

## **Cambridge Bicycle Committee**

Notes

August 13, 2014

**Present:** John Goodman, Michael Proscia, Jonathan Adams, Viola Augustin, Catharine Hornby, Matt Nelson (CPD), Randy Stern, Ari Ofsevit, Andrea Williams, Peter Stockes, Jen Lawrence (CDD), Cara Seiderman (CDD), Elizabeth Bierer (Ped Committee), Katrina Crocker (CDD), Ben Muller (Ped Committee)

**Guests:** Don Kindsvatter & Tom Doolittle (Kleinfelder); Kelley Brown & Melissa Shakro (MIT)

TM Tom Meek

MP Mike Proscia

PS Peter Stokes

VA Viola Augustin

CH Catherine Hornby

AW Andrea Williams

RS Randy Stern

MN Matt Nelson

Matt Nelson: Cambridge Police Department, strategic partnerships and community relations

Previous Minutes approved (TM, MP)

### **Grand Junction**

Goals: JA presented letter sent to Kelley Brown (MIT) 7/21. Make it good for the community and safe, specifically intersections. Short term goals: get the path in now, then relocate if necessary. Be creative: give a little bit to get the final product.

Jen Lawrence: Parking Day! Tom, Brenda, Ingrid have been meeting re: outreach. What do we do this year (last year we took in network plan comments). Location is on the side of One Kendall at the Hubway station; up to three spaces (do we want to have a demonstration separated cycle track?), what do we have the time/capacity to do there. We need a plan; Jen has 44 spots to plan. Basic outreach (TM), can we give away lights? Bike mechanic, giveaway table, demo spot? We can do a variety of things, we also need people to be there. Deadline next Friday to DPW re: timing (not hard, but they would like to know). VA will lead it. CDD tent for shade, but needs transport. Jonathan has a tent.

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Don Kindsvatter & Tom Doolittle with Kleinfelder +Kelley Brown & Melissa Shakro from MIT presented next draft for Grand Junction

Next advisory committee meeting Sept 3

Draft for review late Aug

Schedule, feasibility, alternatives/options, next steps. Draft report to MIT in 2 weeks, to advisory committee. Final report Sept 19.

Feasibility: Space in corridor for bicycles and service vehicles, manage conflicts, expected traffic, when/where will there be construction in the corridor (buildings and utilities), and what would alternate routes be for construction

Continual construction along much of the MIT corridor, CoGen soon, utility corridor soon, Bldg 44 and parking garage, and Mass Ave gateway further down the line. NW buildings on Albany Street under “constant reconstruction” and West Garage will be replaced in next 3-5 years (on Vassar) and frontage on Mass Ave near nuclear reactor.

Space in corridor: one side west of Mass Ave, two east

32 foot preferred, rare in this corridor.

26 foot = no overlap, 12 foot path, buffer

23 foot = 9 foot service drive, 10 foot path, no buffer.

20 foot = vehicles and bicycles overlap in the same direction

<20 foot = vehicles oppose bicycle traffic

Traffic: west of Mass Ave: 104 bicycles/hour, 1.5 service vehicles

East of Mass Ave: 463 bicycles, 1-2 service vehicles (mostly south)

(Bicycles = Vassar counts)

Overlap issues: one-way movement, off-peak delivery, defined parking locations, warning signs and striping, low speed limits

Would like 6 more feet west of Mass Ave (currently used for service road), talked to MassDOT. Without that, it's a shared street—full overlap with traffic. Athenaeum St, for example. PS: these streets are wider than the area in the corridor.

CH: How we can help to get the 10 foot offset rather than 16?

West of Mass Ave, one minor issue with overlap, retaining wall at Pacific Street more of an issue, if trucks needed to pass they might have to use the path. 6 foot overlap. Retaining wall. How movable are various items in the ROW? How permanent are the uses of the buildings? Trucks have to swing wide to make the turn on to Pacific; it is only when the truck is moving. Kelley: there haven't been any conflict issues on the Pacific Street bike/ped/service alley to the crossing.

CS: Was moving the tracks looked at?

East of Mass Ave. Option C is all no-overlap, path is on north side the whole way. Only issue is that at Main Street the path has to split underneath the Brain and Cog building in

to two way pair—7 foot opening. Pedestrian conflicts at Main Street minimized, would require a bit more lighting under the building.

On south side: lots of overlap.

Scheme A + C gives you a north-side path with few sections of overlap. If there is lots of overlap (B) west of Mass Ave, how do we keep it accessible to users.

Something is better than nothing, perfection is the enemy of the good, design for the least experienced rider.

At Brain and Cog, what about pedestrians? And bicyclists hitting the sidewalk quickly.

Waverley: existing fence precludes much of a path just west of the Mem Drive bridge, 8 foot path under the bridge might work with one track. DOT/DCR ownership? Bridge is 31 feet wide. Suggestion: use Waverly St to Brookline, then somehow get through the BU Bridge. Can we build better facilities under the Reid Overpass, DCR.

Jeff R: use under bridge for now, if you want two-way rail in that section, you can figure something out. 20 year lease on building with parking contractually obligated (at 640 Memorial) CS: Money can move parking spaces. Clarify ownership in this location; property lines in presentation do not match aerial photos.

Signals at Main and Mass:

Video and/or loop detector. Video likely more reliable.

Bicycle signals, countdown to green.

90 second cycle is long, but interacts with the rest of the streets from Central to the river; these too are all 90 secs.

Reactions:

AW: Explicit that new MIT construction would mitigate pinch points (yes)

JG: Crossing the Charles and not going over the BU Bridge would be good

MN: Safety for pedestrians especially with faster cyclists, but this street will likely be not too attractive to pedestrians (but maybe to joggers)

VA: Overall positive, any traffic would be slow, and it's minimal, improvement for MIT's services, educate a broad range of users towards shared paths.

RS: threshold would be lowered, but it might not get to kids

CS: Expanding the range so that people might bike with their kids.

Don: On evenings and weekends, there would be much less if any delivery.

JG: Corridor aligns with the winter solstice.

CH: If we can help with DOT, let us help.

Kelley: What can be done, what can happen.

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**Bow Tie ride:** JG: Star Market? high school doesn't do food in Sept, Redbones? B. Good? Flatbread community fundraisers? Can we take money from people for food? AO: Kind bars? Matt Nelson: Drinks.

Use Larchwood to get to Fresh Pond. Stop at Fresh Pond for a pit stop. Bow Tie Ride stickers. Will vet map with DPW and CPD. Library not open until Columbus Day on Sundays.

Promote at parking day, Katrina can help.

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### **Upcoming construction:**

Harvard tunnel: coming along, Flagstaff Park, coming along

O'Brien: MassDOT tentatively supports cycletracks on O'Brien for 25% design. First Street: still issues with getting rid of bike lane, but a bike priority signal to go down First Street ahead of cars is proposed.

Greenough: city sent a letter to DCR Commissioner requesting support of a proper path (not heard back). Next steps: contact legislators? (Jon Hecht & Brownsberger)

Cambridgepark Drive development: assure landing for potential bridge.

2000+ comments on bike plan, consultants are working on summarizing and reviewing, 730 people answered bike survey. Bike plan: draft plan during the fall, another round of comments and another open house.

Hubway at Dana Park. Data and Surveymonkey online as well. Will send out announcement post Labor Day (after summer vacation), on CDD website.

VA: Neighborways in Somerville, streets connecting parks and schools (Mark Chase)