

Brattle Street Safety Improvement Project Community Meeting

Phase 1: Mason St to Sparks St

Separated Bike Lanes and Intersection Safety Improvements

June 21, 2022 | 6:00 pm | Zoom

Brattle Street Safety Improvement Project

Phase 1: Mason St to Sparks Street

Second Community Meeting

June 21, 2022 | City of Cambridge

Project Website:

cambridgema.gov/BrattleStSafety

We are Recording

- We will post the recording of tonight's meeting on the project page

Cameras + Microphones

- Your camera is off
- We will enable your microphone only when you are speaking

Provide Feedback after the Presentation

- You will find information on how to give feedback at the end of the presentation

Agenda

- Planning Background
- Project Overview
- Phase 1 Design: Mason St to Sparks St
- Schedule/Next Steps
- Questions + Feedback

Implementation Schedule

Late Summer 2022

Phase 1 – Mason St to Sparks St

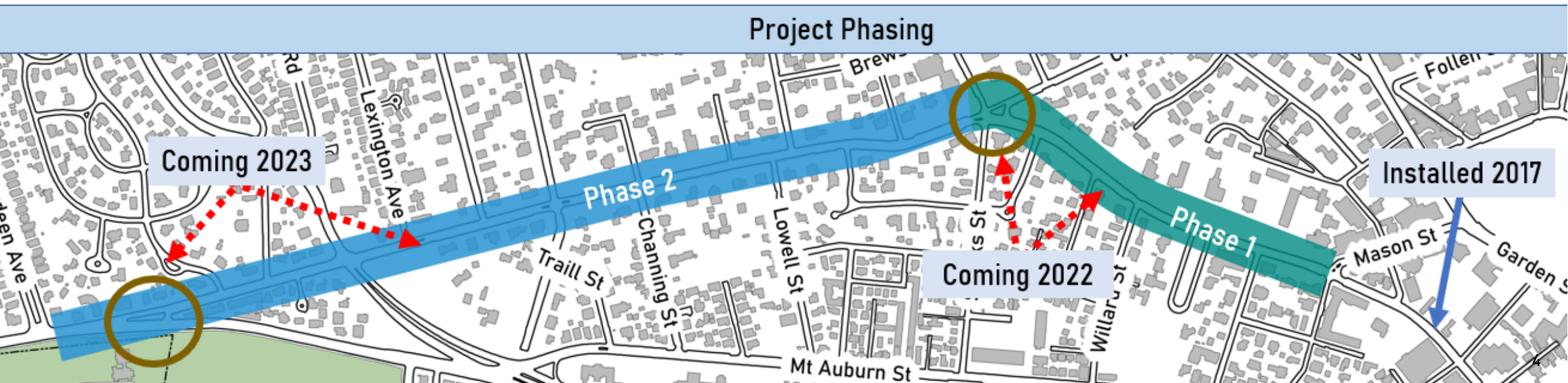
- Separated bike lanes
- Safety improvements at Brattle St and Sparks St/Craigie St intersection



Spring/Summer 2023

Phase 2 – Sparks St to Mt Auburn St

- Separated bike lanes
- Safety improvements west of Sparks St
- Intersection improvements at Brattle St/Mt Auburn St/Aberdeen Ave



Project Schedule

Tonight: Community Meeting #2

- Review plans for Phase 1: Mason St to Sparks St
- We will discuss the rest of Brattle Street at future meetings

August 2: Community Meeting #3

- Final review of plans for Phase 1: Mason St to Sparks St
- Initial review of plans for Phase 2: Sparks St to Mount Auburn St

Late Summer 2022: Install Phase 1

- Install Mason Street to Sparks Street

Fall/Winter 2022: Phase 2 Engagement

- Ongoing community engagement on Phase 2: Sparks St to Mount Auburn St

Spring/Summer 2023: Install Phase 2

- Install Sparks Street to Mount Auburn Street

Planning Background

What drives our street design?

We design for people of all ages and abilities. This includes:

- People who may not have access to a car
- Safe and accessible facilities, including bike lanes, that can be used by a wide range of people

How we think about vehicle congestion and delay

- Moving people slowly is moving people safely
- We do not prioritize eliminating delay for people driving alone

Focus is on moving people and goods, not their vehicles

- Buses run less frequently than cars, but carry more people
- Cannot ignore access for trucks and local deliveries



Street Design vs Enforcement vs Education

Street Design

- A Safe System is a human-centered approach to street design, engineered to prevent errors as much as possible and lessen the impacts of errors when they do occur
- Shifts away from individual blame
- Keep road users safe by designing for the most vulnerable (i.e., people not in cars)
- Crash prevention is more effective than crash mitigation

Enforcement and Education

- Enforcement and education are supplemental to proper street design, not replacements

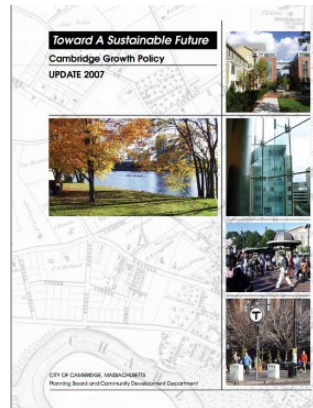
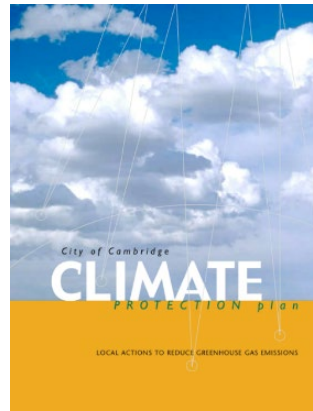
Example:

A momentary distraction can mean a driver doesn't see a cyclist or vice versa.

Providing separation between people in cars and people on bikes decreases the chance that a momentary distraction leads to a deadly crash.

City Policies that Support Sustainable Transportation

- Vehicle Trip Reduction Ordinance
- Parking & Transportation Demand Ordinance
- Climate Protection Plan
- School Wellness Policy
- Envision Cambridge
- Cycling Safety Ordinance



▶ Complete Streets



▶ Vision Zero



▶ Cycling Safety Ordinance



Cycling Safety Ordinance Overview

2019: City Council Passed the Cycling Safety Ordinance

- Requires construction of separated bike lanes when streets are being reconstructed as a part of the City's **Five-Year Plan for Streets and Sidewalks** and when they have been designated for "Greater Separation" in the Bicycle Network Vision

2020: City Council Passed Amendments to the Ordinance

- The amendments set ambitious requirements for the installation of approximately 25 miles of separated bike lanes within the next five to seven years.
- The location of these facilities is informed by both the Cambridge Bicycle Network Vision and specific requirements in the Ordinance.



Image: A separated bike lane on Brattle St;
Credit: Kyle Klein

Cycling Safety Ordinance Overview- Continued

In general, the amendments to the Ordinance require the installation of separated bike lanes on:

- All of Massachusetts Ave;
- Garden St, eastbound from Huron Ave to Berkeley St, and westbound from Mason St to Huron Ave;
- Broadway from Quincy St to Hampshire St;
- Cambridge St from Oak St to Second St;
- Hampshire St from Amory St to Broadway; and
- **11.6 miles of separated bike lanes in other locations within the Bicycle Network Vision**
 - Brattle St is part of these 11.6 miles

Learn more at
cambridgema.gov/cycling-safety-ordinance



Image: A person riding a bicycle on Ames Street; Credit: Kyle Klein

Separated Bike Lane Benefits

- Increases comfort and access for people of all ages and abilities
- Reduces crash and injury risk
- Eliminates threat of "dooring" from parked vehicles
- Reduces potential conflicts between vehicles and people biking
- Provides shorter crossing distance and increased separation from vehicles for people walking
- Encourages slower traffic speeds by visually narrowing the roadway width



Cambridge Bicycle Plan

Vision from the Cambridge Bicycle Plan:

Cambridge will be a place where bicycling is equally available to everyone, all destinations can be reached by bike, and streets are designed to accommodate bicycling for **people of all ages, abilities and identities.**

A variety of barriers make it harder for people to choose to bicycle, even though they would like to. Creating safe and comfortable streets is a necessary condition to enable everyone to have this choice. This reflects the philosophy that people are at the center of transportation planning and design.



Brattle Street in the Cambridge Bicycle Plan

- Plan identifies need for separated bike lanes on Brattle Street
- Avoids busier streets with buses, such as Mt Auburn Street
- Connects West Cambridge to the Charles River and important locations to the east (e.g., Harvard and Central Squares)



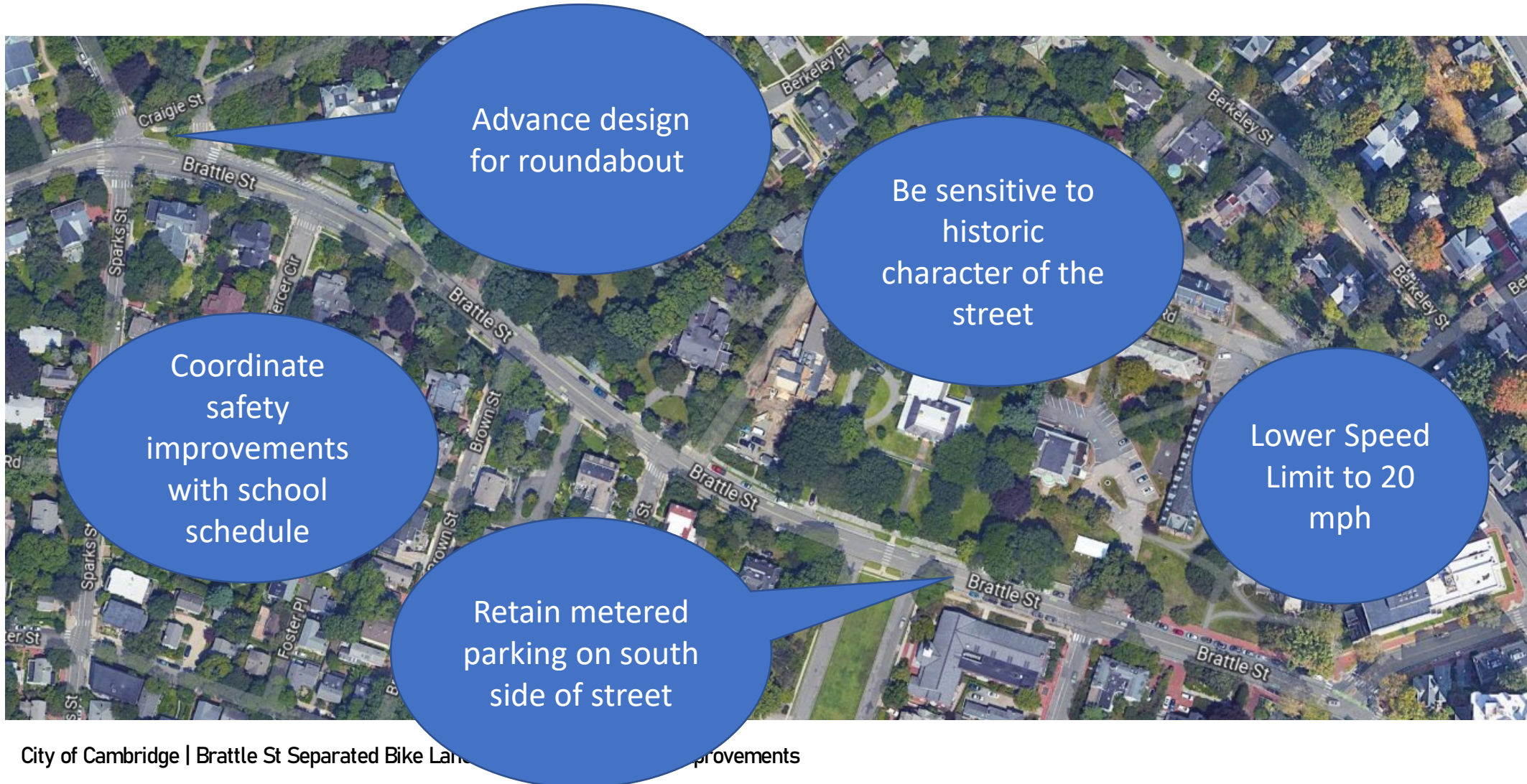
Learn more at
cambridgema.gov/2020bikeplanupdate

Project Overview

Phase 1: Mason St to Sparks St

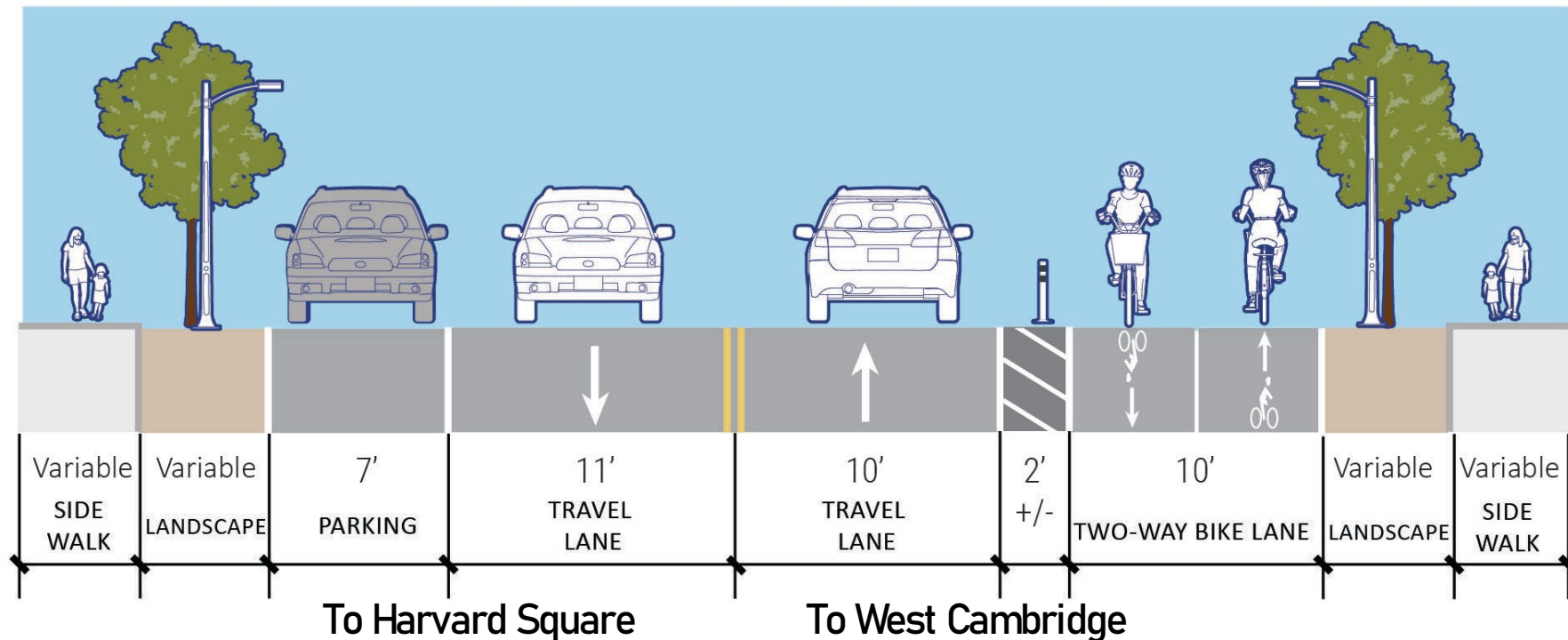
What We Heard

Mason St to Sparks St (Phase 1) - Community Meeting #1



Draft Design: Two-Way Separated Bike Lane

- Room for parking on one side of the street
- People biking will need to cross the road to access the south side of the street



Separated Bike Lanes: Types of Separation

1. Pre-Cast Concrete Curbs

- Reduce visual clutter
- More durable material

2. Flex Posts

- Higher visibility
- Installed at driveways, side-streets, other key locations
- Provide most clarity to road users

Separated Bike Lanes: Types of Separation

Pre-Cast Concrete Curbs and Flex Posts



Example images of pre-cast concrete curbs with strategically placed flex-posts

City of Cambridge | Brattle St Separated Bike Lanes & Pedestrian Safety Improvements



Separated Bike Lanes: Types of Separation

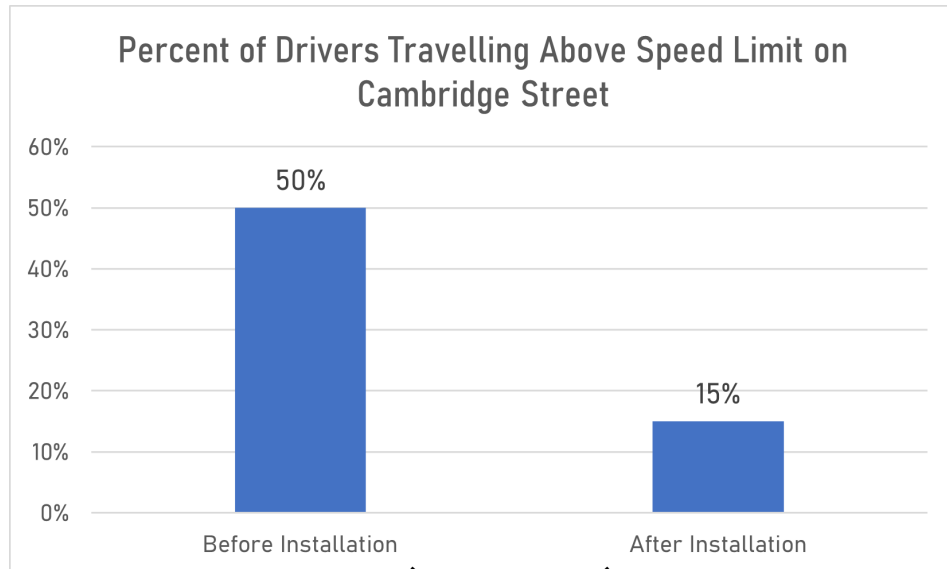
Pre-Cast Concrete Curbs



Example image of pre-cast concrete curbs without flex posts

Traffic Calming – Speed Reduction

- This project will narrow the roadway for drivers, both physically and visually
- We expect this to decrease driver speeds and increase pedestrian safety
- A similar project (Cambridge St) saw a reduction in speeds of about 25%
- Lower speeds are safer for all users, including drivers and pedestrians



Cambridge St Speed and County Study ([Click for Link](#))

City of Cambridge | Brattle St Separated Bike Lanes & Pedestrian Safety Improvements



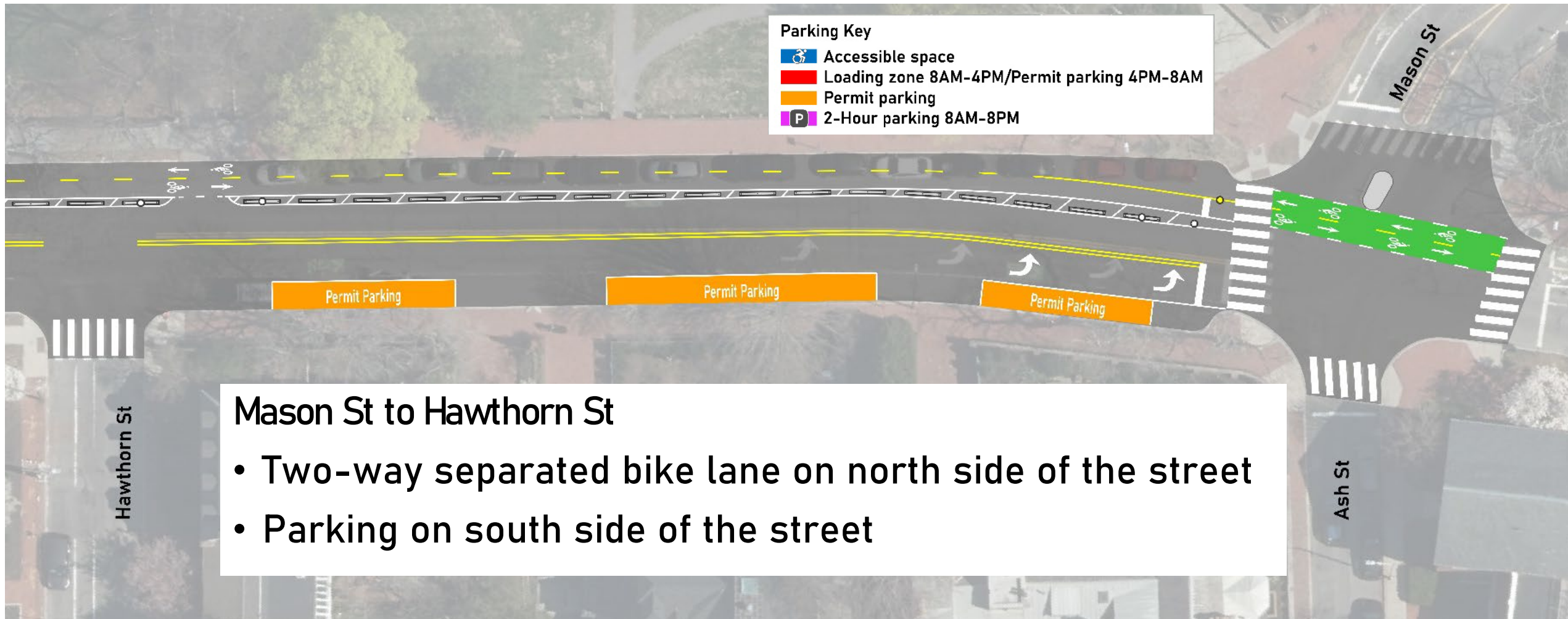
Cambridge St Separated Bike Lanes

Mason St to Sparks St Design

Phase 1: Installation Planned for Late Summer 2022

Two-Way Separated Bike Lane

Mason St to Hawthorn St



Two-Way Separated Bike Lane

Hawthorn St to Longfellow Park

Parking Key

-  Accessible space
-  Loading zone 8AM-4PM/Permit parking 4PM-8AM
-  Permit parking
-  2-Hour parking 8AM-8PM



Two-Way Separated Bike Lane

Longfellow Park to Willard St

Parking Key

-  Accessible space
-  Loading zone 8AM-4PM/Permit parking 4PM-8AM
-  Permit parking
-  2-Hour parking 8AM-8PM

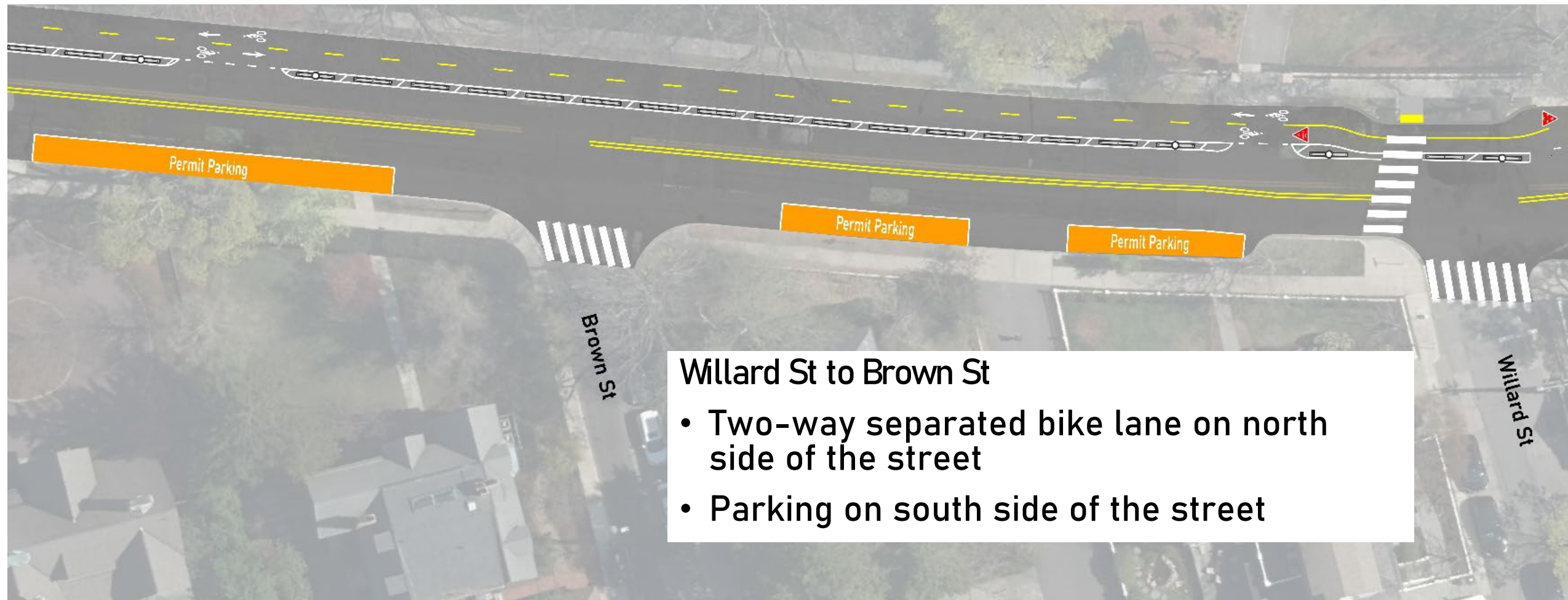


Longfellow Pk to Willard St

- Two-way separated bike lane on north side of the street
- Parking on south side of the street

Two-Way Separated Bike Lane

Willard St to Brown St

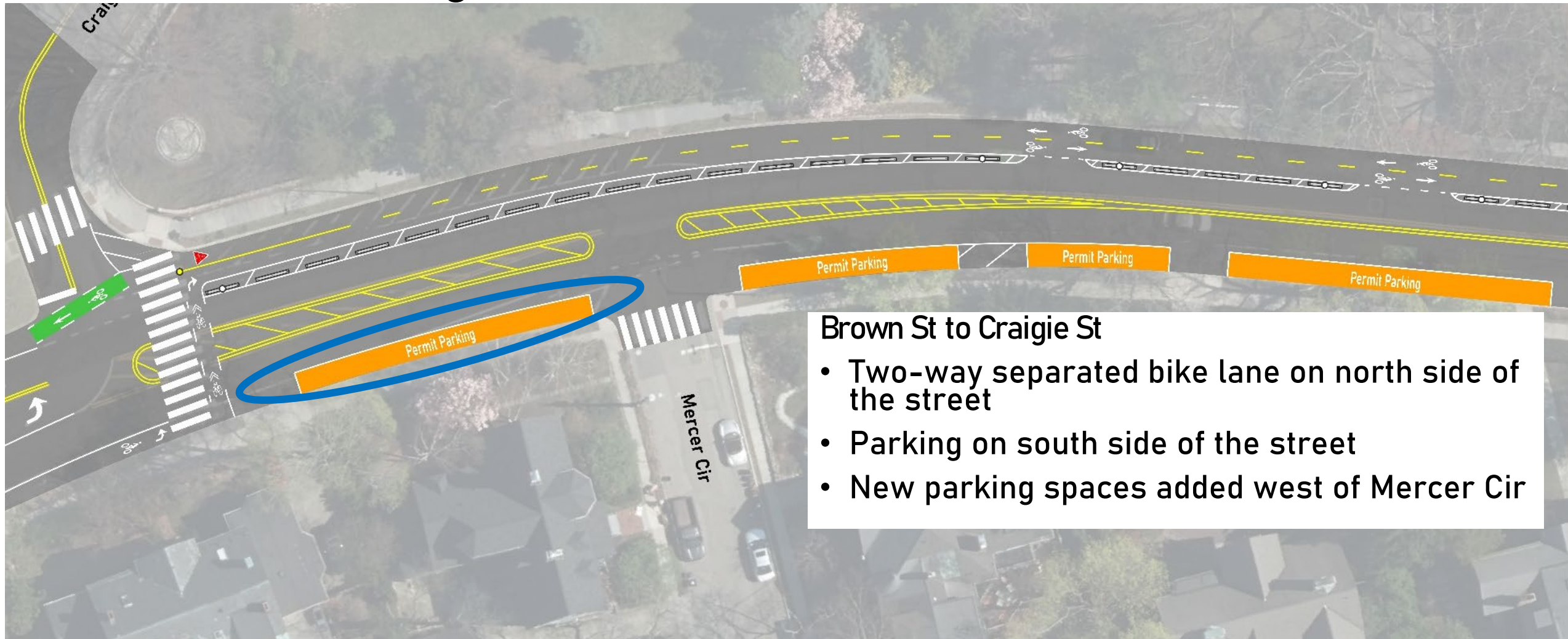


Willard St to Brown St

- Two-way separated bike lane on north side of the street
- Parking on south side of the street

Two-Way Separated Bike Lane

Brown St to Craigie St

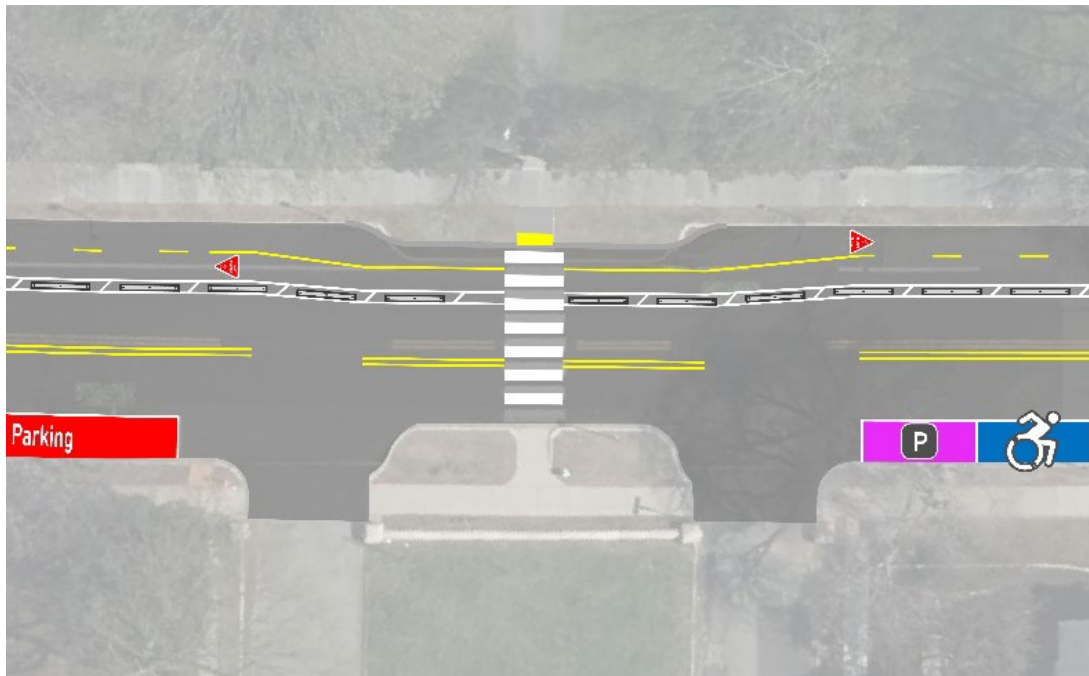


Brown St to Craigie St

- Two-way separated bike lane on north side of the street
- Parking on south side of the street
- New parking spaces added west of Mercer Cir

Pedestrian Crossing – Brattle St @ Longfellow Pk

- Two-way separated bike lane on north side of street
- We will widen the roadway 2 feet to fit the preferred cross section
- Curb modifications will address accessibility for people with disabilities



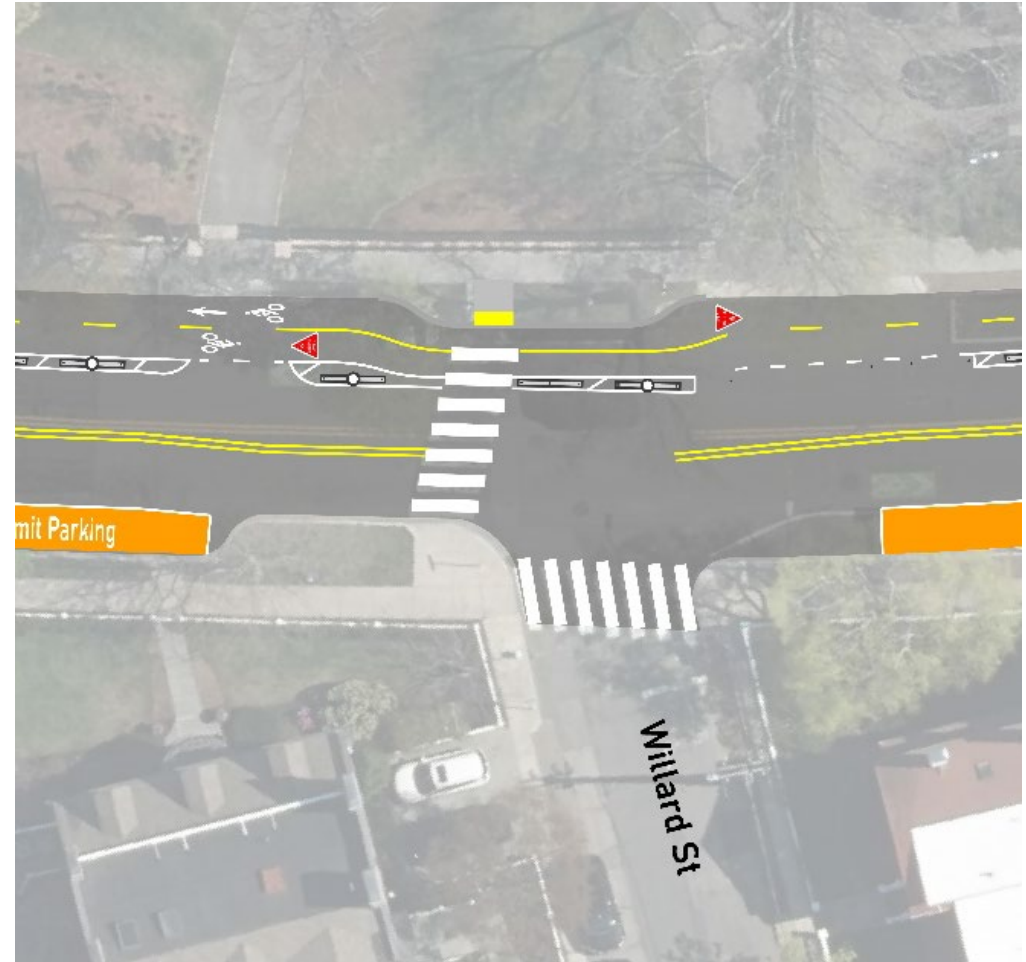
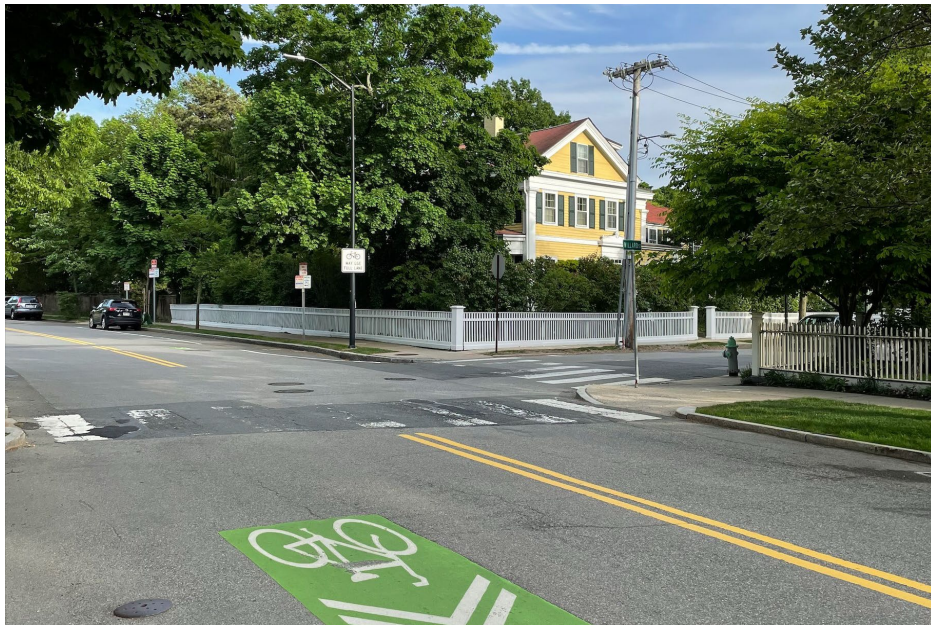
Longfellow Park Crossing



Rendering of Longfellow Park Crossing

Pedestrian Crossing – Brattle St @ Willard St

- Refresh crosswalk markings
- Two-Way separated bike lane on north side of street



Willard St Crossing

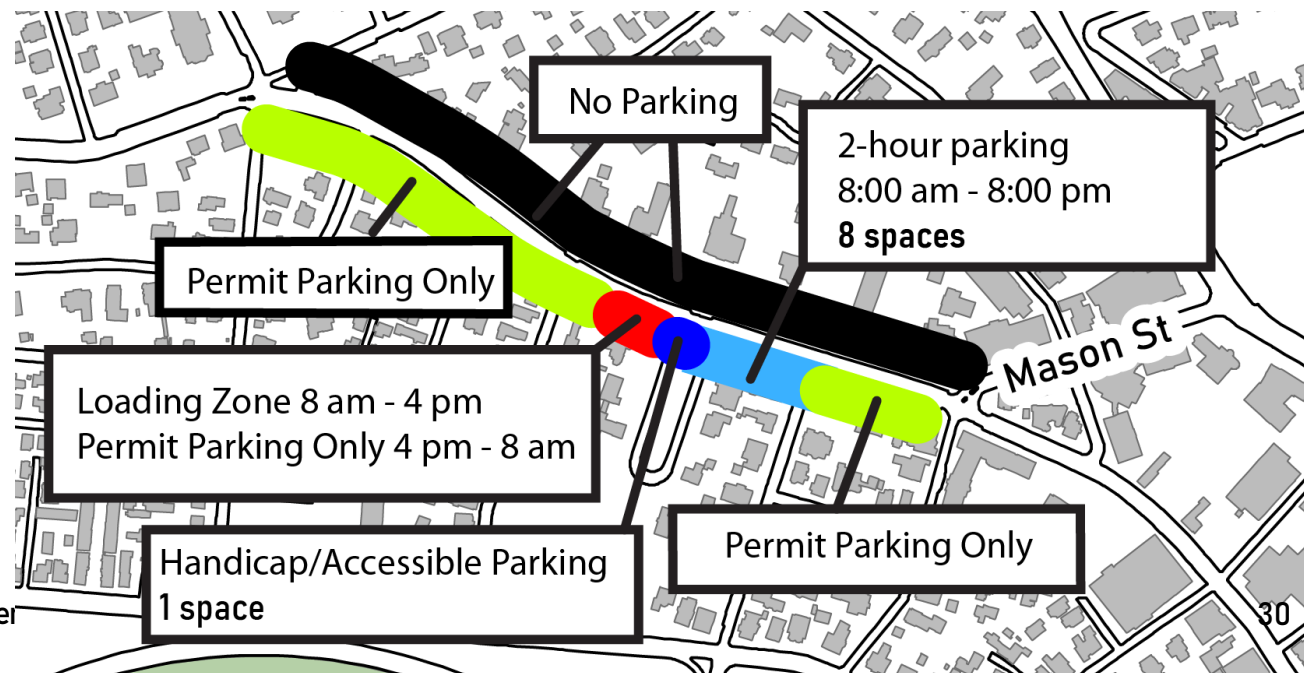
Parking Changes - Summary

- No parking on north side of the street
- Metered parking on south side remains
- 1 Handicap/accessible parking space added
- Daytime loading zone added

Existing Parking on Brattle St



Proposed Parking on Brattle St



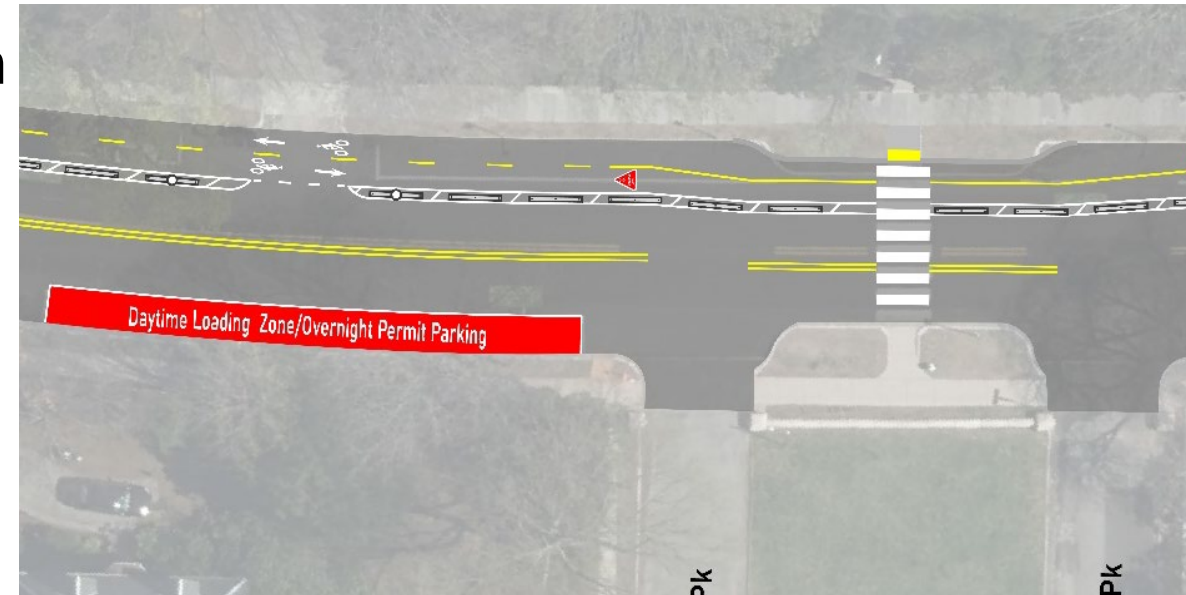
Parking Changes

Loading Zone at Longfellow House

- We are adding a loading zone on Brattle St across from the Longfellow House
- Loading Zone hours will be 8 am – 4 pm
- Permit Parking only overnight

Benefits

- Facilitates pick up and drop off, deliveries
- Loading Zone can accommodate tour bus parking
- Residents may use spaces overnight



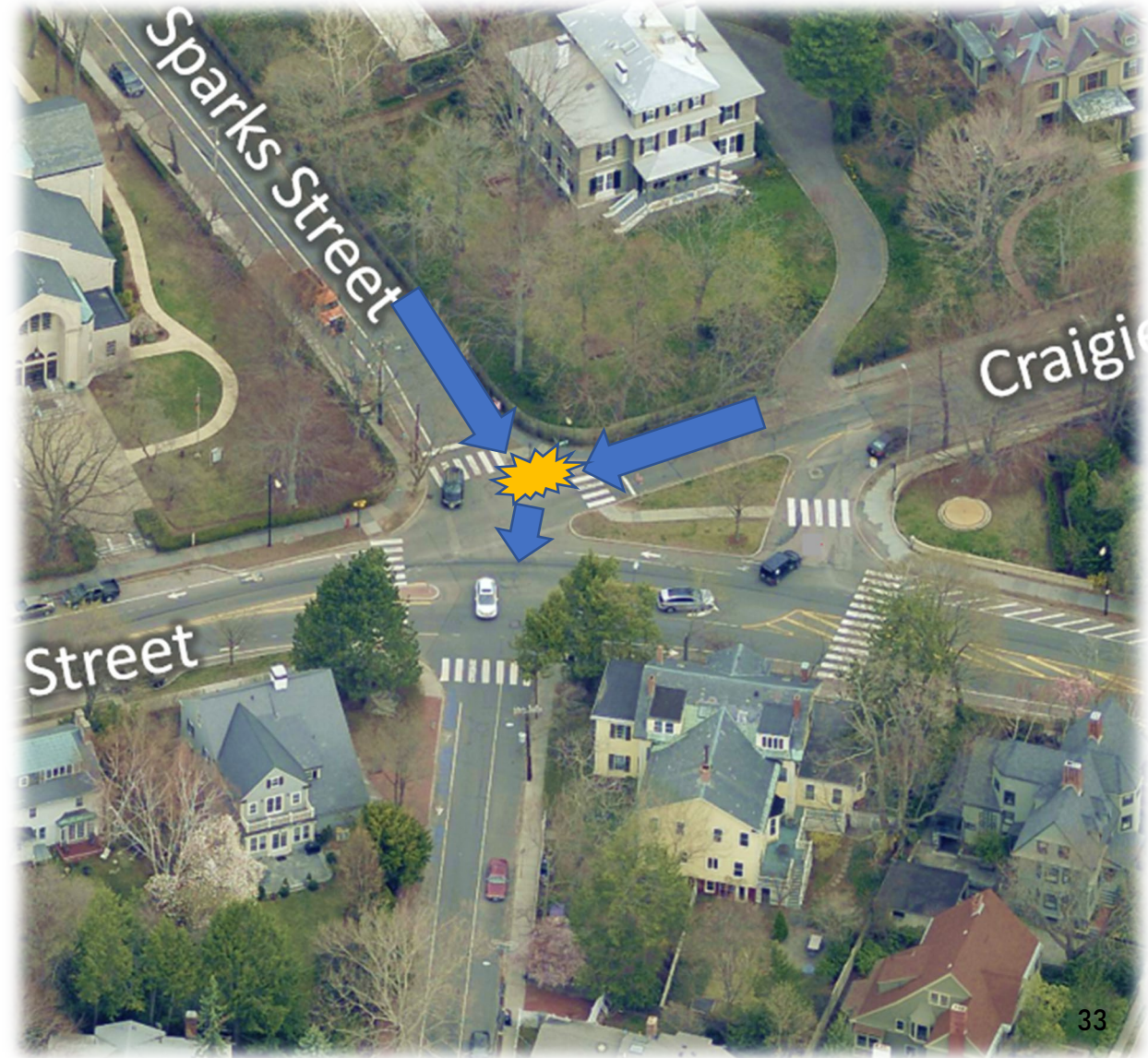
Brattle St @ Sparks St / Craigie St Intersection Safety Improvements

Short-Term Intersection Improvements

Sparks St / Craigie St / Brattle St

Existing Conditions

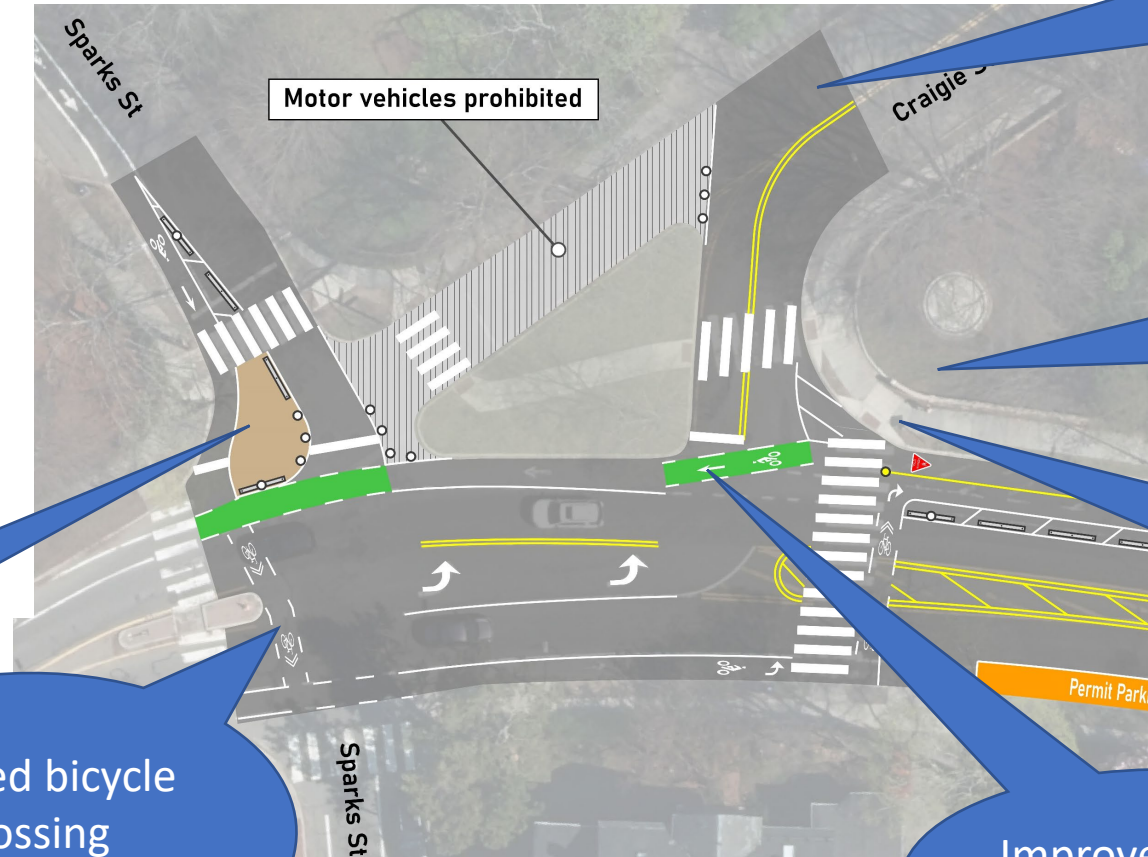
- Unclear merge at Sparks St/Craigie St
- Confusing layout
 - Stop locations are unclear
 - No street hierarchy



Short-Term Intersection Improvements

Sparks St / Craigie St / Brattle St

- Creates two distinct intersections
 1. Brattle St @ Craigie St
 2. Brattle St @ Sparks St
- Includes interim bicycle markings until Phase 2 next year



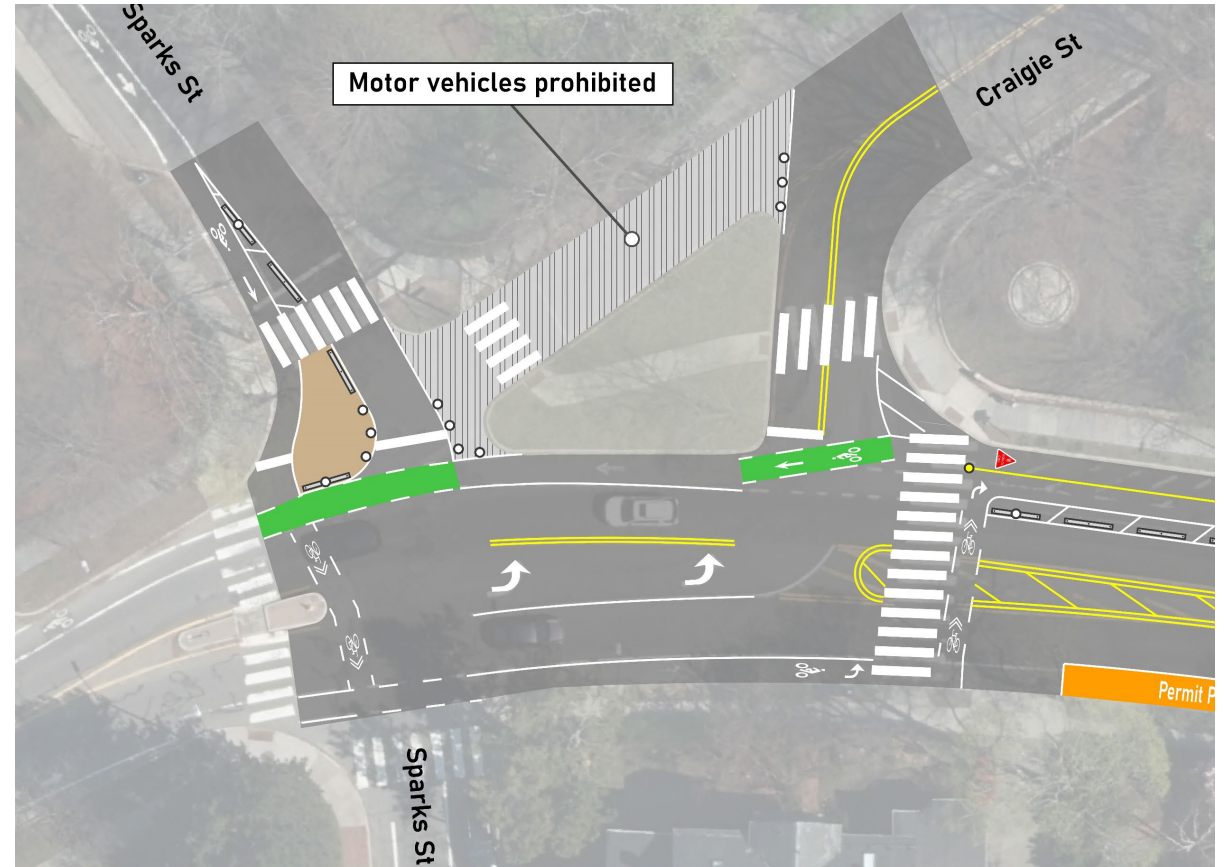
Brattle Street Phase 1 | Sparks Street/Craigie St

Short-Term Intersection Improvements

Sparks St / Craigie St / Brattle St

Benefits

- Improves safety
- Simplifies intersection and reduces conflict points
- Narrows crossing of Sparks St



Intersection Safety Improvements at Sparks St/Craigie St/Brattle St

Schedule / Next Steps

Long-Term Intersection Improvement – Roundabout Sparks St / Craigie St / Brattle St

Benefits

- Modern roundabout design is a potential further safety improvement
- Slows traffic, while reducing congestion

Status

- Preferred long-term solution
- Construction timeline and funding not identified at this time



Example image: Baltimore, MD

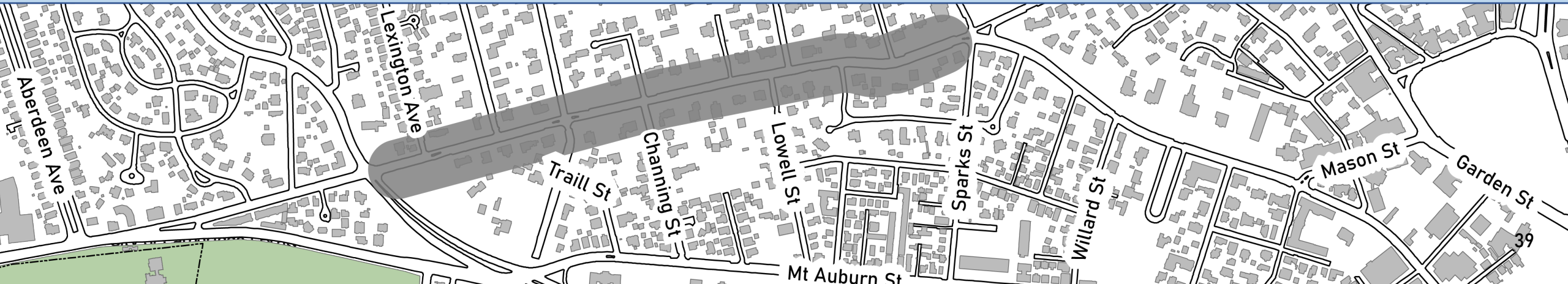
Next Steps – Phase 2 (Sparks St to Mt Auburn St)

- We will address Phase 2 concerns and provide an update to the design at our next community meeting
 - **Next Community Meeting: August 2, 2022**
- We took note of your comments from community meeting #1
 - Please continue sending your comments
 - You can review a recording of the first meeting on the project webpage for more detailed information

Gas Main Replacement

- Eversource currently replacing the gas main on Brattle Street between **Sparks St and Fresh Pond Pkwy**
- We will begin safety improvements between Spark St and Mt. Auburn St after gas main replacement is complete in 2023

Limits of gas line replacement



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Late Summer 2022: Install Phase 1

- Install Mason Street to Sparks Street

Fall/Winter 2022: Phase 2 Engagement

- Ongoing community engagement on Phase 2: Sparks St to Mount Auburn St

Spring/Summer 2023: Install Phase 2

- Install Sparks Street to Mount Auburn Street

Questions + Feedback

Questions + Feedback

- Which planned improvements are most important?
- What could make this project better?
- What do you want to know more about?

Project Feedback Survey

- We launched a project feedback survey after the first community meeting
- The survey will close Friday, June 24th

www.cambridgema.gov/BrattleStSafety

Contact Information

Andreas Wolfe

Street Design Project Manager

617-349-9162

awolfe@cambridgema.gov

Contact Information

Brooke McKenna

Assistant Director for Street Management

617-349-4723

bmckenna@cambridgema.gov

Questions + Feedback

- We will take comments in the order hands are raised
 - If calling in, dial *9 to raise your hand / *6 to unmute
- Additional questions can be asked using the Q+A function
- Approximately every 15 minutes, we will provide answers to questions
- The meeting is scheduled to end at 8:00 p.m.

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