



# Cambridge Street Bicycle Safety Demonstration Project Survey Summary

December 2018

## Project Background

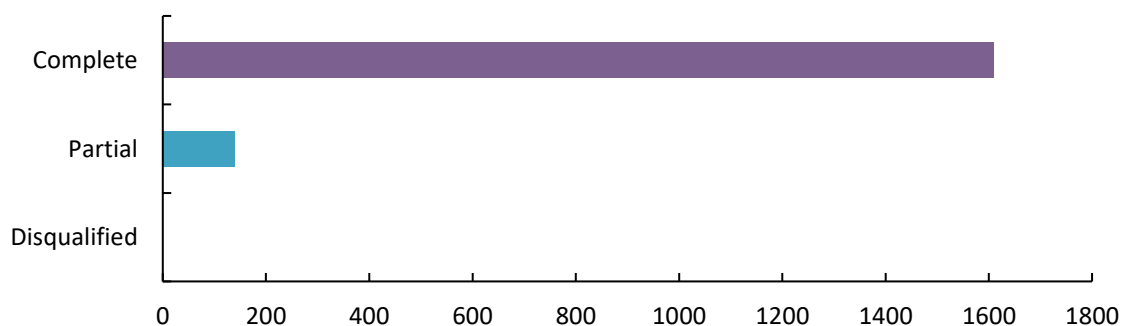
In spring 2016, the Cambridge City Council adopted a Vision Zero Policy aimed at eliminating traffic fatalities and serious injuries, as well as a formal Complete Streets Policy, which reflects the City's commitment to ensuring that our streets work for people traveling by all modes. Aligned with these commitments and additional City policies (Climate Action Plan, Growth Policy, Vehicle Trip Reduction Ordinance, School Wellness Policy, and others), the City of Cambridge undertook the Cambridge Street Bicycle Safety Demonstration Project, which included installing separated bicycle lanes along Cambridge Street, from Fayette Street to Quincy Street. Cambridge Street is a busy transportation corridor with a variety of uses, providing access to the Cambridge Rindge and Latin School and War Memorial Recreation Center, CHA Cambridge Hospital, local retail shops, and residences. Prior to the project, this corridor was without marked bicycle facilities and had a higher than average rate of bicycle crashes compared to other streets in the city.

The goal of the project was to improve the safety of all users and make this section of Cambridge Street a more attractive corridor for cycling, walking, taking transit, and enjoying the neighborhood. Following a robust community process, changes were implemented in August 2017 as a quick-build project: implemented without construction, using materials like paint, signs, and flex-posts. The current street design includes separated bicycle lanes in each direction, two travel lanes, and one parking lane (alternates sides). For more information, visit the [project website](#).

To evaluate the impacts of the project, the City collected information through counts, speed measurements, observations, and questionnaires.

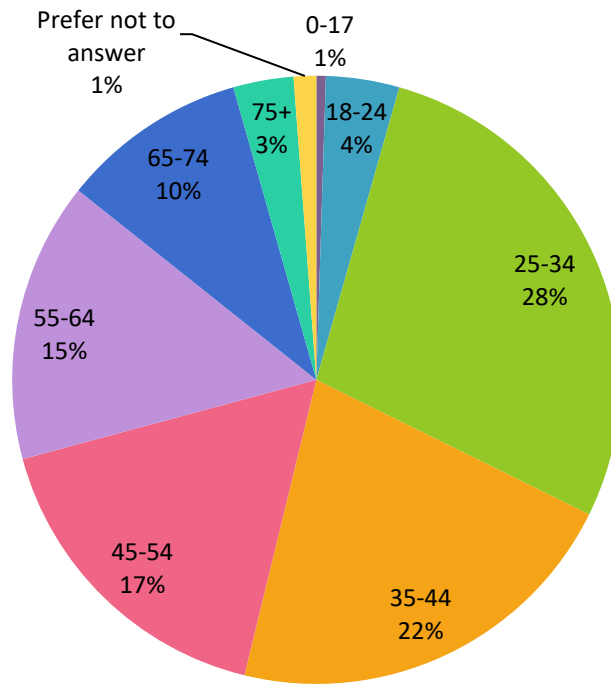
Summarized in this memo are the results of the post-implementation survey, which received over 1600 responses. Respondents were self-selecting and most answered the survey online; paper copies were also made available at several locations and upon request. An [on-street intercept survey](#) was also conducted to capture a random cross section of users; 119 surveys were completed in this way.

## Response Statistics

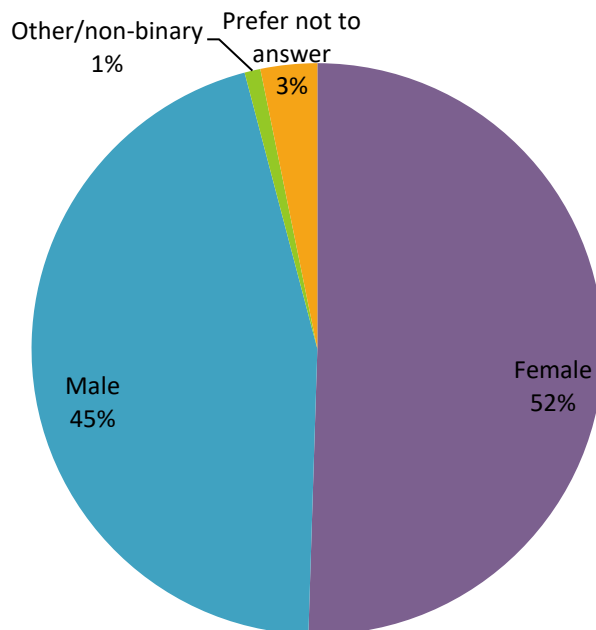


## Question Responses

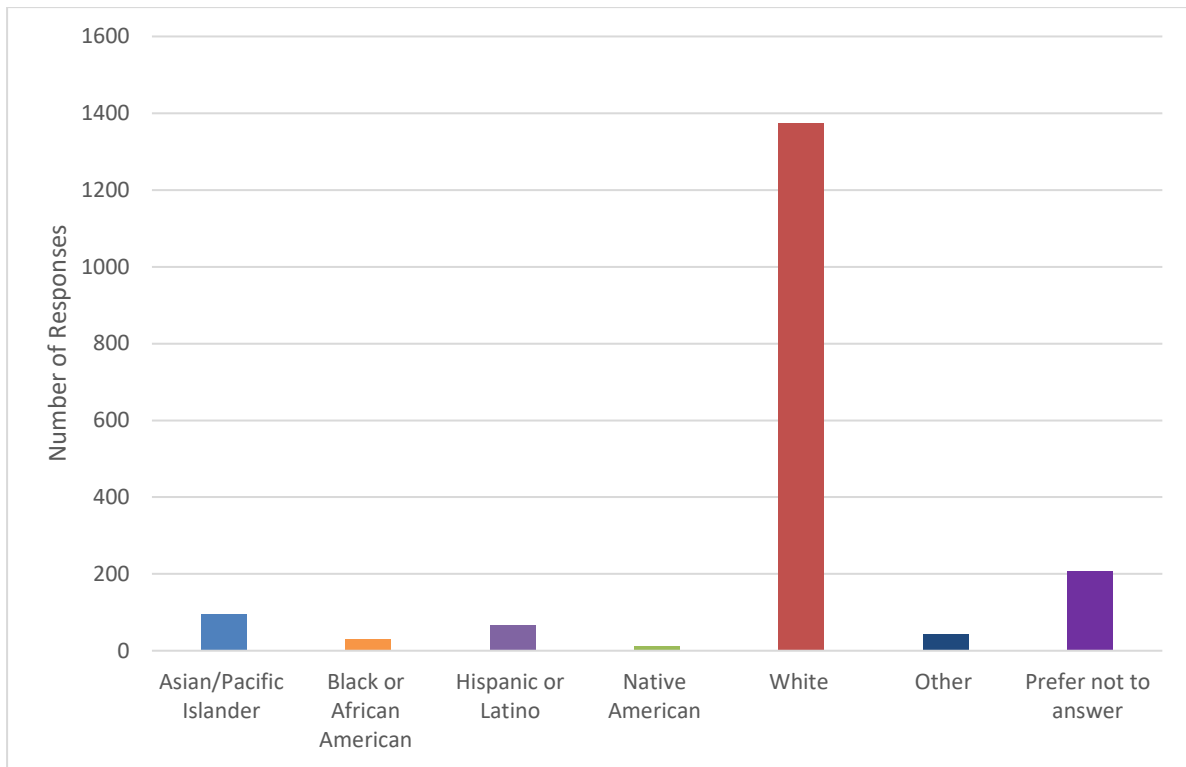
### 1. What is your age group?



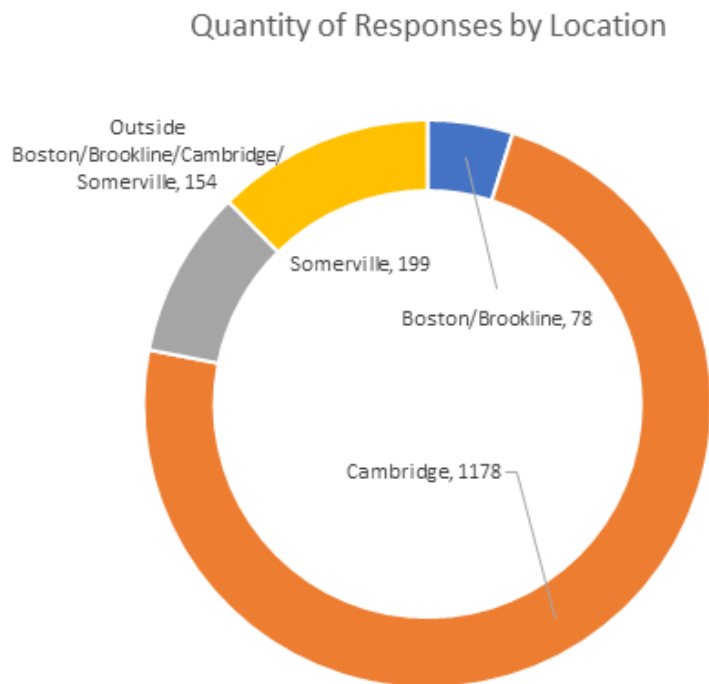
### 2. What gender do you identify with?



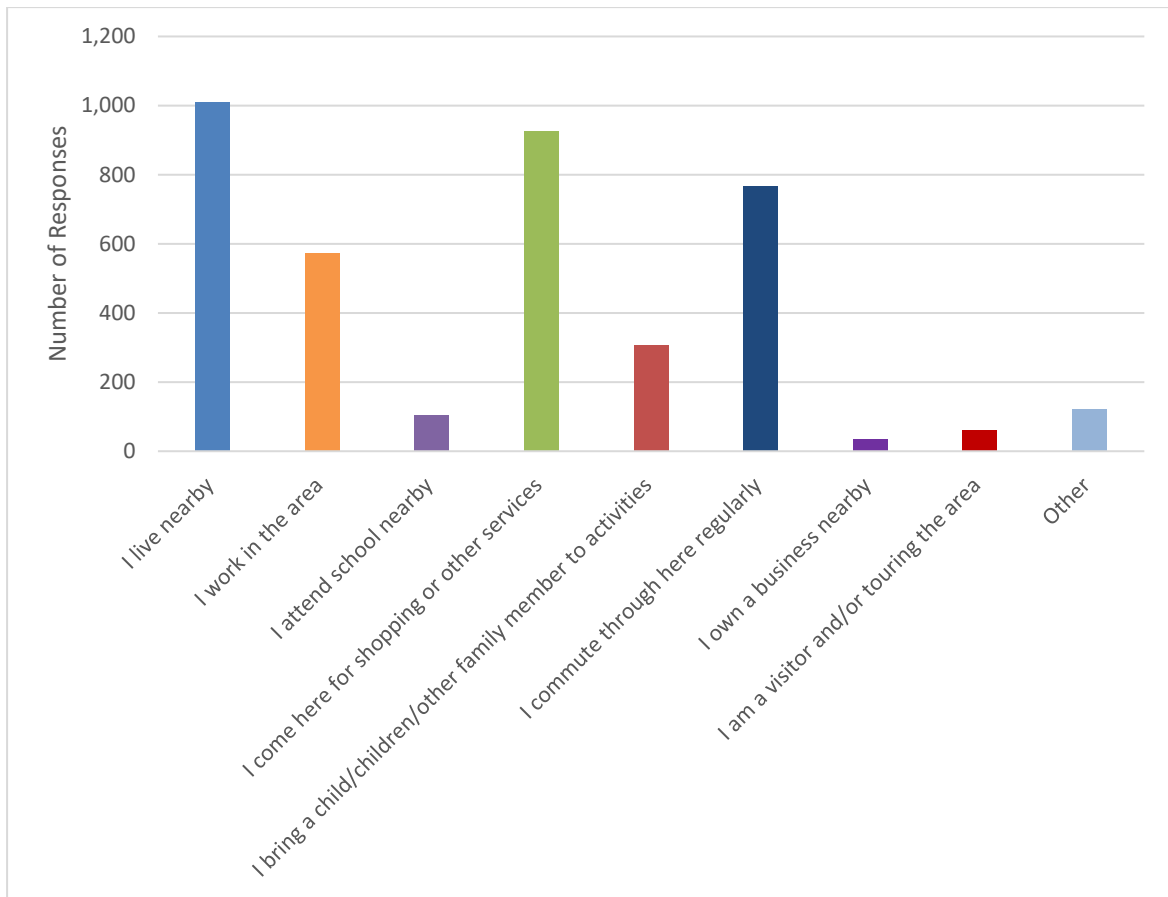
### 3. What is your ethnicity, origin, or race? (check all that apply)



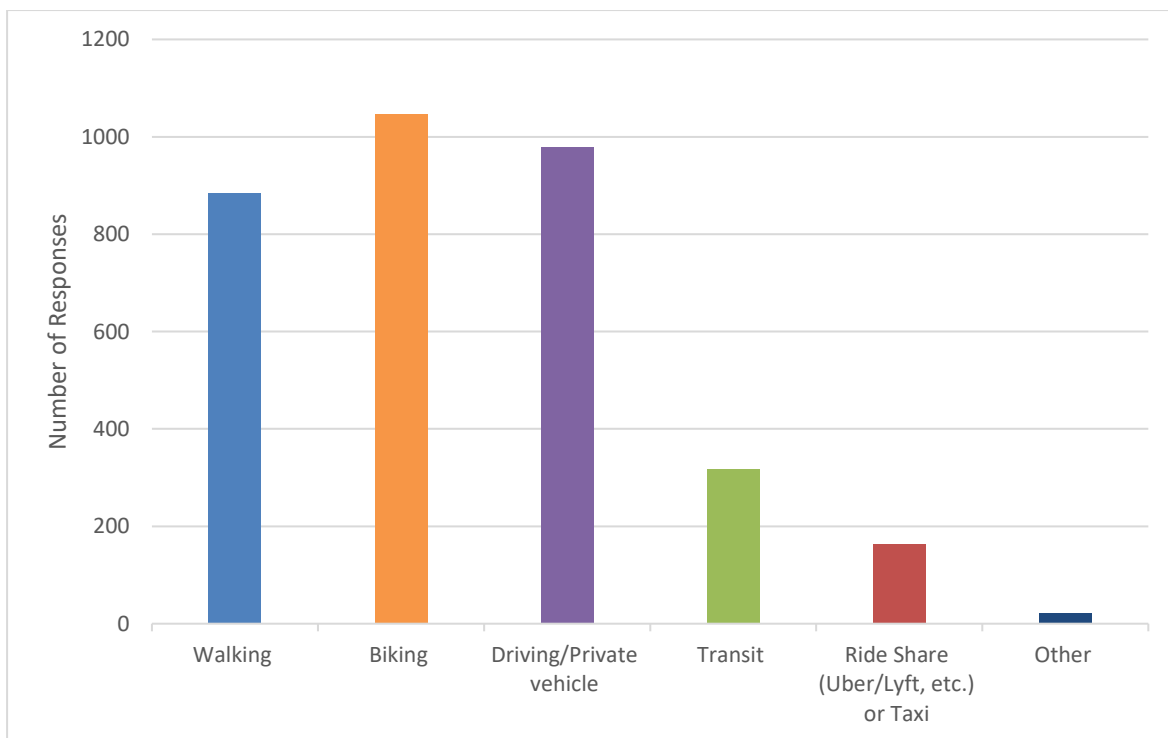
### 4. Where do you live?



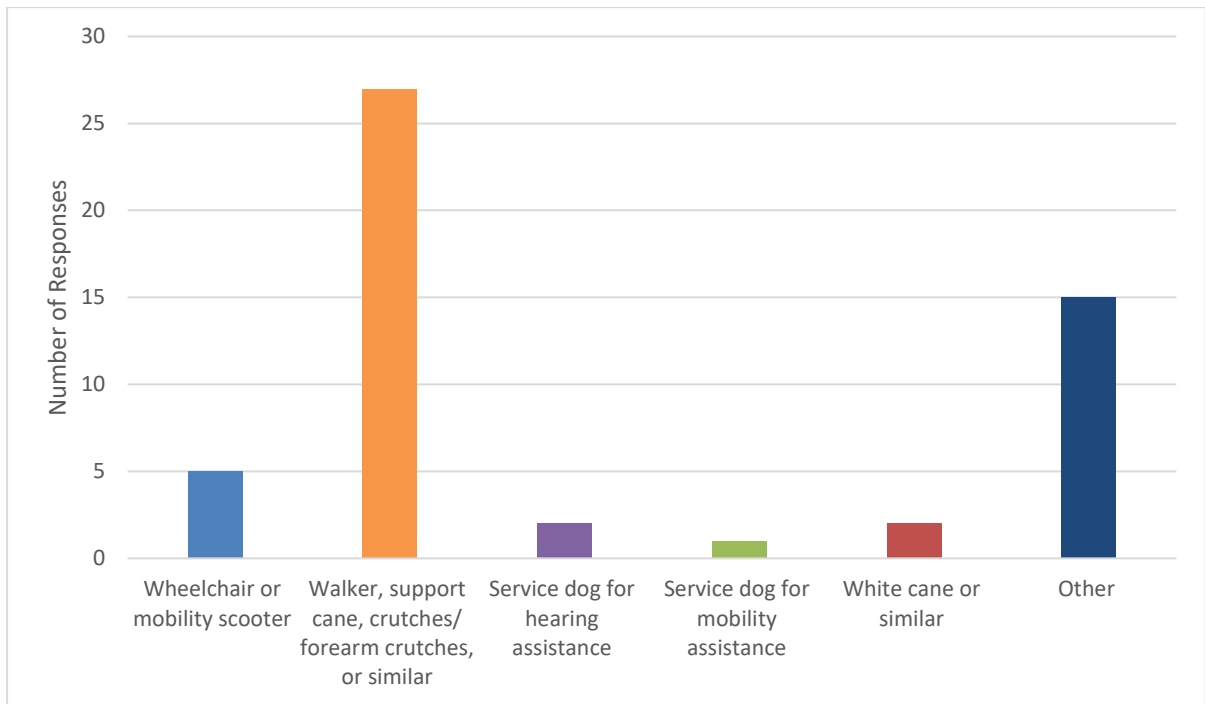
**5. Why do you usually come to Cambridge Street? (check all that apply)**



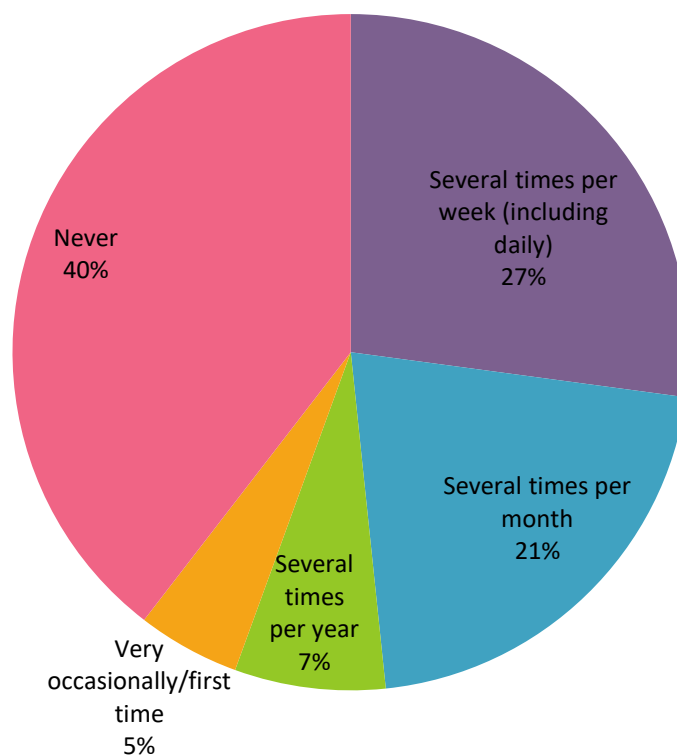
**6. How do you usually get to Cambridge Street? (check all that apply)**



**7. Do you use an assistive mobility device? (check all that apply)**



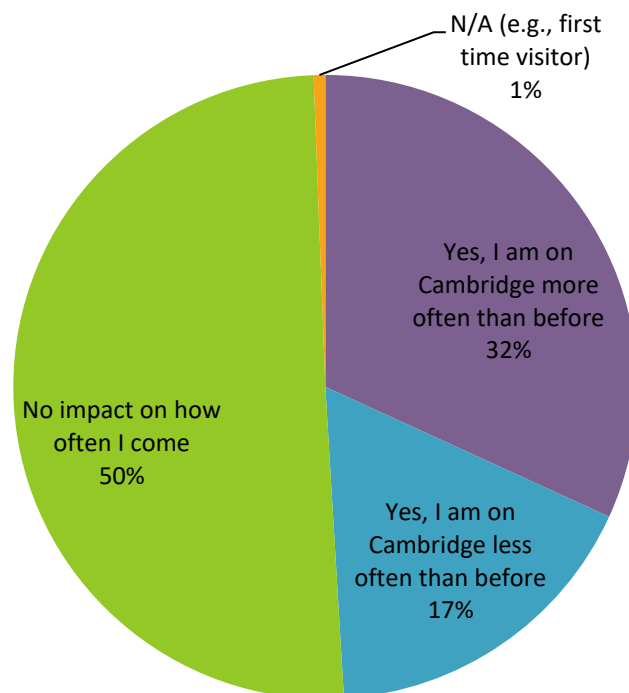
**8. If you are the parent/guardian of children living with you, how often do you travel here with them?**



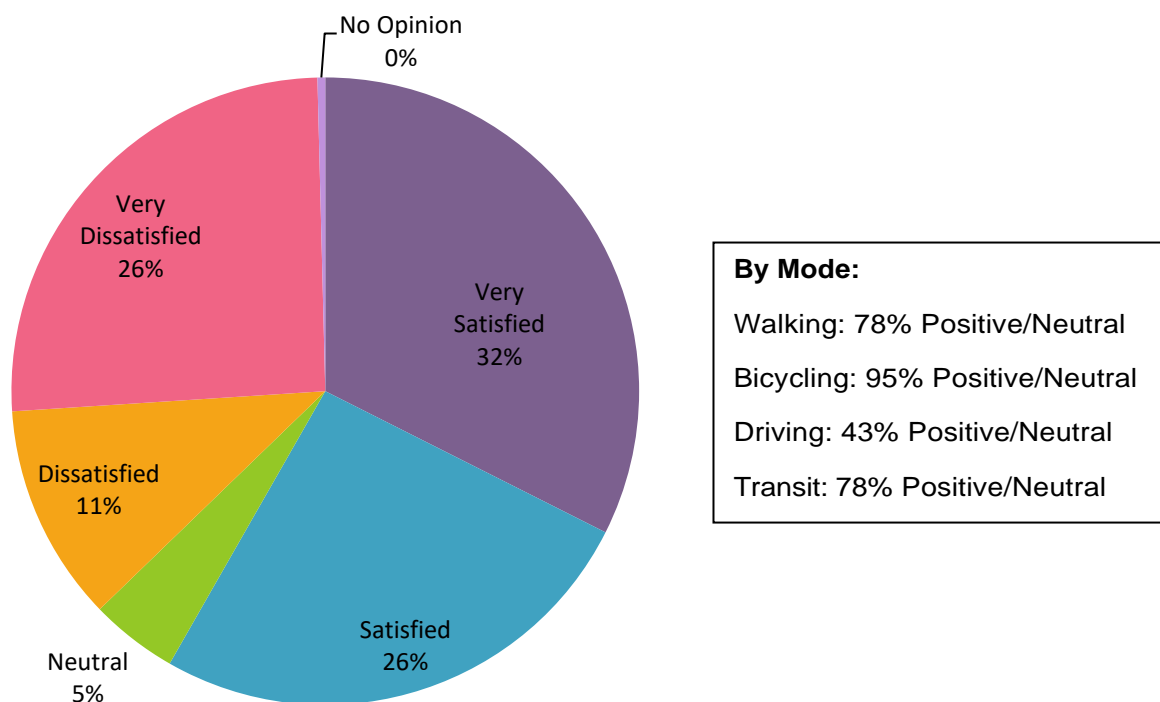
### 9. How often do you travel through the project area by each mode?

	<b>Walking/ Running</b>	<b>Bicycle</b>	<b>Transit</b>	<b>Ride Hail (Uber, Lyft, Taxi, etc.)</b>	<b>Driving/ Private vehicle</b>
Several times per week (including daily)	429	423	57	12	469
Several times per month	288	373	125	66	327
Several times per year	77	115	69	51	62
Very occasionally	20	19	31	16	27
First time or very rarely	5	1	2	1	1
<b>Total</b>	<b>819</b>	<b>931</b>	<b>284</b>	<b>146</b>	<b>886</b>

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



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



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

1,359 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 type of response submitted was that cyclists feel safer and more comfortable traveling on Cambridge Street since the installation of the separated bicycle lanes.
- Roughly an equivalent number of commenters felt the project had improved the safety and comfort of pedestrians on Cambridge Street as those who felt the situation was not as comfortable. Related comments included an appreciation for the slower motor vehicle traffic; some felt it was more difficult to cross the street.
- Commenters expressed having greater difficulty finding parking on Cambridge Street, and that it is less comfortable driving on the street.
- Commenters expressed concern about visibility of other users while traveling on Cambridge Street, particularly with making turns while driving.
- Commenters were concerned about ensuring that people bicycling ride in a safe manner (e.g., being mindful of traffic laws and yielding for pedestrians).
- Commenters expressed concerns about driver compliance, most particularly regarding drivers illegally blocking crosswalks and bike lanes, and also about motorists looking for and yielding to those on foot and on bike.

### 13. Other Comments:

495 comments were submitted in response to this optional open response question. The following is a sample of recommendations and requests; these will be used to inform this project and future projects:

- Improve visibility for all users at intersections
- Better/clearer signage alerting drivers to watch for cyclists
- Better snow clearance on sidewalks
- Better/clearer signage in places where parking usage has changed (ex. parking to loading)
- Better bicycle wayfinding to Harvard Square from the end of Cambridge Street at Quincy Street
- Make community process more visible for residents, including involving seniors in a more targeted way.
- More enforcement of illegal parking

**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

	<b>Overall level of comfort</b>	<b>Ability to access destinations along the street</b>
Very Satisfied	18%	17%
Satisfied	16%	14%
Neutral/No Impact	8%	11%
Dissatisfied	22%	18%
Very Dissatisfied	35%	39%
Not sure	1%	2%
<b>Responses</b>	<b>922</b>	<b>911</b>



## When I am biking

	Overall level of comfort	Ability to access destinations along the street
Very Satisfied	41%	54%
Satisfied	43%	29%
Neutral/No Impact	5%	10%
Dissatisfied	6%	3%
Very Dissatisfied	4%	2%
Not sure	1%	1%
<b>Responses</b>	<b>979</b>	<b>971</b>

## When I am walking

	Overall level of comfort	Ability to access destinations along the street
Very Satisfied	40%	42%
Satisfied	21%	18%
Neutral/No Impact	15%	20%
Dissatisfied	12%	8%
Very Dissatisfied	13%	10%
Not sure	1%	1%
<b>Responses</b>	<b>832</b>	<b>816</b>

## When I am taking transit

	Overall level of comfort	Ability to access destinations along the street
Very Satisfied	26%	29%
Satisfied	32%	27%
Neutral/No Impact	20%	22%
Dissatisfied	12%	10%
Very Dissatisfied	9%	10%
Not sure	1%	1%
<b>Responses</b>	<b>290</b>	<b>286</b>