Bicycle Committee Meeting

December 9, 2020
Meeting Agenda

1. Zoom meeting protocols, minutes
2. Cycling Safety Ordinance Amendment Overview
3. TP&T Project Updates
4. Outreach and Engagement
5. CambridgeSide
6. Tobin/Vassal Lane Schools Project
7. MIT Volpe
8. Public Comment
9. Other Updates and 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
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
Cycling Safety Ordinance Amendment

Brooke McKenna, Traffic, Parking, and Transportation Dept
Cycling Safety Ordinance 2020 Amendment

Brooke McKenna
Assistant Director for Street Management
Traffic, Parking, + Transportation
12.9.20
Original Cycling Safety Ordinance

- Ordinance passed in 2019
- Requires that Separated Bicycle Lanes (SBLs) be installed whenever improvements are made, under the Five-Year Sidewalk and Street Reconstruction Plan, to a City-owned street that is part of the Bicycle Plan Separated Network
Cycle Safety Ordinance: 2020 Amendment

• Amendment passed in early October
• Requires the City to install 22.6 miles of Separated Bike Lanes by May 1, 2026
• Based on the Separated Network of 2015 Bike Plan or any plans that supersede it
• 2.5 lane miles of SBLs must be installed each year; surplus mileage can be applied to subsequent years or mileage can be made up in the following year.
• Focus on 4 major corridors
• Mass Ave prioritized
4 Corridors

4 major corridors
  • Broadway from Quincy St. to Hampshire St.
  • Garden Street Corridor east of Huron Ave
  • Cambridge Street from Oak St to 2nd St
  • Hampshire St from Emory to Broadway

All 4 must be complete by May 1, 2026
All of Mass Ave required to have SBLs, from Memorial Drive to Alewife Brook Parkway

Some sections of Mass Ave are more challenging than others

Ordinance details different approaches for different segments, with different deadlines

- Complex segments
- Standard segments
- Central Square
Mass Ave: Complex Segments

- By May 1, 2021 the City must complete a block-by-block analysis of the impacts of installing temporary SBLs along these complex segments:
  - Massachusetts Avenue between Plympton Street and Dunster Street;
  - Massachusetts Avenue / Peabody Street northbound from Church Street to Garden Street;
  - Massachusetts Avenue between Waterhouse Street and Roseland Street; and
  - Massachusetts Avenue between Beech Street and Dudley Street.
Mass Ave: Complex Segments

- Based on analysis, any possible temporary separated bike lanes must be installed by May 1, 2023
- By May 1, 2022 the City must develop and have approved by the City Council a timeline for installation of permanent lanes for any segment deemed infeasible for temporary lanes
- If approval for a timeline is not received, all segments must be complete by May 1, 2024
Mass Ave: Standard Segments

- Remainder of Mass Ave temporary SBLs must be installed by May 1, 2022
- Some sections already installed
- Some of the larger remaining stretches include:
  - Mass Ave from Alewife Brook Parkway to Dudley Street
  - Mass Ave from Beech to Roseland (Porter Square area)
  - Mass Ave from Trowbridge to Inman St.
Mass Ave: Central Square

If the City plans to construct permanent lanes through Central Square (Mass Ave from Sidney Street to Inman Street):

• Design must start by January 1, 2023
• Construction must start by January 1, 2025
• City manager may extend the deadline for the 22.5 miles (excluding 4 corridors and Mass Ave) by 1 year if current deadline is deemed infeasable.

• The Pandemic may require changes to the timeline due to financial impacts. The Council would need to vote to approve the changes by July 1, 2022.

• Delays in public outreach may impact the installation of the 22.5 miles up to 4 month. The Council would need to vote to approve the changes by July 1, 2022. This delay would not impact the Mass Ave or 4 corridor timelines.
Reporting

• Annual report due May 31 each year detailing implementation progress and plans for the upcoming year.

• Website to be updated at least 2x year with locations of SBLs, number of lane miles, and all reports related to the ordinance.
Other Concepts

• Quick Build vs Temporary Control Devices
• Adequate Directionality
• Capital/permanent lanes considered 'complete' for the purposes of the deadline if construction has begun prior to May 1, 2026
Questions?

Contact info: bmckenna@cambridgema.gov  
617-349-4723
TP&T Updates
Outreach and Engagement

Jen Lawrence, Community Development Dept
Adi Philson, Community Development Dept
Outreach and Engagement

Bicycle education, Bluebikes program, events, and more!

December 2020
Community Engagement in Cambridge

Cambridge utilizes the empowerment model

Collaboratives where we engage with bike programming include:

• Community Engagement Team
• Community Health Improvement Plan
• Food & Fitness Policy Council
• Vision Zero Taskforce
• CPS School Wellness Council
Community Engagement in Cambridge

• CDD hosted outreach and engagement
  • Glocal Challenge
  • Team CDD via the Mayor's Summer Youth Employment Program
  • Cambridge Science Festival
  • PARK(ing) Day
• Partner events and outreach opportunities
  • Fresh Pond Day
  • River Festival
  • Hoops 'N Health
  • CPS STEAM Initiative
Community Engagement in Cambridge

• What else do we do?
  • Getting Around Cambridge Magazine
  • Getting Around Cambridge Map, Street Code, Bike & Transit brochures
  • Posters & Lawn Signs
  • In-person outreach at parks, playgrounds, and squares
  • Focus Groups
  • Social Media & Emails
  • Partner with local groups to get out the word
  • Hire local young people for planning and outreach
Bluebikes

- Municipally-owned, public transportation
- Expanded to new communities, now at 10
- 378 stations
- Reached 2,000,000 rides in 2020 (12,730,000 total)
- Hospital Workers Program
  - 1,200 riders took advantage
  - Approximately 425 are now members (about 37%)
- Essential Workers Program
  - 240 activated passes (out of 540 approved applications)
- Income Eligible Program
  - 406 active riders
  - 925 total riders in 2020
## Bicycle Education Programs

### Youth Programs
- Video Curriculum
- Bike Week Contest
- Earn-A-Bike Pilot
- Bicycle Rodeos
- Instructor Development and Outreach with DHSP

### Healthy Aging and Cycling
- Virtual webinar series
- At home Readiness Program
- 3-Part Cycling Preparation Program
- Ride series

### Collaboration on Rides and Events
- Men’s Health League
- Soul on Wheels
- Dads & Kids Ride
- Cambridge Community Learning Center
- Cambridge Public Housing Developments

### Ideas/In Development
- Bike ed/mentor program for and lead by BIPOC
- W/T/F Bike Summit
- Adaptive Bikes on Mem Drive
- Bike Buddies Program

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City of Cambridge - Community Development Department
Virtual Bicycle & Pedestrian Safety

Safe Routes to School Biking Videos: JK-3rd Grade
28 videos • 92 views • Last updated 6/5/23, 1:32 PM

- Safe Routes to School Program and use our bike lessons

Safe Routes to School Walking Videos
4 videos • 2 views • Last updated on Oct 7, 2020

View our Safe Routes to School lessons for walking safety in Cambridge

Pedestrian Safety: Sidewalks and Driveways
Community Development Department

Pedestrian Safety near buses
Community Development Department

Pedestrian Safety in Parking Lots
Community Development Department

Safe Routes to School: Crossing Streets and Intersections
Community Development Department

https://www.youtube.com/CDDat344
Bike Week Contest
Bike Rodeos
Earn-A-Bike Pilot
Healthy Aging and Cycling

Healthy Aging and Bicycling
In Cambridge Virtual Series

Getting Back on the Bike
October 20, 9:30am - 10:45am
As we get older, what are the considerations to think about when bicycling to maximize safety and prevent injury? We will cover strategies to adapt your riding style to accommodate physical changes.

Cycling Basics for Older Adults
October 13, 9:30am - 10:45am
Riding a bicycle is a great low-impact way to stay active and improve mobility as well as an excellent transportation option. This workshop will discuss getting started (or back on the road) as an older adult.

Urban Cycling Basics
October 27, 9:30am - 10:45am
Bicycling in a city can be intimidating for anyone! This workshop will cover what you need to know in order to get moving around the city.

Adaptive Cycling
November 10, 9:30am - 10:45am
Interested in learning about adaptive cycling options? We will present different types of adaptive bicycles as well as adaptive cycling programs and other ways to engage with cycling as an older adult.

Design for All Ages: Bike Lanes in Cambridge
November 3, 9:30am - 10:45am
Find out about the types of bicycle infrastructure in Cambridge and how the design process takes older adults into consideration along with how you could be part of the design process and dialogue.

9. After attending this session are you more likely to ride in Cambridge?
11 responses

- Yes: 45.5%
- Yes, but only on off-street paths: 18.2%
- Unsure/Maybe a little: 18.2%
- No: 18.2%
- I already ride around Cambridge regularly: 0%

Click Here to Register
Community Bike Workshops

• Making sure content is accessible to and representative of all demographics and income levels
  • CCLC – guidelines for English language learners
  • Broadening workshop topics

• In the future:
  • Working directly with underrepresented communities to host repair clinics, events, and workshops
  • Offering workshops specific to underrepresented demographics to create safe and inclusive spaces to engage with bicycle education
Questions? Ideas? Contact us!

Jen Lawrence: jlawrence@cambridgema.gov
Adi Philson: aphilson@cambridgema.gov
CambridgeSide Development
C. Mobility

Mobility Comment #1

Explanations of how bicycle parking requirements are met, or a proposed alternative bicycle parking plan subject to Planning Board approval;

i. In accordance with Section 6.108 of the Ordinance, the Applicant requests that the Planning Board,

- Proposes a quantity, design and arrangement of bicycle parking that will serve users in a way that is sufficiently comparable to the bicycle parking that would be provided under the regulations of Section 6.100 in light of the site constraints at the Project site and the anticipated future demand for long-term and short-term bicycle spaces given the shift from a primarily retail center (which requires a higher proportion of short-term spaces and a lower proportion of long-term spaces) to a primarily office/R&D/residential development (which requires a lower proportion of short-term spaces and a higher proportion of long-term spaces);

- Proposes a quantity, design and arrangement of bicycle parking for the buildings, as detailed on the attached Table 1 Revised Dimensional Form included:

<table>
<thead>
<tr>
<th>Building</th>
<th>Long-Term Spaces</th>
<th>Short-Term Spaces</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 First Street</td>
<td>45</td>
<td>42</td>
<td>87</td>
</tr>
<tr>
<td>80 &amp; 90 First Street</td>
<td>246</td>
<td>36</td>
<td>282</td>
</tr>
<tr>
<td>110 First Street</td>
<td>81</td>
<td>37</td>
<td>118</td>
</tr>
<tr>
<td>CambridgeSide</td>
<td>85</td>
<td>31</td>
<td>116</td>
</tr>
</tbody>
</table>

- As shown above, Section 6.100 would require a total of 457 long-term and 146 short-term spaces to accommodate the Project.

B. Required Quantities and Modifications to Requirements

i. Given the layout of the site and the nature of the proposed uses, the Applicant has implemented a proposed shared bicycle parking across the site to serve all expected users (including those of the existing core retail/office component of the site), as supported by the data summarized in Section C below. Specifically, the Project proposes a total of 450 long-term spaces (including 46 existing spaces in the core mall) and 119 short-term spaces (including 35 existing spaces at the site) to accommodate the mix of uses proposed at the site. The long-term spaces are proposed to be located as follows:

<table>
<thead>
<tr>
<th>Building</th>
<th>Long-Term Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 First Street</td>
<td>31</td>
</tr>
<tr>
<td>80 &amp; 90 First Street</td>
<td>239</td>
</tr>
<tr>
<td>110 First Street</td>
<td>73</td>
</tr>
<tr>
<td>CambridgeSide</td>
<td>61</td>
</tr>
<tr>
<td>Core</td>
<td>46</td>
</tr>
</tbody>
</table>

- The Applicant respectfully requests that the Planning Board modify the required quantities of long-term and short-term bicycle parking spaces required for the site to reduce the long-term requirement from 457 to 450 spaces and the short-term requirement from 146 to 119 spaces. As detailed below, the proposed number of spaces is informed by existing site constraints and is more than enough to satisfy anticipated demand at the site, especially considering the shift from a primarily retail center to a mixed-use development.

- The Bicycle Parking Plan will satisfactorily serve the needs of all expected users, based on quantifiable and/or qualitative evidence provided by the Applicant. Such a modification may be appropriate for a campus master plan or other large development site within which bicycle parking is planned comprehensively across an area instead of on a specific site-by-site basis.

The Project includes converting the existing retail mall into a dynamic mixed-use development, including retail, office, restaurant, laboratory and residential uses. It is anticipated that the mixed uses at the site, as well as the residents, visitors and employees that they will attract, will complement the existing core mall. Given the constrained layout of the site and integrated nature of the proposed uses, the Applicant has comprehensively planned bicycle parking across the site to serve all expected users, as supported by the data presented below.

Using a shared parking methodology based on that developed by ULI and the zoning ratios for the various proposed land uses, a base overall

a. The proposal is consistent with the purpose of this Section 6.100 and that the Bicycle Parking Plan proposes a quantity, design and arrangement of bicycle parking that will serve bicycle users in a way that is sufficiently comparable, given the circumstances of the specific project, to the bicycle parking that would be required under the regulations of this Section 6.100; and

As detailed below, the Applicant’s proposal for a reduced amount of long-term and short-term bike parking spaces to serve the site includes a quantity, design and arrangement of parking that will more than adequately serve the users of the site in light of anticipated demand in the future based on the Project’s proposed mix of uses.

The proposal provides an amount of long-term bicycle parking spaces that are consistent with anticipated demand, thereby supporting the ongoing viability of bicycle travel as a transportation option that mitigates the impacts of automobile use. Further the design and arrangement of the proposed bike parking ensures that secure, conveniently accessible bicycle parking is provided in adequate quality to serve the Project.

b. The Bicycle Parking Plan will satisfactorily serve the needs of all expected users, based on quantifiable and/or qualitative evidence provided by the Applicant. Such a modification may be appropriate for a campus master plan or other large development site within which bicycle parking is planned comprehensively across an area instead of on a specific site-by-site basis.

The Project includes converting the existing retail mall into a dynamic mixed-use development, including retail, office, restaurant, laboratory and residential uses. It is anticipated that the mixed uses at the site, as well as the residents, visitors and employees that they will attract, will complement the existing core mall. Given the constrained layout of the site and integrated nature of the proposed uses, the Applicant has comprehensively planned bicycle parking across the site to serve all expected users, as supported by the data presented below.

Using a shared parking methodology based on that developed by ULI and the zoning ratios for the various proposed land uses, a base overall
Open Space Plan
Landscape Plan
OPPORTUNITIES DIAGRAM: BRIDGE

PUD-8 Special Permit
CambridgeSide
Cambridge, MA

SUPPLEMENT
EXHIBIT 9

Incorporating Lighting Elements
Mural / Community Art Work
Furniture Upgrade
Paving Upgrade

BRIDGE IMPROVEMENTS
MITIGATION + IMPROVEMENT ACTIONS

SITE PLANNING

1. Pedestrian connection through school property + Service/Emergency access enabled via wide pedestrian ways
2. Internal Loading Area
3. Complete Area bicycle route connectivity (Envision Plan)
4. Bus Loop: Loading + emergency vehicle access with 8 bus capacity + evening/weekend use for visitors
1. Bike and bike share parking
2. Below grade parking
3. Parent drop-off/pick-up separated from busses
4. Eliminate on-street drop-off
AREA IMPROVEMENTS

VASSAL LANE IMPROVEMENTS

1. School zone flashers
2. Sidewalk and pedestrian improvements
3. Traffic calming measures
4. Safety measures at Standish intersection
PROPOSED VIEW

- Buffer planting
- Loading dock
- New buffer planting
- 12' wide multi-use path + shoulders

TRVERSE
MIT Volpe Development
Public comment
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Other Announcements
Thank You