



Brattle Street Bicycle Safety Demonstration Project

Post Implementation Survey Summary

March 2019

Project Background

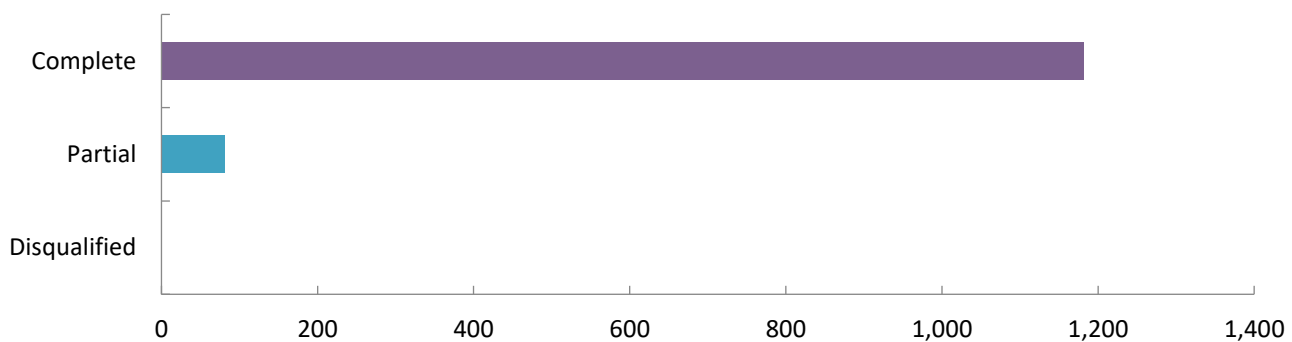
Brattle Street between Mason Street and Eliot Street has long been discussed as a critical link in the network for people who travel by bike, with a desire for enabling two-way travel, providing direct access to key destinations. This was discussed in depth through the Harvard Square Design Project in 2002-2004, and later through the 2015 Bicycle Plan process, with continuing requests through various public forums.

In late 2015, Cambridge residents voted through Participatory Budgeting to spend \$50,000 to separate bicycles from traffic, in order to minimize conflicts between bicycles and vehicles and improve safety. In spring 2016, the Cambridge City Council adopted a Vision Zero Policy aimed at eliminating traffic fatalities and serious injuries, as well as a formal Complete Streets Policy, which reflects the City's commitment to ensuring that our streets work for people traveling by all modes. Informed by the historic analyses and discussions, and aligned with the Vision Zero and Complete Streets Policies and additional City policies (Climate Action Plan, Growth Policy, Vehicle Trip Reduction Ordinance, School Wellness Policy, and others), the City used the Participatory Budgeting funds to install a two-way separated bicycle facility on Brattle Street in July 2017.

The goals of the project were to improve accessibility and safety for all users and make this section of Brattle Street more comfortable for cycling, walking, and accessing businesses and services in Harvard Square. The project proposal was discussed with Harvard Square Business Association and the Cambridge Bicycle Committee, and shared at a public open house forum with opportunity for feedback. The changes were implemented as a quick-build project: without construction, using materials like paint, signs, and flexible posts. The current street design includes a two-way separated bicycle facility, one travel lane, and two parking lanes. For more information, visit the [project website](#).

To evaluate the impacts of the project, the City collected before and after data, with the goal to match the time of year and weather when possible. A post-implementation survey was conducted, which received over 1,200 responses. Respondents were self-selecting and most answered the survey on-line; paper copies were also made available at several locations and upon request. An on-street intercept survey was also conducted to capture a random cross section of users; 87 surveys were completed in this way.

Response Statistics



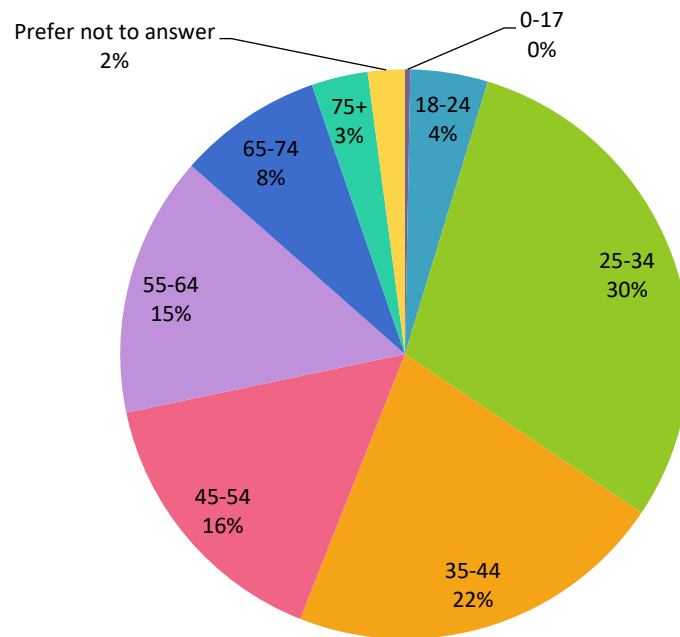


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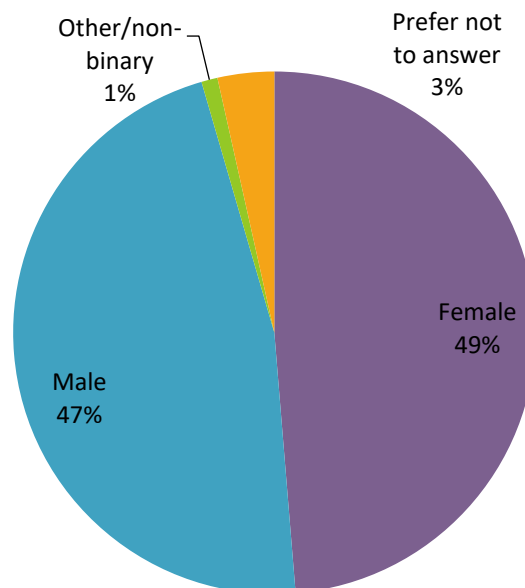
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1. What is your age group?



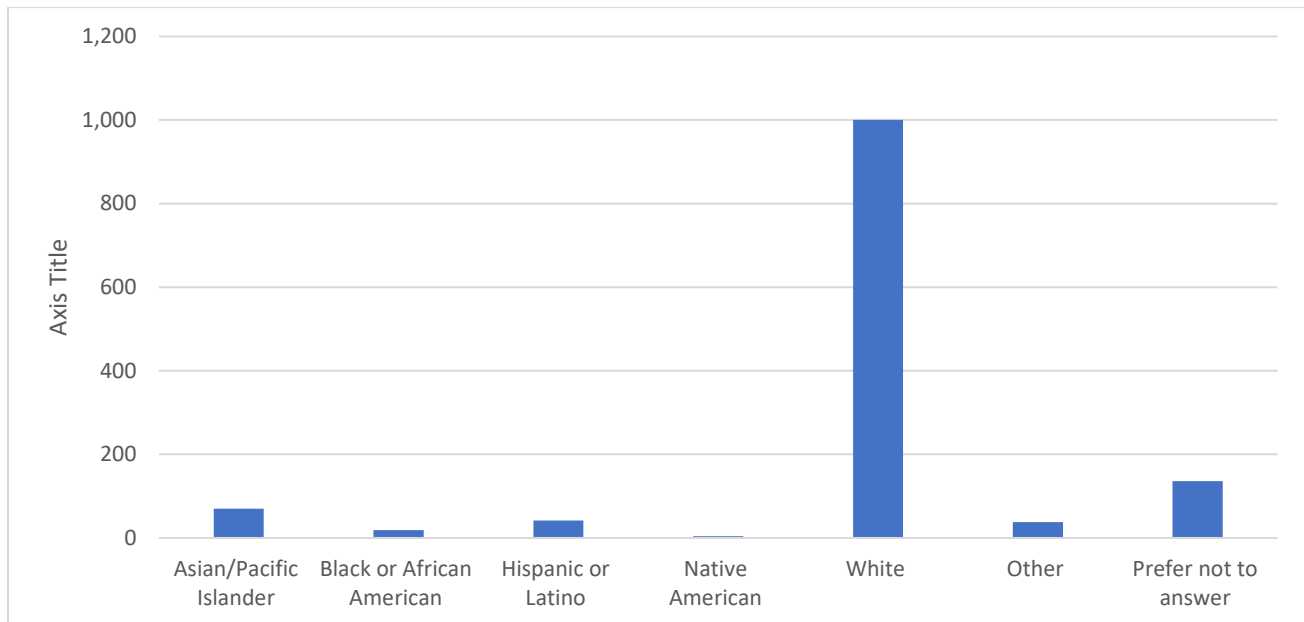
2. What gender do you identify with?





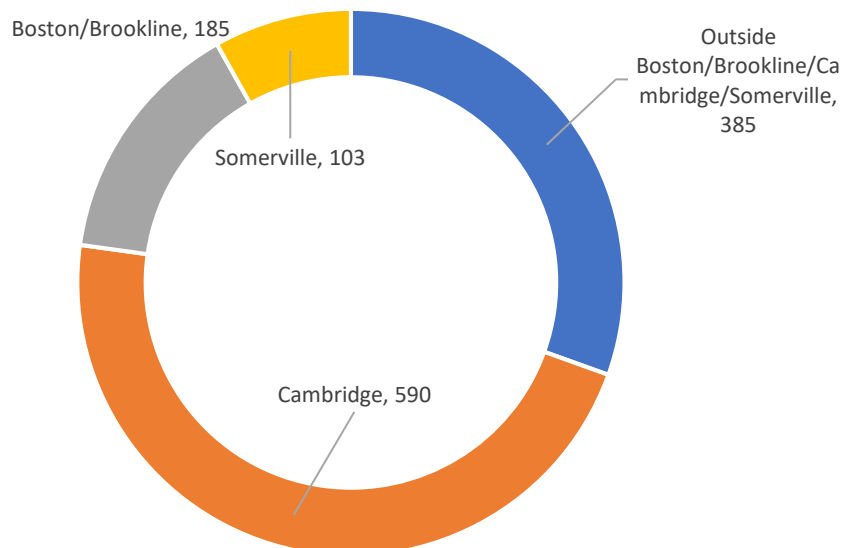
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3. What is your ethnicity, origin, or race? (check all that apply)



4. Where do you live?

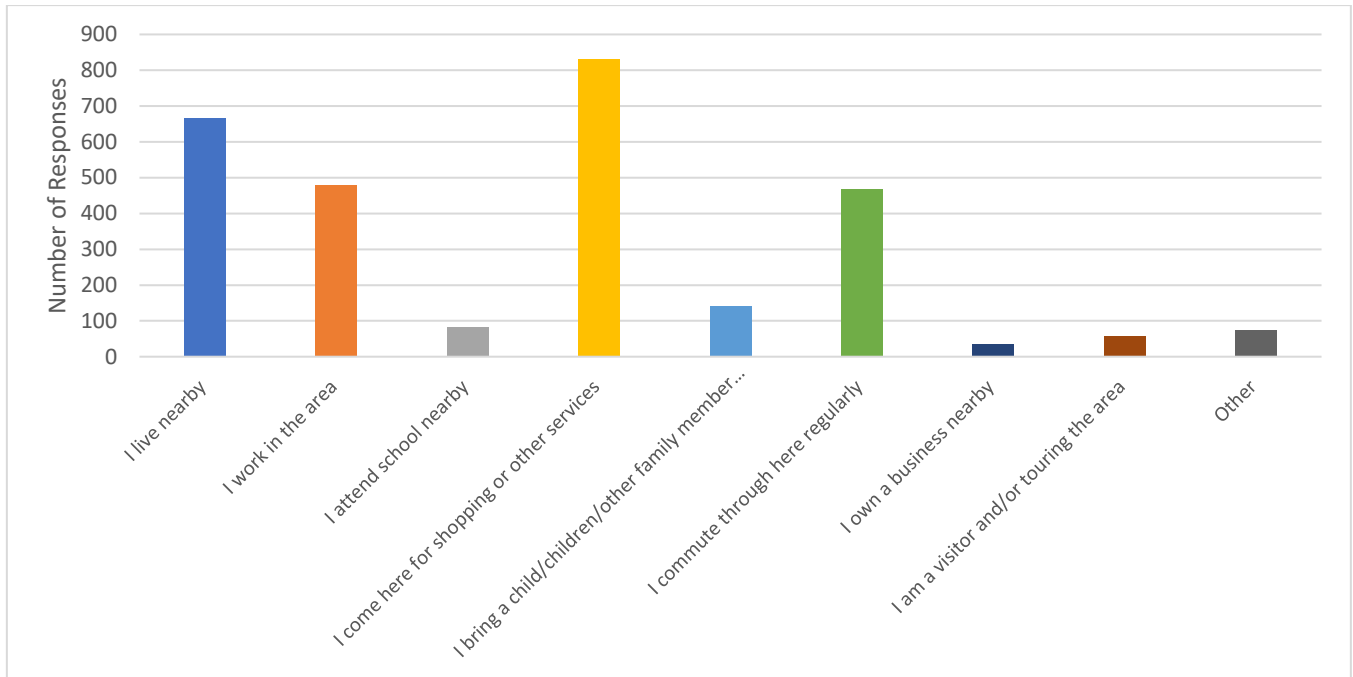
Quantity of Responses by Location



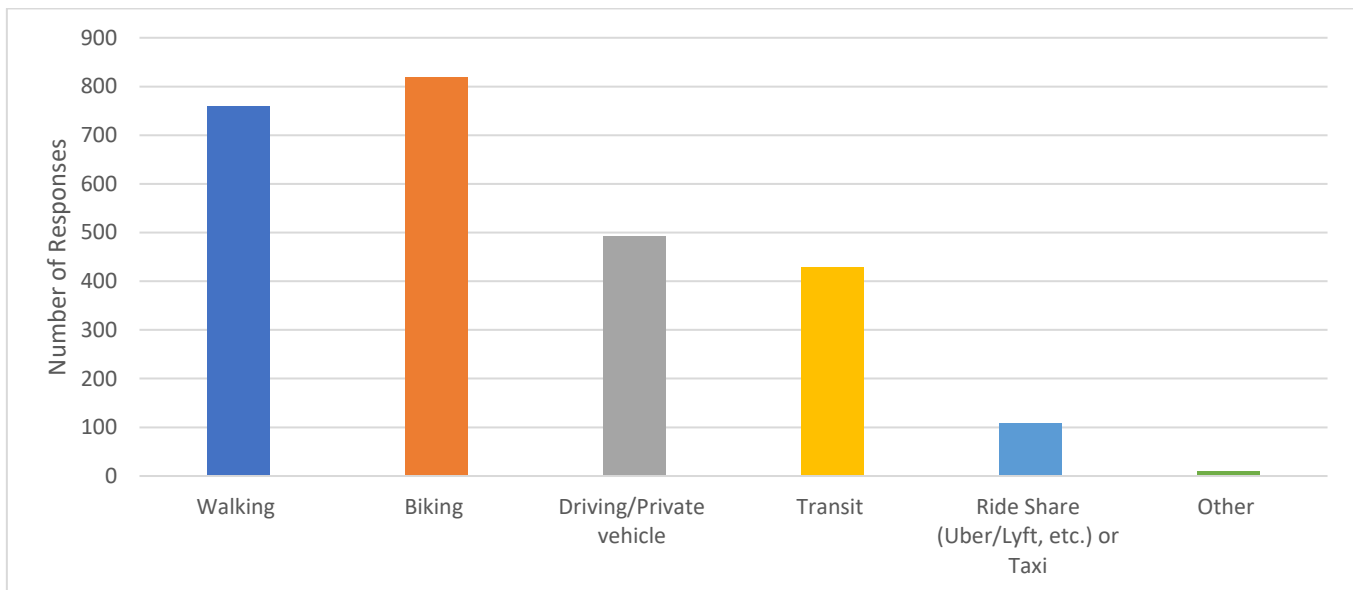


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5. Why do you usually come to Brattle Street? (Check all that apply)



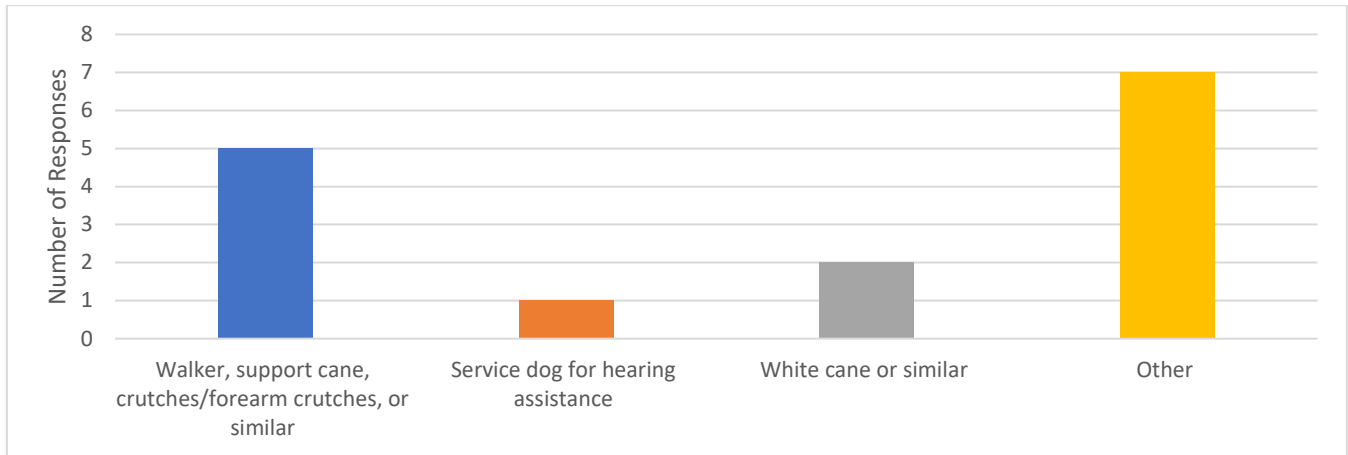
6. How do you usually get to Brattle Street? (Check all that apply)



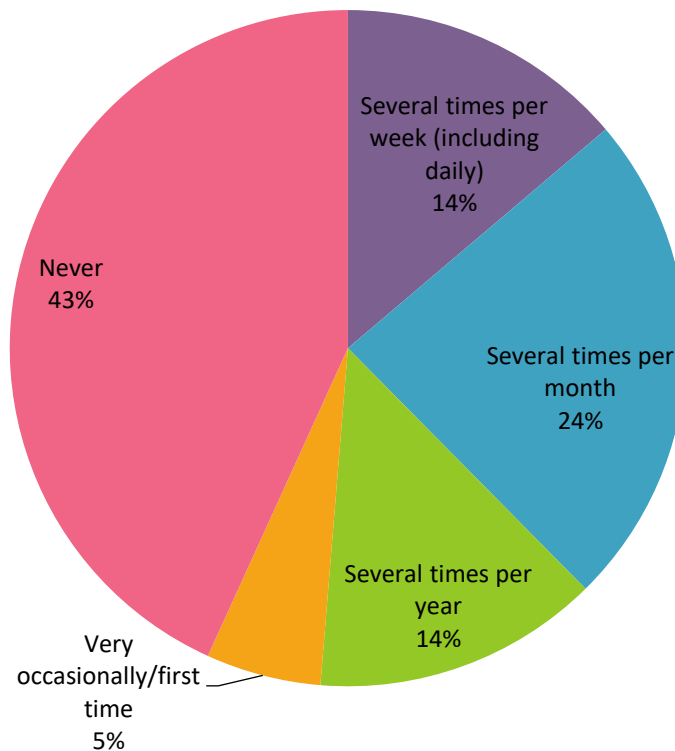


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7. Do you use a mobility assisted device? (Check all that apply)



8. If you are the parent/guardian of children living with you, how often do you travel here with them?



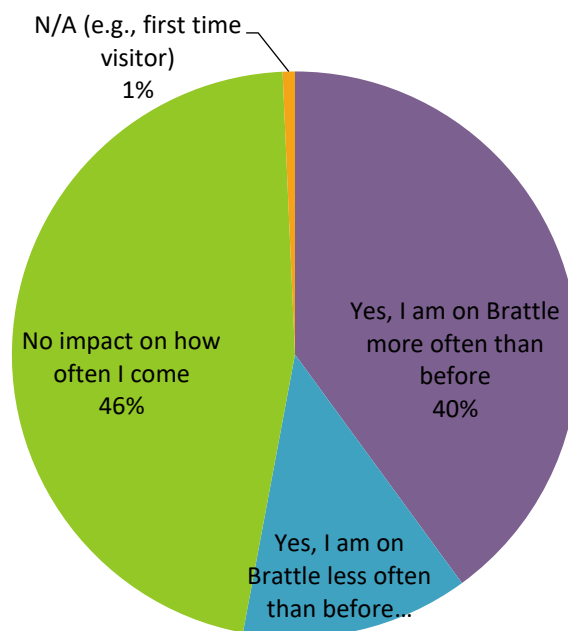


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9. How often do you travel through the project area by each mode:

	Walking/ Running	Bicycle	Transit	Ride Hail (Uber, Lyft, Taxi, etc.)	Driving/ Private Vehicle
Several times per week (including daily)	361	297	112	9	164
Several times per month	260	316	177	41	213
Several times per year	65	97	82	39	57
Very occasionally	8	21	19	11	20
First time or very rarely	4	2	3	0	2
Total	698	733	393	100	456

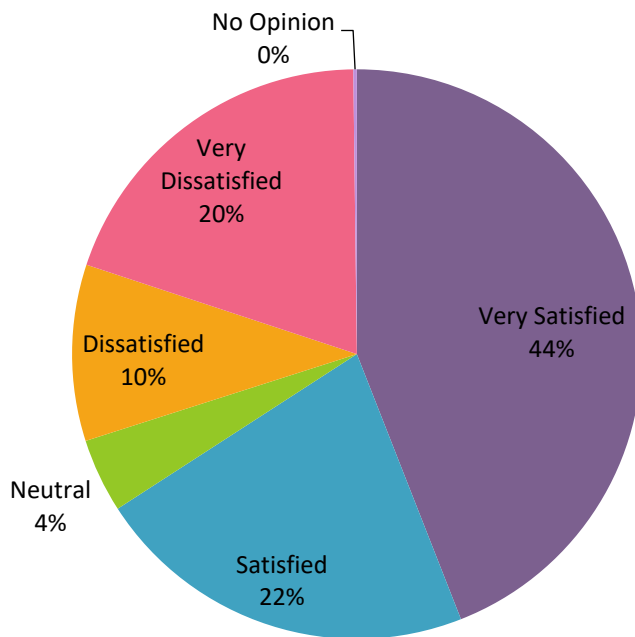
10. Have the changes on Brattle Street had any influence on how often you are here?





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11. What is your overall opinion about the new design for Brattle St?



Satisfaction by Mode:

Walking: 71% Positive/Neutral

Bicycling: 93 % Positive/Neutral

Driving: 47% Positive/Neutral

Transit: 91% Positive/Neutral/DK

12. Can you tell us more about why you chose this response?

1,277 comments were submitted in response to this optional open response question. The following is a summary of the major trends that emerged.

- The most common response was that the two-way separated bike lane made cyclists feel safer and more comfortable.
- Pedestrians often reported that Brattle Street is more quiet and pleasant to walk on.
- While respondents were satisfied with the two-way design, they also supported grade-separated bike lanes.
- Commenters expressed concerns with ride hail operators (Uber/Lyft, etc.) loading/unloading passengers at undesignated places. Several respondents noted this as an issue throughout the City.
- Commenters noted concerns with pedestrians crossing at undesignated locations.
- Commenters noted issues with bicyclists not yielding to pedestrians at designated crosswalk locations.
- Commenters found difficulty with parking their vehicle due to the modified parking configuration now present on Brattle Street.
- Commenters mentioned that motorists would be found parked in the separated bike lanes.



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13. Other Comments:

363 comments were submitted to this optional open response question. The following is a sample of comments, which will be used to inform this project and future projects:

- Signage and markings should be clarified at intersections, so all users better understand the potential movements of each other.
- Continue to install separated bicycle facilities through Harvard Square for increased safety!
- The new parking configuration is confusing.
- Could there be increased parking enforcement on Brattle Street?
- Parking a car in the middle of the street is awkward and unsightly for the street.
- The bicycle facility now feels safe enough for me and my children to ride on it, instead of the sidewalk.

14-17. “What is your overall level of comfort?” and “How satisfied are you with your ability to access destinations along the street?” by mode of travel.

When I am Driving

	Overall level of comfort	Ability to access destinations along the street
Very Satisfied	20%	23%
Satisfied	19%	14%
Neutral/No Impact	8%	14%
Dissatisfied	22%	19%
Very Dissatisfied	32%	29%
Not sure	0%	2%
Responses	464	457

When I am Biking

	Overall level of comfort	Ability to access destinations along the street
Very Satisfied	55%	60%
Satisfied	35%	27%
Neutral/No Impact	3%	8%
Dissatisfied	3%	2%
Very Dissatisfied	4%	2%
Not sure	1%	1%
Responses	775	765



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When I am Walking

	Overall level of comfort	Ability to access destinations along the street
Very Satisfied	42%	47%
Satisfied	18%	14%
Neutral/No Impact	11%	17%
Dissatisfied	13%	10%
Very Dissatisfied	16%	11%
Not sure	0%	1%
Responses	723	709

When I am Taking Transit

	Overall level of comfort	Ability to access destinations along the street
Very Satisfied	42%	44%
Satisfied	22%	18%
Neutral/No Impact	24%	24%
Dissatisfied	5%	6%
Very Dissatisfied	5%	4%
Not sure	3%	3%
Responses	400	393