

# CHAPTER 10

**NEXT  
STEPS**

Achieving the vision and goals of this bicycle plan will depend on the implementation of the many varied elements outlined throughout the document. Highlighted here are the key priority initiatives that are either underway or to be undertaken in the near term.

## ONGOING WORK

- + Prioritize the development of new bicycle facilities based on the Bicycle Network Vision.
- + Incorporate the Bicycle Network Vision in the City's Five Year Street and Sidewalk Improvement Plan prioritization process and evaluated annually.
- + Update the Bicycle Network Vision annually in connection with the timing of the Five Year Plan for Street and Sidewalk Reconstruction.
- + Infrastructure improvements and mitigation measures undertaken by private development projects will be guided by the Bicycle Network Vision.
- + Review bicycle counts and crash analyses annually.
- + Review and update the Next Steps/Action Plan annually.
- + Develop an overlay map of streets that are expected to be at or reach BLC 3 but also represent key routes for bicycling and thus should receive extra attention in the infrastructure planning efforts

## CURRENT INITIATIVES

### ALEWIFE PEDESTRIAN/BICYCLE BRIDGE

- + Complete feasibility study for placement of bridge.

### GRAND JUNCTION RAIL-WITH-TRAIL

- + Complete drafting of Pathway Overlay District zoning regulations for trail corridor.
- + Construct a portion of path between Main Street and Broadway (Cambridge Redevelopment Authority).
- + Complete design of path between Broadway and Binney Street in conjunction with new park.

### WATERTOWN-CAMBRIDGE GREENWAY

- + Complete design of the Watertown-Cambridge Greenway rail to trail (Department of Conservation and Recreation).

## SPOT IMPROVEMENTS

Over the past two years, the City budget has set aside funds for small infrastructure improvements that are more significant than minor maintenance projects yet don't fall into any larger project.

- + Continue to make spot improvements on an ongoing basis.

## BICYCLE PARKING

- + Add additional public bicycle parking throughout the city, particularly in business districts.
- + Install additional public sheltered public bike parking in key locations.

## HUBWAY BIKE SHARE

- + Add new Hubway stations throughout Cambridge (15 new stations in 2015-16).
- + Enhance targeted outreach to underrepresented communities.

## EDUCATION AND OUTREACH

Expanded efforts in public schools through the Safe Routes to School program include:

- + Focused programs for upper school students
- + Expansion of specialized bicycle education program in the high school with on-bike skills class for urban bicycling, piloted in 2015.
- + Expanded bicycle training classes, in addition to current opportunities

For the broader population:

- + Expand education for underrepresented groups: women; immigrants/non-native English speakers; lower income
- + Engage with the city youth centers



## NEW INITIATIVES

### BICYCLE COUNTER

The counter, installed in Kendall Square in June 2015, will collect data on bicycle usage, display the daily and cumulative totals on the street monitor for travelers to view, and provide data available for public access via a website.

### WAYFINDING

Develop strategy to enhance people's ability to find convenient and comfortable routes to their destinations.

### BICYCLE FRIENDLY COMMUNITY REAPPLICATION

Determine when to reapply for the Bicycle Friendly Community Designation with the intention of reaching Platinum status.

### NEW OPPORTUNITIES FOR PUBLIC INPUT

Given the popularity of the on-line WikiMap used to collect public comment during the Bicycle Plan process, the City will experiment with a similar map to allow people to make comments on an ongoing basis, in order to make it easier for people to provide feedback and for the comments to be readily summarized. The suggestions and comments will be evaluated for action or information. This is not to be used in the same way as iReport; see the WikiMap Action Items in Appendix F from the Bicycle Plan process as an example of how the information will be used.

### SIGNALS, SIGNS, AND MARKINGS

Evaluate how signals, signs and markings can better support people on bicycle at intersections. Tools that will be looked at in greater depth include bicycle specific signals, bike boxes, "two-leg" bicycle turns, and the potential for creating leading intervals for bicyclists at appropriate locations.

