



AMES ST COMMUNITY MEETING

February 28, 2019 | MIT Room 54-100

MEETING AGENDA

- Cambridge policy overview
- Project background
- Project overview
- Project goals
- Plan details





CAMBRIDGE COMPLETE STREETS



Complete Streets are **streets for everyone**. They are designed and operated to enable **safe access for all users**. Pedestrians, bicyclists, motorists, and public transportation (transit) users of all ages and abilities are able to safely move along and across a Complete Street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They help buses to run on time and make it safe for people to walk to and from train stations.

More sidewalks and bicycle facilities are included, which **increase access for people walking and biking**.

During design and construction of Complete Streets, our goal is to communicate projects with neighbors, facilitate an integrated design process, minimize disruption to community life and provide reasonable access for all users during reconstruction.



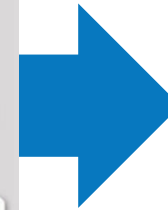
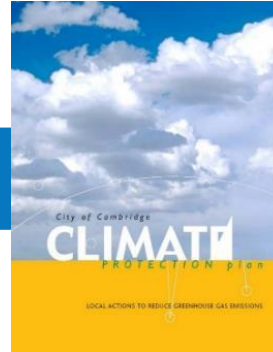
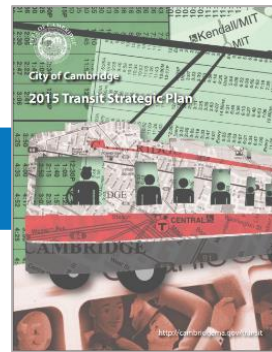
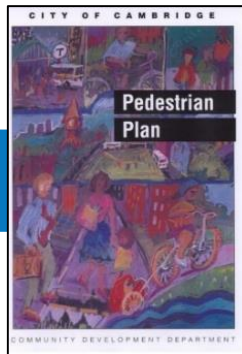
CAMBRIDGE VISION ZERO



On March 21, 2016, the Cambridge City Council unanimously passed resolutions put forth by the City Manager to formally adopt Complete Streets and Vision Zero policies, showing that the City of Cambridge is committed to achieving these goals, assuring safe access for all users.

Vision Zero calls for the elimination of fatalities and serious injuries resulting from traffic crashes, and emphasizes that they can and should be prevented. The City of Cambridge is the 17th city in the U.S. to commit to a Vision Zero Policy.

OTHER GUIDING PLANS + POLICIES



Vehicle Trip Reduction Ordinance established programs to encourage alternatives to single-occupancy vehicle travel (1992).

Cambridge Growth Policy emphasizes sustainable modes of transportation such as walking, biking and using transit and low-emission vehicles, which promote livability and help to improve air quality and reduce greenhouse gas emissions (1993/2007).



BIKE FACILITY DESIGN

- Improvements for bicycling will be considered in all projects undertaken in the City and will be guided by the Bicycle Plan.
- The Bicycle Plan lays out a vision for where we as a City want to be. The fundamental guiding principle for this plan is to enable people of all ages and abilities to bicycle safely and comfortably throughout the City. The Bicycle Plan provides the framework for developing a network of Complete Streets and supporting programs.



TOWARD A BIKEABLE FUTURE
2015

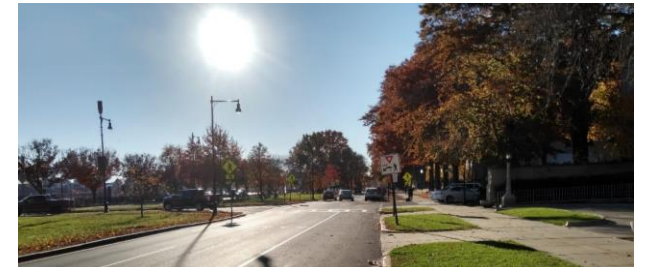




AMES ST PROJECT BACKGROUND

MIT Kendall Square Initiative – Planning Board Special Permit #303

- Prior to issuance of a Certificate of Occupancy for commercial development over 300,000 sq ft, MIT shall:
 - Redesign and reconstruct Ames Street to include an at-grade two-way cycle track from Main Street to Memorial Drive
 - Update the Ames Street/Main Street traffic signal to accommodate the changes to Ames Street
 - Reconfigure the Ames Street/Memorial Drive intersection to improve safety for cyclists and pedestrians crossing Memorial Drive
- Improvements were publicly reviewed and approved as part of the Planning Board Public Hearings on this case (Sep 2015-May 2016)



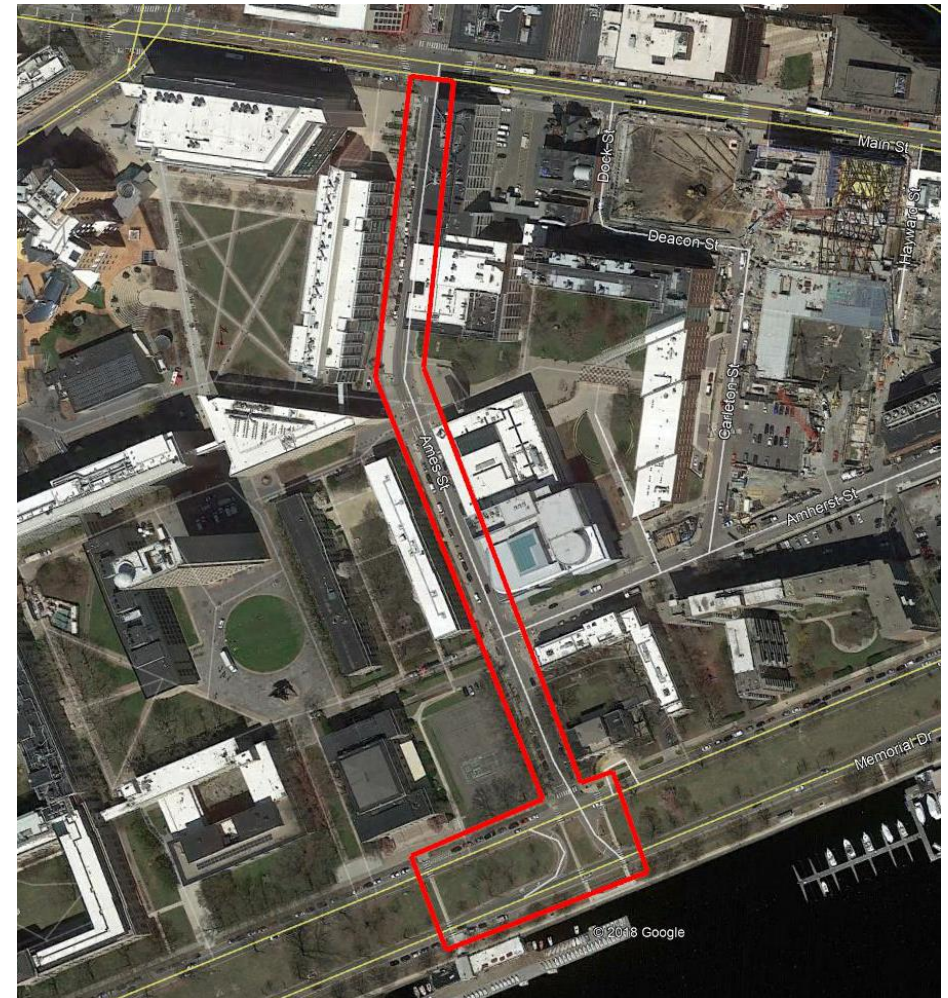
AMES ST PROJECT OVERVIEW

PURPOSE

- Fulfill Planning Board mitigation requirements for on-going MIT SoMa redevelopment

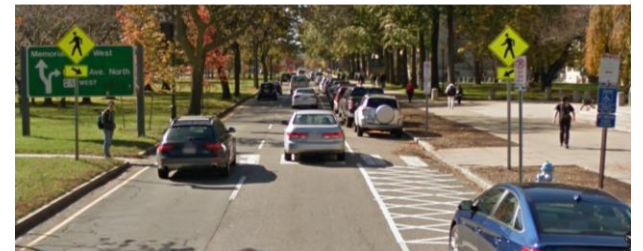
PROJECT LIMITS

- Ames Street from Main Street to Memorial Drive
- Memorial Drive from MIT Sailing Pavilion to Ames Street

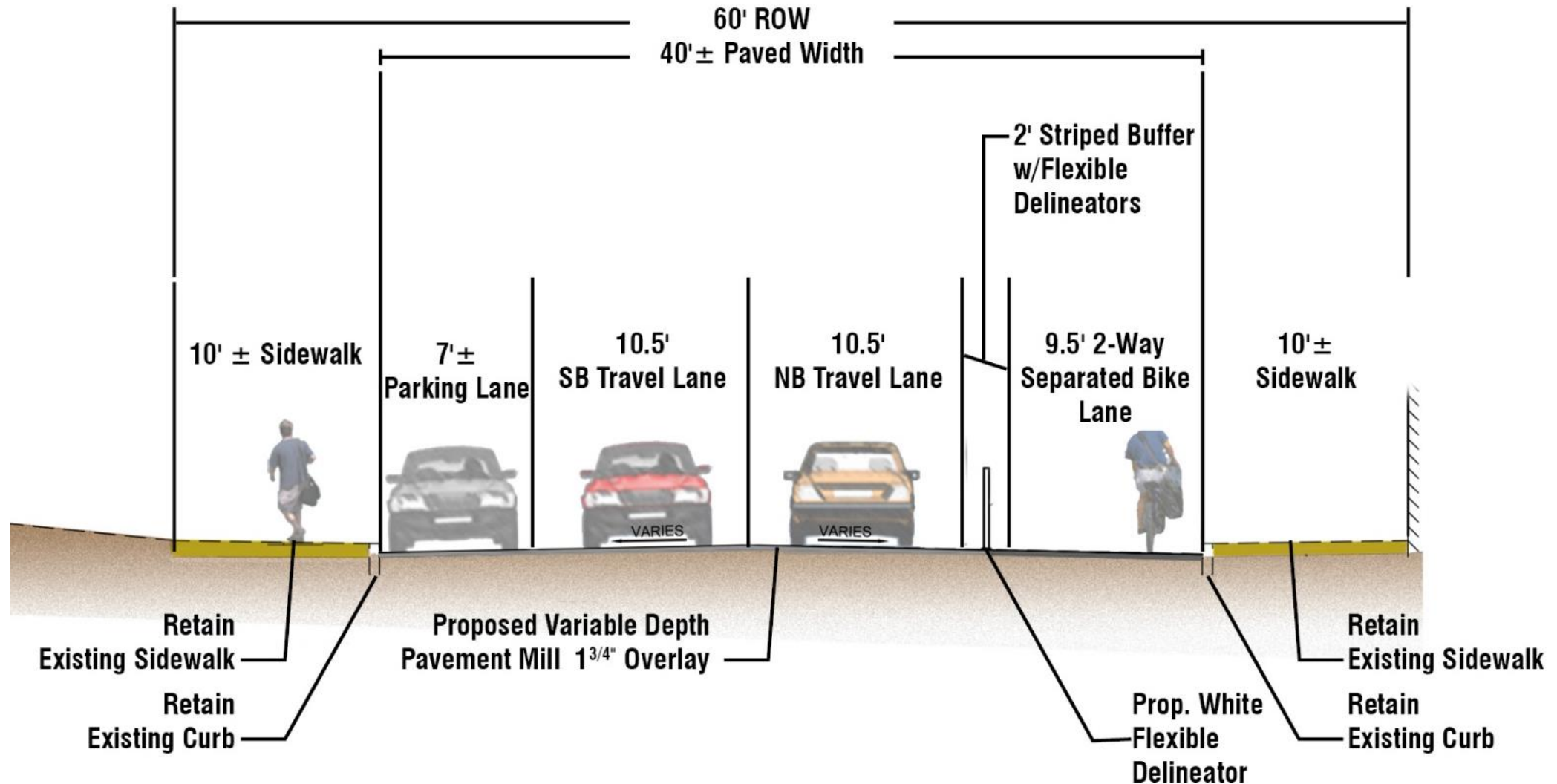


AMES ST PROJECT GOALS

- Continue implementation of the separated bicycle lane network defined in the Cambridge Bicycle Plan
- Complete bicycle connection between East Cambridge/Kendall Square and the Charles River
- Improve safety and mobility for people walking and biking
- Make it easier to cross Memorial Drive for all users by improving traffic control on Memorial Drive

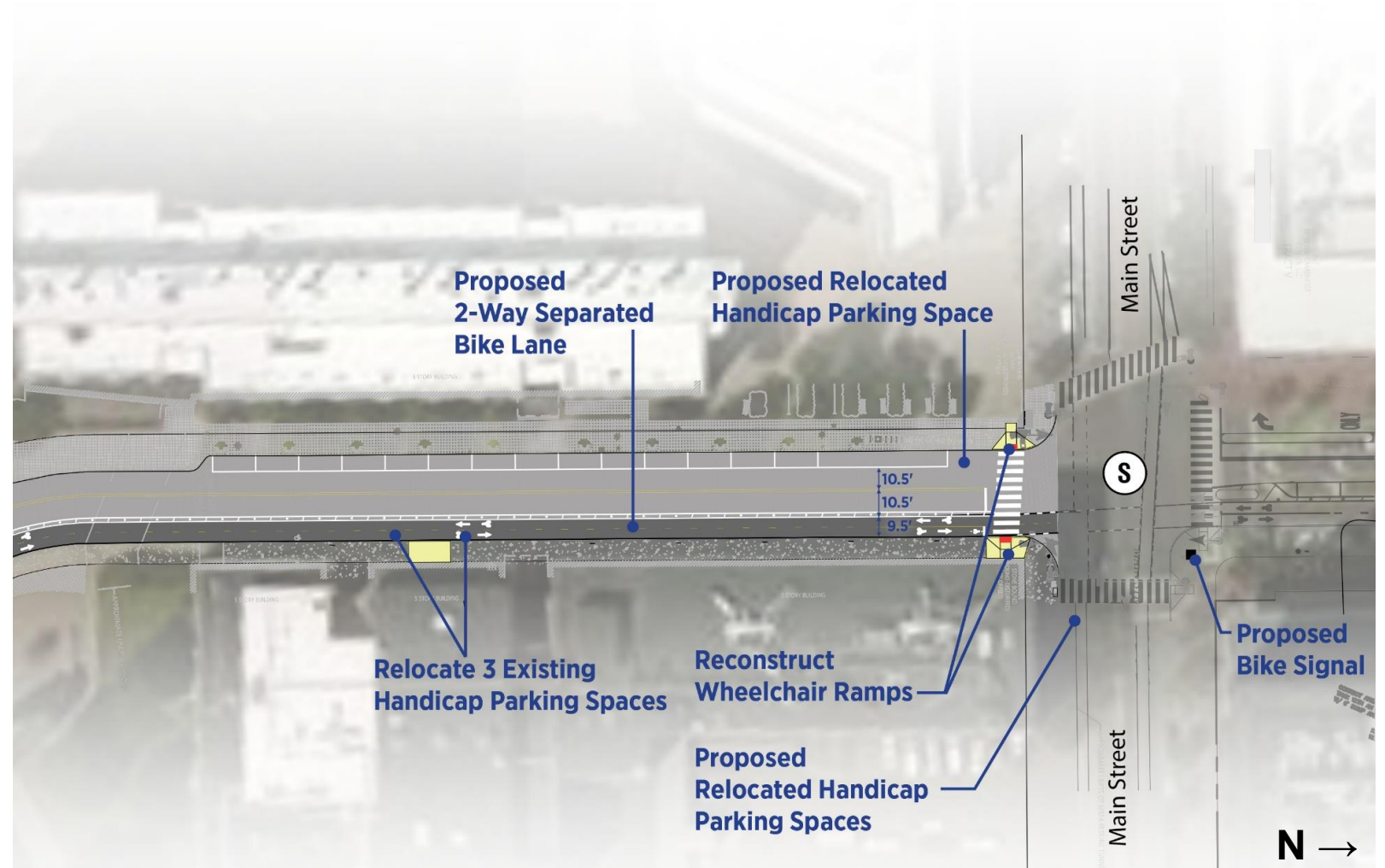


TYPICAL CROSS SECTION



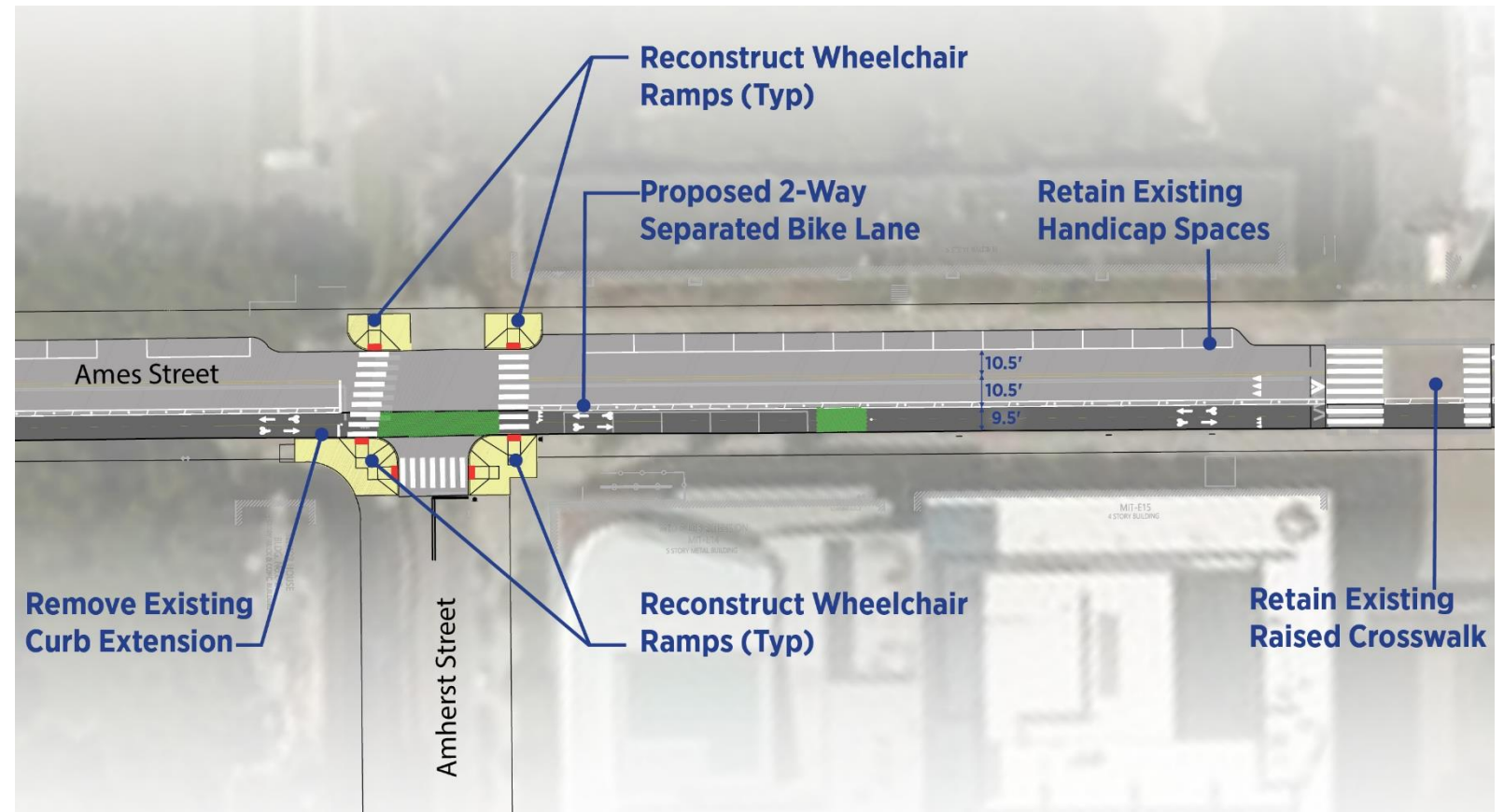
AMES STREET PLAN DETAILS

- Provide 2-way separated bike lane on east side of roadway (extension of recent construction north of Main Street)
- Relocate three existing accessible parking spaces
- Repave Ames Street
- Add bike signal for NB Ames St at Main St



AMES STREET PLAN DETAILS

- Remove existing curb extension at Amherst Street
- Reconstruct ramps at Ames Street and Amherst Street
- Maintain existing midblock raised crossing
- Parking impacts:
 - Removal of 16 resident spaces
 - Removal of 18 metered spaces
 - Relocation of 3 accessible spaces

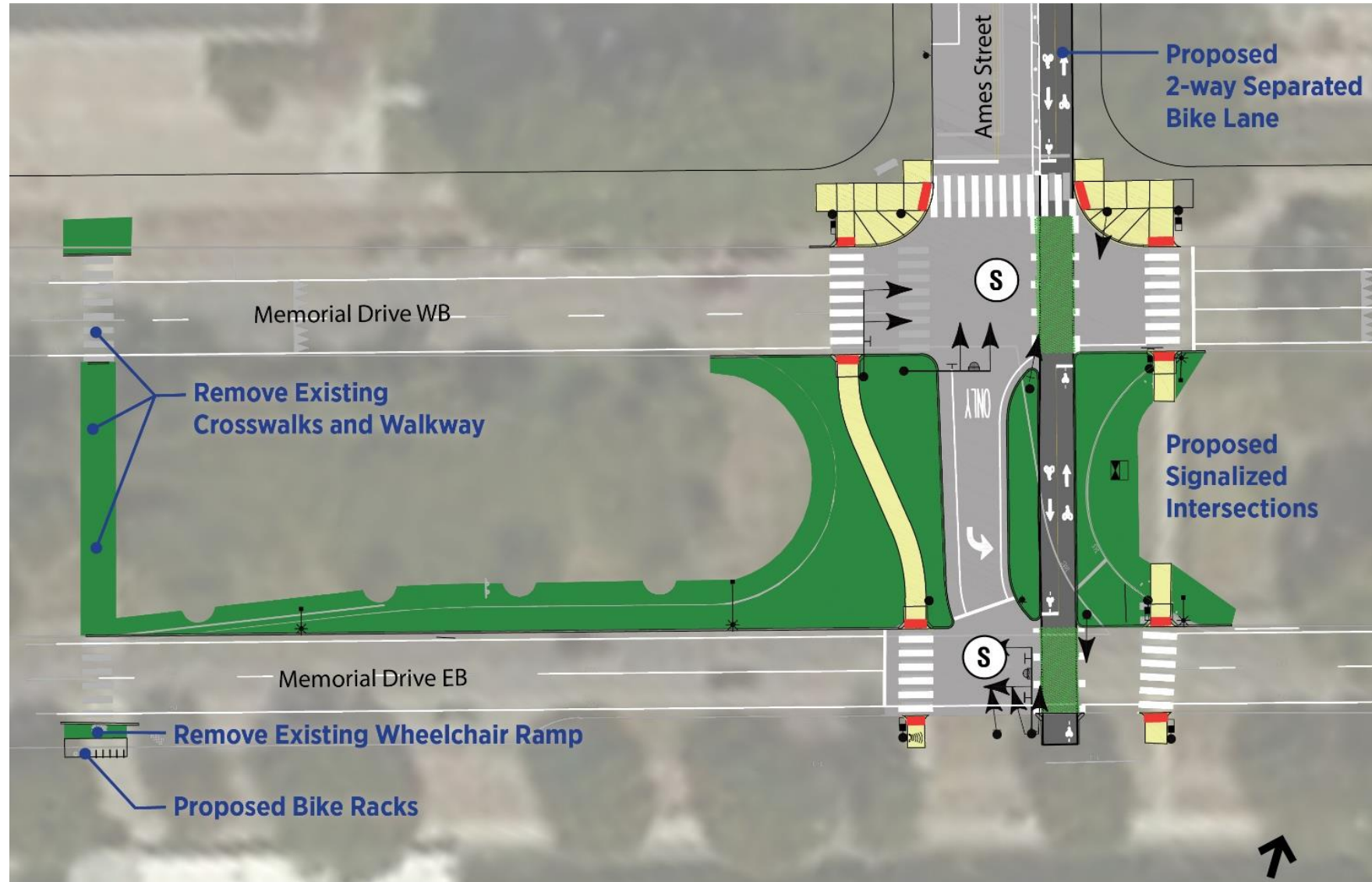


MEMORIAL DRIVE PLAN DETAILS

- Install new signal (including bike signals) to improve safety
- Shift eastbound U-turns to Wadsworth St
- Create protected connection to Dr. Paul Dudley White Bike Path
- Remove unsignalized mid-block crosswalk between MIT Walker Memorial and MIT Sailing Pavilion
- Reconfigure intersection to allow left turns from Ames Street to Memorial Drive EB



MEMORIAL DRIVE PLAN DETAILS





QUESTIONS?