CITY OF CAMBRIDGE | Department of Transportation

Welcome to the Cambridge Bicycle Committee

July 16, 2025, 5:30 p.m. – 7:30 p.m.

Today's Agenda

July 16, 2025

5:30 PM Agenda, welcome, Zoom, minutes (6/11)

5:35 City and Committee project updates

- Department of Transportation, Transportation Planning (Nick Schmidt)
- Department of Transportation, Streets Management (Stephen Meuse)
- Department of Public Works (Jerry Friedman)
- Bicycle Committee (Richard Freierman)

5:55 Bike parking census update

6:05 Bow Tie Ride initial planning

6:25 Bicycle Level of Comfort update

7:15 Committee communications

7:25 Public comment

Why We're Here

"The Bicycle Committee works to improve conditions for bicycling in the City of Cambridge, to promote bicycling as a means of transportation, and to improve safety conditions for bicyclists."

Bicycle Committee Bylaws, Updated 2009

The Bicycle Committee meets monthly.

- The **purpose** is to get feedback from appointed members of the Committee, the City's "community experts" on bicycle transportation issues
- The **outcome** is an understanding by City staff of the Committee's consensus on priorities and reactions to street projects and development proposals
- The **process** to achieve that outcome includes presentations by Committee members and City staff, discussion following presentations, and a public comment period

Who We Are

Citizen Representatives

- Richard Freierman, *Chair*
- Gregory Carey-Medlock, *Vice Chair*
- Randy Stern, *Secretary*
- Martha Birnbaum
- Mark A. Boswell
- Michael Burke
- Guido Cuperus
- John P. Ellersick
- Muna El Taha
- Amy Flax
- Diane Gray
- Alison Harris
- Denise Haynes
- Camille Jonlin
- Scott Kilcoyne
- Eitan Normand
- Vanessa Nwankwo
- Leah Pickett
- Carola Voelker
- Ling Zeng

Dept. Representatives

- Nick Schmidt, *Transportation, Facilitator*
- Quinn Murphy, *Transportation*
- Stephen Meuse, *Transportation*
- Jerry Friedman, *Public Works*
- Steven Magalhaes, *Police*

Minutes

June 11, 2025, regular meeting

Transportation Meetings and Announcements

Upcoming Committee Meetings (by date)

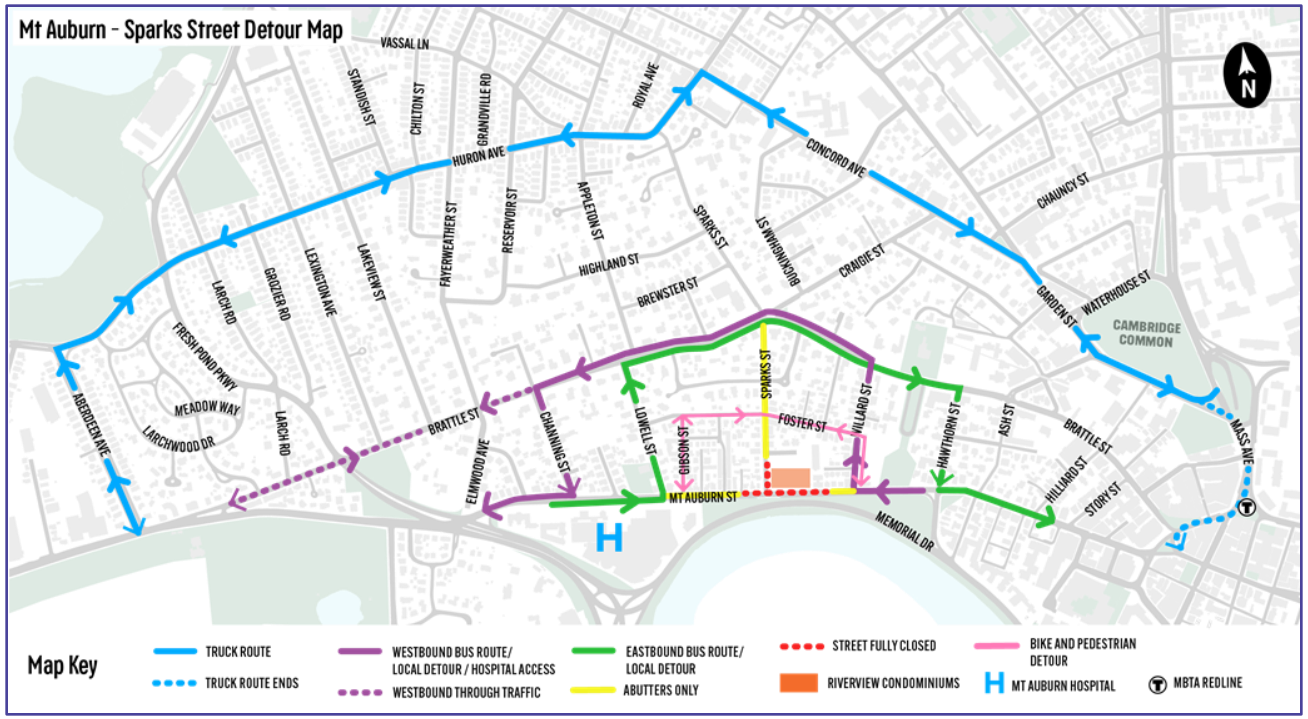
- Pedestrian Committee – July 31
  - Grand Junction Connector site walk
- Transit Advisory Committee – August 7
- Bicycle Committee – August 13

Upcoming Public Meetings (by date)

- Grand Junction Connector (DOT)
  - July 22, 11:30 AM-12:30 PM – Pop-up event
  - July 24, 7:30-9:30 AM – Pop-up event
  - July 24, 5:30-7:00 PM – Pop-up event
- Broadway Safety Improvement Project (DOT)
  - July 29, 5:30-8:00 PM – Working Group meeting (#4)
- Aberdeen Avenue Safety Improvement Project (DOT)
  - August 5, 5:30-7:00 PM – Informational, in-person open house

Announcements

- Electric cargo bike voucher for Cambridge Businesses
  - Applications open from July 7-20, contact bikes@cambridgema.gov with any questions
- Mt Auburn Street and Sparks Street closures and detours due to structural concerns at Riverview Condominium Building:
  - July 19 – potentially end of 2025
  - People walking and biking detoured to Gibson, Foster, and Willard streets



Cambridge Department of Transportation Project Updates

Transportation Planning Division Projects

- Bicycle Level of Comfort:
  - Presentation later this meeting
- 2025 Bicycling in Cambridge Data Report:
  - Internal draft complete, undergoing review
- Bluebikes stations:
  - Moving back to original location:
    - One Memorial Drive (tomorrow!)
  - Temporarily relocated:
    - Mt Auburn Hospital (TBD)
    - Vassal Lane @ Tobin / VLUS (TBD)
  - New:
    - 125 Cambridgepark Drive (August)
    - Second VLUS station (August)

Street Management Division Projects

1. Broadway (Portland St to Quincy St)

- Section C: Ellery St to Quincy St
  - July 29 Working Group to discuss design
  - Public outreach: late summer into fall 2025
- Section A (Portland St to Columbia St) Mostly complete; final touches will be adding flex posts and green markings

2. Aberdeen Ave

- Upcoming Informational Session on 8/5 at Story Chapel
- Roadway paving schedule TBD

3. Cambridge St (Oak St to Second St)

- Oak St to Prospect St installed; awaiting green/bike marking
- Prospect St to Willow St construction this fall
- Upcoming Working Group meeting in late August

4. Main St (Central Sq to Portland St, Tech Sq to Albany St)

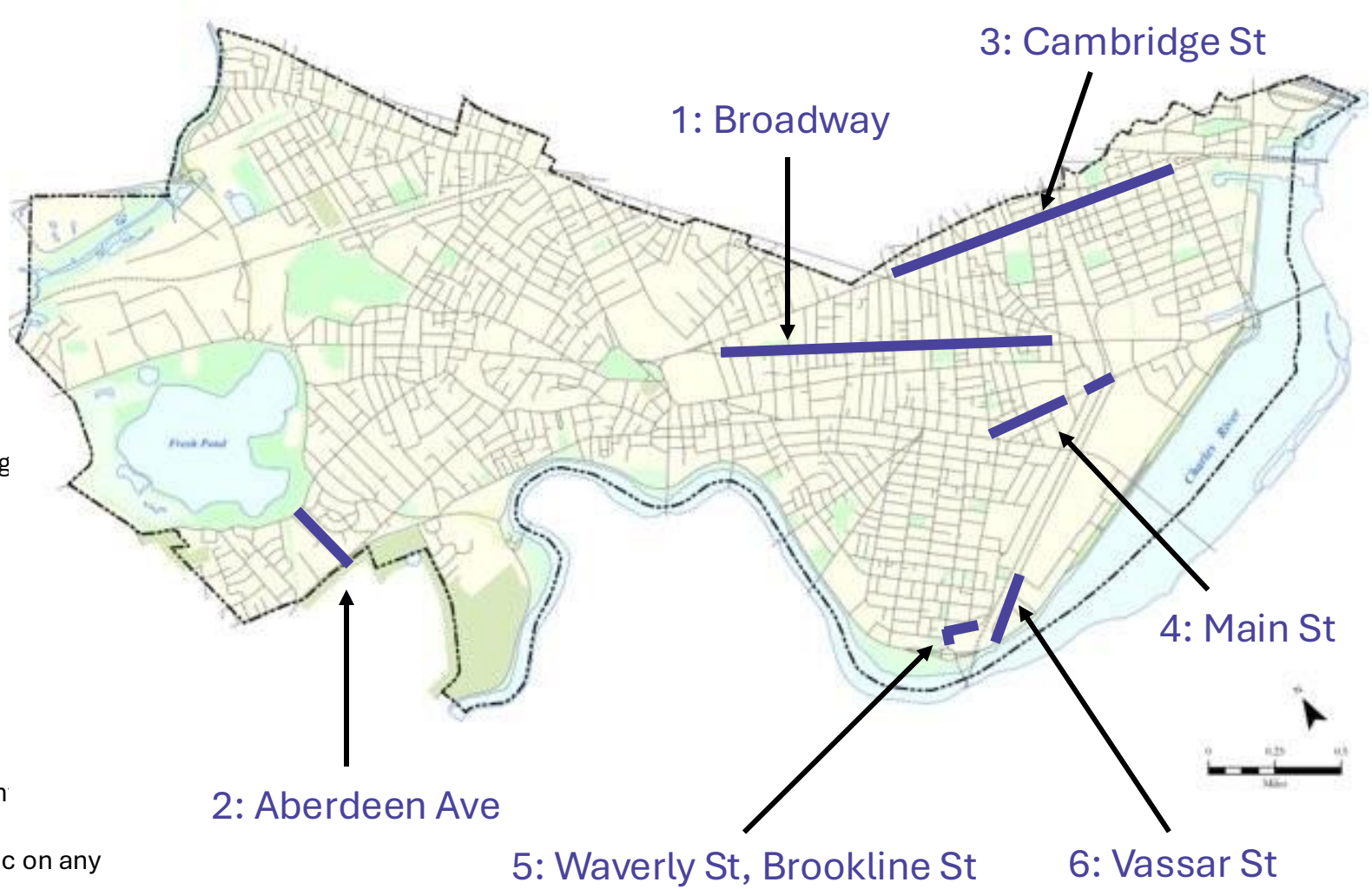
- Installation ongoing (Central Sq to Portland St tonight!)

5. Waverly St, Brookline St

- Flexposts soon

6. Vassar St (Memorial Drive to Amherst Alley)

- Feedback period closed and now incorporating feedback in final design
- An info meeting will be scheduled soon to update the public on any design changes and the installation timeline



Map of all upcoming Cycling Safety Ordinance projects at www.cambridgema.gov/cyclingsafetyordinance

Street Management Division Projects

Markings for Broadway (Portland St to Columbia St) were installed in early July
Flex posts, green, and bike stencils to follow later this month

Cambridge Department of Public Works Project Updates

Public Works Projects

1. Harvard Square Kiosk and Plaza

- Ongoing plaza work through November 2026

2. River St (Memorial Dr to Mass Ave)

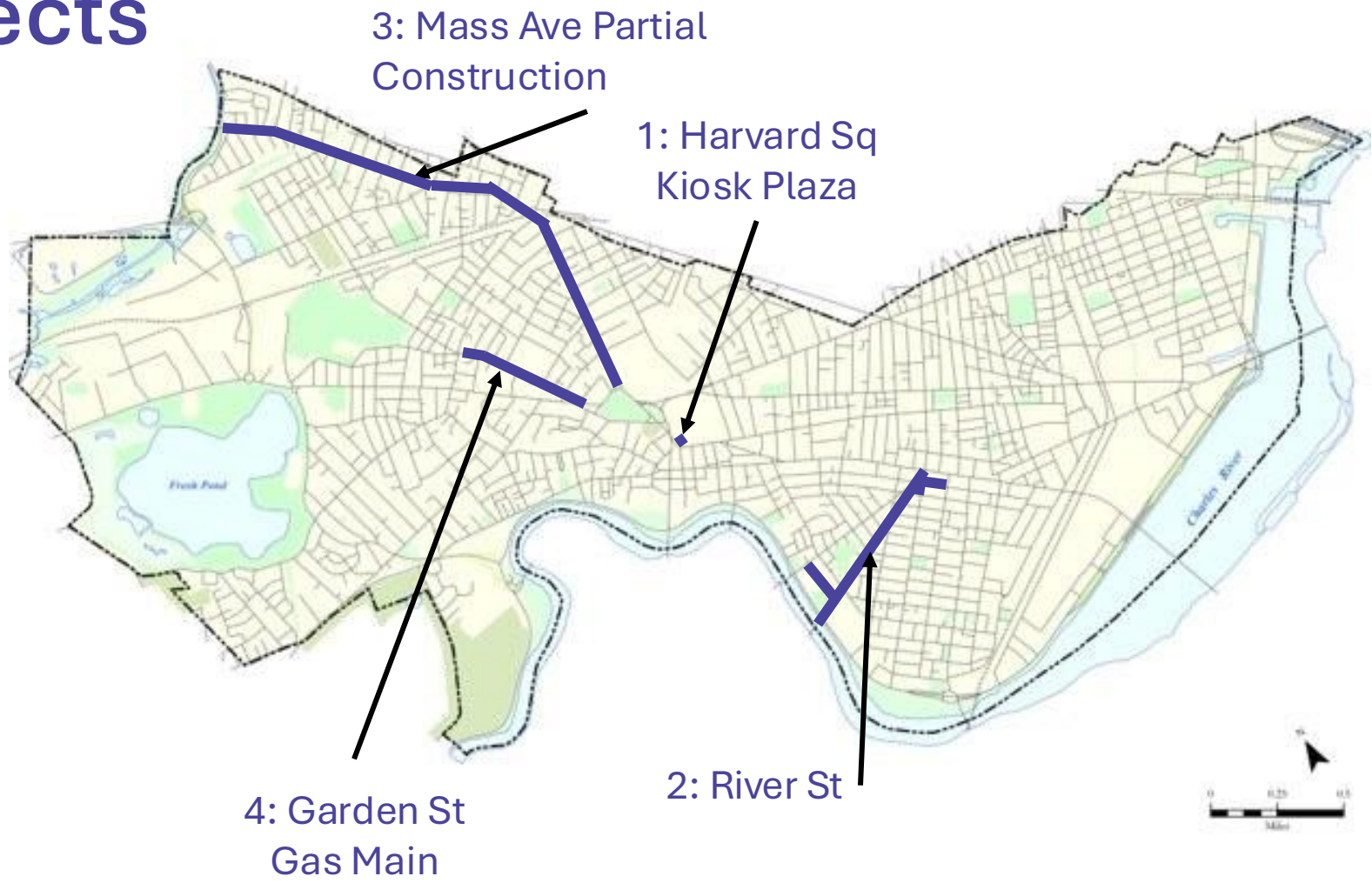
- Ongoing utility work
- Full-depth roadway reconstruction early August:
  - River St: Franklin to Kinnaird
  - Magazine St: Green to Franklin
- Carl Barron Plaza: beginning surface work including primary sidewalk through plaza

3. Mass Ave Partial Construction

- Linnaean-Waterhouse: miscellaneous water main work

4. Garden St Gas Main Replacement

- Gas work Linnaean-Shepard
- Paving late July/early August



Public Works Projects

5. Chapter 90 Contracts 24 & 25

- Dana St – Full-depth construction upcoming
- Other streets: Misc. curb and sidewalk work

6. Chapter 90 Contract 26

- No major update

7. Port Infrastructure Improvements

- No major update

8. Broadway (Galileo Galilei to Third St)

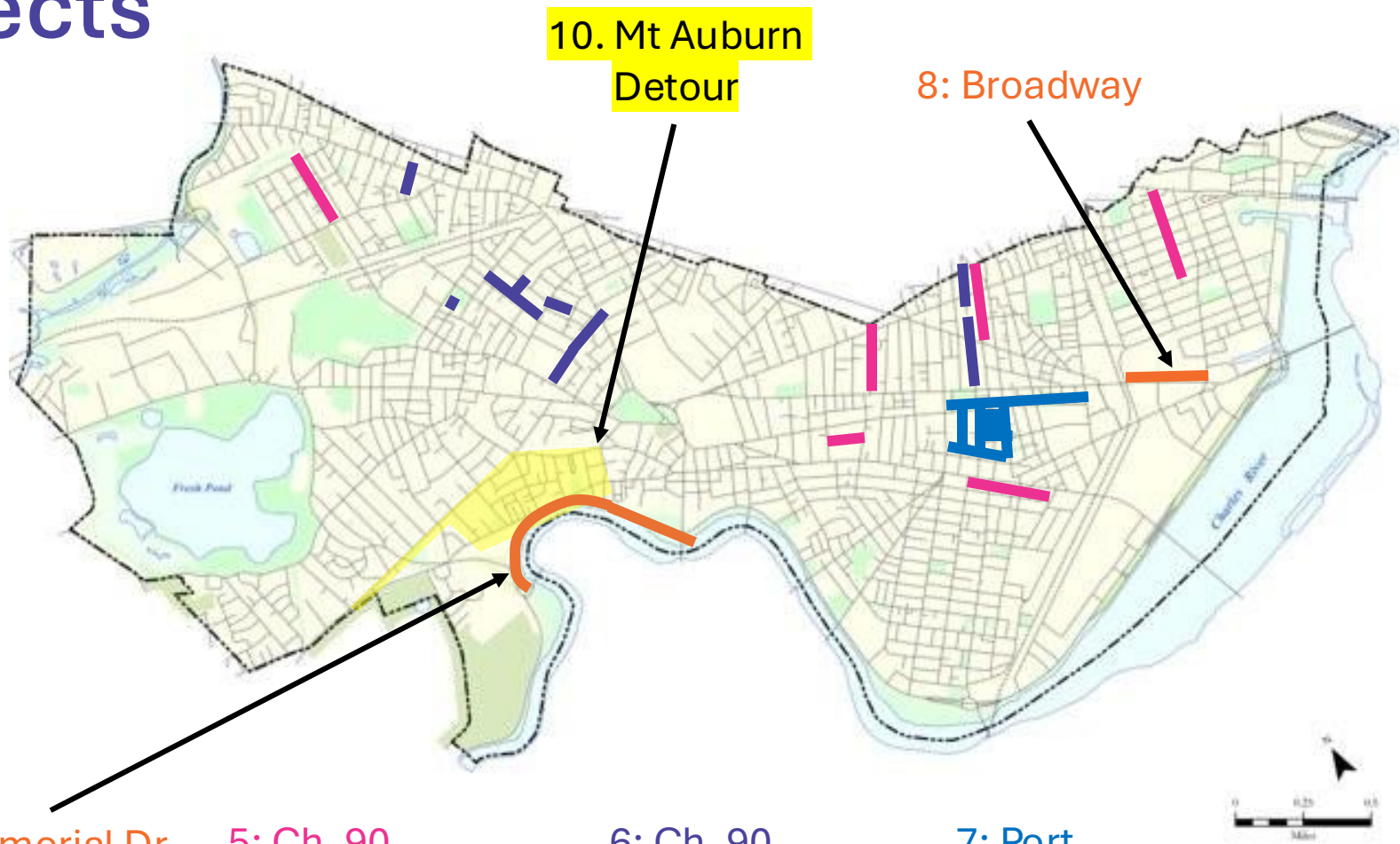
- Two-way separated bike lane in place through 2026

9. Memorial Drive Phase 3 (DCR)

- Notice to proceed end of July

10. 221 Mt. Auburn St Detours

- See “Announcements” slide



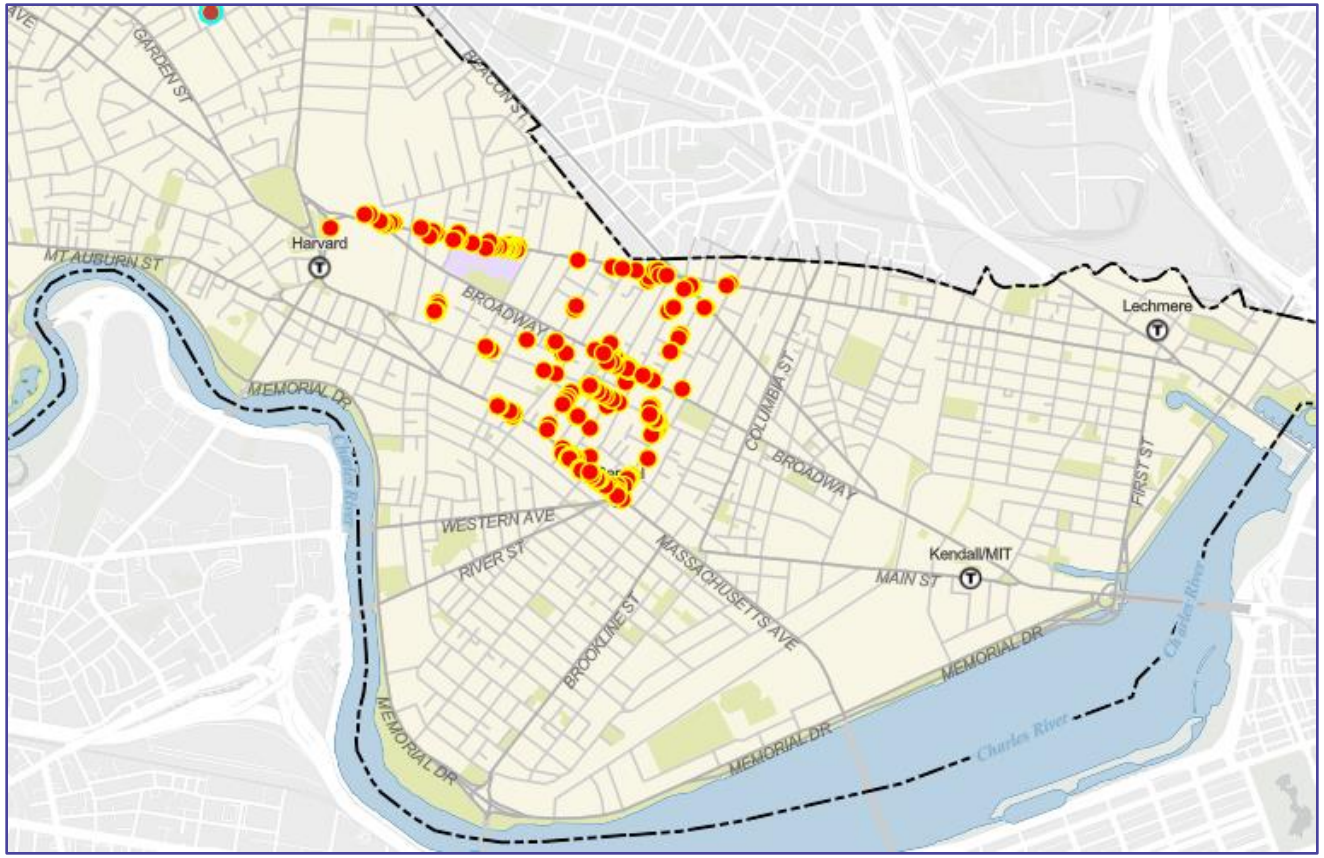
Bike Parking Census

5:55-6:05 PM

Bike Parking Data: Background and Context

- The City Bike Parking Program looks to install approximately 100-150 racks each year for public use
- Current data has no attribute data, only location
  - Previous data is accessible here
  - Last updated in 2022
- We are now collecting "asset" data to better categorize each rack as a street asset
  - This will integrate with Cartegraph which will allow us to track the status of each bike rack in the city and speed up fixes and replacements
  - 2 Mayor's Summer Program students are collecting the data and have started in Mid-Cambridge
- Updated data available winter 2025

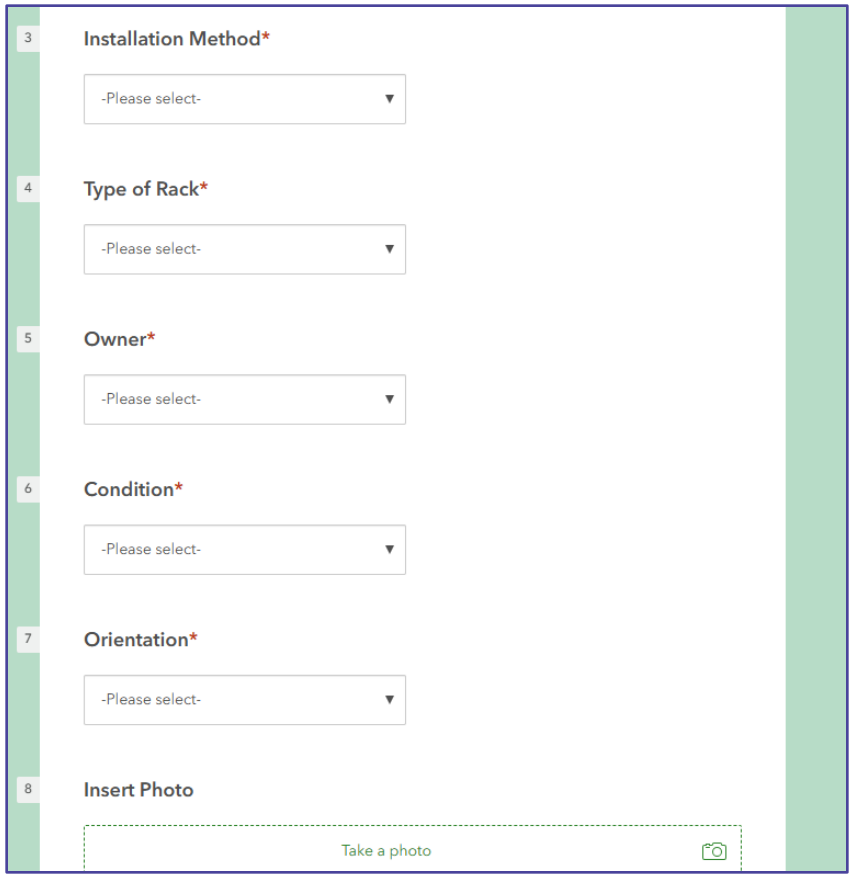
Geospatial data collected to date



About the Bike Parking Census

- Data collected in Bike Parking Census:
  - Location -> Latitude, longitude
  - Installation Method -> Surface mount, in-ground
  - Type of Rack -> Post and ring, inverted U-rack
  - Owner -> City, private
  - Condition -> Excellent, fair, broken
  - Orientation to curb -> Parallel, perpendicular
  - Photos

Example data collection survey



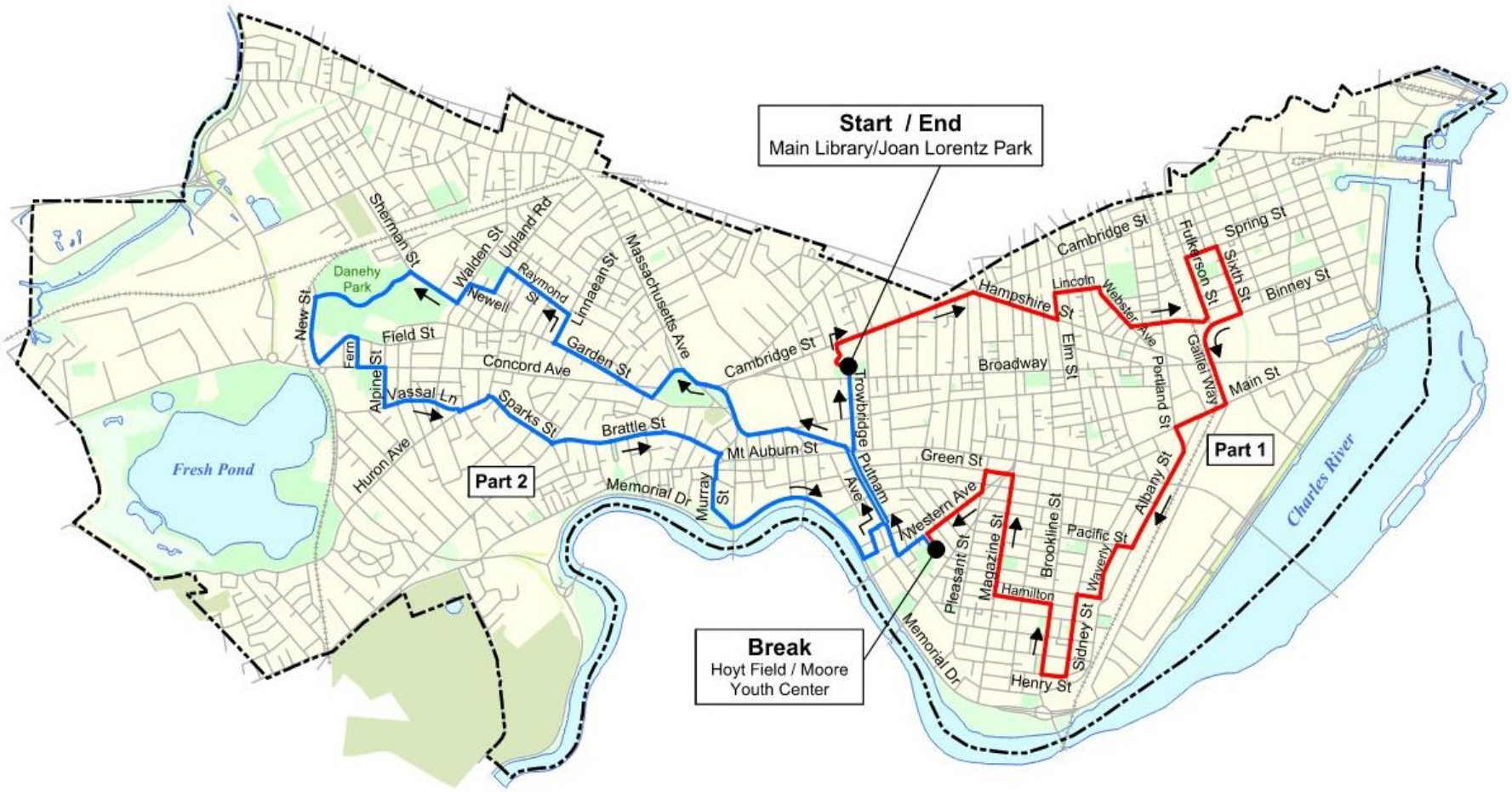
Bow Tie Ride: Initial Planning and Communications

6:05-6:25 PM

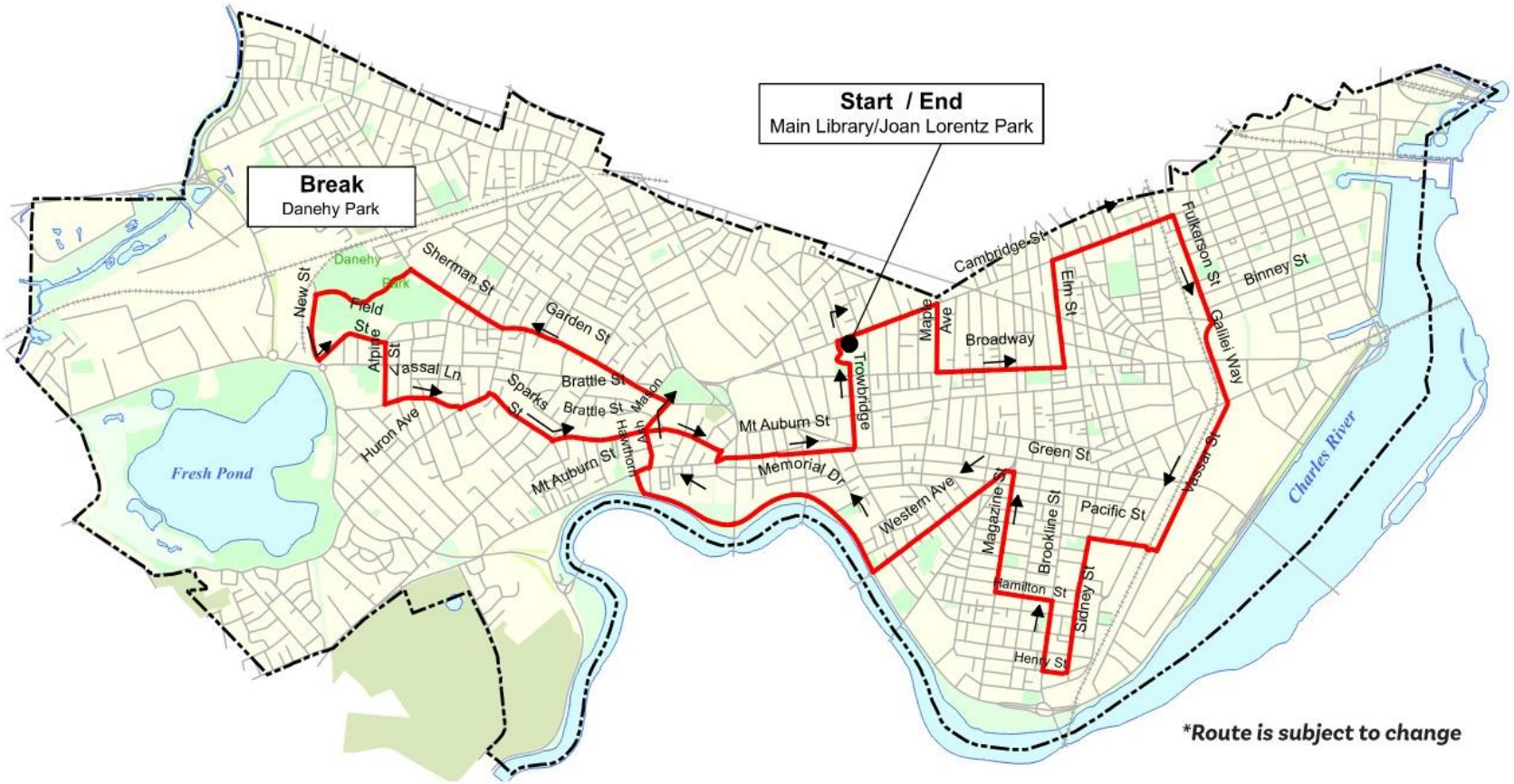
Tasks for the subcommittee

- For the August 13 Bicycle Committee meeting:
  - Proposed date
  - Proposed tested route
  - Ideas for communications

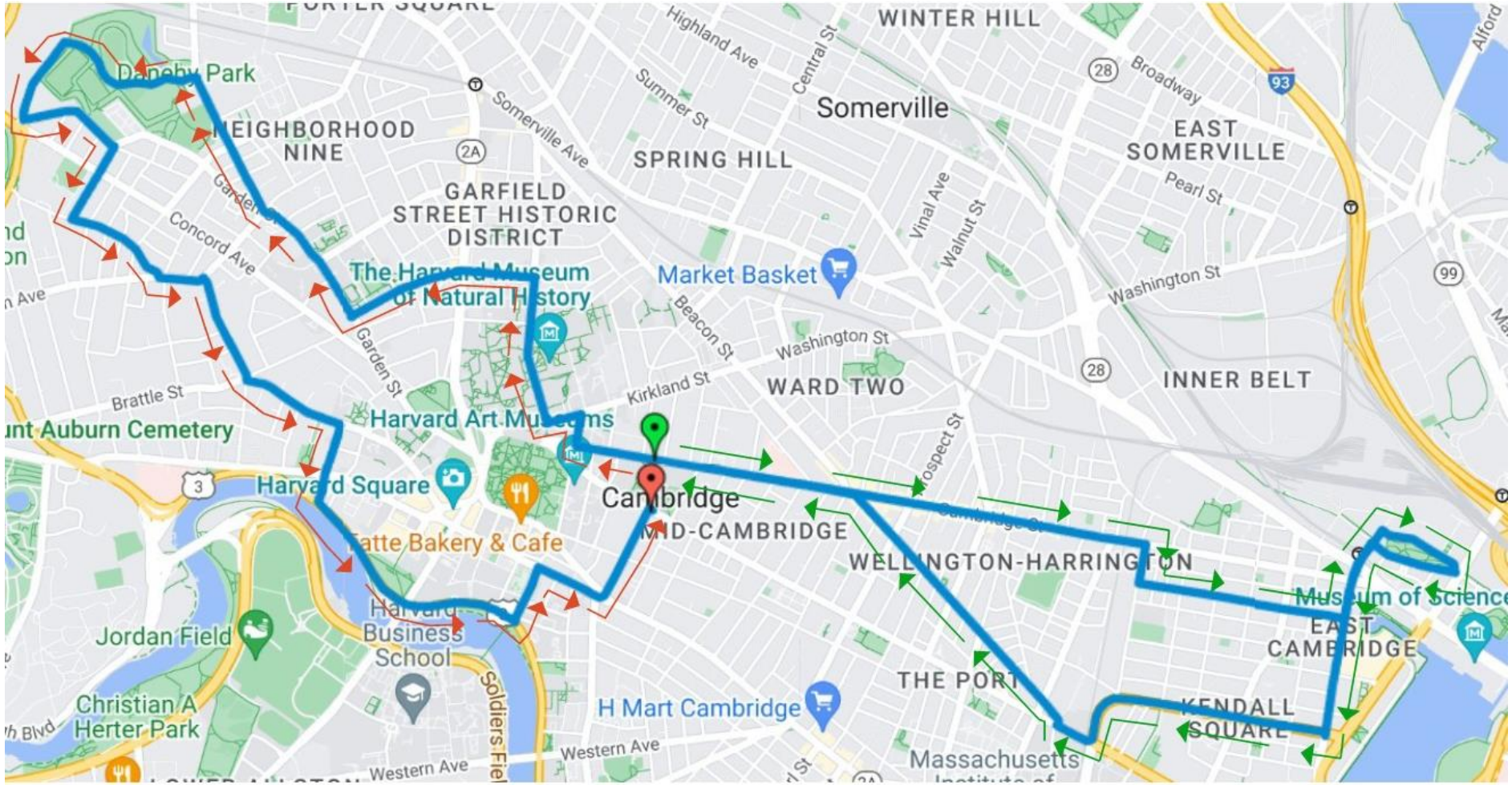
2019 Bow-Tie Ride



2022 Bow-Tie Ride



2023 Bow-Tie Ride



Bicycle Level of Comfort Methodology Update

6:25-7:15 PM

About this presentation

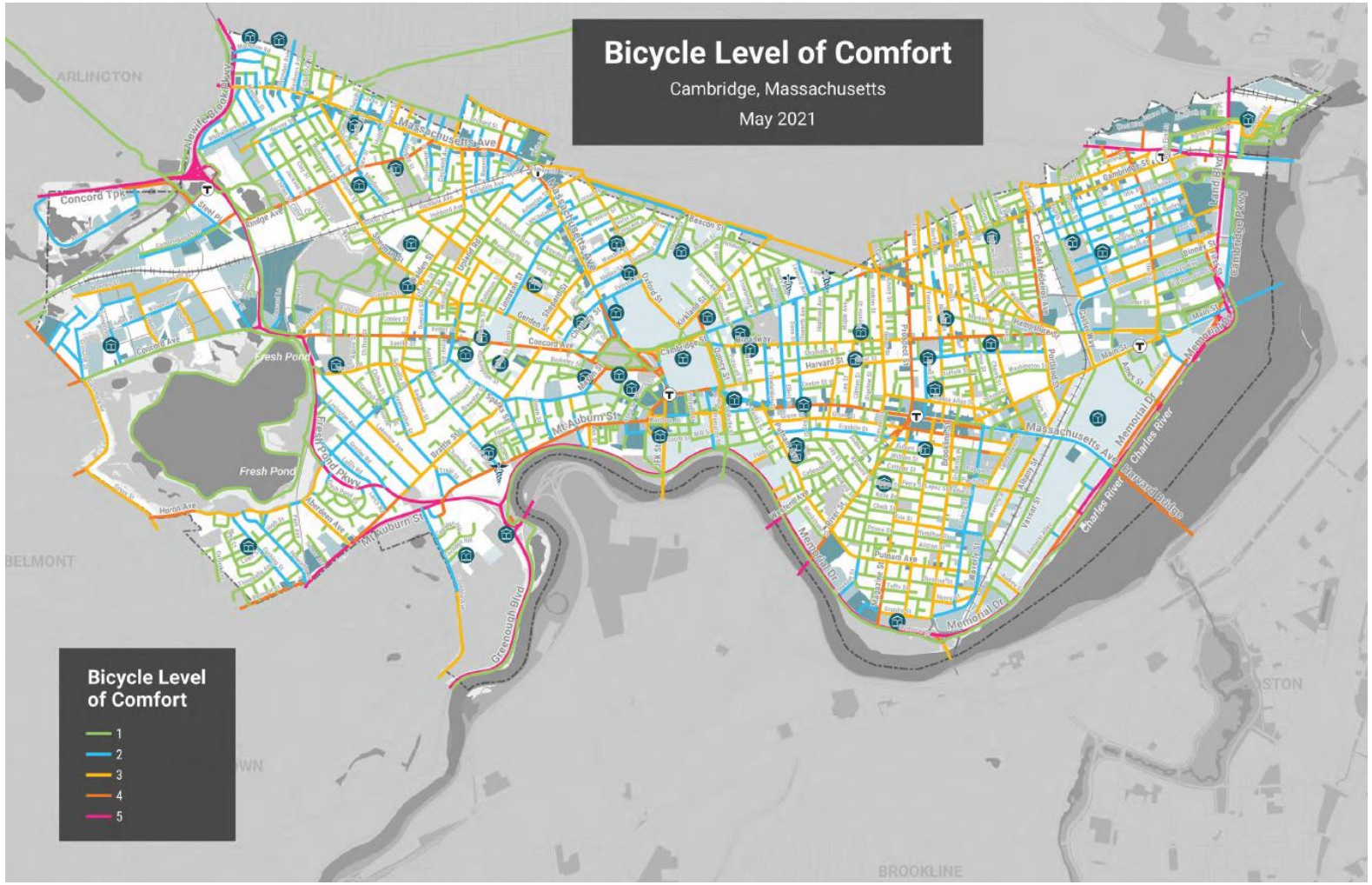
- What is being shared with the Bicycle Committee?
  - What Bicycle Level of Comfort is and why it is important
  - Why we want to update the Bicycle Level of Comfort
  - Potential changes
  - Next steps
- What feedback would be helpful for the City?
  - Do you have recommendations on the data inputs, data sources, and framework?
  - Does your lived experience align with the representation of perceived comfort?
  - Should we maintain or eliminate BLC 5?

About Bicycle Level of Comfort (BLC)

- What is it?
  - A planning tool that estimates a person's perceived comfort while bicycling on a street or path. Most people will only bike if they are comfortable.
- How does Cambridge use it?
  - Helps us understand where investments are most needed to create a bike network for all ages and abilities
- How often is it updated?
  - With each Cambridge Bicycle Plan: 2015 and 2020

How does BLC work?

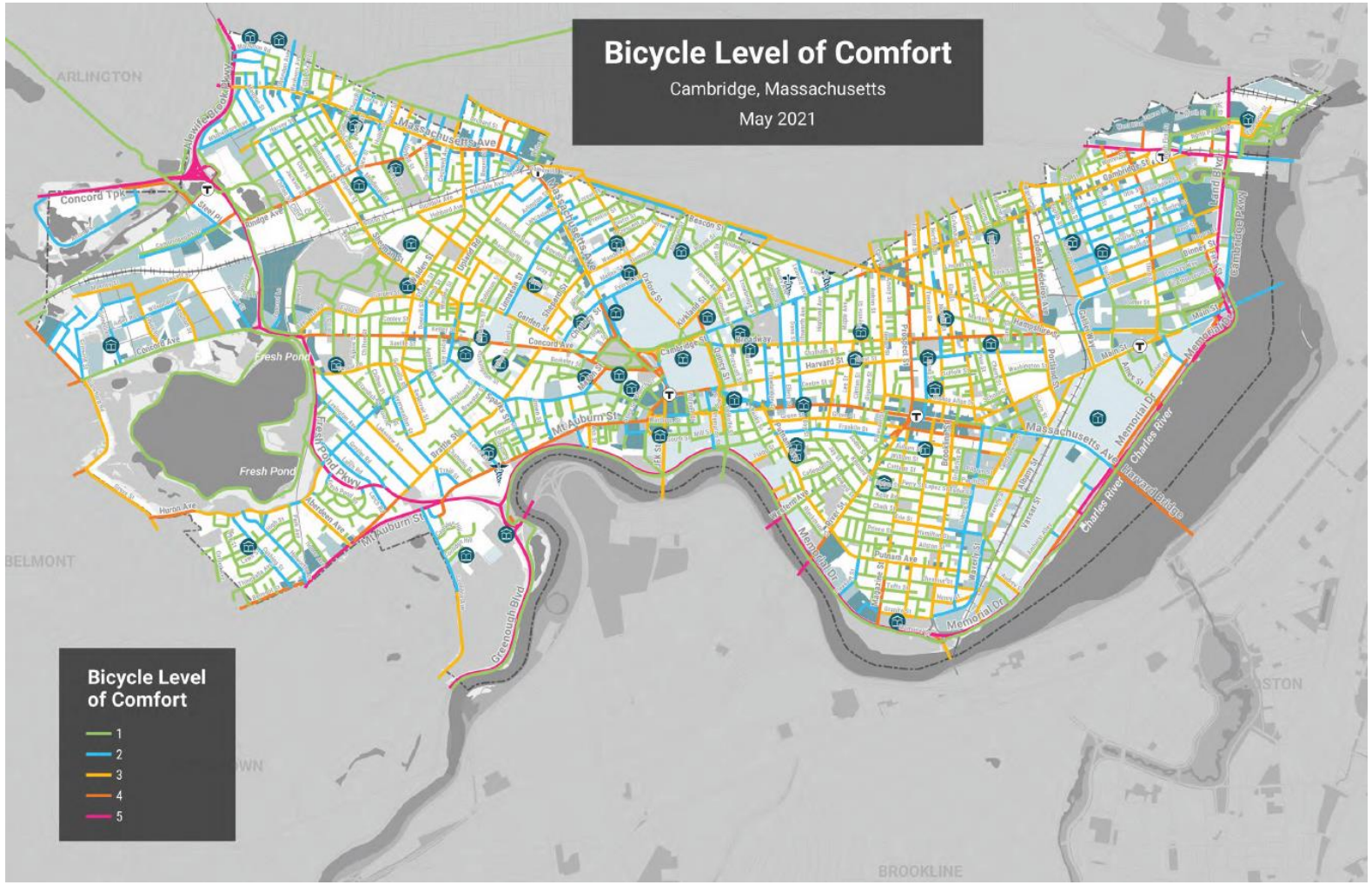
- Calculate and map BLC for all streets and paths in the city
- Calculations use several criteria, like:
  - Type of bikeway
  - Number and direction of travel lanes
  - Motor vehicle volumes
  - Motor vehicle speeds
  - On-street parking
  - Bus frequency



Source: Cambridge Bicycle Plan 2020

How does BLC work?

- Comfort level is assigned a score, with BLC 1 being most comfortable and BLC 5 the least



Source: Cambridge Bicycle Plan 2020

Why BLC matters

- Most people have low tolerance for exposure to motor vehicles

Bicycle Level of Comfort	1 Most comfortable	2	3	4	5 Least comfortable
Motor vehicle volumes	Low	→	→	→	High
Motor vehicle speeds	Low	→	→	→	High
On-street parking	None	→	→	→	Present
Travel lanes	Fewer	→	→	→	More
Buses	Infrequent	→	→	→	Frequent

Why BLC matters

- Most people have low tolerance for exposure to motor vehicles
- Eliminating exposure is the most comfortable

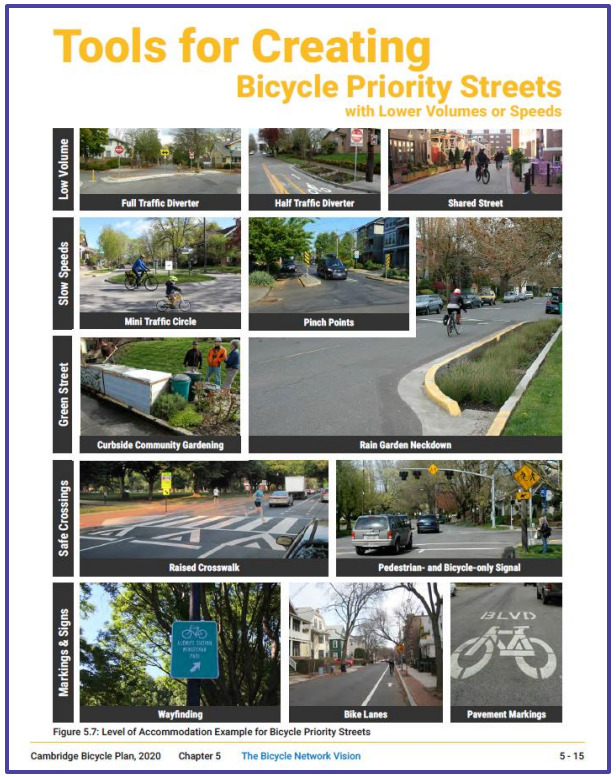
Separated bike lane

Path

Why BLC matters

- Most people have low tolerance for exposure to motor vehicles
- Eliminating exposure is the most comfortable
- Reducing exposure can be very comfortable, under the right conditions

Low motor vehicle speeds & volumes



Why update the process?

- We have new guidelines
  - Vision Zero Cambridge; NACTO Urban Bikeway Design Guide, Third Edition (2025)
- We have new data sources
  - Big Data for motor vehicle speeds and volumes
- We want to apply to bus stop designs
- We want to better link to project design and engagement

Overview of potential BLC

- What stays the same?
  - Separated bikeways (e.g., paths and separated bike lanes) are always BLC 1
  - Non-separated bikeways (e.g., mixed traffic and standard bike lanes) can be BLC 1–BLC 5, depending on criteria
- What are we proposing to change?
  - How we calculate non-separated bikeway BLC
  - Adding bus stop BLC

Framework for changes

Simple

BLC should be intuitive for a layperson and approximate their lived experience:

- Tailor criteria to Cambridge, including example streets
- Reinforce importance of exposure to motor vehicles
- Reduce number of tables and criteria ranges

Consistent

BLC should align with the latest national guidance and Cambridge policies:

- Align with Vision Zero Cambridge
- Align with the NACTO Urban Bikeway Design Guide, Third Edition (2025)

Helpful

BLC should guide projects towards "All Ages and Abilities" designs:

- Orient around achieving "All Ages and Abilities" conditions for any bikeway
- Use clear logic to differentiate BLC scores

Potential non-separated bikeway BLC

Simple

BLC should be intuitive for a layperson and approximate their lived experience:

- Reduce number of tables and criteria ranges

Potential Mixed Traffic Bicycle Level of Comfort

Street Conditions	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
		≤ 20 mph	21-25 mph	> 25 mph
Motor vehicle passing is not feasible or discouraged, like one-way, one-lane streets (e.g. Inman Street) or two-way streets with a centerline (e.g. Putnam Street)				
Motor vehicle passing is feasible, like two-way streets with no centerline (e.g. 6th Street)				
Two or more through-lanes per direction (e.g. Fresh Pond)				

Potential Bike Lane Bicycle Level of Comfort

Street Conditions	Bike Lane Buffer	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
			≤ 20 mph	21-25 mph	> 25 mph
One through-lane per direction, including two-way streets (e.g. Mt Auburn Street) and one-way streets (e.g. Sparks Street) *Note: Increase BLC rating by one when the bike lane is against on-street parking or is frequently obstructed*	No				
	Yes				
Two or more through-lanes per direction (e.g. Fresh Pond)					

Potential non-separated bikeway BLC

Simple

BLC should be intuitive for a layperson and approximate their lived experience:

- Reinforce importance of exposure to motor vehicles

Potential Mixed Traffic Bicycle Level of Comfort

Street Conditions	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
		≤20 mph	21-25 mph	> 25 mph
Motor vehicle passing is not feasible or discouraged, like one-way, one-lane streets (e.g. Inman Street) or two-way streets with a centerline (e.g. Putnam Street)				
Motor vehicle passing is feasible, like two-way streets with no centerline (e.g. 6th Street)				
Two or more through-lanes per direction (e.g. Fresh Pond)				

Potential Bike Lane Bicycle Level of Comfort

Street Conditions	Bike Lane Buffer	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
			≤20 mph	21-25 mph	> 25 mph
One through-lane per direction, including two-way streets (e.g. Mt Auburn Street) and one-way streets (e.g. Sparks Street) ***Note: Increase BLC rating by one when the bike lane is against on-street parking or is frequently obstructed***	No				
	Yes				
Two or more through-lanes per direction (e.g. Fresh Pond)					

Potential non-separated bikeway BLC

Simple

BLC should be intuitive for a layperson and approximate their lived experience:

- Tailor criteria to Cambridge, including example streets

Potential Mixed Traffic Bicycle Level of Comfort

Street Conditions	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
		≤ 20 mph	21-25 mph	> 25 mph
Motor vehicle passing is not feasible or discouraged, like one-way, one-lane streets **(e.g. Inman Street)** or two-way streets with a centerline **(e.g. Putnam Street)**				
Motor vehicle passing is feasible, like two-way streets with no centerline **(e.g. 6th Street)**				
Two or more through-lanes per direction (e.g. Fresh Pond)				

Potential Bike Lane Bicycle Level of Comfort

Street Conditions	Bike Lane Buffer	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
			≤ 20 mph	21-25 mph	> 25 mph
One through-lane per direction, including two-way streets **(e.g. Mt Auburn Street)** and one-way streets (**e.g. Sparks Street)** *Note: Increase BLC rating by one when the bike lane is against on-street parking or is frequently obstructed*	No				
	Yes				
Two or more through-lanes per direction (e.g. Fresh Pond)					

Potential non-separated bikeway BLC

Consistent

BLC should align with the latest national guidance and Cambridge policies:

- Align with Vision Zero Cambridge

Potential Mixed Traffic Bicycle Level of Comfort

Street Conditions	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
		≤ 20 mph	21-25 mph	> 25 mph
Motor vehicle passing is not feasible or discouraged, like one-way, one-lane streets (e.g. Inman Street) or two-way streets with a centerline (e.g. Putnam Street)				
Motor vehicle passing is feasible, like two-way streets with no centerline (e.g. 6th Street)				
Two or more through-lanes per direction (e.g. Fresh Pond)				

Potential Bike Lane Bicycle Level of Comfort

Street Conditions	Bike Lane Buffer	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
			≤ 20 mph	21-25 mph	> 25 mph
One through-lane per direction, including two-way streets (e.g. Mt Auburn Street) and one-way streets (e.g. Sparks Street) *Note: Increase BLC rating by one when the bike lane is against on-street parking or is frequently obstructed*	No				
	Yes				
Two or more through-lanes per direction (e.g. Fresh Pond)					

Potential non-separated bikeway BLC

Consistent

BLC should align with the latest national guidance and Cambridge policies:

- Align with the NACTO Urban Bikeway Design Guide, Third Edition (2025)

NACTO Criteria for Motor Vehicle Volume and Speed

	Daily Motor Vehicles		Prevailing Motor Vehicle Speed	
	All Ages and Abilities	Acceptable	All Ages and Abilities	Acceptable
Mixed traffic	≤ 500 – 2,000	≤ 3,000	≤ 20 mph	≤ 25 mph
Standard bike lane	≤ 3,000	≤ 8,000	≤ 20 mph	≤ 25 mph
Buffered bike lane	≤ 6,000	≤ 12,000	≤ 25 mph	≤ 25 mph

Source: NACTO Urban Bikeway Design Guide, Third Edition (2025)

Additional Takeaways

"Centerline stripes should be omitted along midblock sections [of bike boulevards]"

Takeaway: Centerlines increase stress in mixed-traffic conditions by encouraging close passing and faster speeds

"[Standard and buffered] bike lanes work best where curbside activity is low, heavy vehicles are rare, and lane blockages by motor vehicles are unlikely"

Takeaway: Curbside activity along standard bike lanes increase stress

Quote Source: NACTO Urban Bikeway Design Guide, Third Edition (2025)

Potential non-separated bikeway BLC

Consistent

BLC should align with the latest national guidance and Cambridge policies:

- Align with the NACTO Urban Bikeway Design Guide, Third Edition (2025)

Potential Mixed Traffic Bicycle Level of Comfort

Street Conditions	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
		≤ 20 mph	21-25 mph	> 25 mph
Motor vehicle passing is not feasible or discouraged, like one-way, one-lane streets (e.g. Inman Street) or two-way streets with a **centerline** (e.g. Putnam Street)	≤ 500			
	501-2,000			
	> 2,000			
Motor vehicle passing is feasible, like two-way streets with **no centerline** (e.g. 6th Street)	≤ 2,000			
	2,001-3,000			
	> 3,000			
Two or more through-lanes per direction (e.g. Fresh Pond)	Any			

Potential Bike Lane Bicycle Level of Comfort

Street Conditions	Bike Lane Buffer	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
			≤ 20 mph	21-25 mph	> 25 mph
One through-lane per direction, including two-way streets (e.g. Mt Auburn Street) and one-way streets (e.g. Sparks Street) ***Note: Increase BLC rating by one when the bike lane is against on-street parking or is frequently obstructed***	No	≤ 3,000			
		3,001-6,000			
		> 6,000			
	Yes	≤ 6,000			
		6,001-12,000			
		> 12,000			
Two or more through-lanes per direction (e.g. Fresh Pond)	Any	Any			

Potential non-separated bikeway BLC

Helpful

BLC should guide projects towards "All Ages and Abilities" designs:

- Orient around achieving "All Ages and Abilities" conditions for any bikeway

Potential Mixed Traffic Bicycle Level of Comfort

Street Conditions	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
		≤ 20 mph	21-25 mph	> 25 mph
Motor vehicle passing is not feasible or discouraged, like one-way, one-lane streets (e.g. Inman Street) or two-way streets with a centerline (e.g. Putnam Street)	≤ 500	BLC 1		
	501-2,000			
	> 2,000			
Motor vehicle passing is feasible, like two-way streets with no centerline (e.g. 6th Street)	≤ 2,000	BLC 1		
	2,001-3,000			
	> 3,000			
Two or more through-lanes per direction (e.g. Fresh Pond)	Any			

Logic for Both Tables

BLC 1 = Both "AA&A" criteria met

Potential Bike Lane Bicycle Level of Comfort

Street Conditions	Bike Lane Buffer	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
			≤ 20 mph	21-25 mph	> 25 mph
One through-lane per direction, including two-way streets (e.g. Mt Auburn Street) and one-way streets (e.g. Sparks Street) *Note: Increase BLC rating by one when the bike lane is against on-street parking or is frequently obstructed*	No	≤ 3,000	BLC 1		
		3,001-6,000			
		> 6,000			
	Yes	≤ 6,000	BLC 1		
		6,001-12,000			
		> 12,000			
Two or more through-lanes per direction (e.g. Fresh Pond)	Any	Any			

Potential non-separated bikeway BLC

Helpful

BLC should guide projects towards "All Ages and Abilities" designs:

- Use clear logic to differentiate BLC scores

Logic for Both Tables

BLC 1 = Both "AA&A" criteria met

BLC 2 = One "AA&A" criterion met and one acceptable" criterion met

BLC 3 = Both "acceptable" criteria met

Potential Mixed Traffic Bicycle Level of Comfort

Street Conditions	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
		≤20 mph	21-25 mph	> 25 mph
Motor vehicle passing is not feasible or discouraged, like one-way, one-lane streets (e.g. Inman Street) or two-way streets with a centerline (e.g. Putnam Street)	≤ 500	BLC 1	BLC 2	
	501-2,000	BLC 2	BLC 3	
	> 2,000			
Motor vehicle passing is feasible, like two-way streets with no centerline (e.g. 6th Street)	≤ 2,000	BLC 1	BLC 2	
	2,001-3,000	BLC 2	BLC 3	
	> 3,000			
Two or more through-lanes per direction (e.g. Fresh Pond)	Any			

Potential Bike Lane Bicycle Level of Comfort

Street Conditions	Bike Lane Buffer	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
			≤20 mph	21-25 mph	> 25 mph
One through-lane per direction, including two-way streets (e.g. Mt Auburn Street) and one-way streets (e.g. Sparks Street) *Note: Increase BLC rating by one when the bike lane is against on-street parking or is frequently obstructed*	No	≤ 3,000	BLC 1	BLC 2	
		3,001-6,000	BLC 2	BLC 3	
		> 6,000			
	Yes	≤ 6,000	BLC 1	BLC 2	
		6,001-12,000	BLC 2	BLC 3	
		> 12,000			
Two or more through-lanes per direction (e.g. Fresh Pond)	Any	Any			

Potential non-separated bikeway BLC

Helpful

BLC should guide projects towards "All Ages and Abilities" designs:

- Use clear logic to differentiate BLC scores

Potential Mixed Traffic Bicycle Level of Comfort

Street Conditions	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
		≤20 mph	21-25 mph	> 25 mph
Motor vehicle passing is not feasible or discouraged, like one-way, one-lane streets (e.g. Inman Street) or two-way streets with a centerline (e.g. Putnam Street)	≤ 500	BLC 1	BLC 2	BLC 4
	501-2,000	BLC 2	BLC 3	BLC 4
	> 2,000	BLC 4	BLC4	
Motor vehicle passing is feasible, like two-way streets with no centerline (e.g. 6th Street)	≤ 2,000	BLC 1	BLC 2	BLC 4
	2,001-3,000	BLC 2	BLC 3	BLC 4
	> 3,000	BLC 4	BLC4	
Two or more through-lanes per direction (e.g. Fresh Pond)	Any			

Logic for Both Tables

BLC 1 = Both "AA&A" criteria met

BLC 2 = One "AA&A" criterion met **and** one acceptable" criterion met

BLC 3 = Both "acceptable" criteria met

BLC 4 = Speed > 25 mph or daily vehicles > "acceptable"

Potential Bike Lane Bicycle Level of Comfort

Street Conditions	Bike Lane Buffer	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
			≤20 mph	21-25 mph	> 25 mph
One through-lane per direction, including two-way streets (e.g. Mt Auburn Street) and one-way streets (e.g. Sparks Street) *Note: Increase BLC rating by one when the bike lane is against on-street parking or is frequently obstructed*	No	≤ 3,000	BLC 1	BLC 2	BLC 4
		3,001-6,000	BLC 2	BLC 3	BLC 4
		> 6,000	BLC 4	BLC4	
	Yes	≤ 6,000	BLC 1	BLC 2	BLC 4
		6,001-12,000	BLC 2	BLC 3	BLC 4
		> 12,000	BLC 4	BLC4	
Two or more through-lanes per direction (e.g. Fresh Pond)	Any	Any			

Potential non-separated bikeway BLC

Helpful

BLC should guide projects towards "All Ages and Abilities" designs:

- Use clear logic to differentiate BLC scores

Potential Mixed Traffic Bicycle Level of Comfort

Street Conditions	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
		≤20 mph	21-25 mph	> 25 mph
Motor vehicle passing is not feasible or discouraged, like one-way, one-lane streets (e.g. Inman Street) or two-way streets with a centerline (e.g. Putnam Street)	≤ 500	BLC 1	BLC 2	BLC 4
	501-2,000	BLC 2	BLC 3	BLC 4
	> 2,000	BLC 4	BLC4	BLC 5
Motor vehicle passing is feasible, like two-way streets with no centerline (e.g. 6th Street)	≤ 2,000	BLC 1	BLC 2	BLC 4
	2,001-3,000	BLC 2	BLC 3	BLC 4
	> 3,000	BLC 4	BLC4	BLC 5
Two or more through-lanes per direction (e.g. Fresh Pond)	Any	BLC 5	BLC 5	BLC 5

Logic for Both Tables

BLC 1 = Both "AA&A" criteria met

BLC 2 = One "AA&A" criterion met **and** one acceptable" criterion met

BLC 3 = Both "acceptable" criteria met

BLC 4 = Speed > 25 mph **or** daily vehicles > "acceptable"

BLC 5 = Both BLC 4 criteria or any street with 2+ through-lanes per direction

Potential Bike Lane Bicycle Level of Comfort

Street Conditions	Bike Lane Buffer	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
			≤20 mph	21-25 mph	> 25 mph
One through-lane per direction, including two-way streets (e.g. Mt Auburn Street) and one-way streets (e.g. Sparks Street) *Note: Increase BLC rating by one when the bike lane is against on-street parking or is frequently obstructed*	No	≤ 3,000	BLC 1	BLC 2	BLC 4
		3,001-6,000	BLC 2	BLC 3	BLC 4
		> 6,000	BLC 4	BLC4	BLC 5
	Yes	≤ 6,000	BLC 1	BLC 2	BLC 4
		6,001-12,000	BLC 2	BLC 3	BLC 4
		> 12,000	BLC 4	BLC4	BLC 5
Two or more through-lanes per direction (e.g. Fresh Pond)	Any	Any	BLC 5	BLC 5	BLC 5

Potential bikeway BLC

Summary

- Separated bikeways are BLC 1
- Non-separated bikeways can be BLC 1–BLC 5, depending on criteria

Potential Mixed Traffic Bicycle Level of Comfort

Street Conditions	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
		≤20 mph	21-25 mph	> 25 mph
Motor vehicle passing is not feasible or discouraged, like one-way, one-lane streets (e.g. Inman Street) or two-way streets with a centerline (e.g. Putnam Street)	≤ 500	BLC 1	BLC 2	BLC 4
	501-2,000	BLC 2	BLC 3	BLC 4
	> 2,000	BLC 4	BLC4	BLC 5
Motor vehicle passing is feasible, like two-way streets with no centerline (e.g. 6th Street)	≤ 2,000	BLC 1	BLC 2	BLC 4
	2,001-3,000	BLC 2	BLC 3	BLC 4
	> 3,000	BLC 4	BLC4	BLC 5
Two or more through-lanes per direction (e.g. Fresh Pond)	Any	BLC 5	BLC 5	BLC 5

Potential Bike Lane Bicycle Level of Comfort

Street Conditions	Bike Lane Buffer	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
			≤20 mph	21-25 mph	> 25 mph
One through-lane per direction, including two-way streets (e.g. Mt Auburn Street) and one-way streets (e.g. Sparks Street) *Note: Increase BLC rating by one when the bike lane is against on-street parking or is frequently obstructed*	No	≤ 3,000	BLC 1	BLC 2	BLC 4
		3,001-6,000	BLC 2	BLC 3	BLC 4
		> 6,000	BLC 4	BLC4	BLC 5
	Yes	≤ 6,000	BLC 1	BLC 2	BLC 4
		6,001-12,000	BLC 2	BLC 3	BLC 4
		> 12,000	BLC 4	BLC4	BLC 5
Two or more through-lanes per direction (e.g. Fresh Pond)	Any	Any	BLC 5	BLC 5	BLC 5

Potential bus stop BLC

Framework

- Full separation from buses and passengers is most comfortable for bicyclists
- Mixing with buses is more stressful for bicyclists than mixing with passengers

BLC 1
Floating boarding island

BLC 2
Shared boarding island

BLC 3-4
Shared bus-bike stop

Potential Bus Stop Bicycle Level of Comfort

Separation from		Peak-period Buses	
Buses	Passengers	≤ every 10 minutes	> every 10 minutes
Yes	Yes	BLC 1	
Yes	No	BLC 2	
No	Yes	BLC 3	BLC 4

Potential bikeway & bus stop BLC

Summary

- Separated bikeways are BLC 1
- Non-separated bikeways can be BLC 1–BLC 5, depending on criteria
- Bus stops can be BLC 1–BLC 4, depending on criteria

Potential Mixed Traffic Bicycle Level of Comfort

Street Conditions	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
		≤ 20 mph	21-25 mph	> 25 mph
Motor vehicle passing is not feasible or discouraged, like one-way, one-lane streets (e.g. Inman Street) or two-way streets with a centerline (e.g. Putnam Street)	≤ 500	BLC 1	BLC 2	BLC 4
	501-2,000	BLC 2	BLC 3	BLC 4
	> 2,000	BLC 4	BLC4	BLC 5
Motor vehicle passing is feasible, like two-way streets with no centerline (e.g. 6th Street)	≤ 2,000	BLC 1	BLC 2	BLC 4
	2,001-3,000	BLC 2	BLC 3	BLC 4
	> 3,000	BLC 4	BLC4	BLC 5
Two or more through-lanes per direction (e.g. Fresh Pond)	Any	BLC 5	BLC 5	BLC 5

Potential Bus Stop Bicycle Level of Comfort

Separation from		Peak-period Buses	
Buses	Passengers	≤ every 10 minutes	> every 10 minutes
Yes	Yes	BLC 1	
Yes	No	BLC 2	
No	Yes	BLC 3	BLC 4

Potential Bike Lane Bicycle Level of Comfort

Street Conditions	Bike Lane Buffer	Daily Motor Vehicles	Prevailing Motor Vehicle Speed		
			≤ 20 mph	21-25 mph	> 25 mph
One through-lane per direction, including two-way streets (e.g. Mt Auburn Street) and one-way streets (e.g. Sparks Street) *Note: Increase BLC rating by one when the bike lane is against on-street parking or is frequently obstructed*	No	≤ 3,000	BLC 1	BLC 2	BLC 4
		3,001-6,000	BLC 2	BLC 3	BLC 4
		> 6,000	BLC 4	BLC4	BLC 5
	Yes	≤ 6,000	BLC 1	BLC 2	BLC 4
		6,001-12,000	BLC 2	BLC 3	BLC 4
		> 12,000	BLC 4	BLC4	BLC 5
Two or more through-lanes per direction (e.g. Fresh Pond)	Any	Any	BLC 5	BLC 5	BLC 5

Next steps

- Refine and map potential BLC
- Conduct a community process
- Link design tools and BLC scores, in particular to bring clarity to Bicycle Priority Streets

Committee Communications

7:15-7:25 PM

Updates to committee communications

Information outcomes

Committee members are aware of committee activities and tasks

Community members are aware of events, projects, and initiatives related to transportation and mobility in Cambridge

Current e-mail communications

1. Meeting reminder
2. Zoom automated reminders
3. Meeting follow-up, if needed
4. Weekly committees e-mails
5. Joint meeting reminder e-mails
6. Active Transportation Report (monthly)

Consolidating communications with you

Current e-mail communications in an average month

1. Meeting reminder
2. Zoom automated reminders
   - 1 day before and 1 hour before
3. Meeting follow-up, if needed
4. Weekly committee e-mails x4
5. Joint meeting reminder e-mails, if needed
6. Active Transportation Report community e-mail

Planned e-mail communications in an average month

1. Monthly committee e-mail
   - Follow-up materials – meeting summary
   - Agenda for next meeting + Project update slides
2. Zoom automated reminders
   - 1 day before and 1 hour before
3. Joint meeting reminder e-mails, if needed
4. Active Transportation community e-mail

Public Comment

7:25-7:30 PM