

DRAFT minutes Bike Committee meeting October 11, 2017

Present: Jonathan Adams, Anne Marie Biernacki, Corby Bacco, Mark Boswell, John Ellersick, Amy Flax, Dien Ho, Stacey King, Caroline Jaffe, Patrick Lynch, Michael Proscia, Ruthann Rudel, Melissa Shakro (MIT), Rebecca Simonson, Randy Stern, Andrea Williams, Cara Seiderman (CDD), Greg Hanafin (CDD), Jim Wilcox (DPW), Matt Nelson (CPD), Stephen Meuse (TP&T)

The committee welcomed several new members and everyone introduced themselves. Committee members were asked to send in updated short bios to share with other committee members.

Committee debriefed on the fall bike ride.

- Overall, it went very well. Great weather, people were happy. Food was just enough (thanks to Randy's addition of P&B sandwiches).
- There was insufficient bathroom capacity at break
- There was sometimes lack of clarity on who was leading the ride, and riders followed police who were going ahead to block intersections.
- Two Counts were quite different, from about 180 -240 (!). People do join in along the way
- Very slow riders at the back of the line were difficult to accommodate

Which roadway projects should the committee discuss? A suggestion was made that any roadway project for a section of road that is highlighted in the bike plan should come to bike committee or combo bike/ped/transit committee. In addition some streets, like Gore Street, are not in the bike plan but are relevant to the Grand Junction. City staff confirmed that any road in the bike plan would come to the bike committee or a combined committee meeting. City staff also reminded committee members to review the CDD weekly bicycle report, which highlights all upcoming roadway projects. Other helpful resources related to roadway projects are the 5-year street and sidewalk plan (DPW website).

City staff clarified that residents should use Commonwealth Connect to report potholes, missing pavement markings or signs; and to call the Cambridge Police business number (617.349.3300) to report a vehicle blocking a bike lane.

Roadway projects update from DPW – Huron almost done, Pearl Street sidewalks going in, foundation for public toilet in Central Sq is in, community meetings about Gore Street will start in spring. Upcoming design meetings for Highland St, Brewster, Franklin, Middlesex, St Mary's Road. Inman Square construction will start in 2018; another public meeting regarding the Plaza Design is expected in December.

Steven Meuse of the traffic department described new pavement markings.

- Shared Lane Markings (aka "sharrows") on Oxford St
- North Mass Ave standard bike lanes with green and some marked buffers.
- Separated bike lane on a section of Broadway between Galileo Galilei and Hampshire Street
- Central Square intersection
- Mass Ave Harvard Law School to Common
- No bikes on sidewalk stencils

Committee was informed that Garden Street bike lanes/sharrows project between Chauncy St and Huron – a project that was going to be implemented as part of this recent set of markings-- was put on hold pending additional community process to discuss parking loss with abutters.

Committee discussed legality of a car crossing a double yellow line to pass a cyclist. The transportation omnibus bill includes a provision that would make this legal to pass a vulnerable road user.

Committee discussed safety and recent crashes at Cameron and Mass Ave and some concern was expressed about conflicts between pedestrians crossing Cedar Street and east-bound Mass Ave traffic turning right onto Cedar Street. Additional signs were installed at that location.

Committee reviewed design guidelines for the Volpe site and suggested some areas to be more clear about expected bicycle infrastructure (*NB: see write-up at bottom of minutes*).

City staff suggested that Bike Committee members consider what activities they would like to lead or be involved in and at an upcoming meeting we could draw up a workplan.

The Committee discussed the October 10 Neighborhood and Long Term Planning Subcommittee meeting. Many people opposed and in favor of protected bicycle lanes on Brattle and Cambridge St attended the meeting. Many more signed up to speak than had a chance to speak. Committee members observed that there was a lot of intensity and anger about the lanes, and also a lot of misinformation and people who state things that are not true. Some specific comments from the committee were:

- Some people who are mad about parking loss may be making up other reasons why they don't like the lanes . . . for example concerns about emergency vehicle access (Fire and other EV departments have all signed off on the lanes).
- It is too early to be having a conversation about the new lanes since they have only been in about 1 months and are still getting tweaked and people are getting used to them.
- There is misinformation being spread about what is safer (*for accurate information, see:*
 - <http://www.cambridgema.gov/CDD/Transportation/design/bicycling/cycletracks>
 - <http://www.cambridgema.gov/CDD/Transportation/bikesincambridge/bicyclenetworkplan>
 - <http://peopleforbikes.org/green-lane-project/protected-bike-lanes-101/>
- The head of the Cambridge disability commission reviewed the plans and has not received any reports of problems with the handicapped parking facilities near these lanes
- The City hosted many public meetings about the Cambridge Street bike lanes, and there was an advisory group (task force) which included businesses and institutions as well as advocacy groups
- To evaluate the lanes, counts, speeds, and parking availability will all be assessed. The complete data is expected to be available in the spring.

The committee discussed how to engage in a friendly way with people who might be objecting to the new infrastructure.

- Educate businesses that cyclists also shop
- Cyclists are a target of general anxiety about change
- Connect with people re: health, sustainability, equity, affordability
- Reinforce that more bikes means less cars, less congestion
- So many kids are biking to school and we must keep them safe.

Next meeting: November 8

Cambridge City Hall Annex

Cambridge, MA 02139

344 Broadway

October 17, 2017

Cambridge City Council Ordinance Committee
Cambridge City Hall
Cambridge, MA 02139
By Email to Cambridge City Clerk, clerk@cambridgema.gov

Re: Planned Unit Development Overlay District (PUD-7), Volpe National Transportation Systems Center site in Kendall Square

Dear Members of the City Council Ordinance Committee,

On behalf of the Cambridge Bicycle Committee, I would like to submit the attached comments for your consideration; our comments are in Section 3.4, Streets.

The redevelopment of the Volpe Site presents an exciting opportunity to establish a vibrant new part of the Cambridge city fabric. Our comments are intended to further strengthen the guidance around the safe design of those new streets and we appreciate your consideration of them for inclusion in the final language.

We thank you for your attention and for your continued support of people to bicycle safely in Cambridge.

Yours Sincerely,

Michael Proscia

Chair, Cambridge Bicycle Committee

3.4 Streets

3.4.1 Objective

- The site's streets should be integral parts of the city's street network. They should create an integrated pedestrian circulation system with particularly strong connections to the public way, and between adjacent districts and residential neighborhoods.

Guidelines

- New streets should be located to connect with existing streets and open spaces, extending the pedestrian, bicycle, and, where appropriate, vehicular **paths of travel to and from** the surrounding districts through the site.

3.4.2 Objective

- The site's streets should create a safe, pleasant and welcoming pedestrian realm.

Guidelines

- Façade-to-façade dimensions should be no wider than necessary.
- Sidewalks should be wide enough to be safe and inviting, and to accommodate street trees, pedestrian circulation, street furniture, and outdoor seating for restaurants where appropriate.
- Any on-street parking should be parallel, or **back-in angle parking**.
- Service/loading areas and vehicular access to them should be discreet and out of sight.
- Travel lanes and curb cuts should be no wider than necessary.
- Curb cuts should be designed to minimize impacts on the public realm, particularly on Binney Street, Broadway and Third Street.
- Vehicular turnarounds are discouraged. **Drop-off areas for TNC and delivery vehicles should be provided in a clear but unobtrusive manner, to ensure safety.**
- **Bicycle facilities should be designed to provide safe travel, either through shared street environments on low-speed, low-volume streets, or separated facilities on streets with more significant traffic, including large vehicles.** ~~Bicycle facilities should be designed and located to provide safe travel for pedestrians and cyclists.~~
- Vehicular traffic within the site should be slow, controlled by traffic calming measures such as raised crosswalks, **shared streets, woonerfs**, etc. **Shared streets should be designed to encourage slow travel, e.g., through pavement material such as concrete pavers.**
- Street lighting should be provided by relatively low fixtures at frequent intervals.
- Reinforce the public space of the street with aligned and continuous curb-side street trees.
- Streets should be enlivened by the ground floor program of the buildings that border them. Retail and/or community spaces should be continuous on primary building frontages wherever possible.
- On retail streets, the pedestrian scaled zone should extend from the curb to the façade of the building, and in some cases into the building. This zone could be defined by such elements as shade trees, street furniture, outdoor dining, canopies, recessed ground floor entrances, display windows, and loggias.
- On residential streets, the pedestrian scaled zone should transition between the public and private realms with the use of shade trees, sidewalks, stoops, porches, trellises, and/or small fenced yards.
- Outdoor seating areas for cafes and restaurants, bicycle parking racks, street furniture, etc. should be arranged as a compact linear zone, so as to leave a clear pedestrian travel zone.

NB: Suggested additions are shown in RED TEXT and deletions in STRIKETHROUGH