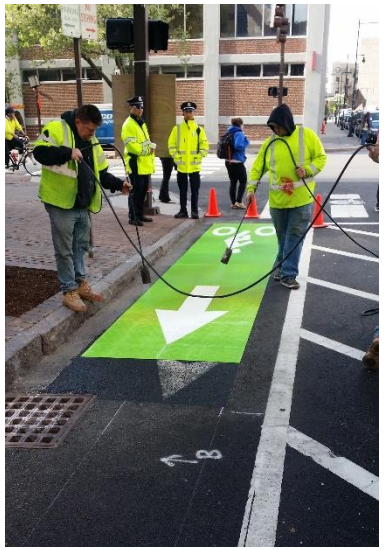



Welcome!

Cambridge Cycling Safety Ordinance Advisory Group, Meeting 4: June 27, 2023

Check in as you arrive: What is one thing you are looking forward to for summer?

MEETING AGENDA

4:00 Welcome

4:15 City Updates

4:25 Learning from design and implementation of completed projects

5:15 Discussion of data collection and project evaluation

5:45 Next Steps

5:50 Public Comment

6:00 Adjourn

DISCUSSION GUIDELINES

- Respect all participants (members, staff, public)
- Bring as much eagerness to listen deeply for understanding as to speak
- Be curious about and open to different perspectives and sources of information
- Keep the focus on what we can create together
- Do not stereotype groups
- Focus on the issues, including raising perspectives and concerns from relevant stakeholder groups

Project Updates

- **Brattle Street:** Pedestrians islands are complete. Milling and repaving between Sparks Street and Mt. Auburn Street scheduled to end tomorrow. Pavement marking work (including bike lanes) will begin July 12. Flex posts, precast concrete curbs, final signage will be installed after markings.
- **Hampshire Street:** Presented revised draft design at June in-person open house and online community meeting. Accepting feedback to finalize designs until July 14. Installation this summer.
- **Huron Ave and Cushing Plaza Improvements:** Curb and sidewalk construction.
- **Main Street:** Survey open for feedback on design options, planning more outreach.
- **Mass Ave Partial Construction Project:** Summary of costs document released, Working Group meeting #2 on June 22.
- **Mt. Auburn Street at Aberdeen Avenue Intersection Safety Improvement Project:** Introductory Open House in May.
- **River Street Infrastructure and Streetscape Project:** Water, sewer, and drain work.

Learn more at www.cambridgema.gov/cso-projects.

Past Projects: Questions and Feedback

Answering questions and getting feedback from the Advisory Group on:

- Garden Street Safety Improvement Project
- Mid- Mass Ave Safety Improvement Project (between Central and Harvard)

Context for review of past projects

- **This ordinance reflects a high-level re-prioritization of street space by City leadership.**
  - This involves growing pains. These changes have been welcomed by some and challenging for others.
- **Quick-build implementation is a new concept in Cambridge**
  - We're used to construction projects that take a long time to construct, which gives people time to adjust. In contrast, changes happen very quickly with quick-build after designs are finalized.
  - Fewer options are on the table with quick-build projects; bikes lanes are a given for CSO projects.
- **The constraints of re-allocating space are real and felt**
  - Because of this re-prioritization of space, some people are losing access to space they previously used (e.g. to park). We never take more space than we absolutely have to take to build the bike lanes.

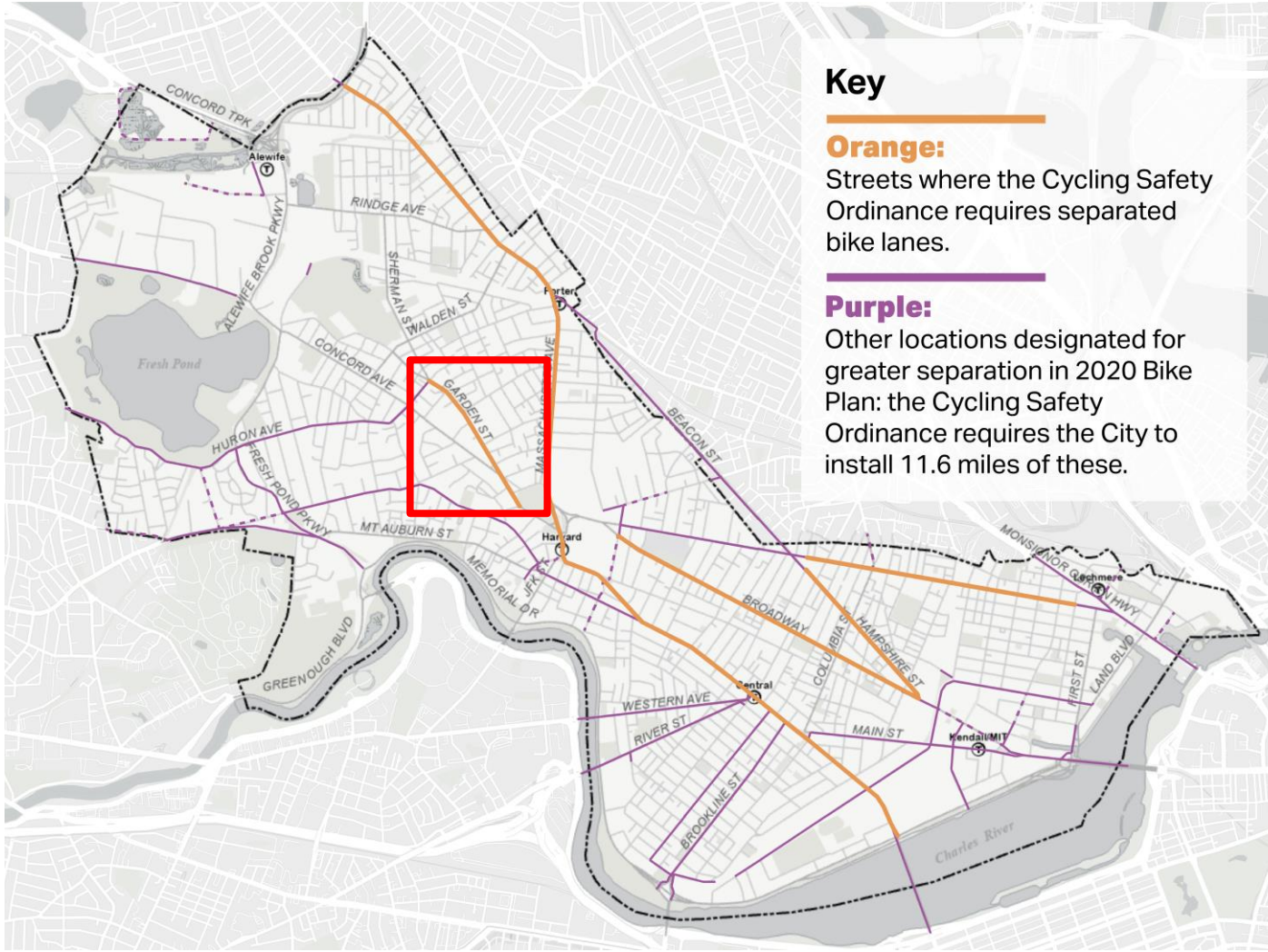
Garden Street Safety Improvement Project Questions

- Why Garden Street? How does it fit into the City's larger transportation plan?
- What were the impacts on traffic and access in the surrounding neighborhood?
- What are the impacts on school pick up and drop off?
- What after-project analysis is being conducted?
- What changes are being made to the project?

Why Garden Street & the Cycling Safety Ordinance

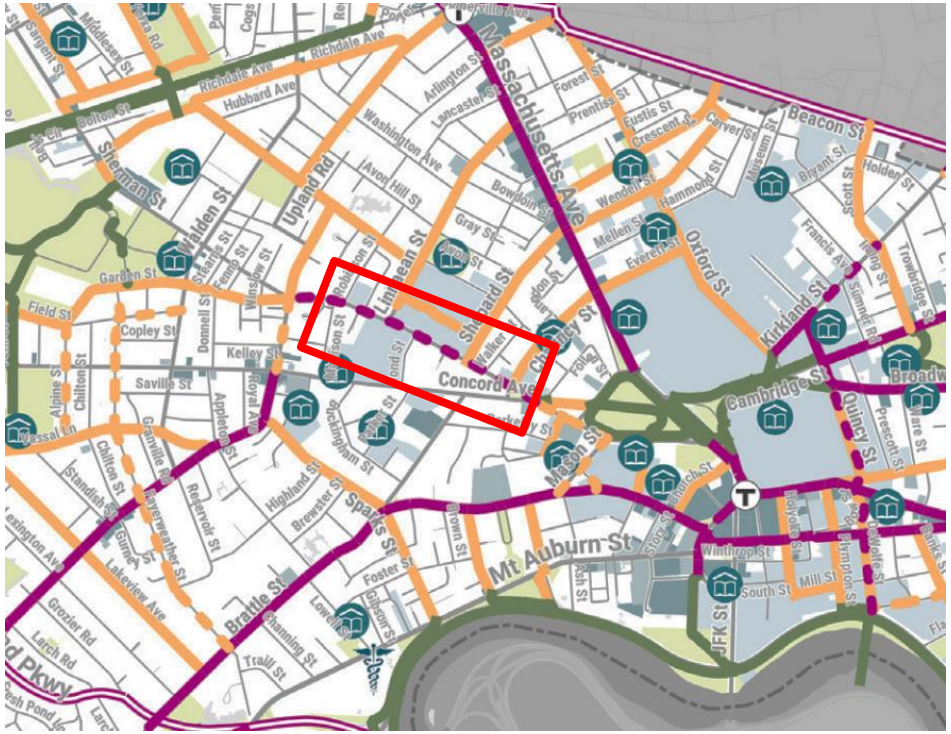
The Ordinance requires the installation of separated bike lanes on:

- 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



Why is Garden Street a Key Connection?

- East-West corridor that avoids busier streets like Concord Avenue
- Helps connect CRLS (high school) with sports facilities at Danehy Park and Russell Field
- Key route to/from Radcliffe Quad
- Connects residents and visitors to retail, jobs, parks, and squares



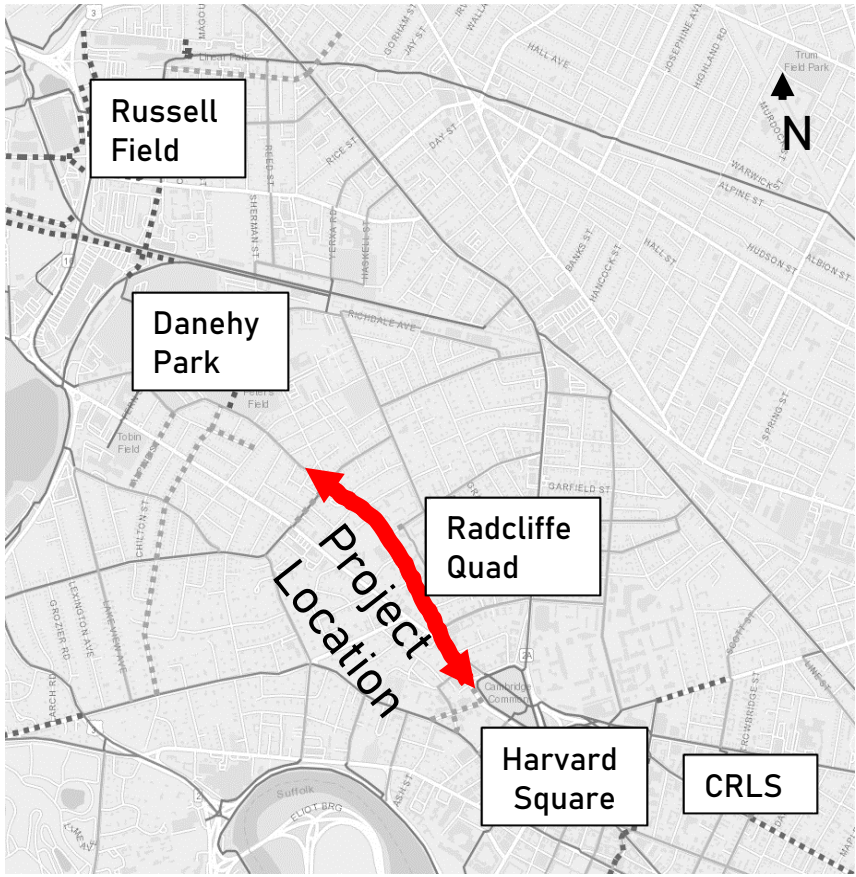


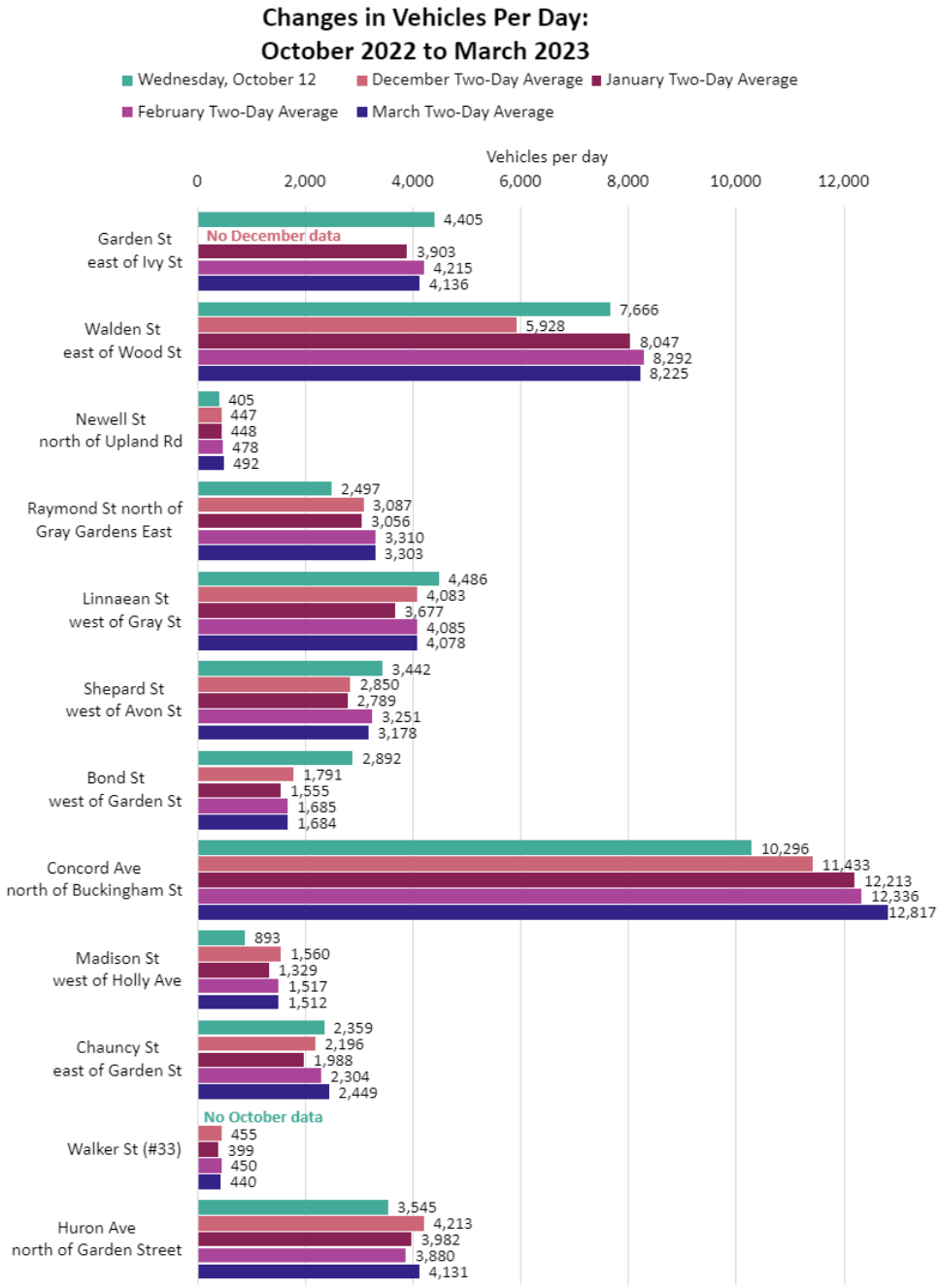
Image: Cambridge Bicycle Network Vision map with destinations

After-Project Traffic Analysis in the Neighborhood

March 2023 report examined the effects of changing Garden Street to a one-way on surrounding neighborhoods.

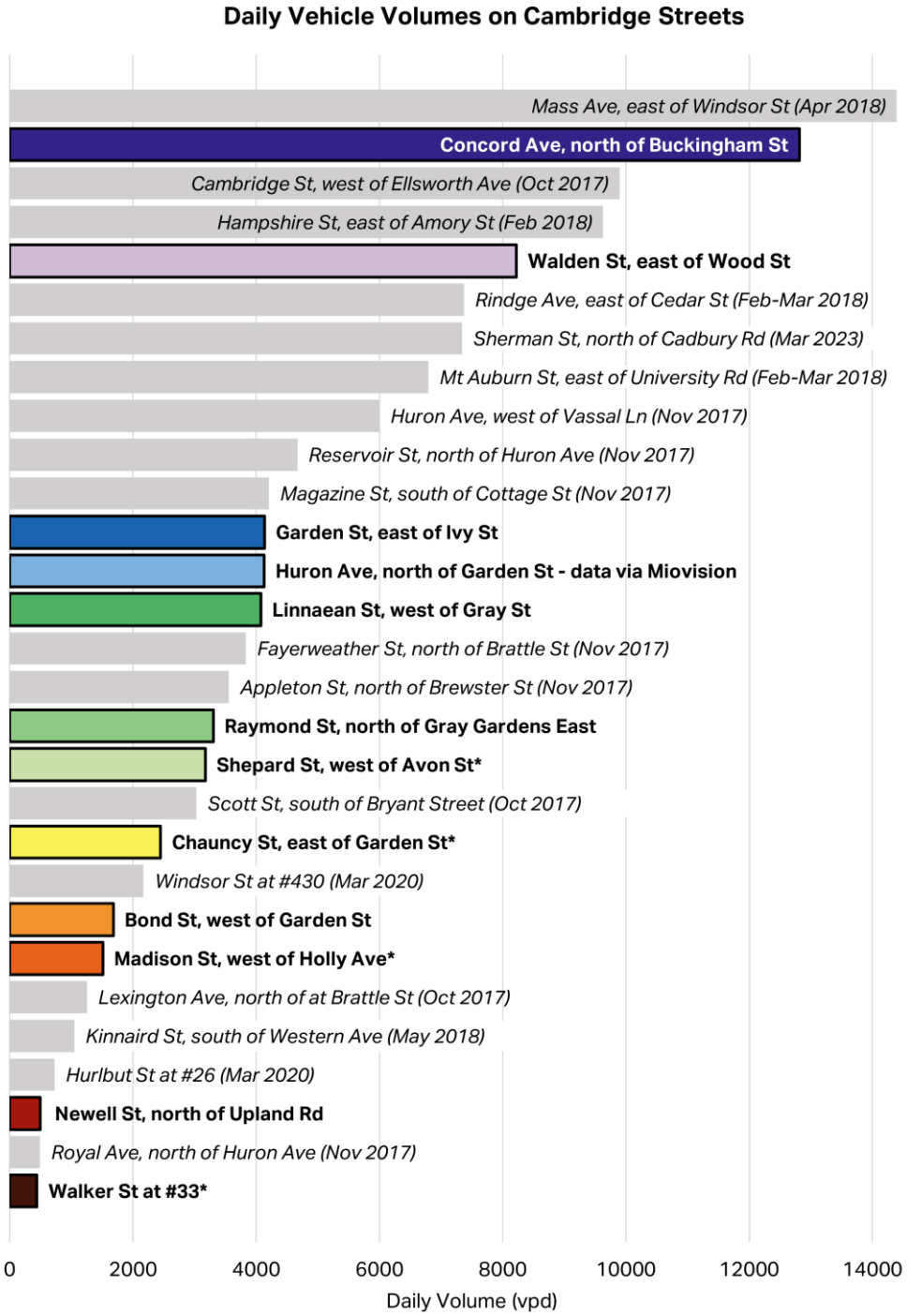
This was not an analysis of the bike lanes themselves, but of **traffic changes** on surrounding streets.

- "Before" traffic counts and speed data taken in October, compared with data taken in December, January, February, and March (from 11 streets in the surrounding neighborhood)
- Analysis of streets with increases in traffic volume
- Parking utilization study
- Traffic-signal analysis for delay at Garden/Huron/Sherman intersection if Garden Street returns to two-way
- Analysis of several community-generated suggestions for changes
- Recommendations for changes to mitigate cut-through traffic



Effects of Garden St. Redesign on Surrounding Streets

- Traffic flows
  - Project changed how traffic flowed in the neighborhood, reducing traffic volume on some streets and increasing the numbers of cars on others.
  - Largest increase in volume (by number of cars) was on Concord Avenue (from 10,296 to 12,817 cars/day). This was one of our anticipated alternate routes.
- School access (Graham and Parks School)
- Mobility and safety for vulnerable users



Garden Street: Changes Since Installation

We Heard: Left turns onto Sherman St. from Huron Ave. were difficult because of westbound Huron traffic.

- We changed traffic signal timing to provide an opportunity for left turns

We Heard: Huron Ave. can get backed up to Concord Ave. during the PM commute

- We changed traffic signal timing to give Huron Ave. more green time

We Heard: There is a steady flow of left turns from Garden St. onto Walker St. and large trucks are getting stuck on Walker

- Before wayfinding apps (like Google Maps and Apple Maps) were updated, cars were turning down Walker Street when they couldn't travel west on Garden Street. This flow reduced significantly when apps updated.
- We added a new warning sign that large trucks can get stuck at the bend in Walker Street
- We talked to Harvard transportation staff to request that their drivers not use Walker Street

We Heard: People were biking and scooting the wrong way on Garden Street bike lanes

- We added "Wrong Way" biking signs at decision points

We Heard: There is still cut-through traffic through the neighborhood in June 2023

- Based on our traffic counts, we added "No Left Turn" signs at two intersections to break up common cut throughs

What other feedback on Garden Street do you want to note?

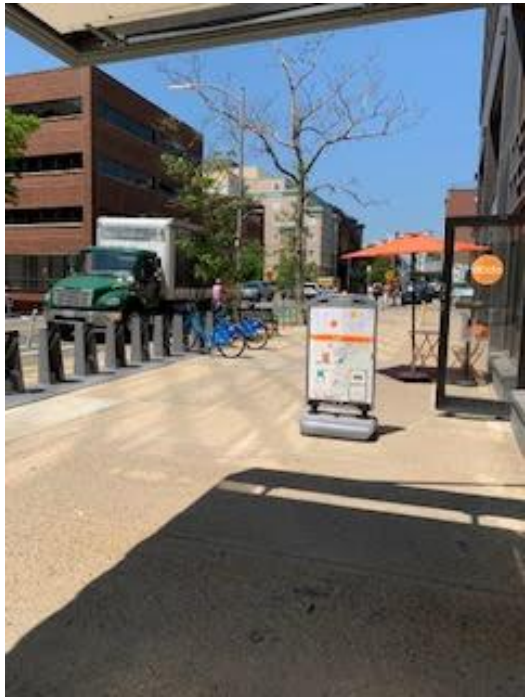
Mid-Mass Ave (Between Central and Harvard)

Installed Fall 2021

More information: www.cambridgema.gov/mid-mass-ave

Cambridge Cycling Safety Ordinance Advisory Group

Mid-Mass Ave (Between Central and Harvard) Questions and issues



Implications of Parking Changes

- As we shift how we design our streets, culture and behavior change needs to occur. We all have a role in this.
- Enforcement is a limited tool in these circumstances (short-term parking violations).
- What can the City do to help before and after changes are made?

What other feedback on Mid-Mass. Ave do you want to note?

Other questions & comments we received

- How do you coordinate with the Council on Aging and consider the needs of older adults, especially for access to services?
- Ensure use of person-first language in all communications

Is there anything else we can address today or prepare to discuss next time?

Data collection and project evaluation

Project Evaluation

	Cambridge Street (quick build, 2017)	Brattle Street (quick-build, 2017)	Western Avenue (construction, 2012-2016)	Mass Ave from Dudley to Alewife Brook Parkway Bus/Transit Evaluation (quick-build, 2021)
Time between project and evaluation	2 years	2 years	3 years	1.5 years
Bicycle Counts	x	x	x	
Pedestrian Counts	x		x	
Vehicle Counts	x		x	
Transit Rider Counts			x	x
Vehicle Speeds	x		x	
Parking Utilization	x	x	x	
Crash Data	x	x	x	
Pedestrian and Bicyclist Demographic Study			x	
Pedestrian Yield Study			x	
Post-Implementation Survey	x	x		
Intercept Survey	x	x		
Travel Time Analysis (vehicles)			x	x
Travel Time Analysis (MBTA buses)			x	x

Surveys: Questions We've Asked

- How do you travel on the street (walking, biking, transit, ride-hail, driving)
- How often do you travel on the street? Has that changed since the project?
- What is your opinion about the new design?
- Comfort level while walking, biking, taking transit, driving.
- Demographic questions: Age, gender, race, neighborhood

Next Steps on Project Evaluation

- We are preparing to evaluate some more of our Cycling Safety Ordinance Projects.
- We want your input on how best to evaluate these projects going forward.
  - What do you think worked well about past evaluations?
  - What else should we consider looking at?
  - What core data should we always assess?

NEXT STEPS

- What would you like to cover in upcoming meetings?
  - *What does success look like for this group?*
  - *Wave 4/Post-installation Phase*
  - *Continue to look at engagement and outreach strategies:*
    - *How to effectively connect with harder-to-reach stakeholders? What channels and liaisons can the City work through?*
  - *Messaging about overall plan and goals for the CSO*
- Next meeting: Tentative – **

Check out the CSO Advisory Group website for resources and info:
camb.ma/cso-advisory-committee

PUBLIC COMMENT

Public comments welcome

- Share thoughts in Q&A or verbally
- To comment verbally, raise your hand (virtual or in-person) or signal interest in Q&A window
- Limit comments to 2 minutes; may need to adjust if many speakers

Please keep all comments…

- On-point
- Respectful
- Focused on issues (not individuals)