TOWARD A BIKEABLE FUTURE

Bicycle Network Master Plan
Cambridge, MA
December 2014
The following is an overview to provide general background to the Draft Bicycle Network Plan.

For more details on any of the topics go to: www.cambridgema.gov/bike
What is our vision?
Environmental Benefits

Sustainable transportation is key to solving our climate change and air quality challenges.
Health Benefits

Active transportation is an effective way of keeping ourselves healthy.
You Choose!

If people can easily bike and walk as part of their daily routines, they don’t need to take extra time to be fit.
Health Benefits of Bicycling

Studies show that people who bicycle regularly are healthier, providing economic benefits to employers and society as well as health benefits to themselves.

http://www.peopleforbikes.org/statistics/category/health-statistics
Health Benefits of Separated Bike Facilities

Cyclists on separate facilities have markedly lower exposure to pollutants.
Community Benefits

It's easier to meet your neighbors if you are on bike or on foot!
People who live on streets with less traffic are more likely to know their neighbors. Lines on the diagram represent social connections.

Reference: http://books.google.com/books/about/Livable_Streets.html?id=pfreUQKD_4QC
Economic Benefits

People who shop by bike spend more money locally

http://www.peopleforbikes.org/statistics/category/protected-bike-lane-statistics

http://www.citylab.com/commute/2012/12/cyclists-and-pedestrians-can-end-spending-more-each-month-drivers/4066/
Cambridge has numerous policies that emphasize the importance of bicycle transportation.
The Vision of an “8 – 80 City”

Goal:
To create a city that’s safe for anyone from the ages of 8 to 80* to be able to walk or bike independently.

This will mean the city is safe for all.

* approximately!
Goal is a City for Everyone
Cycling for All Trip Purposes
Cycling for All Ages
Cycling for All Genders

Where do women bike?
Bicycle Share of Trips and Percentage of Female Cyclists in Large Cities

Cities with higher percentages of people cycling have higher percentages of women cycling.

Cambridge is a GOLD rated Bicycle Friendly Community

Highest Bike Score in the Country
Being bike friendly is more than just the facility network; here are just a few examples of other important elements of being a Bicycle Friendly Community.

For more details on any of the topics go to: 
www.cambridgema.gov/bike
Hubway Bike Share
Bike Parking
Community Bike Rides

Wayfinding

Saturday, May 18th, 2013

Start: 10:00am  Cambridge Public Library, Main Branch, 449 Broadway
Depart: 10:15am Sharp - Ride starts
End: Cambridge Public Library
Ride Distance: Approximately 12 miles
Ride Time: Approximately 2.5 hours
Workshops

The City of Cambridge proudly presents:

FREE Bicycle Workshops
For Cambridge residents and employees!

February 11 – Winter Cycling, 7pm
344 Broadway, 2nd Floor

February 12 – Urban Cycling Basics, 12pm
449 Broadway – Main Library

March 11 – Bike Maintenance Basics, 7pm
344 Broadway, 2nd Floor

April 30 – Urban Cycling Basics/Hubway, 7pm
449 Broadway – Main Library

May 10 – On-bike Training, 2pm (at the Alewife Bike Cage)

Please RSVP to Jennifer Lawrence, jlawrence@cambridgema.gov, 617-349-4671
There are 60+ miles of Bicycle Facilities in the city.
Here are a few of the important bicycle facility types.

For more details on the full range of bicycle facilities:
http://www.cambridgema.gov/CDD/Transportation/bikesincambridge/biketoolbox.aspx
Buffered Bike Lanes Provide More Space

Click here for the Bicycle Toolbox
Protected Bike Lanes are Safer and More Comfortable

Click here for the Bicycle Toolbox
Protected Bike Lanes (Cycle Tracks) with Enhanced Streetscape Elements

Click here for the Bicycle Toolbox
Vassar Street

Western Ave.
Protected Bikeways: Off Road Paths

Click here for the Bicycle Toolbox
Bridges and Underpasses

Click here for the Bicycle Toolbox
Bike Signals Help with Challenging Crossings

Click here for the Bicycle Toolbox
Traffic Calming Make Streets Better for All Users

Click here for the Bicycle Toolbox
Shared Lane Markings

Click here for the Bicycle Toolbox
Bicycle Boulevards/
Bicycle Priority Streets

Click here for the Bicycle Toolbox
Shared Streets

Winthrop Street
Before

Click here for the Bicycle Toolbox

Winthrop Street
After
Toward a Bikeable Future: Cambridge Bicycle Plan

Cambridge is a great place for bicycling and we are working on a plan to make it even better! We would like your input on this plan, particularly focusing on these issues:

- Infrastructure or programs that would make it easier or more enticing for you to bicycle
- Specific improvements that you would like to see regarding children bicycling
- Street segments or intersections in Cambridge that you think work well
- Street segments or intersections in Cambridge that need improvement
- Examples of great streets or bicycle facilities from around the world that you would like to see in Cambridge (please share photos as well as words!)

We encourage you to THINK BIG!!!

For issues requiring immediate attention (potholes, bike rack requests, etc.) please visit the project website for the appropriate contact information.

To use this, you will need to either login or register.
Expanding the Network

Bicycle Facilities
Paths and Road Markings
Cambridge, Massachusetts
Community Development Department
April 2014

What are the next steps?
What analysis and input is being used to develop the Draft Bicycle Network Plan?

Following are some of the key steps.
For more detail on the bicycle crash analysis:

http://www.cambridgema.gov/CDD/Transportation/bikesincambridge/bicyclecrashinformation.aspx
For more detail on the bicycle crash analysis:

http://www.cambridgema.gov/CDD/Transportation/bikesincambridge/bicyclecrashinformation.aspx
For more detail on the bicycle crash analysis:

http://www.cambridgema.gov/CDD/Transportation/bikesincambridge/bicyclecrashinformation.aspx
Public input into the Draft Plan was collected in a variety of ways.
Public Comments – Needed Improvements

Spot /Route Improvement Comments
Public Comments – Good Infrastructure

comment frequency

Great Street/Path Comments
A variety of suggested improvements were made through the initial public input process. Here (Map on this slide and table on next) are some of the projects that will be implemented or evaluated.
# Short Term Action Items

<table>
<thead>
<tr>
<th>ID</th>
<th>Category</th>
<th>Location</th>
<th>Status</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Signs, Markings</td>
<td>Mass Ave and Cambridge St</td>
<td>Will Be Looked At</td>
<td>Signage to aid in merging coming out of tunnel from Mass Ave onto Cambridge St</td>
</tr>
<tr>
<td>2</td>
<td>Signs, Markings</td>
<td>Main St and Columbia St</td>
<td>Done</td>
<td>Bike Box on Main St at Columbia St to facilitate turns toward Mass Ave</td>
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<tr>
<td>3</td>
<td>Signs, Markings</td>
<td>Norfolk St</td>
<td>Done</td>
<td>Add double yellow line at Norfolk St contraflow lane</td>
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<tr>
<td>4</td>
<td>Signs, Markings</td>
<td>Waterhouse St Contraflow</td>
<td>Will Be Looked At</td>
<td>Better signage for Waterhouse St contraflow lane</td>
</tr>
<tr>
<td>5</td>
<td>Construction, Paving</td>
<td>Multiple</td>
<td>Sent to Public Works</td>
<td>Reported potholes and poor pavement conditions</td>
</tr>
<tr>
<td>6</td>
<td>Construction, Paving</td>
<td>Fort Washington Park</td>
<td>Will Be Done</td>
<td>Pave access path to the st-grade railroad crossing</td>
</tr>
<tr>
<td>7</td>
<td>Construction, Paving</td>
<td>Vassar St and Pacific St</td>
<td>Identify Funding and Who Will Implement</td>
<td>Provide a pedestrian and bicycle crossing on Vassar St at the Pacific St railroad crossing to connect with eastbound Vassar St cycle track</td>
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<tr>
<td>8</td>
<td>Construction, Paving</td>
<td>Webster Ave and Lincoln St</td>
<td>Will Be Done</td>
<td>Remove the intersection pavers at the intersection of Webster Ave and Lincoln St</td>
</tr>
<tr>
<td>9</td>
<td>Signals</td>
<td>Trowbridge St at Harvard St</td>
<td>*</td>
<td>Add bike detection at Trowbridge St at Harvard St</td>
</tr>
<tr>
<td>10</td>
<td>Signals</td>
<td>Huron Ave and Garden St</td>
<td>*</td>
<td>Bike detection at Huron Ave and Garden St</td>
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<tr>
<td>11</td>
<td>Bike Parking, Fix-Its</td>
<td>Alewife T Station</td>
<td>Will Be Looked At</td>
<td>Bicycle Fix-It Station at Alewife T</td>
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<tr>
<td>12</td>
<td>Bike Parking, Fix-Its</td>
<td>Tobin School</td>
<td>Added to 2015 List</td>
<td>Bike Parking needed: Tobin School</td>
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<tr>
<td>13</td>
<td>Bike Parking, Fix-Its</td>
<td>Graham and Parks</td>
<td>Added to 2015 List</td>
<td>Bike Parking needed: Graham and Parks</td>
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<td>14</td>
<td>Bike Parking, Fix-Its</td>
<td>Mass Ave and Western Ave/River St</td>
<td>Added to 2015 List</td>
<td>Bike Parking needed: Mass Ave at Western Ave/River St</td>
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<td>15</td>
<td>Bike Parking, Fix-Its</td>
<td>Broadway at Portland St</td>
<td>Added to 2015 List</td>
<td>Bike Parking needed: Broadway at Portland St</td>
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<td>16</td>
<td>Bike Parking, Fix-Its</td>
<td>Main Library</td>
<td>Added to 2015 List</td>
<td>Bike Parking needed: Main Library</td>
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<tr>
<td>17</td>
<td>Bike Parking, Fix-Its</td>
<td>Galleria</td>
<td>Done</td>
<td>Bike Parking needed: Galleria</td>
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<tr>
<td>18</td>
<td>Bike Parking, Fix-Its</td>
<td>Mass Ave and Cedar St</td>
<td>Will Be Looked At</td>
<td>Bike Parking needed: Mass Ave and Cedar St</td>
</tr>
<tr>
<td>19</td>
<td>Hubway</td>
<td>Multiple</td>
<td>Will Be Looked At</td>
<td>All Hubway suggestions recorded for consideration</td>
</tr>
<tr>
<td>20</td>
<td>Longer Term Potential</td>
<td>Bolton St and Walden Square Rd</td>
<td>Determining Public Easements</td>
<td>Pave an existing gravel path between Bolton St and Walden Square Rd</td>
</tr>
<tr>
<td>21</td>
<td>Longer Term Potential</td>
<td>Inman Square</td>
<td>Major Planning Study Underway</td>
<td>Several comments about signal improvements at Inman Square</td>
</tr>
<tr>
<td>22</td>
<td>Longer Term Potential</td>
<td>Ames St</td>
<td>Planning Stages</td>
<td>Remove the existing curb extensions on Ames Street to continue the cycle track to the south</td>
</tr>
<tr>
<td>23</td>
<td>Longer Term Potential</td>
<td>Mass Ave and Western Ave</td>
<td>Planning Stages</td>
<td>Intersection improvements on Mass Ave to connect bicyclists to the Western Avenue cycle track</td>
</tr>
<tr>
<td>24</td>
<td>Longer Term Potential</td>
<td>Alewife Linear Park and Mass Ave</td>
<td>Planning Stages</td>
<td>Add signage and bike boxes at Alewife Linear Park and Mass Ave indicating how to transition from path to road</td>
</tr>
<tr>
<td>25</td>
<td>Longer Term Potential</td>
<td>Russell Field</td>
<td>Done by others?</td>
<td>Improvements to paths around and through Russell Field</td>
</tr>
<tr>
<td>26</td>
<td>Need More Evaluation</td>
<td>Linear Path at Westley Ave</td>
<td>Evaluation</td>
<td>Provide connection to Linear Path at the end of Westley Ave</td>
</tr>
<tr>
<td>27</td>
<td>Need More Evaluation</td>
<td>Alewife T Station Access Road</td>
<td>Planning Stages</td>
<td>Convert wide sidewalk to cycle track and pedestrian path on Alewife T Station Access Road</td>
</tr>
<tr>
<td>28</td>
<td>Need More Evaluation</td>
<td>Linear Path, Mass Ave, Cedar St</td>
<td>Planning Stages</td>
<td>Provide direction on how bicyclists should cross at the intersection of Linear Path/Mass Ave/Cedar Street</td>
</tr>
<tr>
<td>29</td>
<td>Need More Evaluation</td>
<td>Mass Ave and Putnam St</td>
<td>Planning Stages</td>
<td>Bicyclists traveling westbound on Mass Ave would like to be able to turn left onto Putnam St</td>
</tr>
<tr>
<td>30</td>
<td>Need More Evaluation</td>
<td>Sidney St, Mass Ave, Main St</td>
<td>Planning Stages</td>
<td>Allow bicyclists traveling northbound on Sidney St to cross Mass Ave onto Main St</td>
</tr>
<tr>
<td>31</td>
<td>Need More Evaluation</td>
<td>Webster Ave and Hampshire St</td>
<td>Planning Stages</td>
<td>Improve visibility for turns from Webster Ave to Hampshire St</td>
</tr>
<tr>
<td>32</td>
<td>Need More Evaluation</td>
<td>Mass Ave and Somerville Ave</td>
<td>Evaluation</td>
<td>Improved signal timing at Mass Ave and Somerville Ave</td>
</tr>
<tr>
<td>33</td>
<td>Need More Evaluation</td>
<td>Galileo and Broadway</td>
<td>Planning Stages</td>
<td>Bike box for left turns from Galileo (N Bound) to Broadway</td>
</tr>
<tr>
<td>34</td>
<td>Not Anticipated to Advance</td>
<td>Grove St and Huron Ave</td>
<td>Outside Limits</td>
<td>Add intersection treatment for bicyclists turning left from Grove St to Huron Ave</td>
</tr>
<tr>
<td>35</td>
<td>Not Anticipated to Advance</td>
<td>Minuteman Path and Discovery Park Path</td>
<td>Outside Limits</td>
<td>Add crosswalk and curb ramp from Minuteman path to Discovery Park path, it appears this part of the path may be in Arlington</td>
</tr>
</tbody>
</table>

*All loops are intended to function for bicycles. Reported loops will be checked for sensitivity. Some bicycles will not be detected because of their material (carbon fiber bikes, for example)  
**Outside Limits = not in the City limits and/or not under City control*
Although most people who responded to the on-line survey about bicycling in Cambridge ride frequently and everywhere, they report that they are not comfortable on many of the existing streets and would like to see more protected bicycle facilities and bicycle friendly street designs.

A few findings follow.

Click here for summary report.
Bicycling Survey

How would you describe yourself?

- Avid cyclist; bikes anywhere: 46%
- Enjoys biking; mostly comfortable: 38%
- Bikes only some places: 10%
- Not comfortable biking in city: 5%
- Zero interest/physically unable: 1%

What do you identify as your gender?

- Male: 53%
- Female: 46%
- Other: 1%
- I prefer not to answer: 1%

As of your most recent birthday, what is your age?

- Under 18: 0%
- 18-24: 14%
- 25-34: 36%
- 35-44: 16%
- 45-54: 5%
- 55-64: 7%
- 65 years or older: 22%
People were asked about their comfort levels on various facilities and street types.
**ALL RESPONDENTS**: How comfortable do you feel with these bicycle facilities on busy, commercial streets?

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Very uncomfortable</th>
<th>Somewhat uncomfortable</th>
<th>Somewhat comfortable</th>
<th>Very comfortable</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Designated Facility</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared Lane Markings</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conventional Bike Lane</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Buffered Bike Lane</td>
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<td></td>
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<tr>
<td>Protected Bike Lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Raised Cycle Track</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Concerned cyclists are defined as survey respondents who reported that they bike only some places or are not comfortable biking in the city.

**CONCERNED CYCLISTS**: How comfortable do you feel with these bicycle facilities on busy, commercial streets?

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Very uncomfortable</th>
<th>Somewhat uncomfortable</th>
<th>Somewhat comfortable</th>
<th>Very comfortable</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Designated Facility</td>
<td></td>
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<td>Raised Cycle Track</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Concerned cyclists are defined as survey respondents who reported that they bike only some places or are not comfortable biking in the city.
Bicycling Survey – “Very Comfortable”

Bike Lanes
- 25% all cyclists
- 4% concerned cyclists

Protected Bike Lanes
- 81% all cyclists
- 68% concerned cyclists
Survey

Bicycling with Children

Do you bicycle with your children or do your children bike?

- On bike seat, trailer, etc.: 24%
- On own bike, with adult: 28%
- On own bike, without adult: 31%
- Does not/chooses not to: 9%
- Not allowed to bike: 4%
- Does not have a bike, but wants to: 4%

If your child bikes on his/her own without an adult, where does she/he bike?

- Anywhere s/he wants: 26%
- Sidewalks, bike paths only: 10%
- Minor/residential streets, sidewalks, paths, etc.: 25%
- Bike lanes, minor/residential streets, etc.: 19%
- Routes I have approved: 15%
- Outside of my city: 5%
How comfortable do you feel about your children on these bicycle facilities on commercial streets, ALONG WITH AN ADULT?

- Don't know
- Very uncomfortable
- Somewhat uncomfortable
- Somewhat comfortable
- Very comfortable

How comfortable do you feel about your children on these bicycle facilities on commercial streets, WITHOUT AN ADULT?

- Don't know
- Very uncomfortable
- Somewhat uncomfortable
- Somewhat comfortable
- Very comfortable
Types of (Potential) Cyclists

- Strong and fearless
- Enthused and confident
- “No Way No How!”
- Interested but concerned

Pie chart showing the percentages:
- 30%
- 60%
- 1%
- 9%
More People Feel Comfortable on Protected Bicycle Facilities

Cyclists AND Motorists Prefer Protected Bicycle Facilities

Bicycle-specific facilities
= lowest risk of crashes and injuries

References: http://www.cambridgema.gov/~media/Files/CDD/Transportation/Bike/Final_CycleTrackWhitePaper_20140722.ashx
BICYCLE LEVEL OF COMFORT CONCEPT

Bicyclists have varying levels of tolerance for traffic stress created by volume, speed, and proximity of adjacent traffic. Their tolerance may vary by time of day or trip purpose. A person's tolerance is likely to change over time and with bicycling experience.

The Cambridge Bicycle Level of Comfort analysis is based on the Dutch concept of increased separation from traffic as volume and speed increase and the provision of safe crossings of major roadways.

The Draft Bicycle Network Plan for Cambridge is being developed with an aspiration of having cyclists able to travel throughout the city on streets that are categorized as a Bicycle Level of Comfort 1 or 2, which meet the “8-80” Goal. These categories are explained in the next series of slides.

http://www.cambridgema.gov/~media/Files/CDD/Transportation/Bike/Bicycle_Comfort_Levels_20140612.ashx
<table>
<thead>
<tr>
<th>Bicycle Level of Comfort</th>
<th>Typical Criteria</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Protected/Separated or Shared with ADT &lt;2K or Shared with Speed &lt;30 mph</td>
<td>Pemberton St</td>
</tr>
<tr>
<td>2</td>
<td>Wide/Buffered Bike Lane or Bike Lane without Adjacent Parking or Shared with ADT 2-4K or Shared with Speed &lt;30 mph</td>
<td>Raymond St</td>
</tr>
<tr>
<td>3</td>
<td>Bike Lane Adjacent to Parking or Shared with Speed 30 mph or Shared with ADT 4-6K or Narrow Operating Space</td>
<td>Magazine St</td>
</tr>
<tr>
<td>4</td>
<td>Shared with Speed 30+ mph or Shared with ADT 6-15K or High Frequency Bus</td>
<td>Massachusetts Ave</td>
</tr>
<tr>
<td>5</td>
<td>Shared with Speed 35+ mph or Shared with ADT 15K+</td>
<td></td>
</tr>
</tbody>
</table>
Bicycle Level of Comfort – Current Conditions (draft)

Draft assessment of current comfort levels on Cambridge streets.
Building the Bicycle Network

How is this being done?

1. Consider who the network is for: the “8-80” goal
2. Which facilities are safest/where do changes need to be made based on the crash analysis?
3. Which facility types are preferred – surveys and Level of Comfort Analysis
4. What have users identified as either preferred streets/routes or ones that need improvement
5. What are the key destinations/land uses that we need to connect (schools, universities, employment, retail, etc.)
6. What are the regional connections
7. Where are the opportunities (projects underway)
8. Where are the missing links
9. What short-term improvements can be made
10. Further input on the Draft Plan
Level of Accommodations (draft)

Accommodations supporting the 8-80 Goal.

- Shared-use Path
- Raised Cycle Track
- Two-way Cycle Track
- Protected Bike Lane
- Bike Lane without Parking
- Contra-flow Bike Lane
- Buffered Bike Lane
- Bicycle Boulevard

BLC 1

BLC 2
Draft Network Plan: Building the Network

Existing Streets with Bicycle Level of Comfort 1-2

NB: traffic volumes assumed for many streets
Determine which streets will be added to the priority network with the goal of having a more integrated system where most key destinations can be reached on streets where the Bicycle Level of Comfort is proposed to be 1 or 2.

Note that all streets in Cambridge are considered “bicycle routes;” this draft network proposes a plan for which streets are given particular priority for improvements.
1. **Green Lines**
   - Off-Street Paths
   - Primarily through parks and open space and along linear corridors such as rail lines and rivers

2. **Purple Lines**
   - Bicycle comfort through increased separation from traffic with protected bike lanes, cycle tracks, etc.
   - Primarily along major through street streets with higher traffic volumes and speeds
   - Focus on providing access to shopping, jobs, neighboring communities, regional trail network

3. **Orange Lines**
   - Bicycle comfort through lower vehicle volume and/or speed with bicycle-friendly traffic calming, priority crossing treatments at major streets, etc.
   - Primarily along residential and less busy through streets
   - Focus on providing access within and between neighborhoods and to local parks and schools
Draft Network Plan: Building the Network

Proposed Priority Bike Network: Full Buildout
Draft Network Plan: Building the Network

- Existing Off-Street Paths
Draft Network Plan: Building the Network

- Existing Off-Street Paths
- Existing On-Road Bike Facilities
Draft Network Plan: Building the Network

- Projects in Design and/or Construction (2014-15)
Draft Network Plan: Building the Network

Prioritize network links to:

• Business Districts
Draft Network Plan: Building the Network

Prioritize network links to:

- Business Districts
- Employment Centers
Draft Network Plan: Building the Network

Prioritize network links to:

- Business Districts
- Employment Centers
- Universities
Draft Network Plan: Building the Network

Prioritize network links to:

- Business Districts
- Employment Centers
- Universities
- Open Space
Draft Network Plan: Building the Network

Prioritize network links to:

- Business Districts
- Employment Centers
- Universities
- Open Space
- Schools
Draft Network Plan: Building the Network

Priority off-street paths
Draft Network Plan: Building the Network

Priority streets for increasing separation between cyclists and motor vehicles in order to make streets more comfortable

E.g., Protected bike lanes
Draft Network Plan: Building the Network

Priority streets for reducing motor vehicle speed and/or volume in order to make streets more comfortable

e.g., Bicycle Priority Streets
Draft Bike Priority Network Plan

Priority streets and paths for improvement to build a comprehensive bike network

How will this be used? Next →
Draft Bike Priority Network Plan

How will this be used?

This work will be used as the City plans for the redesign and reconstruction of infrastructure through the DPW Five Year Plan for Street & Sidewalk Reconstruction. It also will be used to identify priorities for undertaking special projects (e.g., seeking grants, state funding, etc.). It will be a “living” plan, which will be regularly updated as new opportunities and ideas emerge.
Next Steps

• Now it is your turn to provide feedback on the Draft Bicycle Priority Plan.

• Add your comments to the WikiMaps Page:
  • WikiMaps Page

• Attend the December 4 Open House:
  • December 4 Open House
Thank you!