

Cambridge Bicycle Committee Meeting
January 8, 2014
Notes

Present: John Goodman, Taylor Walker Fickett, Ingrid Schorr, Catharine Hornby, Michael Proscia, Ari Ofsevit, Randy Stern, Jim Wilcox, Katherine Howitt, Andrea Williams, Matt Schrumpf, Cara Seiderman
Visiting: Lt. Rick Riley (Cambridge Police Department); Elizabeth Bierer (Cambridge Pedestrian Committee)

I. Agenda, Minutes, Introductions

November 2013 Minutes were approved with minor changes.
Taylor had to leave early so Ari graciously agreed to take notes.

II. Enforcement and Outreach

Lt Rick Riley (RR) visited from Cambridge Police Department/traffic division. He described himself and his department as "pro-bike" and described his appreciation of watching the "symphony of traffic" on Hampshire Street. Says department policy is "harm reduction" and that the traffic department is data driven and using bicycle crash reports.

Cara mentioned that the bike crash database has 1100 crashes (over a decade) and Jeff Parenti will present it to the Committee, likely in March or April.

We then had a Q&A with RR:

RS: Will citations have bicycle information?

RR: CPD has been using the state form, and testing electronic reporting. Cyclist citations are now on the state uniform citation. They are also testing software with better diagramming capabilities for crash reconstruction.

CH: Instances where there is no indication of a citation when a violation has obviously occurred in a crash (dooring, etc)

RR: It is general policy to cite, but these are not always noted on the accident report. It is hard to search for dooring violations since that chapter and section of state law (90-14) has many other infractions in it as well.

IS: How does CPD decide when/where to ticket bicyclists?

RR: Ticketing is from complaints of observed problems, often by citizens or councilors. CPD traffic is told where to focus, but not which modes to cite. Often focus on red light running and failure to yield to peds.

CS: What about double-parked cars/taxis/delivery vehicles?

RR: There is less room for cars to pull over, but CPD is cognizant of this issue and will cite; especially in the spring when the roads are not narrowed by snow.

RS: What about "bad bicycle behavior?"

CH: Do you advocate for better bicycle infrastructure?

RR: Likes better infrastructure, especially cycletracks and protected lanes and sharrows; less-so bike lanes if they move cyclists out towards traffic lanes. Sees Mass and Vassar as a particularly bad intersection and one where better infrastructure could help.

RS: Lots of red light running by motorists—2-3 seconds after the light?

RR: Yes, this is an issue, and CPD does enforce when they can. Not as safe to pull over this time of year with narrower roads.

AW: What about focused enforcement on one corridor (mentioned ped enforcement in Lexington Center)

RR: Sees diminishing returns of enforcement. Also harder in somewhere like Cambridge where there are more people / not just the same people coming through every day.

CS: Proponent of camera enforcement for red lights (currently disallowed by state)

RR: Officers "mode of transport neutral" and have discretion to give fines.

AO: Where do \$\$ from bicycle infractions go?

CS: To city general fund; money spent on bicycle related programs and infrastructure always vastly exceeds any money coming from bicycle infractions.

Kathy Murphy's position will be filled this spring, and CPD is putting more officers on bicycles.

RR email: RRILEY@CAMBRIDGEPOLICE.ORG (best way to contact)

III. Committee Projects/Subcommittees and City Updates

Infrastructure Committee: Matt Schrumpf is moving to Oregon. Committee will carry on, somehow.

CS: Working to hire a consultant to help with the bike plan, will help with infrastructure and wayfinding. CS hopes this will be in place by the next meeting.

Outreach committee: Meeting next Monday, January 13 at 6 PM at 344 Broadway, 4th floor.

Wayfinding: BU-Inman signs should go up in the next couple of weeks. Further routing discussion was tabled until the next meeting.

May bike ride: JG: looking for theme and food suggestions.

Road and paving updates: 5 year plan will be on the agenda in March or April. Feb 12 construction open house (location TBD)

CH: Harvard Tunnel question, roadway is city, asks to look in to extending bike lane south from the tunnel towards Harvard Square; striping starts well past intersection and cars often move in to the bike lane area.

Part of the Western Cycletrack is paved and is being plowed; city working on different plowing techniques.

CH: Vassar/Ames/Main light timings; talk to Jeff Parenti

NB: For signal-related inquiries, contact Jeff Parenti, jparenti@cambridgema.gov

Jan 22: joint Somerville Bike Committee meeting at Flatbread in Davis, 6:00

Harvard EIR CD received by RS, will put in to Dropbox and email.

IV. Projects

MassDOT/DCR Connectivity Study discussion: draft letter for comments due next week. Topics to cover include:

- Advocate for underpasses at River/Cambridge and Western (in general along path where feasible)
- Bicycle facilities as transportation and should be designed as such
- Promote state healthy transportation initiative and GreenDOT state transportation policies (see page 4 of presentation)
- Refer to it as the Dr. Paul Dudley White Junior Bike Path, not the Charles River Greenway
- Provide year-round maintenance
- Path width should provide a good LOS, current LOS is D-E
- Separate run/walk path where feasible
- Advocate for safe design of the Cambridge Street-River Street-Soldiers Field Road-Mass Pike interchange, currently a "death trap" for cyclists
- Signal timing at crosswalks should not prioritize cars over bicyclists and pedestrians, Leading Pedestrian Intervals in Cambridge on DCR roadways should match city roads (3 seconds)
- Provide adequate lighting along the path: path is dark during "regular" hours for many months of the year
- Roadways should be parkways and not highways, committee supports proposed "road diets" and encourages further consideration of additional road segments for narrowing.
- With wider paths, additional green space could come from reduced lanes/road width.
- Encourage permeable asphalt to reduce runoff
- Connectivity to Fresh Pond area
- Wayfinding, and integration with Cambridge signage
- Hubway locations
- Bicycle parking
- Water bubblers

Next Meeting: Wednesday, February 12