

Cambridge Street Bicycle Safety Demonstration Project



Community Meeting 2 | May 17, 2017

Agenda

Cambridge Street

- Welcome
- Project Background
- Project Information
- Design Overview
- Project Updates
- Next Steps
- Breakout Groups to Review Draft Design



PROJECT BACKGROUND

Project Limits

Harvard Square to Inman Square *from Quincy Street to Fayette Street*



Municipal Policies

Vision Zero, Complete Streets, & Safe Routes to School



Complete Streets are designed and operated to enable safe access for *all* users – regardless of age, ability, or mode of transportation.

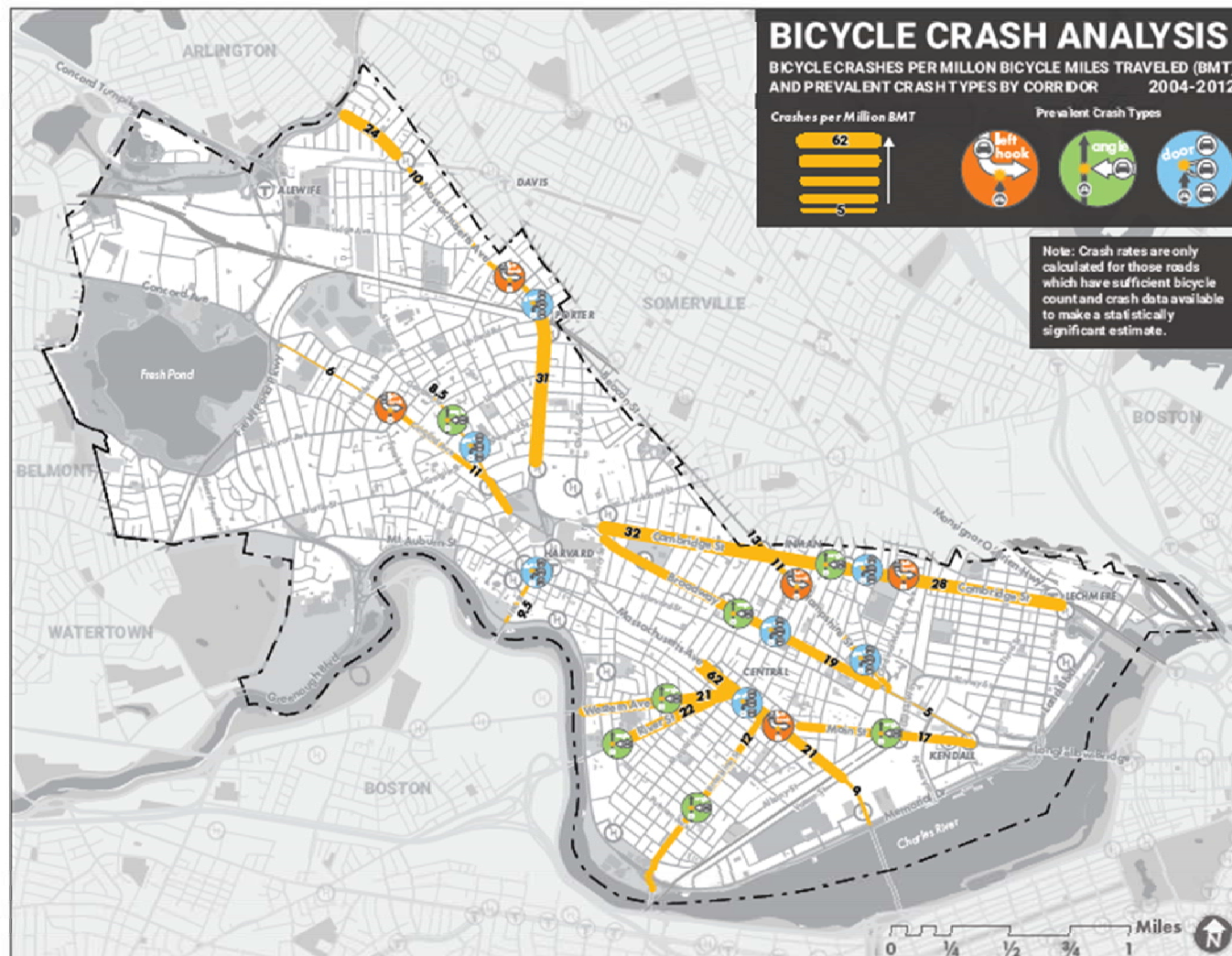
Vision Zero calls for the elimination of fatalities and serious injuries resulting from traffic crashes, and emphasizes that they can, and should be prevented.

Safe Routes to School aims to increase the number of students who get to and from school safely by walking or biking.

PROJECT BACKGROUND

Municipal Policies

Reported Bicycle Crashes, 2004-2012



PROJECT BACKGROUND

Separated Bicycle Facilities

Examples



Vancouver, Canada



Mass. Ave., Boston, MA

PROJECT BACKGROUND

Separated Bicycle Facilities

Mass Ave Protected Bike Lane Demonstration

December 2016

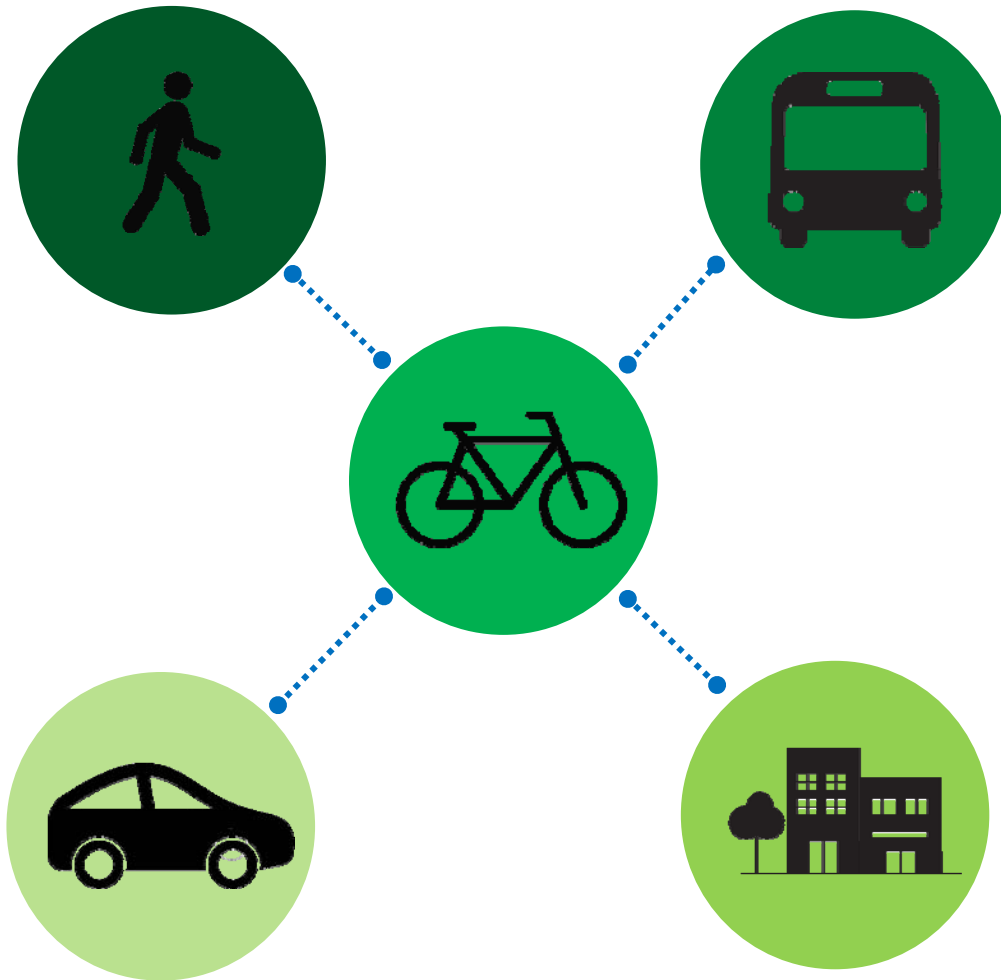


*Northbound from Sidney Street to
Douglass Street (shown: Lafayette Square)*



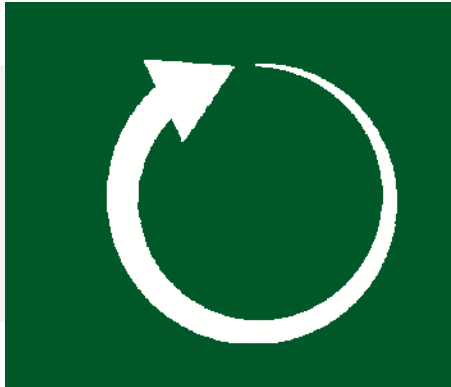
*Northbound (east/odd side of the street)
from Waterhouse Street to Everett Street*

Design Considerations



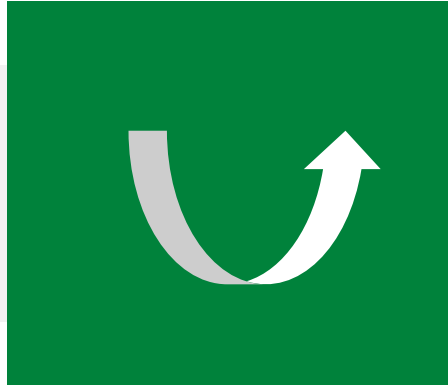
- ✓ Bicyclist safety & comfort
- ✓ Crosswalks/curb extensions
- ✓ Bus stops
- ✓ School pick-up/drop-off
- ✓ Accessible parking
- ✓ Loading & deliveries
- ✓ Street maintenance
- ✓ On-street parking

Implementation Steps



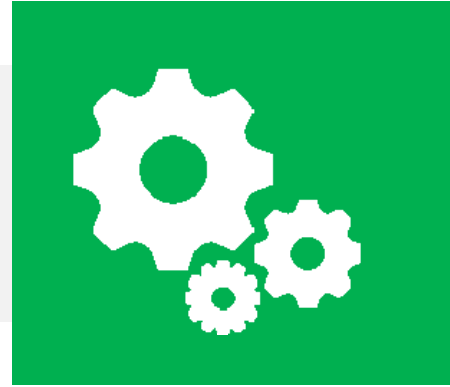
PLANNING

- Identify measures of effectiveness
- Develop detailed plan
- Community engagement
- Develop mitigation measures



IMPLEMENTATION

- Procure materials
- Issue regulations
- Remove / reinstall pavement markings
- Install delineators



OPERATION

- Street cleaning
- Snow clearance
- Enforcement
- Communications strategy



EVALUATION

- After data collection and analysis
- Community engagement
- Decisions on next steps
- Add enhancements

Project Elements

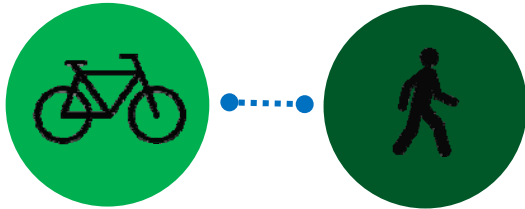
1. Create one-way separated bike lane on each side of the roadway using existing pavement and curb-to-curb width
2. Narrow travel and parking lanes, and remove some parking
3. Delineate lane with pavement markings, signs, and flexible delineator posts



Materials Palette

- ✓ Signage
- ✓ Pavement markings
- ✓ Flexible delineator posts

Data Collection

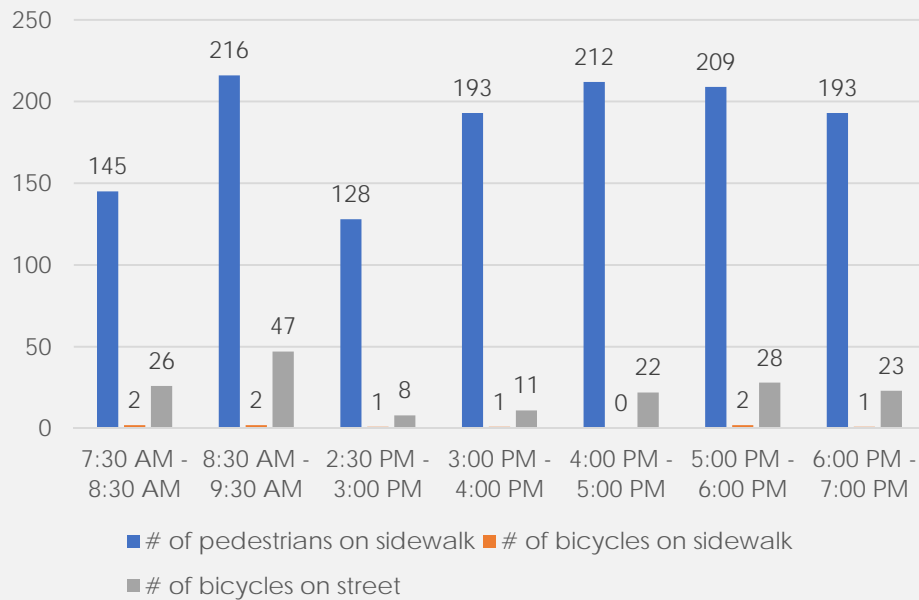


- ✓ On-street parking study complete
- ✓ Bicycle and pedestrian counts complete
- ✓ Vehicle speed data to be collected
- ✓ Inman Square Safety Improvements Project data being used

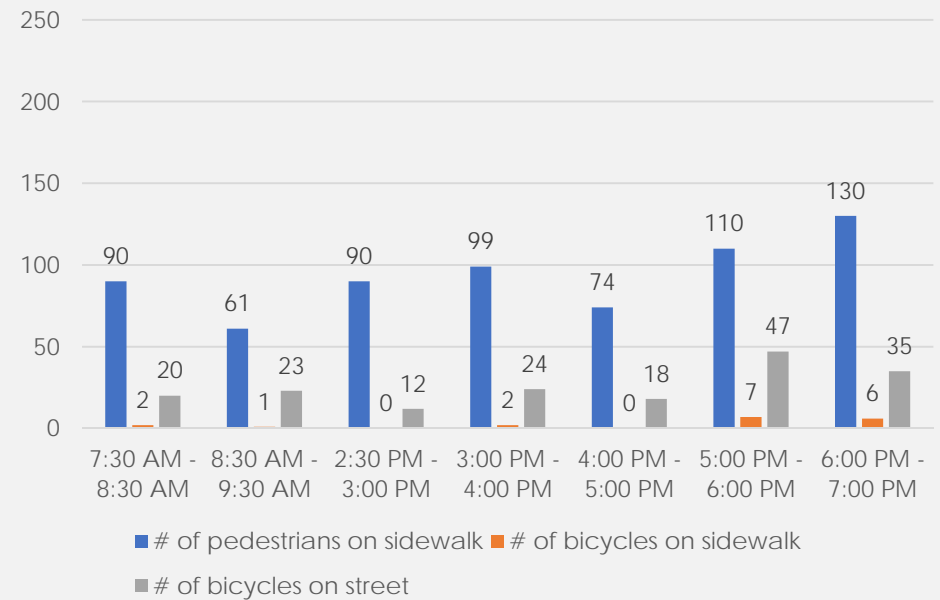
Data Collection

Bicycle and Pedestrian Counts – Preliminary Results

Cambridge Street (North Side)
Wednesday, April 27, 2017



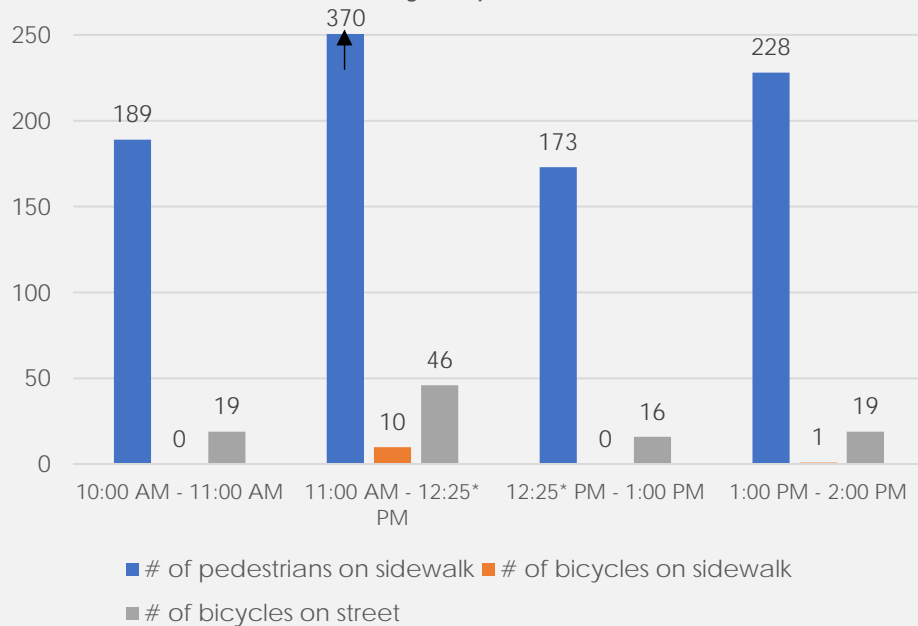
Cambridge Street (South Side)
Wednesday, April 27, 2017



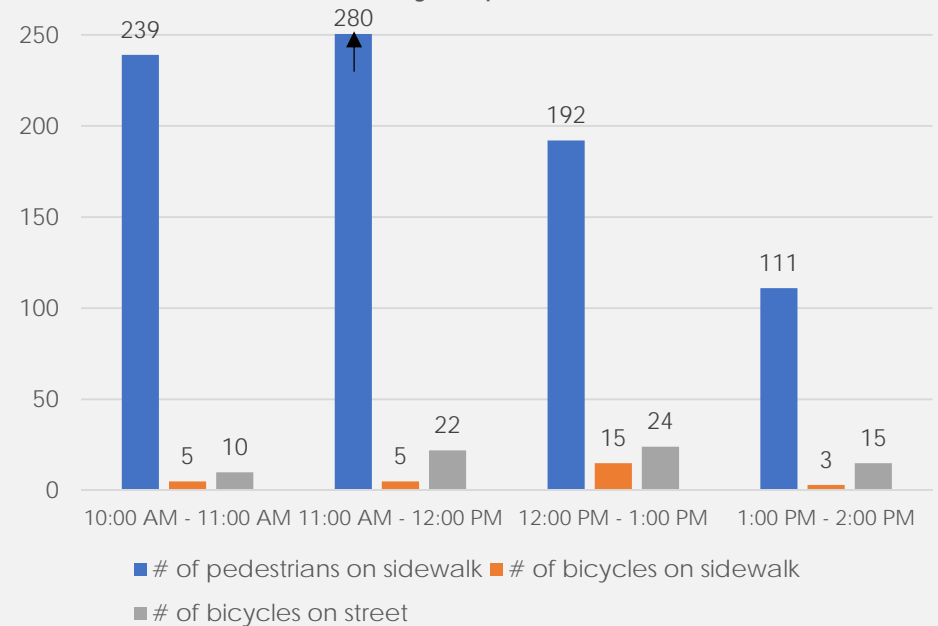
Data Collection

Bicycle and Pedestrian Counts – Preliminary Results

Cambridge Street (North Side)
Saturday, April 29, 2017



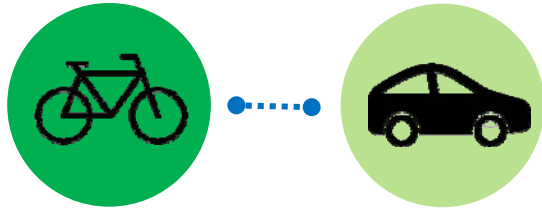
Cambridge Street (South Side)
Saturday, April 29, 2017



Cambridge St Bus Data (Inman Sq to Quincy St)



Motor Vehicle Parking Study

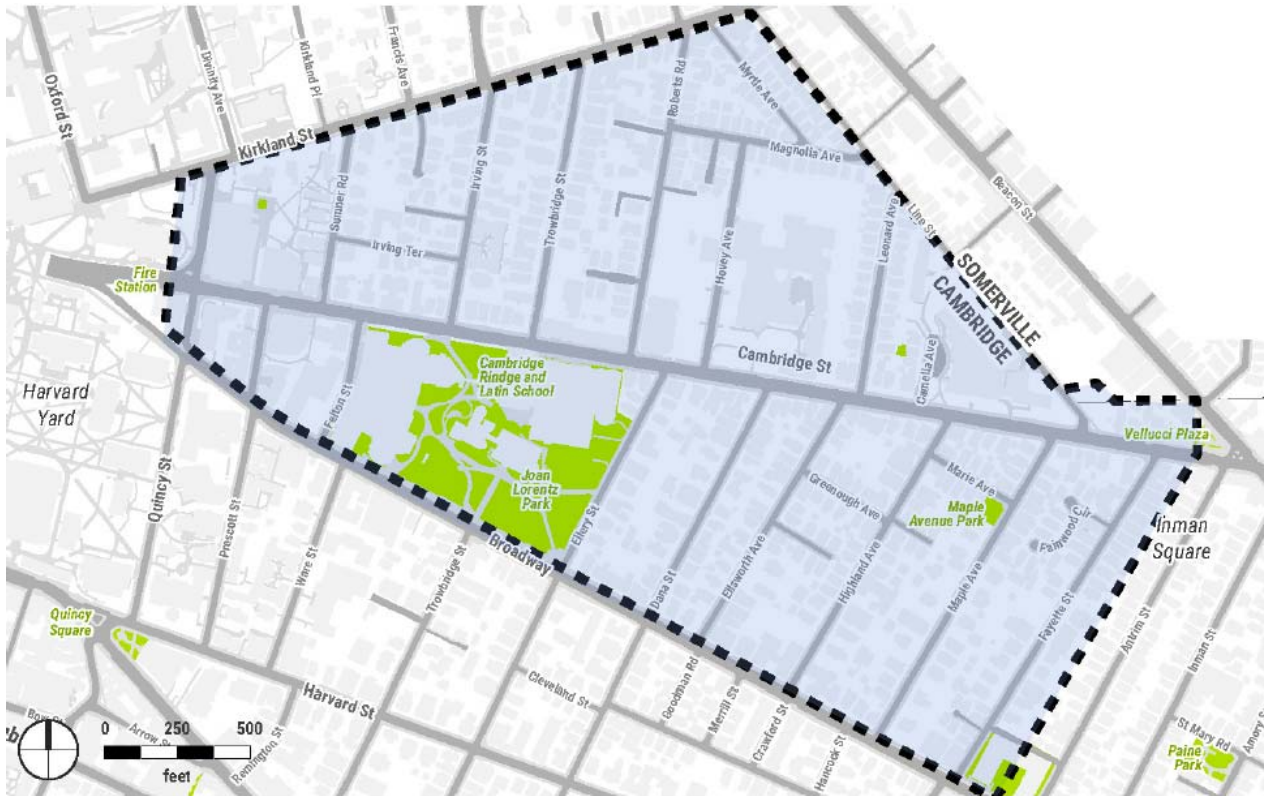


- Goals
- Methodology
- Inventory
- Results
- Proposed Parking Supply



Motor Vehicle Parking Study

Goals



Determine existing curbside uses by type and number

Determine existing on-street parking demands on various days and at various times

Determine methods to address Cambridge Street's curbside activity needs

Motor Vehicle Parking Study

Methodology

Inventoried existing on-street parking spaces

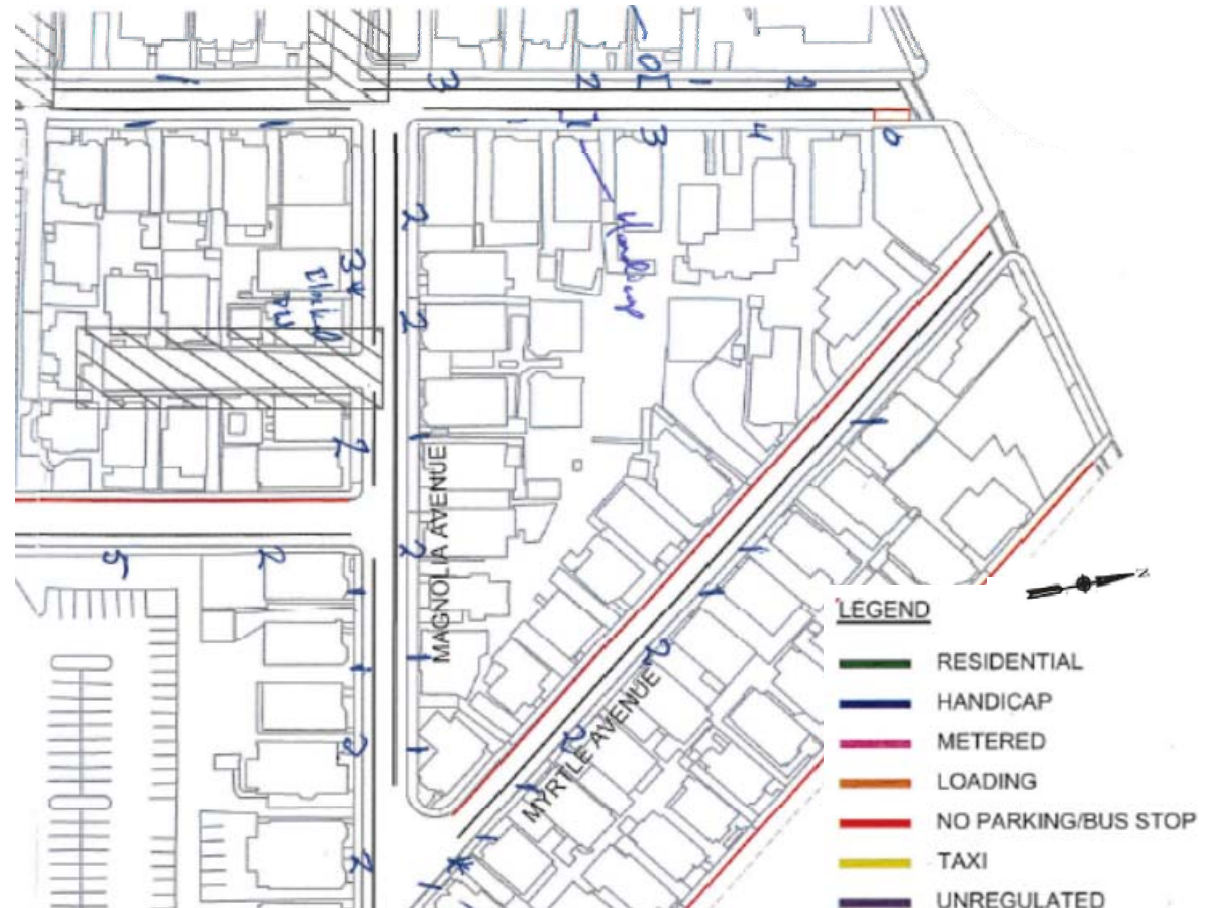
Inventoried public streets only

Determined occupancy on:

- Tuesday, April 4th
- Thursday, April 6th
- Saturday, April 8th

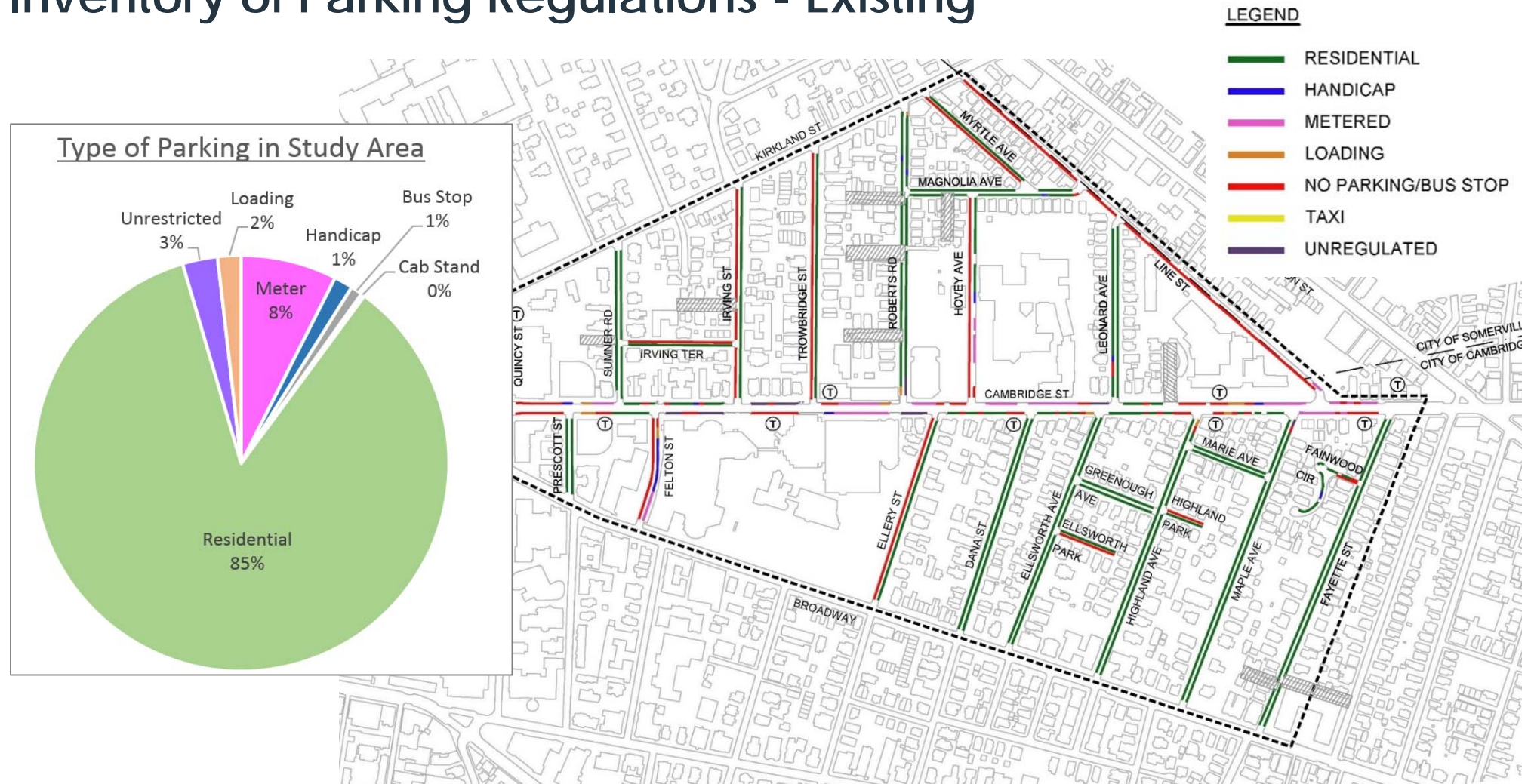
Times observed each day:

- 10AM
- 3PM
- Midnight



Motor Vehicle Parking Study

Inventory of Parking Regulations - Existing





Motor Vehicle Parking Study

Observed % of Spaces Occupied

Street/Area	Time of Day	Weekday	Weekend
Cambridge Street	AM	86%	71%
	PM	79%	72%
	Midnight	43%	50%
North Neighborhood Streets	AM	76%	74%
	PM	72%	64%
	Midnight	76%	67%
South Neighborhood Streets	AM	76%	70%
	PM	69%	72%
	Midnight	81%	76%

(Total of **1,065 on-street parking spaces** within study area)

Motor Vehicle Parking Study

Parking Occupancy Results



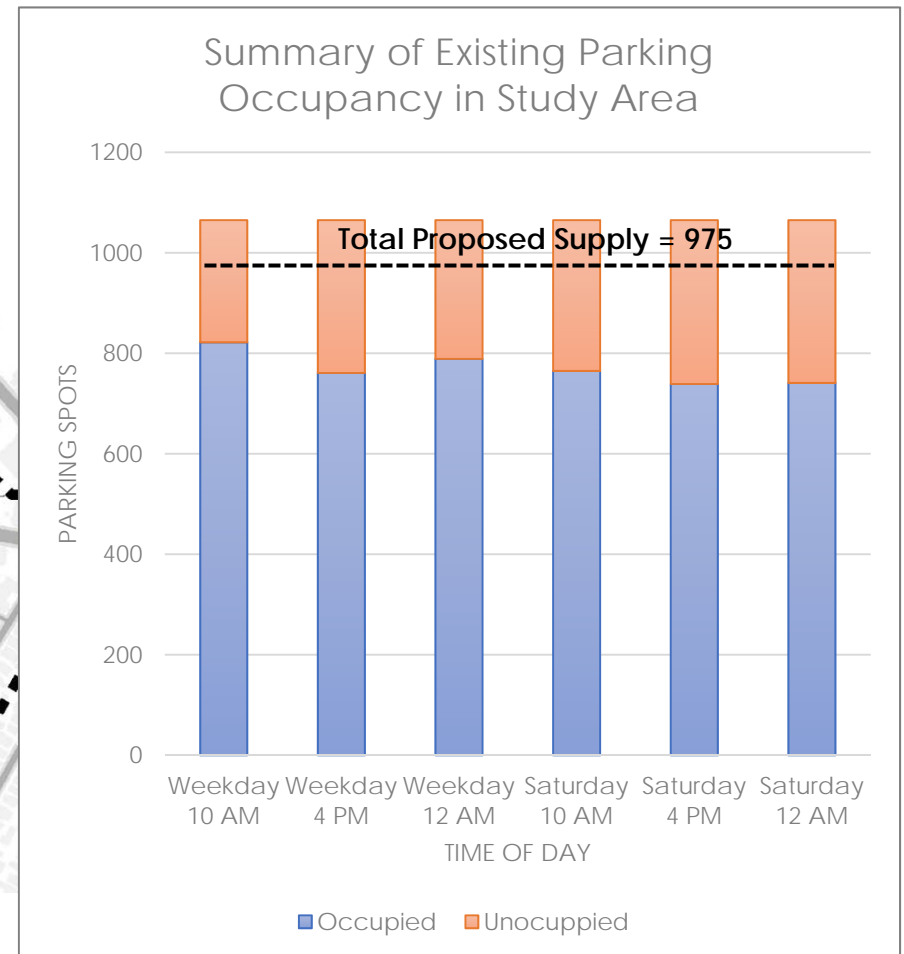
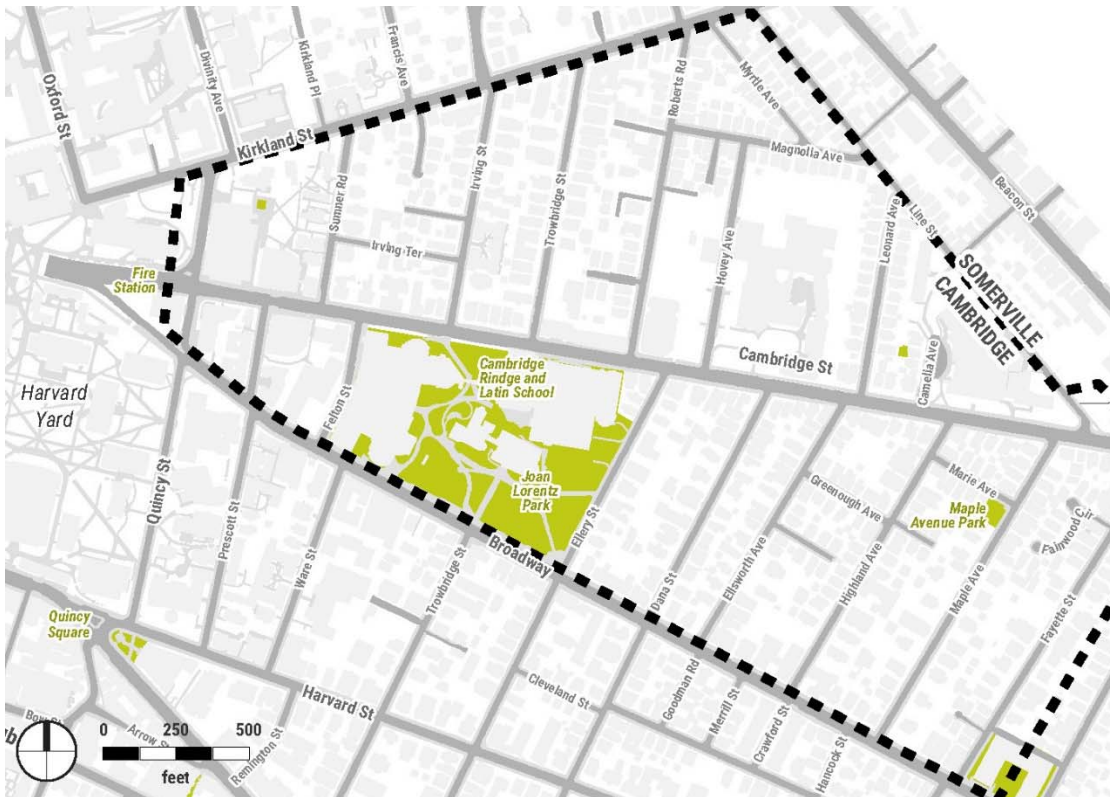
Motor Vehicle Parking Study

Parking Occupancy Results



Motor Vehicle Parking Study

Comparison of Existing Supply to Proposed



Motor Vehicle Parking Study

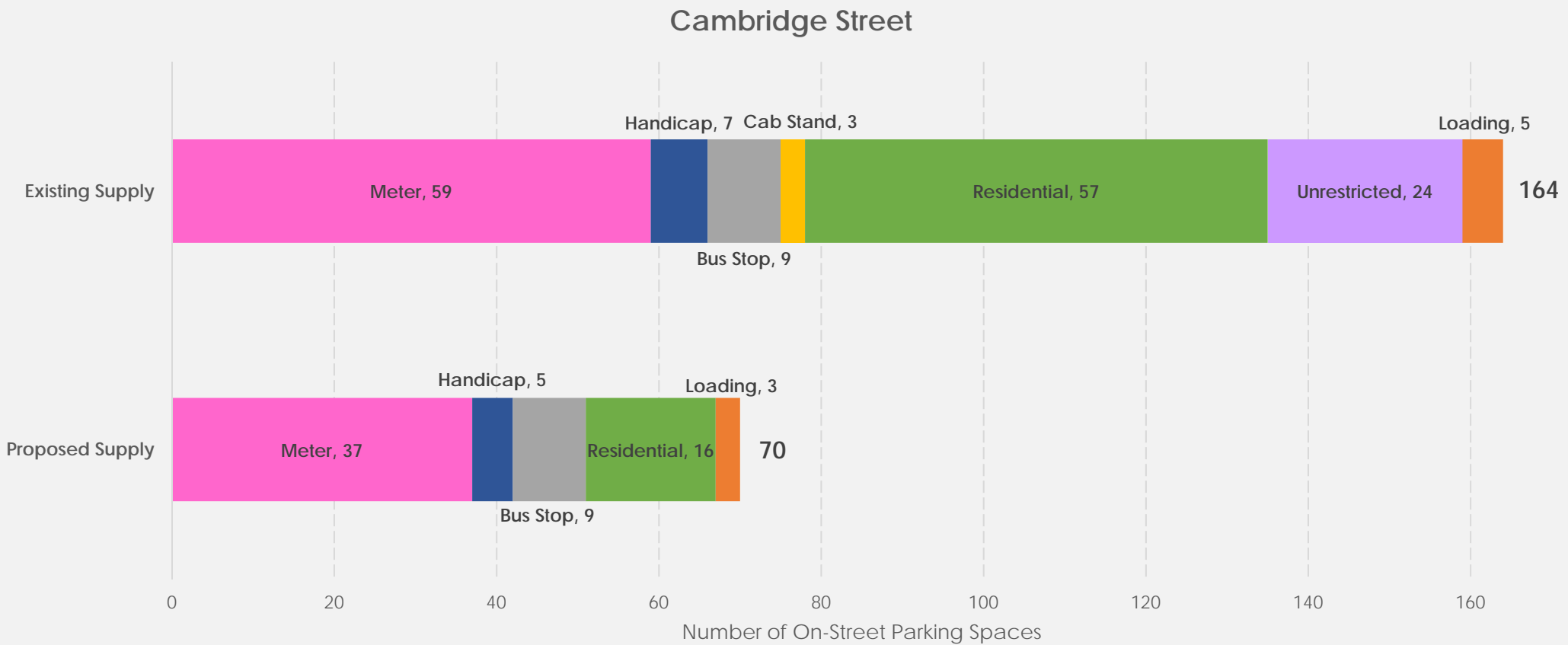
Proposed Parking Supply



- Maintain residential parking to meet peak demand
- Maintain # of meters to meet peak demand
- Maintain or add loading zones where feasible
- Provide meters near businesses
- Convert unrestricted spaces to meters

Motor Vehicle Parking Study

Comparison of Existing Supply to Proposed



DESIGN OVERVIEW

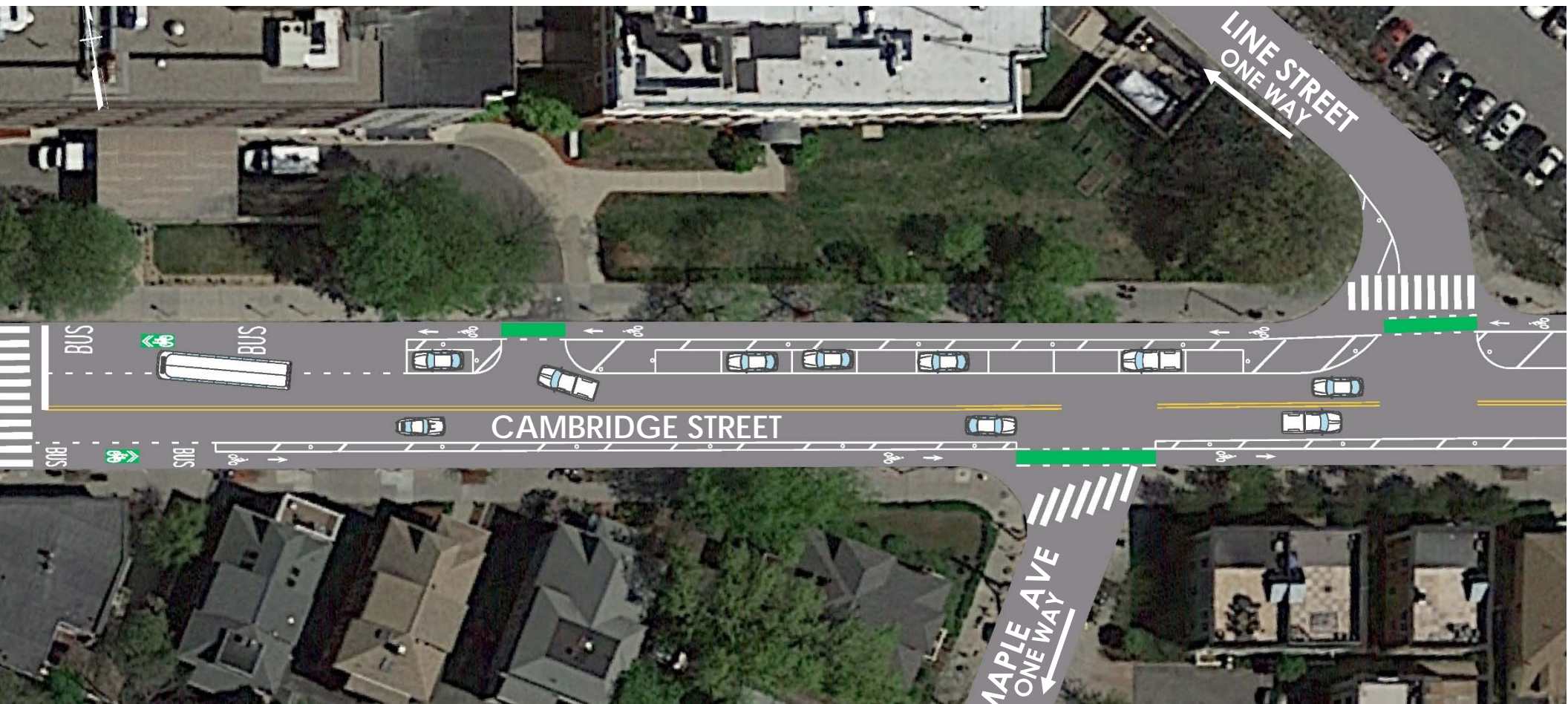
Design Elements

Existing Condition



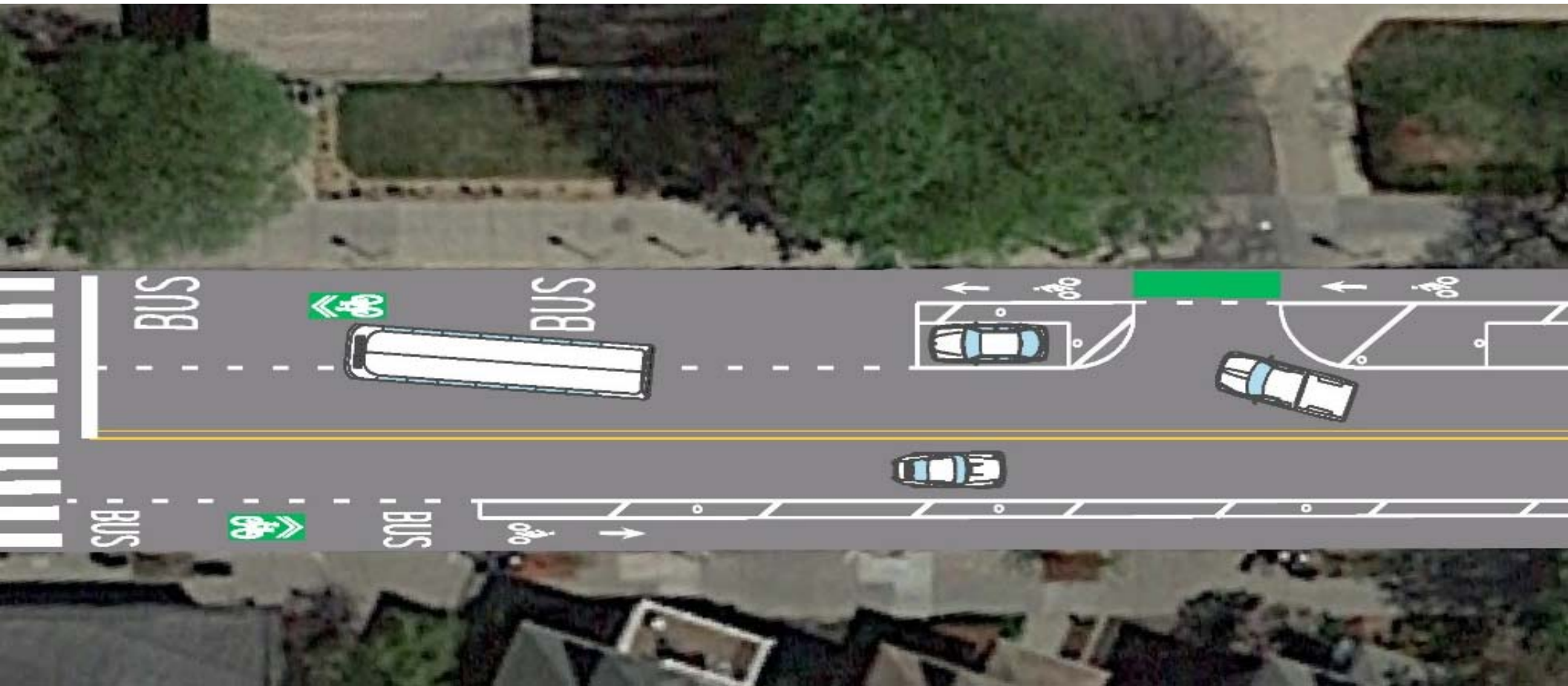
Design Elements

Proposed Design



DESIGN OVERVIEW

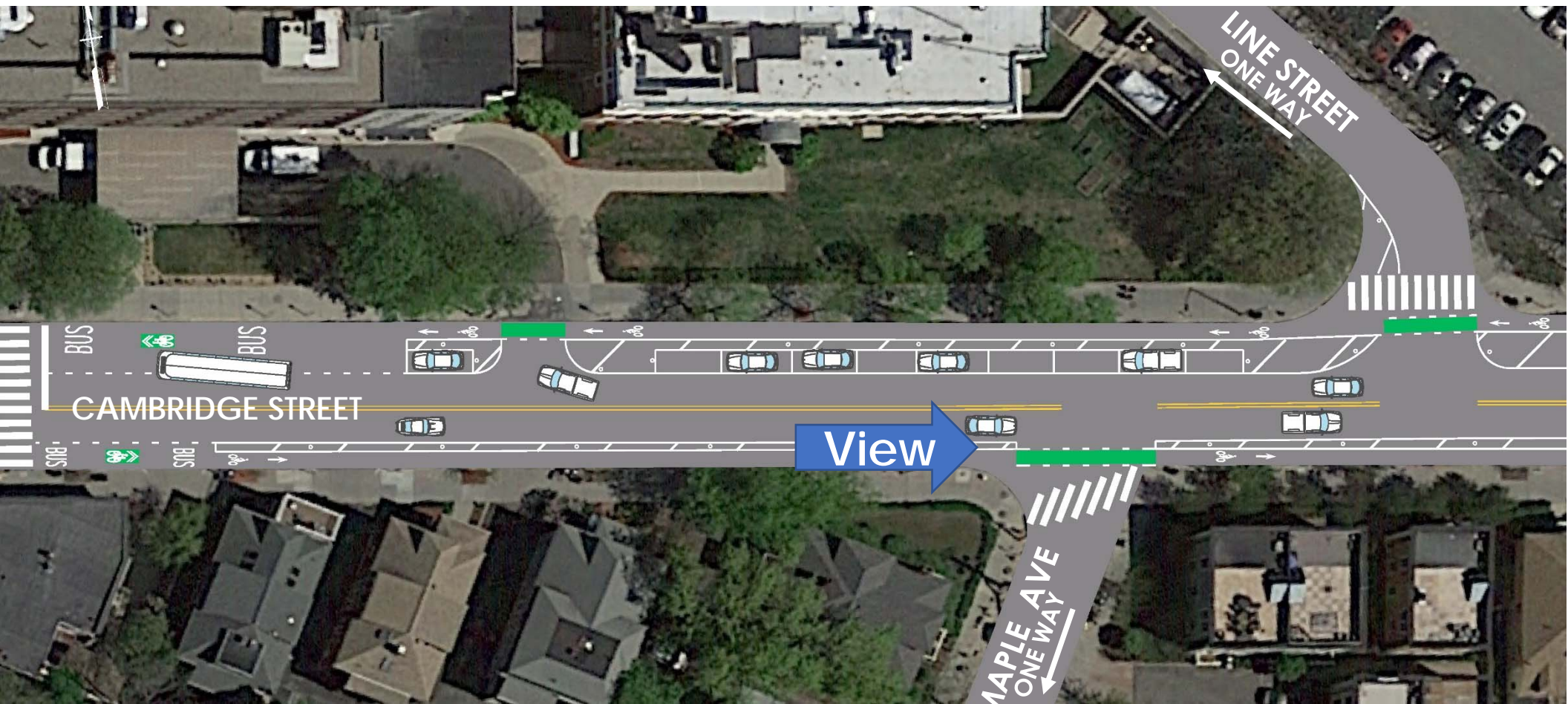
Bus Stop Design Elements



DESIGN OVERVIEW

Sample Block

Proposed Design



DESIGN OVERVIEW

Design Elements

Existing Condition



Design Elements

Proposed Design



Community Meeting #1

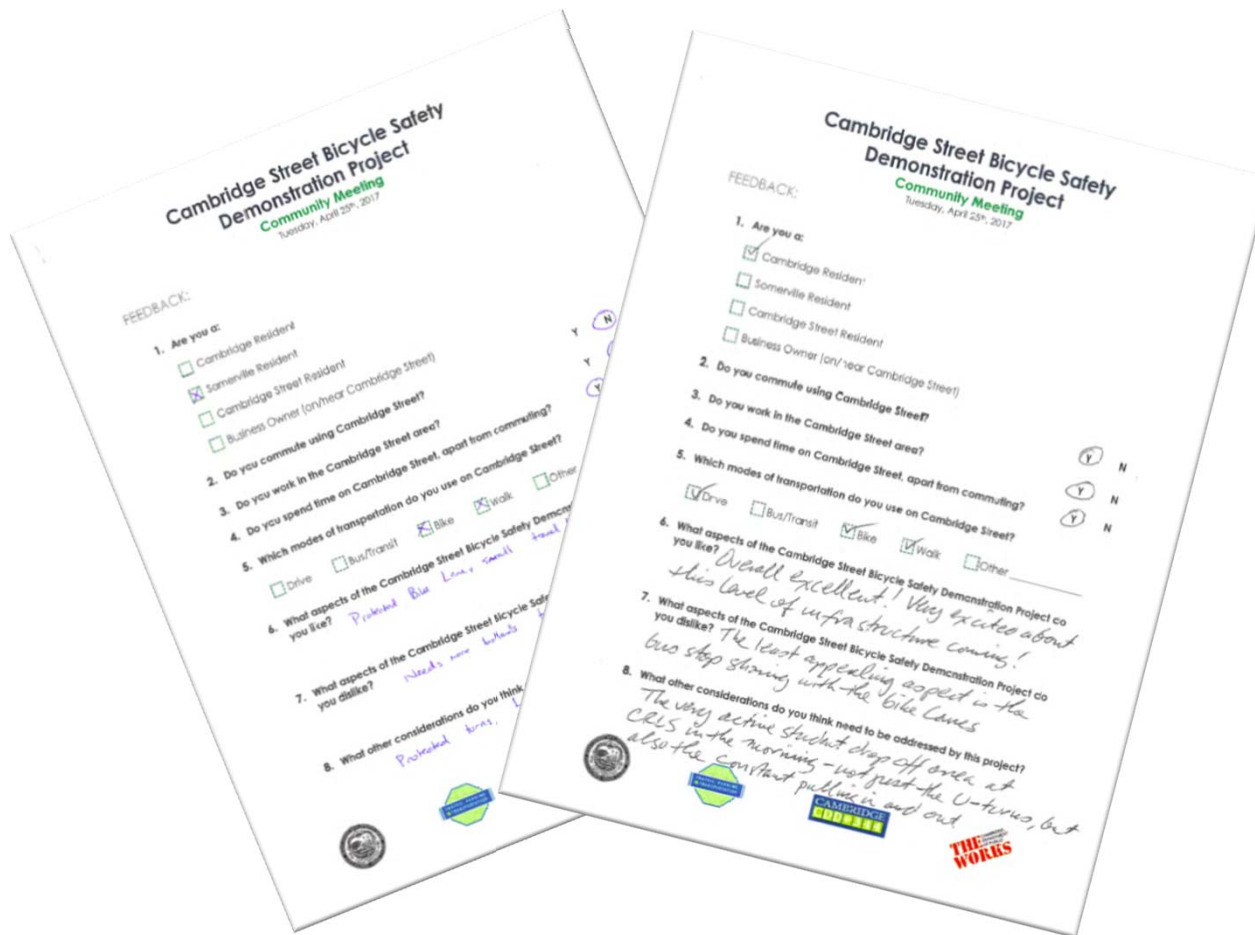
Overview



- ✓ Held Tuesday, April 25th
- ✓ 120 +/- attendees
- ✓ Communicated the goals and timeframe
- ✓ Gathered a great deal of oral and written feedback
48 completed feedback forms/emails, aerial photo notes

Community Meeting #1

Themes of Feedback



Cambridge Street Bicycle Safety Demonstration Project Community Meeting
Tuesday, April 25th, 2017

FEEDBACK:

1. Are you a:
☐ Cambridge Resident
☒ Somerville Resident
☐ Cambridge Street Resident
☐ Business Owner (on/near Cambridge Street)

2. Do you commute using Cambridge Street?

3. Do you work in the Cambridge Street area, apart from commuting?

4. Do you spend time on Cambridge Street, apart from commuting?

5. Which modes of transportation do you use on Cambridge Street?
☒ Drive ☐ Bus/Transit ☒ Bike ☒ Walk ☐ Other

6. What aspects of the Cambridge Street Bicycle Safety Demonstration Project do you like?
Overall excellent! Very excited about this level of infrastructure coming!

7. What aspects of the Cambridge Street Bicycle Safety Demonstration Project do you dislike?
The least appealing aspect is the bus stop shading with the bike lanes

8. What other considerations do you think need to be addressed by this project?
The very active student drop off area at CES in the morning - just past the U-turn, but also the constant pollution and out

CAMBRIDGE
THE WORKS

Most very **supportive** of the project

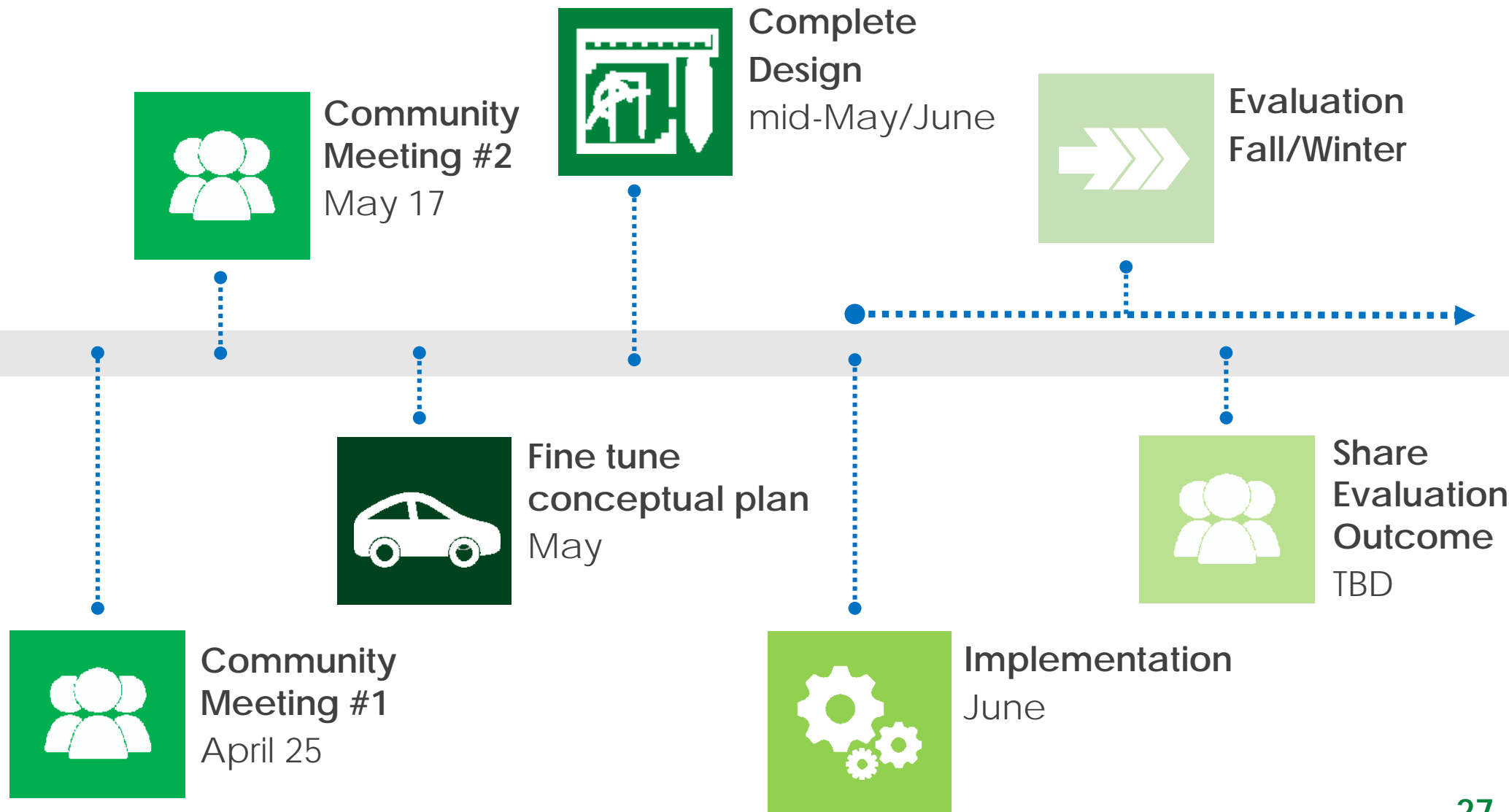
Important project for **kids riding to school** and encourages **families** to ride more

Should be part of a **network of separated bicycle facilities** (including **Quincy Street**)

Important to **support small businesses and retailers** in the neighborhood

NEXT STEPS

Process & Schedule



BREAKOUT GROUPS

Detailed Design Draft

Break out into groups to view and mark up roll plans of the design

