

Welcome!

Cambridge Cycling Safety Ordinance Advisory Group Meeting 7:
Tuesday, November 28

Agenda

4:00 p.m. **Welcome**

4:10 p.m. **City updates**

4:40 p.m. **Bicycling in Cambridge Data Report**

5:10 p.m. **Evaluation Criteria**

5:40 p.m. **Next Steps**

5:50 p.m. **Public Comment**

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
- ****Note**** Starting today, we will begin recording presentations (but not discussion) so that members who miss a meeting or want to revisit information can review them.



City Updates

Project Updates: Hampshire Street Safety Improvement Project

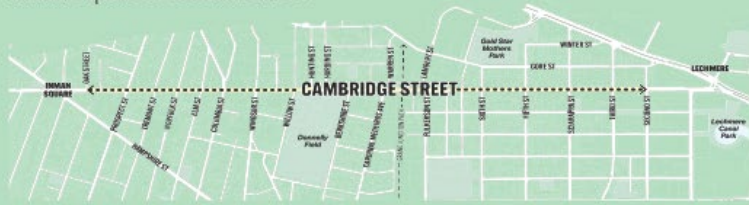
- This fall, we finished installing separated bike lanes on:
 - Hampshire Street between Inman Square and Broadway
 - One block of Broadway between Hampshire Street and Portland Street
- Project included:
 - 1.56 miles of separated bike lanes
 - Changes to bus stop locations. New locations had more typical stop spacing and make it easier to deploy boarding ramps.
 - Additional accessible parking spaces.
 - Traffic pattern change at Hampshire/Broadway intersection: no right turns.
 - Three online community meetings & two in-person open houses
 - Comment map with 176 comments & design options survey with 545 responses

www.cambridgema.gov/HampshireStSafety



SEPARATED BIKE LANES & OTHER SAFETY IMPROVEMENTS ON CAMBRIDGE STREET

Inman Square to Second Street



This fall, learn about the project and tell us what we should think about. Next year, we'll come back to the community with draft designs for review and feedback.

Street Layout Changes

In 2024, the City of Cambridge will add separated bike lanes and make related safety improvements on Cambridge Street. We will:

- Move bike lanes to the curb and add white flex post barriers.
- Shorten crossing distances for people walking.
- Reconstruct existing curb ramps.
- Consider changes to improve reliability and accessibility of MBTA Route 69.
- Accommodate outdoor dining.
- Reduce on-street parking to one side of the street at a time.

Upcoming Community Events

Wednesday, November 29
4 p.m. - 6 p.m.

*In-Person Open House #1
Valente Branch Public Library
(826 Cambridge St)*

Saturday, December 2
12 p.m. - 2 p.m.

*In-Person Open House #2
Millers River Apartments
(15 Lambert St)*

Tuesday, December 12
6 p.m. - 8 p.m.

*Virtual Community Meeting
Zoom*



Find latest information on the project website



Sign up for email updates



Project Updates: Safety Improvement Project on Cambridge Street

- In mid-November, we launched a new safety improvement project on Cambridge Street. This street is specifically called out in the Cycling Safety Ordinance as an area to add separated bike lanes.
- Phase 1 engagement events:
 - **Wednesday, 11/29 from 4 p.m. to 6:30 p.m.** Open House at Valente Branch of Cambridge Public Library
 - **Saturday, 12/1 from noon to 2 p.m.** Open House at Millers River Apartments
 - **Tuesday, 12/12 from 6 p.m. to 8 p.m.** Virtual Community Meeting on Zoom
- Communications so far include:
 - Posters on signposts in the street
 - Large A-frame signs
 - Flyers handed out or dropped off at 128 businesses & institutions
 - Postcards sent to 6,254 addresses in the project area
 - News story on City website, emailed as part of Daily Email update

Website: www.cambridgema.gov/CambridgeStreetSafety



CITY OF CAMBRIDGE | TRAFFIC, PARKING + TRANSPORTATION

Safety Improvement Project on Cambridge Street
cambridgestreet@cambridgema.gov
www.cambridgema.gov/CambridgeStSafety

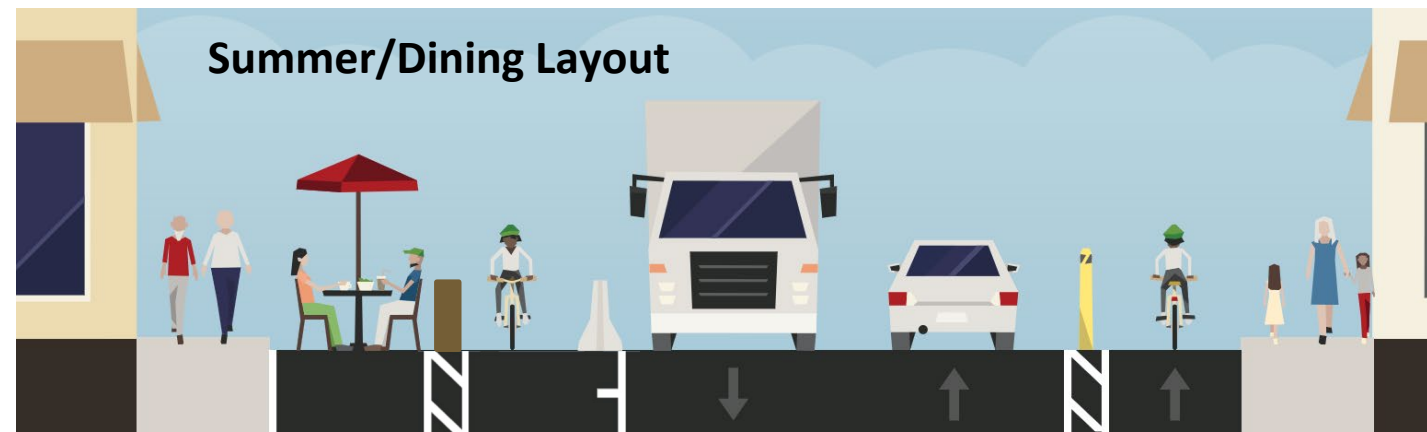
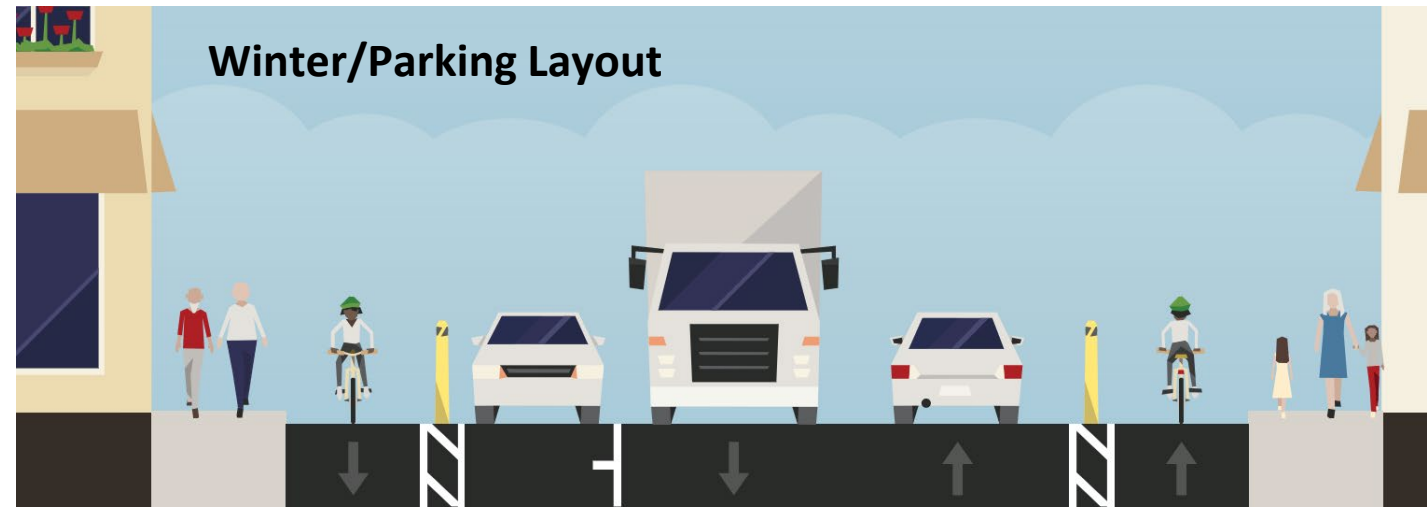
Project Updates

- [Harvard Square Mass Ave Improvements](#): Inspections of existing utilities, stormwater
- [Huron Ave and Cushing Plaza Improvements](#): Roadway milling and paving in October.
- [Inman Square](#): Project complete: official Inman Square reopening celebration held in October.
- [Main Street Safety Improvement Project](#): Design options survey closes at the end of November. 1,062 responses with a 46% completion rate.
- [Mass Ave Partial Construction Project](#): Design Open House on Tuesday, December 5 to discuss Linnaean Street to Waterhouse Street.
- [Mt. Auburn Street at Aberdeen Avenue Intersection Safety Improvement Project](#): Signal going in this year, changes to add bus and bike lanes will be made next spring.
- [River Street Infrastructure and Streetscape Project](#): Water main, drain, and test pit work continue

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

Update: On-Street Dining and Separated Bike Lanes

- In September 2023, [the City responded to Cambridge City Council Order #147](#)
- Plan to accommodate seasonal outdoor dining next to separated bike lanes.
- **In the winter/when there is parking:**
 - Separated bike lanes next to the curb, separated from a parking/loading lane by flex posts.
- **In the summer/when there is dining:**
 - Outdoor dining is next to the curb.
 - The bike lane will go around the outdoor dining setup, replacing floating parking.
 - Jersey barriers will separate the bicycle lane from the travel lane.
 - To make the transition work, one parking space on each side of the dining area is used to detour the bike lane.





City Updates Discussion



Bicycling in Cambridge: 2023 Data Report

2023 Data Report

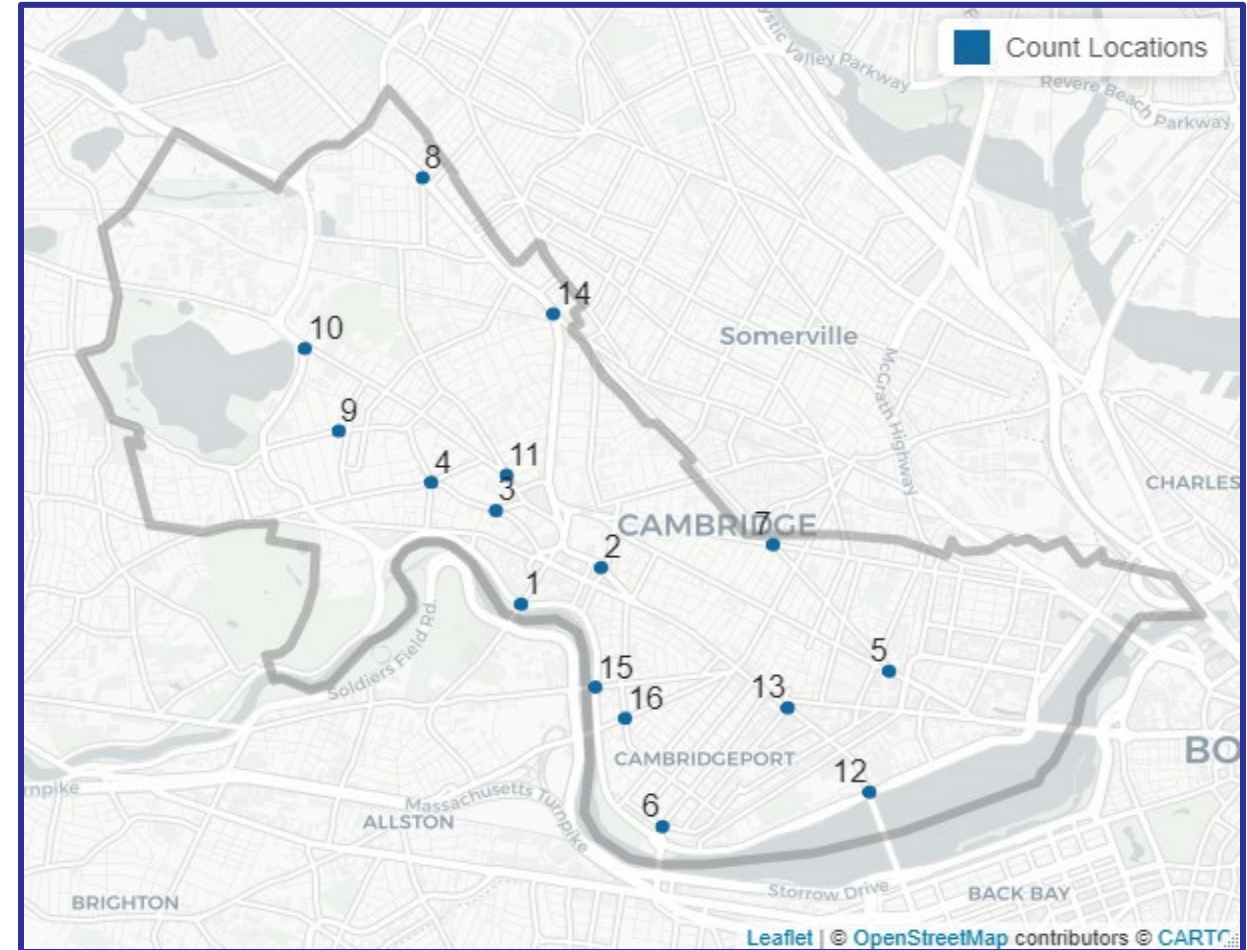
- Released October 2023
- Updates data from the 2020 bike plan

Read the report:
camb.ma/bikedata2023



About Our Data: Citywide Bike Counts

- Bike counts collected on weekdays in September:
 - 2002, 2003, 2004, 2005, 2006, 2008, 2010, 2012, 2014, 2016, 2018, 2019, and 2022
- 16 intersections have been counted consistently since 2003



About Our Data: Limitations

Annual bike counts show trends over time – they don't show the total numbers of people biking in Cambridge.

- Peak hour counts focus on commute trips
- Only show certain intersections
- Does not capture how people may have changed their routes or times of travel

Other factors impacting our counts:

- COVID-19
- Construction



Data Limitations: Construction Impacts

Impact of Construction on Bicycle Traffic

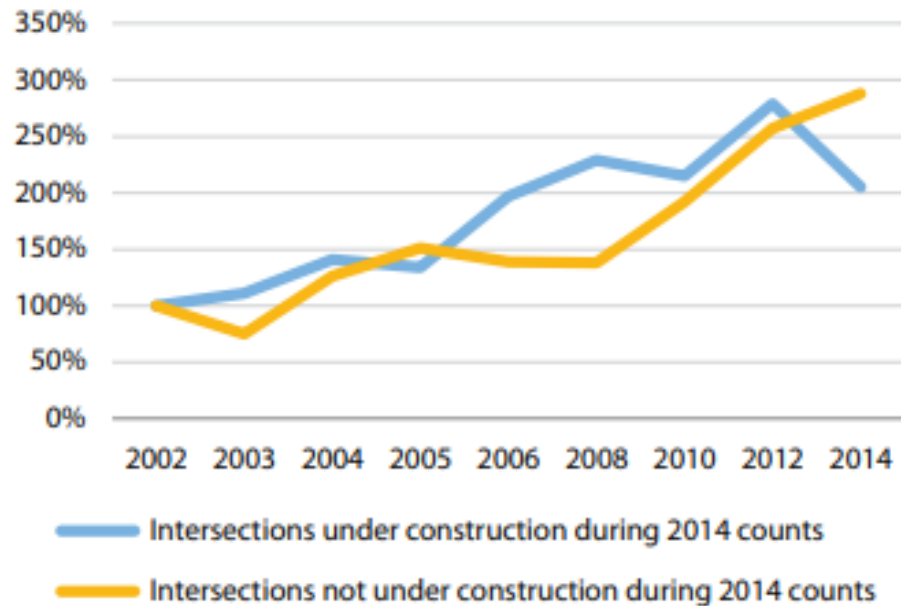


Figure 3.9: Net change in volumes at intersections with and without construction during 2014 counts.



When major road work is underway and bike facilities are closed, people may choose to alter their routes.

About Our Data: Other Sources

- 24/7 automated counters:
 - Kendall Square – 2016
 - Fresh Pond Reservation - 2019
- Bluebikes
- Census Bureau's American Community Survey
- Cambridge Police Department Crash Reports
- Commercial District Customer Intercept Surveys
- Parking and Transportation Demand Management Reports



Related City Policies and Goals

- Reduce single-occupancy vehicle trips and increase sustainable transportation trips
- Eliminate transportation-related fatalities and serious injuries
- Create safe and comfortable active transportation systems for people of all ages and abilities
- Build a connected network of separated bike lanes across the city





Goal: Build a connected network of separated bike lanes across the City

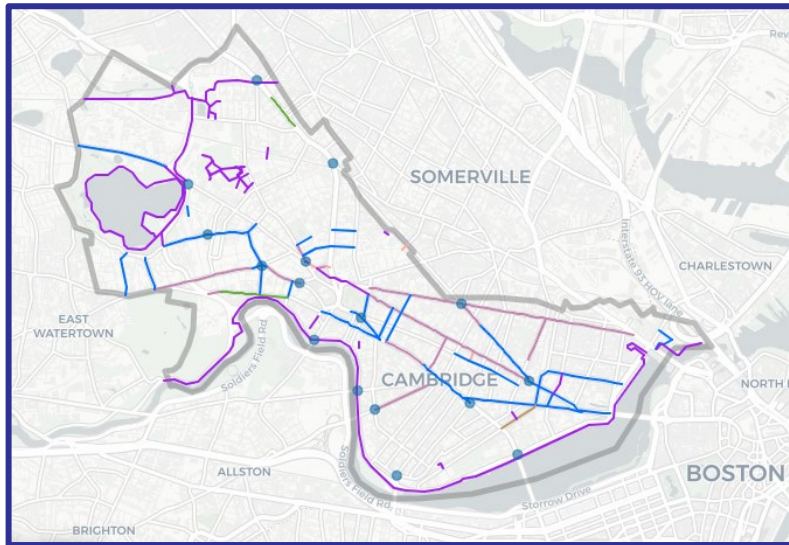
Goal sources:

Cycling Safety Ordinance

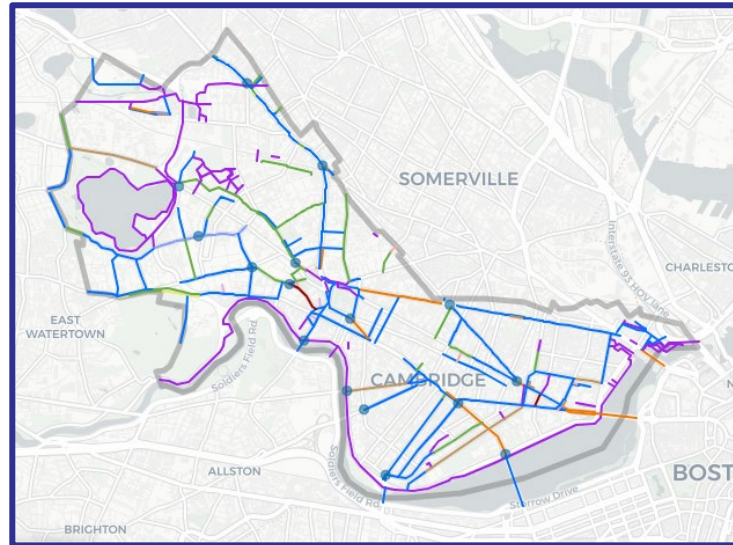
Cambridge Bicycle Plan

Envision Cambridge

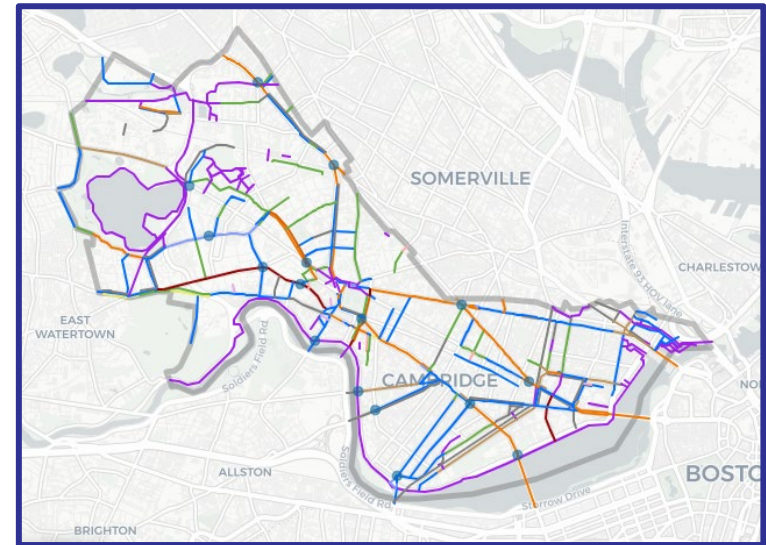
Bike Facilities Over Time



2004



2019

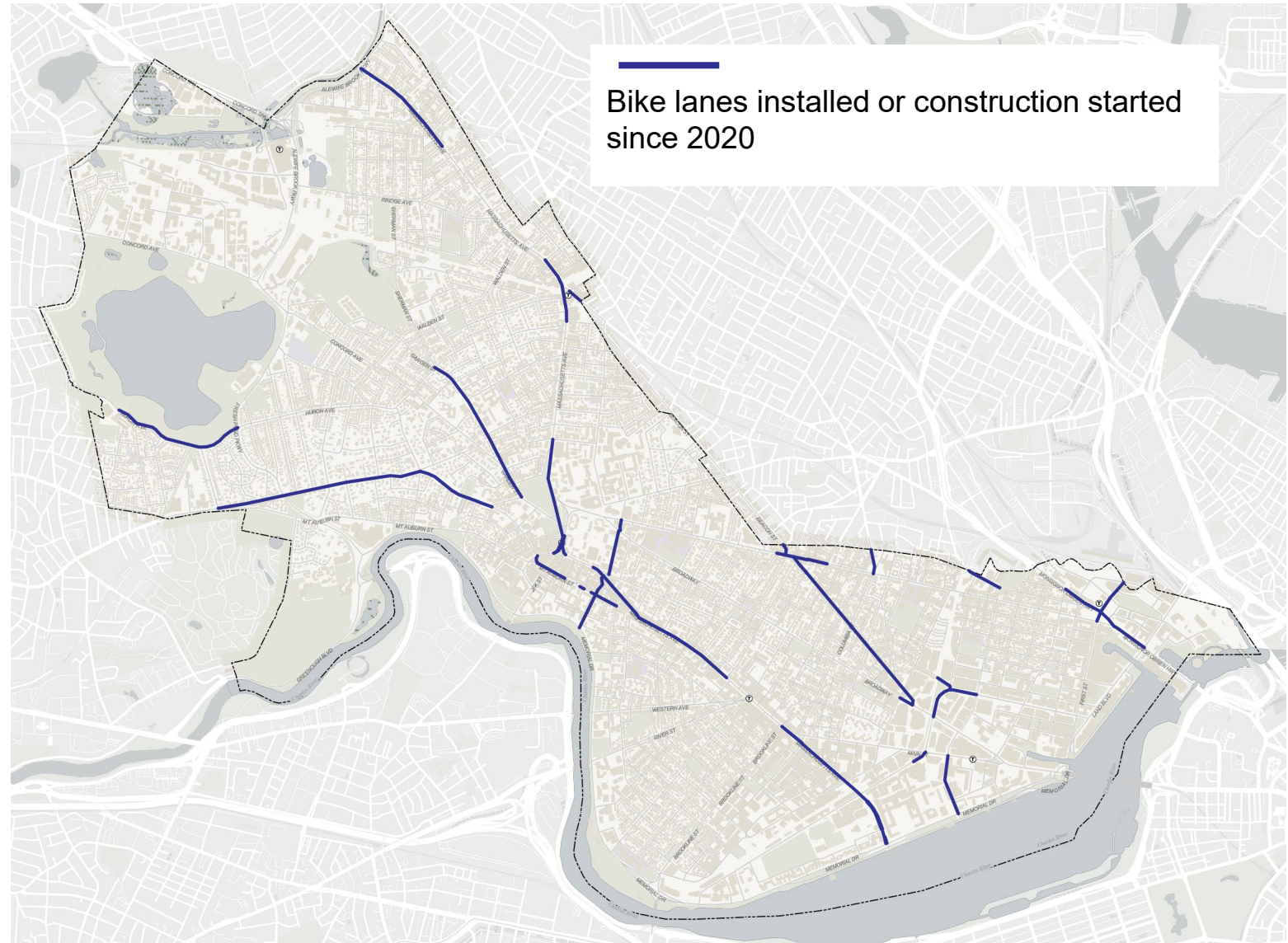


2023



New Separated Bike Facilities

Since the City Council passed amendments to the Cycling Safety Ordinance in 2020, the City has installed or started construction on **13.1 miles** of new separated bike lanes.



Goals:

Achieve a shift away from single-occupancy vehicles
Safe and comfortable systems for active transportation
More people of all ages and abilities biking

Goal sources:

Cycling Safety Ordinance
Cambridge Bicycle Plan
Envision Cambridge
Climate Action Plan

Community Health Improvement Plan
Cambridge Public Schools' Wellness Policy
Vehicle Trip Reduction Ordinance
Parking and Transportation Demand Management Ordinance



Bicycle Counts

Bicycle Facility Lane Miles vs. Total People Counted During Bicycle Counts, 2004 to 2023

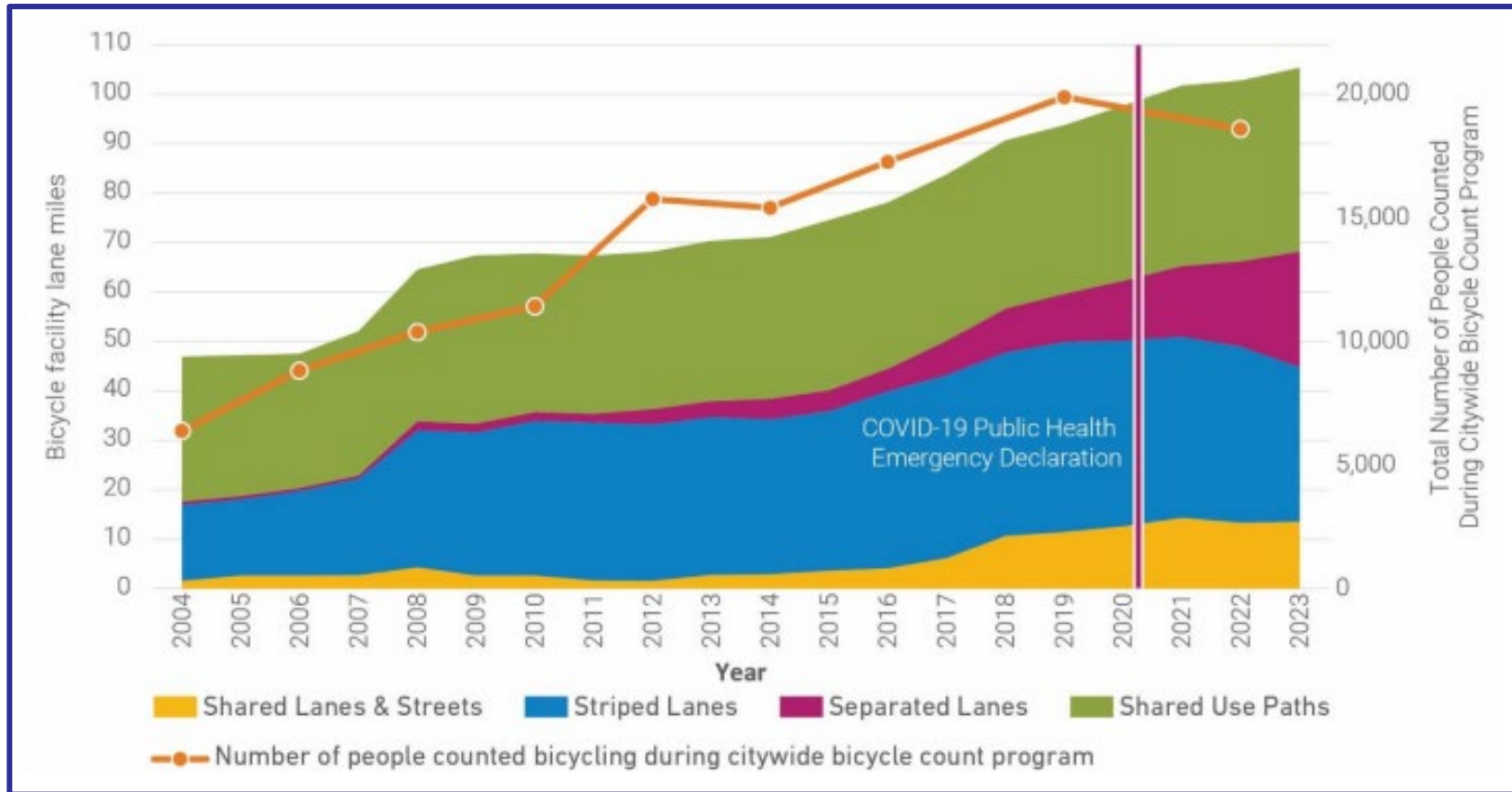


Fig 10



Bicycle Counts

Total Number of People Counted During Bicycle Counts, 2002 to 2022

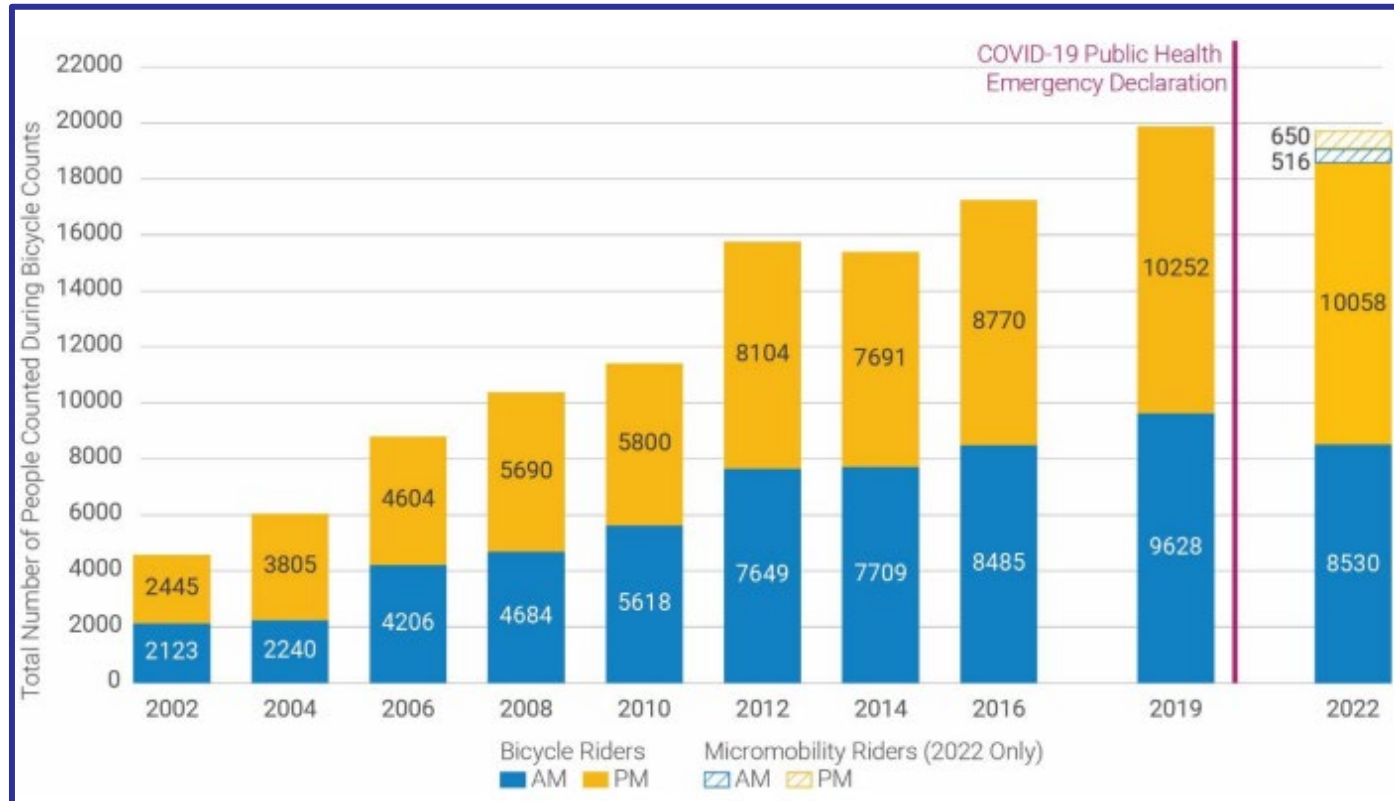


Fig 4



Bluebikes Counts

Monthly Bluebikes Trips in Cambridge January 2015 – May 2023

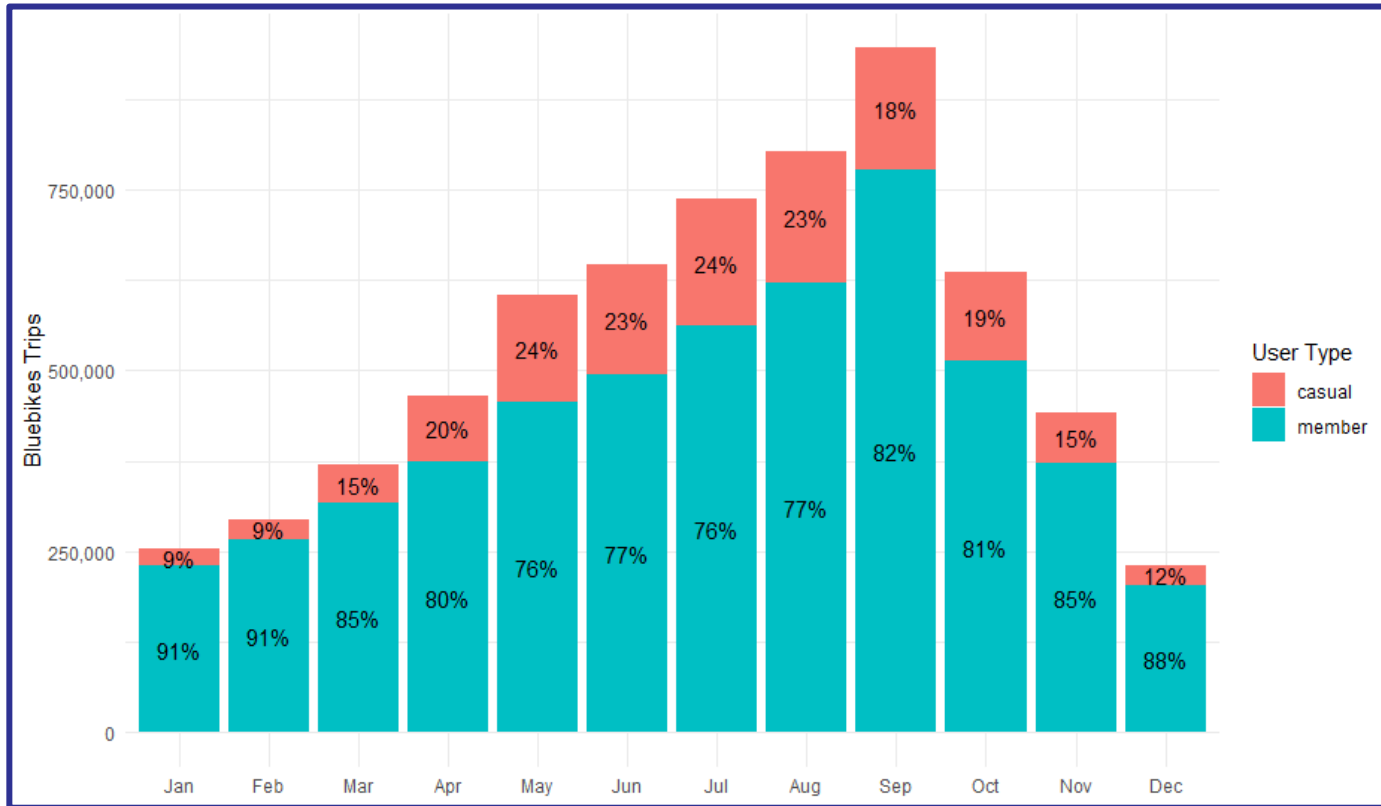


Fig 8

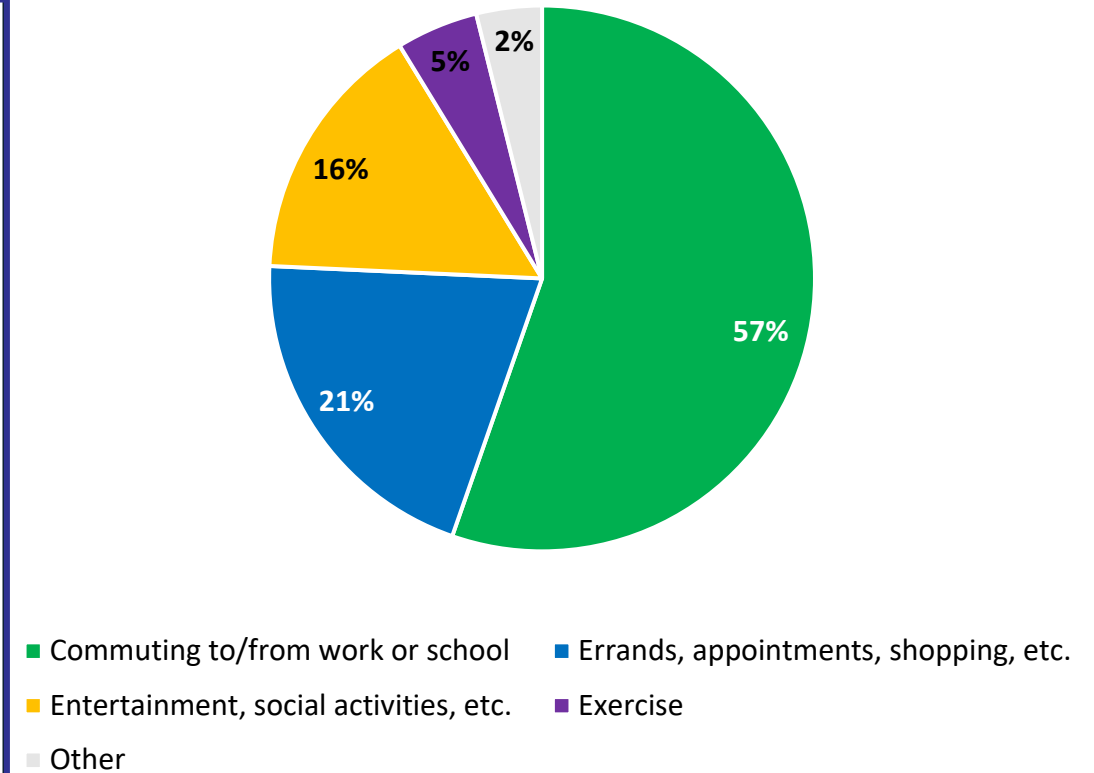


Bluebikes Counts

Bluebikes Trips Starting or Ending in Cambridge
January 2019 – September 2023



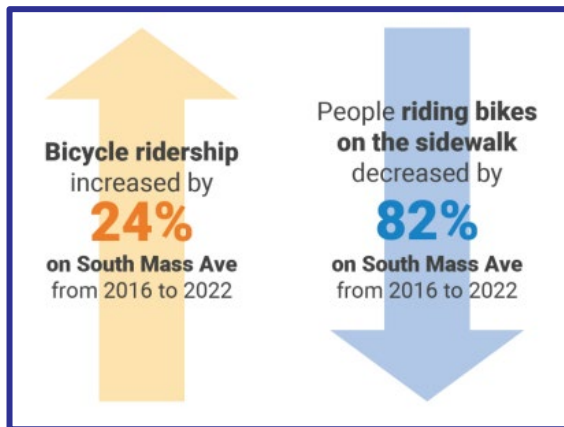
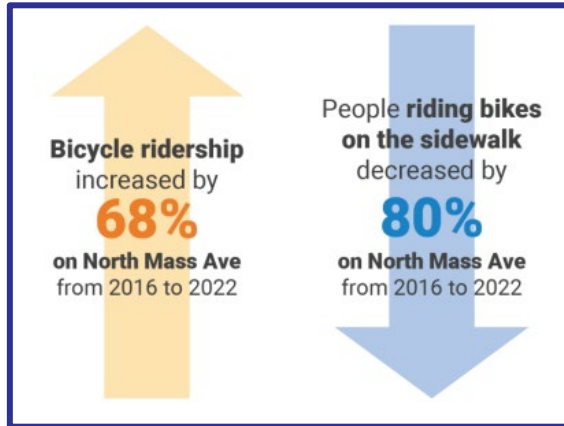
What do you use Bluebikes for most often?



Source: Bluebikes annual member survey, 2022



Post-Project Bicycle Ridership



Ridership on Mass Ave at Vassar Street (South Mass Ave)
Separated bike lanes installed nearby in 2019 and 2022

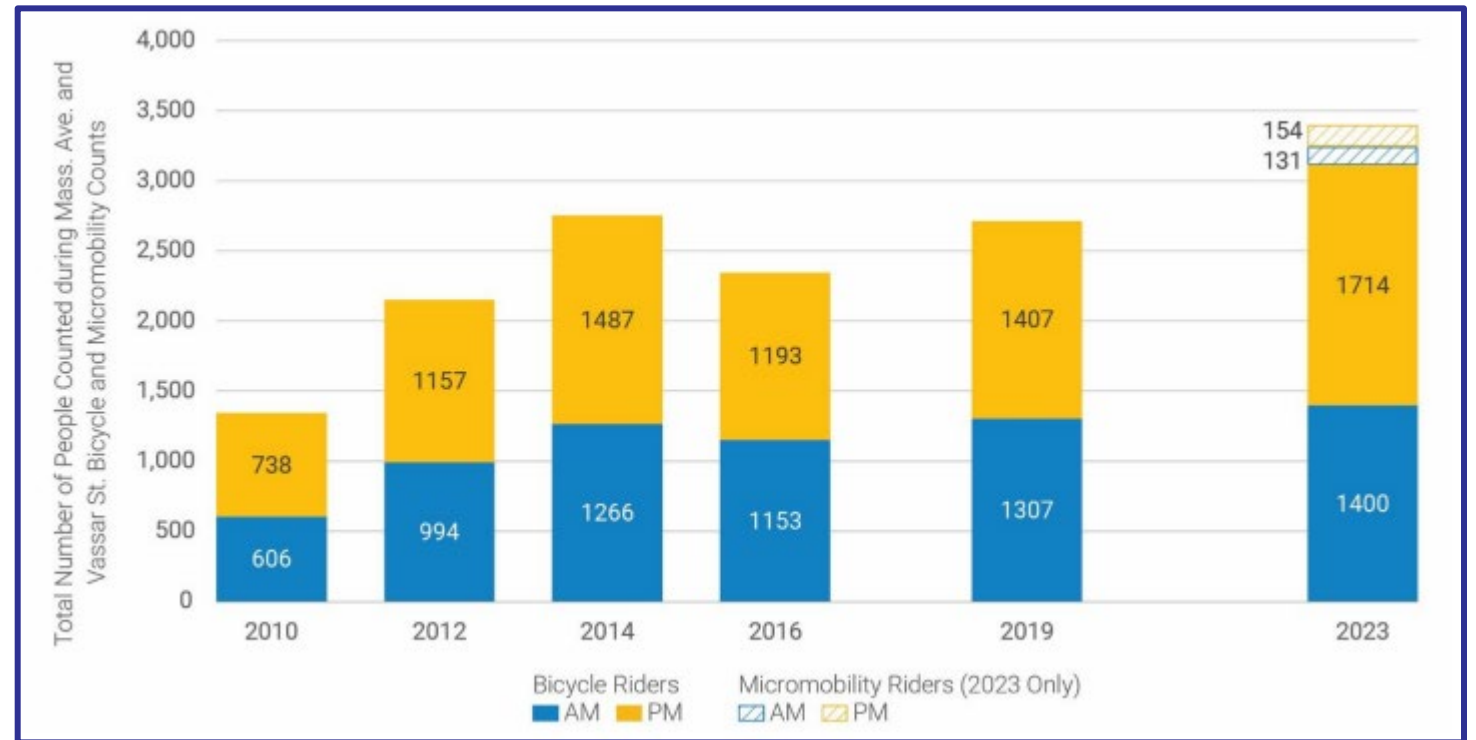


Fig 11



Work Commute Mode Split

Cambridge Residents (age 16+) Work Commute
2017 - 2021

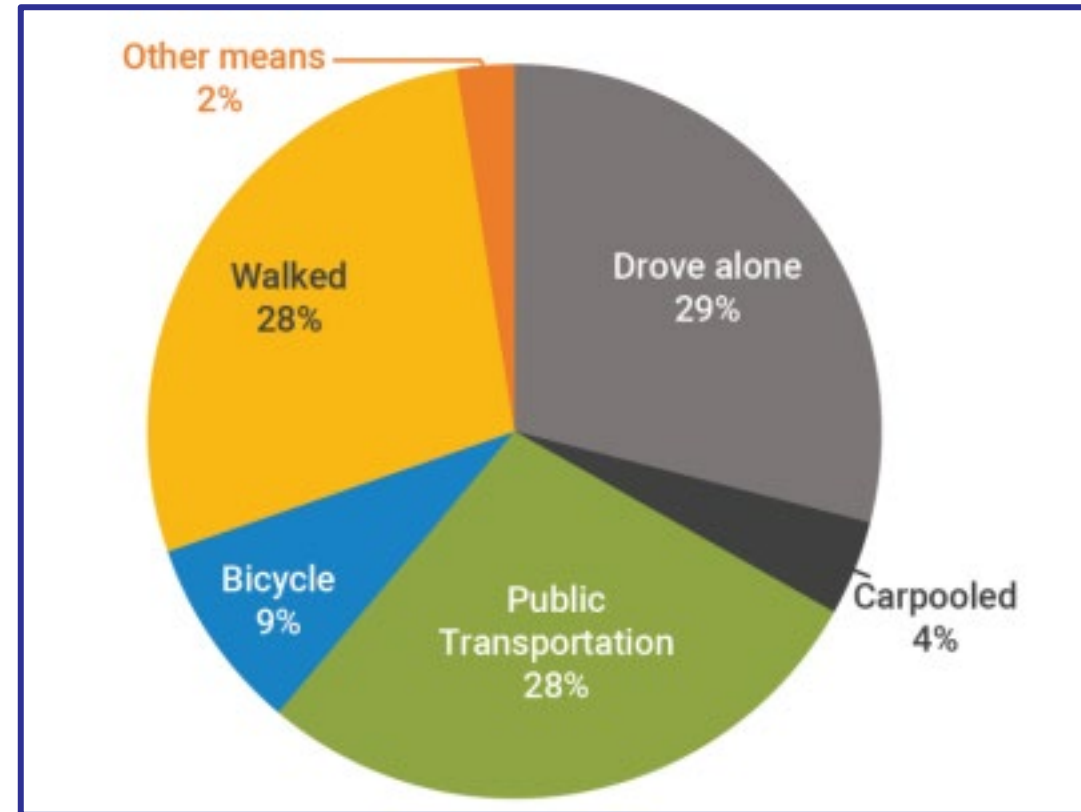
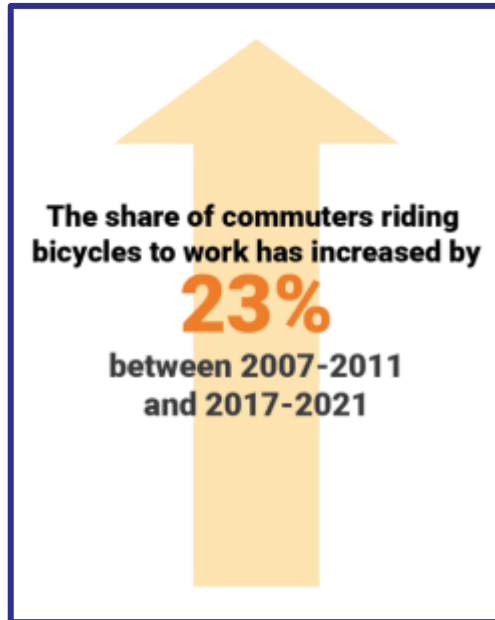
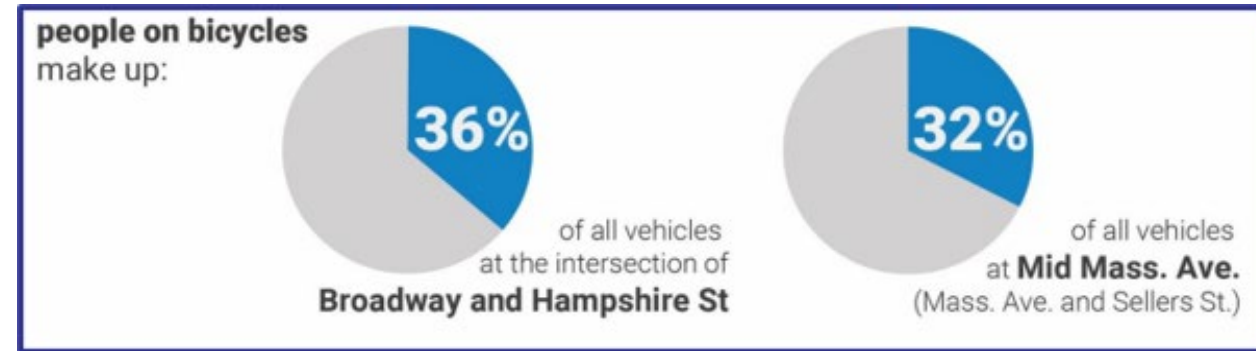
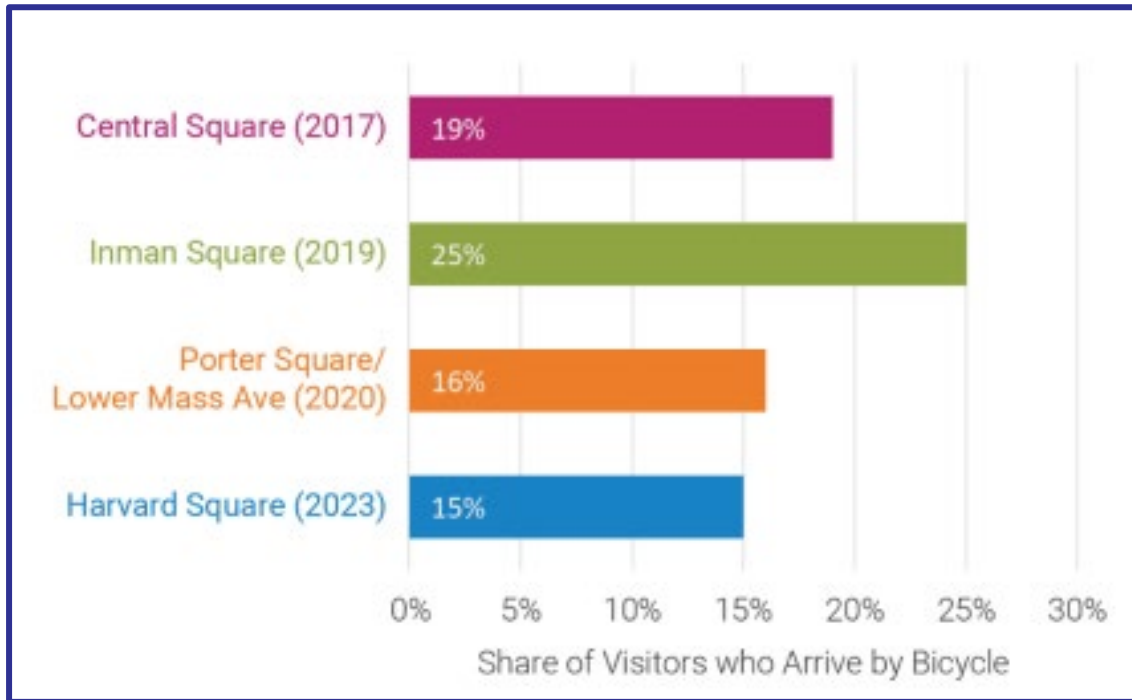


Fig 1



Getting around by Bike

Percent of Business District Visitors Who Travel by Bicycle



- People traveling by bike make up a high percentage of travelers on some corridors.





Goal: **Eliminate** transportation-related fatalities and serious injuries

Goal Sources:

Vision Zero

Cycling Safety Ordinance

Community Health Improvement Plan

Envision Cambridge

Bicycle Crash Data

Million Bicycle Miles Traveled and Number of Reported Bicycle Crashes

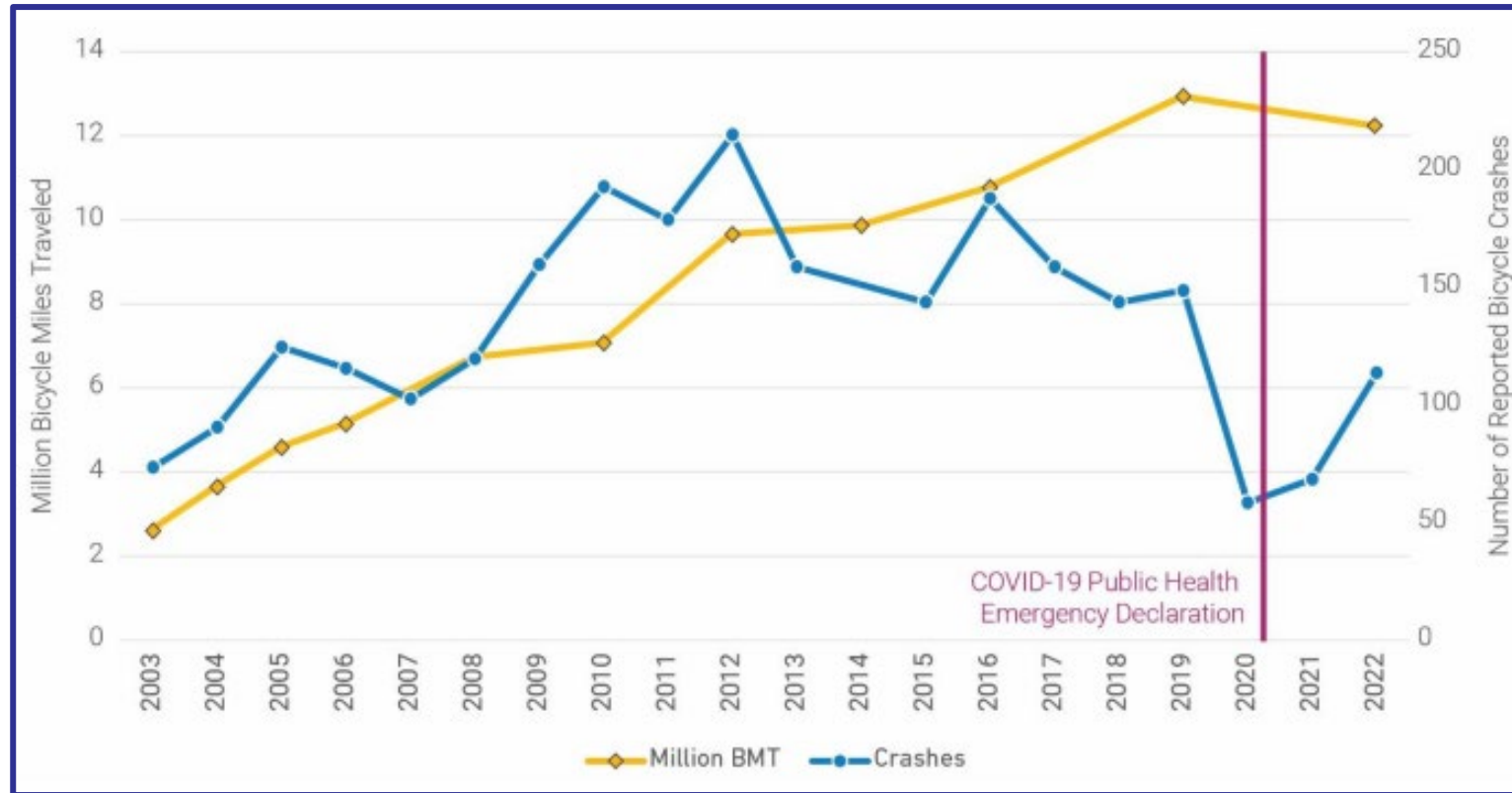


Fig 13



Bicycle Crash Rate

Bicycle Crash Rate 2003 - 2022

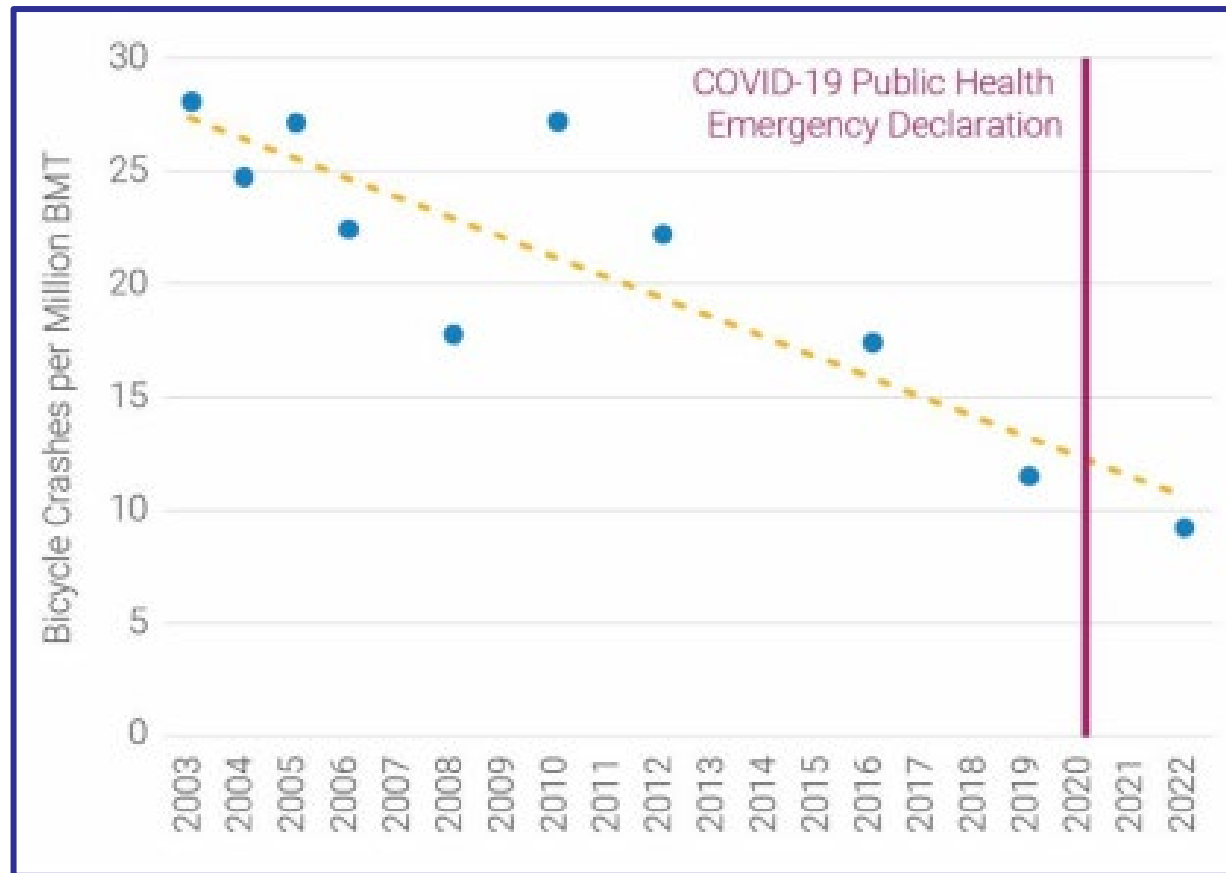
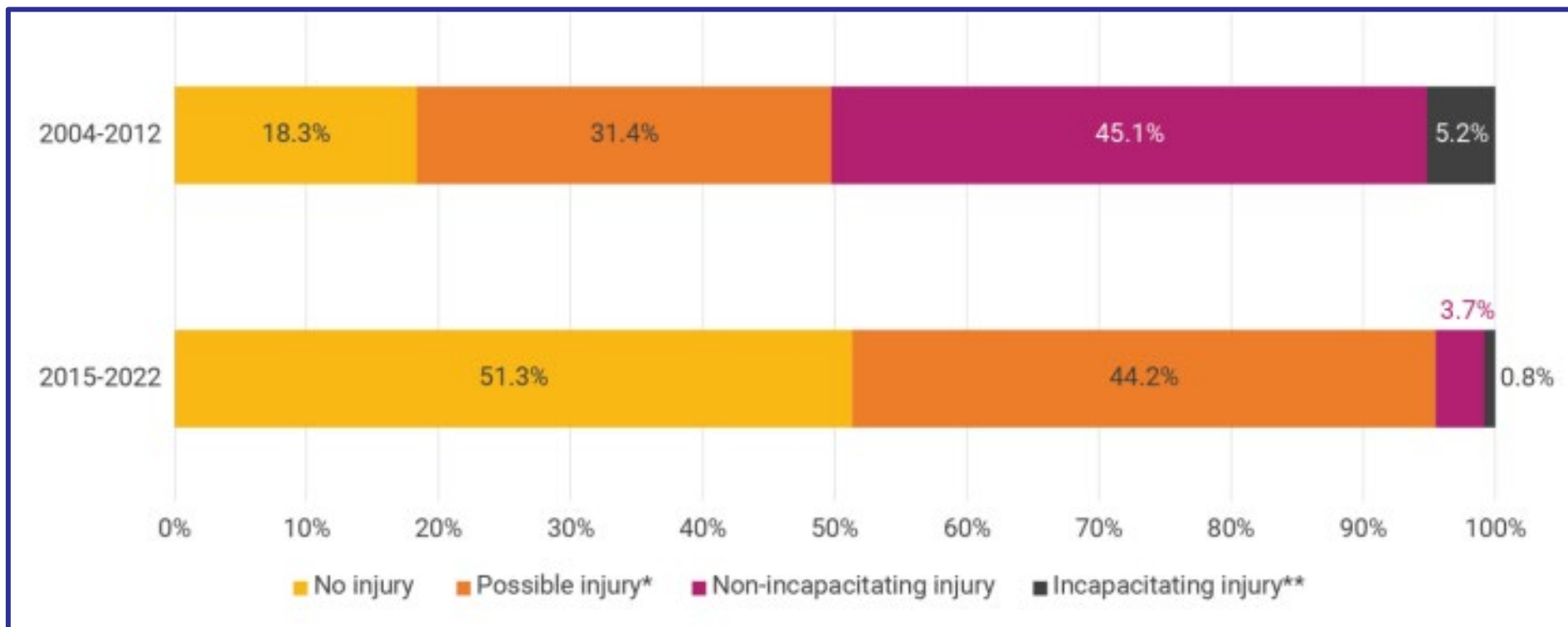


Fig 14



Injury Severity

Injury Severity for People Bicycling in Crashes 2004 – 2012 and 2015 - 2022



* The “Possible injury” category includes injuries that were unreported by people bicycling. This includes the following observations: no apparent injury, possible non-fatal injury, suspected minor injury, suspected serious injury, and unknown.

** The “Incapacitating injury” category includes incapacitating non-fatal injuries and fatal injuries.

Fig 15



A woman wearing a light blue shirt, dark pants, and a hat is riding a bicycle towards the camera on a city street. She has a basket of red flowers on the handlebars. In the background, there are other people, trees, and a modern building with large windows. The street has a green-painted bike lane and white lane markings.

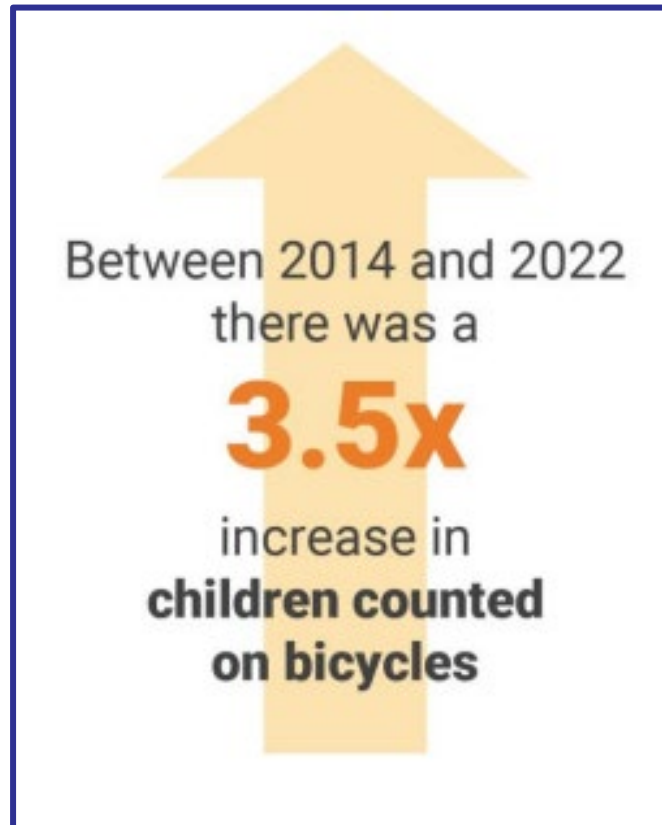
Goal: **Create** a transportation system that is safe for and accessible to users of all ages, abilities, and identities

Goal sources:

Cambridge Bicycle Plan

Envision Cambridge

Child Cyclists



Key takeaways

- Crash rates and serious injuries declining
- Exciting findings on bike ridership, although we've seen a dip in the total riders at commuting hours since the pandemic
- People feel more comfortable when we build separated bike lanes

Still want to understand better:

- Micromobility
- COVID-19 impacts on travel patterns



Resources

- [2023 Bicycling in Cambridge Data Report](#)
- [2020 Cambridge Bicycle Plan](#)
- [Citywide Bicycle Counts Data Viewer](#)
- [Bluebikes System Data](#)
- [Broadway at Kendall Square Eco-Totem Automatic Counter](#)





Bicycling in Cambridge Data Report Discussion

- Clarifying questions?
- Does any of this data seem particularly relevant to include in communications and outreach going forward?
 - Anything surprising? Helpful? Compelling? Needing further context/explanation?
- Other questions?



**Keep these data in mind as we move to discussing evaluation next!



Quick-Build Project Evaluation Framework

What data do we plan to report?

Every Project:

- Report introduction and project summary
- Crash data
- Number of people biking
- Motor vehicle counts
- Motor vehicle speeds
- Post-project survey results
- Report conclusion: takeaways and observations

Optional Data:

- Number of children on bikes and/or results from “Getting to School” surveys
- Number of people using other micromobility devices
- Sidewalk riding
- Transit rider counts
- MBTA travel time analysis
- Parking utilization
- Motor vehicle counts and speeds on surrounding streets
- Intercept survey results
- Business survey results



Discussion and feedback on evaluation criteria

- Any questions you would have that would not be answered by these data?
- Any feedback on what should be highest priority to collect for the "every project" data sets?
- Any feedback on determining when to use additional data sources?

Next steps

- Proposed topics for upcoming meetings:
 - Evaluation criteria
 - Phase 4/post-implementation
 - Following up on “design considerations” presentation – adapting for community meetings or other venues?
 - Suggestions or requests for other topics?
- Other next steps
- Upcoming meetings and schedule

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)