

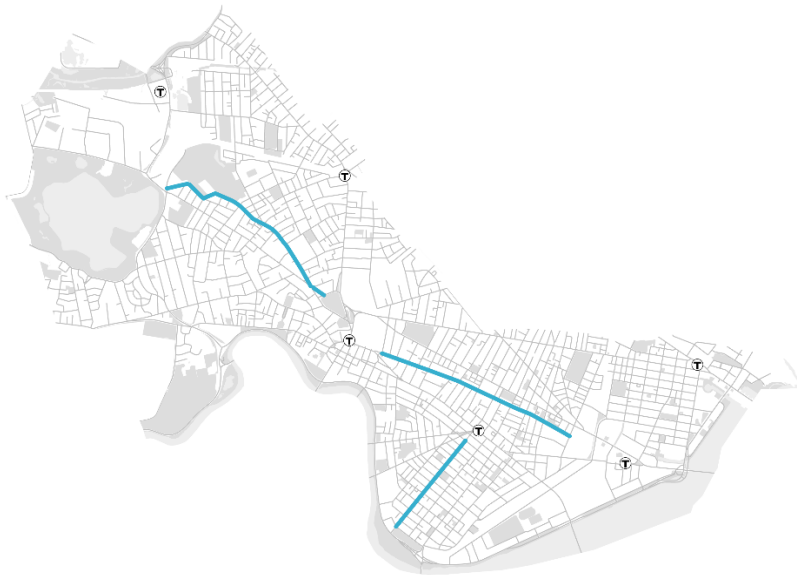
Cambridge Proposed and Future Changes for COVID-19 Response and Recovery

What Have We Already Done?

- Installed more than a dozen pick up zones for restaurants that are promoting takeout/delivery
- Converted actuated pedestrian signals (signals that require a pedestrian to push a button to activate a walk signal) to automatic operation to minimize the need to press a button
- Closure of Memorial Drive to car traffic for Riverbend Park for two Sunday's as a pilot. The 5/24 closure appears to have been successful and we will monitor the 5/31 closure.

What's Coming Soon?

Shared Street pilot on three key connector streets to begin building a network:



Garden Street, Field Street, and Bay State Road corridor from Concord Avenue to New Street, connections to Cambridge Common, Harvard Square, Harvard Yard, Danehy Park, Fresh Pond, Alewife, Trader Joe's, Whole Foods

Harvard Street from Quincy Street to Portland Street, connections to Kendall Square, Harvard Square, Harvard Yard, Sennott Park, nearby City buildings, Washington Elms/Newtowne Court, 119 Windsor Street, Whole Foods

Magazine Street from Green Street to Memorial Drive, connections to Central Square, Magazine Beach, BU Bridge, Morse School fields, Trader Joe's

All of these streets were previously identified in the Cambridge Bicycle Plan as streets that should be prioritized as low-volume/low-speed routes.

What is a Shared Street?

On a Shared Street, the roadway space is shared by people walking, biking, and driving at low speeds. Allowing people to share the street creates additional space for physical distancing. Shared Street designations are intended to be implemented 24 hours/day, 7 days/week for an indefinite period. The shared operation of these streets is also intended to be easily understood by all users, with little or no additional police presence required.

Nearby communities including Arlington and Somerville, as well as in other municipalities around the country, have implemented Shared Streets programs. These programs generally

allow people walking and biking in both directions to use the road, and people driving are expected to yield to them. Local Access Only and Shared Street signs are posted at key cross streets to discourage through traffic, but the street remains open for residents of the street, emergency vehicles, and deliveries. Signs may also direct drivers to alternative routes for through trips.

How Have We Learned from Other Cities?

- Multiple conversations with staff from Boston and Somerville.
- Research on programs and experiences in other cities including: Providence, RI; Burlington, VT; Charlotte, NC; Seattle, WA; and Washington, DC
- Resources from the National Association of City Transportation Officials, including the COVID-19 Transportation Response Center and the [Streets for Pandemic Response and Recovery](#) publication

How Will Shared Streets be Identified?

“Shared Street” and “Local Access Only” signs will be posted at most locations along the corridor. “Local Access Only” signs will be posted on A-frames. At busy intersections, “Shared Street Signs” will be posted on A-frames. Otherwise, the “Shared Street” Signs will be mounted on existing sign poles.



What Might Come Next?

- Additional Shared Street locations to create a network across the city, which connects people to key destinations (while also considering existing paths, separated bicycle lanes, and other high-comfort walking and biking facilities)
- Expanded sidewalk space at key locations and nodes in high-traffic areas to promote physical distancing
- Space to support local businesses, including sidewalk/street dining, additional pick-up areas for restaurants and retail, space for customers to practice physical distancing while waiting, and other supportive uses to be identified by business associations and local businesses
- Facilities to help the buses operate more frequently and more reliably, with the goal of reducing crowding on the buses and at bus stops.

What is the Process Moving Forward?

- We have identified these initial Shared Street pilots based on our internal brainstorming and knowledge from previous planning efforts. We plan to implement these as soon as mid-June. We plan to install laminated signage to let people know about the changes that are coming. Before and during the pilots we will get the word out through:
 - phone calls and emails
 - social media
 - the City's COVID-19 website and daily emails
 - distribution to local community groups, neighborhood associations, and business associations
 - the City Council's email distribution lists
 - signs and flyers posted on streets
 - other suggestions?
- We want the community to share their ideas with us for what comes next through:
 - the channels identified above for feedback on the initial shared streets
 - direct outreach to business associations (already underway following the 5/7 meeting of the Small Business Advisory Committee)
 - online surveys
 - other suggestions?