



Safety Improvement Project on Cambridge Street

East Cambridge Business Association (ECBA)

Section A: Oak St to Willow St

October 1 | 9:00 am

Agenda

Project Background

- Cambridge Bicycle Network and Cycling Safety Ordinance

Recent Updates

- Cycling Safety Ordinance (CSO) Changes
- Updated Project Timing
- Grant Funding

Project Key Features

- Separated Bike Lanes
- Bus Boarding Islands
- Parking Impacts

Concept Design

- Table session

Questions + Feedback

Project Team

Project Manager: Andreas Wolfe, A.I.C.P., Street Design Project Manager
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Traffic, Parking, + Transportation Department

- Brooke McKenna, Transportation Commissioner
- Jeff Parenti, Asst. Commissioner for Street Management
- Stephen Meuse, Street Design Project Manager

Community Development Department

- Andy Reker, Transit Program Manager

Department of Public Works

- Jerry Friedman, Supervising Engineer
- Melissa Miguel, Supervising Engineer

Design Consultants

- Toole Design
- Kleinfelder

Meeting Purpose, Outcomes and Process

- **Purpose:** We're presenting recent changes to the Cycling Safety Ordinance (CSO) and the proposed design for Section A of Cambridge St (Oak St to Willow St).
- **Outcomes:** We want you to learn about the design, understand the CSO changes, and we want to facilitate a discussion about making the plans work better for you.
- **Process:** We have a short presentation. After the presentation, we'll discuss the presentation and take questions. After that, we'll have table session with the design to get into more detail.

www.cambridgema.gov/CambridgeStSafety

Contact Information

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Street Design Project Manager

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Project Background: Street Design + 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.



Cycling Safety Ordinance Overview- Continued

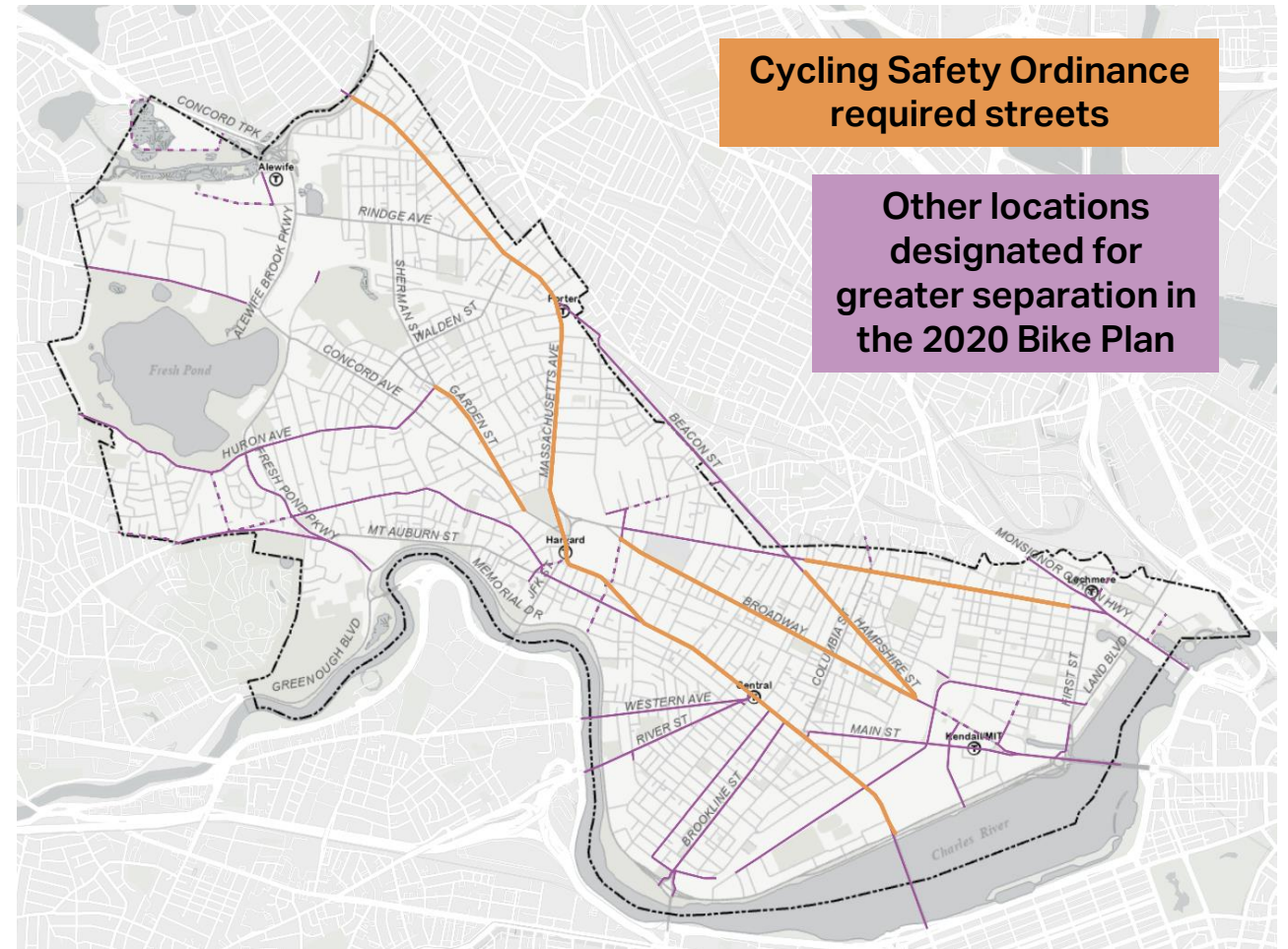
In general, the Ordinance requires the City to install separated bike lanes on:

- All of Massachusetts Ave;
- **Broadway** from Quincy St to Hampshire St;
- **Cambridge St** from Oak St to Second St;
- **Garden St** from Huron Ave to Berkeley St/ Mason St;
- **Hampshire St:** from Amory St to Broadway;

It also requires 11.6 miles of separated bike lanes in other locations identified in the 2020 Bicycle Network Vision.

Learn more at:

cambridgema.gov/cycling-safety-ordinance

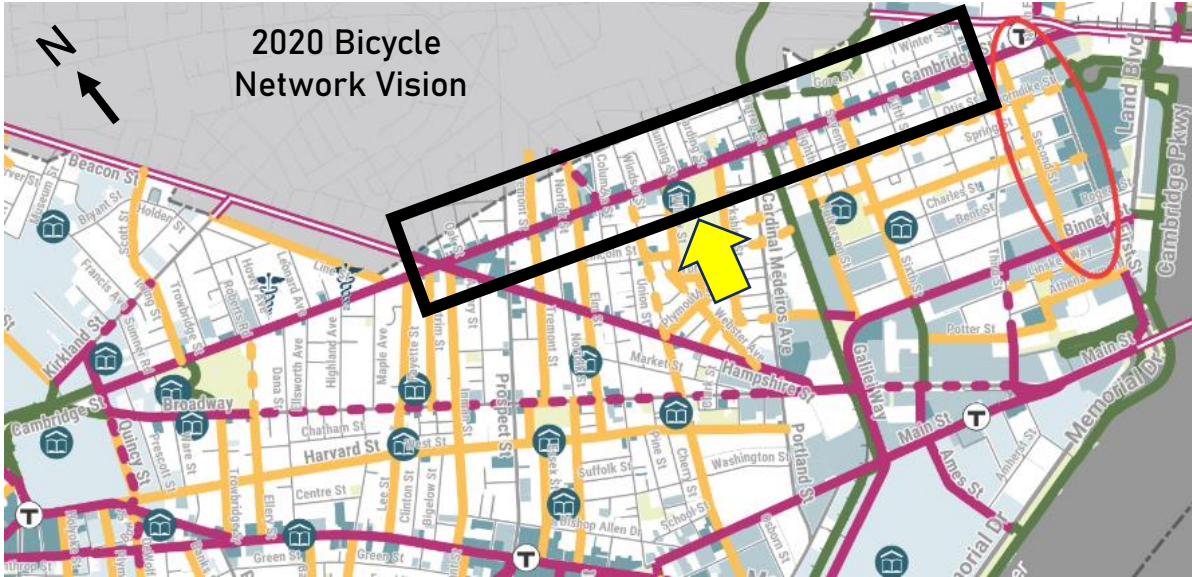


Context- Cambridge Street in the Bike Plan

- Designated for "greater separation"

Why Cambridge Street?

- Parking and loading conflicts
- High vehicle volumes
- Important connection for residents to bike to jobs, businesses, friends, etc.
- History of crashes



Key: Off-Street Path (green line) Greater Separation (pink line) Lower Volume & Speed (Bicycle Priority Street) (yellow line)

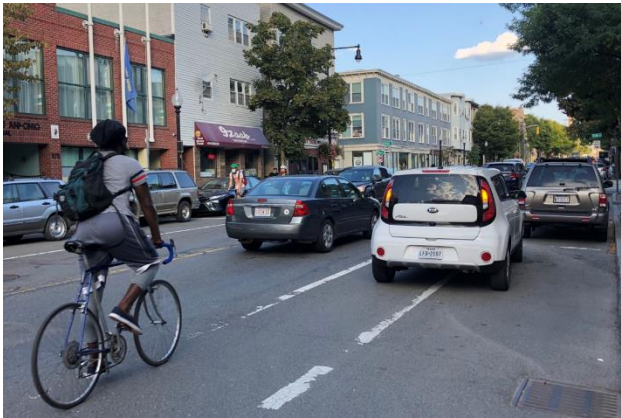


Image: Existing Cambridge Street bike lane blocked by illegal stopping/parking.

Full Project Area



Cambridge Street Inman Square and Second Street

Updates to Zoning and Parking and Transportation Demand (PTDM) Ordinances

- CDD and TP+T are working on possible changes to the Zoning and Parking and Transportation Demand Management (PTDM) Ordinances that would make it easier to share off-street parking.
- City Council will begin discussing these proposals later in October.

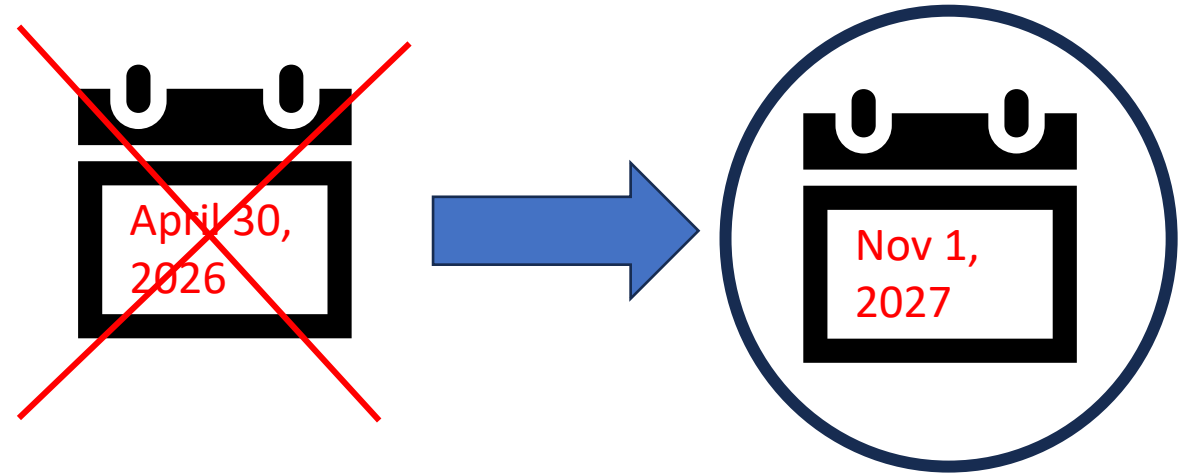
Recent Updates

Cycling Safety Ordinance Overview- New Timeline

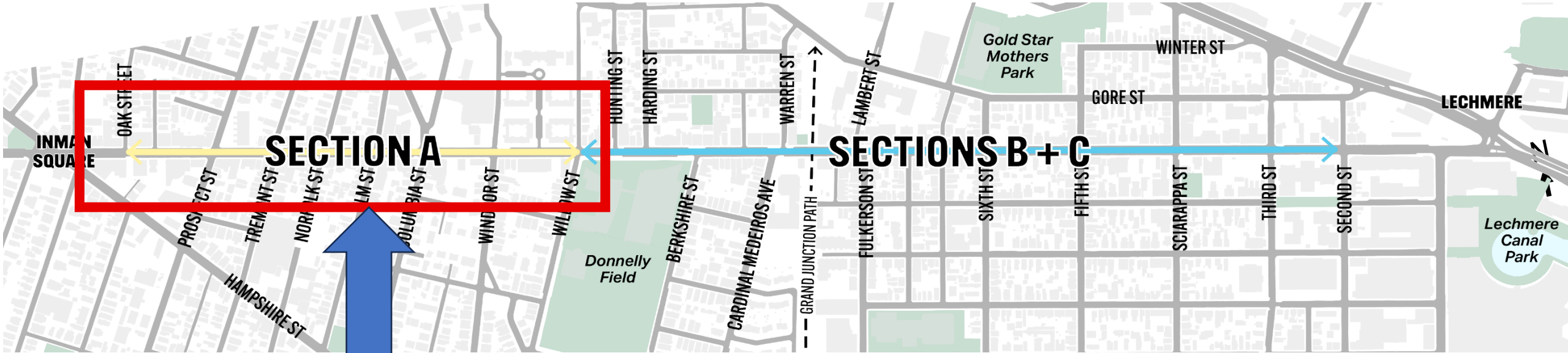
Recent changes to the Cycling Safety Ordinance extend the time to complete installation of projects by 2 construction seasons

New date to complete projects is November 1, 2027. This replaces the previous date of April 30, 2026.

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



Project Sections



Section A Project Area (This Meeting's Focus)

We'll phase implementation over three years to reduce disruptions and allow more focus on each section with the local community

Our focus now is Section A from Oak St to Willow St. Sections B and C will be announced at a future date.

Revised Project Timeline

1

Fall 2023

- First Round of Project Open Houses
- First Virtual Community Meeting

2

2025: Install Section A (Oak St to Willow St)

- Community outreach underway

3

2026: Install Section B (Limits TBD, will include King Open Stretch)

- Community outreach beginning in 2025

4

2027: Install Section C (Limits TBD)

- Community outreach beginning in 2026 or earlier

Active Transportation Infrastructure Improvement Program (ATIIP) Grant

Background:

- New Competitive Federal Grant Funding Program
- Awaiting response from the award agency (FHWA)

These funds **COULD** support:

- Construction of bus boarding islands at transit stops. Boarding islands will:
 - Improve bus service
 - Provide additional parking spaces since the bus will require less space at the curb
 - Provide additional bike lane separation from moving vehicles at bus stops
- More construction flexibility, for example using curb instead of quick-build materials
- Additional options for bike lane separation, for example fewer flex-posts
- **Amount:** Approx \$10 million.
- **Status:** Application Complete. Awaiting Review.
- **Timeline:** Expect to hear result winter of 2025

King Open Block - Additional Federal Funds

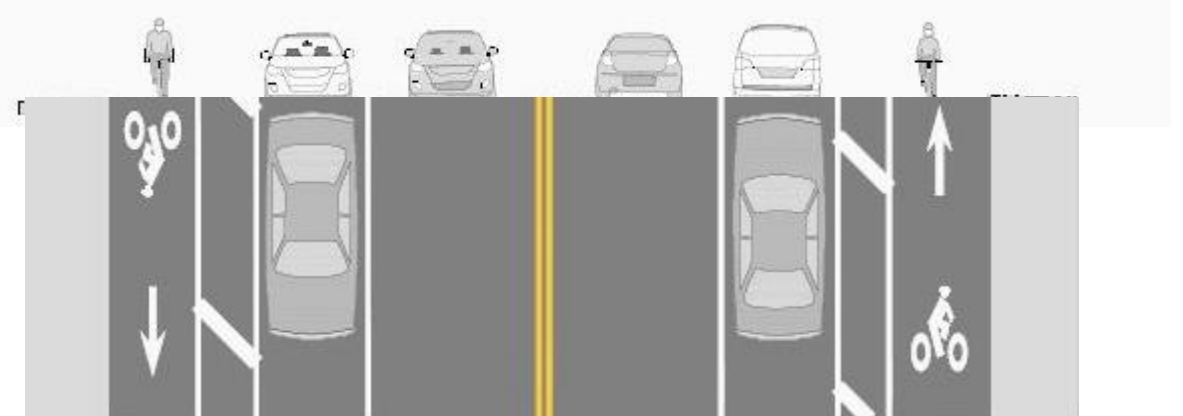
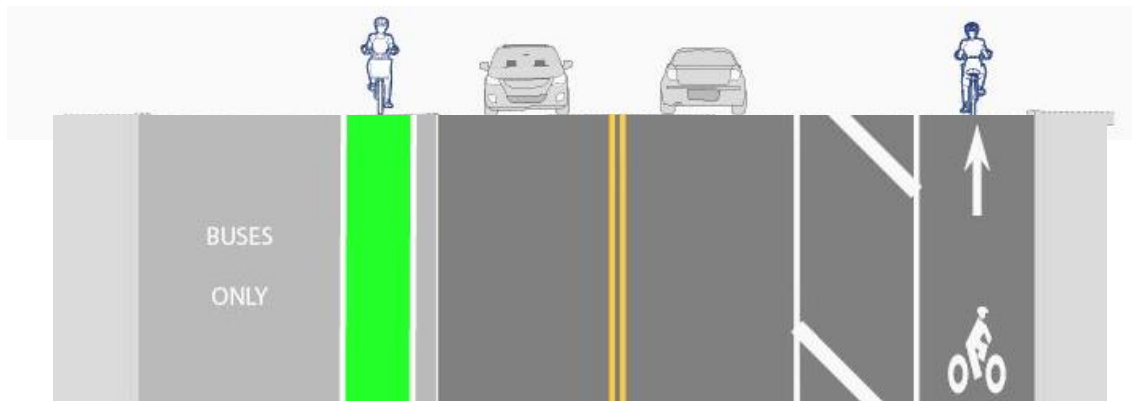
Background:

- Federal Community Project Funding awarded in the FY2022 House Transportation, Housing and Urban Development Appropriations Bill

These funds **WILL** support:

- Improved bike lane design and additional on-street parking for the King Open School block of Cambridge St. Design underway.
- **Status:** Funds awarded
- **Amount:** Approx \$1 million.
- **Timeline:** Construction to begin 2026 (part of Section B)

Left: Quick-Build design without on-street parking
Right: Improved bike lane design with on-street parking on both sides and school buses on one side



Data Collection

Parking Study

- Data collection to begin later this October
- Expect to release report in Winter 2025

Traffic Counts

- Collected last Spring. Count tables available on project website.
- Key finding:
 - About 272 bicycles a day in one direction, or 10% of traffic, despite poor bike infrastructure
 - Morning peak hour: 100 bicycles, or 20% of peak hour traffic (EB)
 - Approximately 25% of drivers travelling above the 25mph speed limit.

Project Key Features

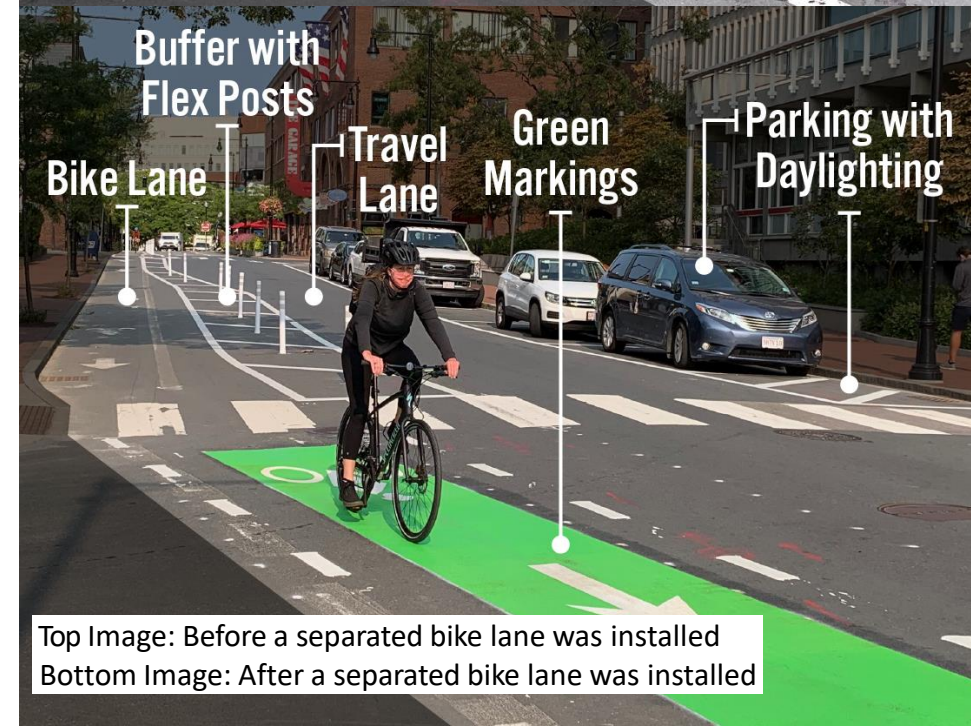
Key Feature: Separated Bike Lanes

What are separated bike lanes?

- People biking and driving are each provided dedicated travel space
- The bike lane has physical separation from the vehicle lane (i.e., curb, flex post)

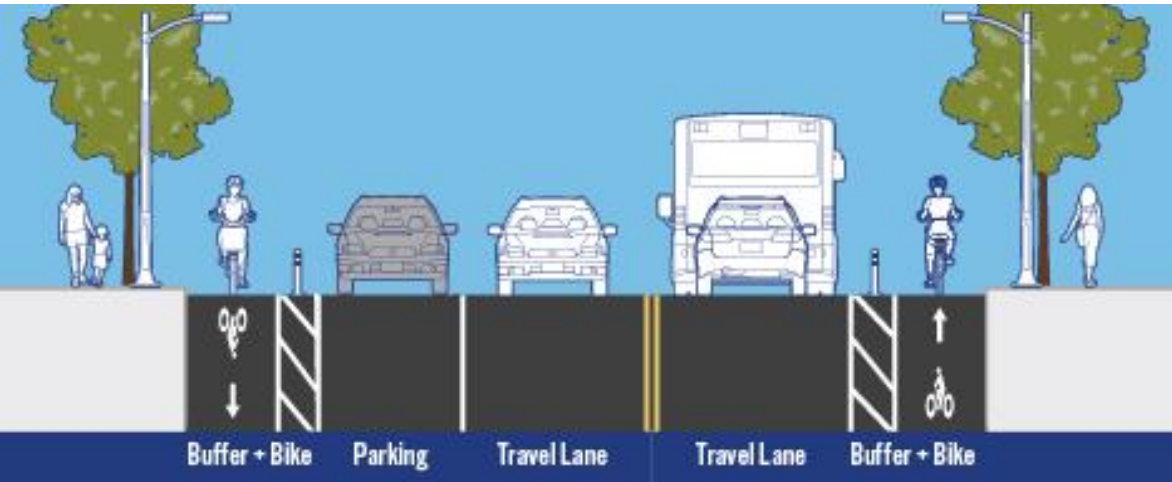
Benefits for people biking:

- 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
- Encourages slower traffic speeds by visually narrowing the roadway width



Top Image: Before a separated bike lane was installed
Bottom Image: After a separated bike lane was installed

Street Layout with Separated Bike Lanes



Physical separation

- Flex-posts or concrete curb to prevent drivers from entering the bike lane.

Narrower Street, Safer Speeds

- Less street width leads to slower speeds.

Less Parking

- Parking fits on just one side of the street and will alternate.



Key Feature: Bus Boarding Islands

We'll construct new bus stops with improved accessibility and safety

- Sidewalk extends out into the street, allowing people to board directly onto the bus
- Buses will stop "in-lane" without needing to exit and re-enter traffic
- Additional separation for people biking
- Less illegal parking in bus stops

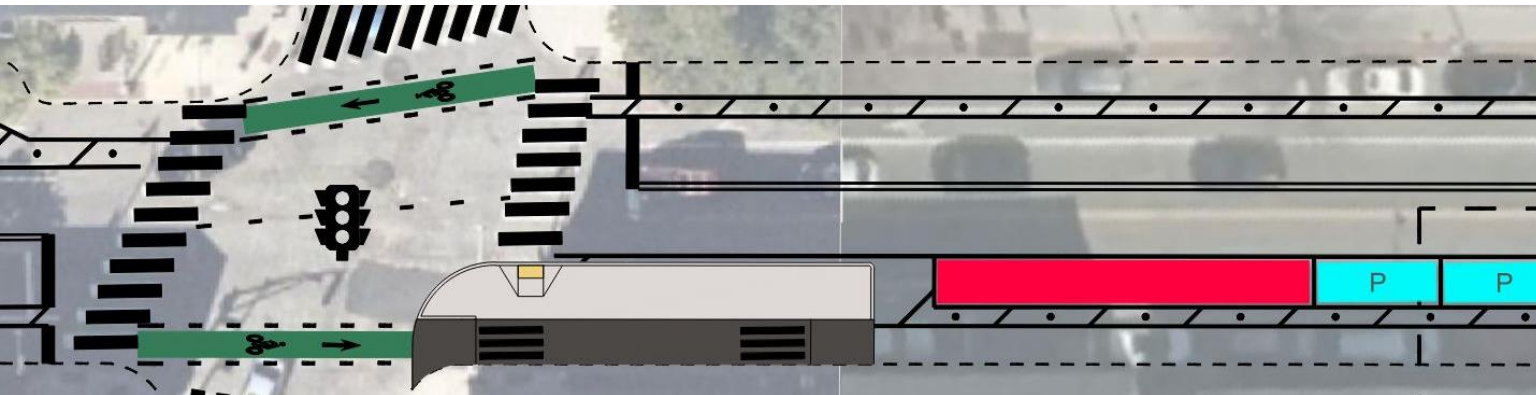
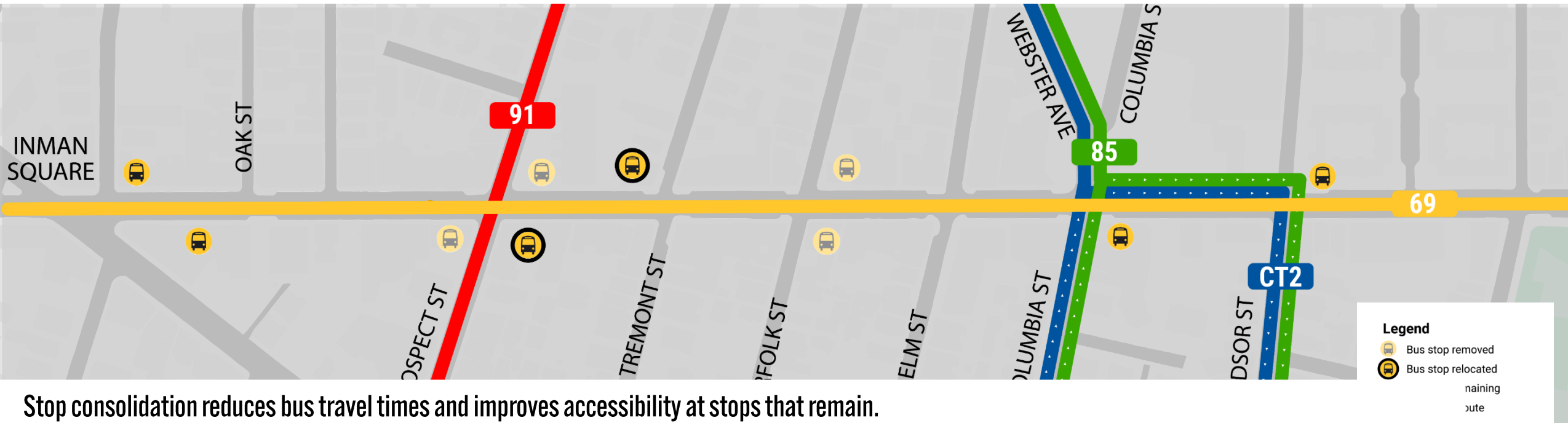


Image: Plan view of a proposed bus boarding island at Prospect St and Cambridge St



Rendered image of a bus boarding island on Cambridge Street at Columbia Street

Key Feature: Changes to Bus Stop Locations



Stop consolidation reduces bus travel times and improves accessibility at stops that remain.

Eastbound:

- At Prospect St, stop moves across Prospect St
- Stop at Norfolk St is eliminated

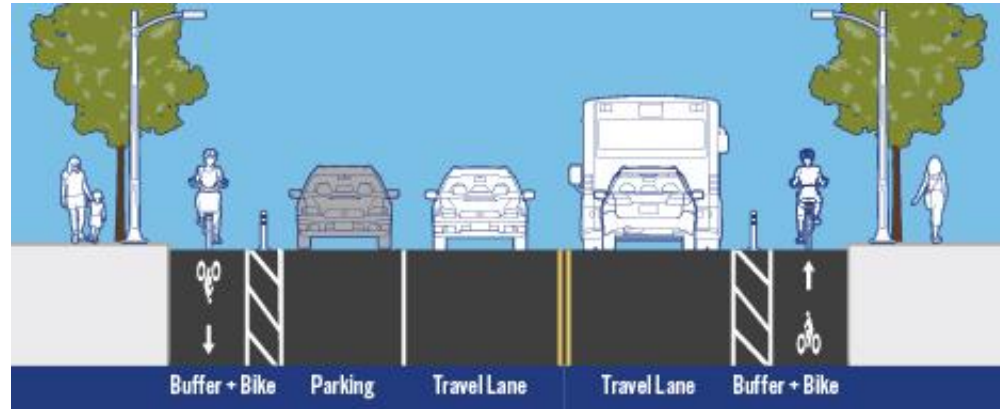
Westbound:

- Stops at Norfolk St and Prospect St are combined into one stop at Tremont St

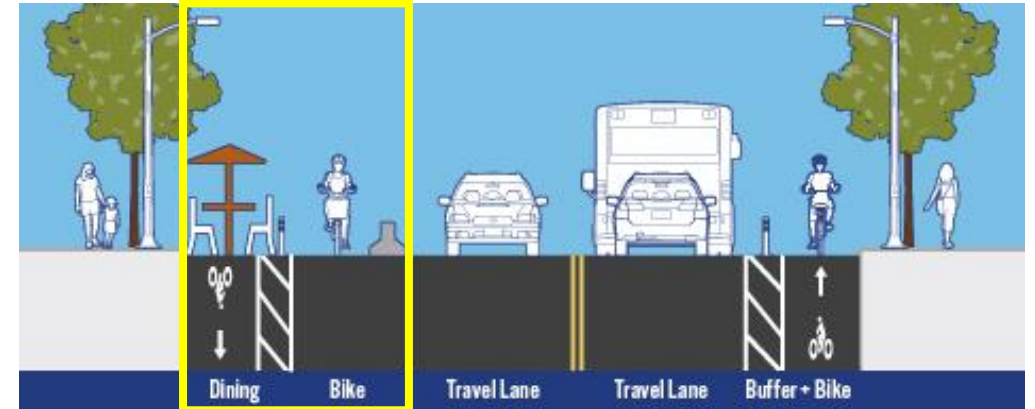
Seasonal In-Street Dining

In-street with separated bike lanes

Typical Layout



In-Street Dining Layout



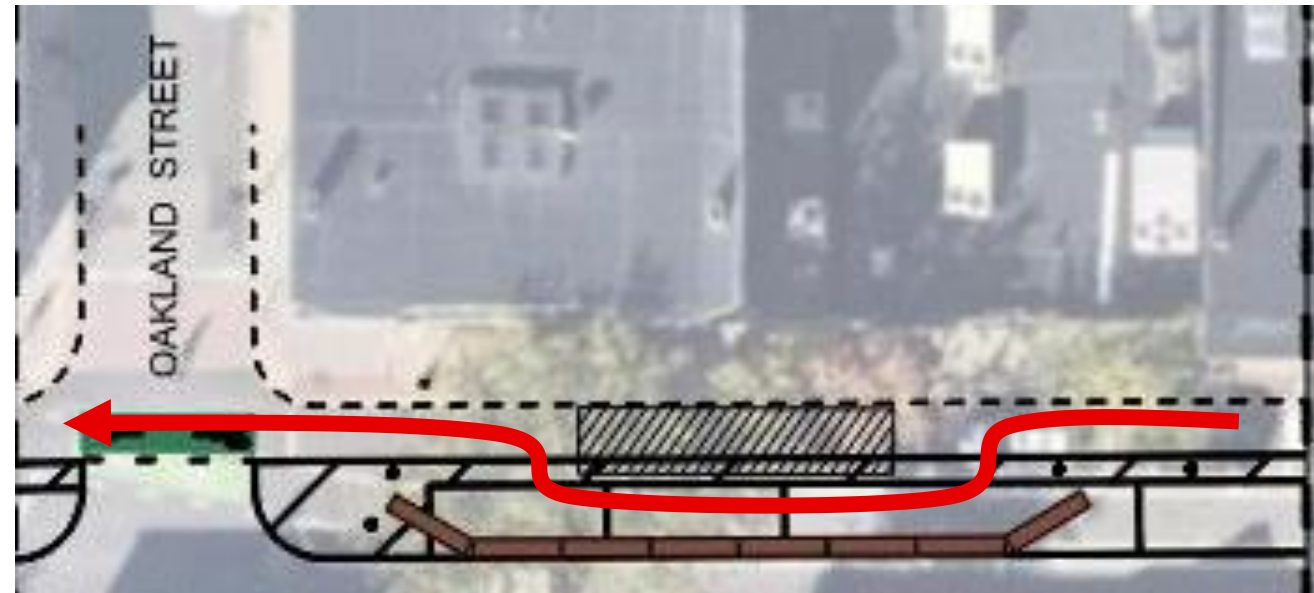
Dining is installed temporarily during the warmer months

- Outdoor patio furniture set up in bike lane
- Bike lane rerouted into parking lane
- Parking is removed
- Jersey barrier protection between travel lane and bike lane

When the dining is removed in the winter, the street will revert to its typical layout and parking restored

Seasonal In-Street Dining - Proposed Design

- Additional parking impacts required to transition bikes around dining areas
- Impacts depend on where on the block dining patio.
 - Worst case: A two-space dining area requires the removal of four spaces during dining season

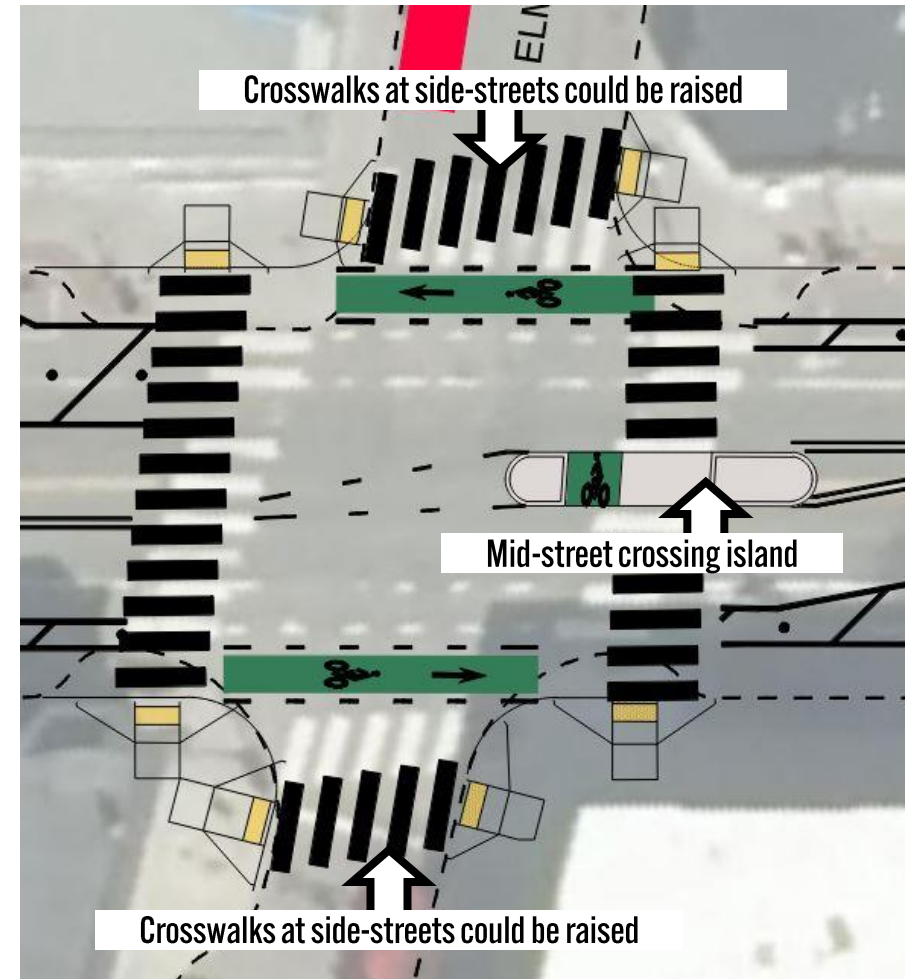


Dining and bike lane layout at Oak Bistro by Inman Square

Crossing Improvements

Make it easier and safer to cross the street

- Shorter crossing distances: Each potential conflict can be handled separately (i.e., cross bike lane, then vehicle lanes)
- Better sightlines
- Visually narrowed roadway for drivers, encouraging lower speeds and higher yielding rates at crosswalks
- Raised side-street crossings (under review for drainage impacts and cost)



Realigned crosswalks at Cambridge St and Elm St

Side-Street Parking Changes

Some non-metered spaces on side-streets are being converted to meters

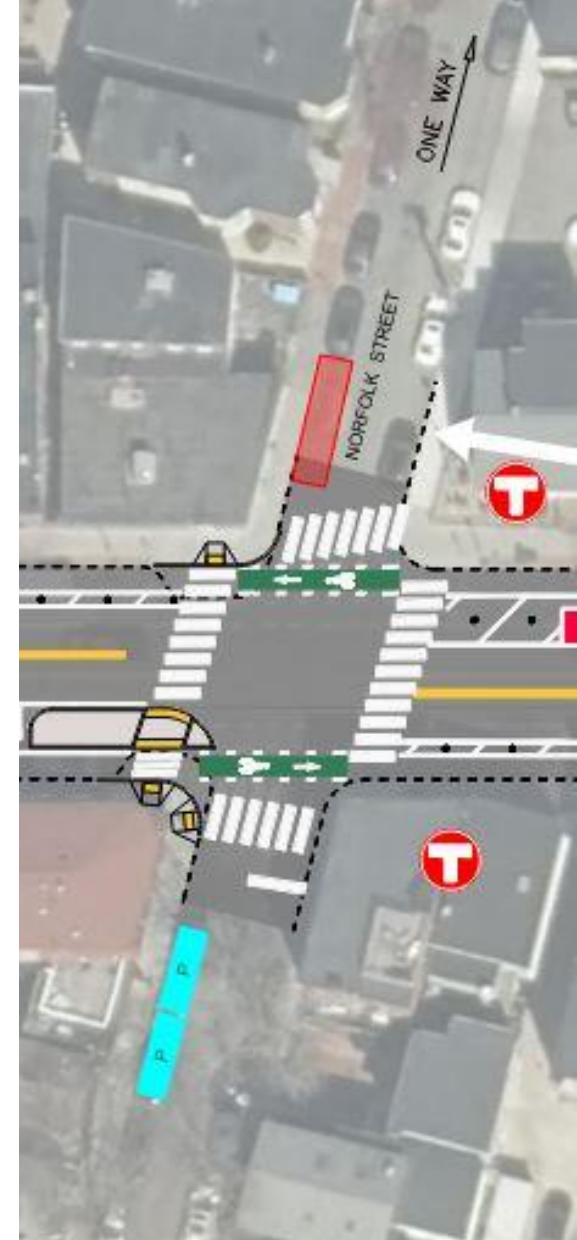
- **Tremont St:** No meters proposed. Option for 1.
- **Norfolk St:** Two meters proposed. Option for 2 more.
- **Elm St:** Two meters proposed. Option for 2 more.
- In addition, much of **Windsor St** has existing 1-hour parking. Should we add meters?

Feedback on Side Street Parking

- Should we add more meters on side-streets or should it be loading?
- Are existing side-street loading zones still needed?

Additional Notes

- We did not add meters or loading to streets that go towards Cambridge St
- Some side-streets have unrestricted spaces, which allow all day parking. Metering the space would add time limits, to increase turnover.



Norfolk St parking changes

Upcoming Engagement Schedule

1 Today

- Online Design Feedback
- Stakeholder Meetings (like this one)

2 October, 2024

- First Working Group Meeting

3 November, 2024

- Second Working Group Meeting

4 January-February 2025

- Section A Community Meeting
- Additional Open Houses and Focus Meetings

5 Spring 2025 - Section B launch

- Discuss King Open School block
- More insight on schedule for remainder of project area
- Additional ECBA review?

Concept Design

Concept Design - Parking Impacts

- The plans indicate per block: 1) Number of existing parking spaces, 2) Number of proposed parking spaces, 3) Number of parking spaces with outdoor dining setup on street
- Overall parking impacts are included in the table below

Parking Feedback from Business Visits

- Loading retention is prioritized over metered parking retention
- Outdoor dining transitions are consolidated to reduce impacts

Total change in parking supply on Cambridge Street. Does not include changes to side-streets.

Existing Number of on-street parking spaces by type	
1-Hour or 2-Hour Metered Parking	67
Loading Zones	8*
Part-time meter/loading	2
Accessible/Disability Parking	4
Resident Permit Parking	13

*Length varies. Total loading/drop-off length will change from 350(f/t), 390(p/t) to 280 linear ft (200 linear with patios).

Proposed Number of on-street parking spaces by type	
1-Hour or 2-Hour Metered Parking	19, 13**
Loading Zones	5*, 3**
Accessible Pick-Up/Drop-Off	1*
Accessible/Disability Parking	4
Resident Permit Parking	11

**Summer totals with outdoor patios. Four outdoor patios would take 12 spaces in the summer (8 spaces for dining, 4 spaces for transitions).

Concept Design - How to Share Your Feedback

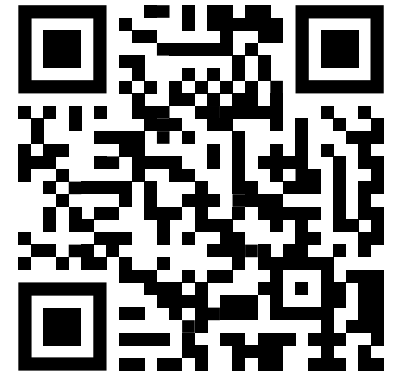
- We'll transition to sharing the plans.
- This is an open feedback session. Staff will take notes as you walk around the table.

Any questions before we get started?

Other ways to provide feedback

- You can also let us know your thoughts in the Online Feedback Survey
- Set up a 1:1 on site meeting with the project manager
- Email your thoughts at a later date.

Design Feedback Survey Link



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Table Session