

Cambridge Bicycle Committee DRAFT minutes Feb. 12, 2020

Attendance

Committee Members: Jonathan Anjaria, Julian Astbury, Mark Boswell, Amy Flax, Ryan Frazer, Alison Harris, Dien Ho, Gloria Huangpu, Qian Mei, Scott Olesen, Todd Robinson, Christine Smaglia, Randy Stern

Staff: Cara Seiderman (CDD), Greg Hanafin (CDD), Jim Wilcox (DPW), Stephen Meuse (TP&T), Adi Philson (CDD)

Committee Work

- Bike Rides
 - Winter Ride - Feb. 29, 9:00-11:00 AM, Bike for Bites, A Winter Biking Celebration
 - Alewife to Lamplighter Brewery
 - Likely stop at Hi Rise Bakery
 - Will ramp up social media soon
 - Looking to put flyers near Alewife and other public bulletin board locations
 - Option to just come network at Lamplighter
 - Helpers to meet up at 8:30
 - There will be music
 - Spring Ride, May 16, 9:30AM (meet 8:30 – 9AM)
 - Theme will be Celebration of the 19th Amendment/Centennial /Suffragette movement/Right to Vote
Tie in to “100 Years: Celebrating Cambridge Women's Suffrage”
<https://www.cambridgema.gov/Departments/citymanagersoffice/19thamendmenteventseries> (Ryan Frazer will contact them)
 - Needs a catchy name - send email ideas to Greg Hanafin
 - Food - will contact Toscanis (Amy), Felipes (Dien), Saloniki (Mark)
 - Route will also try to highlight recent bike facilities projects
 - Guest speakers tbd (Kennedy School?, Schlesinger Library?)
- Other projects/subcommittees
 - Data subcomming (Scott) is coordinating with Pedestrian Committee Data subcommittee
 - Committees beyond rides and data to add more info to Google Sheet - <https://docs.google.com/spreadsheets/d/1aznFHo-axGh3gsH2itKMe-w14KUdhNVcDsgWM6sXGmw/edit?usp=sharing>

Development projects

- 75-109 Smith Place
 - Need to improve Smith Place bike infrastructure
 - 5 ft bike path around building to connect to bike parking in rear too narrow, should be 10'
 - Connects to bad streetscape on Smith Place
 - Needs curb cut to allow bikes to enter/exit from street
 - Shade in rear may complicate winter clearing
 - Indoor bike parking has showers - nice!
- Tobin/VSUS School
 - Early conceptual phase, substantial community discussion on preserving open space

- Needs to have connections for safe cycle routes to school
- Needs bike drop off zone to accommodate increasing cargo bike delivery of students
- Needs substantial bike parking for 1000+ students - what % can be expected to bike to school?
- Must connect to Fern St path
- 34-40 Hampshire St
 - Will be boutique hotel where Emma's pizza used to be
 - City could/should require developer to put separated cycle track on Hampshire St, since is in bike network plan
 - Concerns about low visibility for cyclists coming around corner from Hampshire onto Portland Street, where parking entrance and hotel entrance will be
- 87-100 CambridgePark Drive
 - A project we looked at before, when it was dangerous and had bike entrance going through parking lot
 - Revised proposal adds multiuse path from CambridgePark Drive to Fitchburg - much better!
 - The developer proposes to do this by using 10 feet of MBTA conservation land adjacent to the property.
 - Bike Committee (Randy) will write a letter to the Conservation Commission in support of the new bike path, pointing out the synergy of cycling as sustainable transportation with a conservation mission.
 - Suggestions to add bike stop sign at intersection with Fitchburg multi-modal path, and also to be sure bike crossing at CambridgePark Drive is safe

Other updates

- River St - next meeting March 24, postponed from Feb. City taking extra time to plan Carl Barron plaza, moving many bus stops and waiting areas. Plan continues to include separated bike lane and traffic calming measures like raised crossings on cross streets from Charles River to Mass Ave.
- Mt. Auburn St at Fresh Pond Parkway. Disappointing decision by DCR to not include two-way bike path on Gerry's Landing Rd to offer connectivity to Charles River paths. This was in earlier plans. Dien to write a letter from the Bike Committee to DCR making a strong case for putting the bike lanes back in. Cambridge Bike Safety campaign generated over 100 emails urging restoration of the bike path.
- DPW
 - Weather has been cooperating for winter work
 - Chestnut St reconstruction - public meeting held. Some community feedback requested change to make it a one way street, but this would be worse for cyclist safety since it encourages higher speeds. Not clear this is supported by the other neighbors either. What is impact on the other streets, network? Bike Committee needs to pay attention to this project to assure cyclist safety and traffic calming
 - Webster Ave from Cambridge to Hampshire, next meeting 2/26
 - Green Line construction makes the area around the Lechmere station a mess. Work is planned "around the clock" with buses to N Station.
 - Binney and Galileo Way separated bike lane next phase going into construction this spring

- Grand Junction Path – It looks like plans are moving forward for Alexandria Real Estate to provide land for the path in exchange for building rights and movement of Eversource substation to new location. This clears an important hurdle for GJP planning.
- Planned new 2 way multimodal path from Glacken Field to Fresh Pond Parkway along Huron Ave. Sounds exciting! [*update: The Water Board rejected this*]
- Traffic and Parking
 - Installed new flex posts on Brattle Street bike lane

ATTACHED: Development Checklist

- Useful checklist for new projects provided, see below

Checklist for Bicycle/Pedestrian review of new development projects

Project name _____ Date _____

Check for:	?
Adjacent infrastructure & network –	
1. Will the project affect the street cross-section? Will it provide an opportunity for moving curbs to create more road space for bicyclists?	
2. Does construction on the property provide the opportunity to create or extend a multi-use path?	
3. Are there nearby high priority connections in the bike or pedestrian network to which the developer could contribute?	
4. Are there nearby traffic calming or signal timing changes that can improve access or enhance the pedestrian experience?	
Indoor/covered bike parking –	
5. How much indoor/covered bicycle parking is provided for building users? Does it meet zoning requirements? Additional expected demand?	
6. Is the bicycle parking room large enough to accommodate the intended amount of parking? Do the proposed racks meet city guidelines?	
7. Is the parking secure? Is it visible to building users?	
8. Is it easy to wheel to? (at-grade or ramp-accessible)	
9. If elevator access is required, is the elevator large enough to fit a tandem or trailer?	
10. Is signage provided indicating the location of the parking?	
11. Are there showers and lockers for commuters?	
Outdoor bike parking -	
12. Is bike parking available near the public entrances for transient users? Will it be adequate to meet demand?	
13. Is that parking visible from the street or a staffed lobby?	
14. Do the proposed racks meet city guidelines?	
15. Does the parking interfere with pedestrian circulation?	
16. Is there an opportunity to cover the outdoor parking?	
Sidewalks/pedestrian access –	
17. Are the sidewalks around the building of adequate width?	
18. Do all facilities meet accessibility requirements?	
19. Is the width of driveways and garage entrances minimized?	
20. Is there a clear sight line from any driveway or garage exit onto the sidewalk and roadway? (90 degree angle blind corners are not acceptable!)	
21. Are loading docks placed so that vehicles will not block the sidewalk?	
22. Are direct lines of access provided to meet pedestrian “desire lines” across the site?	
Streetscape/site design -	
23. Are pedestrian amenities provided (street trees, benches, plazas, lighting, etc.)?	
24. Do the building design and ground floor uses help create a vital and active streetscape?	
Car-sharing -	
25. If there is a car-sharing spot promised, is it visible or easily accessible from the sidewalk?	
26. Is there bike parking for the person taking the car?	