

Cambridge Bicycle Committee, November 2016

Minutes recorded by AO: Ari Ofsevit

[initials; * = in attendance]

JA: John Adams *

EB: Elizabeth Bierer* (Pedestrian Committee)

SB: Steve Bercu

AMB: Ann Marie Biernacki *

AF: Amy Flax *

JG: John Goodman *

CJ: Caroline Jaffe

MVK: Mechthild von Knobelsdorff

JL: Jen Lawrence (CDD staff)

SM: Sean McDonnell *

MN: Matt Nelson (CPD)

AO: Ari Ofsevit *

MP: Mike Proscia *

JR: Joseph Raser

RR: Ruthann Rudel *

DS: David Soares

JS: Justin Schreiber (CDD staff, SRTS)

MS: Melissa Shakro

CS: Cara Seiderman (CDD staff) *

RS: Randy Stern *

PS: Peter Stokes *

KW: Kathy Watkins (DPW)

AW: Andrea Williams *

JW: Jim Wilcox (DPW) *

I. Agenda review, Approval of Minutes, Introductions

Minutes approved

II. Roadway & Parks Projects

Binney/Galileo (Jason Zogg, Cambridge Redevelopment Authority)

Binney/Galileo: CRA project, with CDD. 10% design and alternatives, December 2016. 25% and cost estimate, spring 2017. Buildings breaking ground soon. Where are desire lines, connections, for cyclists? (Grand Junction, Binney, Ames, Broadway) How do we best separate bikes/peds? Reduction of travel lanes between intersections possible – what to do with available space? Bus lanes on Binney? AO: Floating bus stops—at least—are a must.

Make it clear to McMahon that cars are not the top mode to accommodate. Getting rid of the median and repurposing for usable green space is good. Would need to worry about East Cambridge cut-throughs. Broadway: one lane in each direction.

Protected intersections: specifically look at Broadway Galileo and Main/Galileo. How to do it with a RR xing. Mountable curbs for truck turns (city and state designated route).

Grand Jct Multi-use path. Separate cycletrack, sidewalk, and path? Do we need all of them? How do we get bikes/peds to get along? Three alternatives:

- All three (too much pavement? But replacing existing roadway space not creating more)
- Path, sidewalk, no cycletrack?
- Path, cycletrack, no sidewalk?

Protected intersections. Leading intervals?

Transit stops

Coordination w/ future development.

Little Binney: could you build a two-way cycletrack on the south side of the street (away from the cars there)? (JA) Entrance locations to park?

Broadway Ames-GG: Protected intersection? Should we build protected bike tracks on that section? Broadway E of Ames rebuilt before the current iteration of CRA, which liked medians. Strong support for protection from the committee.

JG: Better connection between GJ Path and Vassar.

Inman and Porter

Inman Square:

<http://www.cambridgema.gov/traffic/News/2016/07/improvingsafetyininmansquare.aspx>

Inman Square turn restrictions are in place:

<http://www.cambridgema.gov/traffic/News/2016/10/inmansquareleftturnrestrictions.aspx>

Porter Square:

<http://www.cambridgema.gov/traffic/News/detail.aspx?path=%2fsitecore%2fcontent%2fhome%2ftraffic%2fNews%2f2016%2f06%2fportersquareneighborhoodassociationtrafficstudymeeting>

Signs, signals, markings in Porter Square are being improved, including jughandle. How do you make the left from White to Somerville? Left from Mass to Somerville will be reduced to one travel lane to minimize pinching there. Additional signage for jughandle turn.

Pilot Protected Lanes

Several bicycle improvement items have been recently completed or are in construction. Important to note that there is a lot going on. See attached and here:

http://www.cambridgema.gov/~media/Files/CDD/Maps/Bike/cddmap_bike_facilities_20161107.pdf?la=en

North Mass Ave: through the Participatory Budgeting process, only markings and minor modifications at this point. Long-term redesign being considered through Envision Cambridge process. See maps.

Pilot: asked to look at Cambridge, Broadway, Hampshire, Mass Ave. Process to create, design, representative of standards, etc. City is developing a design matrix to step through the process, community engagement and assessment.

Pick one street to trial initially: Mass Ave Cedar-Harvard, Cambridge Quincy-Hampshire, Broadway Quincy-Prospect. Picked Cambridge between Inman and Harvard. Wider, good connecting corridor, traffic calming. 9' parking, 12' travel lanes. Important street with no bike facilities currently and high crash rate. Conceptually considering (not fully designed): parking protection on one side, parking eliminated on one side, redo pavement markings, etc. Lots of issues to deal with: handicap spots, curb extensions, bus stops, signing, legal advertisements, etc. Season for paving and markings ends soon. We should have this ready to go by the spring, but it can't really be done in a week.

What else would we want to know? What would be successful? The idea is that this is scalable to other roadways. AMB: One-day test for something like Park(ing) day pop-up to test, monitor and change things in real time. More structured means of getting data capture, and pipeline to permanent infrastructure. If successful, street would be rebuilt. Accelerated version of process. CS: Point is to create something semi-permanent with a chance of success. Not just for show.

Committee may set up additional/separate meeting to discuss further.

III. Development Projects

- A. Mass/Main Project. See attached letter sent to Planning Board
- B. MIT Central Utility Plant. Will need to go before BZA. Committee will send letter reiterating previous comments.

IV. Next Meeting

Wednesday, December 14. Joint meeting of committees.