

City of Cambridge
Community Development Department

Bicycle Committee Meeting

January 15, 2025





Welcome

Purpose

Get feedback from appointed members of the committee, the City's "community experts" on bicycle transportation issues

Objective

City staff to understand the Bicycle Committee's consensus on priorities and reactions to city projects and development proposals

Process

Presentation from City staff followed by discussion – questions from committee members, public to type in questions in Zoom Q&A, comments during public comment period

Meeting Agenda

1. Agenda Review, Zoom Protocol, Minutes (5 minutes)

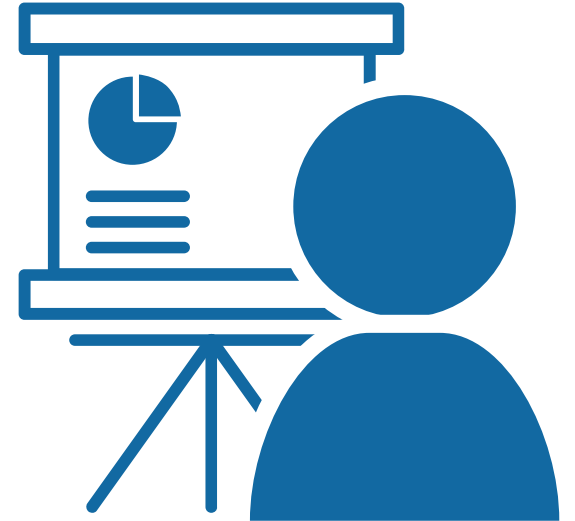
1. Introducing Nick Schmidt, Pedestrian and Bicycle Program Manager

2. Project Updates (20 minutes)

1. Traffic, Parking & Transportation (Stephen Meuse)
2. Shepard Street – Chapter 90 Project (Stephen Meuse)

3. Public Comment (5 minutes)

1. Public comments on topics on the Agenda





Minutes



Project Updates



DPW Updates



TP&T Updates

Traffic, Parking, + Transportation Department – Project Updates

These projects are managed by TPT staff

1. Broadway

- Section A (Portland to Columbia) first
- Working Group applications are closed. Group to begin meeting in February
- Community Meeting 1 on January 28th, Zoom
- Open Houses February 4th and 6th

2. Aberdeen Ave

- Design and outreach complete.
- Installation to begin in Spring 2025.

3. Cambridge St (Oak to Second)

- Section A (Oak to Willow) first
 - Feedback survey closes January 31st.
- Working Group meeting January 23rd. Is open to public and is hybrid (in-person and virtual)

4. Main St (Central Sq to Portland)

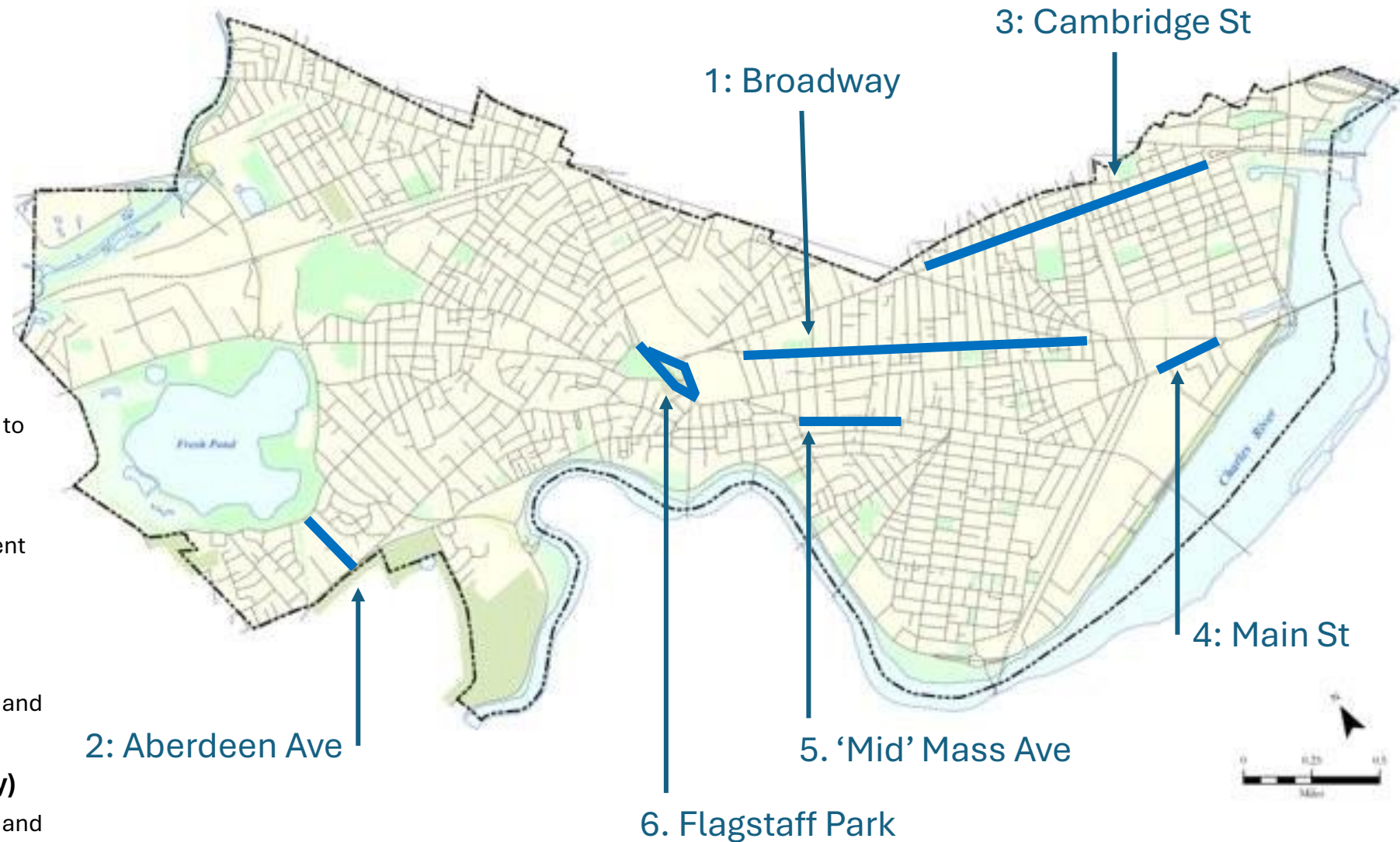
- Working on final design and public engagement opportunities for Spring 2025
- Installation to begin Spring/Summer 2025

5. ‘Mid’ Mass Ave (Trowbridge to Sellers)

- Maintenance paving. Remainder of markings and flex posts are weather dependent

6. Flagstaff Park (Mass, Garden, Peabody)

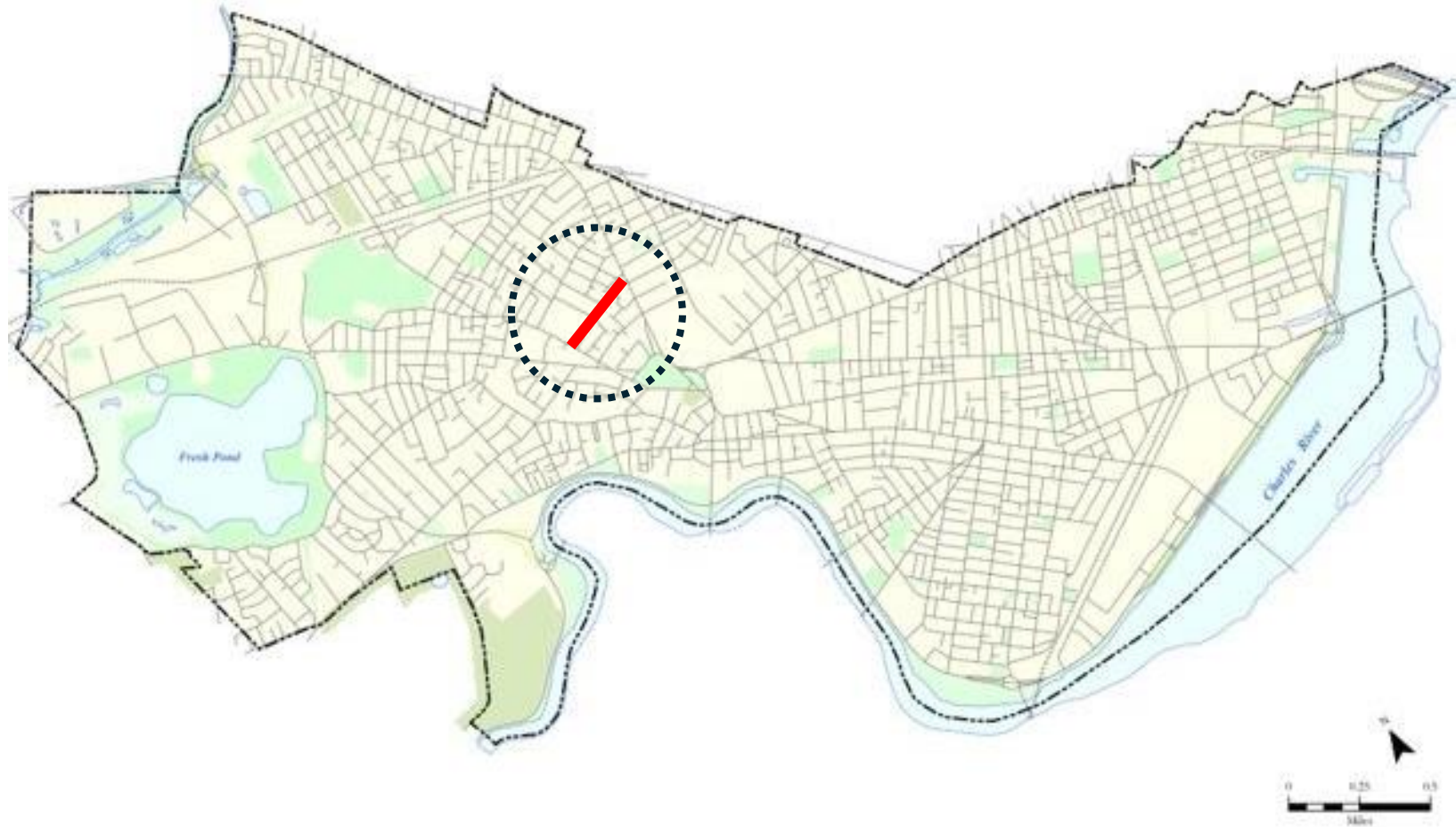
- Maintenance paving. Remainder of markings and flex posts are weather dependent
- Upcoming separation into and out of tunnel



Shepard Street – Chapter 90 Project

Agenda

- Existing Conditions
- Bicycle Priority Streets
 - Criteria
- Options



Existing Conditions

- 26-foot wide roadway
- One-way vehicular and bicycle movements from Massachusetts Ave to Garden St
- On-street parking
- On-road conventional bike lane
- Harvard's shuttle bus route
- Bicycle Plan classifies it as a Bicycle Level of Comfort (BLC) of 3

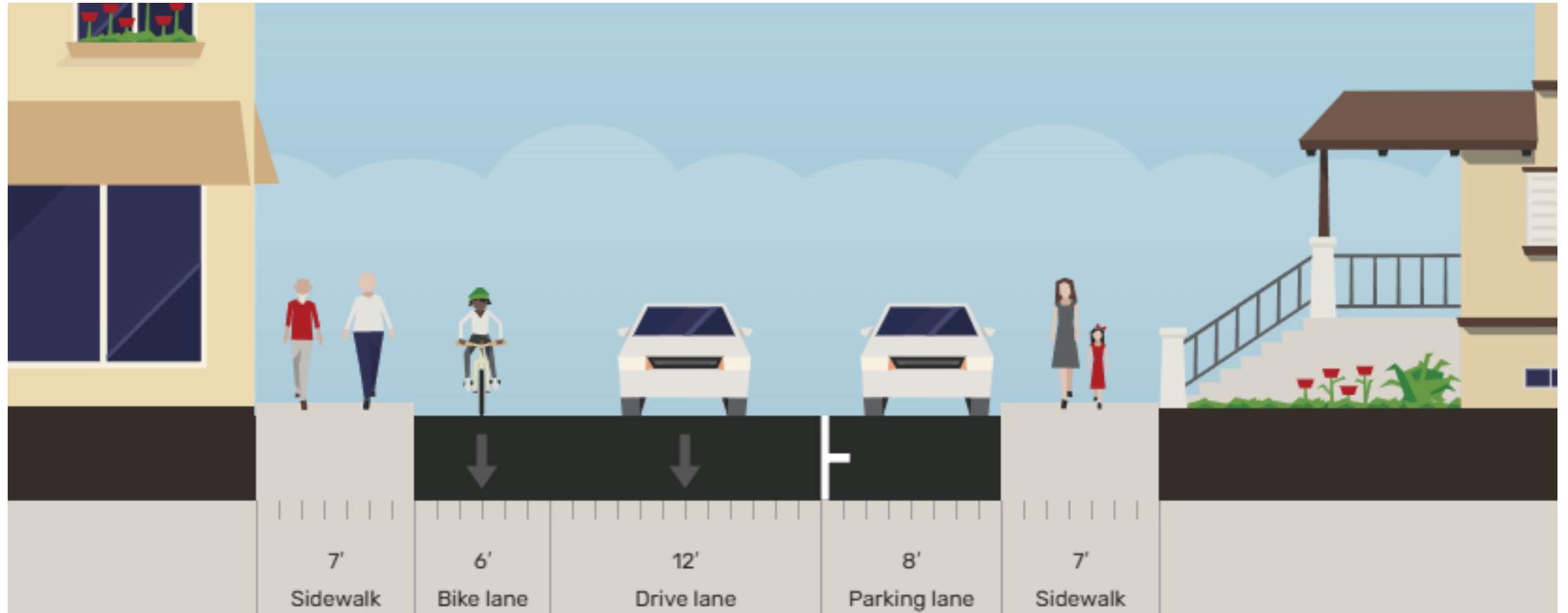


Typical existing conditions on Shepard St from Mass Ave to Walker St

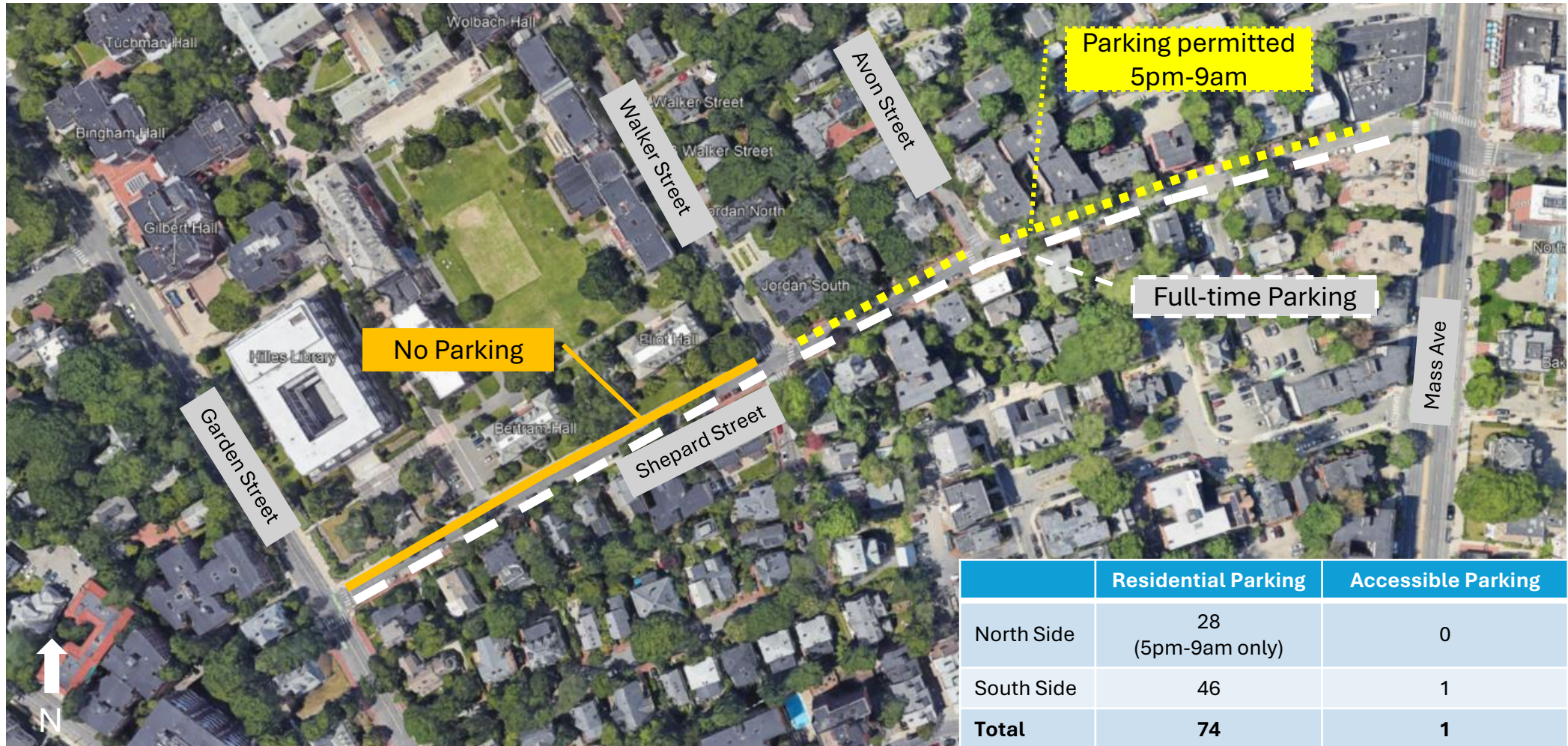


Typical existing conditions on Shepard St from Walker St to Garden St

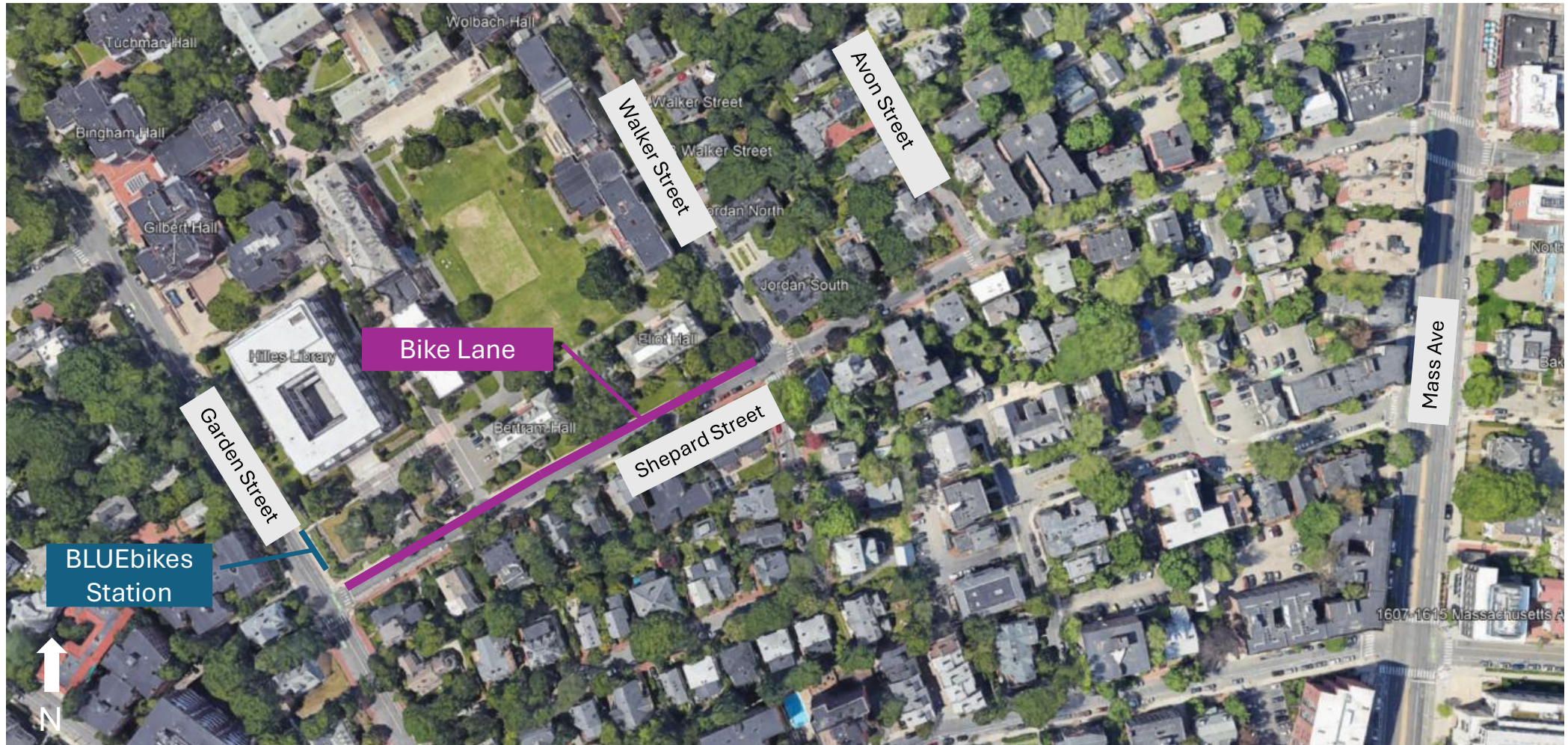
Existing Conditions – Cross Section



Existing Conditions – On-street Parking



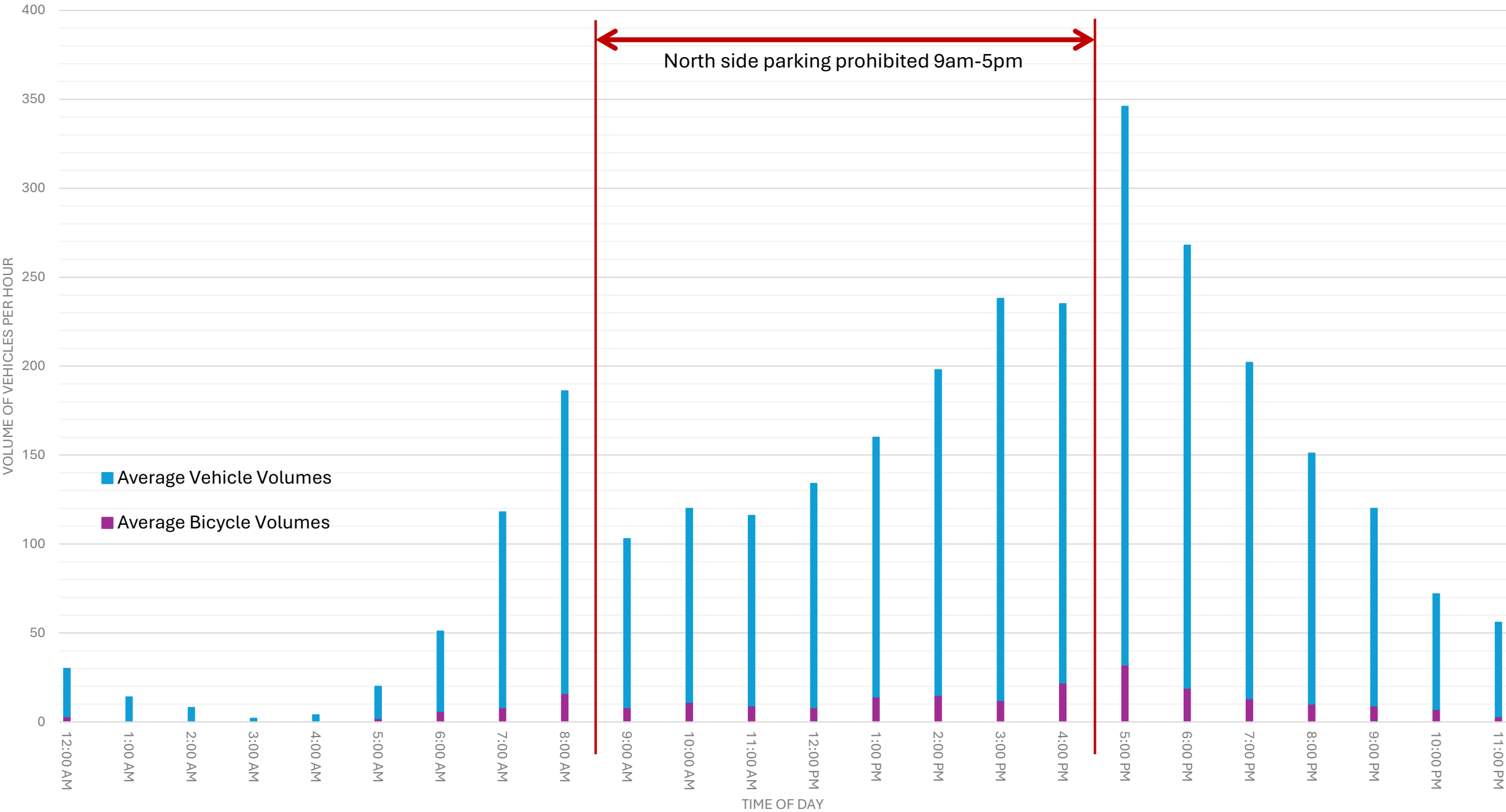
Existing Conditions – Bicycle Facilities



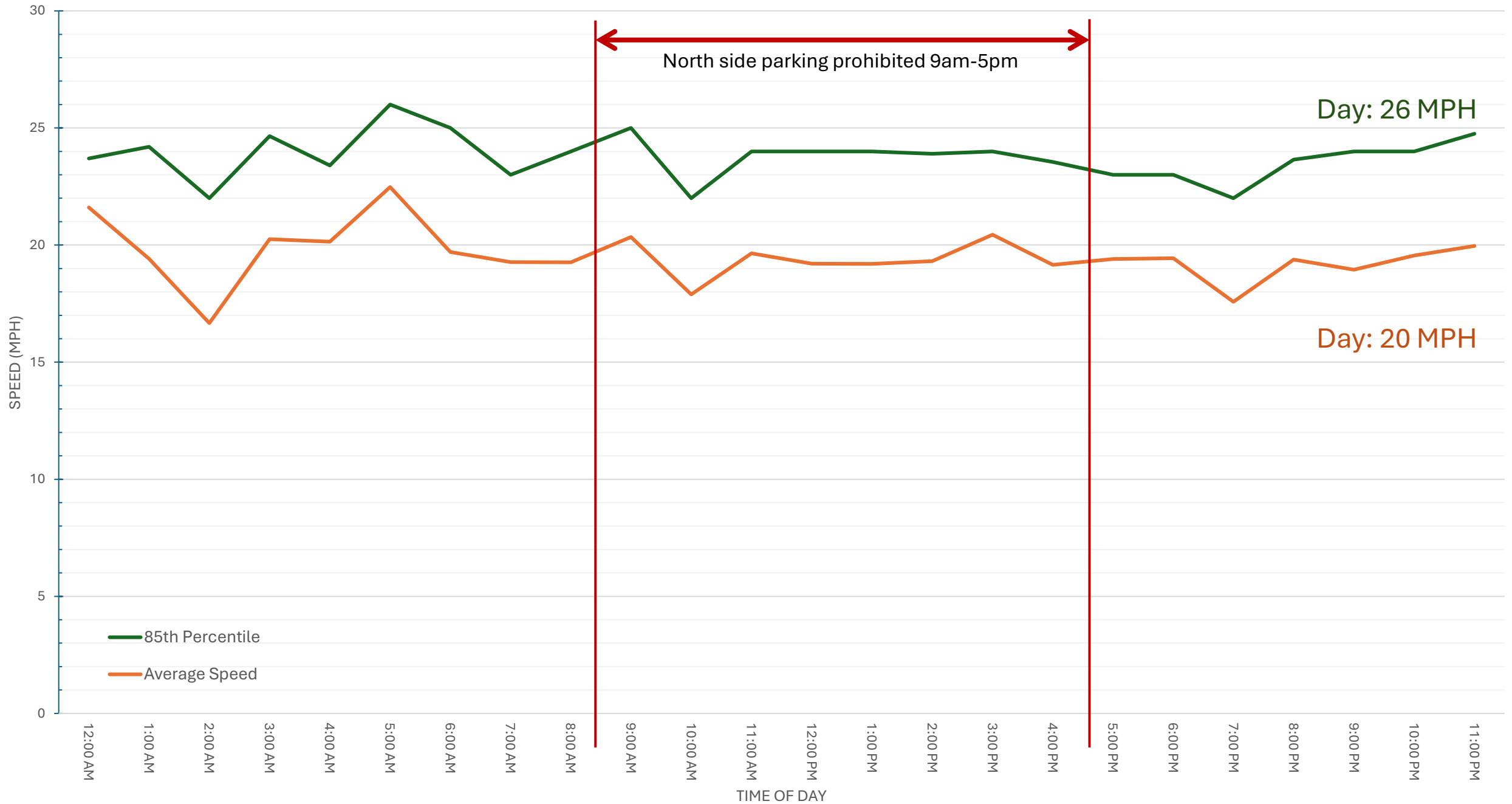
Existing Conditions – Volumes and Speed

- Shepard Street has a posted speed limit of 20 MPH
- Volume and speed data was collected in September 2023 (east of Walker Street)
 - Average daily traffic (ADT) for vehicles was 2,725 per day
 - Bicycle ADT was 227 trips per day traveling westbound
 - Average 40 bicycle trips per day traveling eastbound (contraflow)
 - Peak hour was 5-6pm
 - Average speed was 20 MPH
 - 85th percentile speed was 26 MPH

Average Hourly Volumes by Time of Day on Shepard Street (East of Walker Street) (9/2023)



Speeds on Shepard Street (East of Walker Street) (9/2023)



Bicycle Network Vision 2020 Update

Cambridge, Massachusetts
May 2021

The First Street/
Second Street
corridors are being
evaluated in a
separate study to
optimize multimodal
connections.

Key bicycle network connections:

- Garden Street
- Beacon Street
- Baldwin Elementary School
- Danehy Park
- Harvard University's Radcliffe Quadrangle

2015 Network Vision Facilities¹

- Off-Street Path
- Greater Separation
- Bicycle Priority Street (Lower Volume and Speed)²
- Non-City-owned Street³

2020 Additions

- Off-Street Path
- Greater Separation
- Bicycle Priority Street (Lower Volume and Speed)

Places

- University
- Jobs
- Retail
- Open Space
- Schools
- Hospitals

Bicycle Priority Streets

- Bicycle Priority Streets are roadways with low motorized traffic volumes and speeds that are designated and designed to give bicycle travel priority
- Criteria:

	Peak Hour Volume (VPH)*	Average Daily Traffic (VPD)*	Operating Speed (MPH)**
Ideal	≤ 150 VPH	≤ 1,000 VPD	≤ 20 MPH
Preferred	≤ 300 VPH	≤ 2,000 VPD	≤ 20 MPH
Maximum (without designated space)	≤ 450 VPH	≤ 3,000 VPD	≤ 25 MPH
Maximum (with designated space)	≤ 450 VPH	≤ 6,500 VPD	≤ 25 MPH

* Assumes two-way traffic

** 85th Percentile Speed

Shepard Street Statistics

	Peak Hour Volume (VPH)*	Average Daily Traffic (VPD)*	Operating Speed (MPH)**	Shepard St VPH	Shepard St VPD	Shepard St 85th Percentile (MPH)
Ideal	≤ 150 VPH	≤ 1,000 VPD	≤ 20 MPH	Max: 314 VPH Ave.: 113 VPH (one-way)	2,725 VPD (one-way)	26.0 MPH
Preferred	≤ 300 VPH	≤ 2,000 VPD	≤ 20 MPH	Max: 314 VPH Ave.: 113 VPH (one-way)	2,725 VPD (one-way)	26.0 MPH
Maximum (without designated space)	≤ 450 VPH	≤ 3,000 VPD	≤ 25 MPH	Max: 314 VPH Ave.: 113 VPH (one-way)	2,725 VPD (one-way)	26.0 MPH
Maximum (with designated space)	≤ 450 VPH	≤ 6,500 VPD	≤ 25 MPH	Max: 314 VPH Ave.: 113 VPH (one-way)	2,725 VPD (one-way)	26.0 MPH

* Assumes two-way traffic

** 85th Percentile Speed

➤ Project will incorporate traffic calming measures:

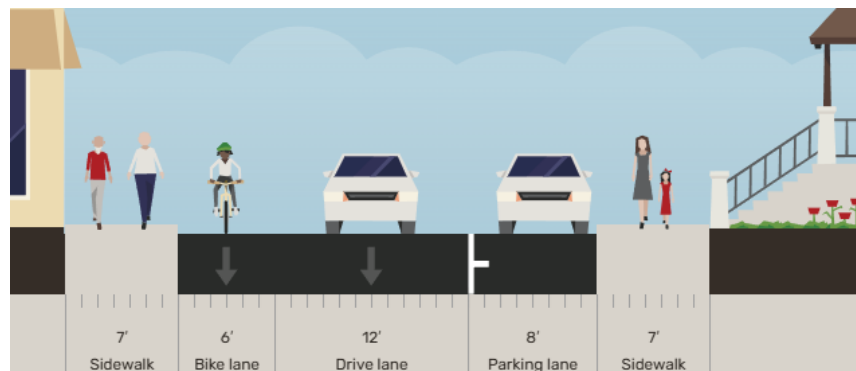
- Raised intersection at Walker St
- Raised crossing at Garden St
- Curb extensions where possible at crosswalks

Options

(FOR DISCUSSION PURPOSES ONLY)

Westbound Bike Lane

- One-way continuous westbound bike lane from Mass Ave to Garden St
- No accommodations for eastbound cyclists
- On-street parking on south side only
- No on-street parking on north side



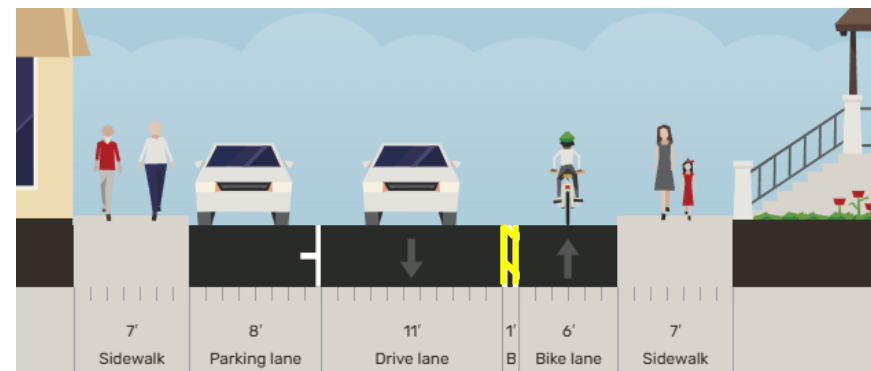
	Residential Parking	Accessible Parking
North Side	0	0
South Side	46	1
Total	46	1

Existing

	Residential Parking	Accessible Parking
North Side	28 (5pm-9am only)	0
South Side	46	1
Total	74	1

Contraflow Bike Lane

- One-way contraflow bike lane from Garden Street to Mass Ave
- Shared lane markings in westbound travel lane
- On-street parking on north side only
- No on-street parking on south side



	Residential Parking	Accessible Parking
North Side	53*	1
South Side	0	0
Total	53	1

*assumes on-street parking is permitted along Quad (26 spaces)



CDD Updates



Public Comment



Thank You