



**CITY OF
CAMBRIDGE**

Department of
Transportation

Welcome! Cambridge Cycling Safety Ordinance Advisory Group *Meeting #12*

Tuesday, May 6, 2025 from 4-6 PM

Remote Participation Instructions

- **Working Group members:**
 - You will be promoted to "panelist".
 - Please turn on your video.
 - Raise your hand to join the queue.
- **Members of the public:**
 - There will be an opportunity to share public comment at ~5:45 PM.
 - At that time, you can raise your hand to join the queue.

Agenda

4:00 PM	Settling in and Welcome
4:10	City Updates
4:30	Roadway Safety Improvements
5:00	Sidewalks and Accessibility
5:25	Roadway and Access Impacts of Delivery Vehicles
5:45	Public Comment
5:50	Future Agenda Items and Next Steps
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

*****Note**** We will record presentations (but not discussion) so that members who miss a meeting or want to revisit information can review them.*

Who We Are

Department of Transportation

- Brooke McKenna, Transportation Commissioner
- Jeff Parenti, Asst. Commissioner for Street Management
- Stephanie Groll, Asst. Commissioner for Transportation Planning
- Andreas Wolfe, Street Design Project Manager
- Stephen Meuse, Supervising Engineer
- Jackie McLaughlin, Communications Manager
- Chaimaa Medhat, Community Relations Project Administrator
- Andy Reker, Transit Program Manager
- Nick Schmidt, Transportation Program Manager

Department of Public Works (DPW)

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

Consensus Building Institute (CBI)

- Elizabeth Cooper
- Anika Reynar

01. City Updates

City Updates

CSO Updates

Aberdeen Ave

- Milling/paving begins this week
- Installation potentially this month

Broadway

- Last week's Open House presented an updated Section A (Portland St to Columbia St) design
- Section A quick-build to happen this summer
- Working Group progress
- Milling/Paving this week

Main St

- Engaged with the Community through a Virtual Info Session and Two Outdoor Open Houses in April
- Installation begins this Spring/Summer
- Milling/Paving this week

Vassar St

- Upcoming Open House this Thursday at MIT
- New city website with roll plan and an email sign-up
- Summer 2025 install

Cambridge St

- Small section of Inman Square = Installed
- Section A (Prospect St to Willow St) update soon
- Working Group progress

New CSO Deadline is November 2026

Visit www.cambridgema.gov/transportation to view the project websites for roll plans, upcoming engagement opportunities and more.

02. Roadway Safety Improvements

Speedhumps Program



Example of speed hump on residential street

- \$250,000 allocated for a speedhump program through Participatory Budgeting process "Slower Speeds for Safer Streets"
- Department of Transportation developed criteria for when and where to build
 - Will launch the program late Spring 2025

Questions for Advisory Group:

- How should we get the word out to residents about the program? About how to submit speedhump requests?
- Other advice on implementation and rollout?

Intersection Safety Audit Program

- City Council asked CamDOT to improve safety at intersections
- Department working on an **Intersection Safety Audit Program** to present to City Council in Late Spring

Rapid City Response:

- **After a severe crash, do safety audit internally and share results publicly**
 - Identify and carry out short-term improvements
 - Identify longer-term improvements (both to prevent similar crashes and identify other improvements)
 - Report published for public review

Proactive City Response:

- **Prioritizing higher crash locations and developing funding structure for safety improvements**
 - Criteria includes crashes involving injuries and vulnerable users
 - Use State crash database to ID higher crash intersections
 - Suggest short, medium, and long-term improvements (lane allocation, geometry changes, curbs, new infrastructure) and integrate into 5-year capital plan
 - Defining "short" "medium" and "long-term" improvements

03. Sidewalks and Accessibility

Sidewalks and Accessibility

- We heard that you want to hear more about how the Cambridge Department of Transportation addresses questions and issues about new types of street design and infrastructure
- Today I'll be presenting about bus stop design
 - Other potential topics: how the city prioritizes sidewalk maintenance and repairs; what we are considering for new/novel design features to identify shared and separate spaces for people walking and biking
- Bus stop design at bikeways is an area where street designers are gaining a lot of experience and where there is some design guidance
- Invite your feedback today on what:
 - Public information may be helpful for future projects
 - Questions or requests we may hear
 - New groups and communities to engage with

Bus stops around the city

- The city has 258 bus stops
 - 240 for MBTA
 - 18 for EZRide
- Many bus stops have seating:
 - 59 stops have benches [~23% of stops]
 - 55 stops have shelters [~21% of stops]
 - 104 stops have seating, i.e. either bench or shelter [~40% of stops]
- Some bus stops are on streets with separated bike lanes
 - 47 stops have the bike lane at street level interacting with the bus
 - 13 stops are the “floating” design
 - 10 are the “shared” design
 - 3 are the “step-out” design

This is a bus stop shared with the bike lane

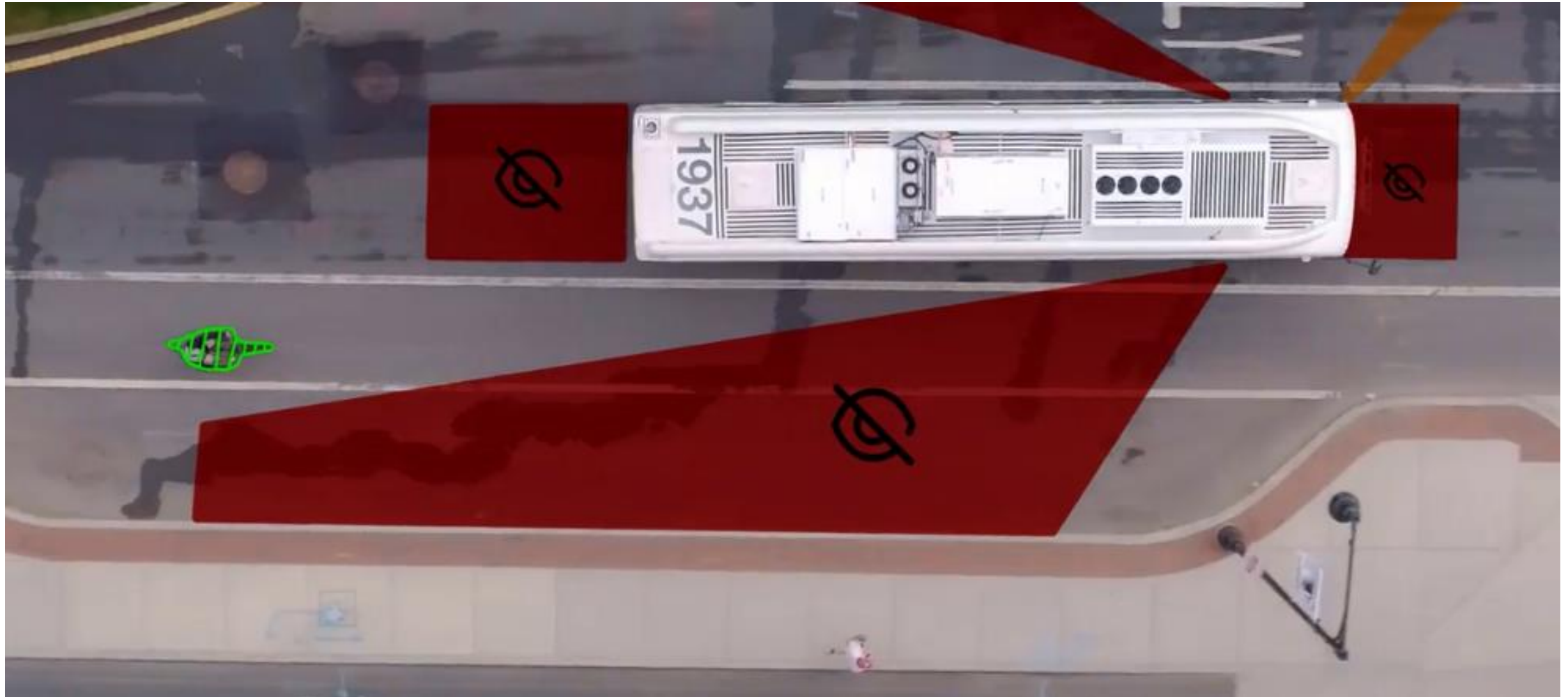


Key

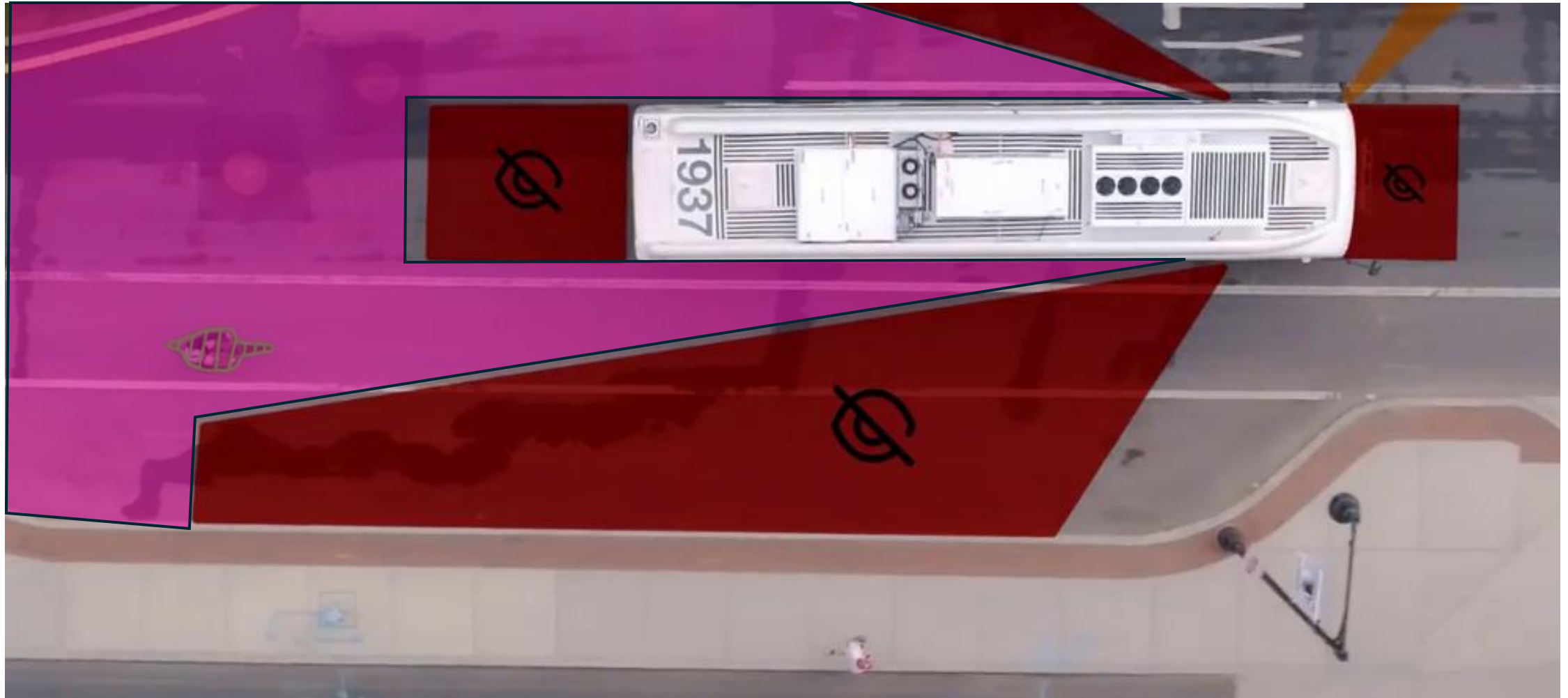
1. Sidewalk
2. Bicycle lane **on street**
3. **No** tactile warning panels
4. **No** crosswalk
5. Waiting area
6. “Front” bus stop sign
7. **No** “Yield to ped” marking

Photo: Andy Reker
Location: Mass Ave.,
Cambridge

Visibility around a bus is limited



Visibility around a bus is limited



This is a “floating” island type of bus stop - preferred



Key

1. Sidewalk
2. Bicycle lane (at sidewalk level)
3. Tactile warning panels
4. Crosswalk
5. Waiting area
6. "Front" bus stop sign
7. "Yield to ped" marking

Photo: Andy Reker
Location: Huron Ave.,
Cambridge

This is a “shared” type of bus stop



Key

1. Sidewalk
2. Bicycle lane (at sidewalk level)
3. No tactile warning panels
4. Crosswalk
5. Waiting area on sidewalk
6. “Front” bus stop sign, off image
7. “Yield to ped” marking, off image
8. Narrow buffer between bike lane and curb

Photo: Andy Reker
Location: Belmont St.,
Cambridge

This is a “step-out” design type of bus stop



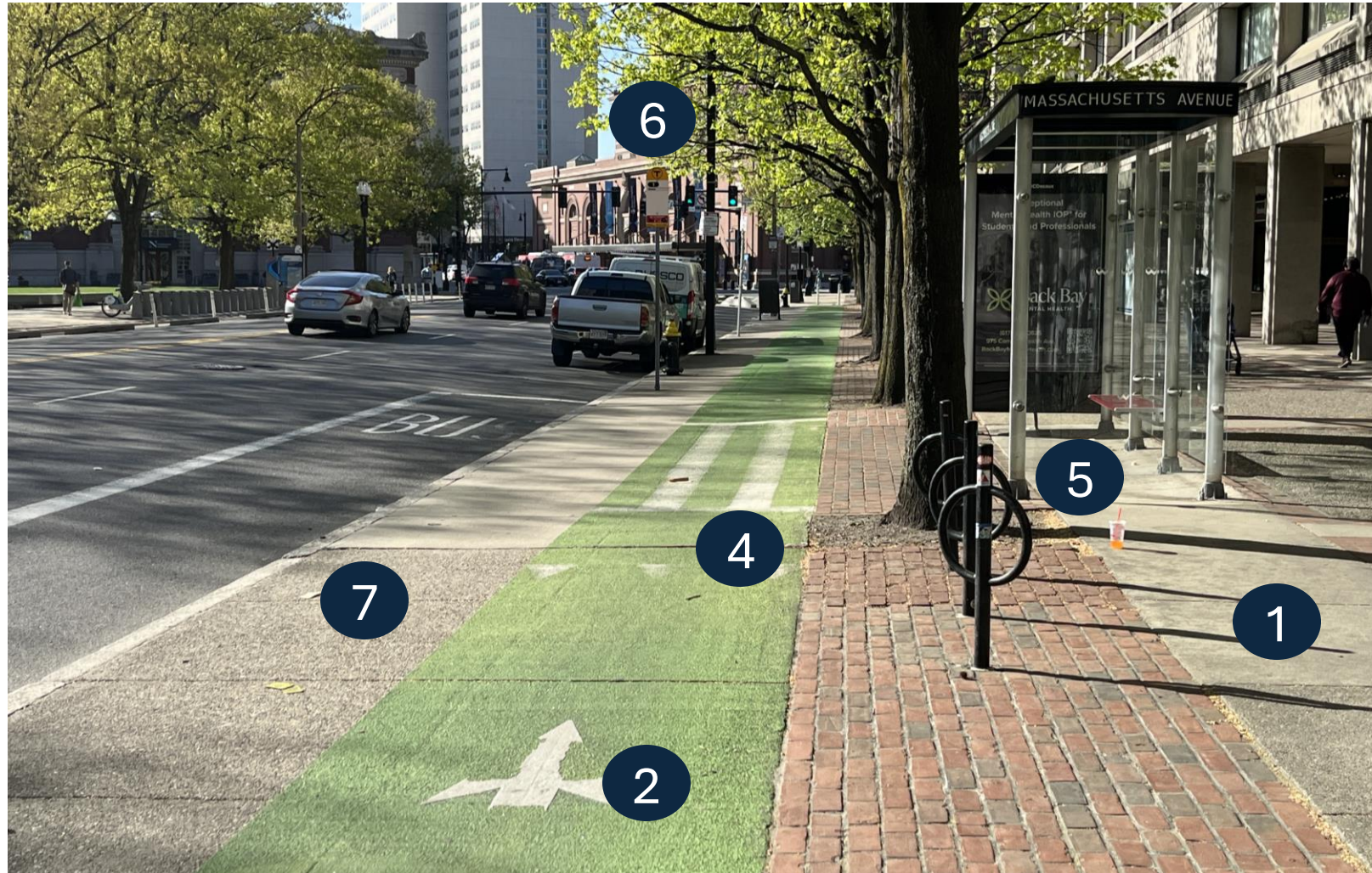
Key

1. Sidewalk
2. Bicycle lane (at sidewalk level)
3. No tactile warning panels
4. Crosswalk
5. Waiting area on sidewalk
6. “Front” bus stop sign
7. **Small** buffer between bike lane and curb

Photo: Andy Reker

Location: Vassar St, MIT

This is a “step-out” design type of bus stop

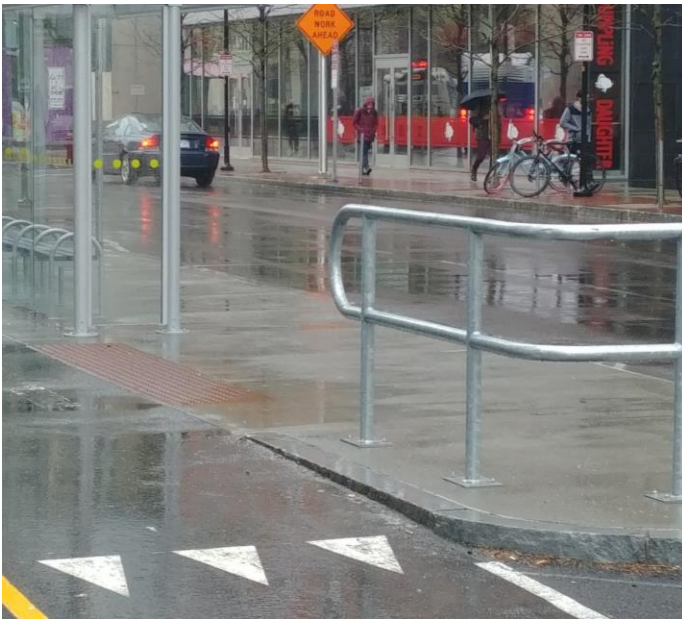


Key

1. Sidewalk
2. Bicycle lane (at sidewalk level)
3. No tactile warning panels
4. Crosswalk
5. Waiting area on sidewalk
6. "Front" bus stop sign
7. **Small** buffer between bike lane and curb

Photo: Nick Schmidt
Location: Mass Ave., Fenway,
Boston

We are considering other street design features



Barriers to direct pedestrians to crosswalks and improved yield marking



Additional or different markings



In-street pedestrian crosswalk signs

Bus stops at bikeways and bike lanes

- City uses engineering and planning guidance to determine designs of bus stops and bikeways and bike lanes at bus stops
 - National Association of City Transportation Officials (NACTO) produces several design guides – bikeways, transit, and urban street
 - Bus stop design with bikeways is still an area where guidelines are being developed based on national experiences and feedback from different groups of users of the street
- City is aiming to get implementable, replicable, and consistent design features at bus stops where bikeways and bike lanes meet bus stops
 - Upcoming planning project to create standard marking and signage plans for the three kinds of bus stops with bikeways
- MBTA is also assisting by providing on-board audible and visual announcements at bus stops with shared and step-out designs
 - Announcement say something like “[Name of stop], watch for cyclists as you exit” on the inside and on the outside “cyclists, watch for riders exiting” as buses approach stop/open doors.

Questions or feedback that we've heard

City staff have also been to board meetings of the Commission for Persons with Disabilities to hear questions and feedback about bus stop design.

Some questions and feedback during the most recent visit are:

- Concern that designs rely on cyclists yielding
- Questions about available data
 - We have crash data – this does not show any notable issues with these bus stop designs - for the general public or for people with disabilities
 - No data available on locations that community members identify as “too unsafe” to travel to regularly
- Suggestions to add additional devices (flags, flashing warnings, or “extending” stop signs)
- Additional messages on buses to indicate to cyclists to yield when buses serve a bus stop

04. Roadway and Access Impacts of Delivery Vehicles

Delivery Vehicles

- A recurring concern raised in Working Group meetings and City Council discussions is the **frequent blocking of bike lanes by delivery vehicles**, including Amazon, Uber, DoorDash, and other service providers
- See-Click-Fix Data
 - 236 "Bike Lane Obstruction" Service Requests Since September 2016 (not specified what is blocking)
- Loading Zone Clarifications and Education:
 - Individual drivers, even without a commercial vehicle, are permitted to park in loading zones < 30 minutes
 - Signage can be made to make this clearer, as well as education campaigns to delivery drivers
- **Feedback and Discussion for Advisory Group:**
 - What would be effective ways to educate users/drivers and residents about this policy?
 - What are you hearing about issues people are having?
 - What messages need to be communicated – about what, to whom, by whom? -- to foster a safe and efficient roadway flow?

05. Public Comment

Public Comment

Public Comments Welcome

- Share thoughts in Q&A or verbally
- To comment verbally, raise virtual “hand” 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)

06. Next Steps

Next Steps

Identify Future Agenda Items

Next meeting: Early Fall, TBA

Meeting summary process

- Draft summary, Working Group review, finalized and posted on website