

# Hampshire Street Safety Improvement Project

## Third Community Meeting

Hampshire St – Inman Square to Broadway  
Broadway– Portland St to Hampshire St

---

June 20, 2023 | 6 p.m. | Zoom





# Hampshire Street Safety Improvement Project

Hampshire St – Inman Square to Broadway

Broadway– Portland St to Hampshire St

---

## Third Community Meeting

June 20, 2023 | City of Cambridge

Project Website:

[cambridgema.gov/HampshireStSafety](https://cambridgema.gov/HampshireStSafety)

## 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

# Meeting Purpose, Outcomes and Process

- Purpose: This is the last in a series of meetings about how we can design a safer Hampshire Street that includes separated bike lanes
- Outcome: Get feedback on our design for adding separated bike lanes to Hampshire Street
- Process:
  - Present slides with background on the project and design
  - Ask for your thoughts on the design
  - Provide us with feedback

[www.cambridgema.gov/HampshireStSafety](http://www.cambridgema.gov/HampshireStSafety)

## Contact Information

Andreas Wolfe

*Street Design Project Manager*

617-349-9162

[awolfe@cambridgema.gov](mailto:awolfe@cambridgema.gov)

# Agenda

- Planning Background
- Community Outreach
- Key Design Features
- Revised Design
- Next Steps

# Project Limits

Hampshire St – Inman Square to Broadway  
Broadway– Portland St to Hampshire St



# **Planning Background**

## **Improving Safety for People Walking and Biking**



# Cambridge Bicycle Plan

The vision of the 2020 Bicycle Plan is that Cambridge will be a place where:

- Bicycling is equally available to everyone
- All destinations can be reached by bike
- Streets are designed to accommodate bicycling for people of all ages, abilities and identities.

When we design Cambridge's bike network, we're thinking about all types of people, including:

- Young children learning to bike
- Adults who are hesitant to bike on City streets
- People riding adult trikes, cargo bikes, and other larger bikes
- People traveling to jobs and school, visiting Cambridge businesses and parks, going to see friends and family, and taking other common trips



# Cambridge Bicycle Plan: Creating a Network

We are creating a bicycle network that is **safe, comfortable, connected, and people-centered**.

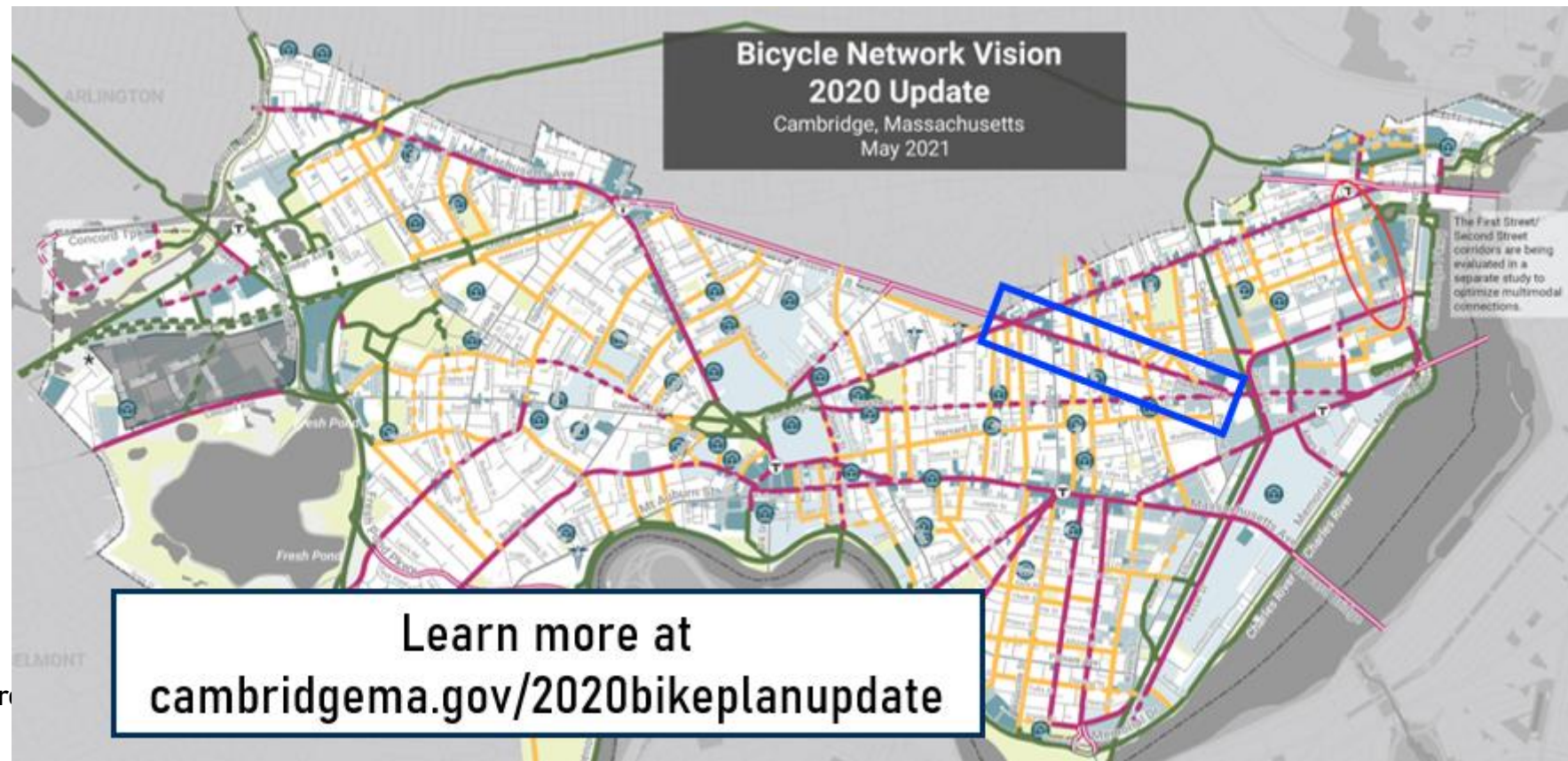
A safe, comfortable network that connects important destinations throughout the City helps more people choose to bicycle if they want.

## Map Key:

Off-street paths in green

“Greater separation” in purple

Bicycle priority streets (low volume and speed) in yellow





# What are separated bike lanes?

- Separated bike lanes are physically separated from parking and general traffic lanes with a vertical barrier

We are installing quick-build separated bike lanes on Hampshire Street:

- No construction/digging into the ground
- Bike lanes are against the curb
- Bike lanes are separated from the rest of the street with flex posts and a painted buffer area



Quick-build separated bike lane on Mass Ave



Illustration of separated bike lane on Hampshire Street 9

# Separated Bike Lane Benefits

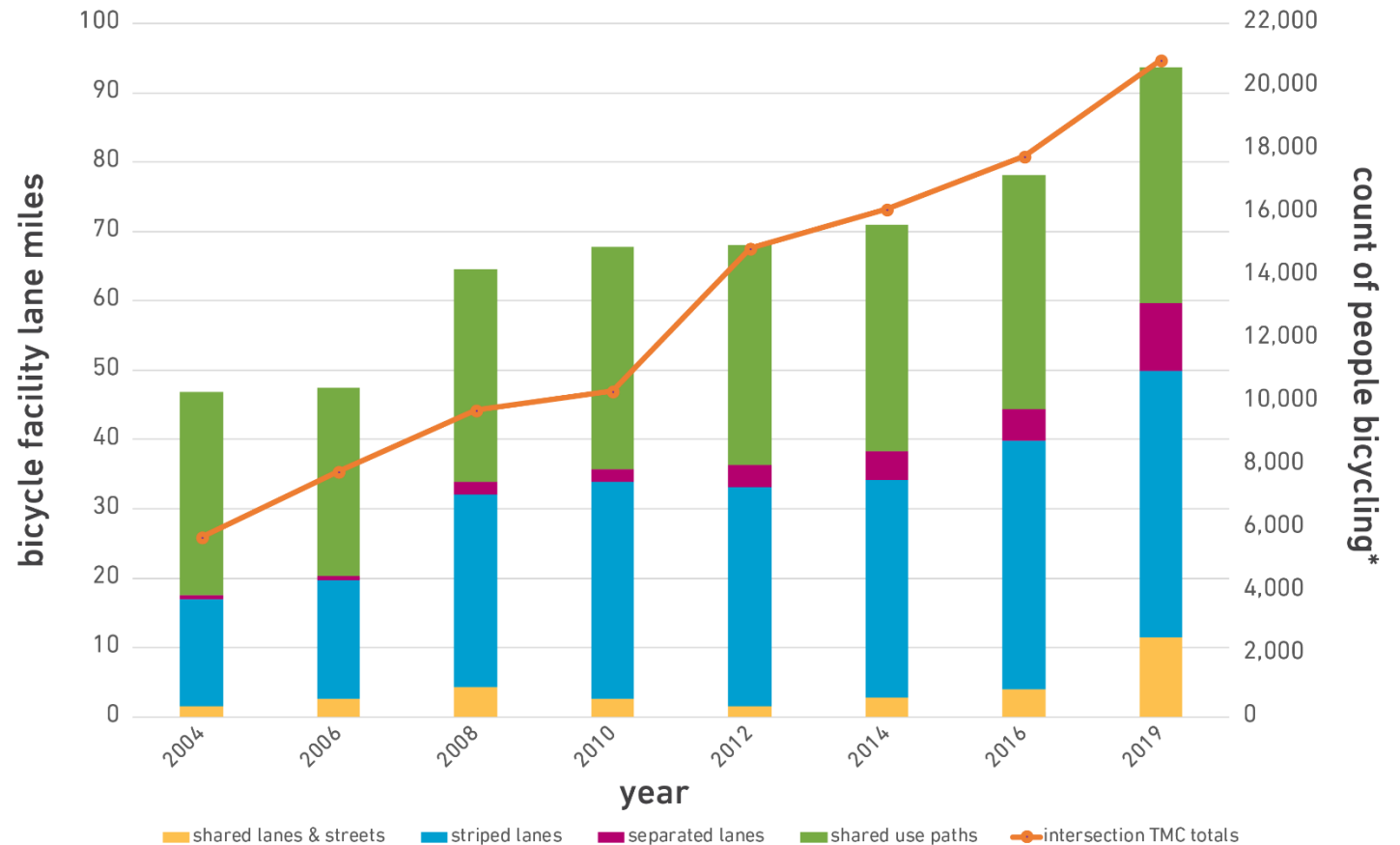
More people ride bicycles when we build more bicycle infrastructure.

A lack of safe and accessible routes and facilities for people of all ages and abilities prevents many people from biking.

As we've built more, we've enabled a wider variety of people to bike



## BICYCLE FACILITY LANE MILES AND NUMBER OF PEOPLE BICYCLING (2004-2019)





# 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 Ordinance requires 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;
  - Tonight we'll also share plans for Broadway between Portland St and 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

Learn more at  
[cambridgema.gov/cycling-safety-ordinance](https://cambridgema.gov/cycling-safety-ordinance)



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



# Community Outreach

# Virtual Community Meetings

- This our third and final virtual community meeting.
- These meetings provide a formal status update on the project for the community

## Community Meeting #1: November 15, 2022

- Intro to the project, launched feedback map

## Community Meeting #2: March 7, 2023

- Shared preliminary design options
- Launched design options survey

## Community Meeting #3: Today, June 20, 2023

- Review of revised design
- Plan for implementation





# Project Mailings

We delivered two mailings:

- A postcard in the fall of 2022 that announced the project
- A postcard in the spring of 2023, announcing this meeting, last week's Open House, and the revised design

We mailed both postcards to about 5,000 addresses around the project area.



City of Cambridge  
795 Massachusetts Ave.  
Cambridge, MA 02139  
cambridgema.gov

## Hampshire Street Safety Improvement Project Inman Square to Broadway

You can help guide what this project looks like! In the first of three planned community meetings, learn about the project and tell us what we should be thinking about.

**In-Person Open House**  
Monday, November 7, 2022  
4:30 p.m. to 6:30 p.m.  
Cambridge DPW  
147 Hampshire St

**Virtual Community Meeting**  
Tuesday, November 15, 2022  
6 p.m. to 8 p.m.  
Via Zoom



More info, meeting details, and mailing list sign up.  
Visit [www.cambridgema.gov/HampshireStSafety](http://www.cambridgema.gov/HampshireStSafety)



CITY OF CAMBRIDGE

[www.cambridgema.gov/HampshireStSafety](http://www.cambridgema.gov/HampshireStSafety)

We sent a first mailing about the project out last Fall, shown above

## Hampshire Street Safety Improvement Project

Later this summer, Cambridge will make safety improvements on:

- Hampshire Street from Inman Square to Broadway
- A block of Broadway between Hampshire Street and Portland Street

### What's Happening?

The project will:

- Move bike lanes next to the curb and separate them from the rest of the street with flex posts
- Improve visibility at crosswalks and slow vehicle speeds
- Reduce street parking by roughly half

### What Do You Think?

We've used your feedback to come up with a revised plan for the street, but we can still make changes. In June, drop by an in-person open house, join us at a third online community meeting, or view the draft plans online and give feedback. See the other side for details.



Artistic rendering: Here's what Hampshire Street will look like at the intersection with Cardinal Medeiros Avenue.



CITY OF CAMBRIDGE

[www.cambridgema.gov/HampshireStSafety](http://www.cambridgema.gov/HampshireStSafety)

A second postcard in the Spring of 2023 shared information about the revised design and announced tonight's meeting, and the Open House

# Open Houses

Thank you for attending one of our project open houses!

- First Project Open House, November 7, 2022
- Second Project Open House, June 14, 2023



Event Tent



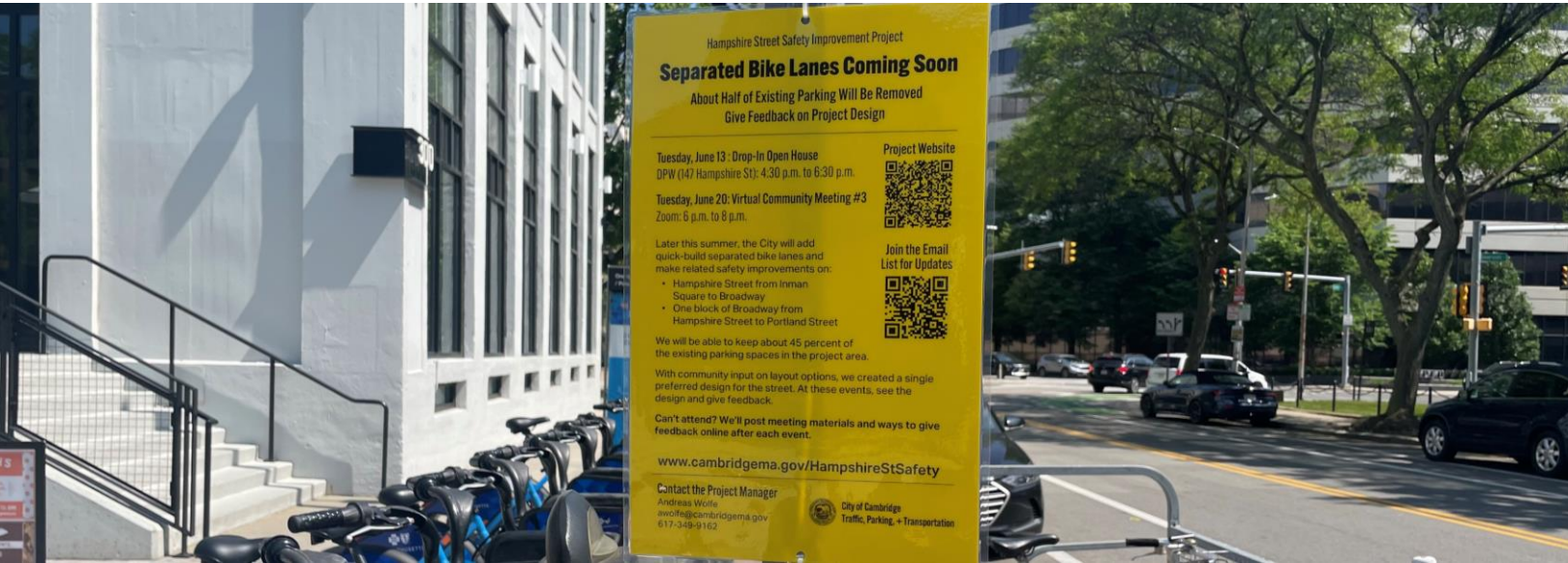
Project Roll Plan



# Implementation Posters

We'll place posters on the street. These will include:

- Posters about upcoming events, such as tonight's meeting
- Posters about specific changes, such as changes to parking on a specific block



## City of Cambridge Parking Change

Prospect St - Between Carlisle St and Hampshire St  
Summer 2023

As part of a series of safety improvements to Hampshire St, we are installing separated bike lanes, improving pedestrian crossings and making changes to parking regulations on Hampshire St and nearby streets.

**On Prospect St, this will mean:**

Converting three existing parking spaces to metered parking

Installing a handicap space on Prospect St at the corner with Hampshire St

We are making these changes to offset the reduction of parking on Hampshire St. These parking changes will take place ahead of the rest of the project.

**Learn More**

For more information about the project, visit our website at: [cambridgema.gov/HampshireStSafety](https://cambridgema.gov/HampshireStSafety)

**Contact Us and Provide Feedback**

Andreas Wolfe | [awolfe@cambridgema.gov](mailto:awolfe@cambridgema.gov) | 617-349-9162

**Accessibility Statement**

People with disabilities may request accommodations by contacting Traffic, Parking and Transportation at 617-349-4700 (voice), 711 (relay), or [tpt@cambridgema.gov](mailto:tpt@cambridgema.gov).

Example posters: One about this meeting, and one we'll post about parking changes on Prospect St



## Hampshire Street Safety Improvement Project

Meetings in June



### Meetings This Month

In the next engagement phase of this project, we'll present a single preferred design and ask you for feedback. You'll be able to provide feedback at these events or online afterward.

**Open House**  
Tuesday, June 13  
4:30 p.m. to 6:30 p.m.  
DPW Building  
147 Hampshire Street

See the revised design to add separated bike lanes to Hampshire Street and speak to project staff. There will be no formal presentation and community members can drop in at any time.

[Click here for more information.](#)

**Third Virtual Community Meeting**  
Tuesday, June 20  
6 p.m. to 8 p.m.  
Zoom

City staff will give a presentation on what we've heard since the last meeting, you'll see revised project plans, and you'll have an opportunity to ask questions and give feedback.

[Click here for more information.](#)

# Project Emails

We'll email the project list and update the project website. Information will include:

- Updates to the design after tonight's meeting
- Dates for street re-paving
- Timeline and schedule for finishing and installing the project

Sign up at:

[www.cambridgema.gov/HampshireStSafety](http://www.cambridgema.gov/HampshireStSafety)

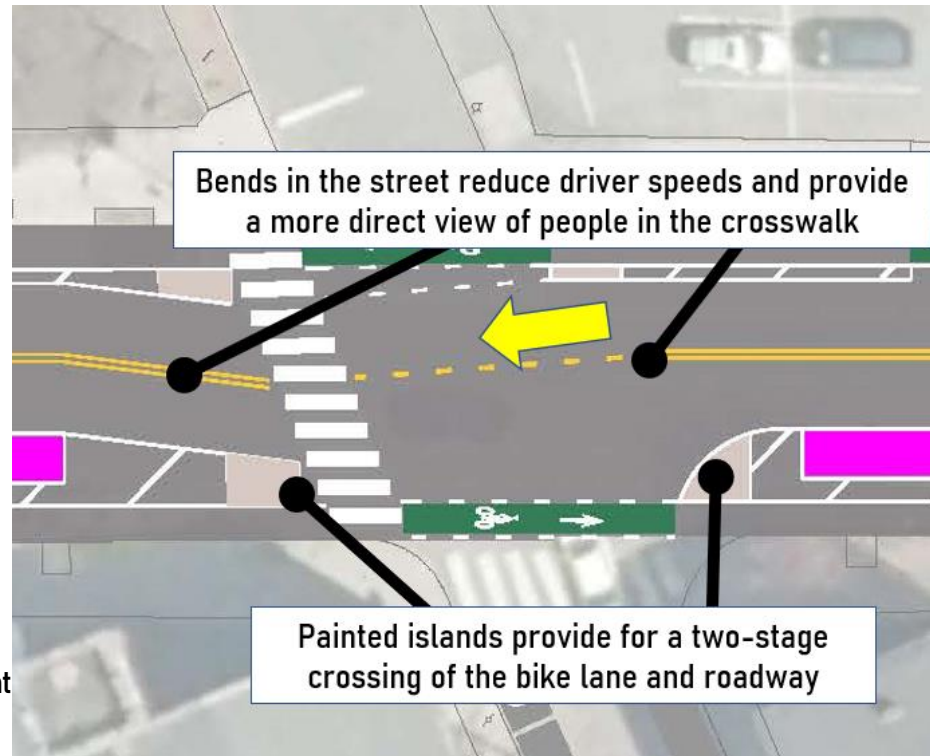
# Key Design Features

## Improving Safety for People Walking

# Shortening Crossing Distances

The new street design will make crossing Hampshire Street on foot safer and more comfortable

- We'll reduce the distance people need to cross the street
- We'll improve visibility so that people driving can better see when someone is crossing
- We'll tighten corners, so that drivers slow down more when turning
- We'll shift lanes so that drivers approach crosswalks closer to a 90-degree angle, reducing driver blind-spots



A tan crossing island recently installed on Mass Ave reduced the street's crossing distance by 15 feet

Section of the project design, and how it will improve safety for people crossing the street



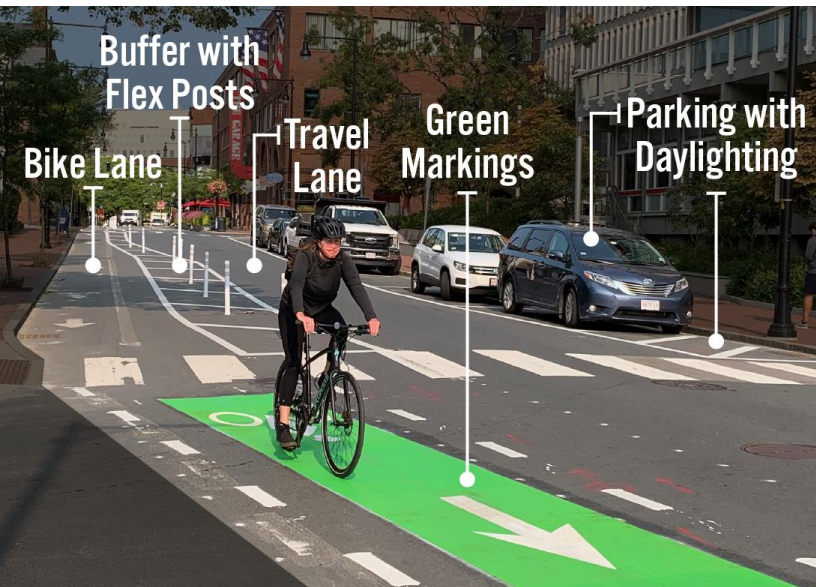
Improving Safety for People Biking

# Separate People Biking from Vehicle Traffic

The new street design will include separated bike lanes

- This will create a more comfortable biking experience for people of all ages and abilities.
- Enables people who don't feel comfortable keeping up with the flow of traffic to ride
- Allows drivers more space to pass people biking safely.

State Law: Drivers must leave four feet of space between their car and a cyclist when passing



Separated bike lanes on Mt Auburn St reduced the street's crossing distance



Illustration of separated bike lanes and pedestrian crossing improvements

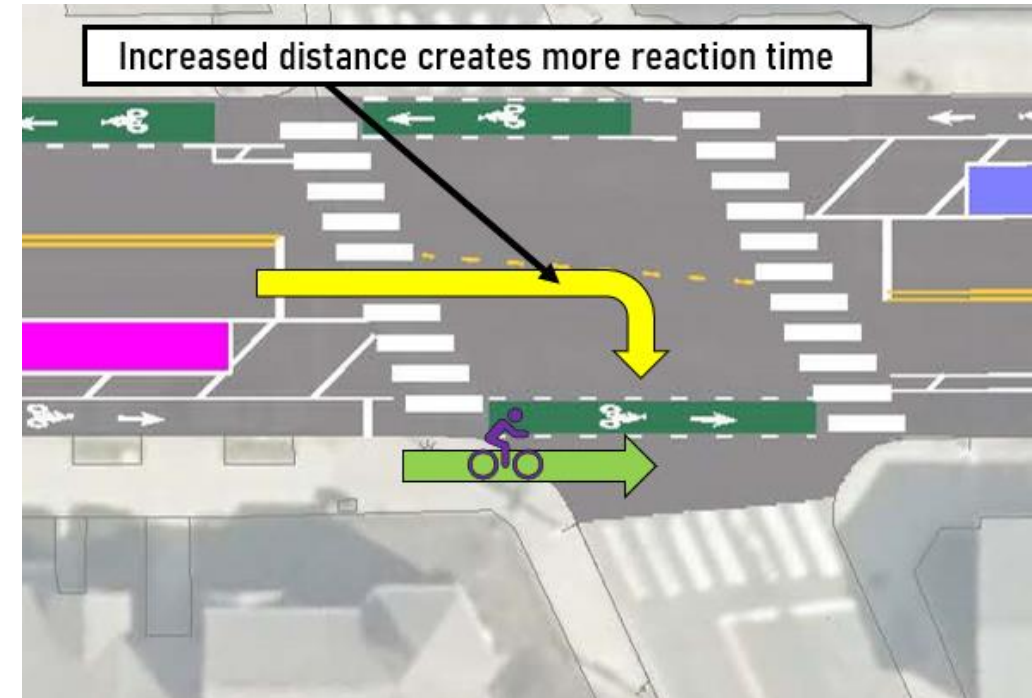
# Separated Bike Lane Benefits

The most common crash types that resulted in injuries on Hampshire Street between June 2020 and June 2021 were dooring, unsafe passing of people biking, and obstructed turns.

Separated bike lanes:

- Remove the threat of dooring
- Allows drivers more space to pass people biking safely
- Add more time for drivers and bicyclists to react when turning
- Improve visibility of bicyclists at side-street crossings

Separated bike lanes, before & after:



Separated bike lanes increase the time and distance that people have to react when a driver turns across the bike lane



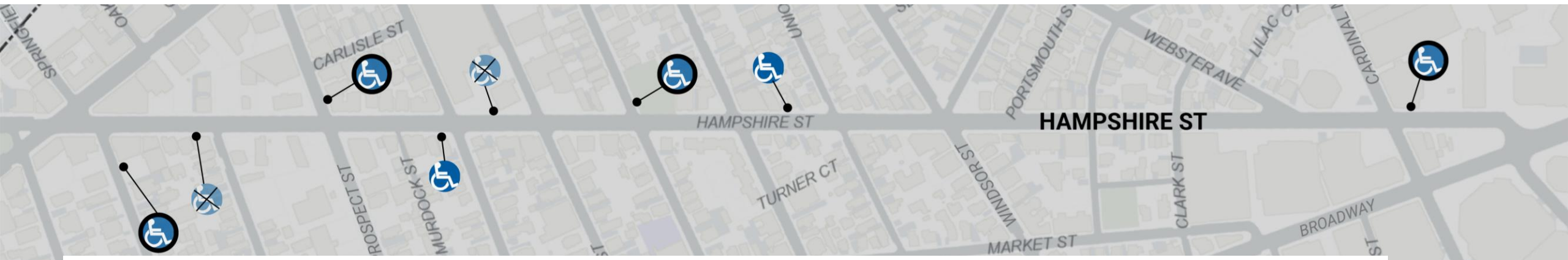
## Improve Access for People with Disabilities

# Adding Accessible/Disability Parking

- When we reduce parking overall, people need to walk further to reach their home or destination

### What we did:

- We worked with individuals who already had accessible parking near their homes to ensure that the design accommodated their needs
- We coordinated with the Commission for Persons with Disabilities to locate new accessible spaces close to places of interest



Map showing proposed locations of accessible/disability parking, including existing locations.



Improve Transit Reliability and Accessibility

# Key Feature – Bus Stop Consolidation

We worked with the MBTA to propose new bus stop locations. Some benefits include:

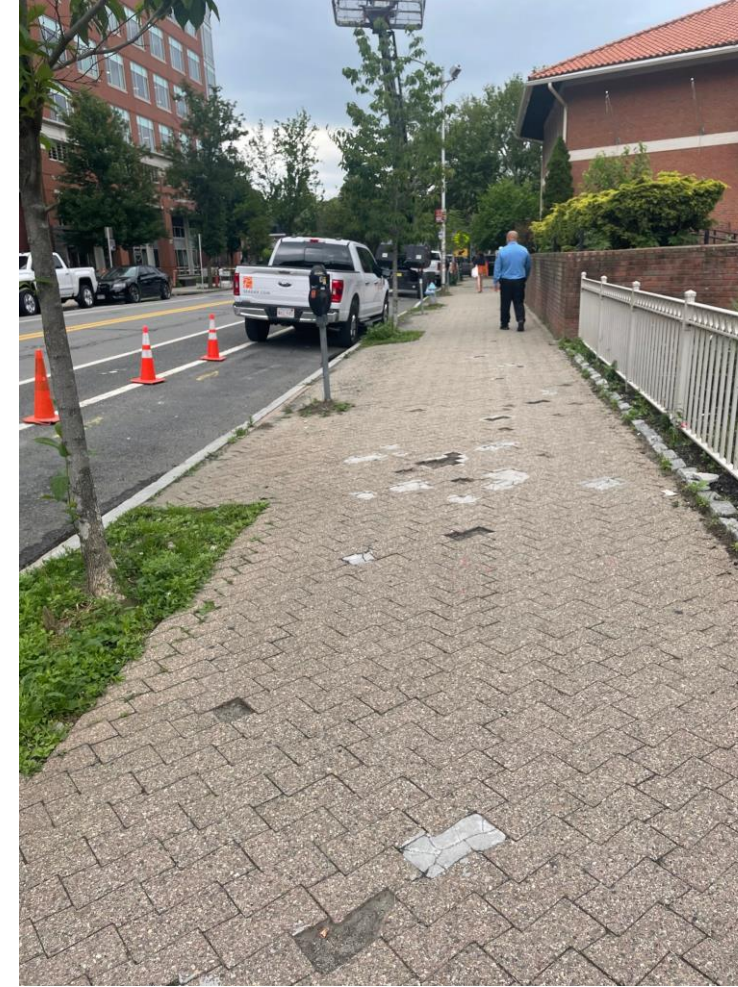
- New stop locations with fewer barriers for riders boarding and to deploying an accessible boarding ramp
- More predictable bus travel times by using a typical stop spacing found in other streets in Cambridge

Some of you expressed concerns about relocating bus stops, such as:

- Requiring people to walk further to access the bus
- Desire for more frequent buses

These changes are a necessary part of the making bus stops more accessible and improving service reliability.

We will post flyers at affected stops with information on the proposed changes. We will take feedback on impacts to current riders.

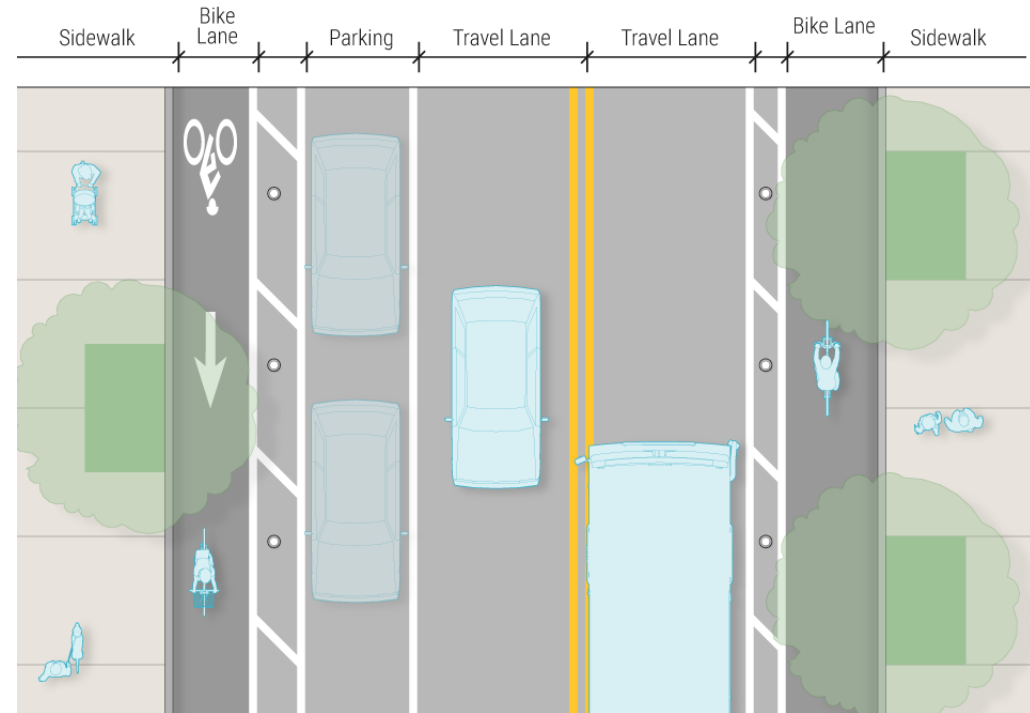
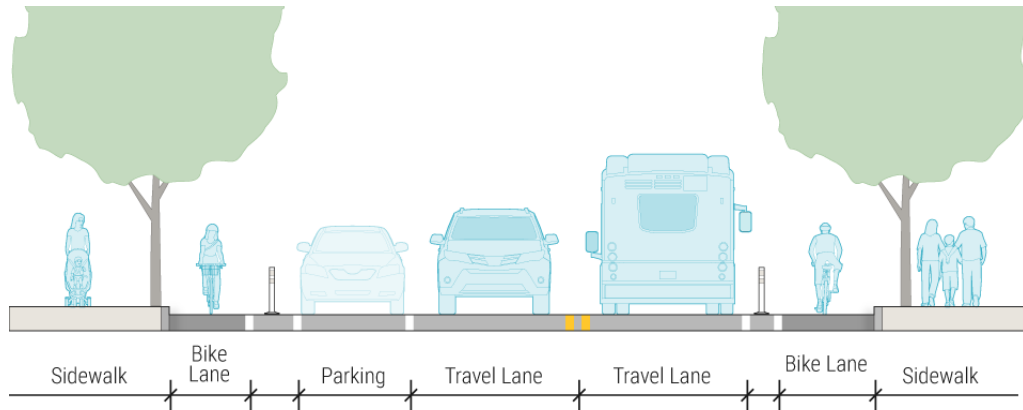


On Hampshire St at Cardinal Medeiros Ave, we'll repair the sidewalk to make the new bus stop location more accessible and usable

# Revised Design

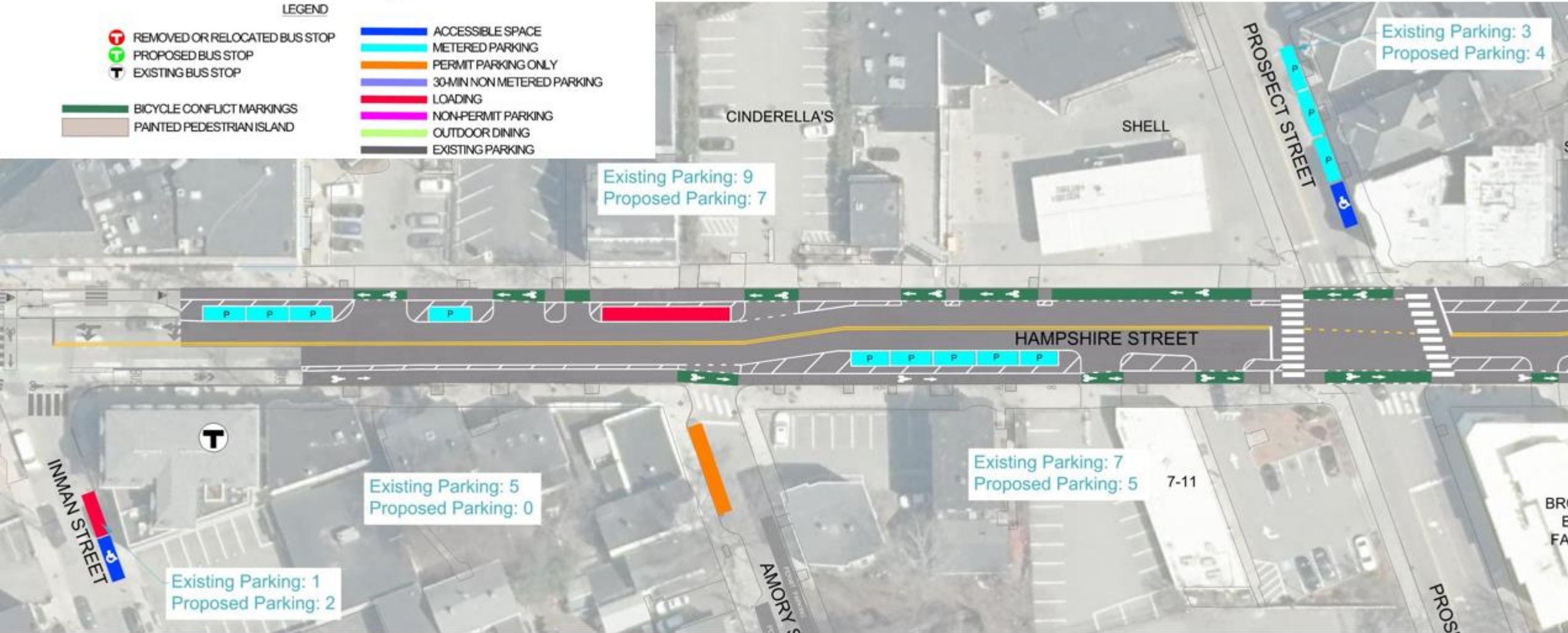
# Hampshire St - Typical Layout

- Parking on one side of the street (switches sides)
- Separated bike lanes in both directions



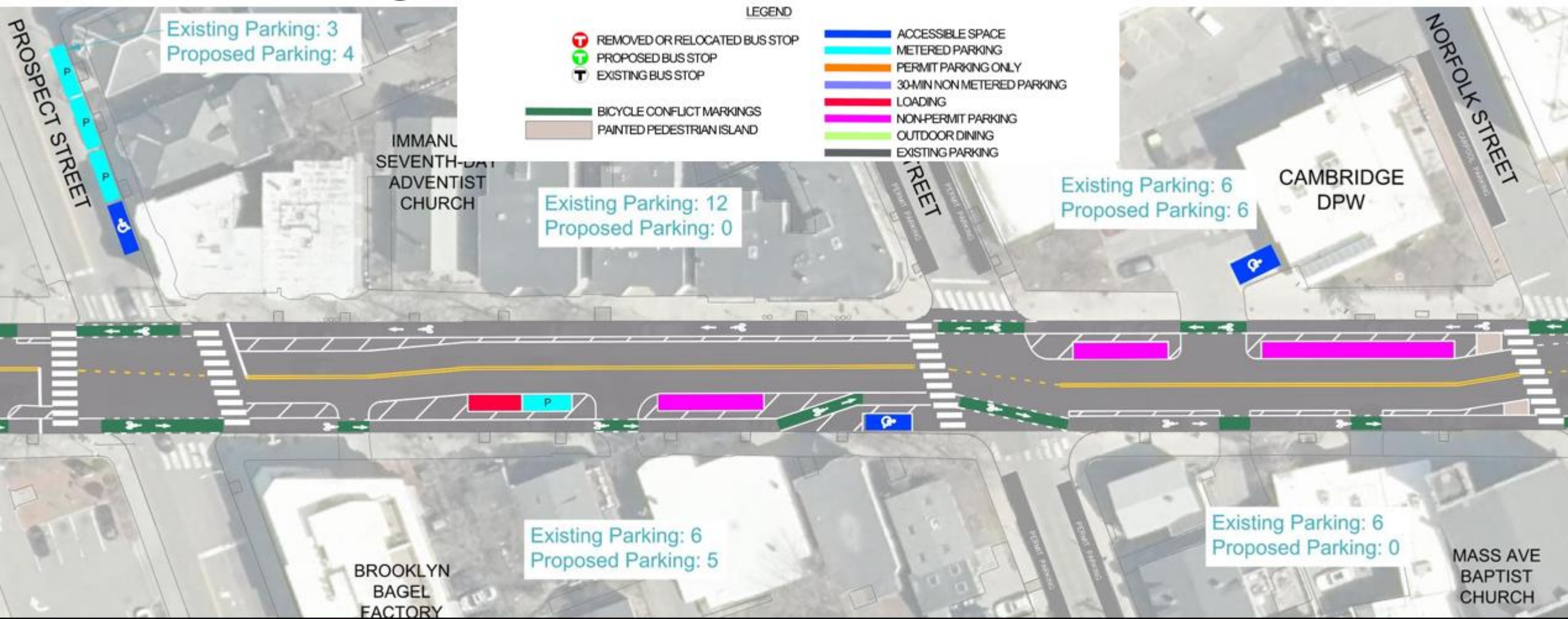


# Revised Design Inman St to Prospect St

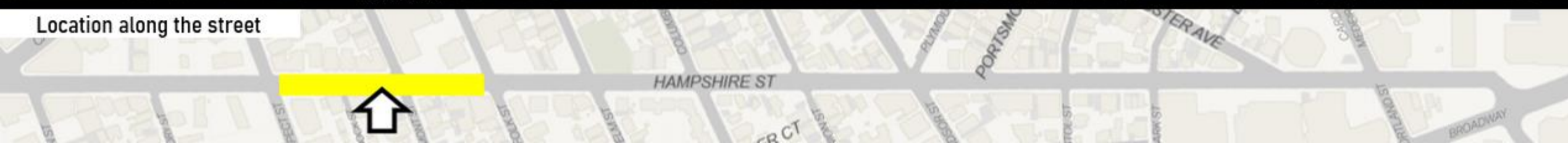




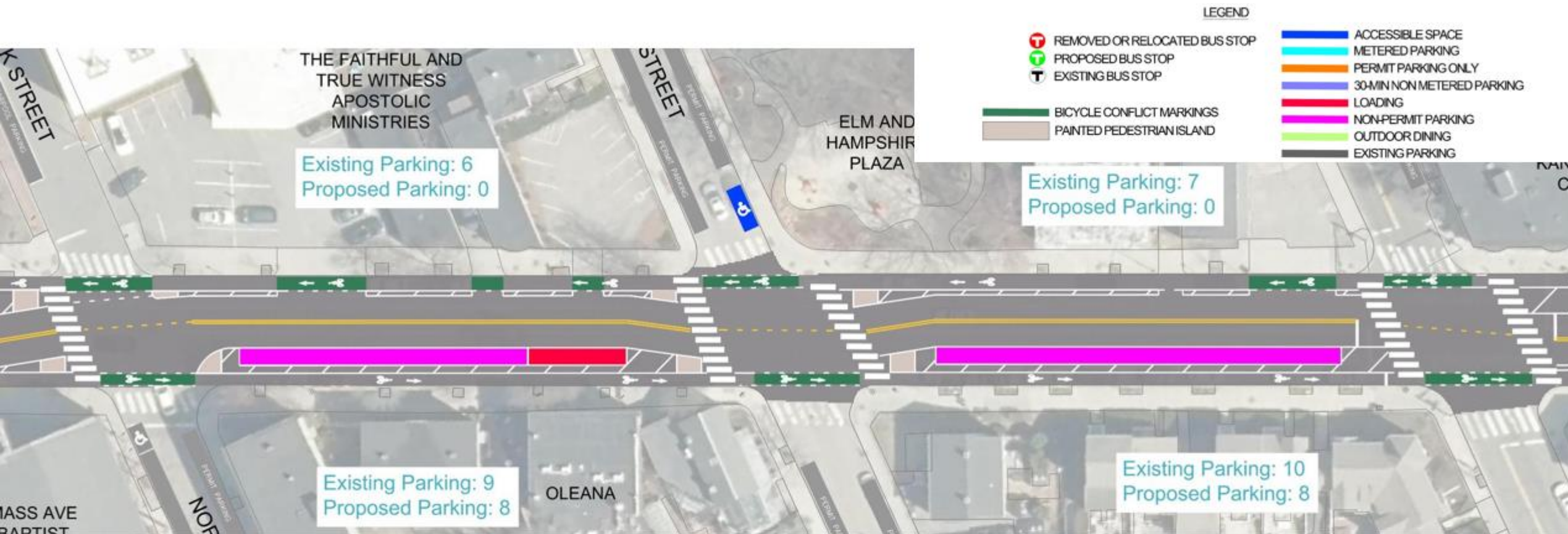
# Revised Design Prospect St to Norfolk St



Location along the street



# Revised Design Norfolk St to Columbia St

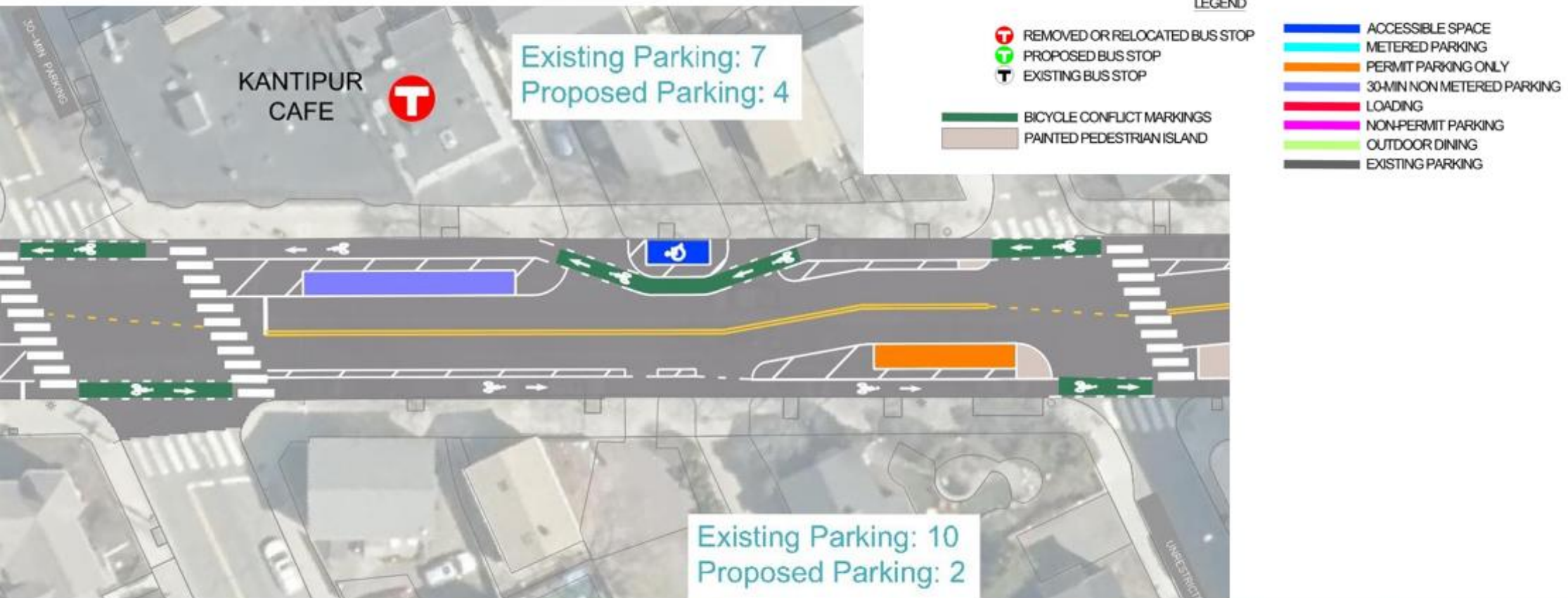


Location along the street

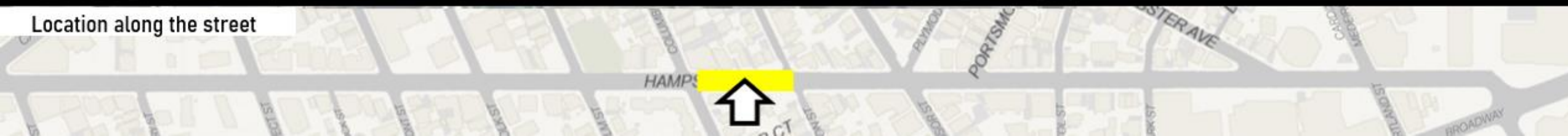




# Revised Design Columbia St to Union St



Location along the street



# Revised Design

## Union St to Portsmouth St

LEGEND

T

REMOVED OR RELOCATED BUS STOP

T

PROPOSED BUS STOP

T

EXISTING BUS STOP

BICYCLE CONFLICT MARKINGS

PAINTED PEDESTRIAN ISLAND

ACCESSIBLE SPACE

METERED PARKING

PERMIT PARKING ONLY

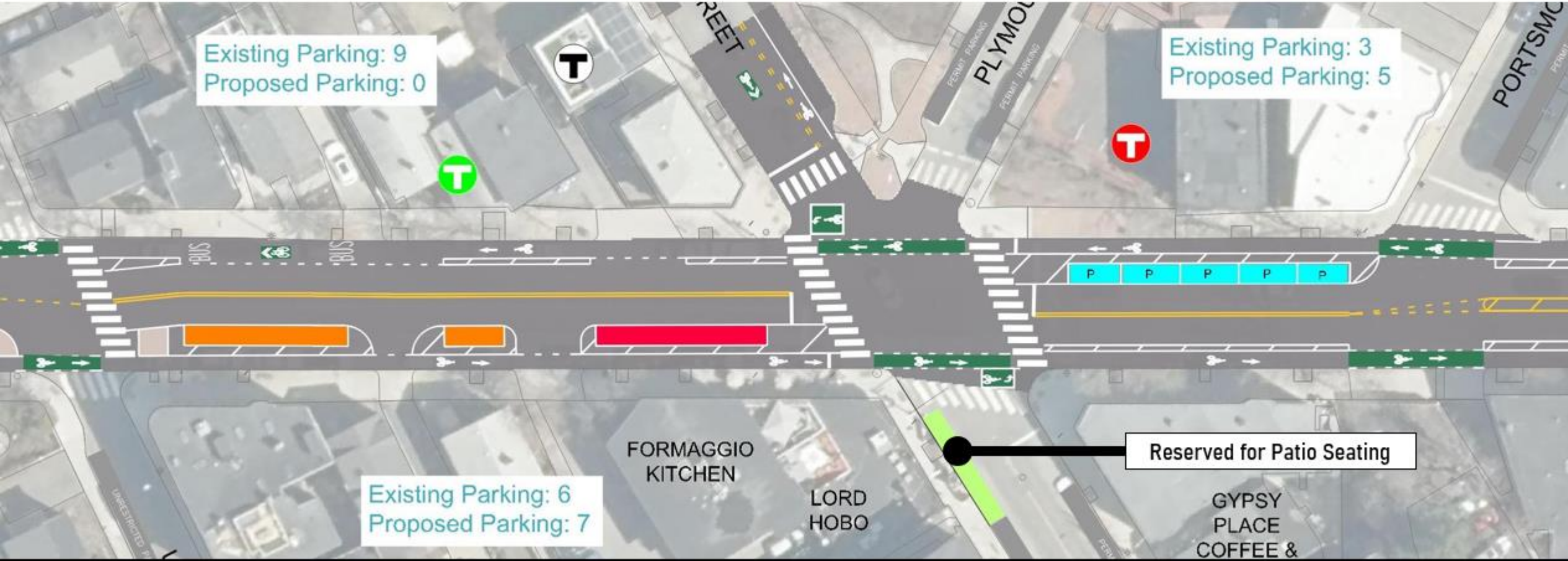
30-MIN NON METERED PARKING

LOADING

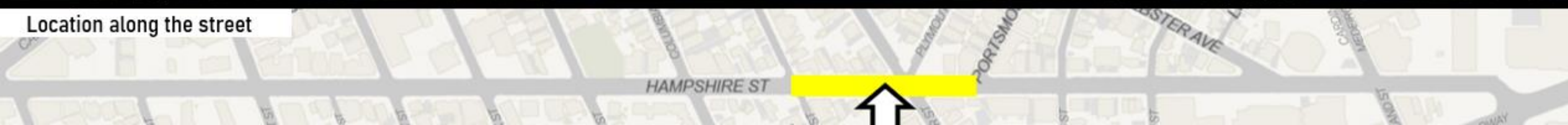
NON-PERMIT PARKING

OUTDOOR DINING

EXISTING PARKING

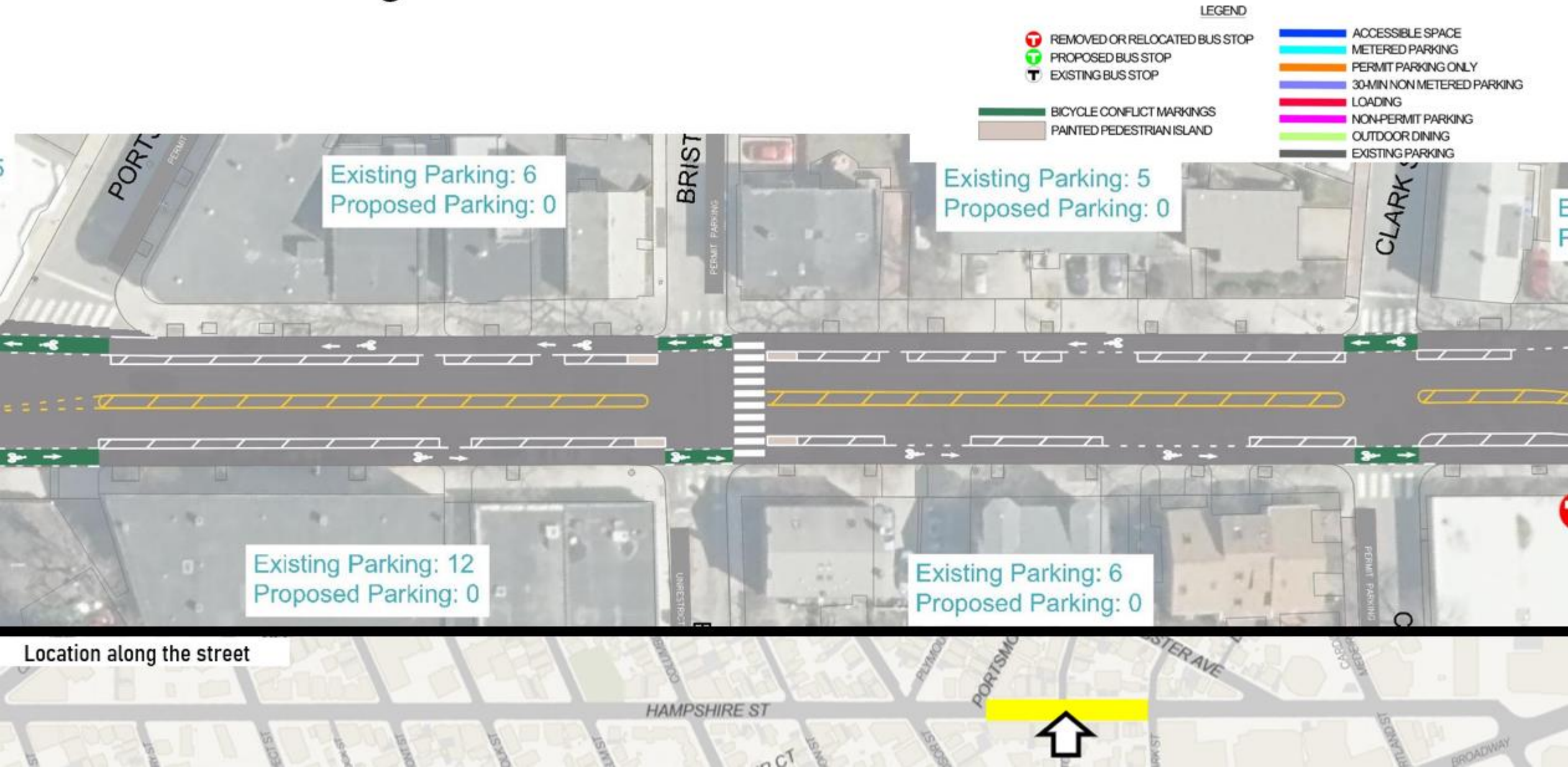


Location along the street





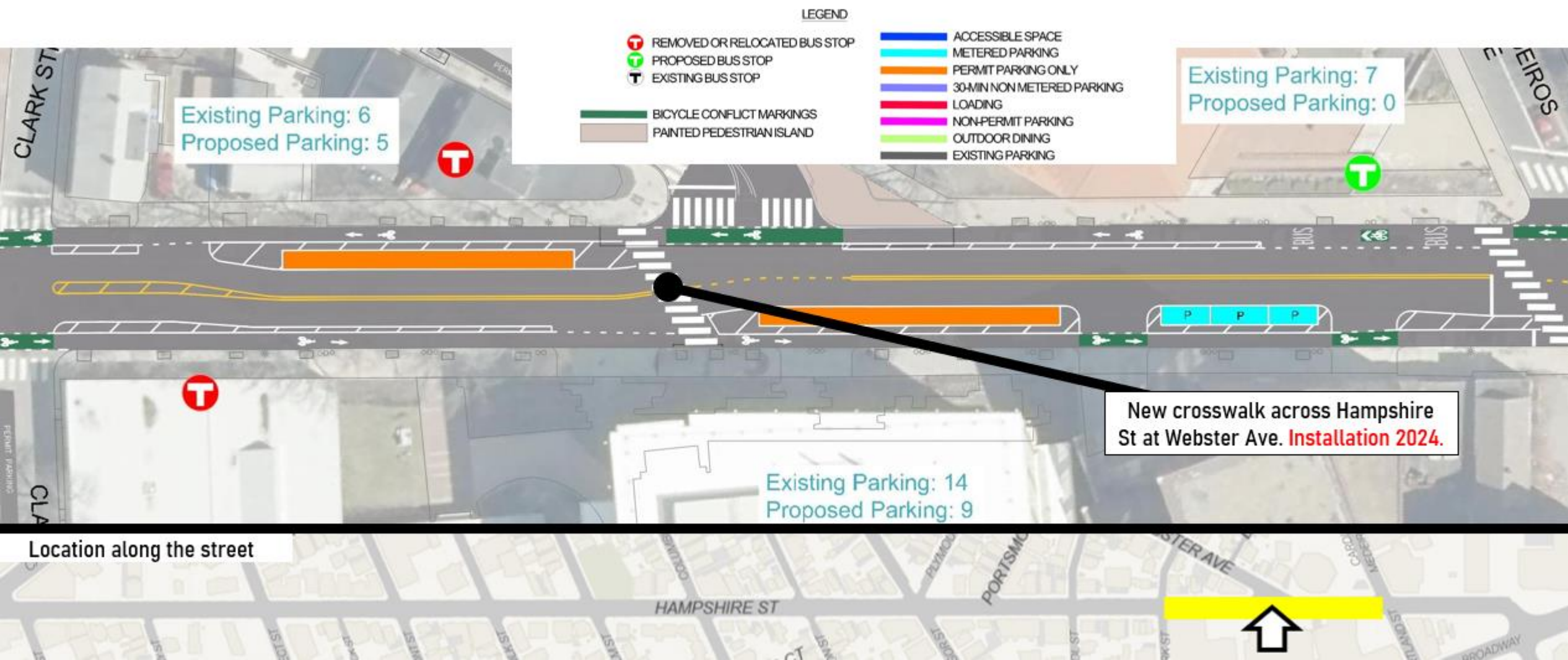
# Revised Design Portsmouth St to Clark St



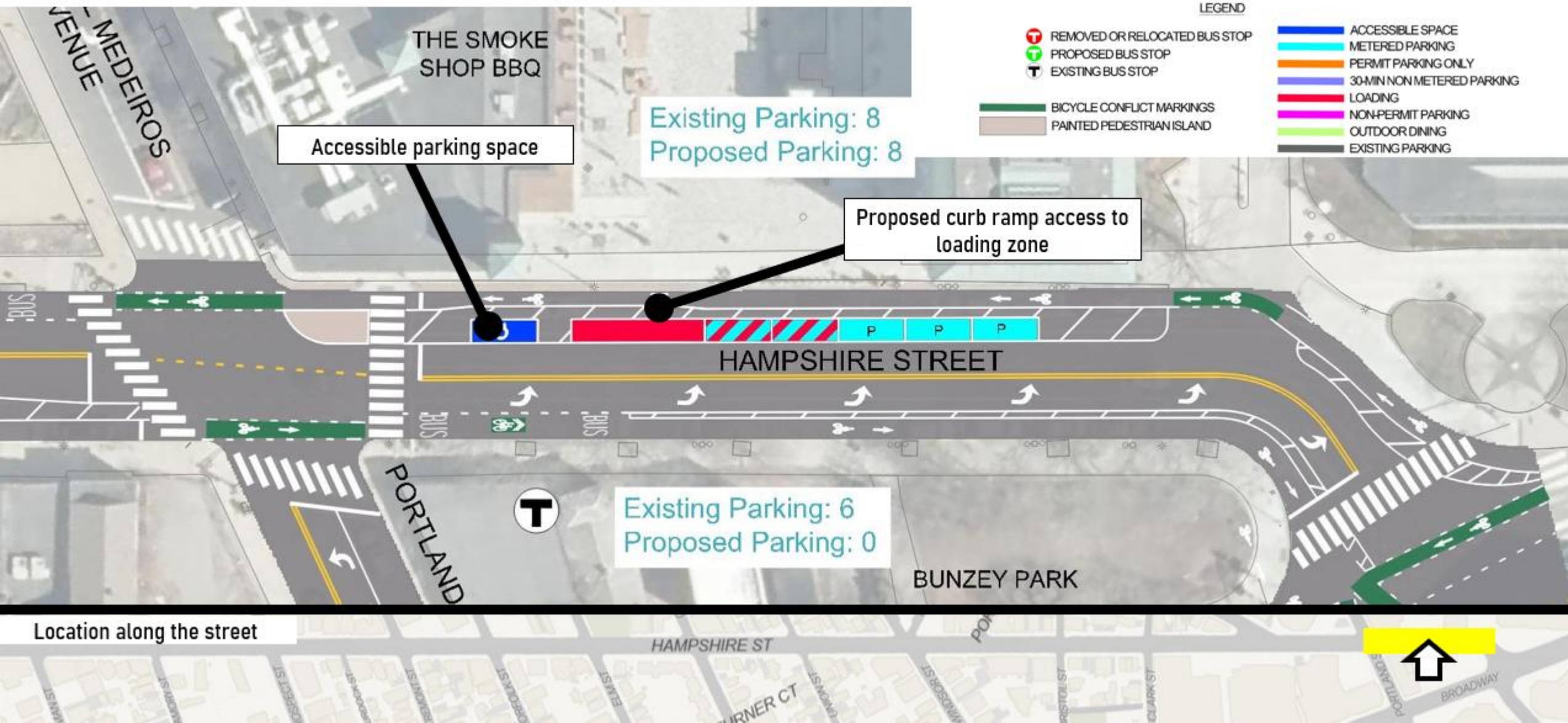


# Revised Design

## Clark St to Cardinal Medeiros Ave/Portland St

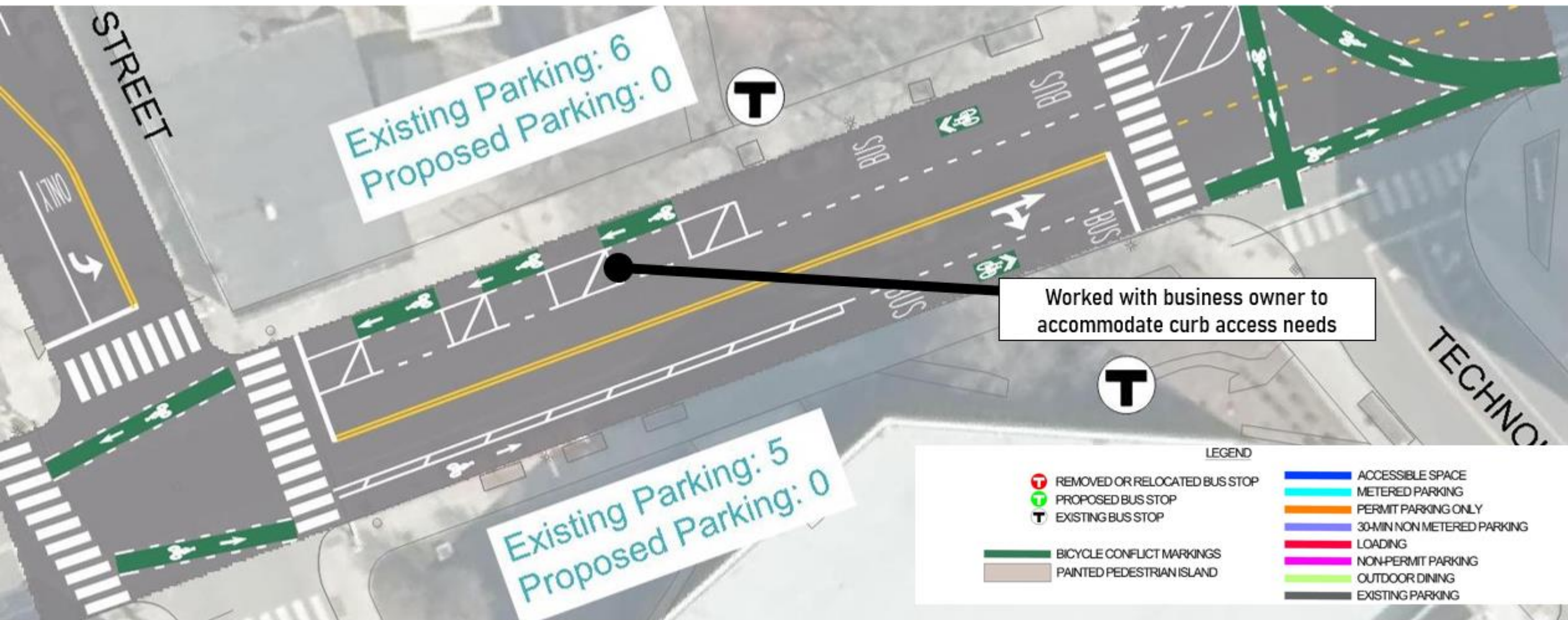


# Revised Design Cardinal Medeiros Ave to Broadway





# Revised Design Broadway – Portland St to Hampshire St



Location along the street





Hampshire St at Broadway

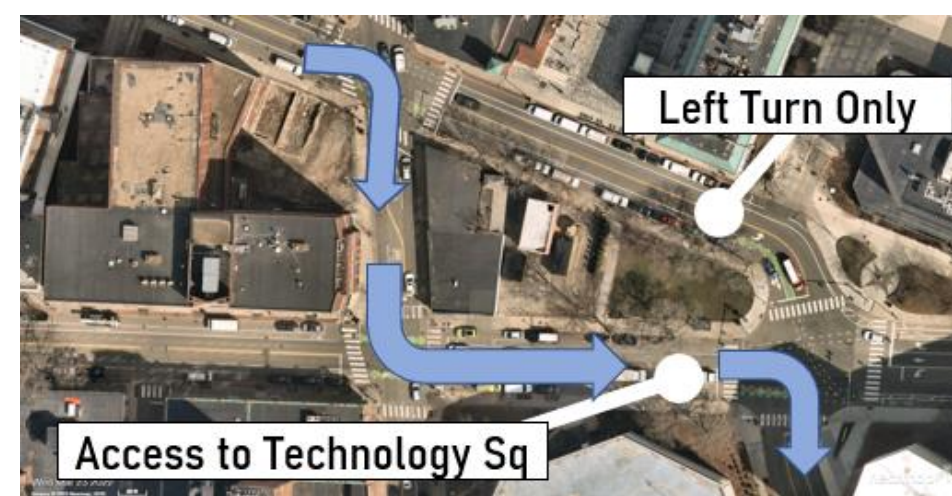
## Key Feature – Traffic Circulation Change

We will restrict turns at Hampshire St/Broadway and reduce the number of lanes on Hampshire St

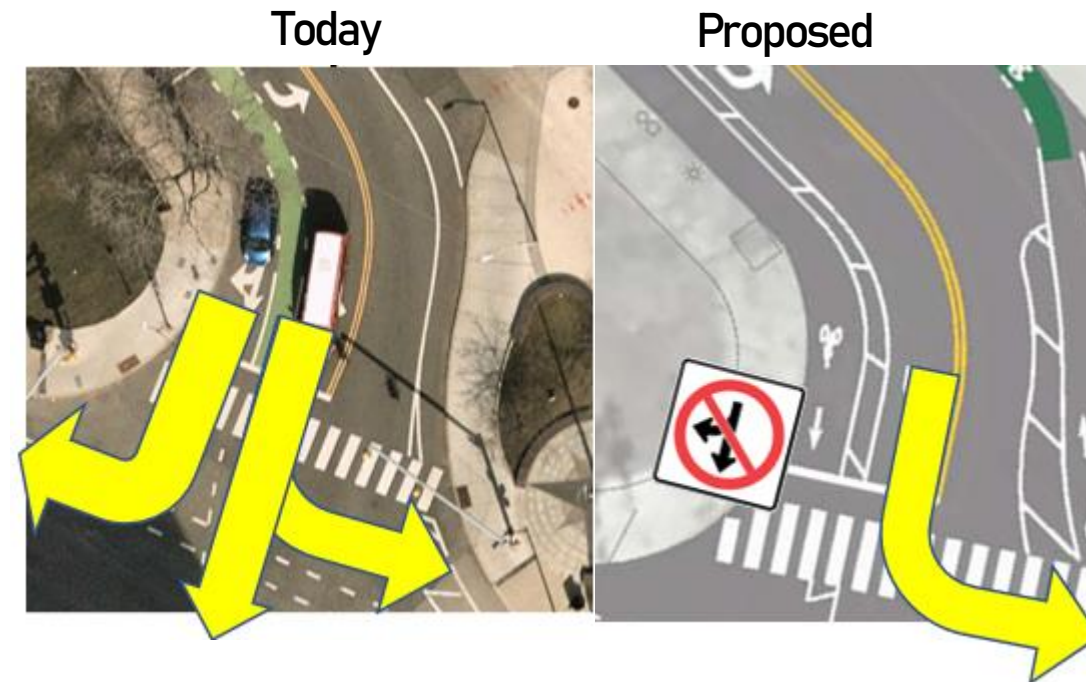
- Provides the safest and most efficient movement through the intersection for all users
- Drivers approaching Broadway will have one lane instead of two
- Bicyclists will have added separation from traffic

We also evaluated keeping all vehicle turns, with changes to signal timing to separate people biking and turning drivers

- Required changes to signal timing would have increased delay for all users, including both people biking and driving



Access for vehicles to Technology Square is still allowed via Portland St and Broadway



# Ongoing Community Conversations

## Considerations and Things We're Working On

# Make Best Use of Limited Parking

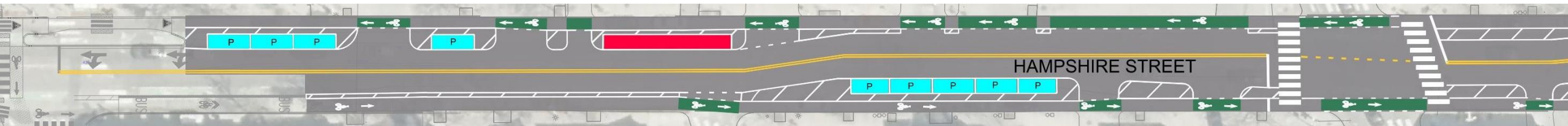
## We've Made Recent Changes to Address Concerns



Between Clark St and Webster St: We moved parking to the north side of the street, closer to resident's homes



Between Portland St and Broadway: We're installing loading and accessible parking



Between Inman Square and Prospect St – We worked with Inman Square business owners to locate parking and loading in places that fit their needs

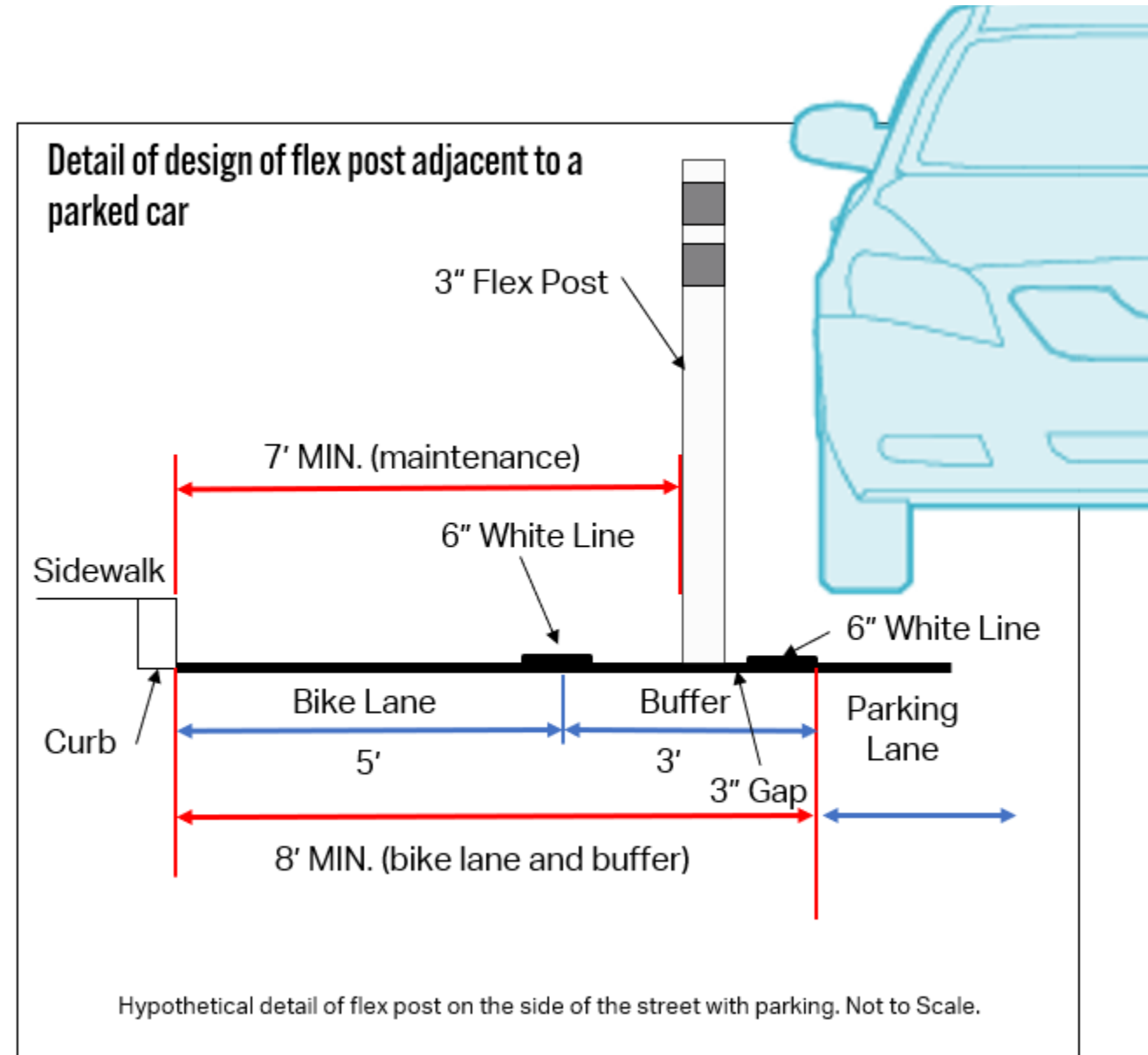


# You asked: Make the bike lanes wider for more passing space

We provide a minimum of 7 feet for people biking on most sections of the street, with wider sections in select locations

- Passing can be challenging at 7 feet. 8 feet is preferred.
- 7 feet is the minimum needed to allow maintenance vehicles to enter, including for snow clearance and street sweeping

In some sections, the street will be too narrow to pass another person biking. We will provide additional space at key locations, such as intersections.

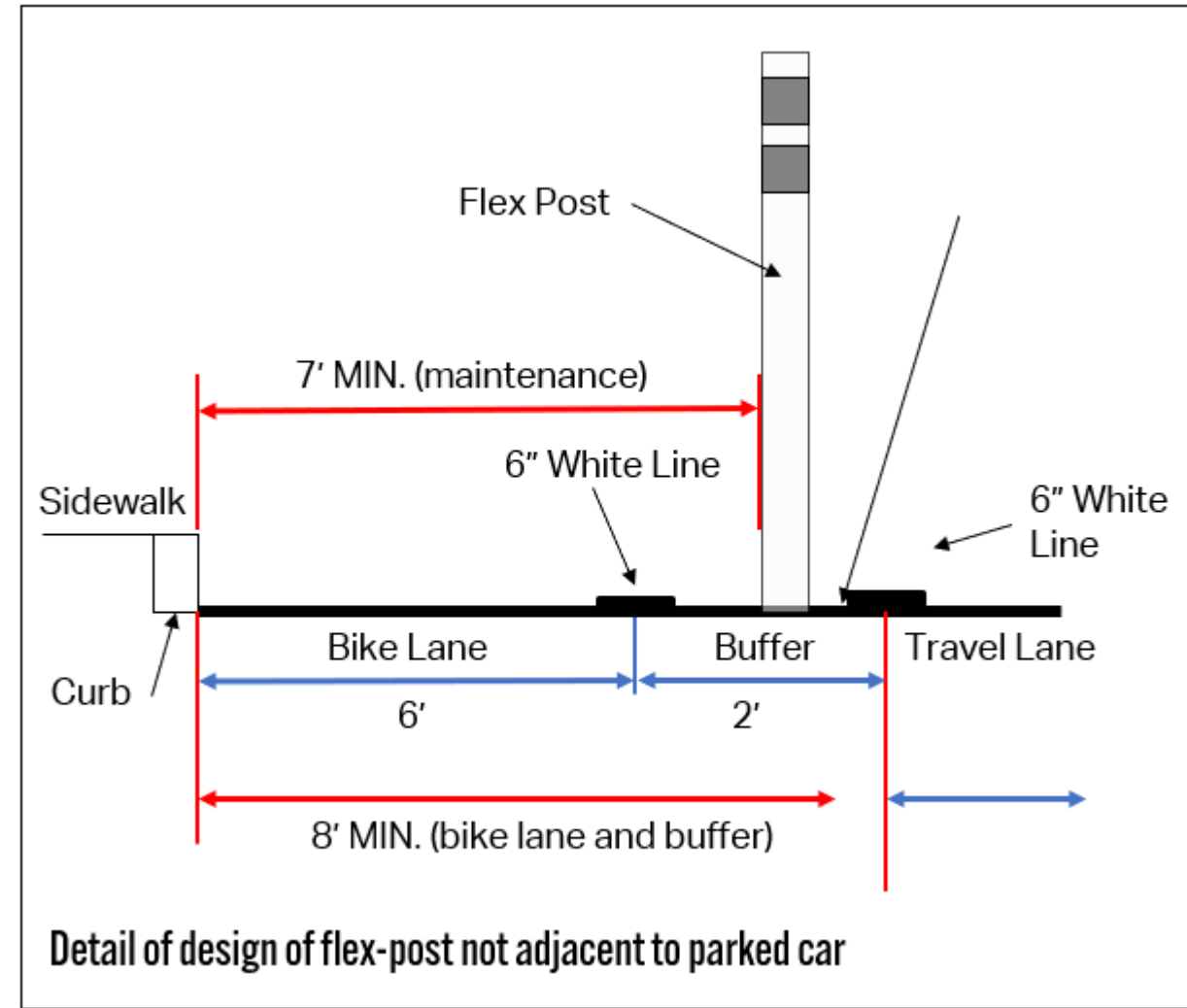


Between Portsmouth St and Clark St

## You asked: Add street parking between Portsmouth and Clark

Between Portsmouth St and Clark St, Hampshire St is one foot narrower than elsewhere

- Two large vehicles (such as trucks or buses) would not be able to pass side-by-side
- A street that is too narrow would create gridlock when two large vehicles approach in opposing directions
- Narrowing the bike lane in this section would make it too narrow for snow clearance and street cleaning





Prospect St to Columbia St

## You asked: Require resident permits in this section

You told us that without resident permit requirements, residents have less access to park in these spaces

- Based on feedback from last week's Open House, we are considering overnight permit requirements
- Overnight parking requirements will discourage overnight parking from nonresidents

Total parking in this section is being reduced

- Right now, 60 spaces on Hampshire St do not require permits. This is being reduced to 20 spaces.



# Next Steps



# Project Schedule

## Tonight: Community Meeting #3

- Give us your thoughts and feedback on the design
- Set up time to chat, either over the phone or in person

## July and August 2023: Implementation Outreach

- We'll post the final design on the website
- We will send out an email with updates since tonight's meeting
- We'll provide a more detailed installation schedule
- We'll make changes to parking on side-streets

## August 2023: Implementation

- Roadway paving
- Changes to street signs, pavement markings and signals

# Questions + Comments

- 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.

[www.cambridgema.gov/HampshireStSafety](http://www.cambridgema.gov/HampshireStSafety)

## Contact Information

Andreas Wolfe  
*Street Design Project Manager*  
617-349-9162  
[awolfe@cambridgema.gov](mailto:awolfe@cambridgema.gov)