

A photograph of a city street scene. In the foreground, a white bus with yellow accents is driving towards the camera. The bus's destination sign reads "85 SPRING HILL" in orange. The bus has the number "197" on its front. To the left of the bus, a white car is partially visible. To the right, a black SUV is parked on the street. The background is filled with large, leafy green trees that line the street. On the right side, a brick building with large windows is visible. The overall scene is bright and sunny.

Hampshire Street Safety Improvement Project

Inman Square to Broadway

November 15 | 6 p.m. | Zoom

Hampshire Street Safety Improvement Project

Inman Square to Broadway

First Community Meeting

November 15, 2022 | City of Cambridge

Project Website:

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

Question and Answer

- We will take questions and answers after the presentation

Meeting Purpose, Outcomes and Process

- Purpose: This is a meeting focused on how we can design a safer Hampshire Street that includes separated bike lanes
- Outcomes: We want your feedback on design elements we should include in the project
- Process: We will share background on the project, related plans and ordinances, design constraints, and then hear from you

www.cambridgema.gov/HampshireStSafety

Contact Information

Andreas Wolfe

Street Design Project Manager

617-349-9162

awolfe@cambridgema.gov

Agenda

- Planning Background
- Project Introduction
- Community Engagement Events
- Hampshire Street Currently
- Design Considerations
- Related Nearby Projects
- Schedule/Next Steps
- Feedback Opportunities

Planning Background

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.



What guides 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, young and old

How we think about vehicle congestion and delay

- Moving people slowly is moving people safely
- We do not prioritize eliminating delay for people driving over the safety of others

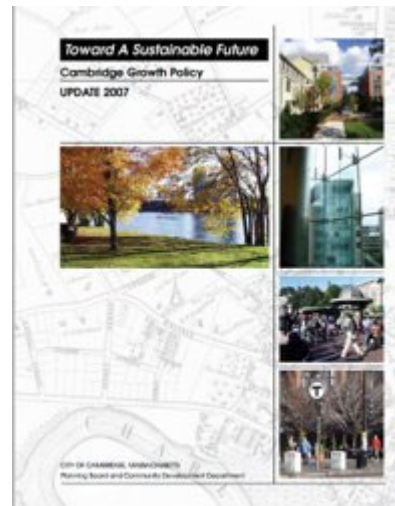
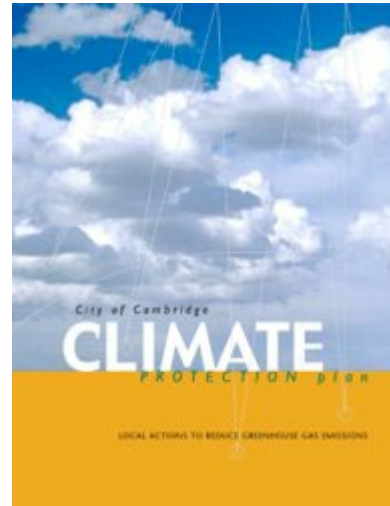
Focus is on moving people and goods, not their vehicles

- Biking and riding transit is a more efficient use of limited street space
- Keep access for trucks and local deliveries, but safely



City Policies that Support Sustainable Transportation

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



► Complete Streets



► Vision Zero



► Cycling Safety Ordinance



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



Separated Bike Lane Benefits- Continued

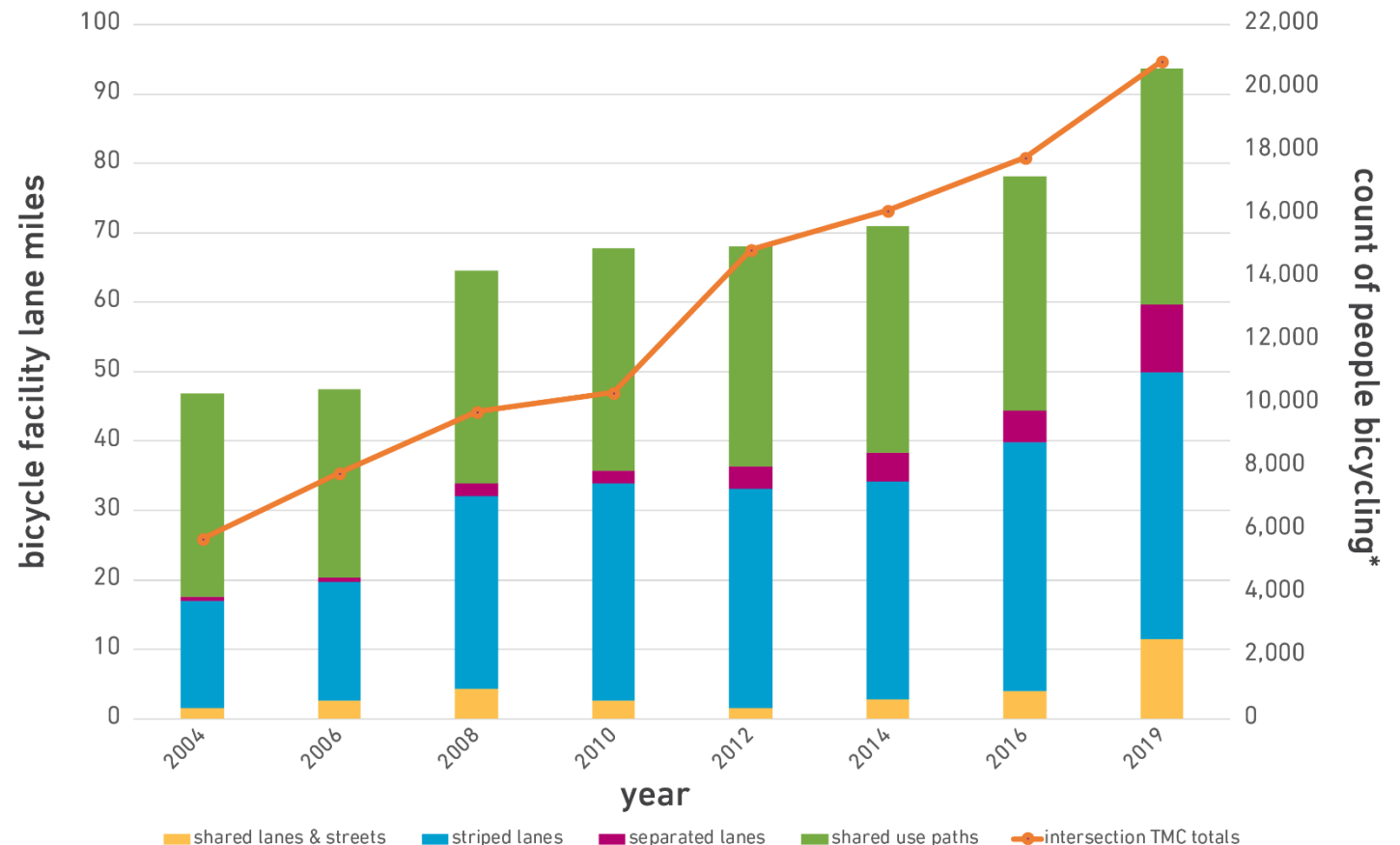
More people ride bicycles when we build more bicycle infrastructure.

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 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

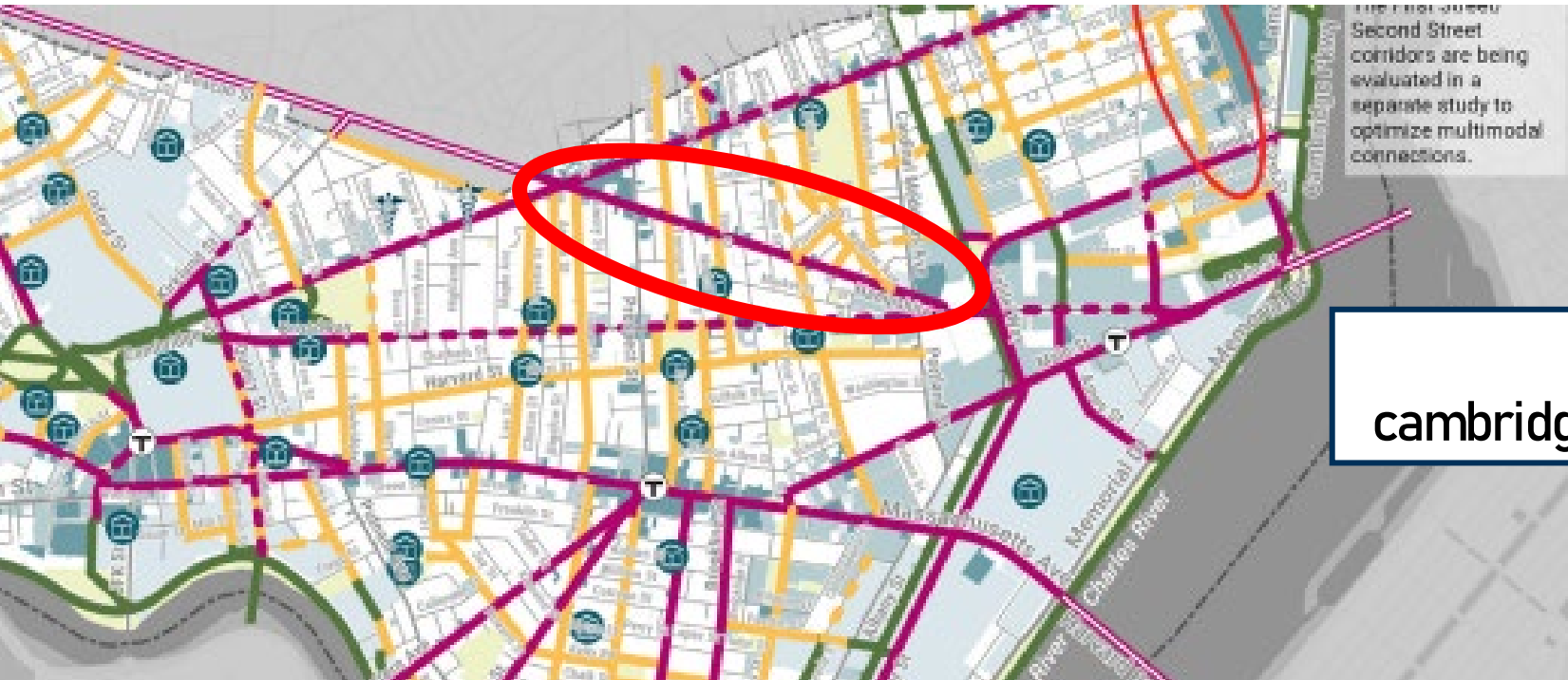
Learn more at
cambridgema.gov/cycling-safety-ordinance



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

Hampshire Street in the Cambridge Bicycle Plan

- Hampshire Street is one of the city's busiest street for biking
- It is a key crosstown and regional connection
- The Cambridge Bicycle Plan calls it out greater separation



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

Learn more at
cambridgema.gov/2020bikeplanupdate

Project Introduction

Project Area – Inman Square to Broadway



Quick-Build Design

What is a quick-build project?

- Quick-build projects allow us to make improvements to our streets more quickly
- Involves no construction or coordination with utility companies
- Fewer impacts to residents during implementation

Quick-Build Toolbox

- We are limited to using the following in a quick-build project:
 - Changes to pavement markings
 - Installation of flex posts
 - Changes to signage
 - Some modifications to signal timing



Quick-Build two-way bike lane on Brattle St

What is not a quick-build project?

- Quick-Build projects do not make changes to existing curbs. This means:
 - We cannot add additional crosswalks. We can improve crosswalks we currently have
 - We cannot install curb extensions or enlarge existing sidewalks
 - We cannot raise the bike lane
- Quick-Build today does not mean we can't do full construction in the future
 - The City's **Five-Year Plan for Streets and Sidewalks** has more information on where construction is planned in Cambridge



Safety Improvements for All Users

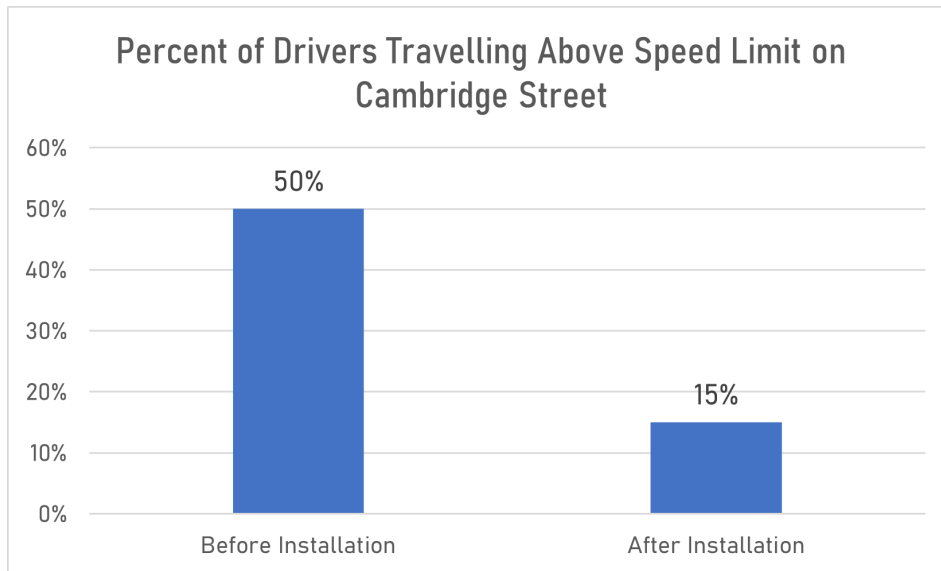
- Quick-Build projects can make safety improvements for all users
- Even though we are limited to only our quick-build toolbox, we can still make significant changes



When we installed separated bike lanes on Mass Ave in North Cambridge, we also shortened the crossing distance for people walking and added transit improvements

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 Count Study ([Click for Link](#))



Cambridge St Separated Bike Lanes

Crash Data- All reported crashes

80 total Cambridge Police crash reports on Hampshire Street between 6/1/2020 and 6/1/2021

- 97% of crashes (78) involved a person driving
- 32% of crashes (25) involved someone biking or riding a scooter and a person driving
- 4% of crashes (3) involved someone walking or jogging and a person driving

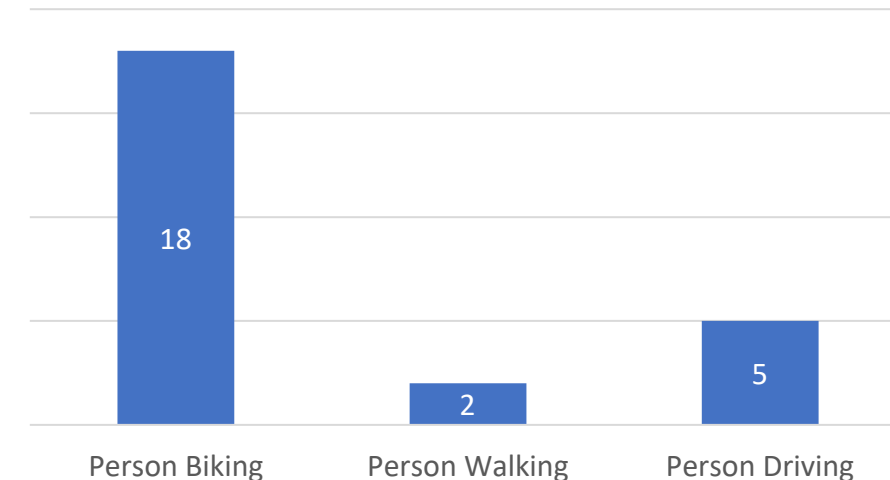
- No crashes between a person biking and walking

33% of crashes (26) resulted in an injury. Of these crashes:

- 18 people biking sustained injuries
- 3 people walking sustained injuries
- 5 people driving sustained injuries

54% of these 26 injury crashes required medical attention (14)

Number of Injury Crashes by User on Hampshire Street



Most injury crashes involved someone biking. We'll cover the major themes of these crashes later on.

How Crash Data Informs Our Design

Street Design

- We design streets to keep vulnerable users safe
- People walking and biking are more likely to be injured than someone driving when a collision occurs

User Behavior

- On streets with safe facilities, we see better behavior from all users
- Narrower streets reduce speeding, the number one factor in the severity of a crash

Crash Data provides valuable insight into the types of behavior that lead to crashes.

Example:

When we install separated bike lanes, parking in the bike lane is reduced.

This creates a predictable place for people to ride without having to weave through traffic or ride on the sidewalk.

How Crash Data Informs Enforcement and Education

- Where we see a crash pattern occur, we work with our partners to conduct enforcement and raise awareness.
- We recommend enforcement based on the types of behaviors that were a factor in a crash.
- Not all behaviors create the same type of risk. We look for the most common behaviors that cause injury.

These were the most common crash types on Hampshire Street that resulted in injury

1. Dooring, where a driver opens their car door into the path of a bicyclist
2. Unsafe passing, where a driver clips the handlebars of a person biking
3. Obstructed turns, where a driver turns into the bike lane or crosswalk without a clear line of sight
4. Whiplash, when a driver rear ends another driver

**We recommend enforcement based on what behaviors
cause the most harm**

Community Engagement Events

Project Launch – Postcards and Mailings

- We delivered postcards to about 5,000 addresses in the 02139 and 02141 zip codes
 - The postcard announced tonight's meeting and last week's open house and introduced the project
- We published a city news item announcing this project and other upcoming projects next year on Main Street and Aberdeen Ave
- We launched a project website and mailing list
- We put up posters, both facing the sidewalk and larger signs facing the street



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



CITY OF CAMBRIDGE

www.cambridgema.gov/HampshireStSafety

Outreach to Businesses

- We created a brochure to discuss the project with local businesses
- We started these conversations last month
- We visited business during different times of day, to reach people who may have been closed

We'll reach out to businesses throughout this project

- We want to hear how you use the street
- Let us know your thoughts on what we should include the design



Engagement Opportunities

We will host at least three community meetings for this project. We want to know your thoughts on:

- How you currently use the street (i.e. where do you drop people off, or what places do you visit)
- Safety concerns you have while walking, riding, or driving on Hampshire St
- What we can do to improve traffic safety for others

Community Open House

Monday, November 7
4:30 p.m. - 6:30 p.m.
Cambridge DPW
147 Hampshire St

Virtual Community Meeting

Tuesday, November 15
6:00 p.m. - 9:00 p.m.
Via Zoom

Learn More and Stay Informed

Visit www.cambridgema.gov/HampshireStSafety to:

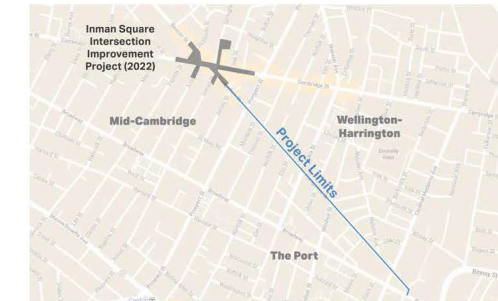
- Sign up for the project mailing list
- See info about upcoming meetings
- View background information

Contact

Andreas Wolfe
Street Design Project Manager
617-349-9162
awolfe@cambridgema.gov



Hampshire Street Safety Improvement Project



Map Data © Google Maps

Hampshire Street is a busy corridor navigated daily by people, biking, walking, and driving. It's also a key piece in the City of Cambridge's plan for a safe, connected separated bicycle network.

The City will add separated bike lanes to Hampshire Street between Inman Square and Broadway. This quick-build project will change the layout of the street with new pavement markings, traffic signs, and flex posts. We will also improve existing crosswalks, make changes to parking and loading, and evaluate changes to bus stop locations.

Learn more about this project on the next page.

www.cambridgema.gov/HampshireStSafety

www.cambridgema.gov/HampshireStSafety

Image of the project brochure shared with local businesses

Community Open Houses

- We hosted a community open house last week outside of the DPW Building on Hampshire St
- We received a lot of feedback on what we should consider for this project

We will host an additional open house next Spring to discuss the revised design and project implementation



Keep the Conversation Going

We're launching a project feedback map

- We will post the map on our project website soon
- Let us know your thoughts and suggestions!

We want to hear from you

- Email or call us with your questions and concerns

www.cambridgema.gov/HampshireStSafety

Virtual Community Meetings

- This our first of three virtual community meetings
- We'll have two more before the project is installed

Community Meeting #2: Winter 2023

- At the second community meeting, we will share our preliminary design options
- There will be time to suggest changes to the design, or other options we didn't consider

Community Meeting #3: Spring 2023

- At the third community meeting, we will share a revised design based on your previous feedback
- At this point, we'll want your feedback on any additional adjustments that need to be made

**Let us know the best way to reach you or the community.
We're open to other ideas.**

Hampshire Street Currently

Walking on Hampshire St Today

- Hampshire Street is an important connection for people walking, and a major corridor for the Port, Mid-Cambridge, and Wellington-Harrington neighborhoods
- We'll consider safety improvements at all crosswalks as a part of this project
- By installing separated bike lanes, we will reduce the width of the street, making it easier to cross, and reducing speeds

**We can make improvements for people walking
as a part of this project**



Webster St meets Hampshire St at a difficult angle.

Biking on Hampshire St Today

- Hampshire St is a busy street for biking
 - We regularly see more people riding their bikes on Hampshire St than driving during busy parts of the day
- Bike lanes on Hampshire St are narrow and lack separation
 - This can be uncomfortable for many riders, and increases the number of conflicts that can occur between all users of the street
- People bike at a variety of different speeds
 - This means that passing is common. Passing today requires entering the vehicle lane



A typical queue of people biking on Hampshire St during the morning commute

A lot of people bike on Hampshire St today. Safety improvements will reduce crashes and injuries for many users of the street.

Transit on Hampshire St

- The MBTA currently serves Hampshire St with three different routes
 - **Route 83** runs on weekdays and weekend and serves Hampshire St between Inman Square and Prospect St before heading to Central Square
 - **Route 85** is weekday only with multiple stops between Kendal Square and Columbia St
 - **Route CT2** is weekday only with one stop on Hampshire St at Portland St/Cardinal Medeiros Ave

As part of this project, we will evaluate changes to bus stops, including:








- Review bus stop locations for proper spacing and improved operations
- Improve accessibility for people with disabilities
- Improve safety for people getting on and off the bus



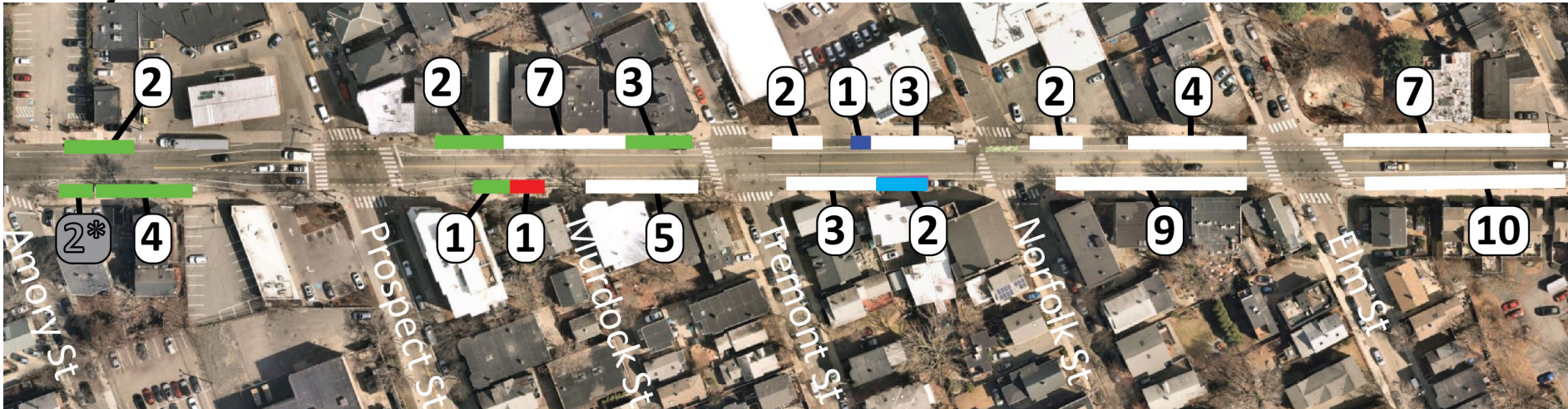
Parking on Hampshire Street – Existing Regulations

- We counted the number of spaces, and took note of all the signs along the street

Key: Parking Regulations

30 minute/ 1-hour/2-hour		Loading Zone		Resident Permit Parking	
Unrestricted (Except Street Cleaning)		Accessible/ Disability		MBTA Bus Stop	
				Clergy Parking	

Amory St to Columbia St



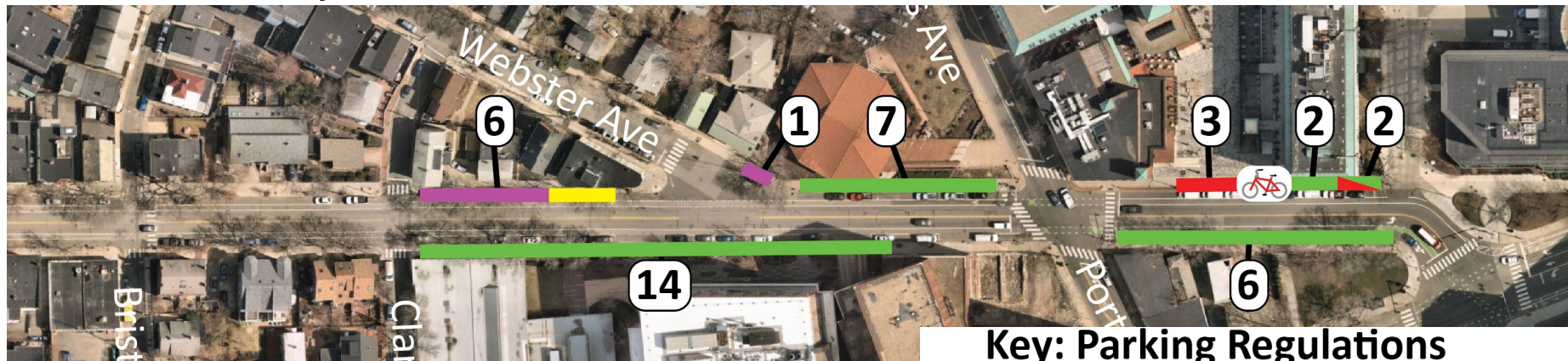
We know this project will reduce the amount of parking. Let us know what parking uses are most important to you.

Parking on Hampshire St – Existing Regulations, Continued

Columbia St to Clark St



Clark St to Broadway



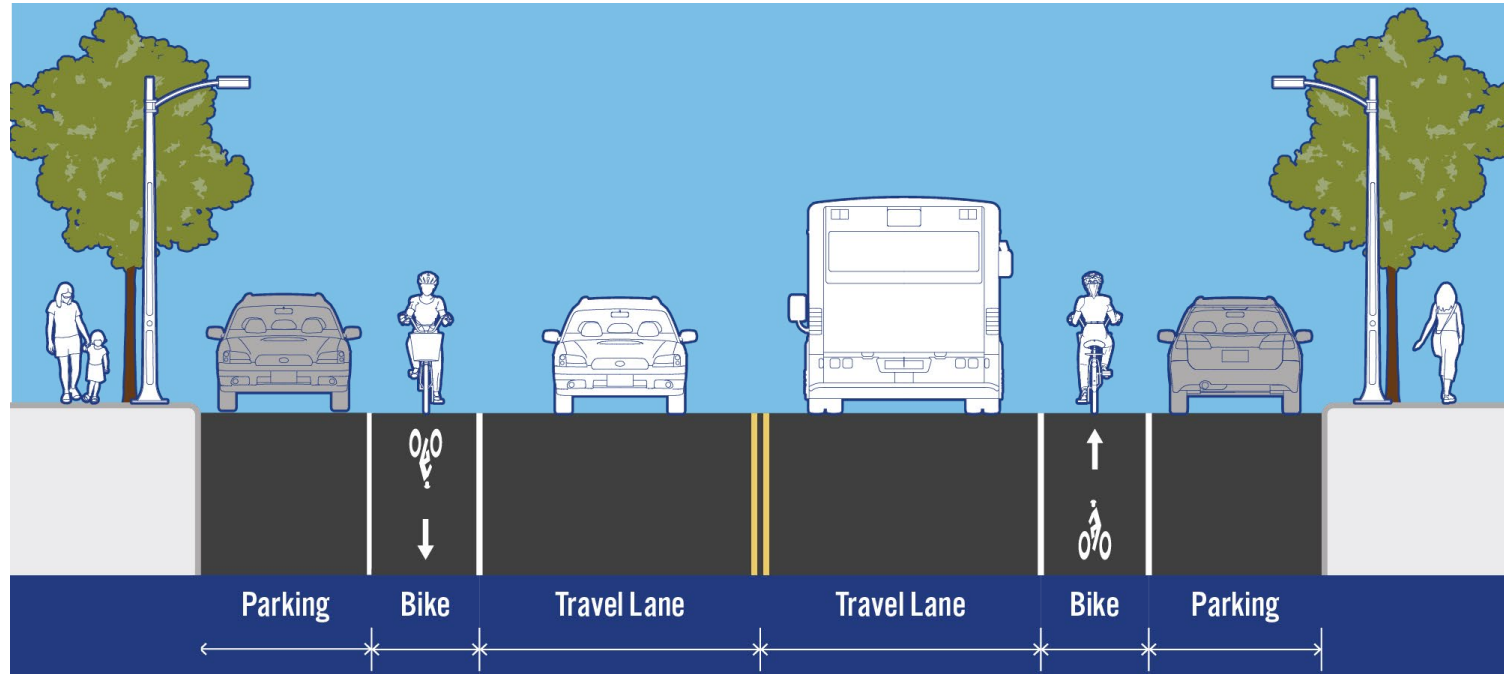
Key: Parking Regulations

30 minute/ 1-hour/2-hour	Unrestricted (Except Street Cleaning)	Loading Zone	Accessible/ Disability	Resident Permit Parking	MBTA Bus Stop

Design Considerations

Existing Layout of Hampshire St

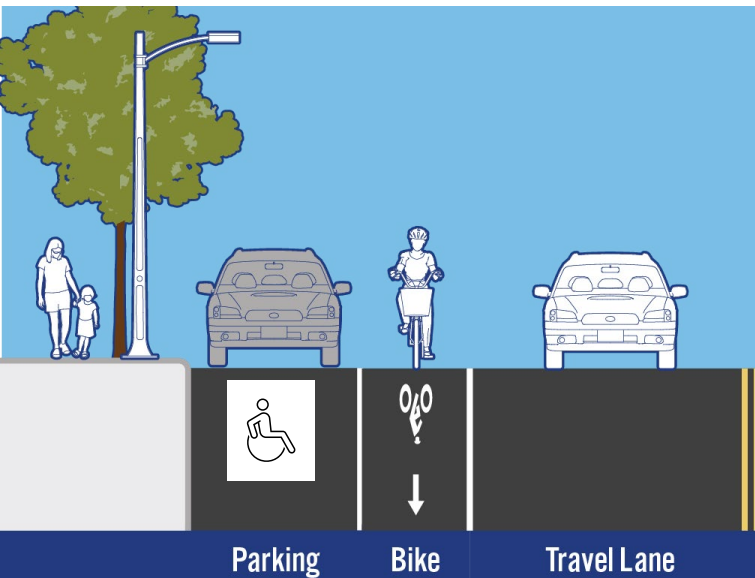
Parking on both sides of the street – bike lanes not separated from traffic



As part of this project, we will make changes to how space on the street is allocated for different users

Accessible/Disability Parking

- Accessible/Disability parking will remain
- We will place accessible parking against the curb
 - Where this occurs, bike lanes will not have physical separation
- If we need to relocate an accessible/disability space, we will find an equally suitable location for the people who rely on it



We will keep all accessible/disability spaces

Loading

- Loading zones provide a dedicated place for businesses to receive deliveries while minimizing impacts to other users of the street
- In Cambridge, anyone can use a loading zone, typically for 15 minutes

Outreach to Businesses

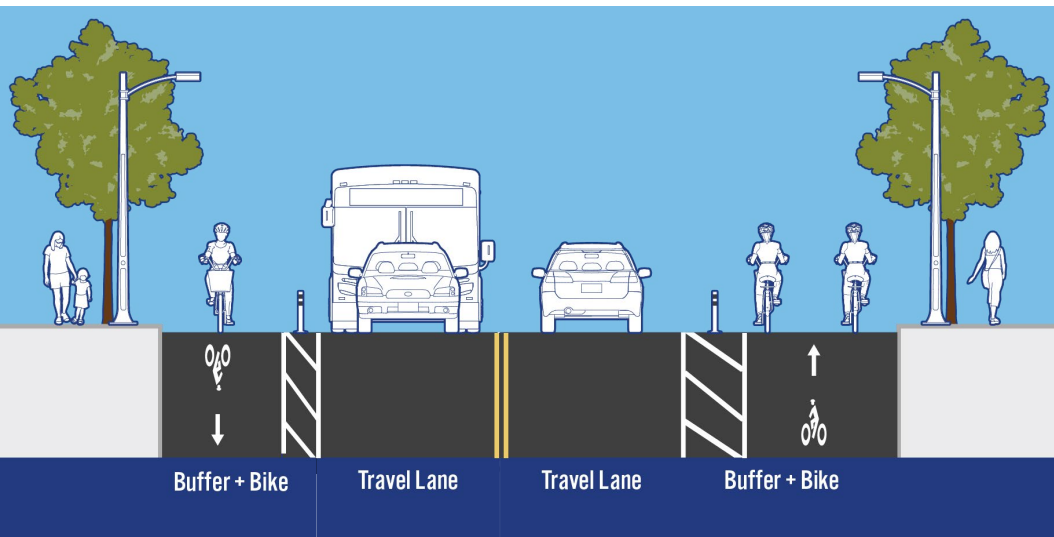
- We often hear from businesses that access to deliveries is their primary concern
- We're having conversations with business about their individual needs for loading

We will keep existing loading zones and add new loading ones where possible



Bike Lane Design

- Bike traffic on Hampshire St is higher than vehicle traffic during the busiest times of the day
- Sections of the street (i.e. near signalized intersections) will need wider bike lanes to accommodate the volume of people biking
- Not providing space for passing has negative consequences for all users
 - Leads to unsafe passing in narrow sections
 - Leads to more people deciding not to use bike lanes
 - Leads to longer waits for drivers at intersections



At intersections, queues for bicyclists can be long. Providing wider bike lanes allows bicyclist to clear the intersection faster, which also reduces the amount of time drivers are waiting behind a driver turning right.

Pedestrian Safety

- We will address pedestrian safety issues as a part of this project
- We can make improvements at all existing crosswalks
 - We cannot add new crossing locations as this requires reconstruction of the sidewalk to build an ADA compliant ramp
- Here are some examples of what we can do:
 1. Improve visibility at corners
 2. Consider improvements to paint and markings
 3. Tighten corners to lower turning vehicle speeds
- We'll discuss specific improvements in more detail at the next community meeting

We will evaluate improvements at all existing pedestrian crossings



The skewed angle of some of the intersections on Hampshire St makes crossing the street difficult. We want to improve this experience

Related Nearby Projects

Inman Square Project

- We are nearing the completion of the Inman Square project
- We are coordinating closely between both projects
- This project will pick up at the end of that project

Hampshire St Fall Repaving and Temporary Road Striping

- This Fall, crews are paving and restriping a section of Hampshire St between Inman Square and Prospect St
- These changes are being done in temporary roadway paint to more easily allow us to make changes next year as a part of this project



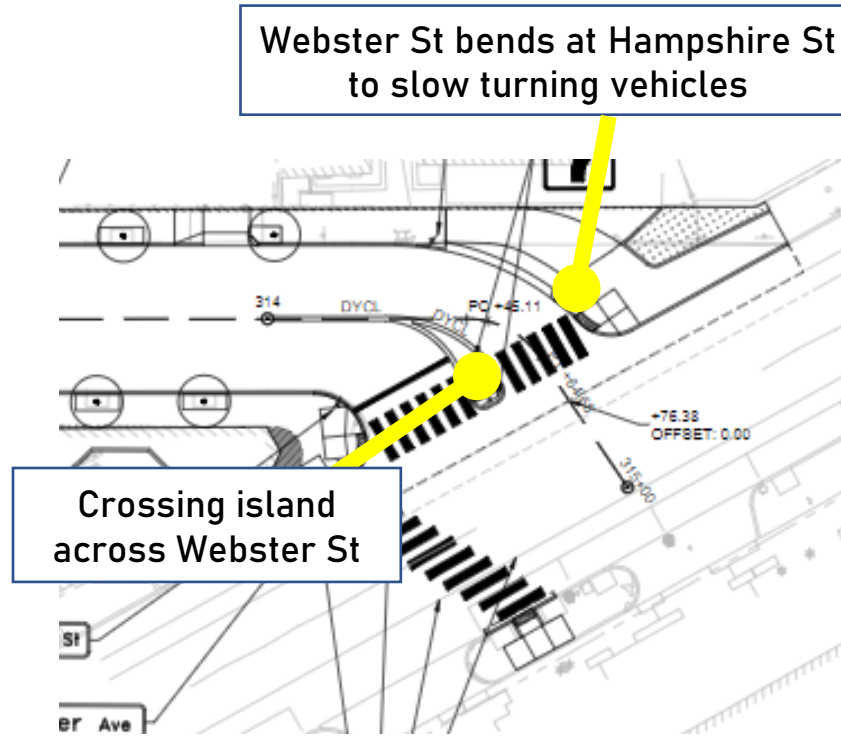
Newly constructed bike lane in Inman Square

The Inman Square Project is nearly complete. Some remaining work will wrap up this winter and next spring.

Hampshire St at Webster St

Pedestrian crossing improvements

- We are reconstructing Webster St at Hampshire St to shorten the crossing distance
- This work will proceed on a different schedule as part of a separate contract



Webster St meets Hampshire St at a difficult angle.
We are proposing changes here with more construction

**More extensive construction work will occur at Webster St and Hampshire St
to make greater improvements to pedestrian safety**

Two-Way Biking on Windsor St

Hampshire St to Cambridge St

- We've heard from you that Windsor St is an important, missing connection in the bike network
- This has no impacts to parking or travel for drivers
- Right now, people can only bike southbound on Windsor St. This will let you bike northbound as well
- Windsor St is wide enough to allow a driver and a bicyclist travelling in opposite directions to pass safely
- Formalizing this with new pavement markings will make it more safe

Following up on previous community outreach

- We last met with the community about Windsor St just before the start of the pandemic
- We want to continue that conversation

Timing does not depend on the Hampshire St project



Schedule / Next Steps

Draft Project Schedule

Tonight: First Community Meeting

- Project introduction
- Discussion of preliminary plans and opportunities for feedback

Winter 2023: Second Community Meeting

- Present a draft plan

Spring 2023: Third Community Meeting, Second Community Open House

- Share a revised plan

Summer 2023: Installation

We want to hear from you throughout this project.

There are many ways you can reach us. Let us know which you prefer:

- Chat over the phone
- Email us
- Visit you at your home, business or place of worship
- Online map
- Have us attend a community event

Contact Information

Andreas Wolfe

Street Design Project Manager

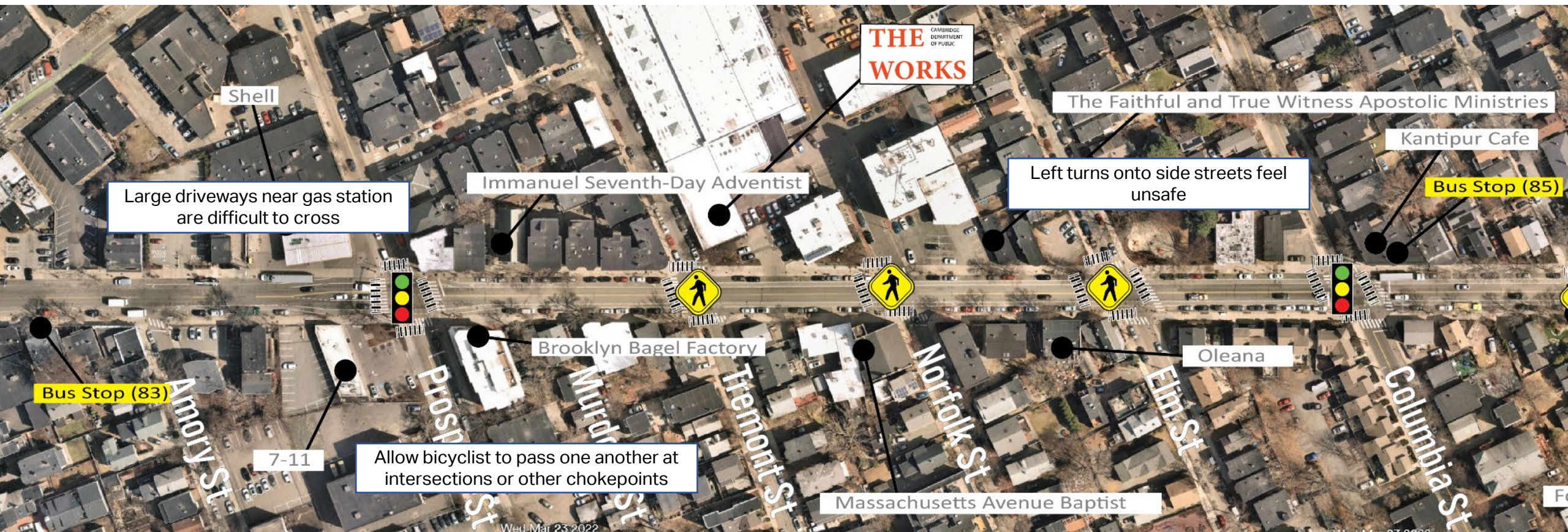
617-349-9162

awolfe@cambridgema.gov

Opportunities for Feedback

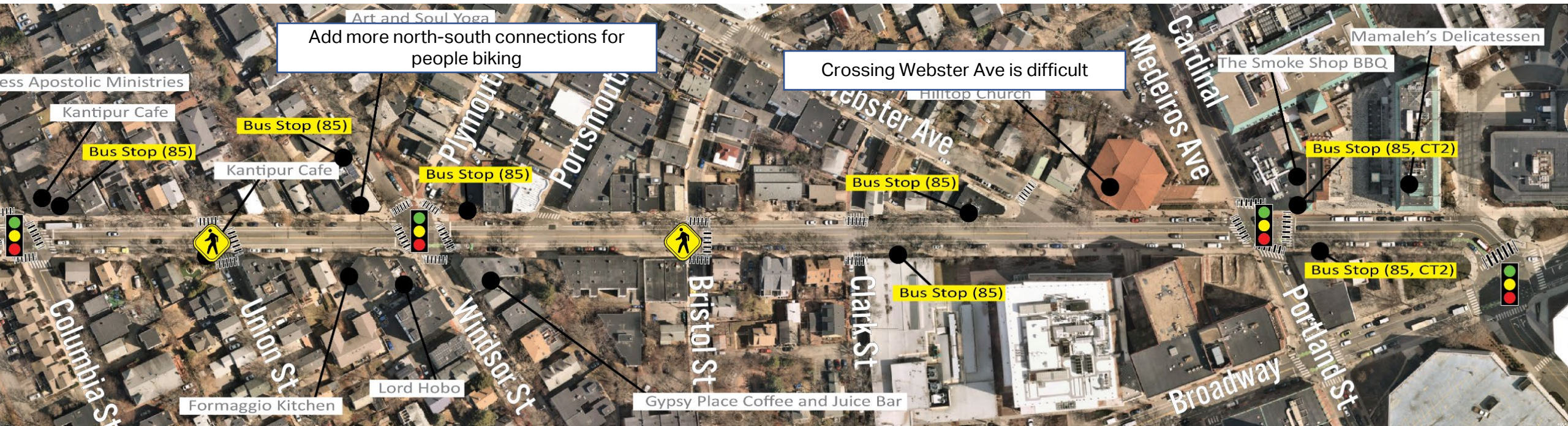
Feedback Opportunity – Safety Concerns

- How can we make the street safer for people walking and biking?
- We heard from some of you at last week's Open House
 - Here's some of what we've already heard. Keep sending us your feedback.



Feedback Opportunity – Safety Concerns

- How can we make the street safer for people walking and biking?
- We heard from some of you at last week's Open House
 - Here's some of what we've already heard. Keep sending us your feedback.



Feedback Opportunity – Curb-Side Uses (i.e., parking and loading)

- How do you use the street when driving?
- We have already started these conversations with local businesses, and houses of worship, and institutions along the corridor. Some of what we've already heard can be seen below.



Feedback Opportunity – Curb-Side Uses (i.e., parking and loading)

- How do you use the street when driving?
- We have already started these conversations with local businesses, and houses of worship, and institutions along the corridor. Some of what we've already heard can be seen below.



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.

www.cambridgema.gov/HampshireStSafety

Contact Information

Andreas Wolfe

Street Design Project Manager

617-349-9162

awolfe@cambridgema.gov