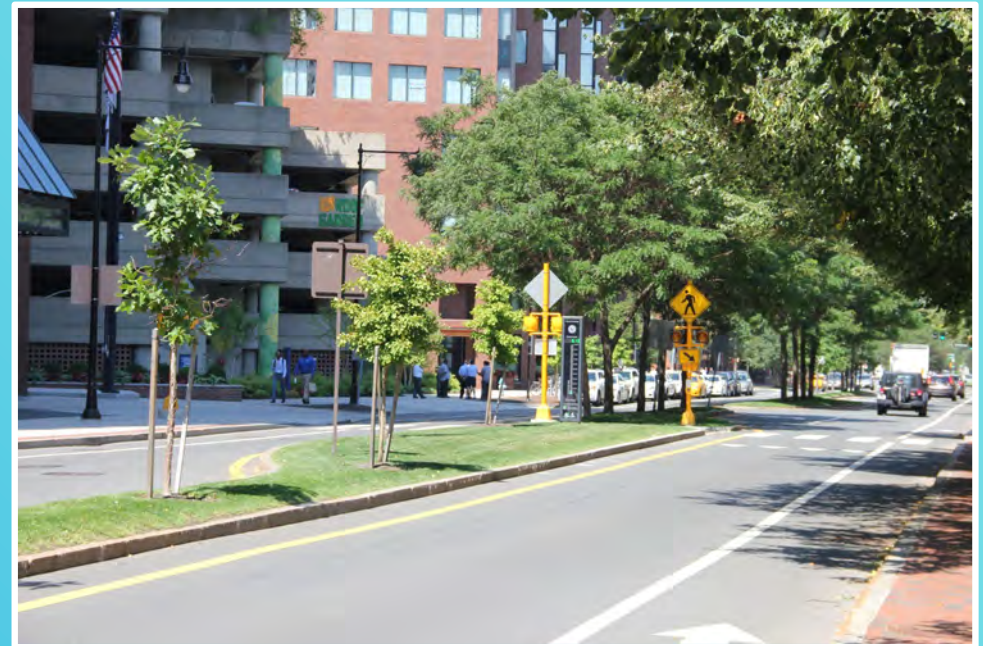
- NACTO Urban Street Design Guide
- NACTO Urban Bikeway Design Guide
- MassDOT Separated Bike Lane Planning & Design Guide
- City of Cambridge DPW streetscape design standards
- City of Cambridge Bicycle Plan 2020
- City of Cambridge Complete Streets Policy



Streetscape Design: Broadway

Broadway Streetscape Goals Established with the Public & Stakeholders

- Expand the raised separated bike lanes beyond 6th Street for the full length of the street
- Connect into Volpe redevelopment plans
- Preserve existing tree canopy and expand on the “forested edge”
- Reconcile loading zones with pedestrian and cyclist experience
- Continue placemaking elements begun at 145 Broadway



Streetscape Design: Broadway

Streetscape inspiration images



Proposed Volpe Building C1

Existing Marriott Hotel

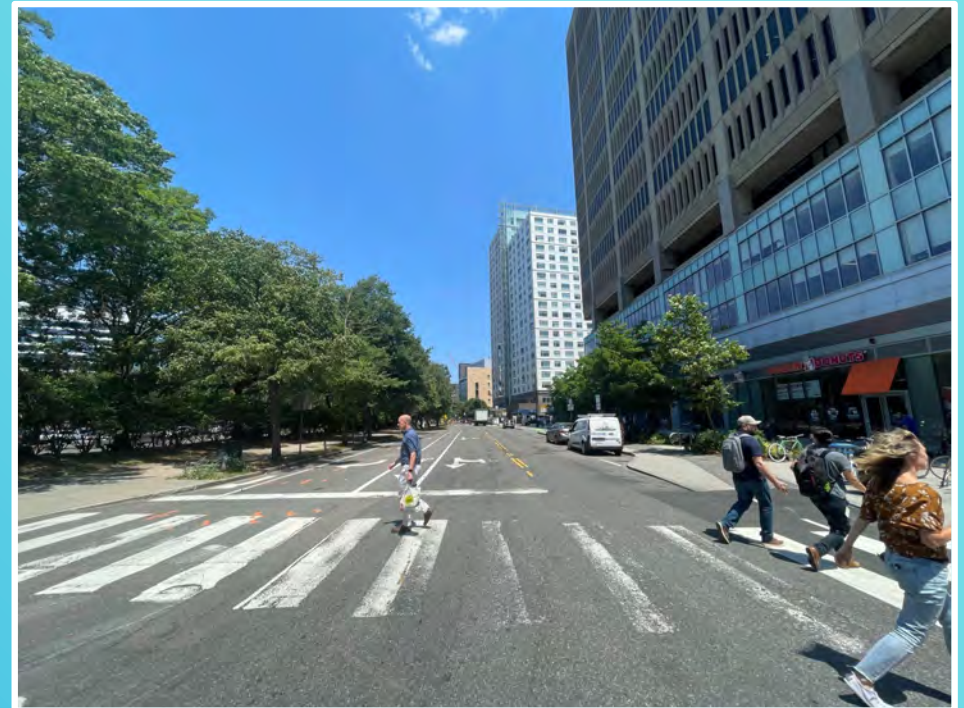


Sidewalk 12' TYP.	Planting 11'-7" TYP.	Bike Lane 6' TYP.	Buffer 2'-6" TYP.	Pickup/Dropoff/Loading 7' TYP.	Travel Lane 11' TYP.	Median 6' TYP.	Travel Lanes 20' TYP.	Planting 8'-6" TYP.	Bike Lane 8' TYP.	Sidewalk 8' TYP.	Hotel Dropoff/Pickup 20' TYP.	Hotel
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Streetscape Design: Third Street

Goals Established With Public & Stakeholders

- Integrate intersections of adjacent streets including major connections at:
 - Binney,
 - Biomed, and
 - Broad Canal Way
- Create placemaking elements that tie the street together and facilitate both safety & interaction
- Expand on the existing tree canopy
- Emphasize and increase the raised cycle track extents for the full length of the street



Streetscape Design: Third Street

Streetscape inspiration images



CONGRESS AVE - AUSTIN, TX



WESTERN AVE - CAMBRIDGE, MA



P STREET - LINCOLN, NE

Third Square
Apartments

318 Third Street
(Tatte)



Streetscape Design: Main Street

Broadway Streetscape Goals Established with the Public & Stakeholders

- Provide a transformative public transit gateway into Kendall Square
- Facilitate highest and best mix of pedestrian and transit use
- Incorporate separated bicycle facilities
- Reconcile need for loading with public realm improvements



Streetscape Design: Main Street

Option 1: Median Bike Lanes

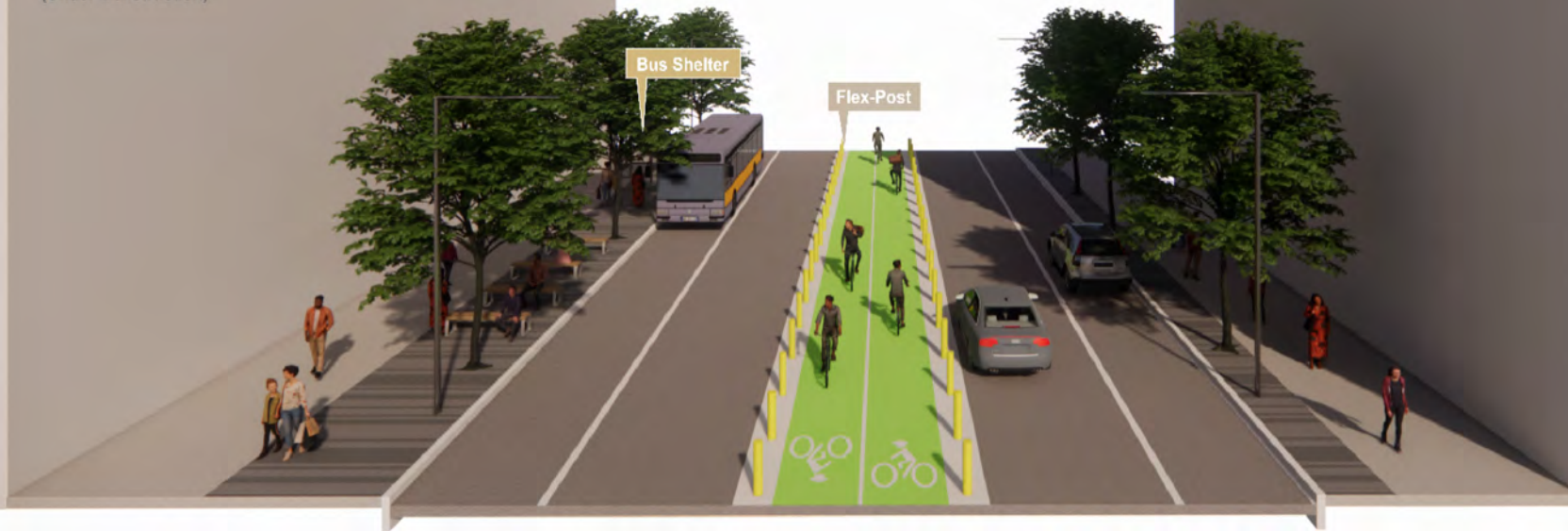


Streetscape inspiration images



325 Main St
(Under Construction)

314 Main Street
SoMa Building 5



6" TYP.	6" TYP.	6" TYP.	6" TYP.	6" TYP.	6" TYP.	6" TYP.	6" TYP.	6" TYP.	6" TYP.
Sidewalk	Furniture Zone	Bus/Parking/Loading	Travel Lane	Buffer	Bike Lane	Buffer	Travel Lane	Parking/ Loading	Sidewalk
11'-6" TYP.	8'-6" TYP.	8' TYP.	11' TYP.	2' TYP.	10' TYP.	2' TYP.	11' TYP.	8' TYP.	14'-6" TYP.

Main Street Options: Pros & Cons

Option 1: Median Bike Lanes

PROS

- Allows for more curbside pick-up/drop-off, loading, and parking
- Achieves separated bike lanes
- Allows for convenient bus/shuttle loading
- Allows for more sidewalk placemaking opportunities
- Existing curbs could remain in the same location

CONS

- Bicycle signal phase needs to be added to allow bicycles to cross traffic lanes onto side bike lanes at Ames Street
- Bicycles need to cross car and pedestrian traffic at raised crosswalks at Galaxy Park onto side bike lanes
- Potential conflicts between car users, cyclists, and pedestrians at mid-block crosswalk
- Bike lanes would separate open spaces on either side of Main Street
- Protection barriers for center bike lanes would impact access to MIT Ford Lot, Dock Street, and Hayward Street
- Eastbound semi-trailers would not be able to back into MIT Ford Lot & Hayward Street without encroaching on bike lanes

Streetscape Design: Main Street

Option 2: Curbside Bike Lanes

Streetscape inspiration images



CAMBRIDGE STREET -
Cambridge, MA



FLOATING BUS PLATFORM - Portland, OR

325 Main St
(Under Construction)

314 Main Street
SoMa Building 5



Main Street Options: Pros & Cons

Option 2: Curbside Bike Lanes

PROS

Standard design, easily understood by all users

Achieves separated bike lanes

Turning movements into and out of the Ford Lot, Dock Street, and Hayward Street would not be impacted

CONS

Reduced traffic speeds and volumes would improve safety and comfort of pedestrians

Facilitates placemaking opportunities to make Main Street a destination, not just a through route

Expanded space for retail outdoor seating

Helps to link new open spaces at SoMa project and 325 Main Street

Allows for more curbside pick-up and drop-off

Turning movements into and out of the Ford Lot, Dock Street, and Hayward Street would not be impacted

Provides for enhanced space for bus stops, and eliminates the need for floating bus islands

Generally received best support from public and stakeholders

Streetscape Design: Main Street

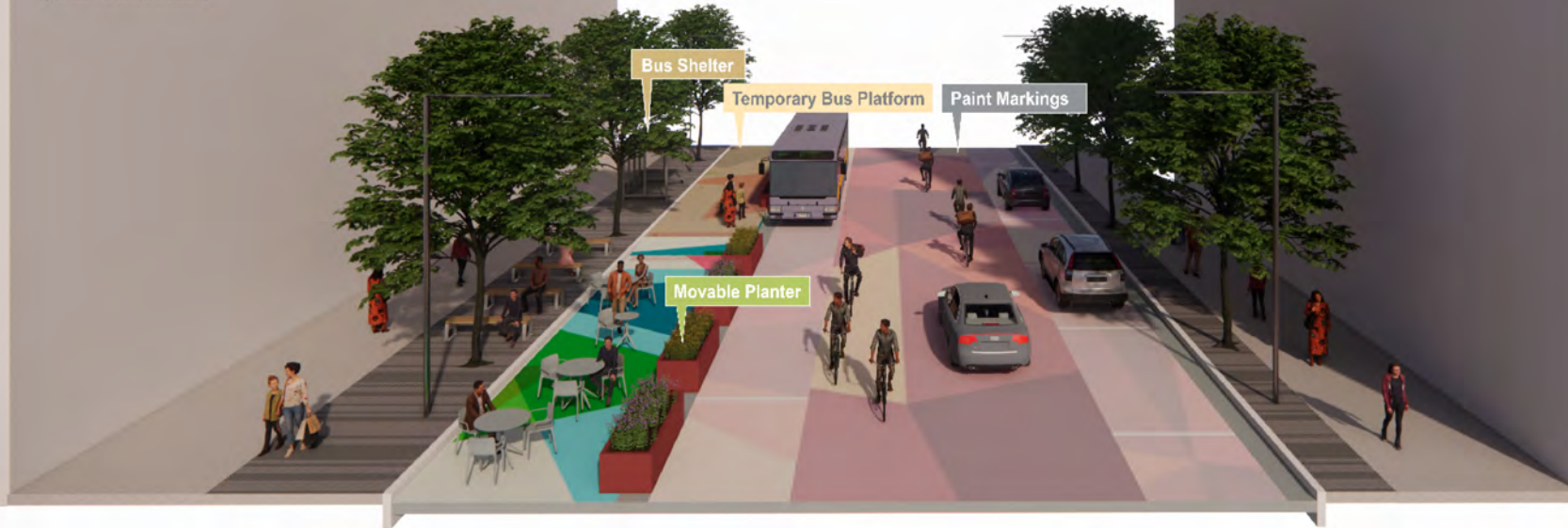
Option 3: Woonerf, or Slow Street

Streetscape inspiration images



325 Main St
(Under Construction)

314 Main Street
SoMa Building 5



Sidewalk 11'-6" TYP.	Furniture 8'-6" TYP.	Flexible Furniture Zone 14'-6" TYP.	Bus/Parking/Loading 8' TYP.	Shared Roadway 20' TYP.	Parking/ Loading 9' TYP.	Sidewalk 14'-6" TYP.
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Main Street Options: Pros & Cons

Option 3: Woonerf, or Slow Street

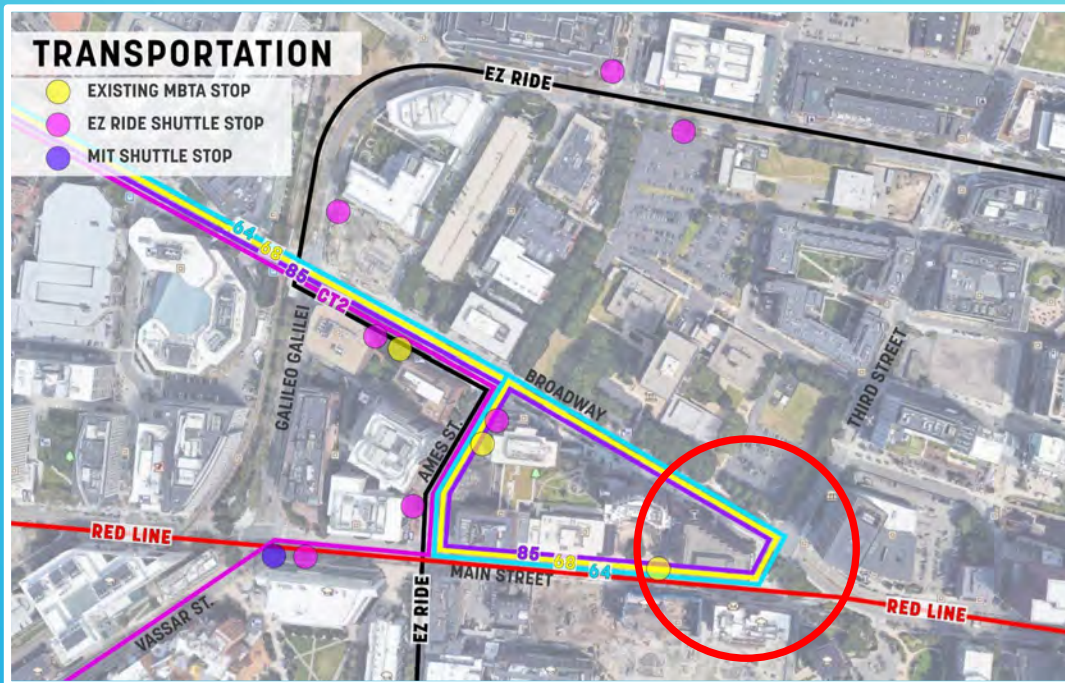
PROS

- Generally received best support from public and stakeholders
- Reduced traffic speeds and volumes would improve safety and comfort of pedestrians
- Facilitates placemaking opportunities to make Main Street a destination, not just a through route
- Expanded space for retail outdoor seating
- Helps link new open spaces at SoMa project and 325 Main Street
- Allows for more curbside pick-up and drop-off
- Turning movements into and out of the Ford Lot, Dock Street, and Hayward Street would not be impacted
- Provides for enhanced space for bus stops and eliminates the need for floating bus islands

CONS

- May be confusing to drivers
- Does not create separated bicycle facilities, may not be as comfortable for less experienced cyclists
- Would require review by City Council to confirm compliance with the Cycling Safety Ordinance standards

Intersections in Kendall Square



Bus Network Redesign

**A better bus network:
new connections, more
service, more frequency.**

See what this means in **Cambridge.**

T Massachusetts Bay
Transportation Authority

Better
Bus
Project

Intersections in Kendall

Square



Existing Bus Network

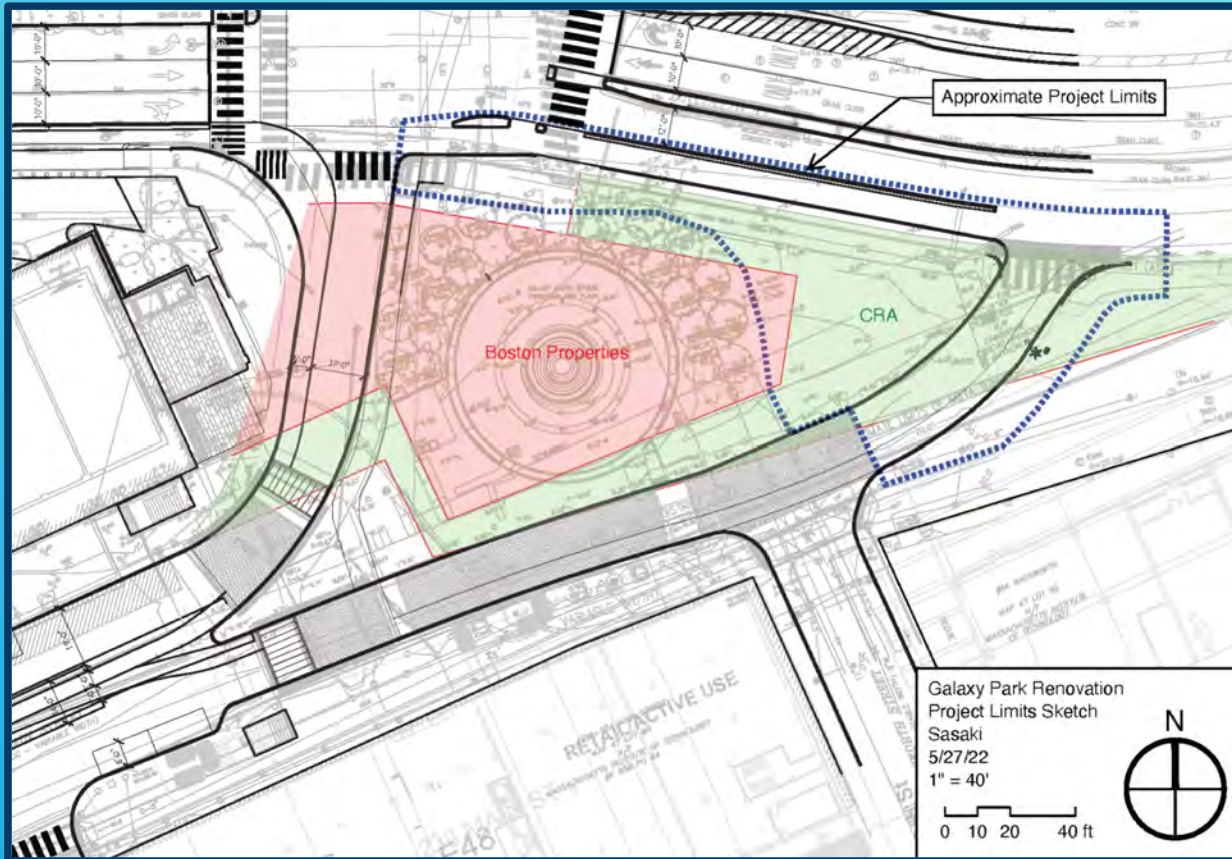
- Three bus routes terminate on Main Street
- CT2 has nearby stop



Proposed Changes to Bus Network

- Six bus routes terminate on Main Street
- Two routes (T101 & T70) are considered high frequency

Intersections: Broadway, Main Street & Third Street



Scope of work for Amendment to Contract

