

Hampshire Street Safety Improvement Project Second Community Meeting

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

March 7, 2023 | 6 p.m. | Zoom



Hampshire Street Safety Improvement Project

Hampshire St – Inman Square to Broadway

Broadway– Portland St to Hampshire St

Second Community Meeting

March 7, 2023 | 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

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 a meeting focused on how we can design a safer Hampshire Street that includes separated bike lanes
- Outcomes: We want your feedback on two design options we'll share
- Process: We will discuss the many ways you can provide us with your feedback, including during tonight's meeting and afterwards

www.cambridgema.gov/HampshireStSafety

Contact Information

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Agenda

- Planning Background
- Project Outreach
- Project Goals and Key Features
- Design Options
- Feedback and Next Steps

Project Limits

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



**Wellington-
Harrington**

Hampshire Street Safety Improvement Project Limits

Broadway from Hampshire St to Portland St

Added to project February 2023.

The Cycling Safety Ordinance requires separated bike lanes on Broadway. Adding this segment to the Hampshire Street project makes it easier to design the Broadway/Hampshire intersection.

Mid-Cambridge

The Port

Planning Background

Separated Bike Lanes and the Bike Plan

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**.

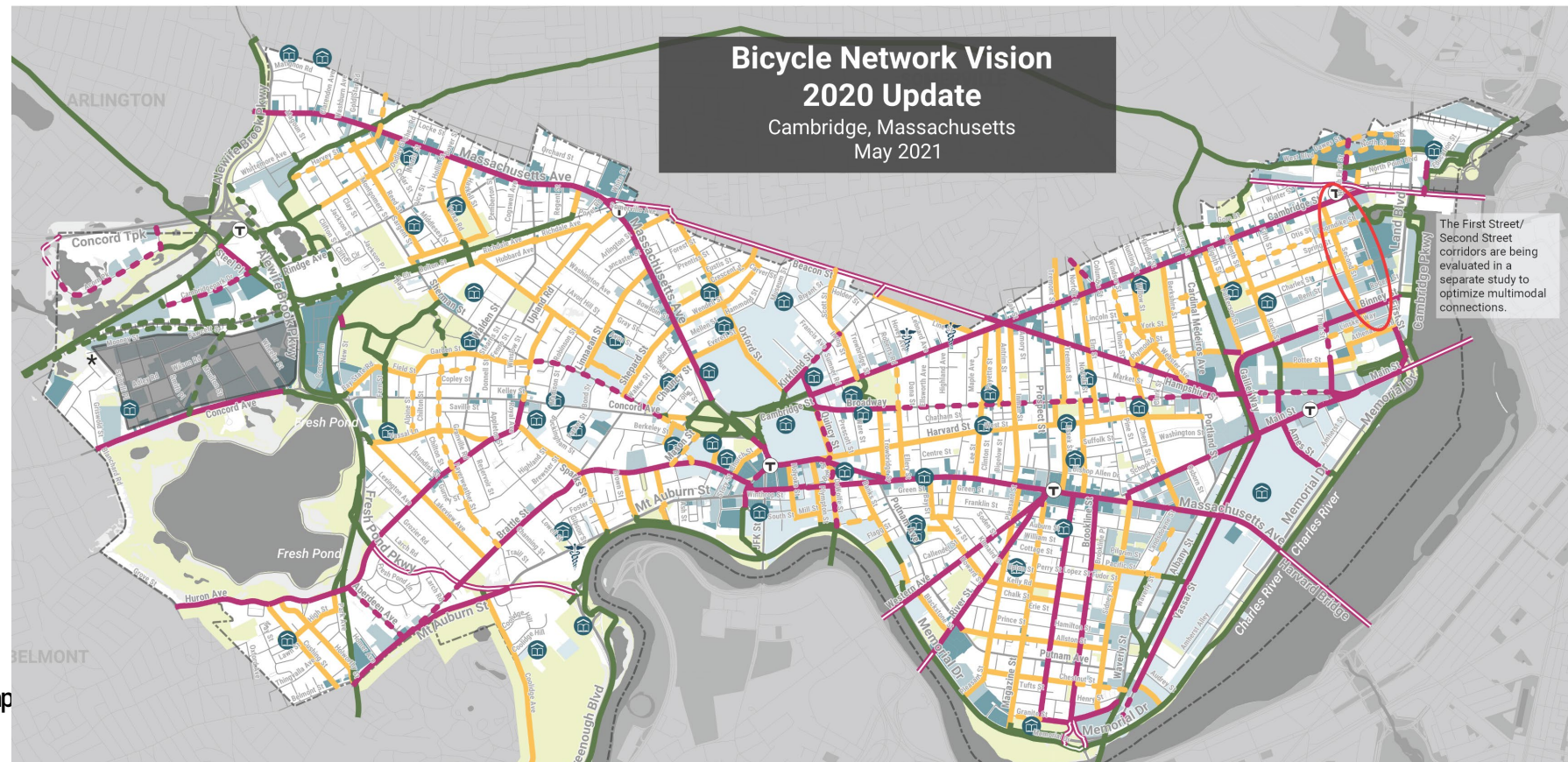
A safe, comfortable network that connects important destinations throughout the City helps more people choose to bicycle if they want.

Map Key:

Off-street paths in green

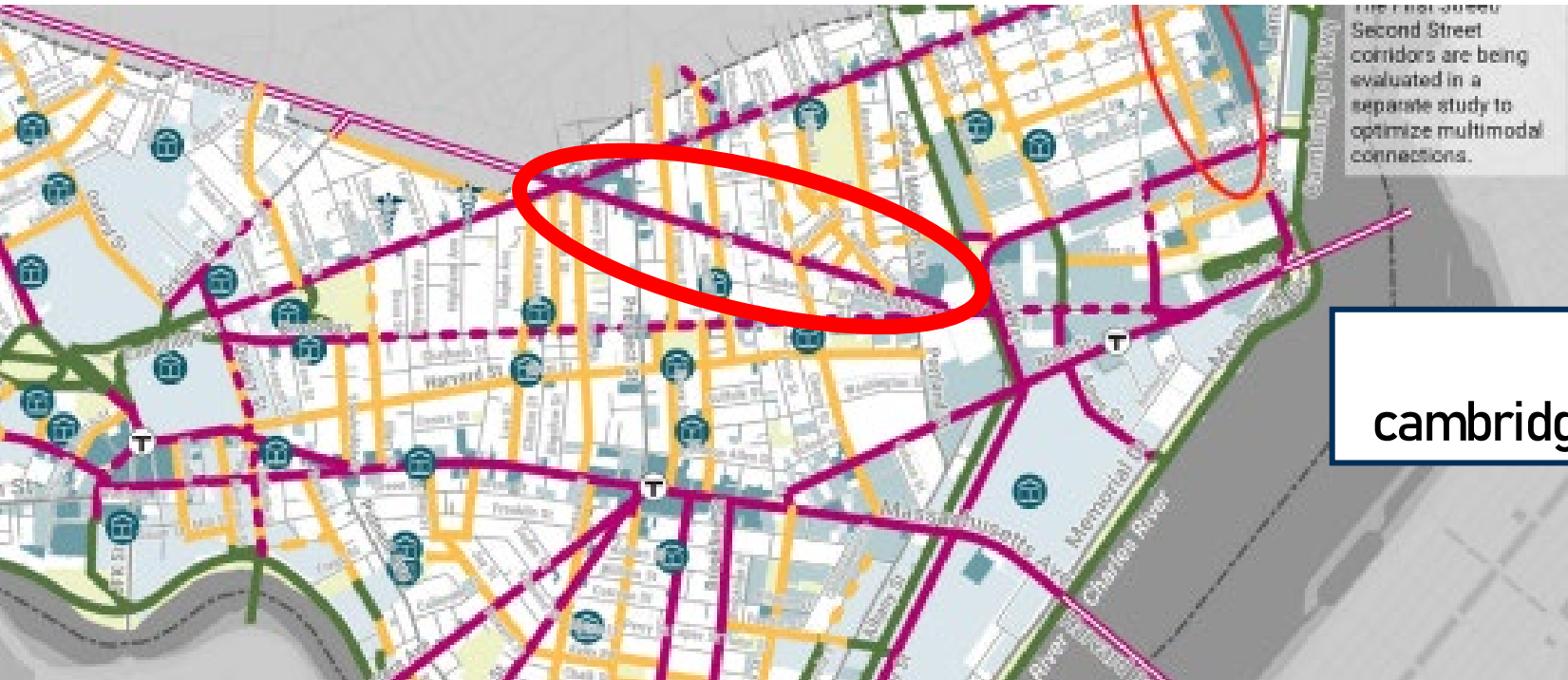
“Greater separation” in purple

Bicycle priority streets (low volume and speed) in yellow



Hampshire Street in the Cambridge Bicycle Plan

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

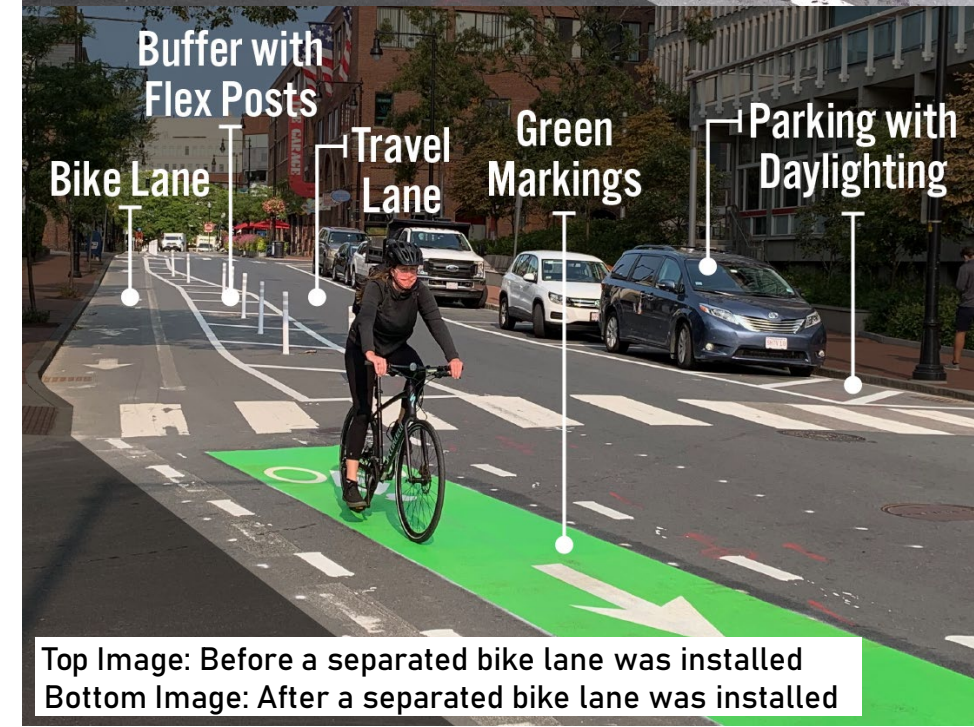


The First and Second Street corridors are being evaluated in a separate study to optimize multimodal connections.

Learn more at
cambridgema.gov/2020bikeplanupdate

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

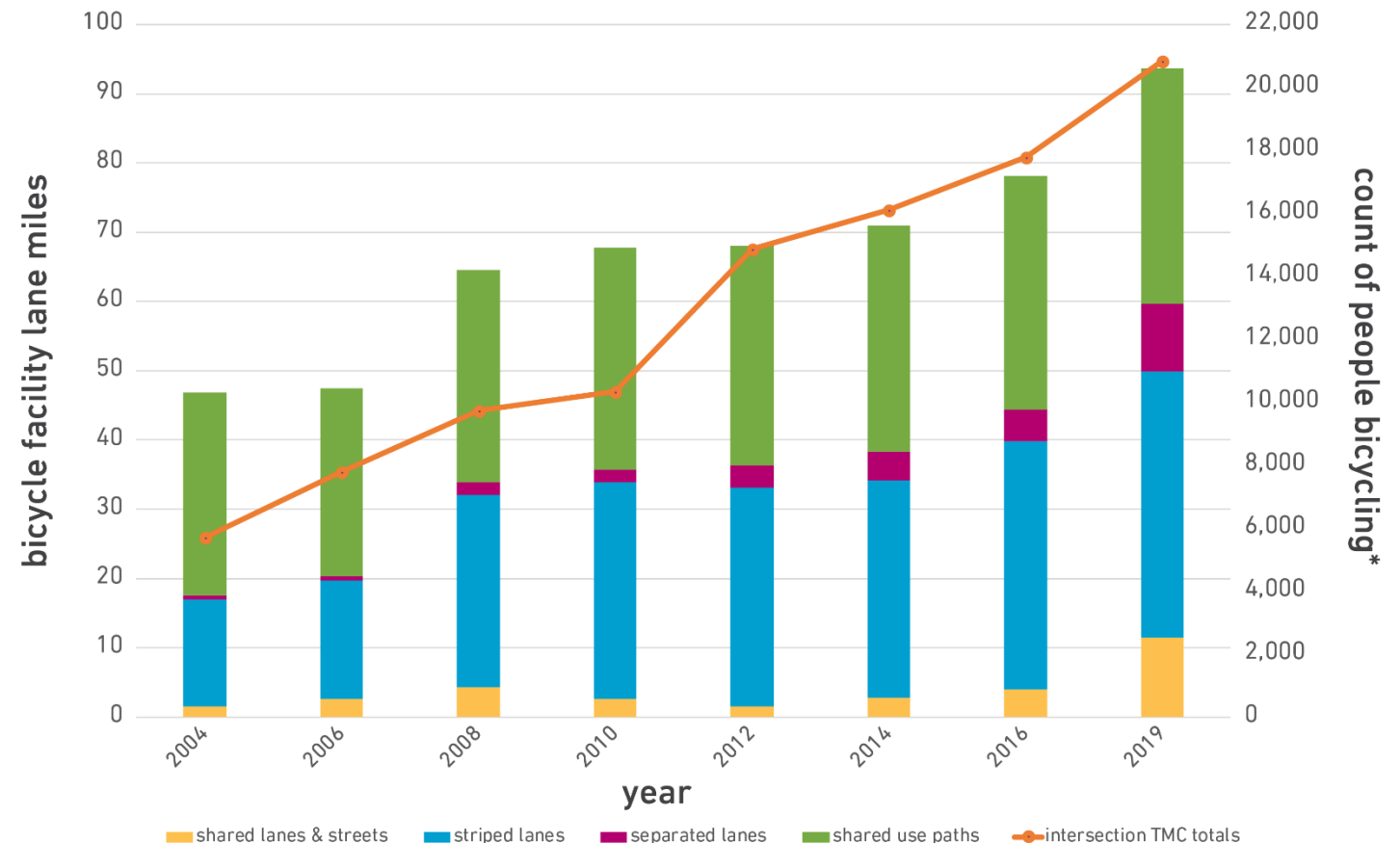
More people ride bicycles when we build more bicycle infrastructure.

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 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



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

Project Outreach

Virtual Community Meetings

- This our second of three virtual community meetings
- We'll have one more later this year



Community Meeting #2: Today, March 7, 2023

- Today, 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: Late Spring/Early Summer 2023

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

Project Mailings

We delivered our first postcard last Fall

- The postcard announced the start of the project and the first pair of engagement opportunities last Fall

We plan to deliver a second postcard this Spring

- We'll ask residents for their feedback on the project design

We send 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



CITY OF CAMBRIDGE

www.cambridgema.gov/HampshireStSafety

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

Community Open Houses

We hosted our first project Open House on November 7, 2022

- We received a lot of feedback.
- Our outdoor location helped us better reach people who may otherwise not have attended

We'll host an additional open house this Spring (before Virtual Community Meeting #3)

- **At the open house, we'll discuss design options and feedback**

96 total comments at previous Open House

We will host an additional open house this Spring to discuss revisions to the design and the feedback we've heard

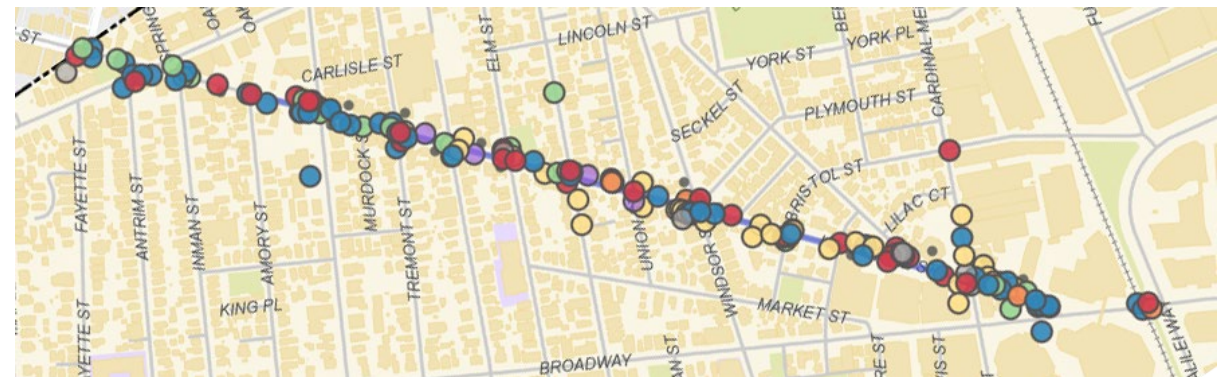
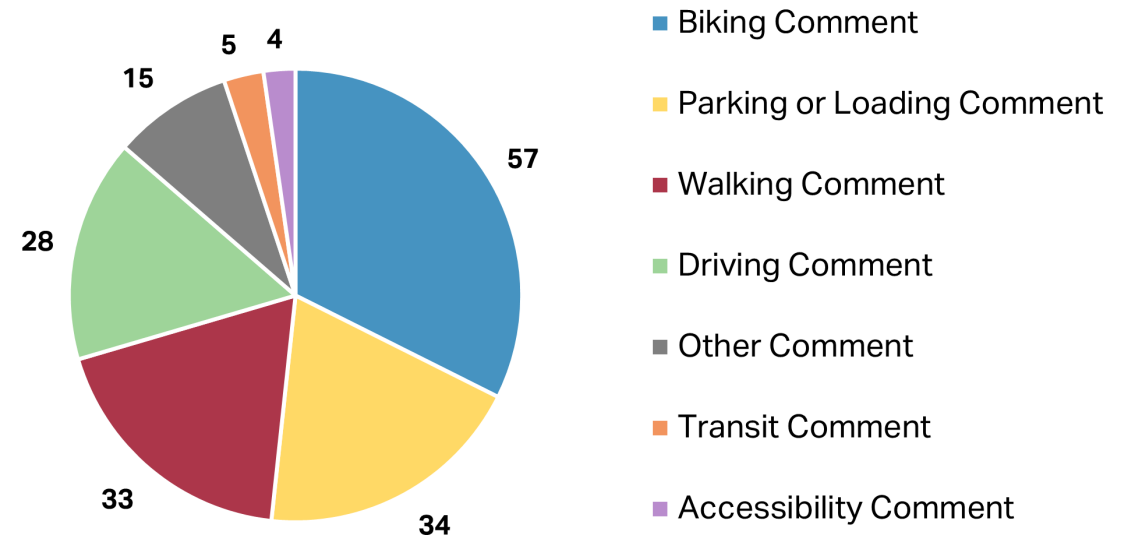


At the last project open house, attendees could provide comments on sticky notes

Comment Map and Form

- We collected feedback through email, the open house, an online comment map, and online form between November 2022 and February 2023.
- We received:
 - **176 comments** on the online comment map
 - **About 100 sticky notes** from the open house
 - **70 comments** on the comment form

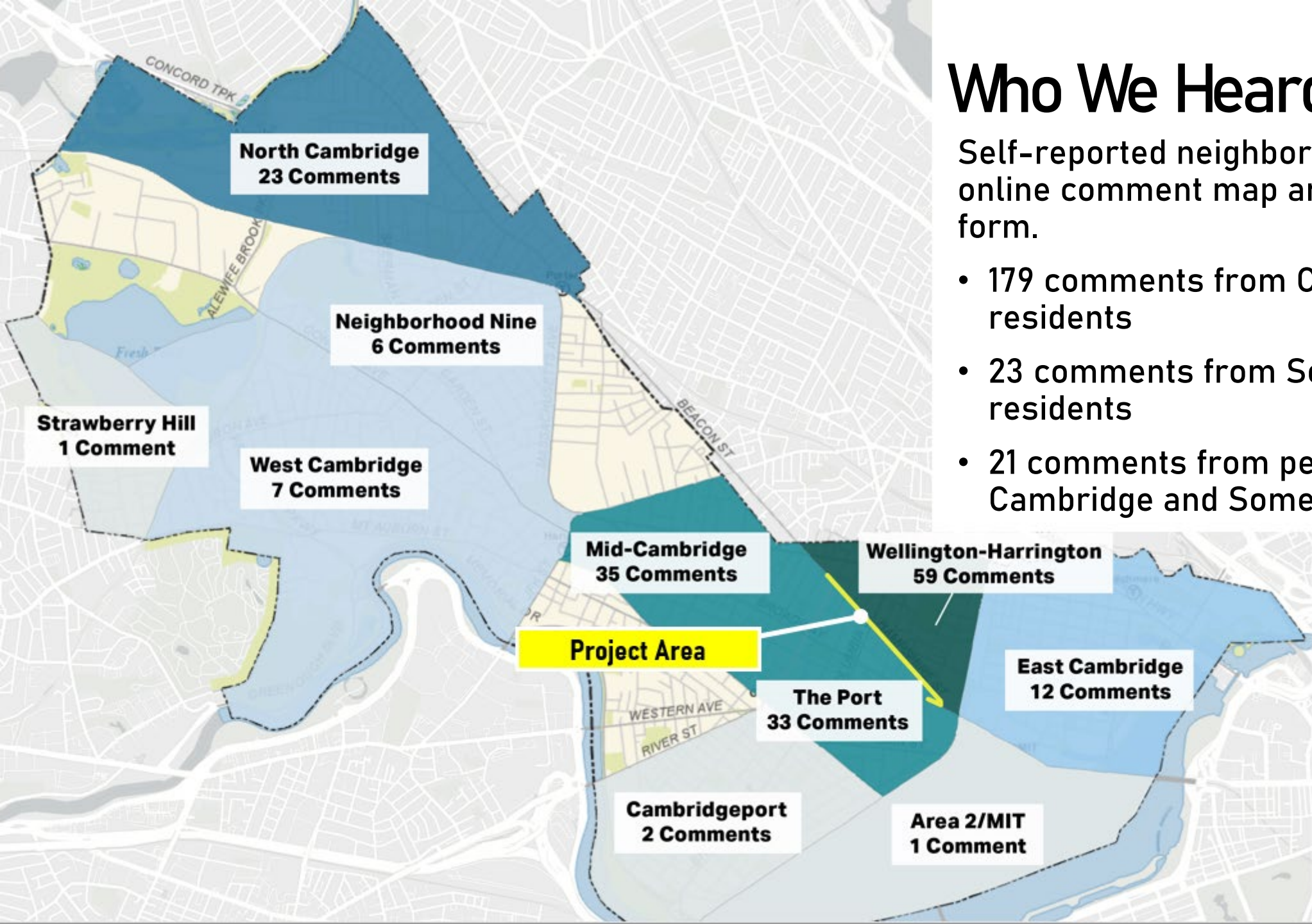
Hampshire Street Safety Improvement Project Comment Map
Comment Types



Who We Heard From

Self-reported neighborhoods from online comment map and comment form.

- 179 comments from Cambridge residents
- 23 comments from Somerville residents
- 21 comments from people outside of Cambridge and Somerville



What We Heard

“Bicycle safety improvements here would allow me to put this route back in my daily toolbox, even with kids in the trailer.”

“I am a resident of the street and use my car to commute to work every day. I am concerned that parking will no longer be available or restricted for residents of the neighborhood.”

“As a non-cyclist myself but with kids who are getting to age where they will be able to travel about the city themselves, bike lanes are a critical tool to give them safe independence.”

“This a heavily trafficked bike corridor and bikers will need to pass each other.”

“Please keep Hampshire Street a two-way....Getting across Cambridge with small children is extremely difficult during rush hour, both in the morning and the evening, and Hampshire Street is vital for making it feasible.”

“Please use the ‘Yield to Peds’ signage on the bike lanes at pedestrian crossings.”

“I support the bike lanes as a bike commuter who fears getting doored or hit each day....I hope this project allows for more young people, women, and new bikers to feel safe on the road.”

“Separated bike lanes will be great for me supporting local businesses - there are lots of times when I want to go to Kendall via bike, but I only feel safe during slow times.”

“Parking is becoming tighter and tighter for those not fortunate enough to have a driveway.”

“These crosswalks are terrifying. It really feels like oncoming traffic treats this straightaway as a racetrack; you just step into traffic and pray they see you in time.”

+ Many other helpful comments, including comments with specific areas of improvement and concern

Project Goals and Key Features

Project Goals

Improve Safety for People Walking

We heard a lot of feedback that crossing Hampshire St is difficult

- Parked vehicles obscure driver's view of people crossing
- The skewed angle of intersections along the street worsens existing driver blind-spots

We'll discuss what we are doing to address these issues in the coming slides



Parked cars block a driver's view of people at the crosswalk



A rendering showing how the A-pillar next to a car's front windshield can block the view of people crossing the street during a turn (Source: www.philkotse.com)

Key Features

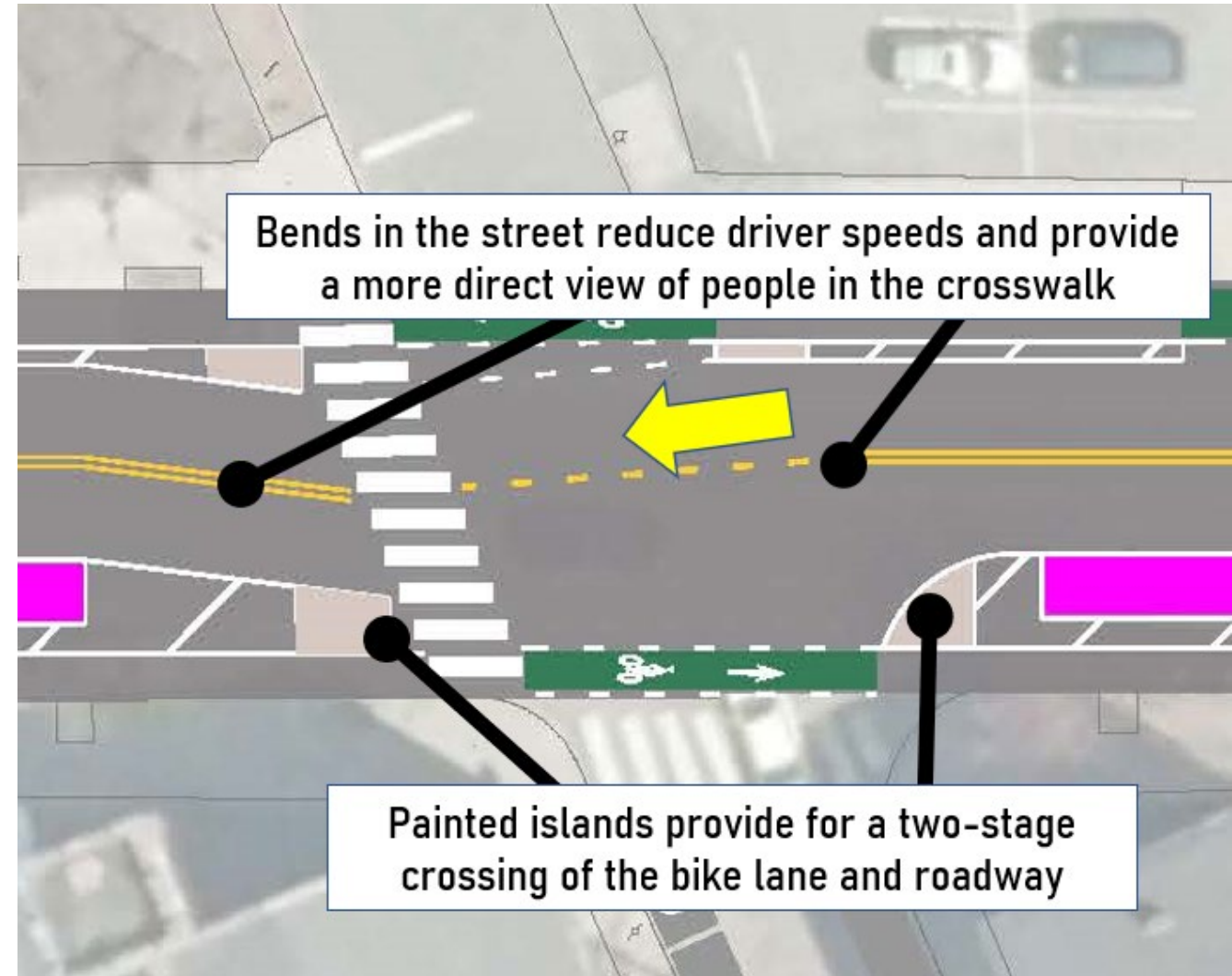
Improve Safety for People Walking

Here's what we're doing:

- Improving crosswalk visibility for drivers
- Adding bends (chicanes) that will slow drivers down
- Painting pedestrian islands to allow people to cross the street in stages



Example of a crossing island of Cambridge Street. On Hampshire St, we'll paint this area tan.



Project Goals

Improve Safety for People Biking

Hampshire Street is a key city corridor for people biking

- More people bike than drive on Hampshire St during the morning and evening rush hour in the peak direction
- We've received a lot of support for separated bike lanes on Hampshire St

Crash data on Hampshire Street suggests that bicyclists are disproportionately injured on Hampshire St, compared to other users. The main causes of these crashes were:

- Drivers turning across the bike lane without yielding to oncoming bike traffic, known as a “right/left hook”
- Drivers opening their car door into the path of a bicyclists



Key Feature – Separated Bike Lanes

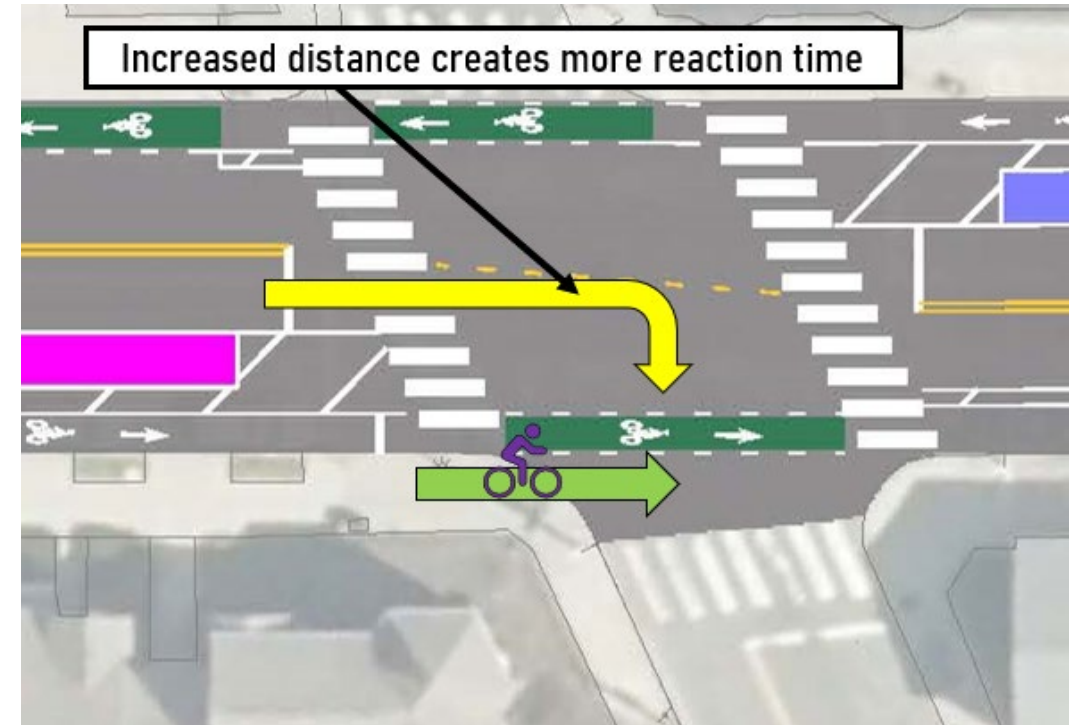
Improve Safety for People Biking

Separated bike lanes improve safety for bicyclists in a variety of ways, including:

- Adds more time for drivers and bicyclists to react when turning
- Removes the threat of dooring
- Improve visibility of bicyclists at side-street crossings

Increases comfort of biking for people of all ages and abilities

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

Project Goals

Improve Transit Reliability and Accessibility

Improve stop spacing consistent with MBTA guidance

- Suggested stop spacing is 1,000 to 1,300 feet apart
- Current stop spacing is less than 1,000 feet. Most stops are 500 to 700 feet apart

Create more accessible bus stop locations

- We've identified locations with fewer barriers for people with disabilities (including, for example, deploying the accessibility ramp)
- Some stops are lengthened to better accommodate bus movements

Improve bus reliability

- We will relocate bus stops to the far side of the intersection
 - This means a bus can clear the intersection on green before stopping to serve passengers
- Fewer stops overall improves bus travel times



Key Feature – Bus Stop Consolidation

Improve Transit Reliability and Accessibility

We've proposed relocating bus stops. Benefits include:

- New stops will have fewer barriers to deploying a bus ramp, better serving all riders' abilities
- Faster and more efficient bus trips due to improved stop spacing

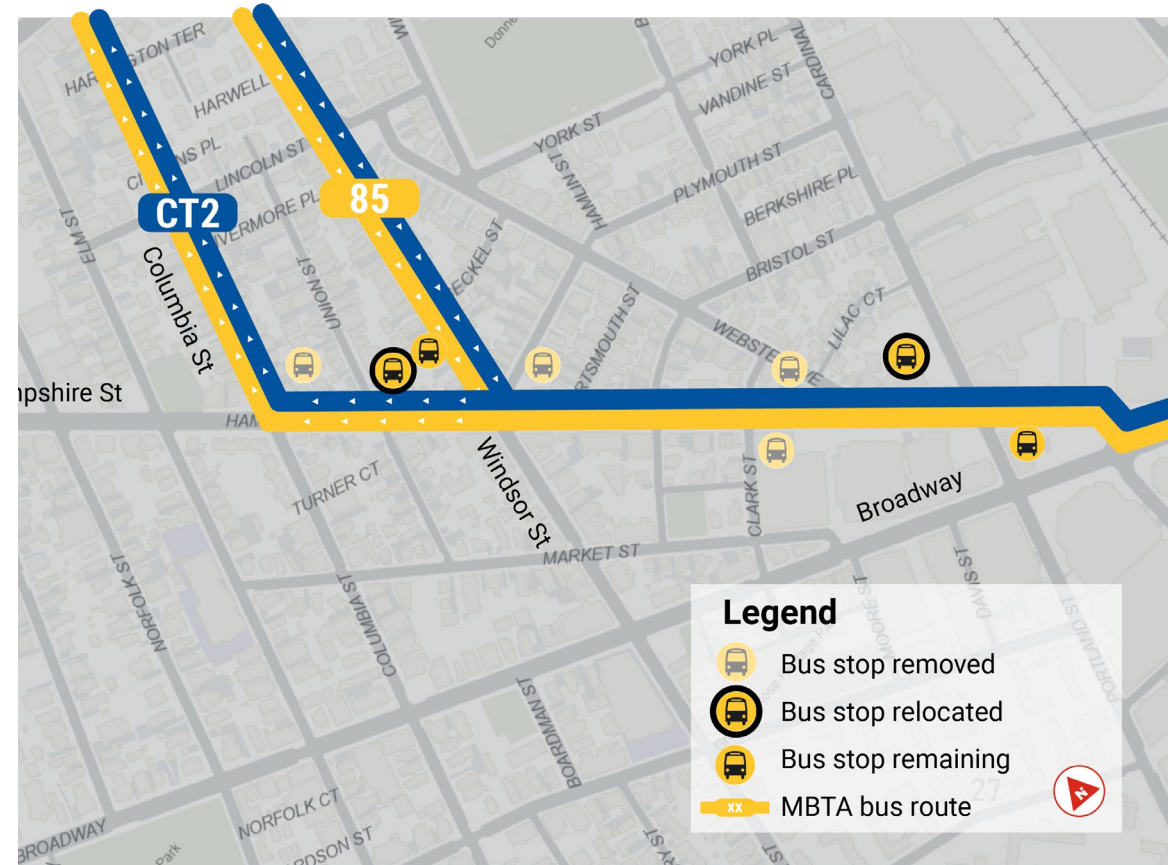
The 85 bus will stop at two locations in each direction along Hampshire St:

- At Windsor St
- At Cardinal Medeiros Ave/Portland St

This will reduce the total number of stops. Removed stops include:

- Both sides of Hampshire St at Clark St
- Westbound on Hampshire St at Columbia St

We will relocate the westbound stop at Hampshire St/Cardinal Medeiros Ave to the other side of Cardinal Medeiros Ave. This means you will board and exit Route 85 and CT2 there.



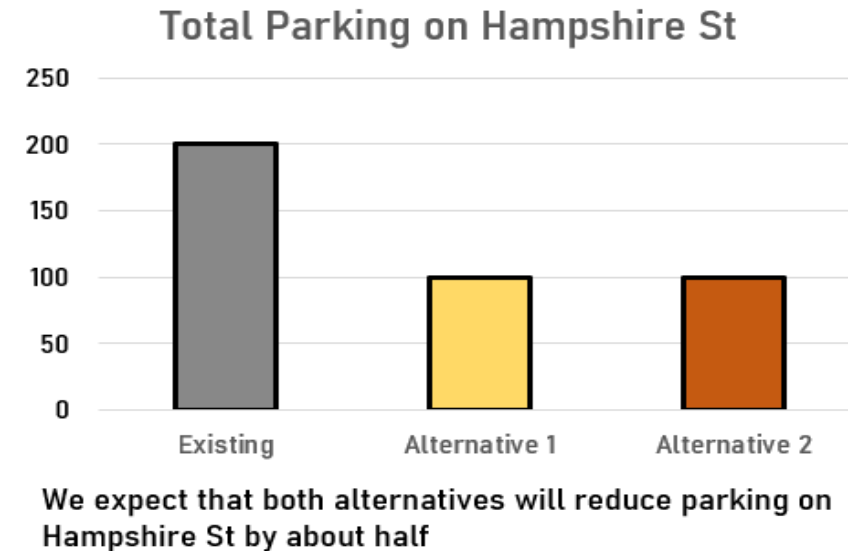
Key Feature – Parking Regulation Changes

This project will require changes to parking regulations. You'll see the proposed regulations for each section on the coming slides.

- We'll regulate parking to best meet how people use the street
- We want your feedback on changes to parking

Overall, we need to reduce the total number of parking spaces by about 50%.

- The exact number of spaces will depend on which option is chosen
- We'll adjust regulations to make the best use of limited supply



Key Feature – Curbside Accessible/Handicap Parking

We are identifying locations where we can add accessible/handicap parking

- We will discuss this further with the Cambridge Commission for Persons with Disabilities on Thursday, March 9

We are keeping accessible parking against the curb

- At these locations, the bike lane will lose its separation from traffic
- All other types of parking must “float” off the curb

Some changes to the locations of accessible/handicap parking are needed

- We’re adding new spaces at Elm St and Hampshire St and at Broadway St and Portland St
- We’ll lose the accessible/handicap space on Hampshire St in front of DPW
 - The existing space inside the DPW lot will remain



Accessible/Handicap parking will remain against the curb, with the bike lane to the left of parking



Design Options

Overview of Proposed Design

We have two primary choices for where parking goes on each block

- Option 1: Parking on the south side of the street
- Option 2: Parking on the north side of the street

Some blocks only have one option

- These sections have unique factors that affect where we can put parking, such as driveways

We can mix and match options

- Where needed, parking can switch between the two sides of the street

Next Steps: Getting toward a final design

- We'll post all these slides and a survey online following the meeting
- We'll combine features of both options based on what you tell us, both tonight and in the coming months
- We'll share a plan based on your feedback later this spring or early this summer

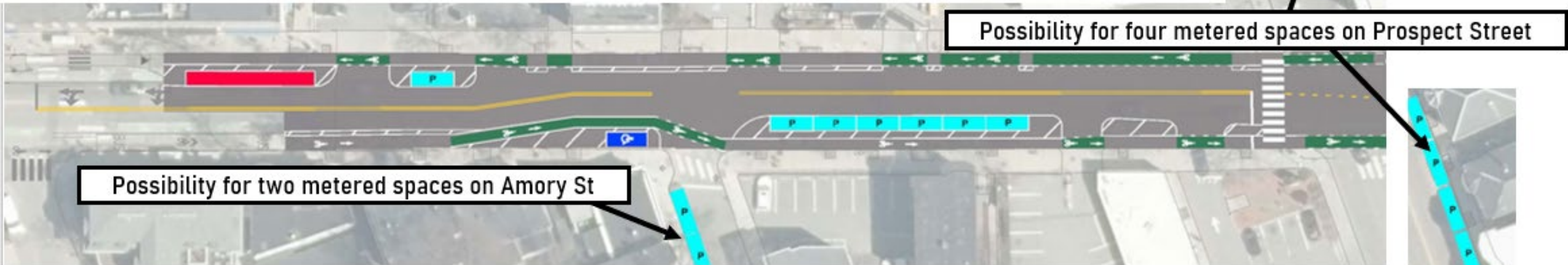
Project Options

Inman St to Prospect St

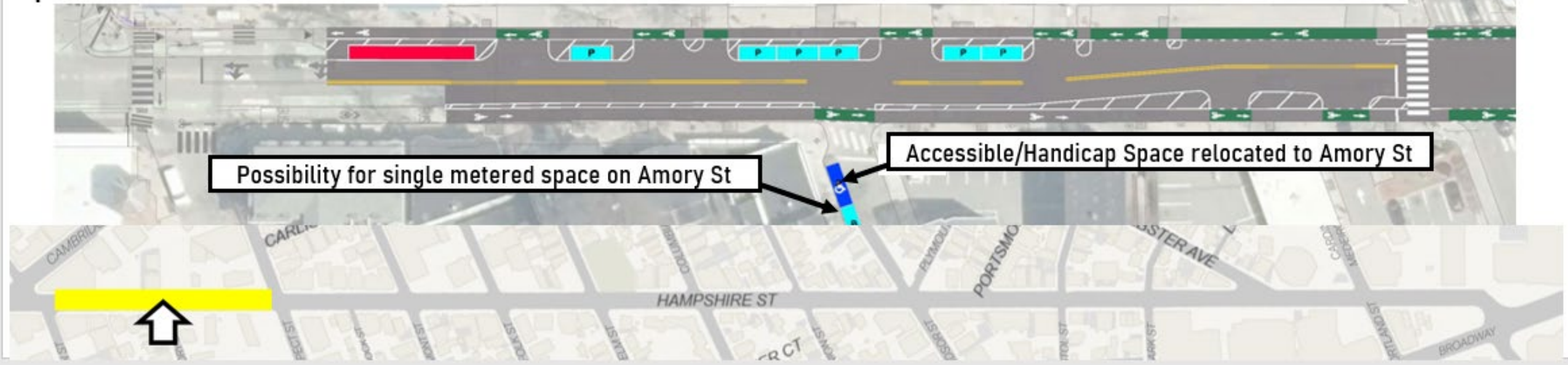
BICYCLE CONFLICT MARKINGS
PAINTED PEDESTRIAN ISLAND

- ACCESSIBLE SPACE
- METERED PARKING
- PERMIT PARKING ONLY
- 30-MIN NON-METERED PARKING
- LOADING
- NON-PERMIT PARKING
- OUTDOOR DINING
- EXISTING PARKING

Option 1



Option 2



Project Options

Prospect St to Norfolk St

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

Option 1



Accessible/handicap space retained in DPW lot

On-Street accessible/handicap space removed

Option 2



Morning loading, afternoon meters (three spaces)

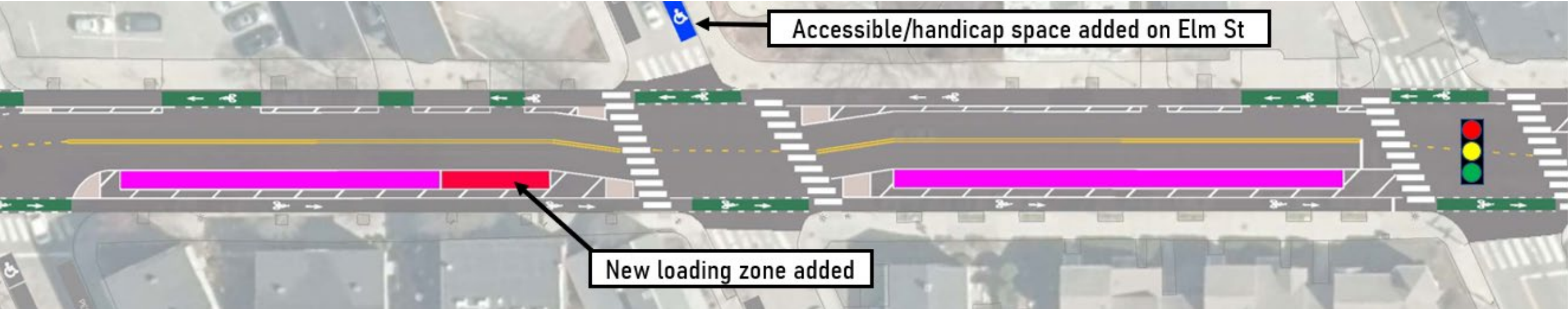


Project Options

Norfolk St to Columbia St

Single Option

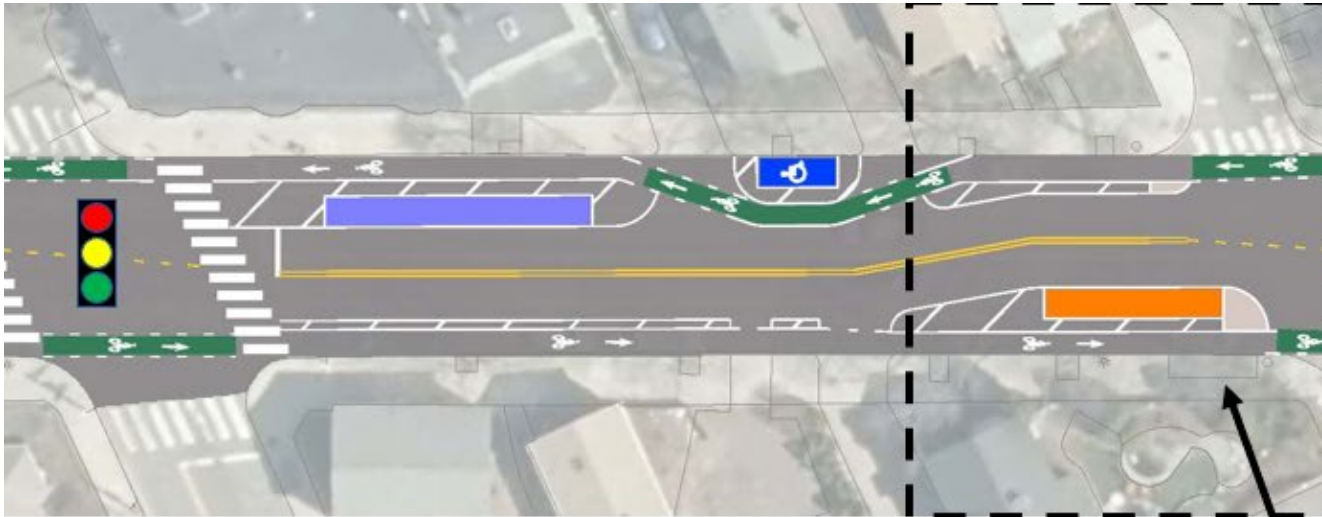
- ACCESSIBLE SPACE
- METERED PARKING
- PERMIT PARKING ONLY
- 30-MIN NON METERED PARKING
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- NON-PERMIT PARKING
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- EXISTING PARKING
- BICYCLE CONFLICT MARKINGS
- PAINTED PEDESTRIAN ISLAND



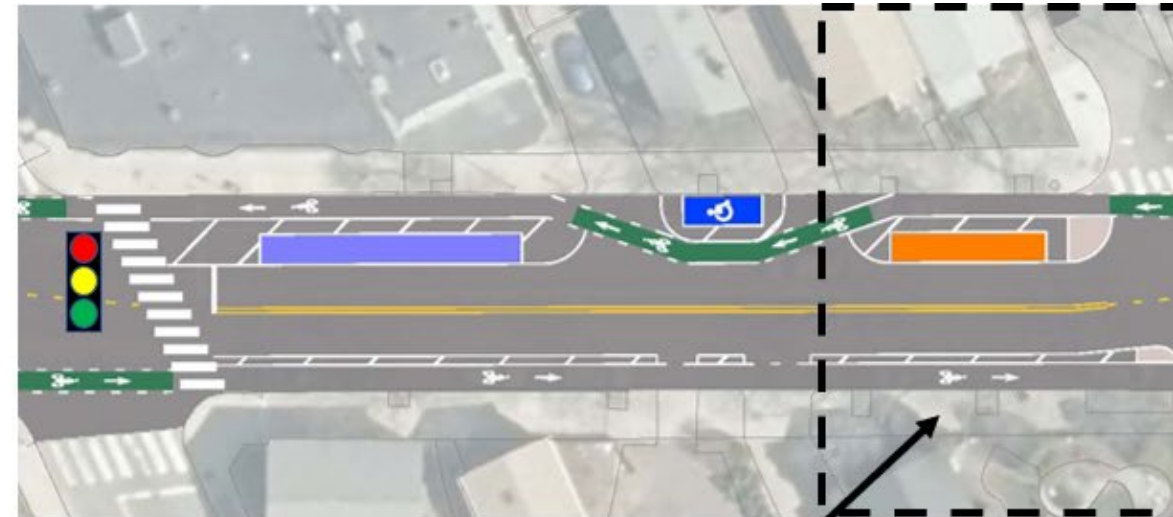
Project Options

Columbia St to Union St

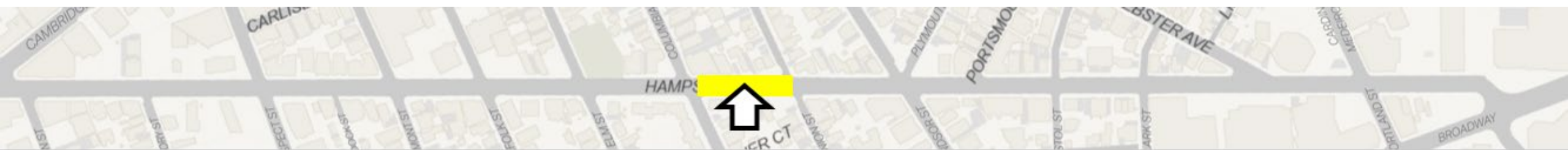
Option 1



Option 2



Permit parking on alternate sides of the street



Project Options

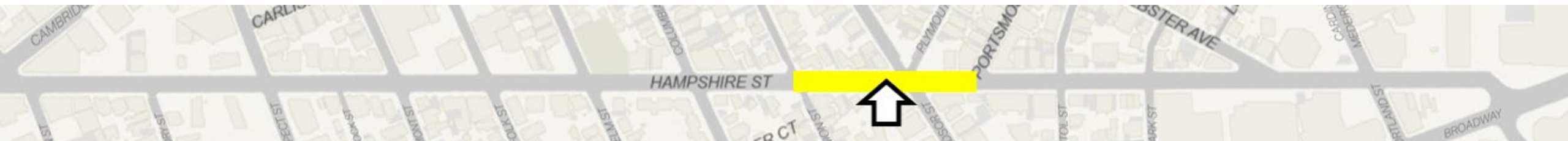
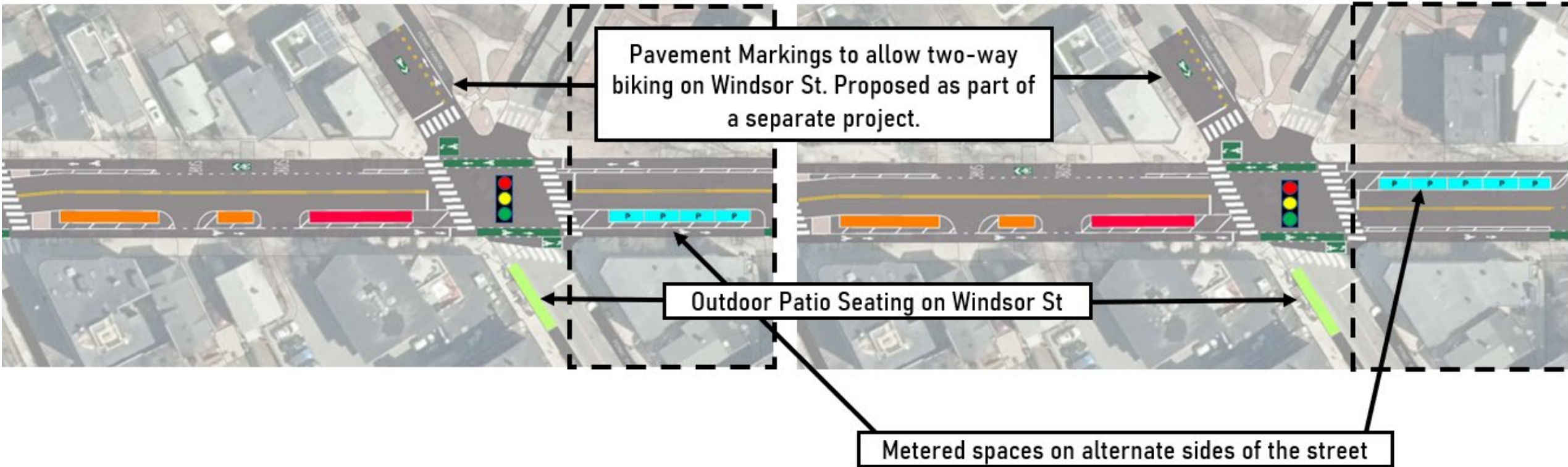
Union St to Portsmouth St

- ACCESSIBLE SPACE
- METERED PARKING
- PERMIT PARKING ONLY
- 30-MIN NON METERED PARKING
- LOADING
- NON-PERMIT PARKING
- OUTDOOR DINING
- EXISTING PARKING

- BICYCLE CONFLICT MARKINGS
- PAINTED PEDESTRIAN ISLAND

Option 1

Option 2



Project Options

Portsmouth St to Clark St

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

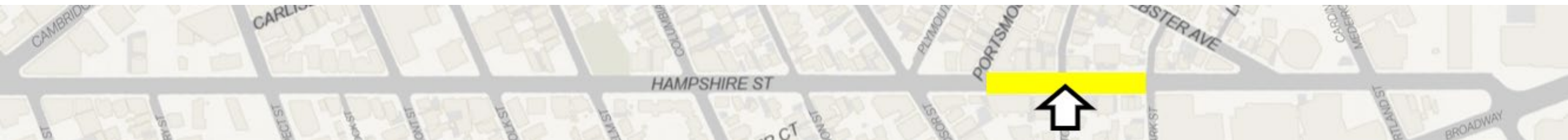
No street parking on this section

- The width of the street in this section is too narrow to add street parking
- Frequent driveways create additional challenges for adding parking between Bristol St and Clark St

Single Option



This section of Hampshire St is one foot narrower than the rest of the street.

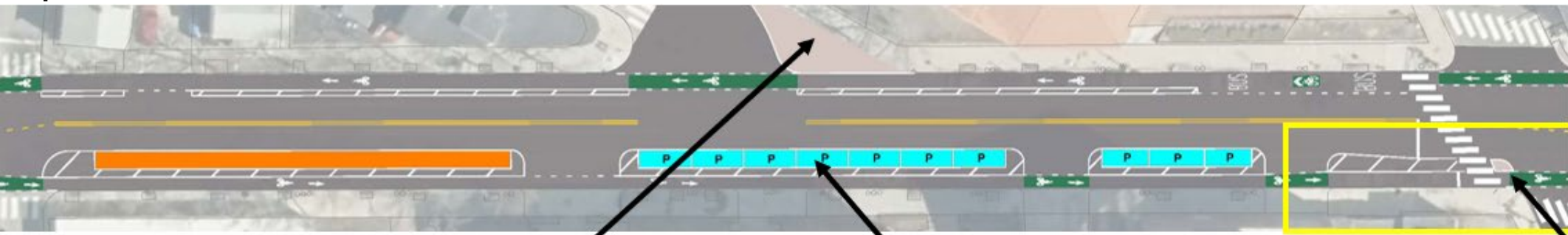


Project Options

Clark St to Cardinal Medeiros Ave/Portland S

- ACCESSIBLE SPACE
- METERED PARKING
- PERMIT PARKING ONLY
- 30-MIN NON METERED PARKING
- LOADING
- NON-PERMIT PARKING
- OUTDOOR DINING
- EXISTING PARKING
- BICYCLE CONFLICT MARKINGS
- PAINTED PEDESTRIAN ISLAND

Option 1

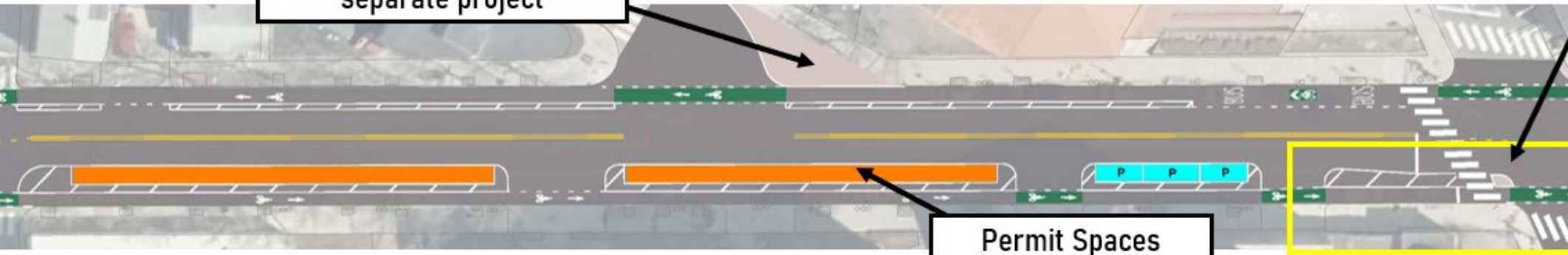


Changes to Webster Ave intersection as part of a separate project

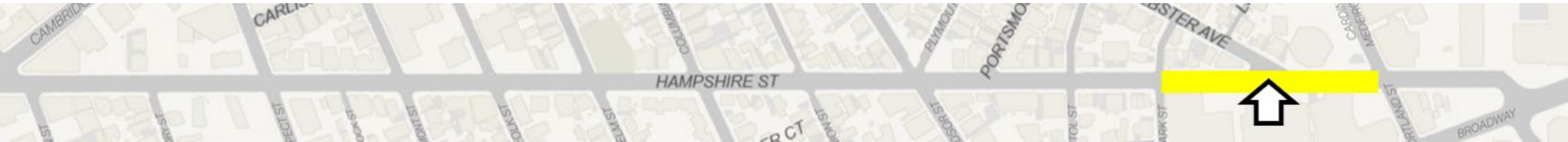
Metered Spaces

Coordination with a private development project

Option 2



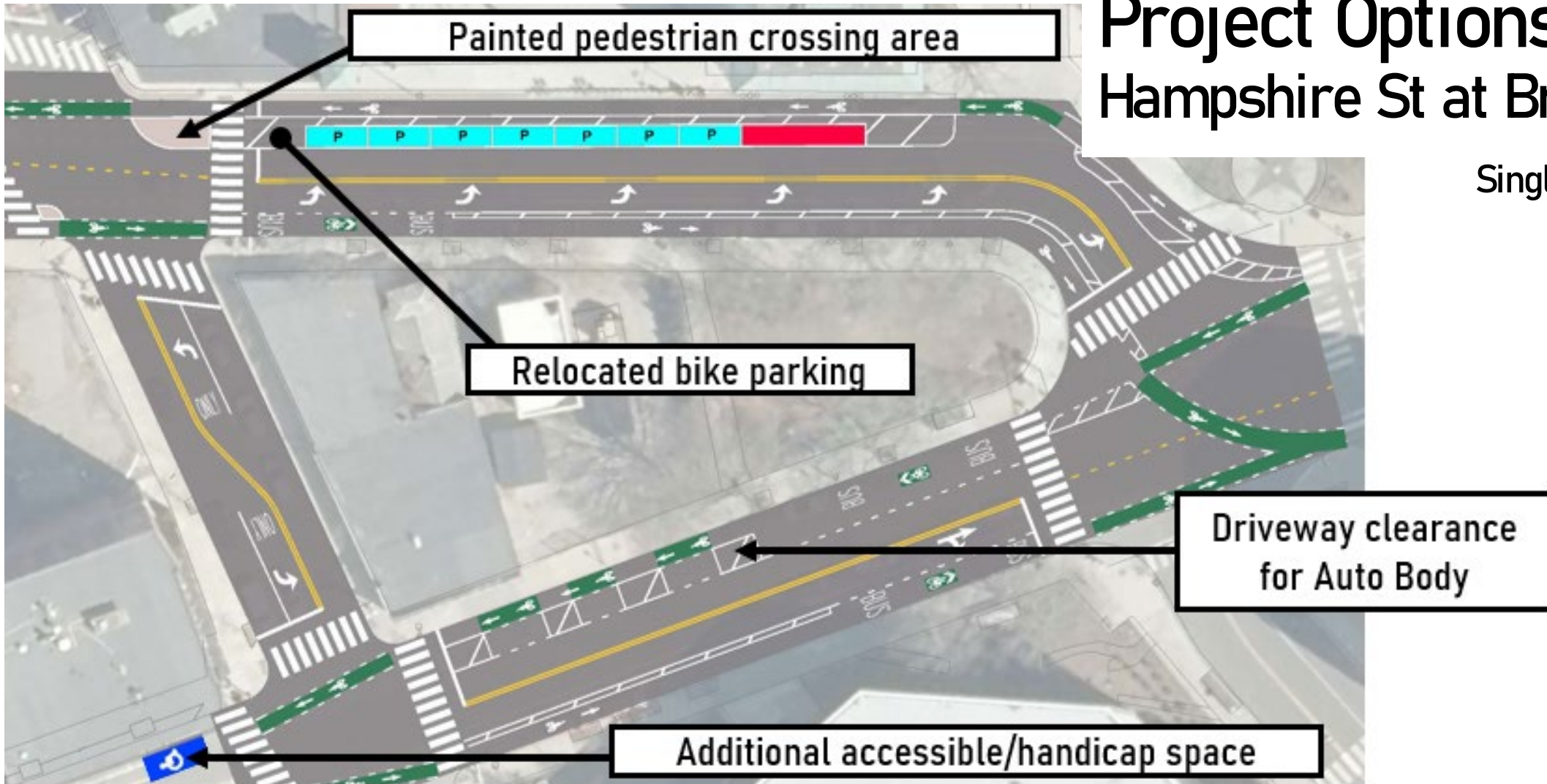
Permit Spaces



Project Options

Hampshire St at Broadway

Single Option



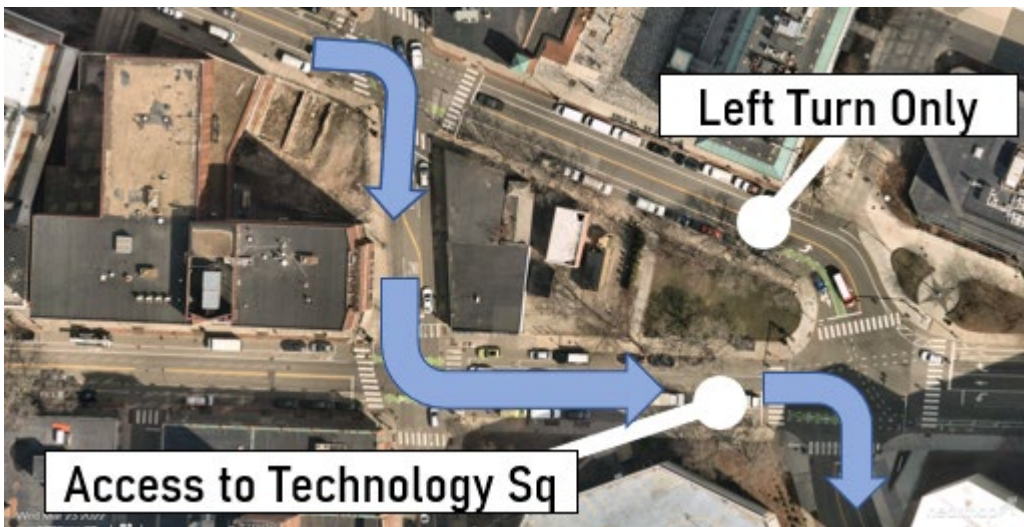
Key Feature – Traffic Circulation Changes Hampshire St at Broadway

We are proposing to change traffic patterns at the intersection of Hampshire St and Broadway

- Reduce the number of lanes on Hampshire St at Broadway from 2 to 1
- Motorists will only be able to turn left

Most traffic already turns left

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



Today



Proposed



Feedback and Next Steps

Project Schedule

Tonight: Community Meeting #2

March 9, 2023:

Presentation to the Cambridge Commission for Persons with Disabilities

Late Spring, 2023: Community Open House #2

Late Spring/Early Summer, 2023: Final Community Meeting

Summer 2023: Project Implementation

Online Feedback

Take the Survey

- Let us know which option you prefer on each block
- Give other feedback on the draft designs on each block

We want to hear general comments as well

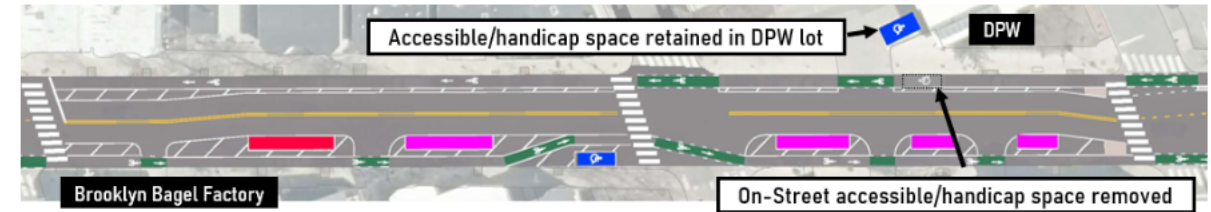
- Is there something we missed in either option?
- Do you have another idea that we didn't share?
- Let us know: take the survey or email awolfe@cambridgema.gov.

Sign up for the mailing list to know when the survey becomes available

We have two design options between Prospect Street and Norfolk Street.

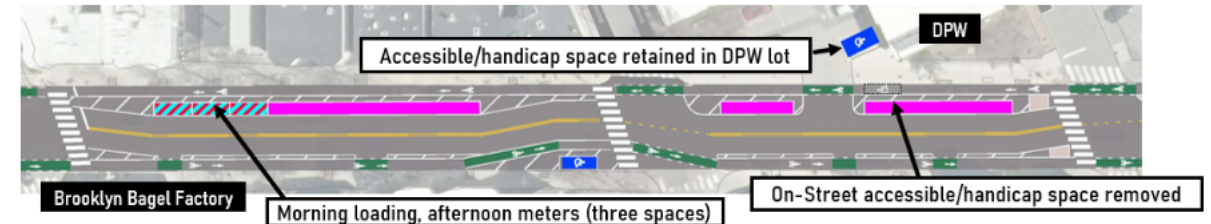
Option 1

Parking/loading on the south/Brooklyn Bagel Factory side of the street.



Option 2

Parking/loading on the north/DPW side of the street.



4. Which design do you prefer?

Reaching out to Everyone Else

We acknowledge that the entire community isn't present tonight

- Project mailings, signage, visits to businesses, and online engagement will help us reach members of the community who could not make it tonight
- We'll do more outreach to hear from people who we haven't heard from yet
- Let us know your suggestions for how to reach a wider audience
 - Are you on a neighborhood list serve? Is there a community bulletin board you check regularly?

Tonight is the beginning of the feedback period, not the end

- We do not plan to make any decisions tonight
- Over the coming months, we welcome your feedback, whether online or in-person
- We'll post a recording of tonight's meeting online

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.

Contact Information

Andreas Wolfe
Street Design Project Manager
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