



MEMO

8/19/2016

To: CRA Board
From: Jason Zogg, Program Manager
RE: Binney/Galileo Streetscape Redesign RFP

BACKGROUND

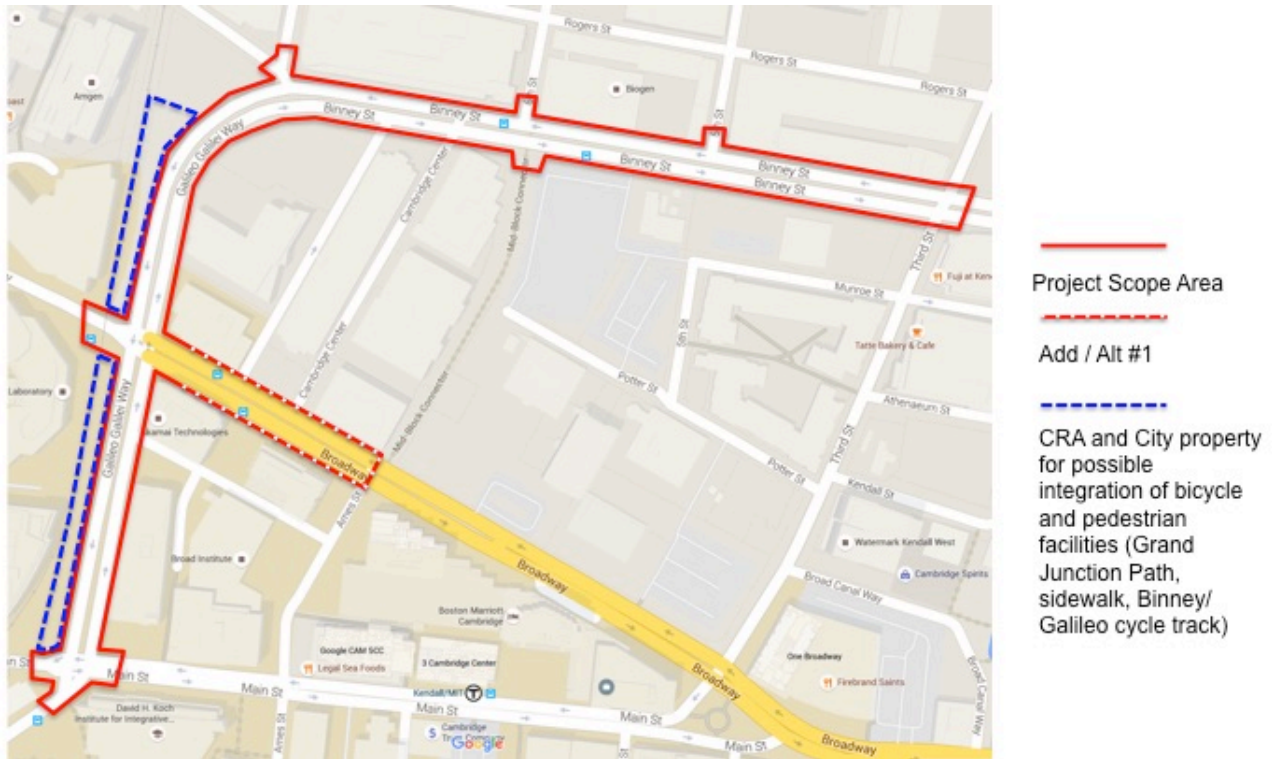
As part of the Kendall Square Urban Renewal Plan's (KSURP) goal to attract new development in the 1960's through 1980's, the CRA widened many roads in Kendall Square to enhance mobility. The successful focus on transit oriented development and transportation demand management has created an opportunity to revisit various street designs. This will better match the multi-modal goals of the City of Cambridge (City) and Commonwealth of Massachusetts (State), consistent with current transportation behavior trends in the area.

The City and CRA have pursued numerous retrofits of the local road system over the past decade to better serve the needs of pedestrians and bicyclists including Ames Street, Main Street and Broadway. The most significant bicycle facility installations have been the Vassar Street cycle track installed in 2004 and a portion of the Binney Street cycle track that was completed in 2015. One of the primary projects to be undertaken by the teams responding to the RFP is to plan and design a cycletrack link between these two facilities through the KSURP on Galileo Galilei Way and Binney Street.

SCOPE OF WORK

STATEMENT OF PURPOSE

The purpose of this project is to perform a schematic streetscape redesign for Binney Street and Galileo Galilei Way from the Binney/3rd Street intersection to the Main/Vassar/Galileo intersection, incorporating a continuous separated bike lane (cycle track) connection, and using the latest complete streets design principles. The design will also consider the intersections and approaches for all intersecting streets (including the railroad crossing on Broadway only), evaluate potential protected intersections at both Broadway/Galileo and Main/Vassar/Galileo. The redesign of Broadway from Ames to Galileo Galilei Way is also included in this scope as Add/Alt #1, and is priced separately. The work found in this scope is expected to be the approximate equivalent of what would commonly be referred to as "25% Design."



A bike lane has been present along this corridor for over a decade. Given the higher speeds of vehicles and the large volume of truck traffic, this corridor was identified by the City’s 2015 Bicycle Network Plan as a location for a separated bicycle facility. Such an installation will be consistent with the City’s Complete Streets Policy and recent adoption of the national Vision Zero pledge. Cambridge is consistently rated one of the most walkable and bicycle friendly cities in North America and has one of the nation’s highest bike to work rates. The City has been on the forefront of using progressive street design principles and national best practices to constantly improve the comfort of the pedestrian and bicycle experience.

The City and the CRA maintain a strong commitment to environmental sustainability, including collaboration on the creation of the Kendall Square EcoDistrict. The design project outlined in this RFP will seek to be responsive to the sustainability goals and stormwater issues facing Kendall Square, and consider the implementation of innovative green/blue infrastructure concepts.

DESIGN GOALS

The focus of this scope is the holistic redesign of the roadway connection along Galileo Galilei Way and Binney Street across the northern boundary of the KSURP. Consistent with the Cambridge Bicycle Network Plan and the EIR for KSURP Amendment No. 10, the purpose is to redesign this street to connect the off street bicycle facilities along Vassar and Binney Streets. The primary goals of this design work are:

- Create a protected bicycle link from the Vassar/Main Intersection to the Binney/3rd Intersection
- Facilitate bus travel and enhance waiting areas
- Improve pedestrian and bicycle accommodations and safety at all intersections and crossings
- Integrate streetscape and proposed bike and ped facilities with Binney Street Park, Grand Junction Park and the 6th Street Walkway (Loughrey Walkway)
- Preserve existing street trees
- Accommodate new development on North Parcel of MXD (from 6th to Broadway on Galileo/Binney and Broadway between Ames and Galileo Galilei Way) as well as future Volpe development (from 6th to 3rd)

- Adequately manage access to East Cambridge neighborhood streets (cut through traffic)
- Evaluate how designs may interact with the railroad crossing at Broadway
- Reflect the environmental sustainability goals of the City and Kendall Square EcoDistrict
- Reflect the City's commitment to Universal Design and accommodations for persons with disabilities in all infrastructure design

PROCESS

In late June 2016, the CRA staff wrote a new Streetscape Redesign RFP for Binney Street and Galileo Galilei Way with input from Department of Public Works (DPW), Traffic Parking and Transportation (TPT), and the Community Development Department (CDD).

The CRA issued an RFP on 7/1/2016 to ten transportation engineering and planning consulting firms which represent the majority of this type of consulting firm currently operating in the Boston market:

- VHB
- Stantec
- Toole
- Alta
- McMahon
- HDR
- Howard Stein Hudson (HSH)
- Nelson/Nygaard (now a division of Perkins + Will)
- Kleinfelder
- Parsons Brinkerhoff

An on-site walk-through was performed on 7/11/2016, answers to questions were distributed on 7/13/2016, and submissions were due on 7/21/2016. The CRA received the submissions from the following teams:

- VHB (partnered with Hargreaves Associates for landscape architecture)
- Stantec
- Toole (partnered with Horsley-Witten Group for stormwater management/sustainable design)
- Alta (partnered with McMahon and HDR for traffic and civil engineering)
- Howard Stein Hudson (HSH)

Nelson/Nygaard (now a division of Perkins + Will), Kleinfelder, and Parsons Brinkerhoff did not respond.

SELECTION

CRA staff forwarded the submissions to the review committee, and met to deliberate on 7/3/2016. The review committee included:

- DPW
- CDD
- TPT
- CRA

The review committee deliberated for several hours and the separate price proposals were not opened until the end of the deliberation. The review committee unanimously chose the Alta team, which is partnered with McMahon for traffic engineering and HDR for civil engineering. The review committee cited the following among reasons for choosing Alta:

- Alta wrote a strong technical proposal that demonstrated the highest level of project understanding.
- Alta laid out a community and interagency collaboration process that was the most realistic - not too quick, but not too long while most closely fitting our instructions in the RFP.
- Alta had the most comprehensive approach integrating all of the modes of transportation that are important to this project.
- Alta has significant experience with cycle tracks and has built a protected intersection in Salt Lake City.
- Qualifications of McMahon and HDR for traffic and civil engineering was excellent with experience specifically in Kendall Square.
- Alta started to do some preliminary design work for the project and presented it in the proposal.
- Alta had an efficient and lean project management structure.
- Alta's graphic representation capabilities were among the best of the proposals.
- Alta's quality of previous work samples for similar multimodal urban streets was impressive.
- Alta's proposal showed the most creativity and vision in its approach, writing style, and content.
- Alta most comprehensively and directly addressed all of the following important priorities: midblock crossings, phasing plan, trees, universal design, transit, railroad crossings, and green/blue infrastructure.

During the first two weeks of August, CRA staff completed phone calls with several references including the Cities of Northampton, MA, Chattanooga, TN, and Salt Lake City, UT. All references were extremely positive when asked about schedule adherence, cost control, project management capacity, as well as engineering and design talent. All references expressed that they would like to work with Alta again in the future.

SELECTED PROPOSAL DETAILS

The proposal submitted by Alta is attached as a separate document for your reference.

Alta envisions starting after Labor Day with a schedule that is about 6.5 months long. The RFP specified a number of coordination meetings with City departments, with the Stoss Landscape Architecture team who is working on Binney Street Park, with the Boston Properties team who is designing new buildings in the MXD district, focus group meetings with EZ Ride and neighboring property owners, public meetings with several relevant citizens advisory committees, and at least two presentations to the CRA Board.

As requested in the RFP, the Alta proposal has three Add/Alternates. The review committee and CRA staff recommend pursuing Add/Alternate #1 and accommodating Add/Alternates #2 and #3 as necessary after all current survey and data collection is assembled and gaps in information are identified:

1. Redesign of Broadway between Ames and Galileo Galilei Way
2. Additional survey work (only as necessary)
3. Additional multi-modal user data collection (only as necessary)