

City of Cambridge
Community Development Department

Bicycle Committee Meeting

September 9, 2020



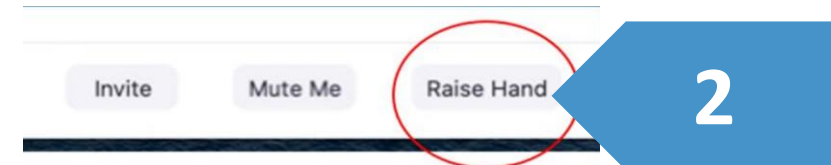
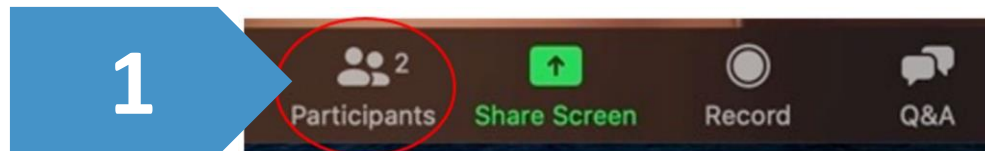
Meeting Agenda

1. Zoom meeting protocols, minutes
2. School Wellness Policy
3. City project updates
 1. River Street Reconstruction/Carl Barron Plaza
 2. Harvard Sq
 3. Port Infrastructure Improvements Project
4. Public Comment
5. Bicycle Plan 2020
 1. Outreach Plans
 2. Draft Network
6. Virtual Bike Ride
7. Public comment
8. Other Announcements



Committee Member Instructions

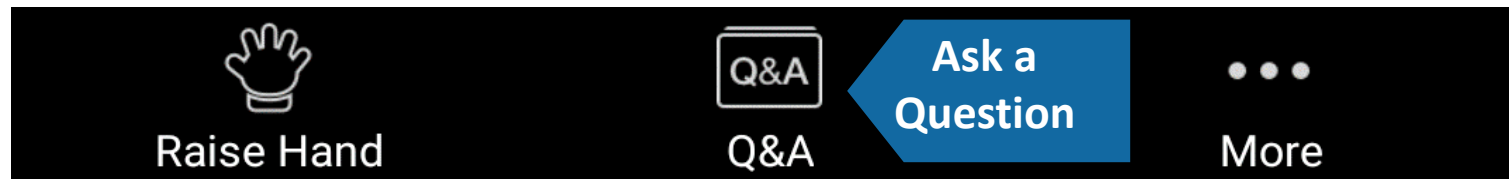
- Committee members may speak and show webcam video
 - Use "Raise Hand" button to help manage discussion
 - *9 to Raise Hand by phone
- Please stay muted unless speaking
 - *6 to mute/unmute by phone
- IT questions: Wally Joseph, wajoseph@cambridgema.gov



Public Comment Instructions

- Members of the public are muted and cannot show webcam video
- Public can write questions or ask for assistance in Q&A window at any time
 - Questions may be submitted at any time and will be addressed as time allows, during discussion/comment periods
- During the Public Comment period, use the "Raise Hand" button to signal you have a question/comment. A staff member will then enable you to unmute yourself.
 - *9 to Raise Hand by phone
 - *6 to Mute/Unmute by phone
- Please be respectful! Participants will be removed for inappropriate behavior

Bottom Panel of
Zoom Screen





Minutes



School Wellness Policy

Brad Pillen, *Cambridge Public Health Dept*



TP&T Updates

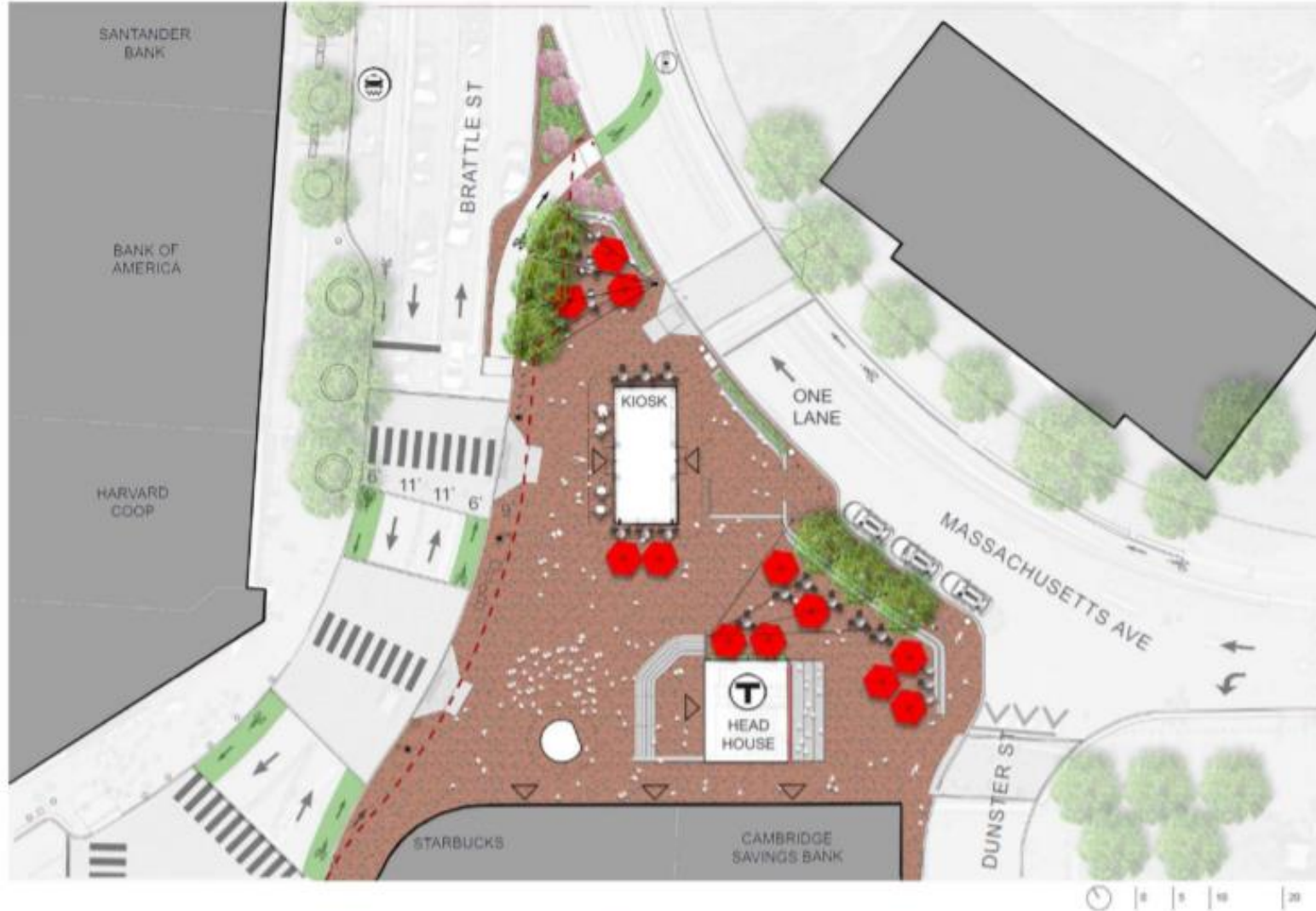
Stephen Meuse, *Traffic, Parking, and Transportation Dept*



Harvard Square

Q&A

SITE PLAN - MODIFIED



- Reduce travel lanes to 1 lane in each direction.
- Expand plaza area.
- Provide clear crosswalk markings.
- Shorten crosswalk from Kiosk to Coop (from 43' to 34').
- Reduce pedestrian delay with shorter cycle length.
- Provide clear crosswalk markings.
- Eliminate merge for cyclists and drivers going towards Porter Square.
- Provide protected connection for northbound cyclists.

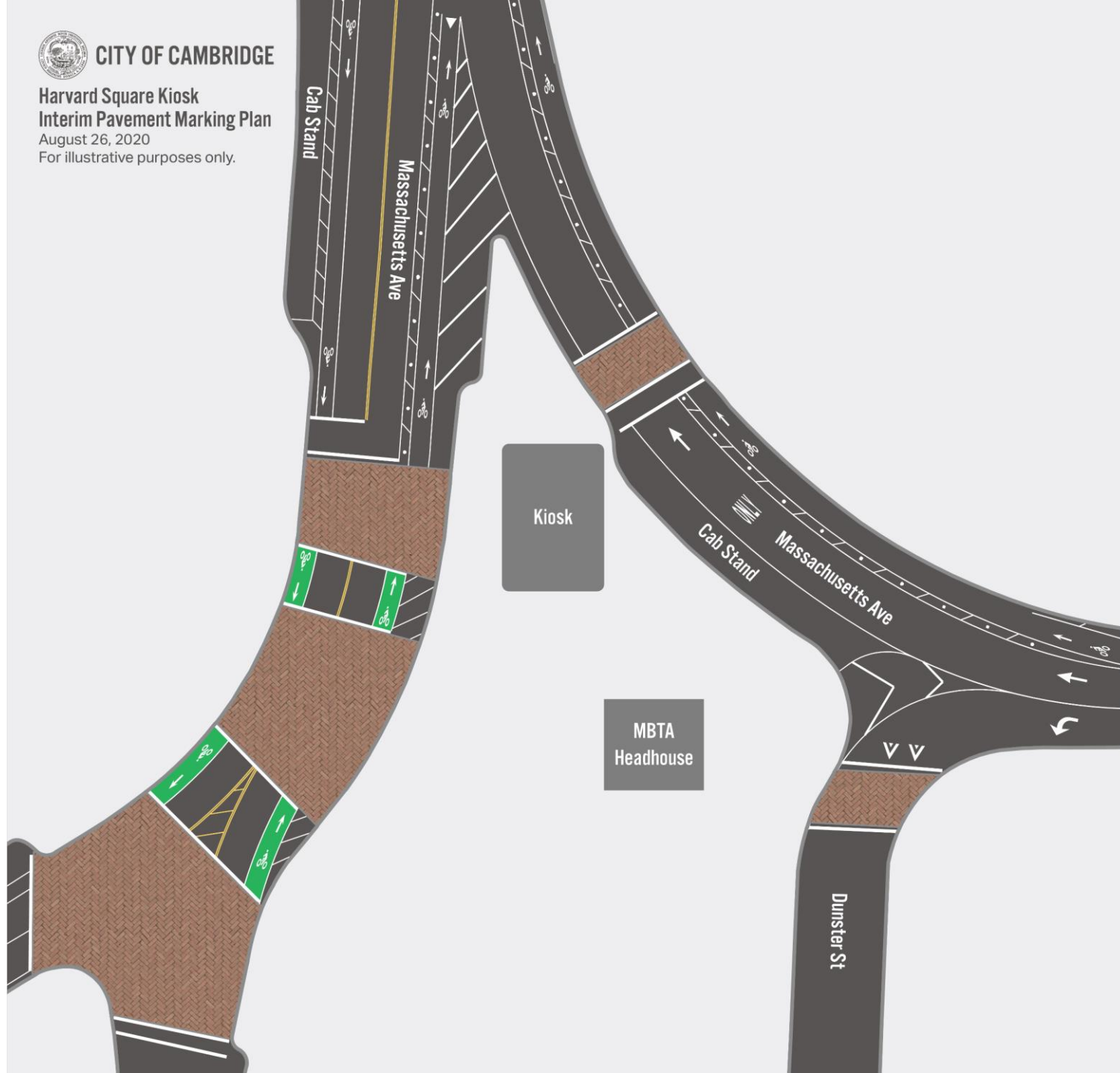




CITY OF CAMBRIDGE

**Harvard Square Kiosk
Interim Pavement Marking Plan**

August 26, 2020
For illustrative purposes only.



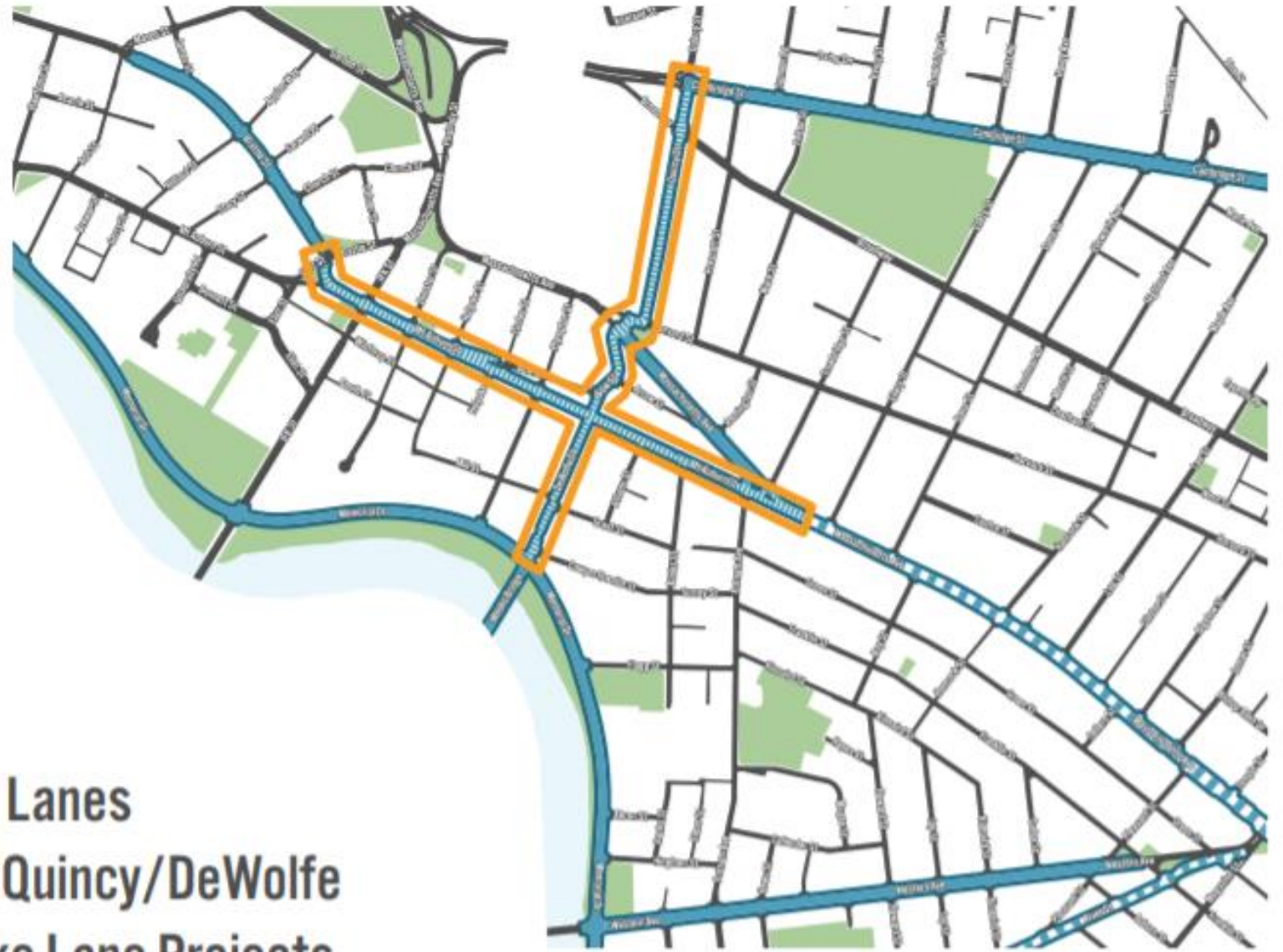


**Inner Mt Auburn Street/Quincy-
DeWolfe**

Tonight's Projects

- › Inner Mount Auburn St from Eliot St to Putnam St
- › Quincy/Bow/DeWolfe Streets from the Charles river to Cambridge St

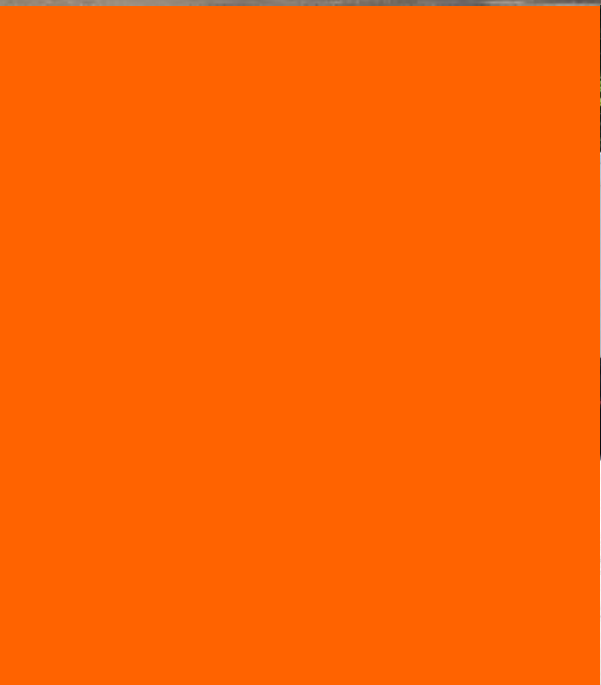
-  Existing Separated Bike Lanes
-  Inner Mount Auburn and Quincy/DeWolfe
-  Upcoming Separated Bike Lane Projects





River Street Reconstruction

Andy Reker, Community Development Dept



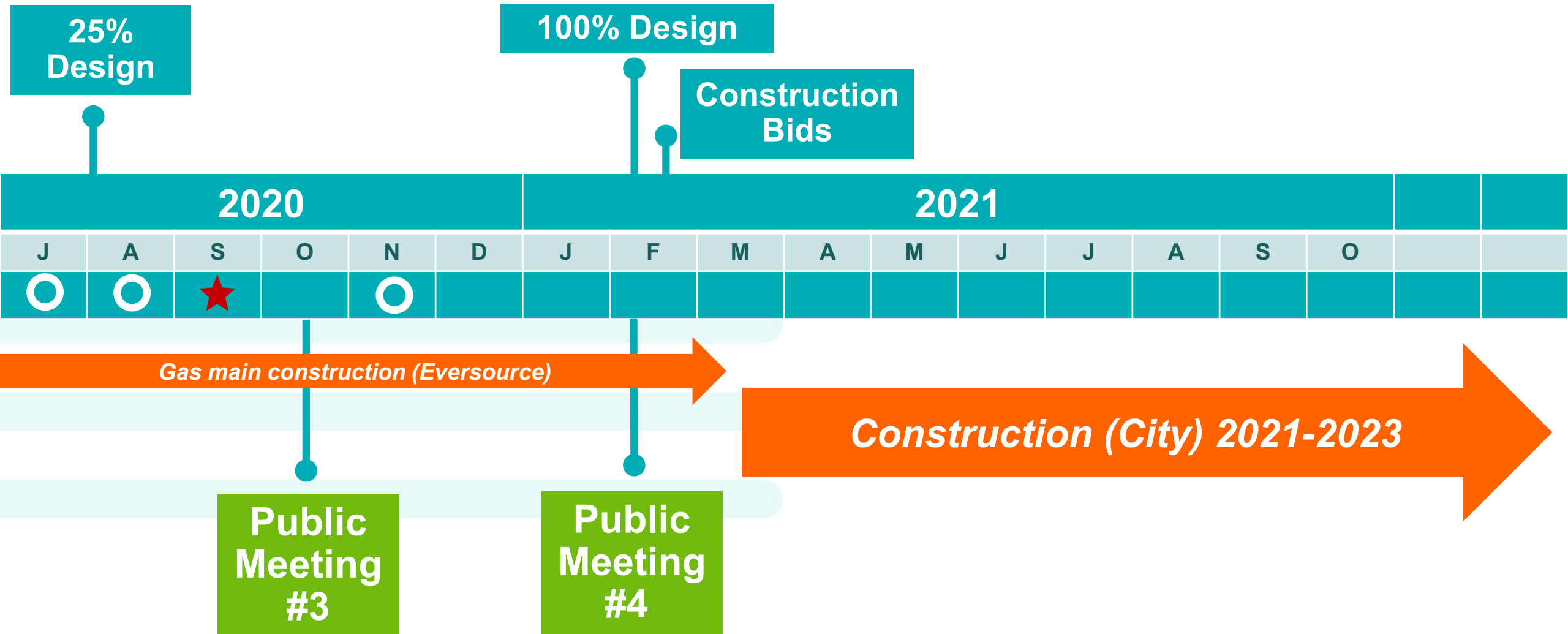
**River Street
Reconstruction**

Agenda

- **Project Schedule**
- **Corridor Overview**
- **Auburn St to Mass Ave – Circulation**
- **Carl Barron Plaza - Urban Design Options**

Expected Timeline

-  Working Group
-  Public Walks
-  Today



Corridor Design Overview

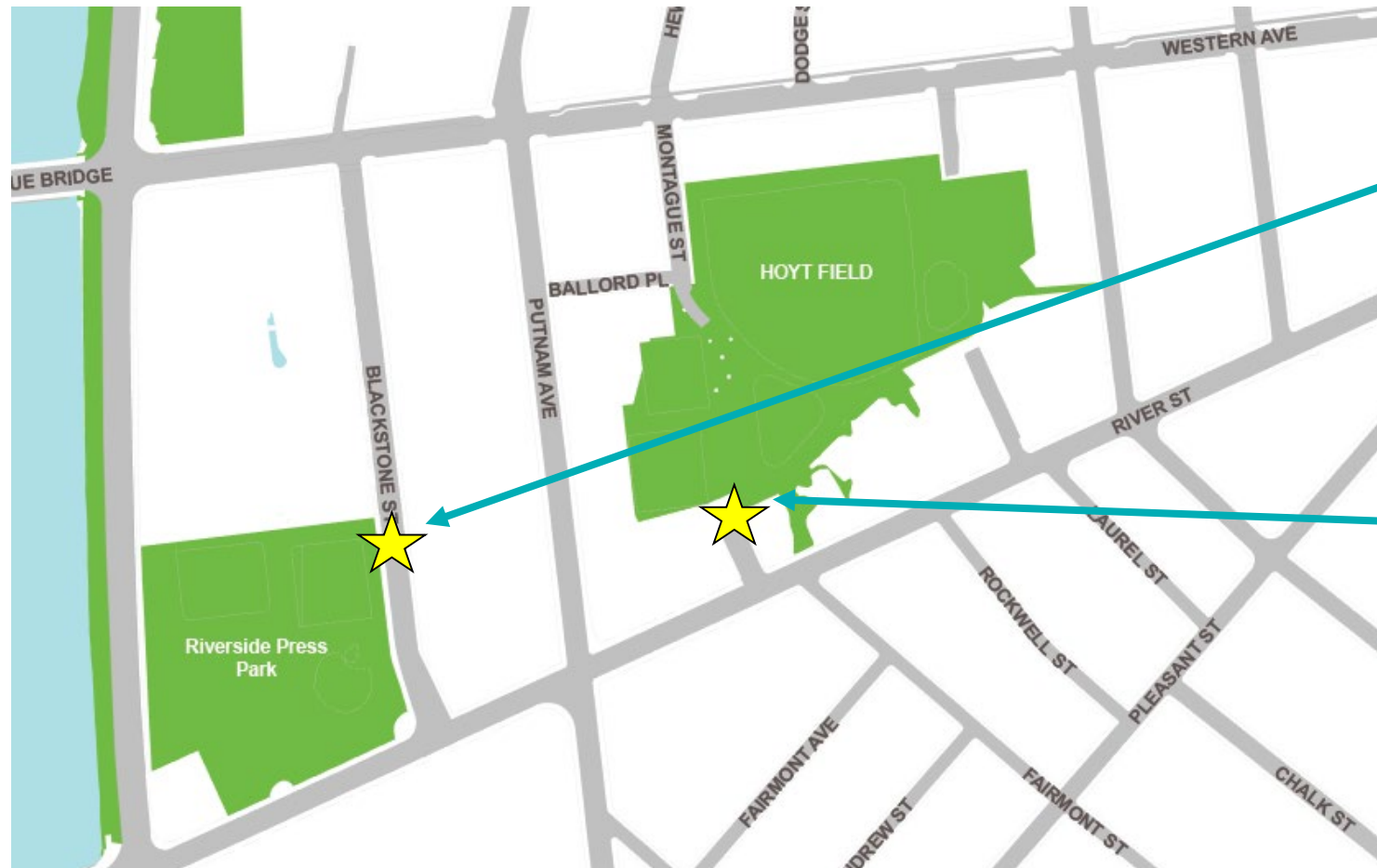
Design Direction Review

- Decisions from previous Working Group meetings:
 - One general travel lane plus bus lane
 - Right side sidewalk-level separated bicycle lane
 - Left side flex zone for parking, loading, landscaping and amenities



Park Connections

- Improved connections to nearby parks and green space



Provided mid-block crosswalk w/ curb extensions

Enhanced sidewalk connection

Lighting

- Improved roadway and pedestrian lighting



Roadway Lighting (*Western Ave*)



Pedestrian Lighting (*Western Ave*)

Urban Design Streetscape

- Sidewalk Character:
 - North side: sidewalk w/amenity areas and parking
 - South side: sidewalk w/ separated bike lane buffered by trees
- Materials:
 - Main walking area is concrete
 - Bicycle lane is pervious asphalt
 - Buffer materials:
 - North side: brick
 - South side: scored concrete
 - Tree zone: generally mulch, with "Flexipave" in constrained locations



Landscaped Areas

- The proposed design includes additional landscaping areas within curb extensions and buffer spaces
- A total of 5,200 square feet of planted areas will be added, mainly along the north side of the corridor



Western Ave

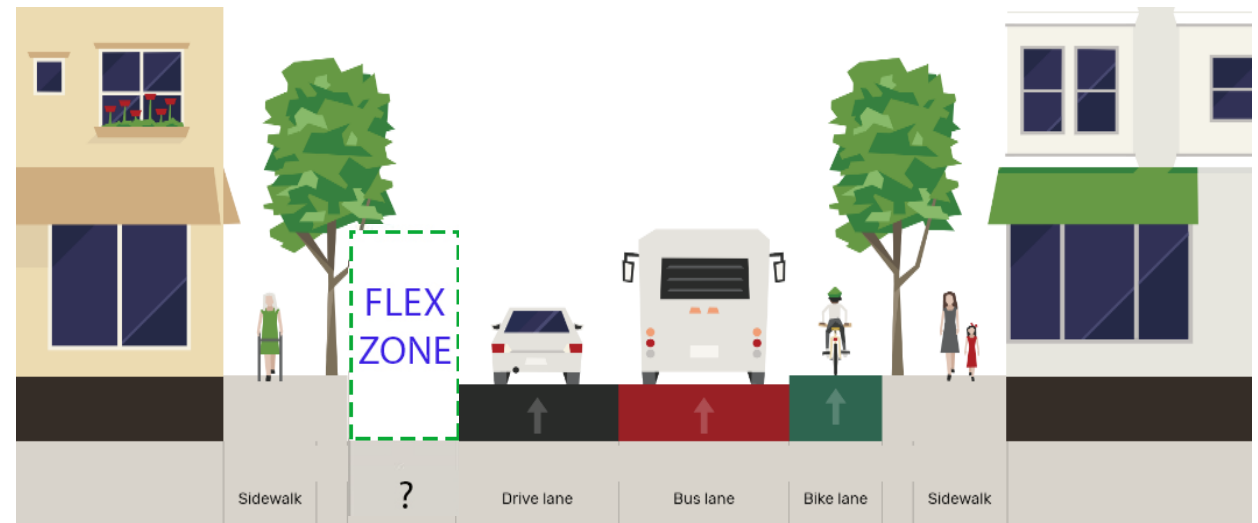
Flex Zone

The Flex Zone

River Street's Flex Zone is approximately 7-feet of cross-section width that can accommodate different needs in different places, and is therefore flexible.

The flex zone has been allocated to both sides of the street as required:

- North side: parking, activation spaces, landscaping etc
- South side: bus stop waiting areas, bike lane buffer



Many Requests for Flex Zone Uses

- Resident Permit parking
- Parking for businesses, including requests for metered parking
- Activation (outdoor seating) for businesses
- Pedestrian curb extensions for shorter crossings
- Commercial loading
- Greenery
- Electric vehicle charging
- Pick up/drop off
- Parking for people with disabilities
- Little free library
- Trash receptacles

Very excited to see non parking uses of flex spaces!

Like activation & coast cafe

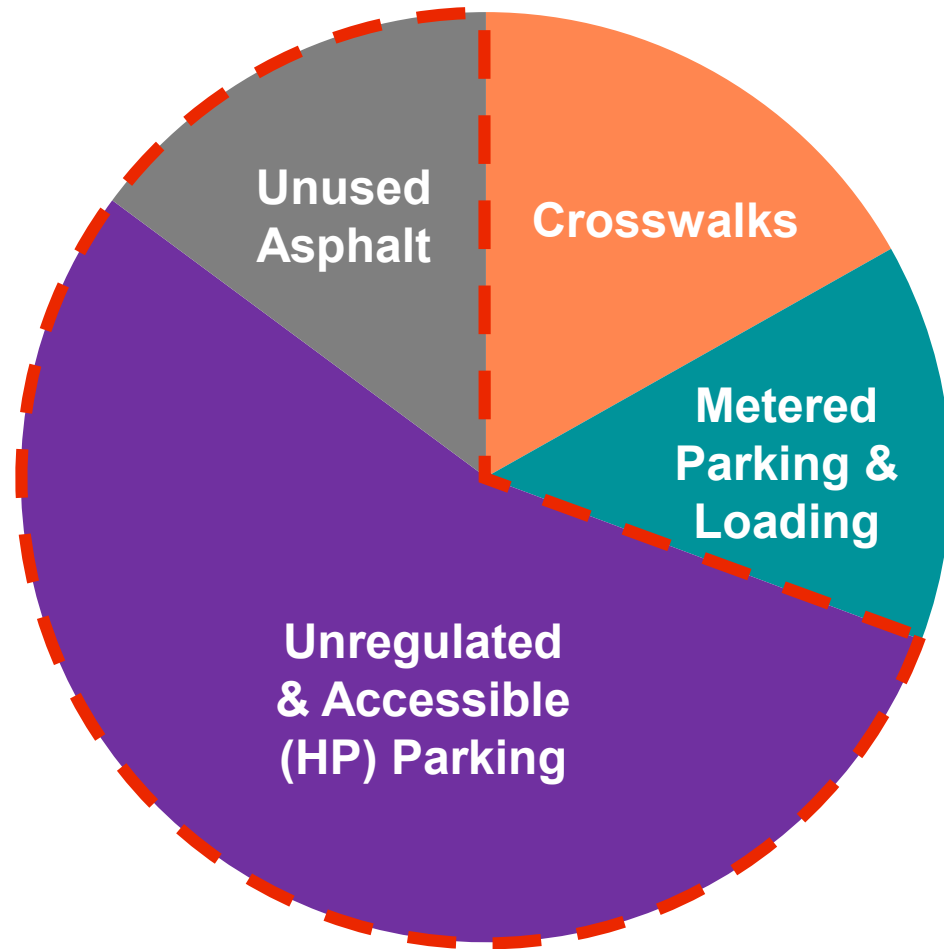
Love the shorter crosswalks!
Are there other ways to make it safe? Currently it's a bit of a scramble with cars turning many ways + lots of pedestrians

WILL REQUIRE RESIDENT ONLY PARKING

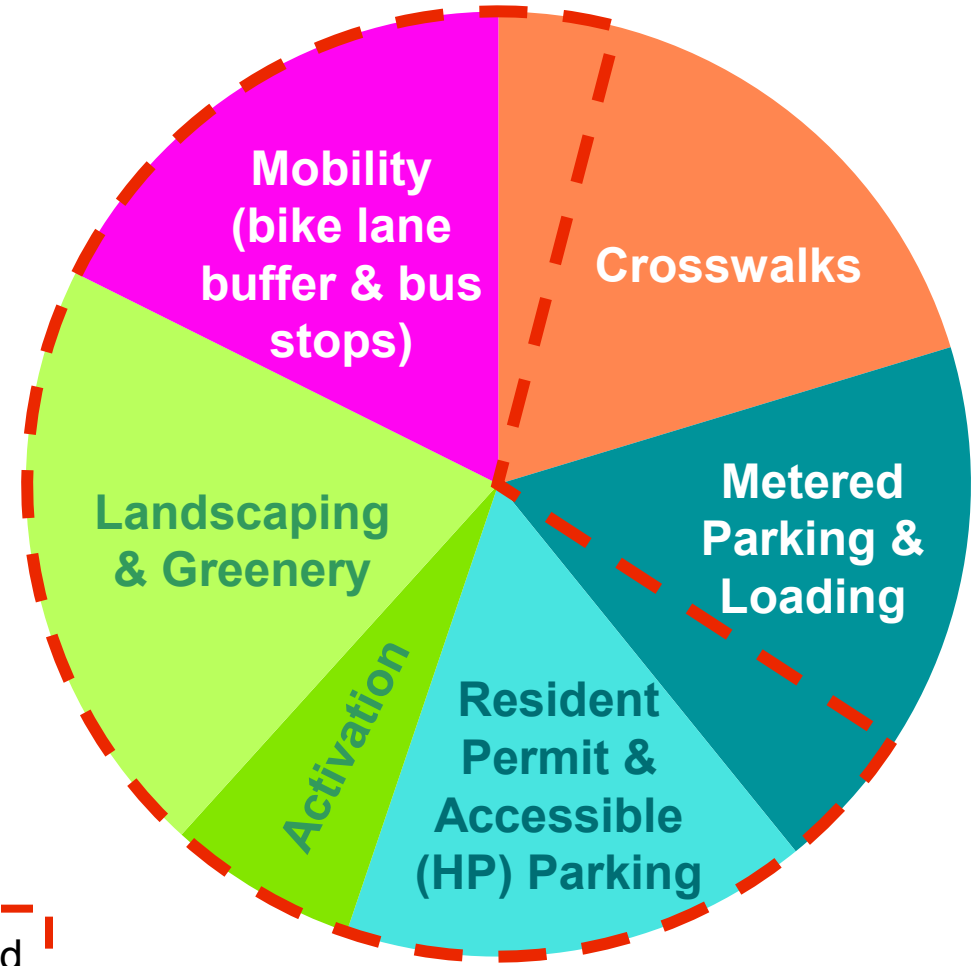
WG
Good to have parking near coast for customers!

River St parking should not be taken away — residents need it!

Flex Zone Allocation



EXISTING

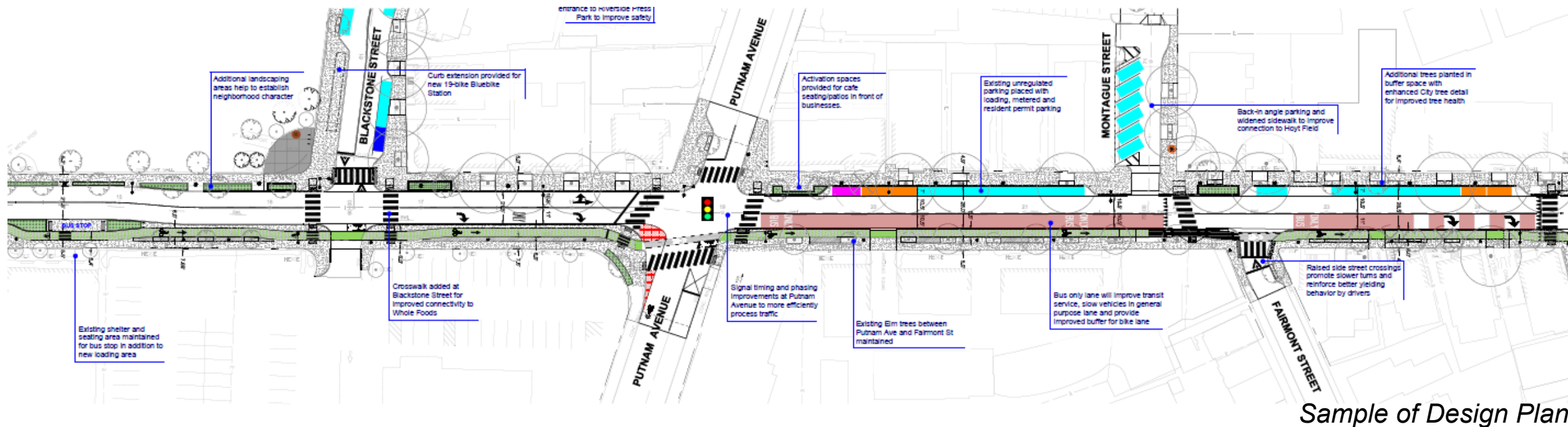


PROPOSED

OVERVIEW OF DRAFT DESIGN PLAN

The Draft Plan is posted at the project website's "Documents" under Working Group Meeting #10.

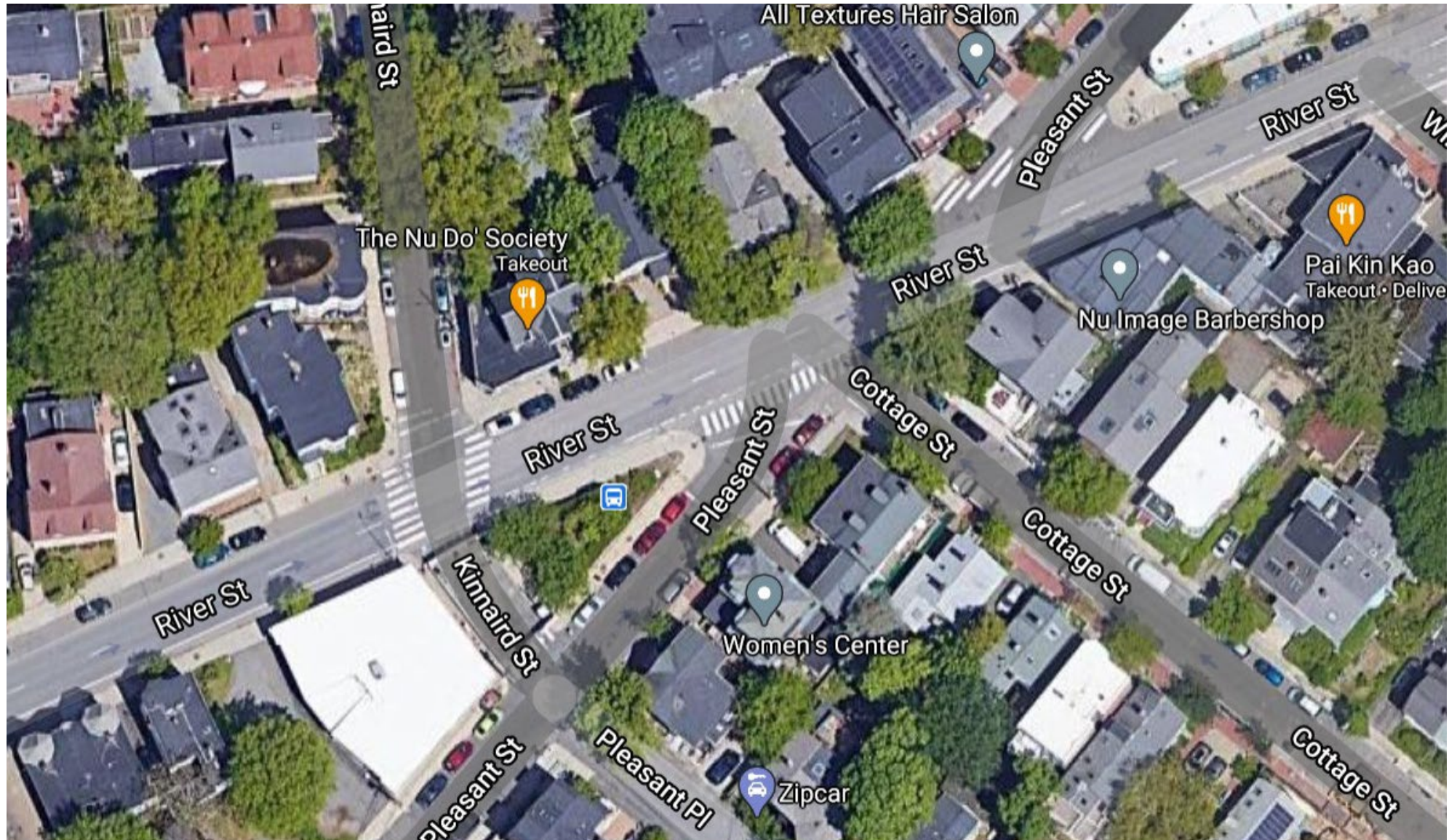
After tonight's meeting, we invite you to share your thoughts by email - RiverStreet@CambridgeMA.gov



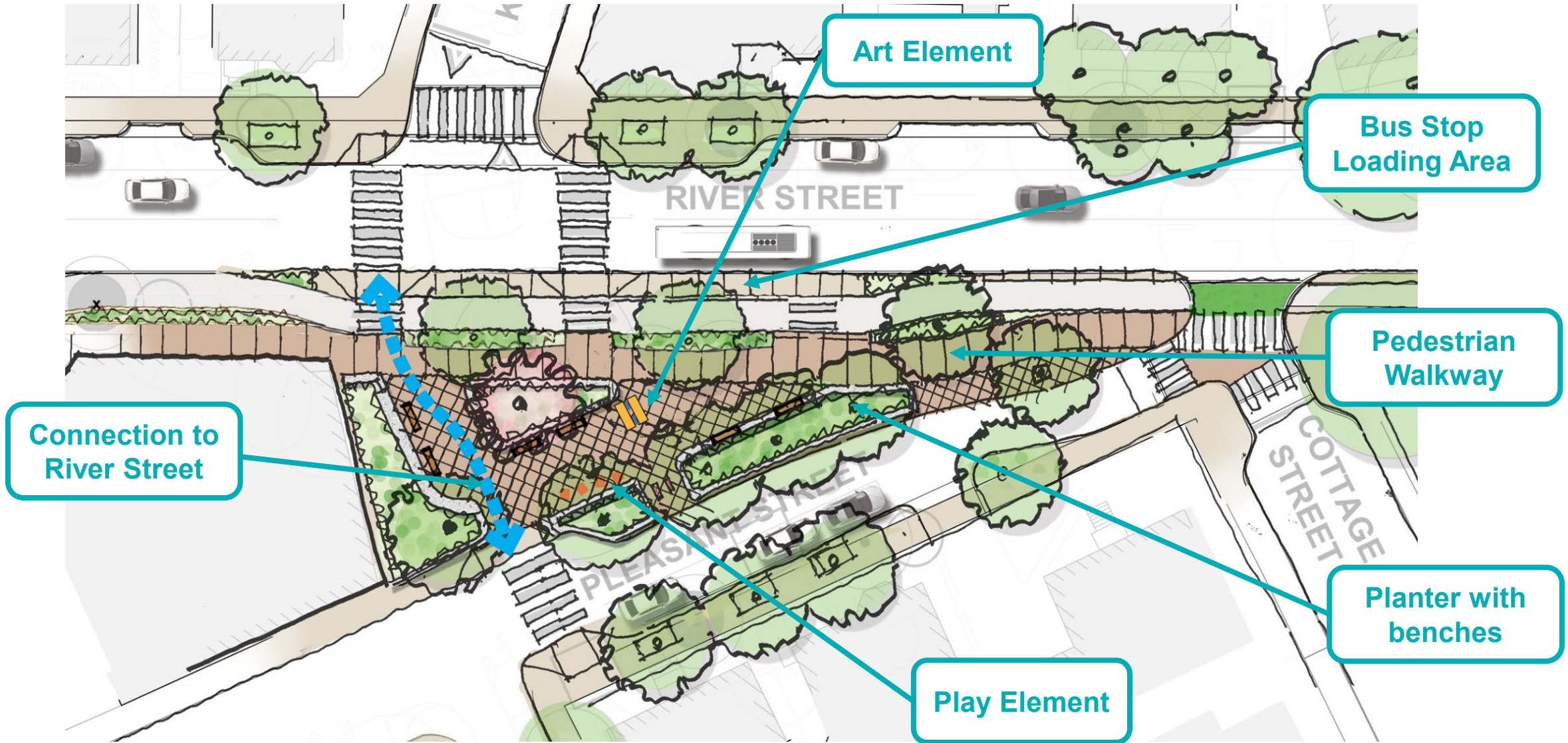
Sample of Design Plan

Tubman Square (River/Kinnaird/Pleasant)

Tubman Square



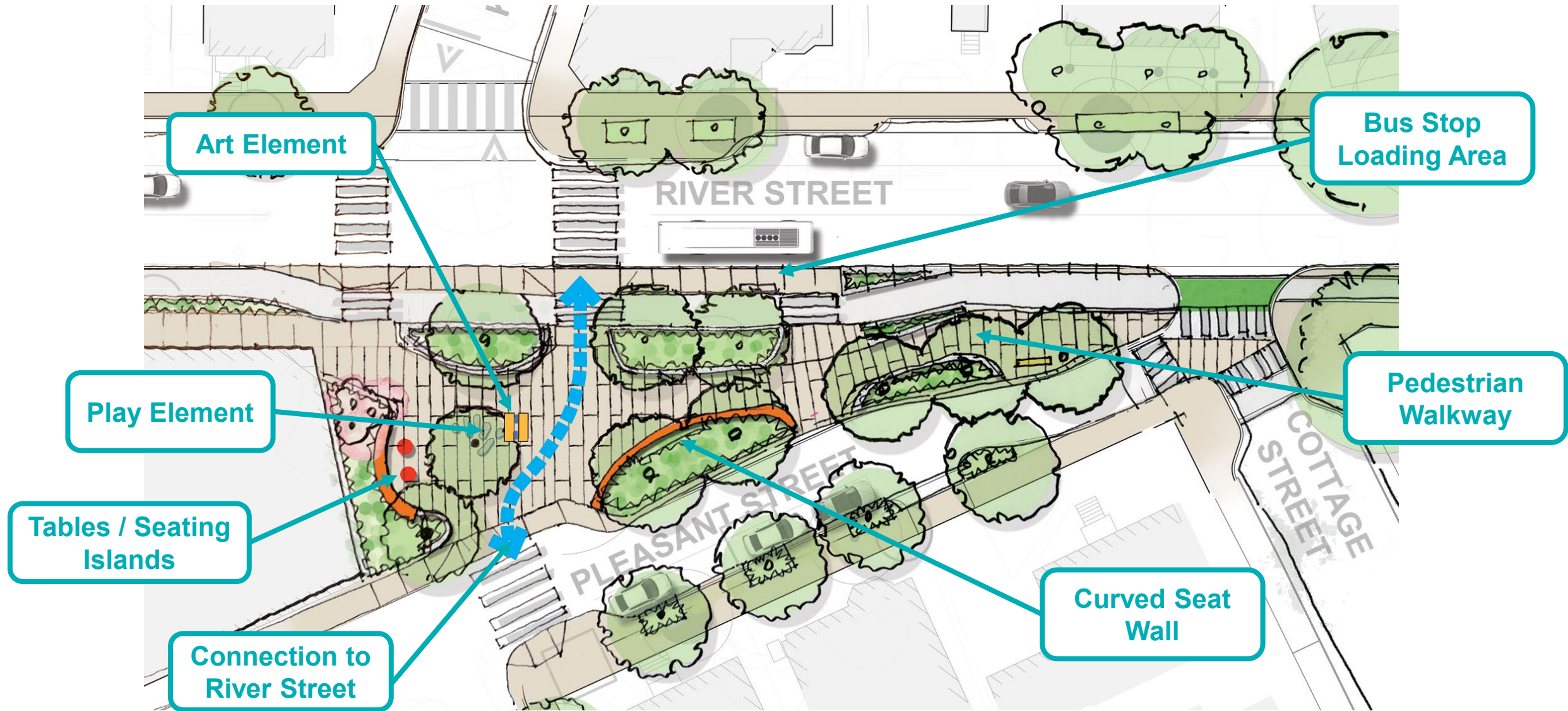
Tubman Square – Option A



Option A – Perspective View



Tubman Square – Option B



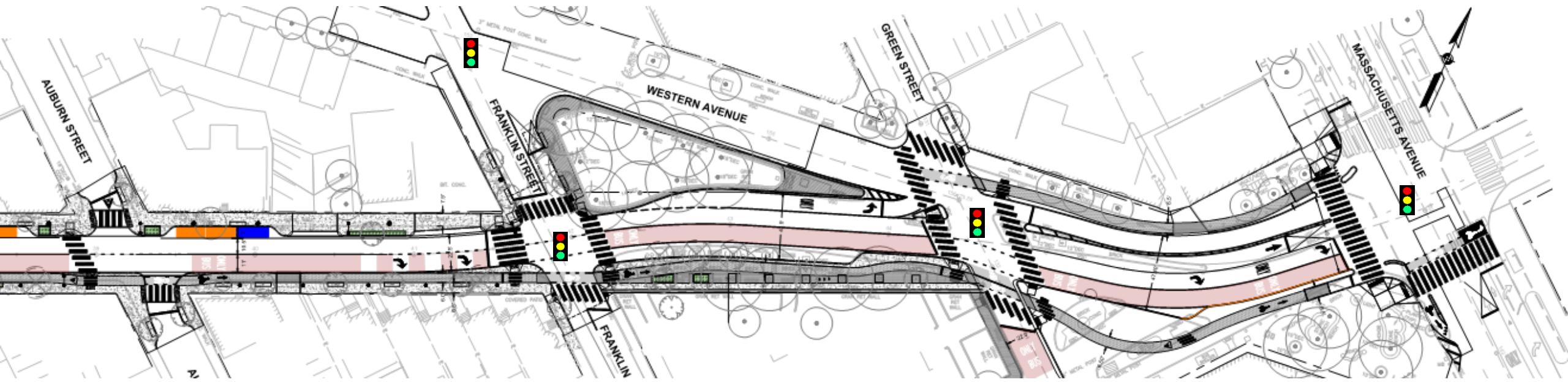
Option B – Perspective View



Auburn St to Mass Ave- Circulation

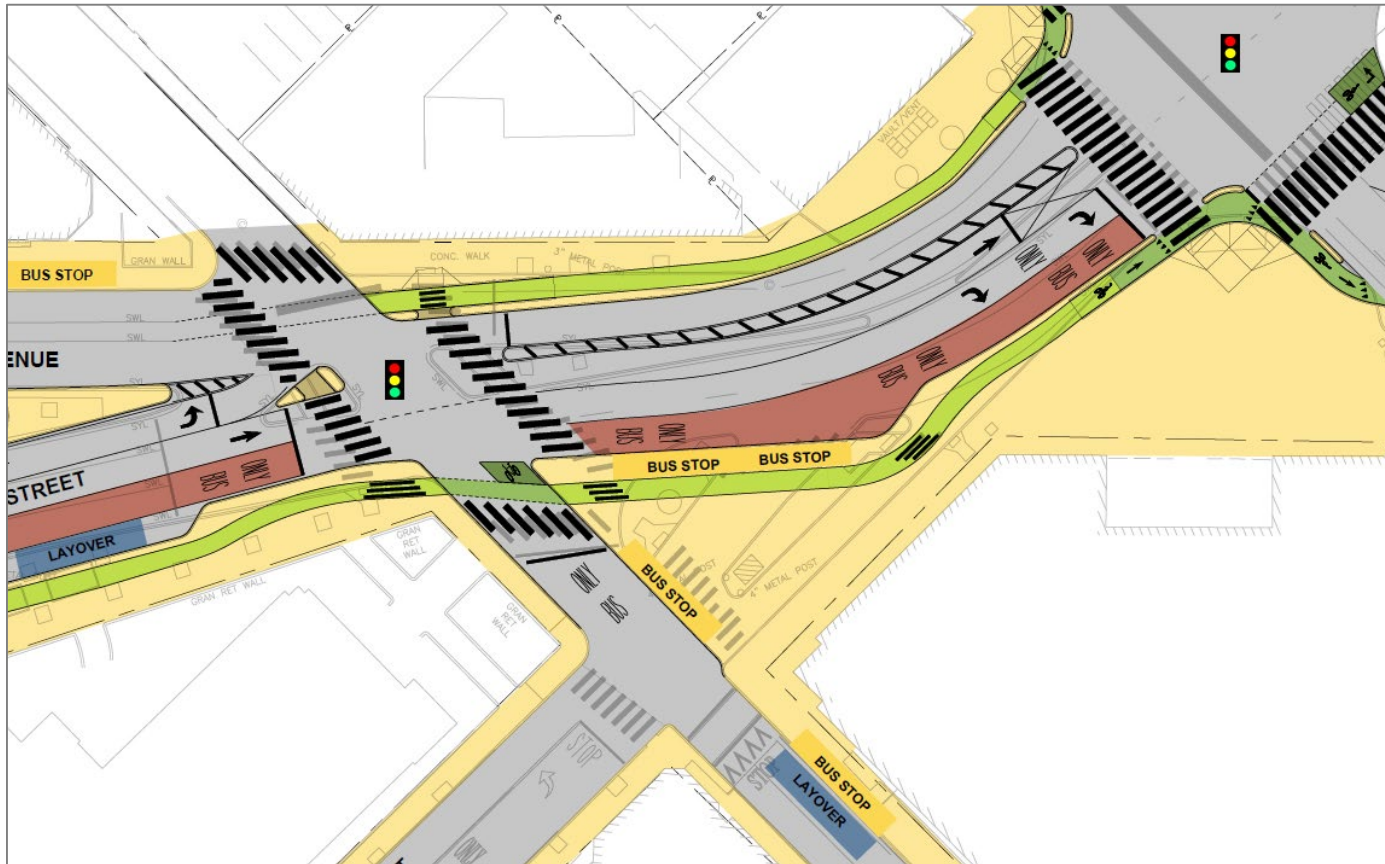
River Street Corridor Auburn Street to Mass Ave

- Maintains single general purpose lane + bus only lane
- Additional turning lanes provided at Green Street and Mass Ave
- Existing raised median island removed between Green Street and Mass Ave to allow for bus lane and separated bike lanes

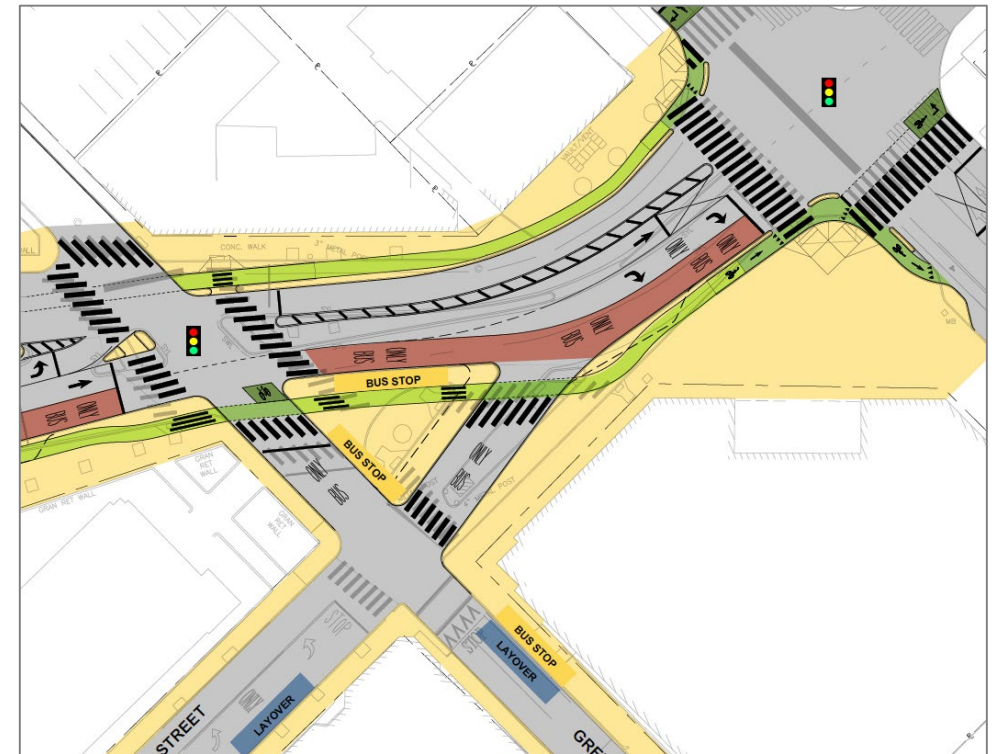


Design Direction Review

- Decisions from previous Working Group meetings:
 - **Butterfly** shape for plaza preferred

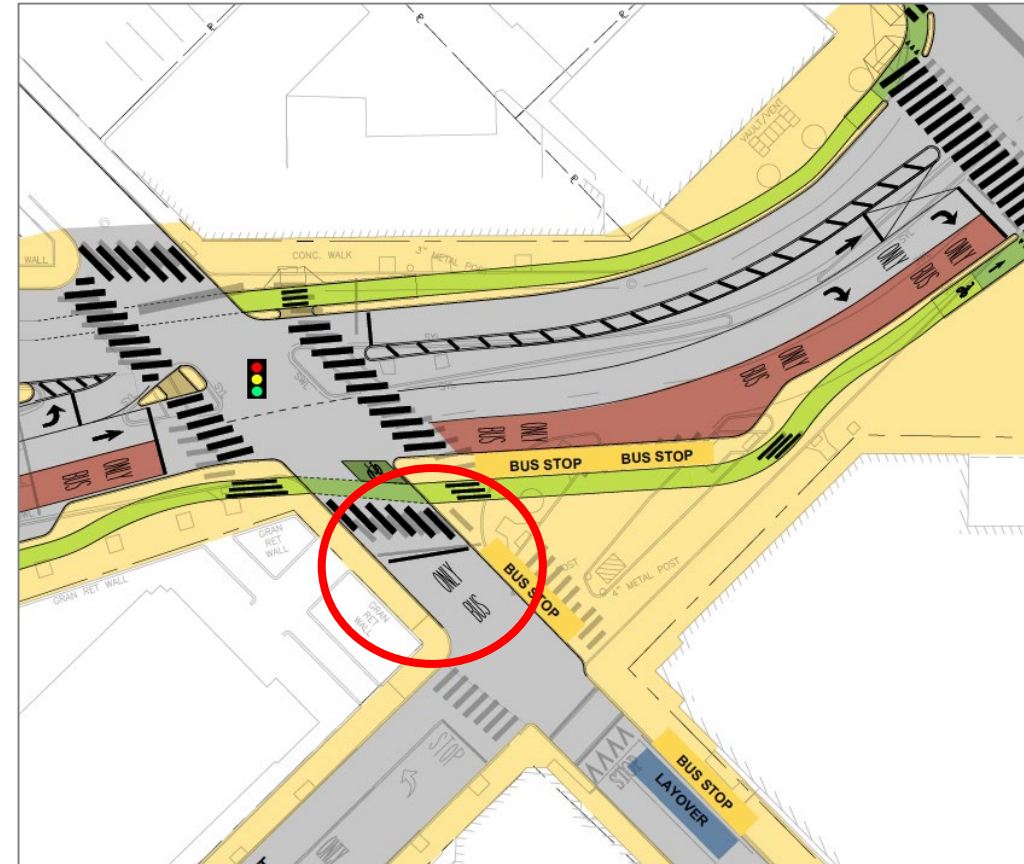


Island Configuration Option (Not Preferred)



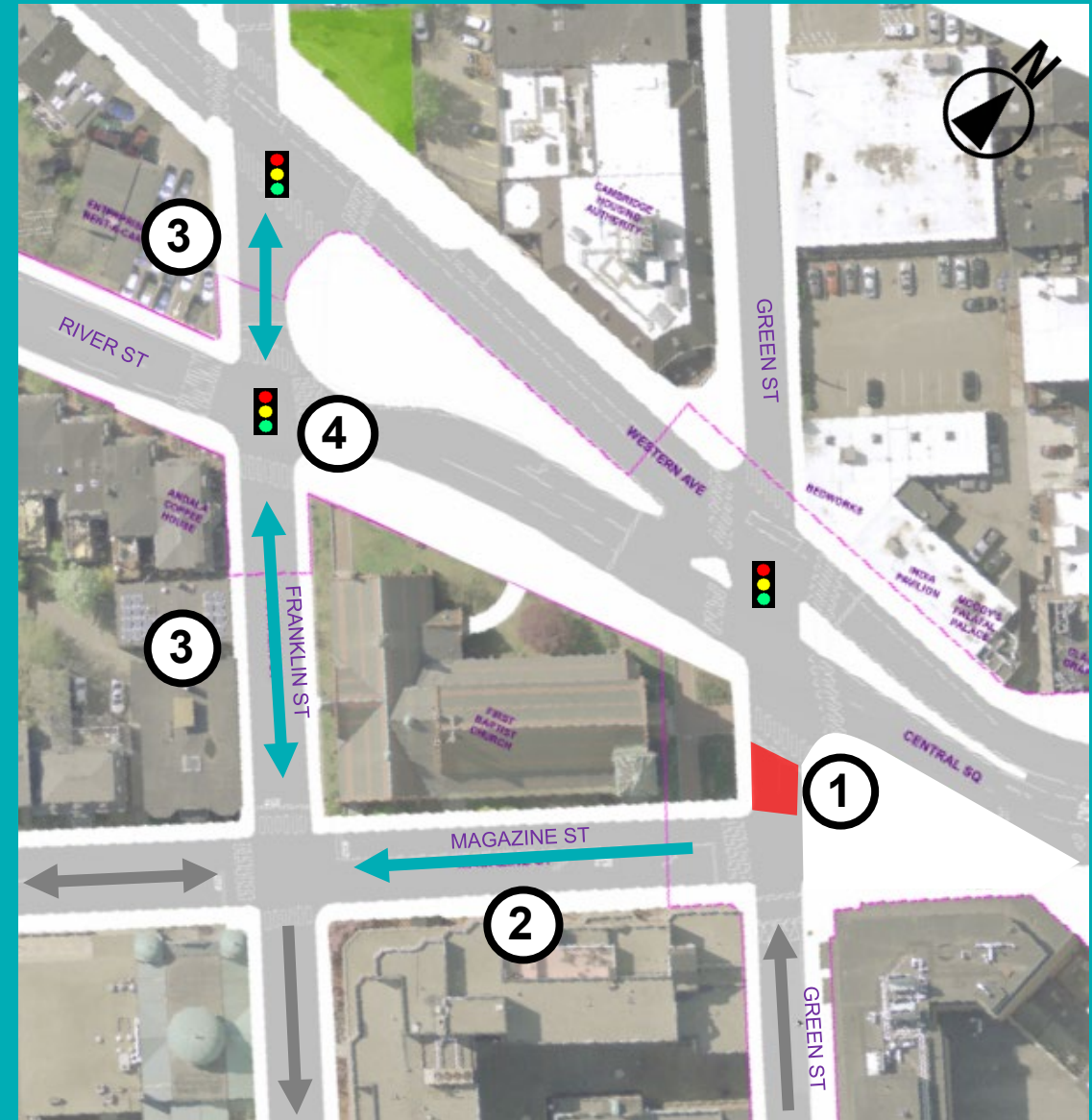
Circulation Changes Needed To Support Butterfly Plaza

- To expand the available plaza space, bus/bike only operations are proposed at Green Street & River Street
- These network changes will improve safety and operations for all modes

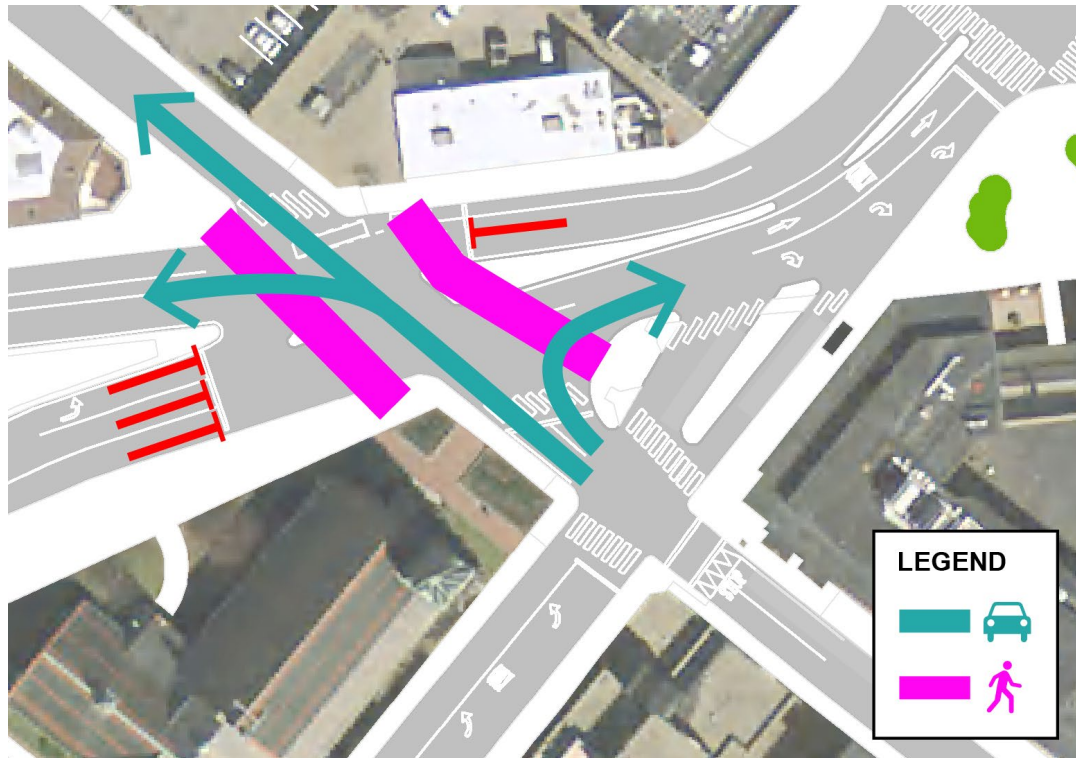


Proposed Network Changes

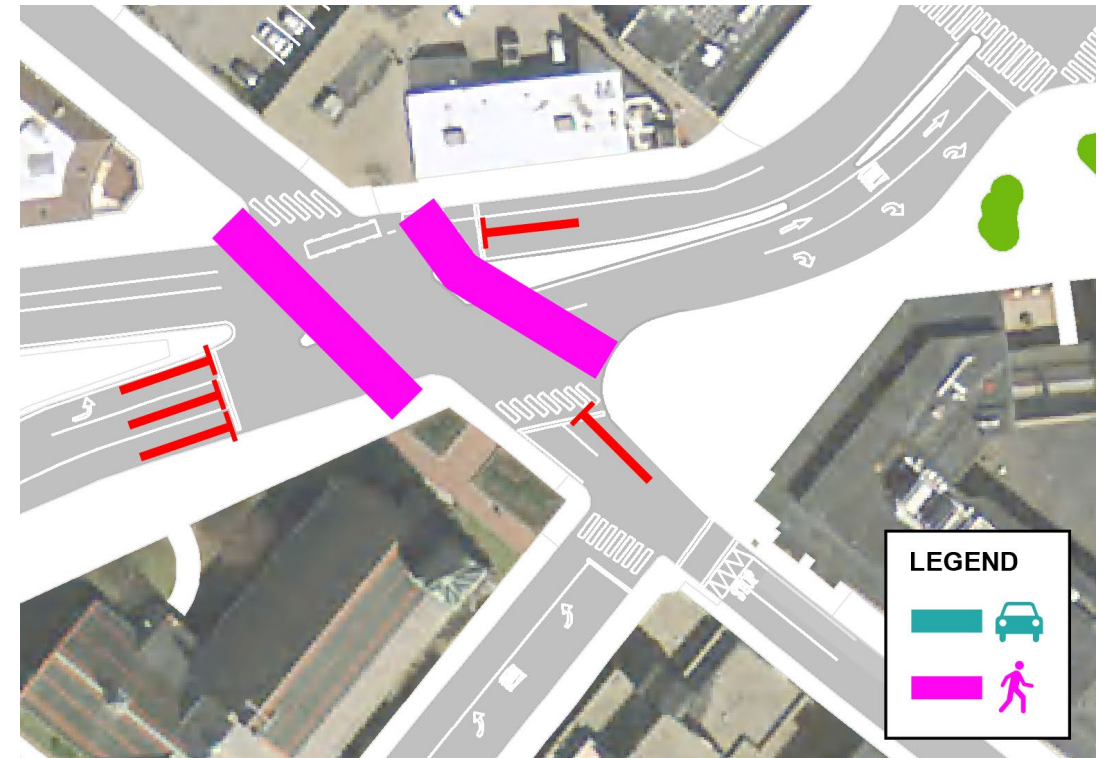
1. No through vehicle movement at Green Street except buses and bikes
2. First block of Magazine Street changed to one way westbound
3. Franklin Street between Magazine Street and Western Avenue changed to two-way
4. New signal at Franklin Street



Bus/Bike Connector Pedestrian Phasing & Vehicle Conflicts



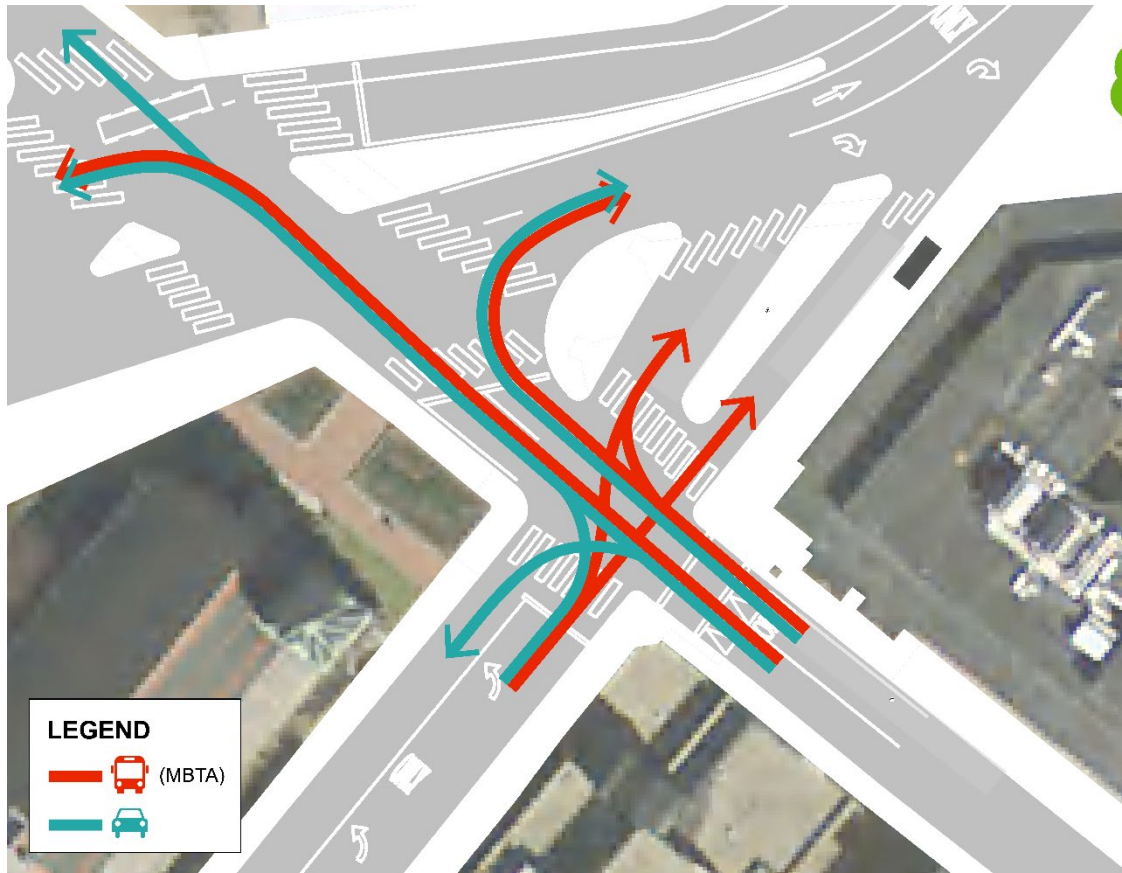
Existing Pedestrian Phasing



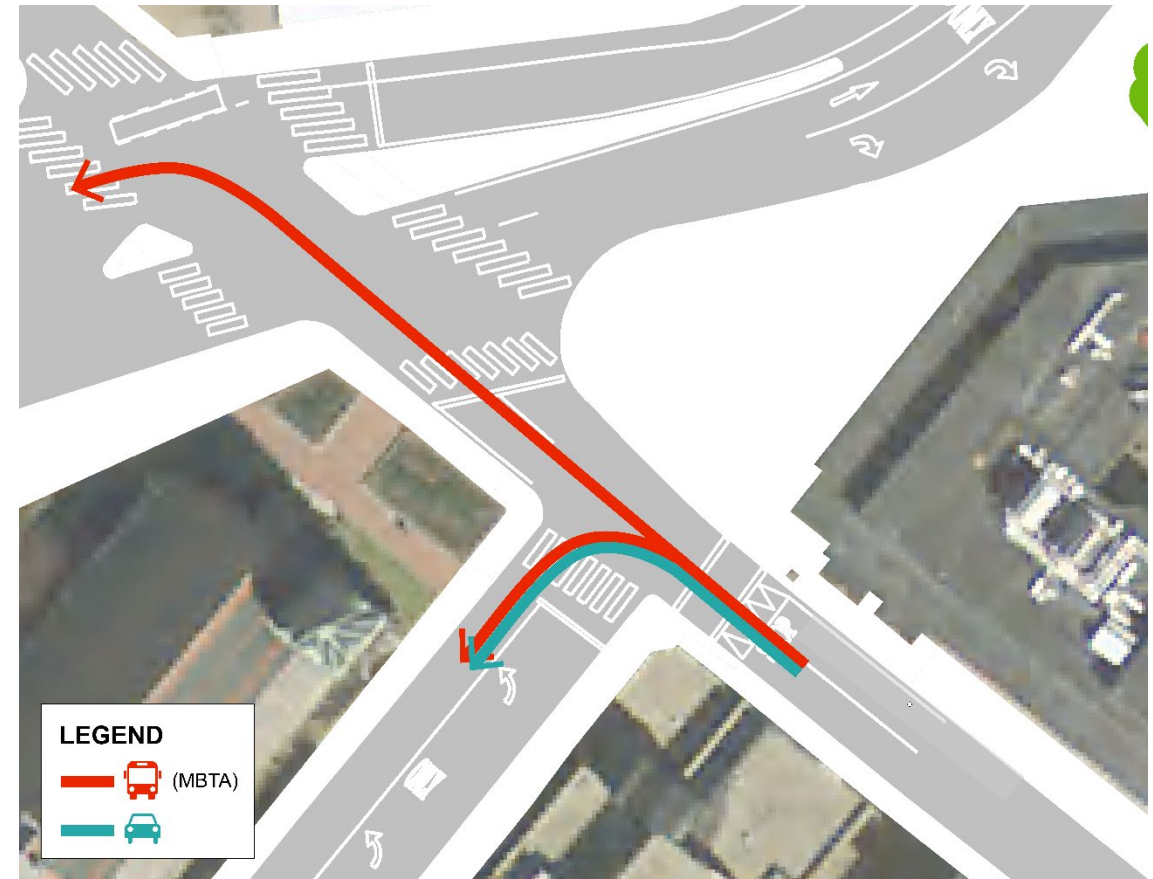
Proposed Pedestrian Phasing

Bus/Bike Connector

Vehicular Movements Change



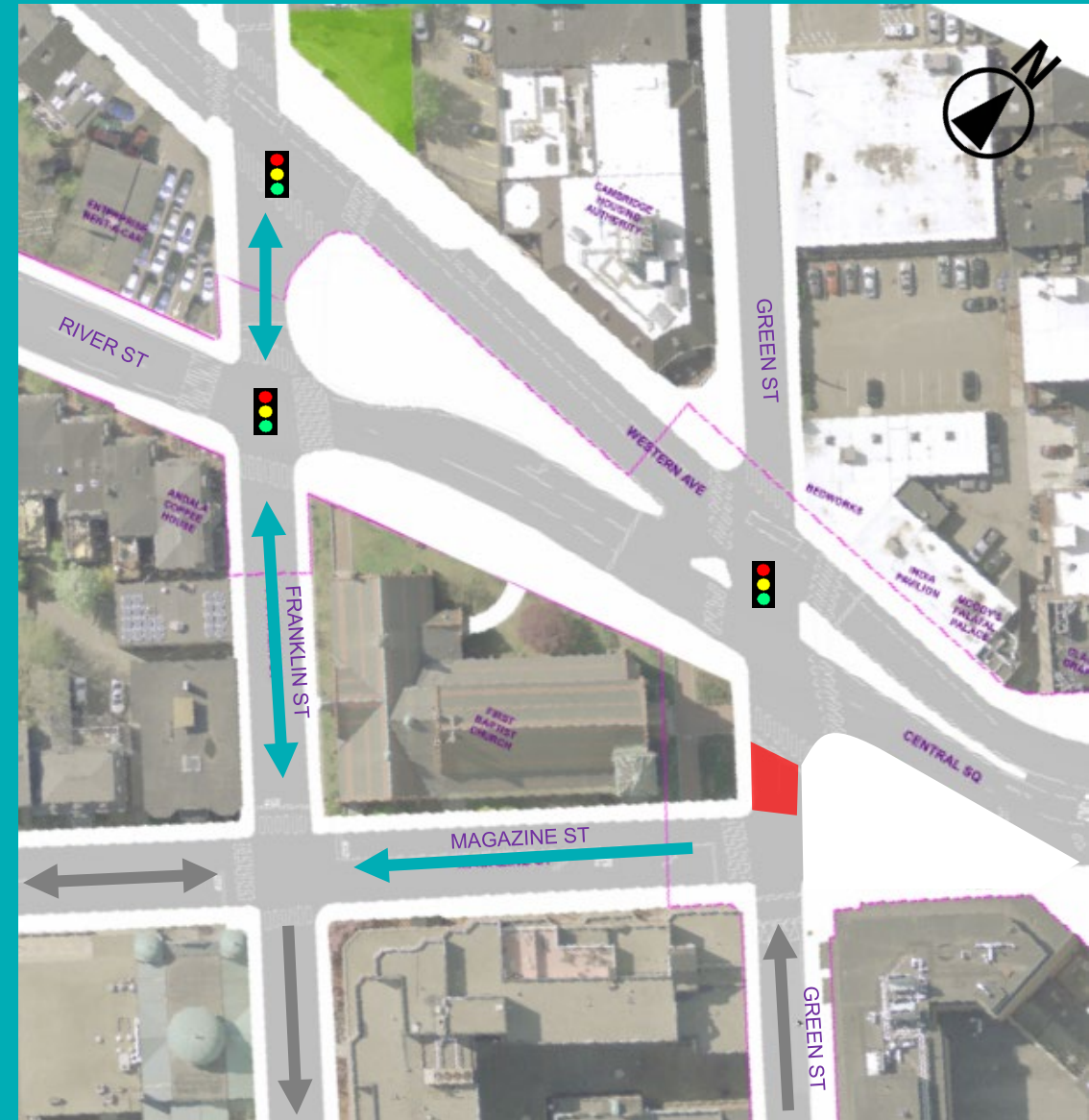
Existing Vehicular Movements



Proposed Vehicular Movements

Bus/Bike Connector Transportation Benefits

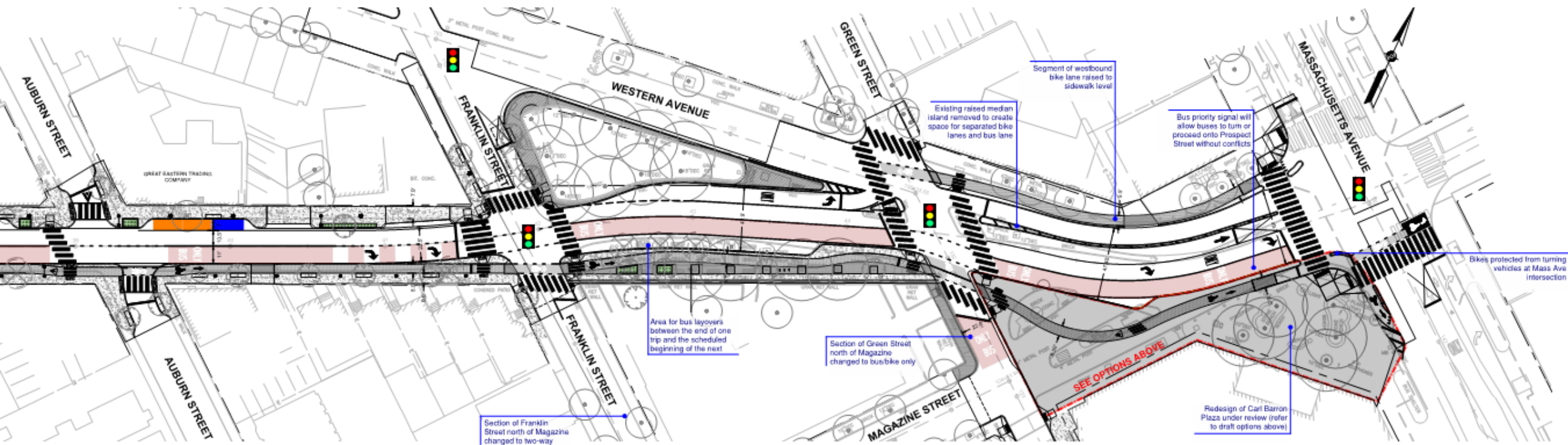
- The proposed network changes will allow:
 - Direct access to Western Avenue to be maintained for MBTA buses
 - Protected pedestrian crossing of River Street at Green Street
 - Improved bicycle connections
 - Reduced conflicts at Magazine Street and Green Street
 - Improved traffic flow due to signal at Franklin Street



OVERVIEW OF DRAFT DESIGN PLAN

The Draft Plan is posted at the project website's "Documents" under Working Group Meeting #10.

After tonight's meeting, we invite you to share your thoughts by email - RiverStreet@CambridgeMA.gov



Sample of Design Plan

Carl Barron Plaza Urban Design Options

The Plaza Community Process

On-site research

- Movement tracking
- Activity mapping
- Diary entries/on-site observations

Community Engagement

- In-person interviews - 17 total
- Online survey - 32 respondents
- Open house and day of engagement - over 140 people engaged

Design Objectives/Themes distilled from the community process

Comfort: Ensure everyone feels comfortable to linger

Identity: A cleaner, more inviting space

Access: Balance transportation needs with enjoyment of the plaza

Uses: Everyday activity mixed with programmed events

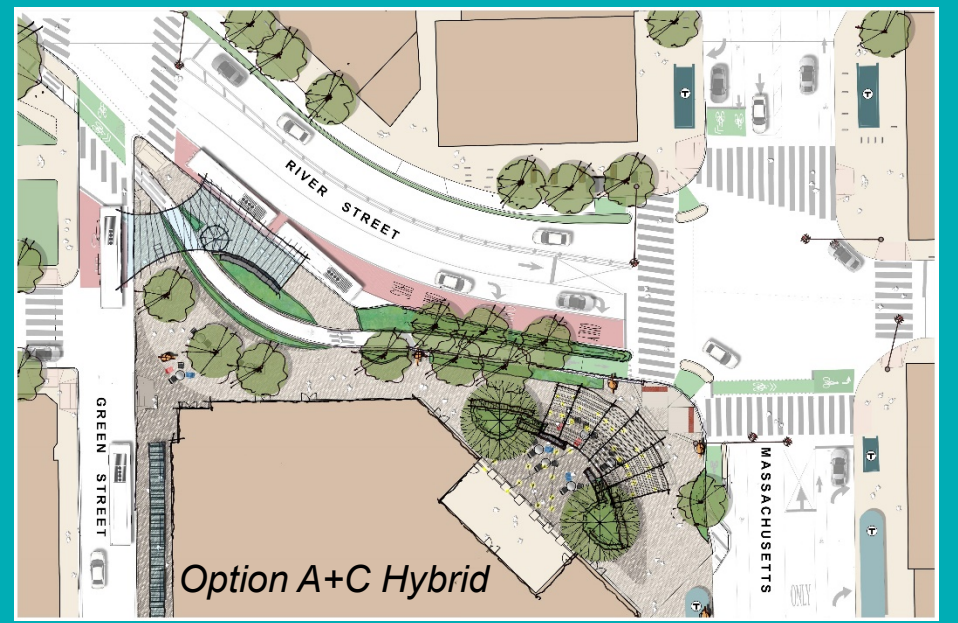
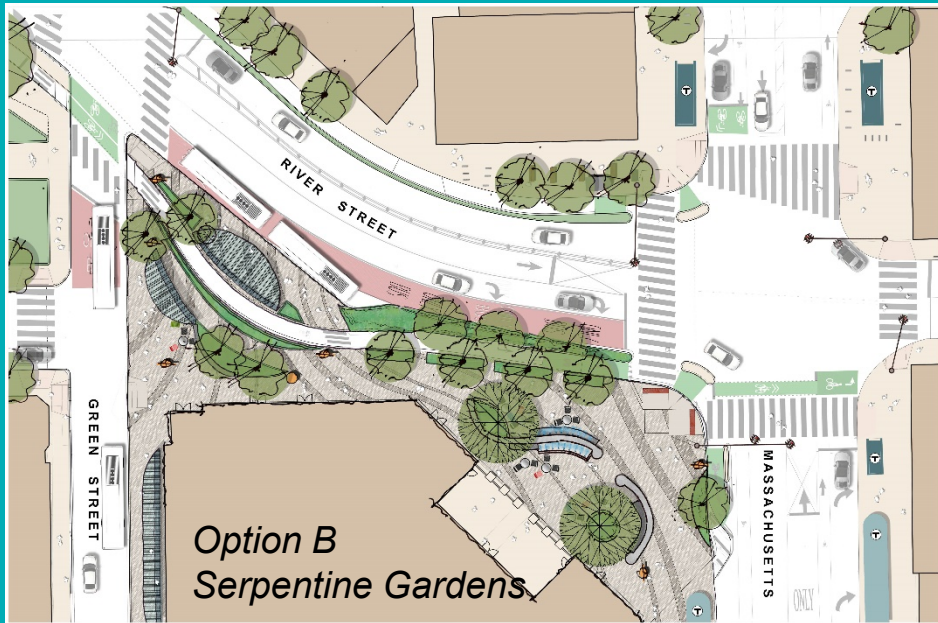
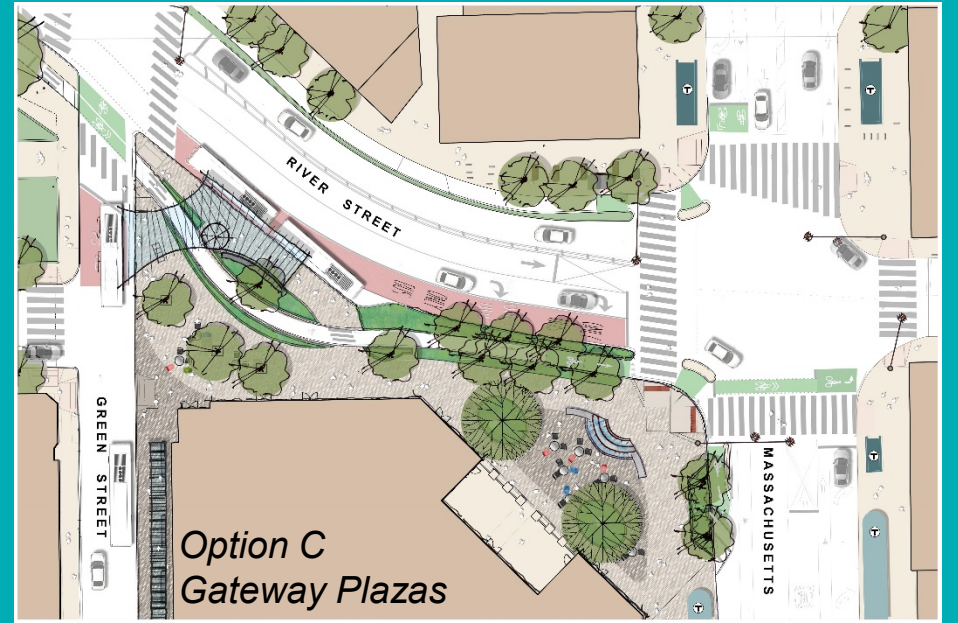
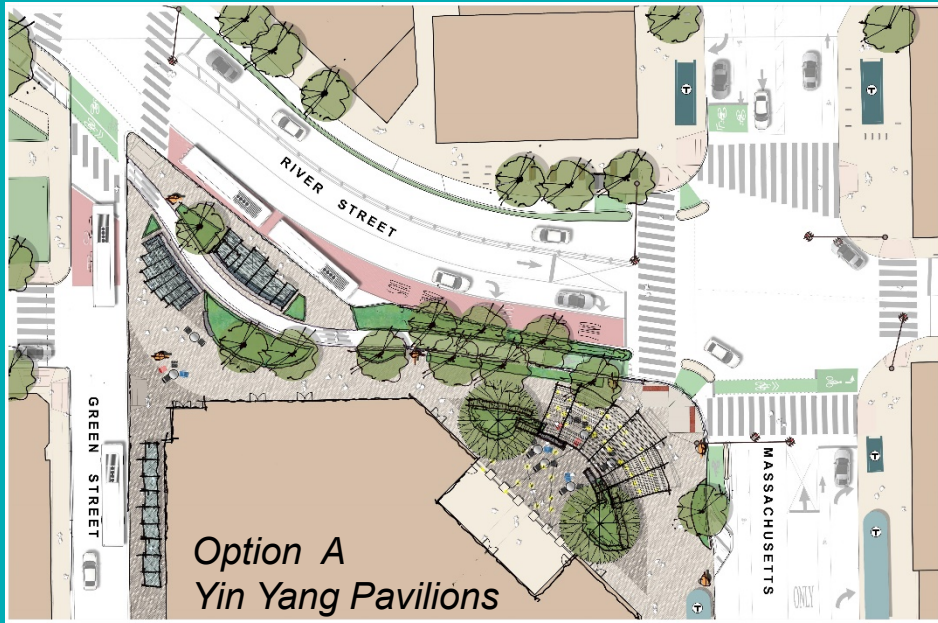
Sociability: Spaces for people to gather in large and small groups

Design Option Review

Where are we in the process?

- Materials presented are **draft only**
- Looking for your **feedback** on desired features and overall design direction
- Initial review of design alternatives is **one step** in the process
 - Not picking favorites
- Sharing with **additional stakeholders** over Summer/Fall 2020.
- **Public meeting** is tentatively scheduled for Fall 2020

Option Overview



Option A : Yin Yang Pavilions

Key Design Features

Green St. End

- Custom bus shelters: 3 Locations

Mass Ave End

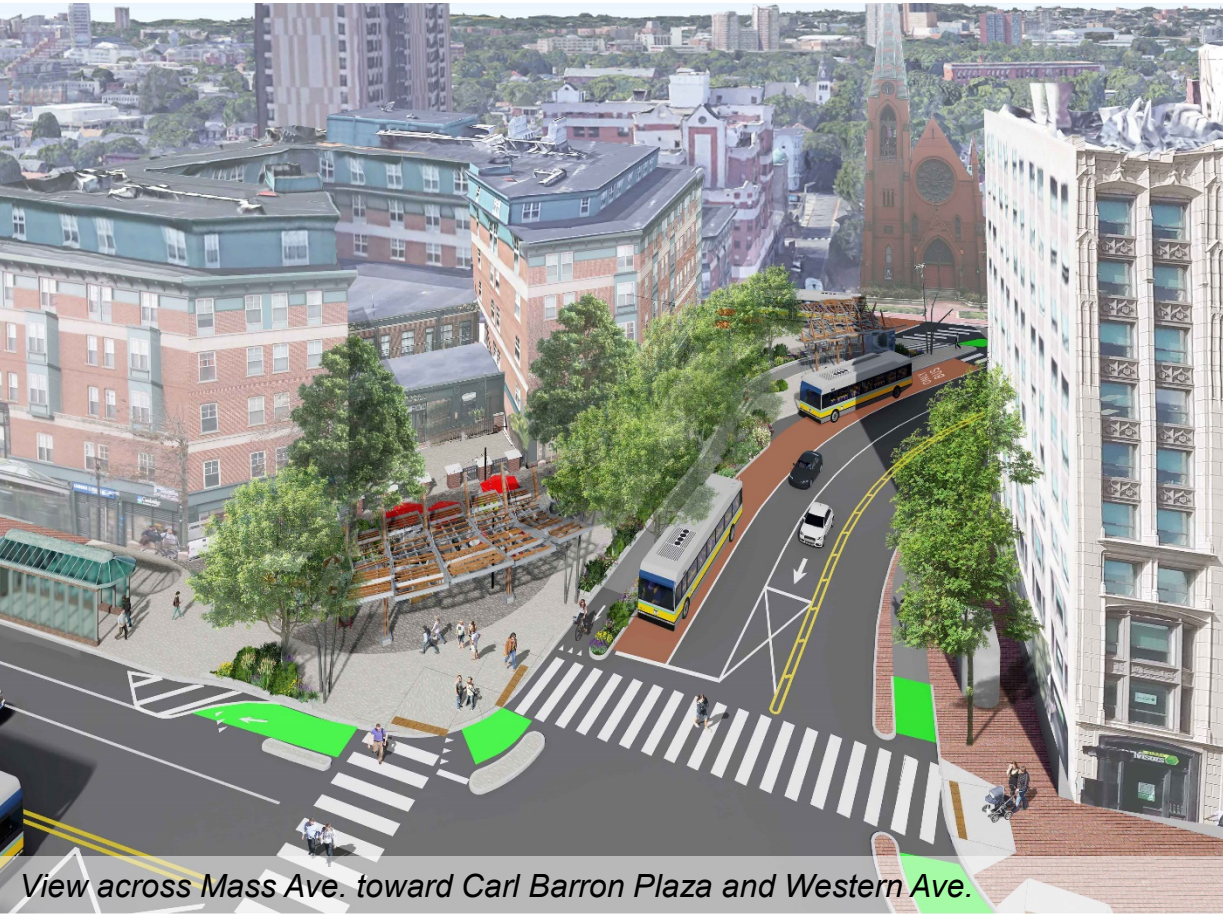
- Iconic open air pergola structure at Mass Ave. Plaza
- Flexible plaza space with suspended overhead lighting
- Curved seat wall and low curved planting elements

General

- Two existing trees to remain
- Eleven new trees



Option A | Birdseye Views



Option A | Perspectives



View SE along transit hub toward Holmes Building



View looking toward River Street at Mass Ave



View SE along transit hub toward Holmes Building



View toward church at Green Street end of Plaza

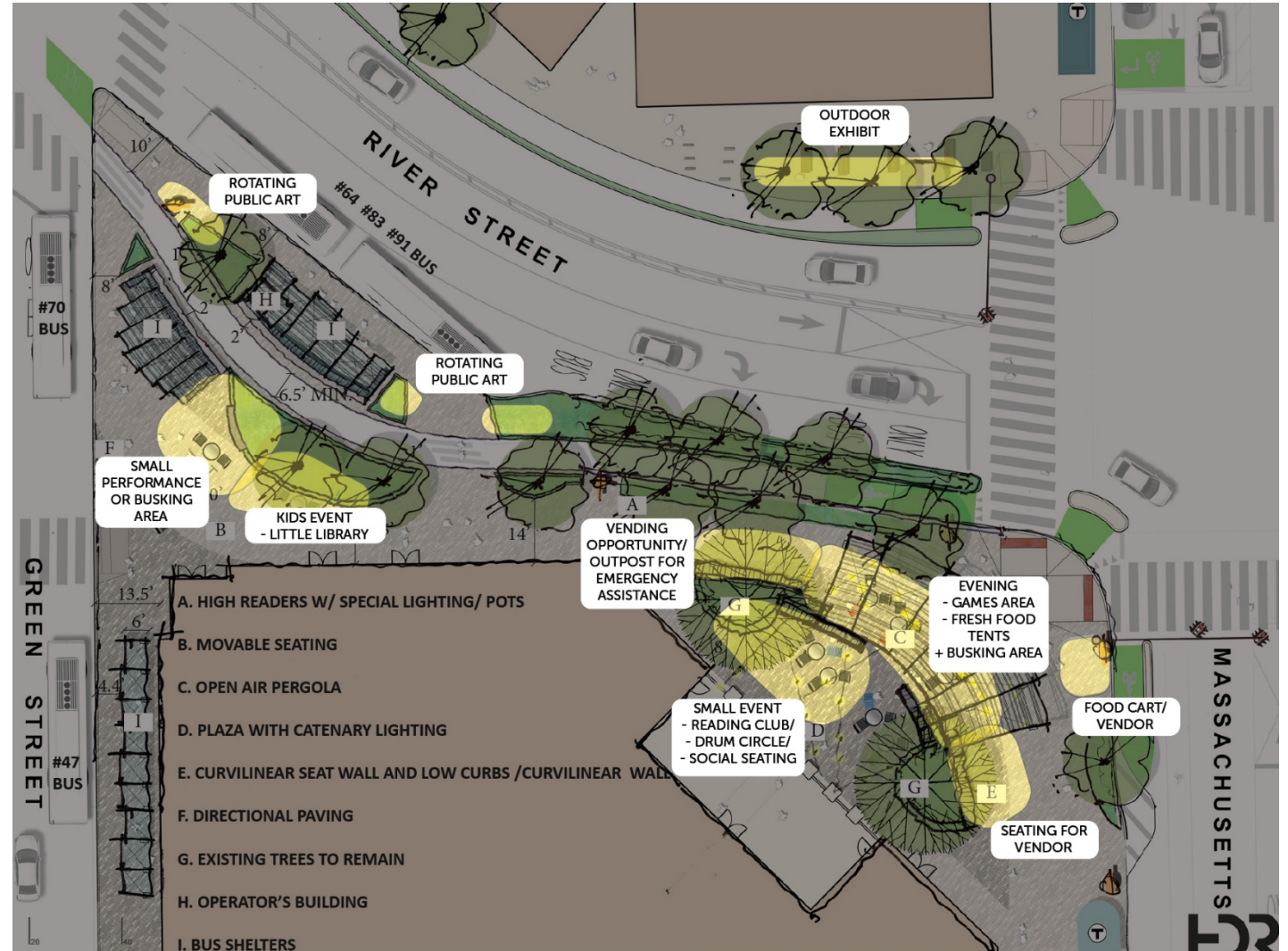
Option A: Example Program Diagram

Opportunities

- Gathering under the Mass. Ave. pergola (small – medium)
- Independent but complementary programming for both sides of plaza
- Small performance or vendors
- Flexible & movable seating

Constraints

- Curvilinear seating at main plaza bisects space
- Planters, unless flush with pavement, reduce programmable space



Option B: Serpentine Gardens

Key Design Features

Green St. End

- Curvilinear Bus shelters: 3 Locations
- Pedestrian path running along bike path

Mass Ave End

- Curvilinear fixed seating with backs
- Linear water feature (two sided)
- Open Plaza

General

- Paving - serpentine motif
- Wayfinding features
- Two existing trees to remain
- Twelve new trees



Option B | Perspectives



View SE along transit hub toward Holmes Building



View looking toward River Street at Mass Ave



View SE along transit hub toward Holmes Building



View toward church at Green Street end of Plaza

Option C: Gateway Plazas

Key Design Features

Green St. End

- Iconic Transit hub structure visible from various vantage points
- Trees in flush pavement
- Pedestrian circulation parallel to and separated from bike lane

Mass Ave End

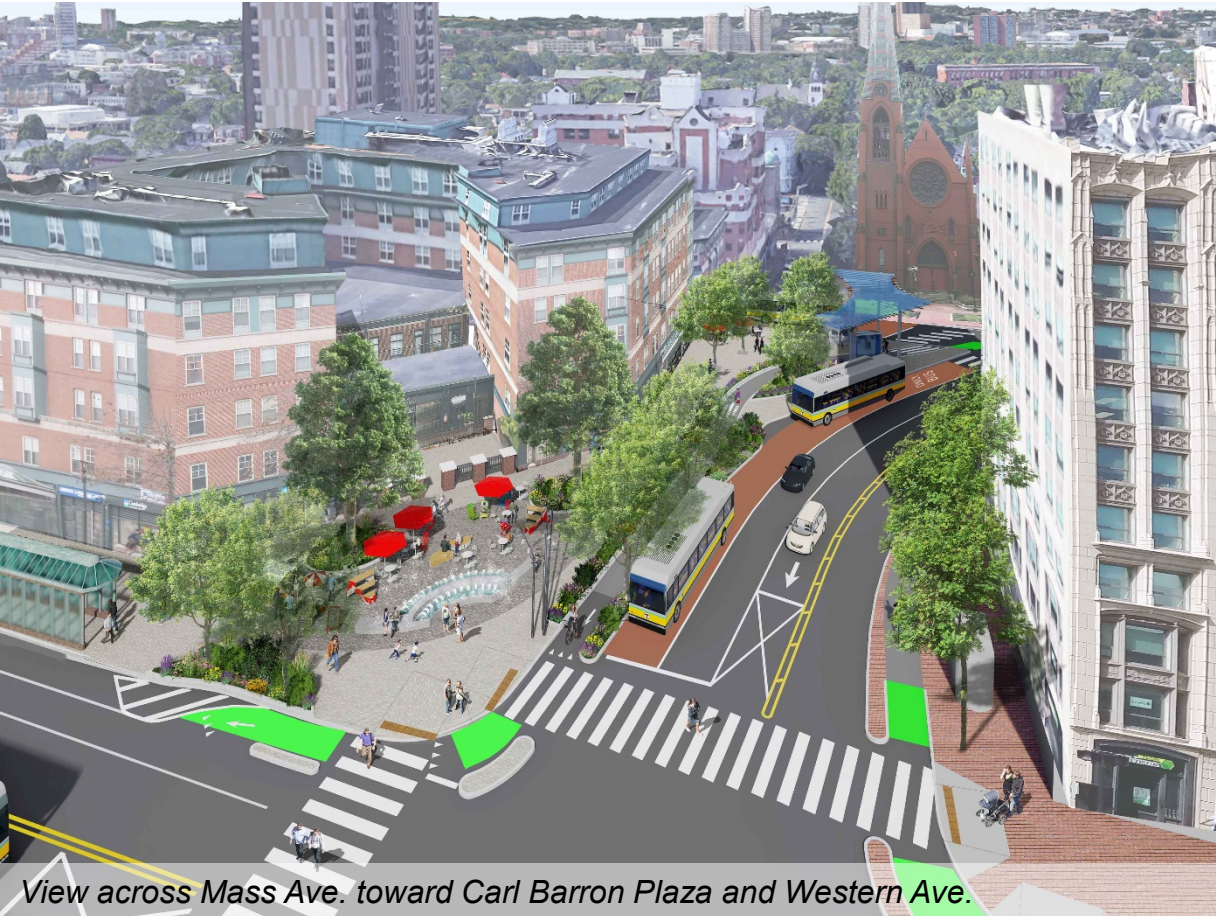
- Multi - use open plaza
- Central water feature (two sided)

General

- Two existing trees to remain
- Thirteen new trees



Option C | Birdseye Views



View across Mass Ave. toward Carl Barron Plaza and Western Ave.



View SE across Western Ave. to transit hub at Carl Barron Plaza

Option C | Perspectives



View SE along transit hub toward Holmes Building



View looking toward River Street at Mass Ave



View SE along transit hub toward Holmes Building



View toward church at Green Street end of Plaza

Option A+C Hybrid

Key Design Features

Green St. End

- Iconic Transit hub structure visible from various vantage points
- Trees in flush pavement
- Pedestrian circulation parallel to bike lane

Mass Ave End

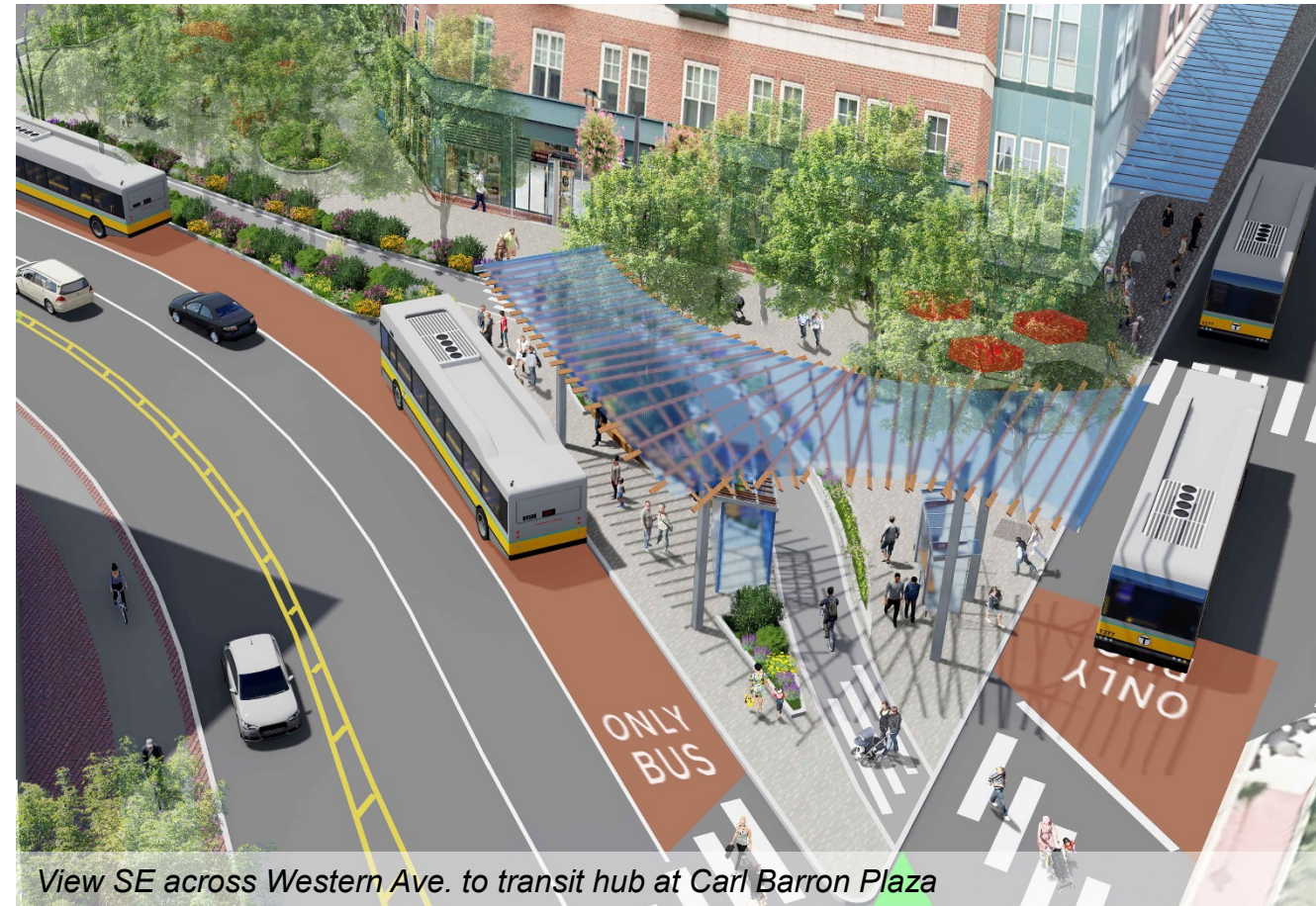
- Iconic open air pergola structure at Mass Ave. Plaza
- Flexible plaza space with catenary lighting
- Curved seat wall and low curved planting elements

General

- Two existing trees to remain
- Ten new trees



Option A+C Hybrid | Birdseye Views



Option A+C | Perspectives



View SE along transit hub toward Holmes Building



View looking toward River Street at Mass Ave

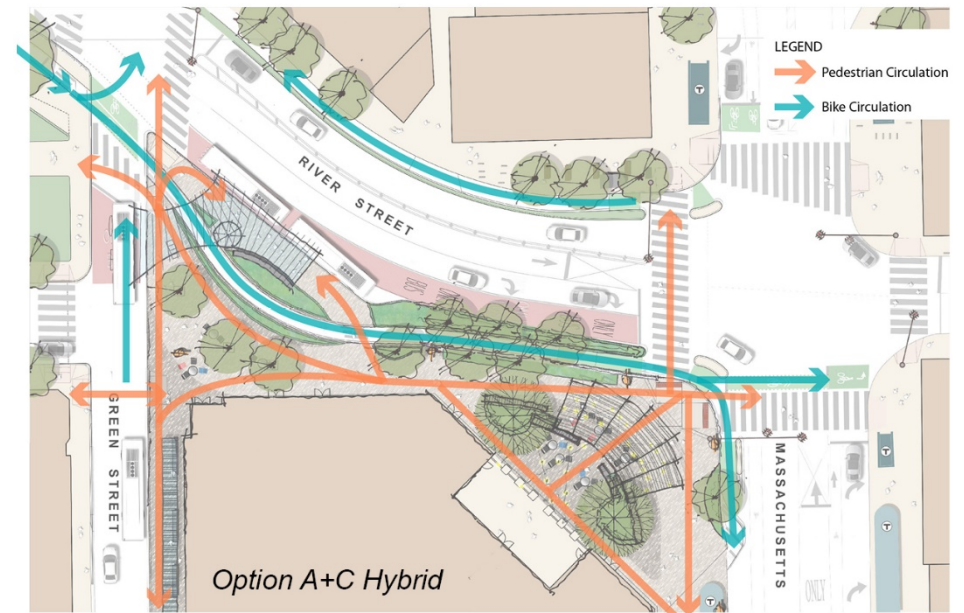
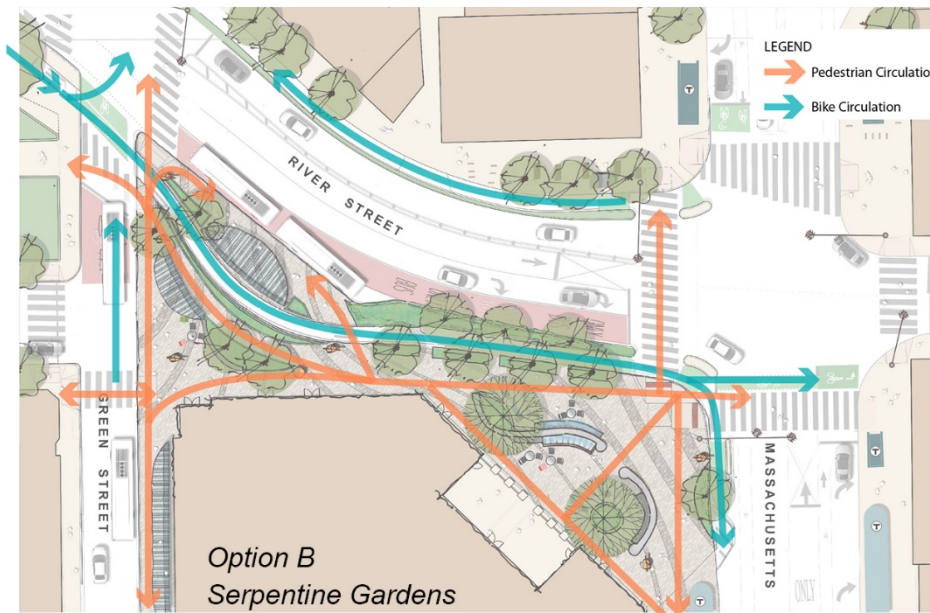
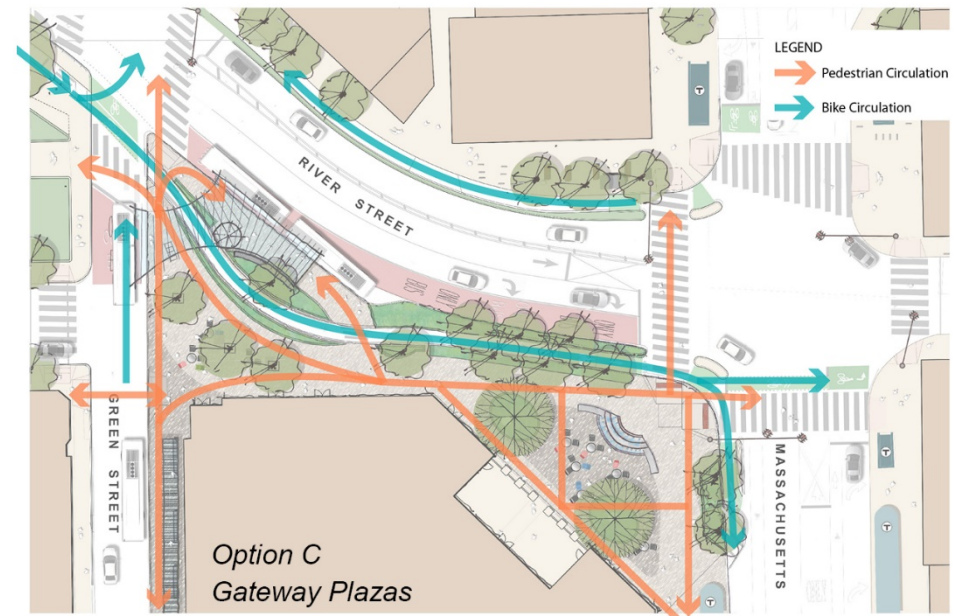
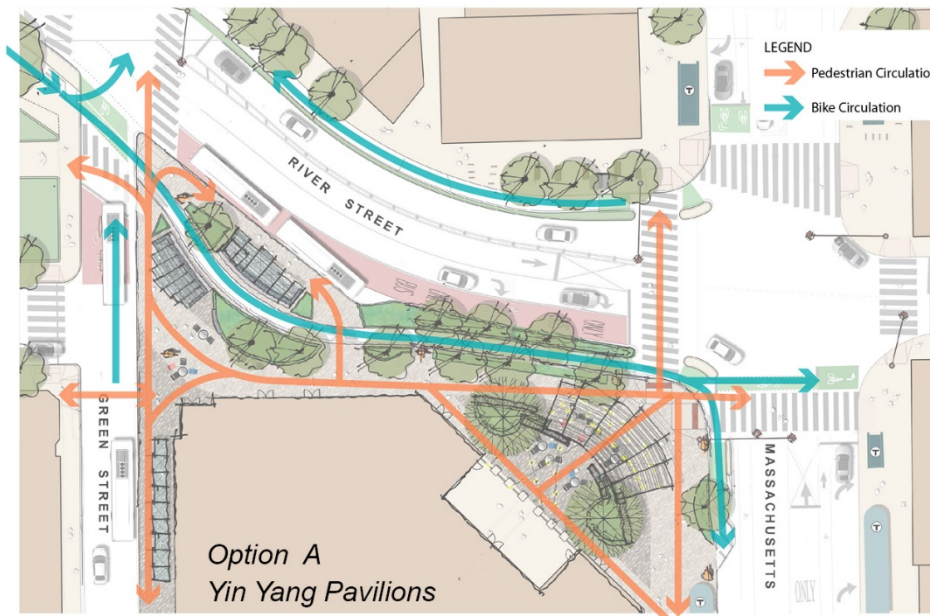


View SE along transit hub toward Holmes Building



View toward church at Green Street end of Plaza

Option Summary



Circulation Diagrams



Port Infrastructure Improvements

City of Cambridge, MA
The Port Infrastructure Improvements - January 2020

Figure 1

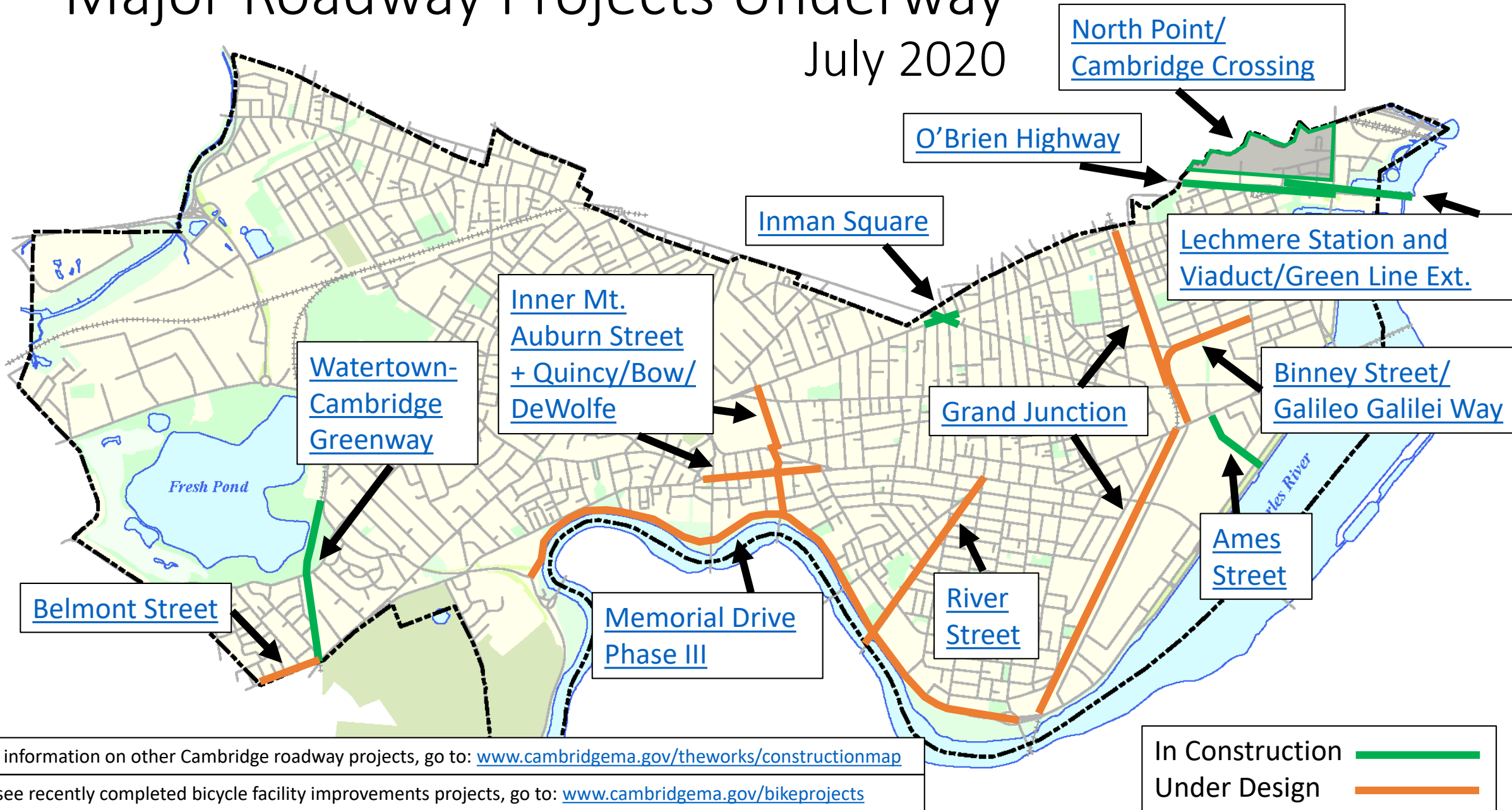




Other projects

Major Roadway Projects Underway

July 2020



For information on other Cambridge roadway projects, go to: www.cambridgema.gov/theworks/constructionmap
To see recently completed bicycle facility improvements projects, go to: www.cambridgema.gov/bikeprojects

In Construction 
Under Design 

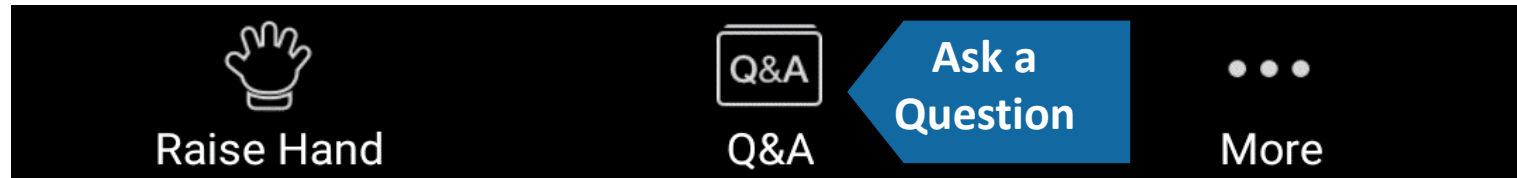


Public comment

Public Comment Instructions

- Use the "Raise Hand" button to signal you have a question/comment. A staff member will then enable you to unmute yourself.
 - *9 to Raise Hand by phone
 - *6 to Mute/Unmute by phone
- Questions can also be submitted using the Q&A button.

Bottom Panel of
Zoom Screen





Bicycle Plan 2020

Outreach Plans

1. Starlight Square
2. Other Parks?
3. Online Videos, Surveys, WikiMap
4. Yard Signs

**Do you bike
in Cambridge?**



**Are you interested
in biking?**

*Tell us how the city
can be better for you!*

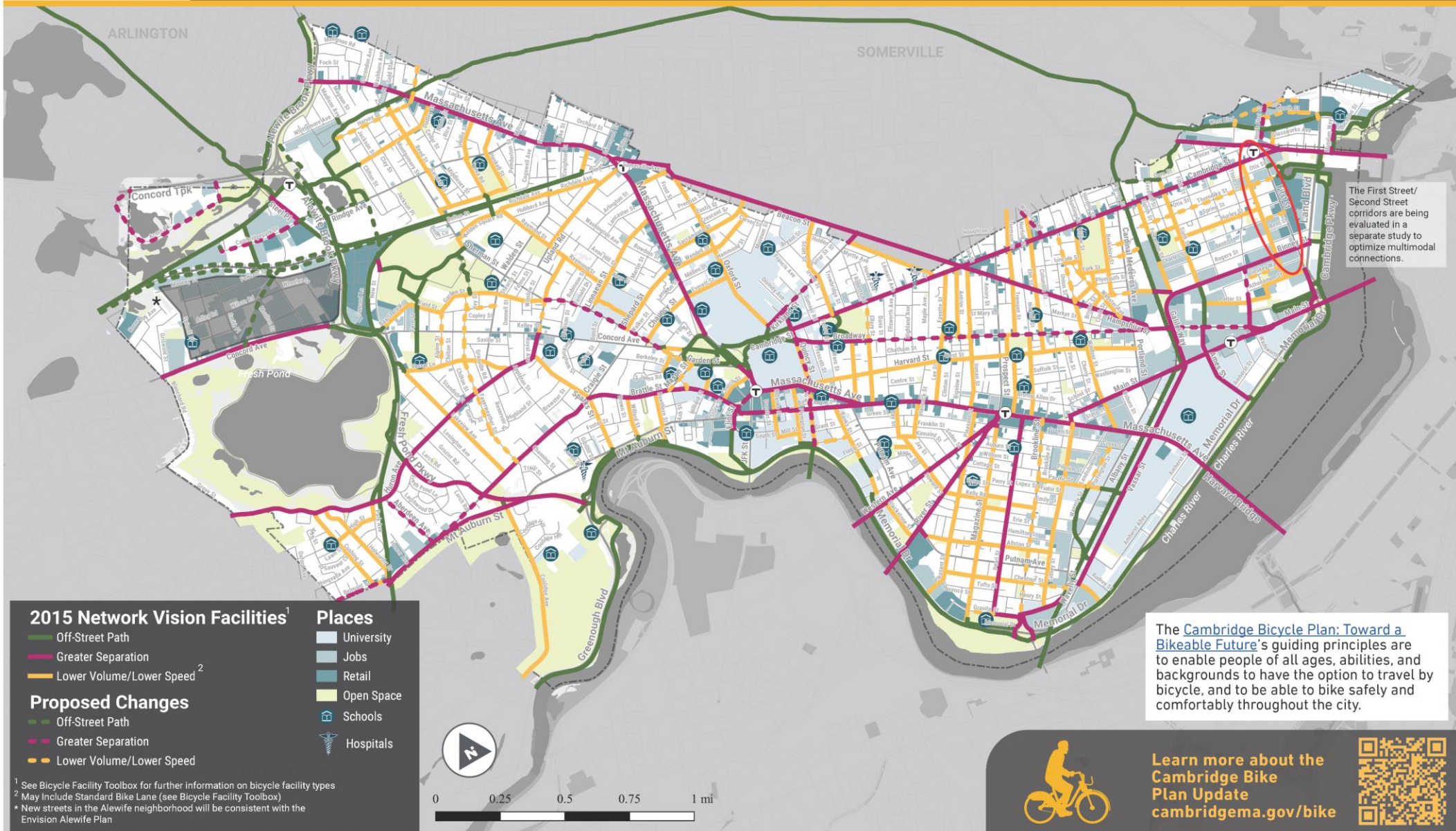


Share your thoughts and learn more at:
cambridgema.gov/bikeplan2020

Please submit your input by October 10, 2020

Planning our streets for people





WHAT IS 'QUICK BUILD'?

The Cambridge Bicycle Plan includes an ambitious Bicycle Network Vision containing over 100 miles of existing, in-progress, and proposed bikeways. Separated bike lanes are physically separated from motor vehicle traffic and are an important component of the Network Vision.



Compared to conventional street reconstruction, the "quick build" approach is less expensive and allows implementation to occur more rapidly. **A quick build separated bike lane often uses lightweight, semi-permanent materials to provide separation from motor vehicle traffic.** Materials typically include pavement markings, flex posts, and on-street parking.

CAMBRIDGE STREET QUICK BUILD

A recent example of a quick build project is Cambridge Street between Fayette Street and Quincy Street. In this project, the City repurposed one lane of parking to achieve space for a separated bike lane. Pavement markings, flex posts, and on-street parking were used to provide the separation between people biking and people driving.



PRIORITIZATION APPROACH

As part of the 2020 Bike Plan update, the City has identified 15 opportunity corridors for quick build bikeway implementation. These consist of: streets with planned separated bike lines; streets that are controlled by the City and not another agency; streets that are not slated for reconstruction in the near future; and streets where quick build implementation is deemed feasible.

While each quick build bike facility project is important for different reasons, a variety of factors (including funding and staff availability) prevent all projects from being constructed at once. Therefore, the City has created a three-step selection strategy for quick build facilities to determine the order in which they will be implemented.

STEP 1

Step 1 consists of a data-driven analysis of factors selected to relate to the goals of the Cambridge Bike Plan, which include mode shift, safety, and equity. In addition, public input and ease of implementation were considered. The analysis factors include:

- Connectivity
- Key Route to School
- Key Route to Major Destination
- Safety
- Comfort Rating
- Equity (NRSA)
- Community Input
- Simplicity of Design

STEP 2

Step 2 consists of dividing the City into five areas (based on merged neighborhood boundaries) and creating implementation phases so that the top-ranked project from each neighborhood is implemented before additional projects from any other neighborhood.

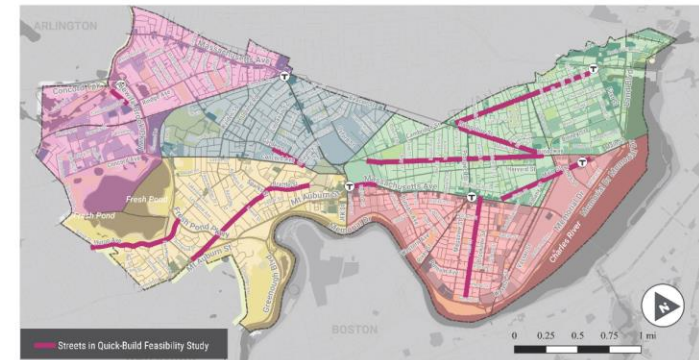
STEP 3

Step 3 occurs each year as implementation begins. The City will consider other factors (some of which are currently unknown) that may impact phasing. Examples include leveraging transit opportunities, unforeseen roadway construction projects, etc.

PRIORITIZED PROJECTS (DRAFT)

The prioritization approach results in three implementation phases that distribute investment across each of the five merged neighborhood areas. Implementation of the first phase will begin soon. As stated, the order of implementation between phases will be reassessed on a regular basis.

NEIGHBORHOODS MAP



PROJECTS RANKED

STEP 1 → STEP 2

Segment Name	Ranking	Phase	Segment Name
Cambridge St (Oak St to Second St)	1	First	Cambridge St (Oak St to Second St)
Broadway (Quincy to Hampshire)	2		Mass Ave (Quincy to Dunster)
Hampshire St (Amory to Broadway)	3		Garden St (Bond to Concord)
Main St (Sydney to Vassar)	4		Brattle St (Sparks to Mason)
Mass Ave (Quincy to Dunster)	5		Steel Pl (Alewife Station Access Rd to Cambridgepark Dr)
Pearl St (Mass Ave to Granite)	6	Second	Broadway (Quincy to Hampshire)
Garden St (Bond to Concord)	7		Pearl St (Mass Ave to Granite)
Main St (Ames to Third)	8		Brattle St (FPP to Sparks)
Brattle St (Sparks to Mason)	9		Hampshire St (Amory to Broadway)
Brattle St (FPP to Sparks)	10		Main St (Sydney to Vassar)
Brattle St (Mt Auburn to FPP)	11	Third	Main St (Ames to Third)
Huron Ave (Grove to FPP)	12		Brattle St (Mt Auburn to FPP)
Steel Pl (Alewife Station Access Rd to Cambridgepark Dr)	13		Huron Ave (Grove to FPP)
Huron Ave (FPP to Concord)	14		Huron Ave (FPP to Concord)



Learn more about the
Cambridge Bike
Plan Update
cambridgema.gov/bike



OFF-STREET PATH

A path with the most separation from motor vehicle traffic that is often shared with people walking.



Kittie Knox Bike Path (Cambridge, MA)

GREATER SEPARATION

Street-adjacent bike lanes that provide more physical separation from passing traffic.



Western Avenue separated bike lane (Cambridge, MA)

LOWER VOLUME / LOWER SPEED

Streets with lower volumes and/or lower speeds that use various treatments to reduce conflicts between people biking and driving.



Lakeview Avenue (Cambridge, MA)



Indianapolis Cultural Trail (Indianapolis, IN)



Wayne Avenue separated bike lane (Silver Spring, MD)



Contraflow bike lane on SE Clinton Street (Portland, OR)

Learn more about the
Cambridge Bike
Plan Update
cambridgema.gov/bike



Virtual Bike Ride



Cambridge Nineteenth Amendment Centennial Bike Ride

A virtual tour of historic sites from the Suffrage Movement in
Cambridge, MA

Cambridge Bicycle Committee | September 4, 2020

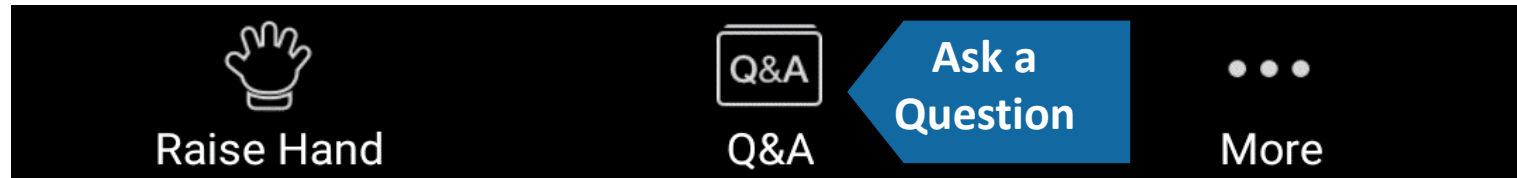


Public comment

Public Comment Instructions

- Use the "Raise Hand" button to signal you have a question/comment. A staff member will then enable you to unmute yourself.
 - *9 to Raise Hand by phone
 - *6 to Mute/Unmute by phone
- Questions can also be submitted using the Q&A button.

Bottom Panel of
Zoom Screen





Other Announcements



Thank You