

Inner Mount Auburn Corridor Safety Improvement Project

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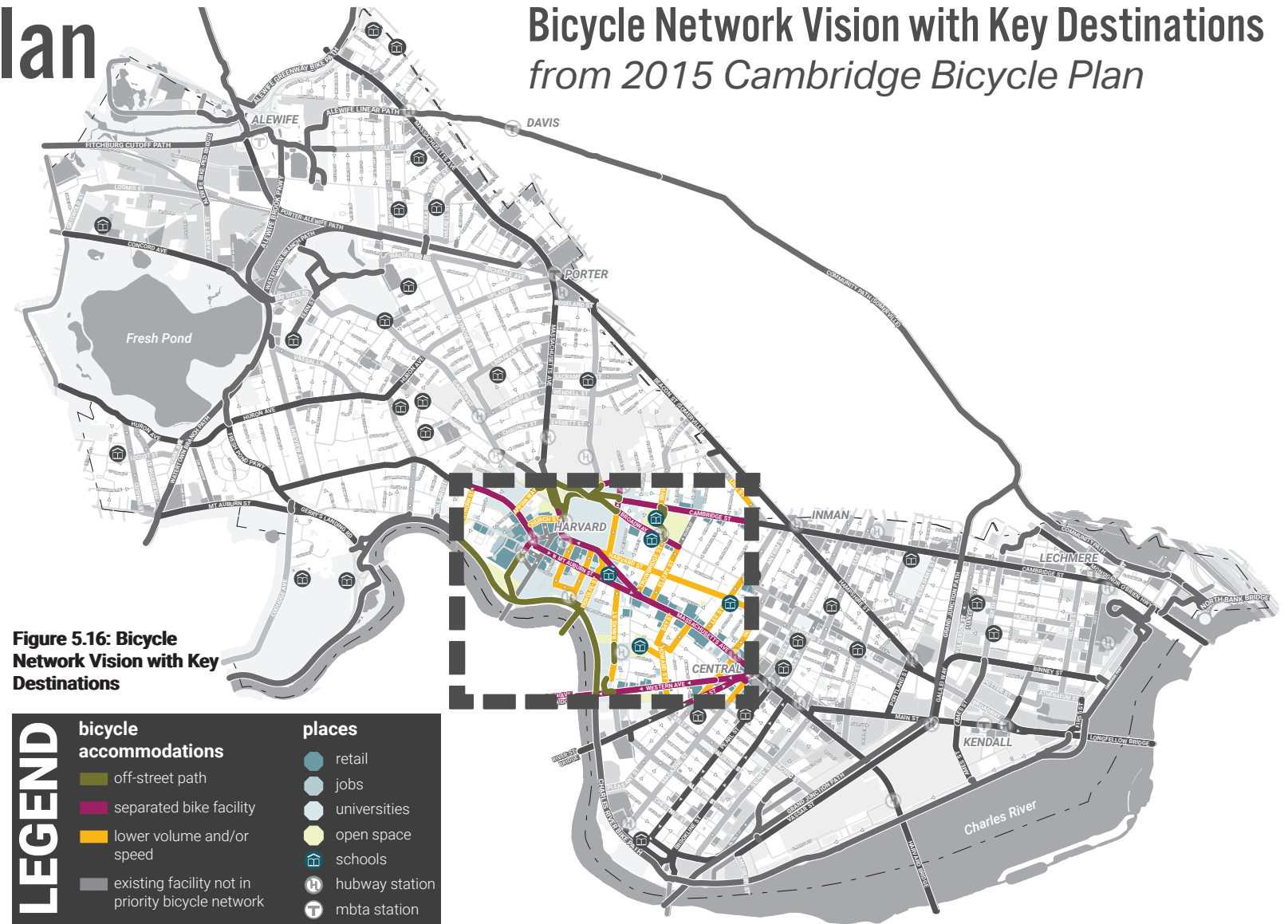
Quincy/DeWolfe Project

City of Cambridge Policies

- › **Vision Zero** calls for the elimination of fatalities and serious injuries resulting from traffic crashes, and emphasizes that they can, and should be prevented. (2016)
- › **Complete Streets** are designed and operated to enable safe access for all users – regardless of age, ability, or mode of transportation. (2016)
- › **Vehicle Trip Reduction Ordinance** established programs to encourage alternatives to single-occupancy vehicle travel. (1992)
- › **Cambridge Growth Policy** emphasizes sustainable modes of transportation such as walking, biking and using transit and low-emission vehicles, which promote livability and help to improve air quality and reduce greenhouse gas emissions. (1993/2007)

Cambridge Bike Plan

- › Published in 2015
- › Guiding principle for the plan is to enable people of all ages and abilities to bike safely and comfortably throughout the city
- › Mount Auburn St project area shown as a separated facility
- › Quincy/DeWolfe project area shown as a lower volume and/or speed
- › Planning is on-going for 2020 update



Current Network

- › Includes off-street paths and on-street separated bike facilities
- › Network will continue to grow over time

-  Existing Separated Bike Lanes
-  Inner Mount Auburn and Quincy/DeWolfe
-  Upcoming Separated Bike Lane Projects



Tonight's Projects

- › Inner Mount Auburn St from Eliot St to Putnam St
- › Quincy/Bow/DeWolfe Streets from the Charles river to Cambridge St

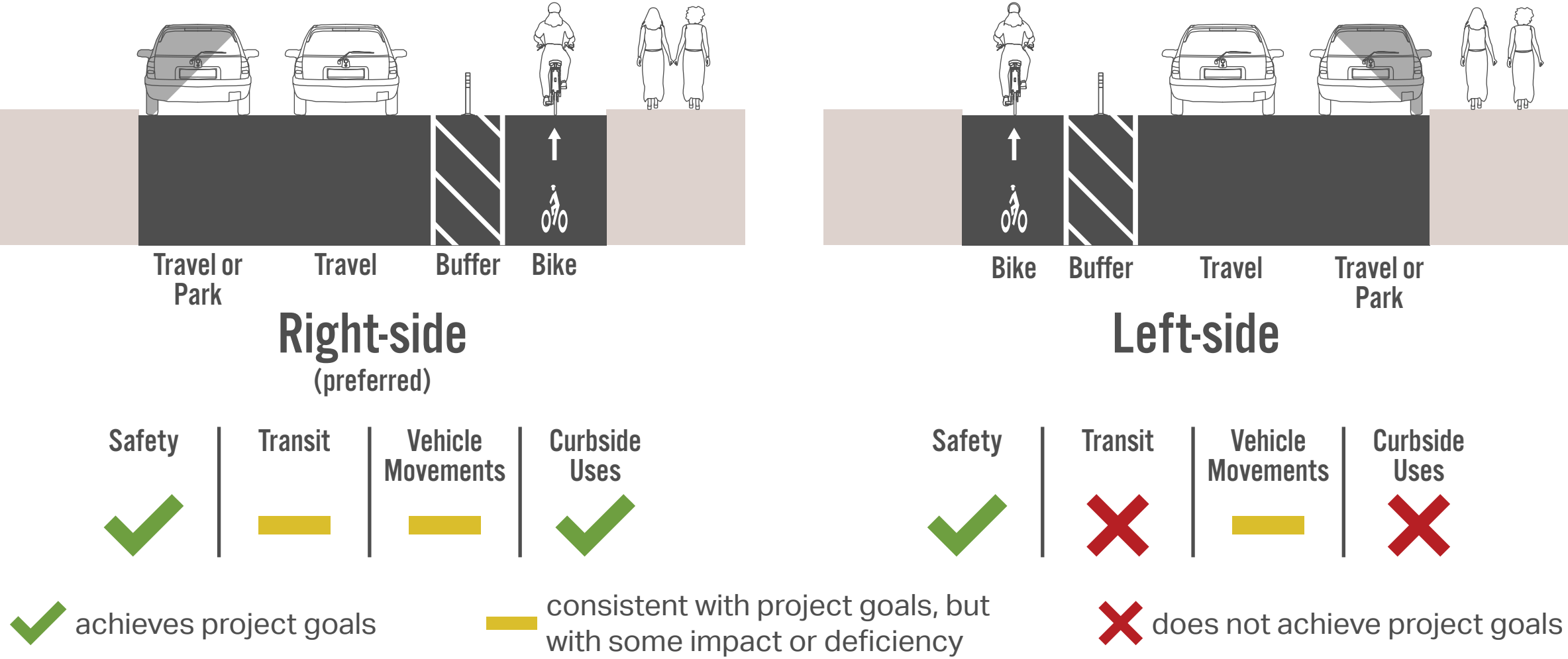
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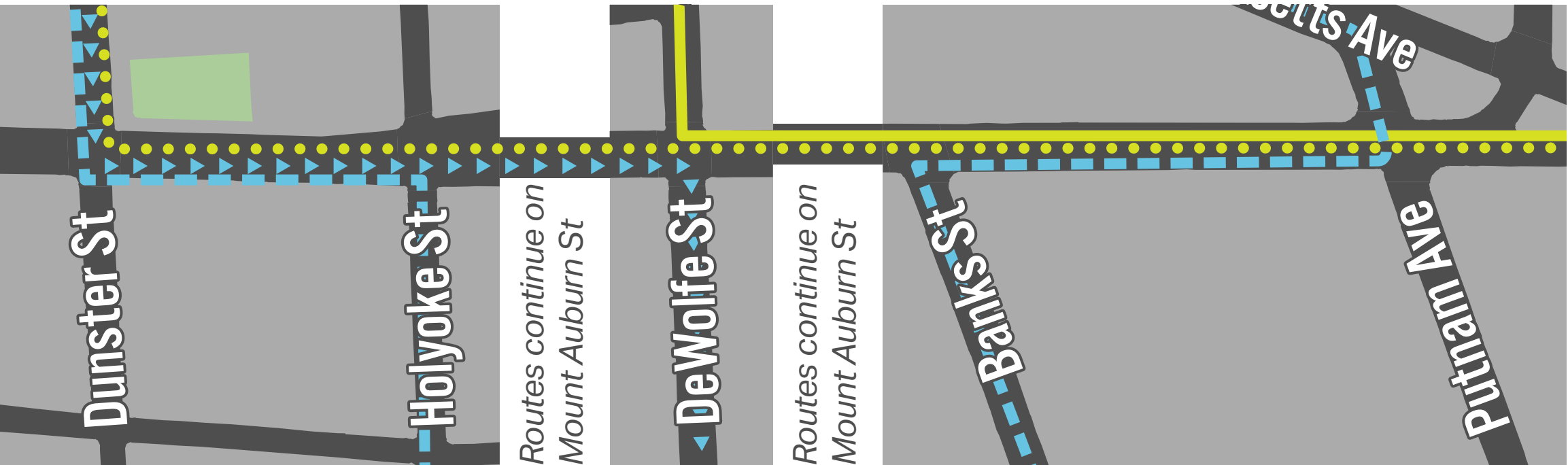
Mount Auburn Project Goals

- › Improve safety and overall experience for all users
- › Implement separated bike lanes
- › Identify opportunities to improve transit operations
- › Manage vehicular movements
- › Manage curbside uses
 - Establish and/or improve pick-up and drop-off areas
 - Evaluate and adjust parking regulations to help ensure parking is available when people need it

Mount Auburn Primary Design Alternatives



Mount Auburn Transit Routes



- MBTA Route 1 Bus*
- MASCO Shuttle
- ▶▶▶ Harvard HUIT784 Shuttle
- Harvard Shuttles (other)

**Proposed new route, which the MBTA may implement as early as mid-March*

Mount Auburn Parking Summary

	Metered	Loading Zone	HP
Existing	41	9 spaces 180 feet	3
Proposed	16	21.25 spaces 425 feet	3
Difference	-25	+12.25 spaces +245 feet	0

Total Proposed: 40.25 spaces

Total Difference: -12.75 spaces

(24% of existing)

A standard parking space is 20'

Quincy/DeWolfe Project Goals

- › Align with the City of Cambridge Bicycle Plan
- › Create a north-south bicycle corridor east of Harvard Square, connecting separated bike facilities:
 - Dr. Paul Dudley White Path system along the Charles River
 - John W. Weeks Bridge
 - Mt. Auburn Street, Mass. Ave., Broadway and Cambridge Street
- › Improve comfort for people biking:
 - Increased separation of bicycles from motorized traffic
 - Traffic calming measures to reduce speeds
- › Balance needs of everyone who uses the corridor:
 - Pedestrian crossings
 - Bus service and stops, especially on Quincy Street
 - Short-term parking needs of Harvard Square commercial uses

Quincy/DeWolfe Design Alternatives

	Two-way with Buffer	Two-way w/o Buffer	Buffered Contraflow
Alignment with Cambridge Bike Plan	✓	✓	✓
Create a north-south bike corridor east of Harvard Square to connect facilities	✓	✓	✓
Improve comfort for people biking	✓	✗	—
Pedestrian crossings	✓	✓	✓
Transit operations	✗	✓	✓
Metered parking space loss	✗	—	—
<div><div>✓</div> achieves project goals</div> <div><div>—</div> consistent with project goals, but with some impact or deficiency</div> <div><div>✗</div> does not achieve project goals</div>			
City of Cambridge CDD TP+T DPW			

Quincy/DeWolfe Parking Summary

	Metered	Loading Zone
Existing	67	1 space 20 feet
Proposed	42	2 spaces 40 feet
Difference	-25	+1 space +20 feet

Total Proposed: 44 spaces

Total Difference: -24 spaces

(36% of existing)

A standard parking space is 20'

Quincy/DeWolfe Existing Conditions



cross section from left to right

- › Parking
- › Travel lane
- › Parking

Other information

- › No bike facilities
- › MASCO M2 and Harvard shuttles travel along the street (with the new route, the MBTA Route 1 bus will no longer travel along the Quincy/Bow/DeWolfe corridor)

Quincy/DeWolfe Proposed Design



cross section from left to right

- › 5' northbound bike lane
- › 3' buffer
- › 11' shared lane
- › 7' parking lane

Next Steps - Inner Mount Auburn Project

- › Through January 5, 2020 - Feedback collection period
- › Through winter - City of Cambridge and consultants work to revise drawings based on feedback
- › Early spring - Pre-implementation meeting to allow community members to review the plans
- › Spring - Project implementation

Next Steps - Quincy/DeWolfe Project

- › Early January - Incorporation of community feedback
- › Through winter - Technical Design Review by the City of Cambridge and Department of Conservation and Recreation
- › Early spring - Pre-implementation meeting to allow community members to review the plans
- › Spring - Project implementation

cambridgema.gov/inner-mt-auburn