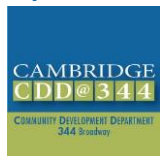


City of Cambridge  
Community Development Department

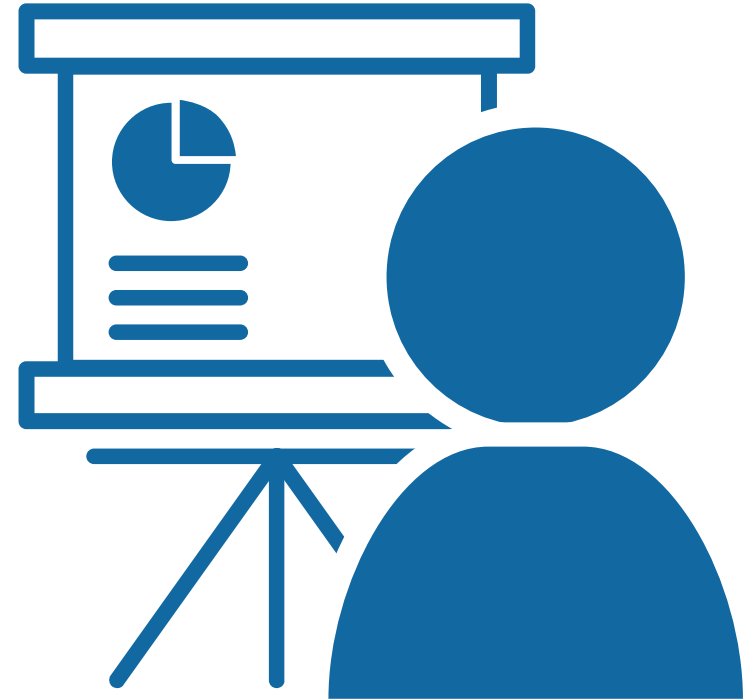
# Bicycle Committee Meeting

April 14, 2021



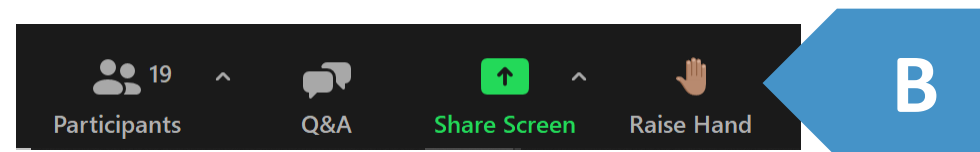
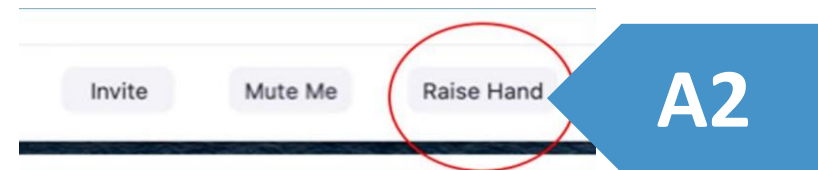
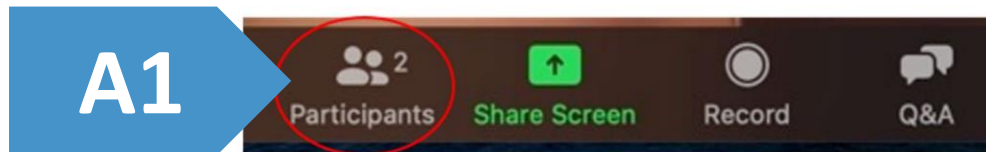
# Meeting Agenda

1. Zoom meeting protocols, minutes
2. Broadway, Third, and Main
3. Public Comment
4. City Updates
  1. Ellery St
  2. First/Second St Study
5. Volpe Debrief
6. Committee Work
  1. Virtual Rides Update
  2. Other Subcommittee
7. Public Comment
8. Other Updates and Announcements



# Committee Member Instructions

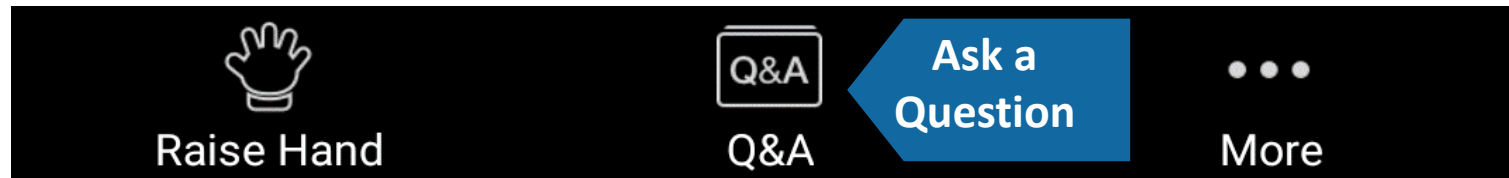
- Committee members may speak and show webcam video
- Use "Raise Hand" button to help manage discussion
  - Located at the bottom of the Participants panel (See A1-2 below) OR at the bottom of the screen (see B below)
  - \*9 to Raise Hand by phone
- Please stay muted unless speaking
  - \*6 to mute/unmute by phone



# Public Comment Instructions

- Members of the public are muted and cannot show webcam video
- Public can write questions or ask for assistance in Q&A window at any time
  - Questions may be submitted at any time and will be addressed as time allows, during discussion/comment periods
- During the Public Comment period, use the "Raise Hand" button to signal you have a question/comment. A staff member will then enable you to unmute yourself.
  - \*9 to Raise Hand by phone
  - \*6 to Mute/Unmute by phone
- Please be respectful! Participants will be removed for inappropriate behavior

Bottom Panel of  
Zoom Screen





**Minutes**



# Broadway, Third, and Main

*Cambridge Redevelopment Authority*



CAMBRIDGE  
**REDEVELOPMENT**  
AUTHORITY



# Kendall Square Urban Redevelopment Plan

2020 Kendall Square Urban Redevelopment Area  
Streetscape Redesign Main, Broadway, and Third  
Bike Advisory Committee Presentation 4/14/21

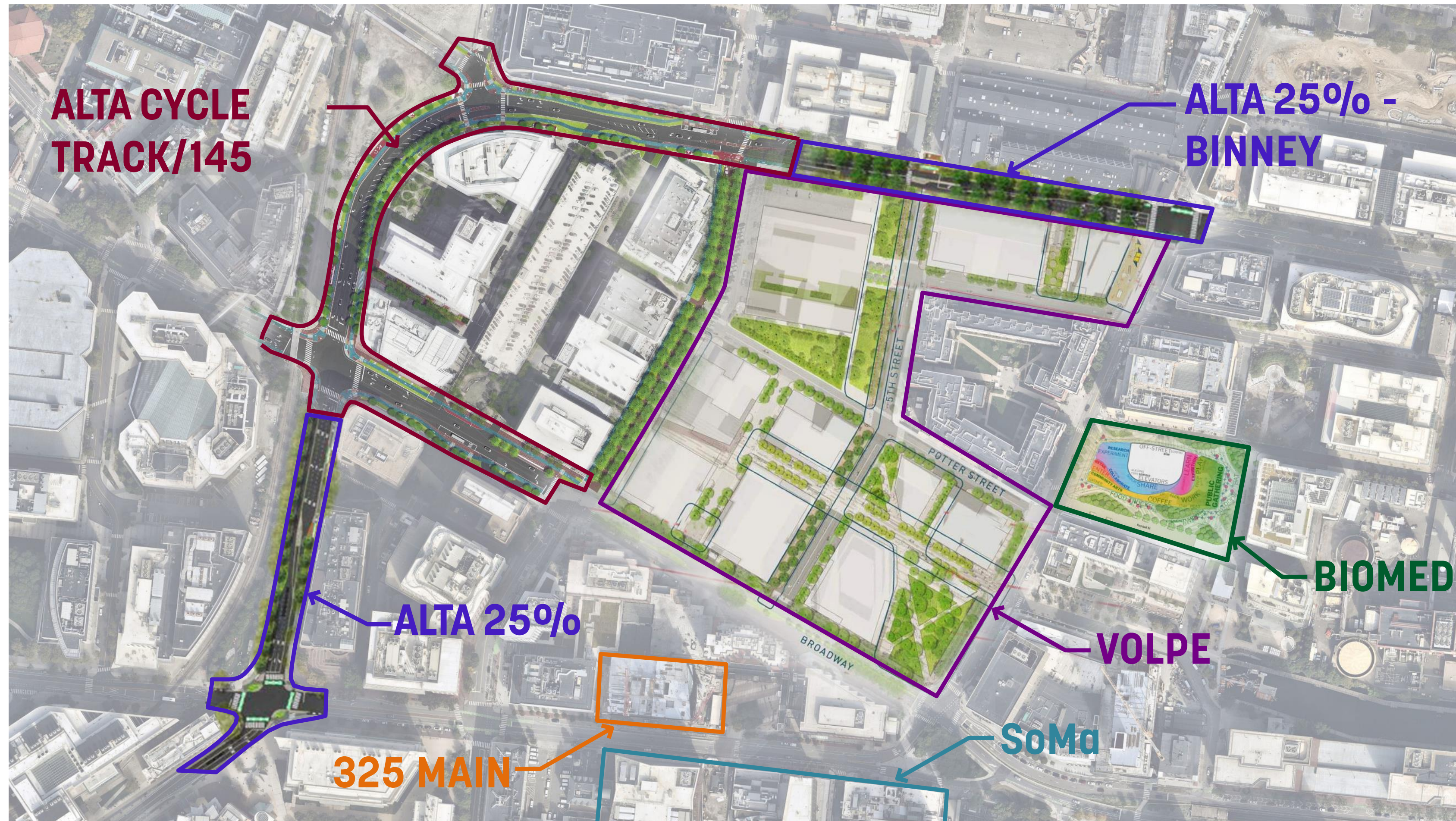


# AGENDA

1. STREETScape PROJECT SCOPE
2. EXISTING CONDITIONS, GOALS, CONCEPT PLANS
  - THIRD STREET
  - BROADWAY
  - MAIN STREET



# IN THE WORKS



# GOALS

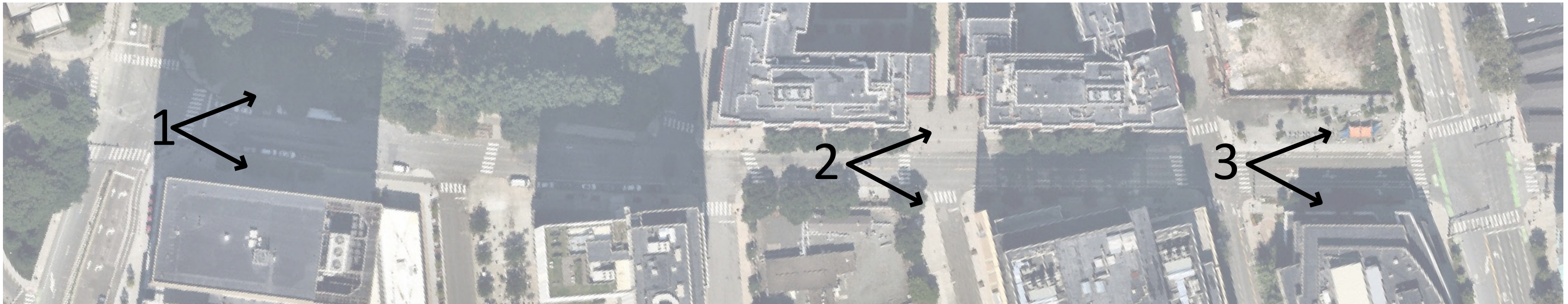
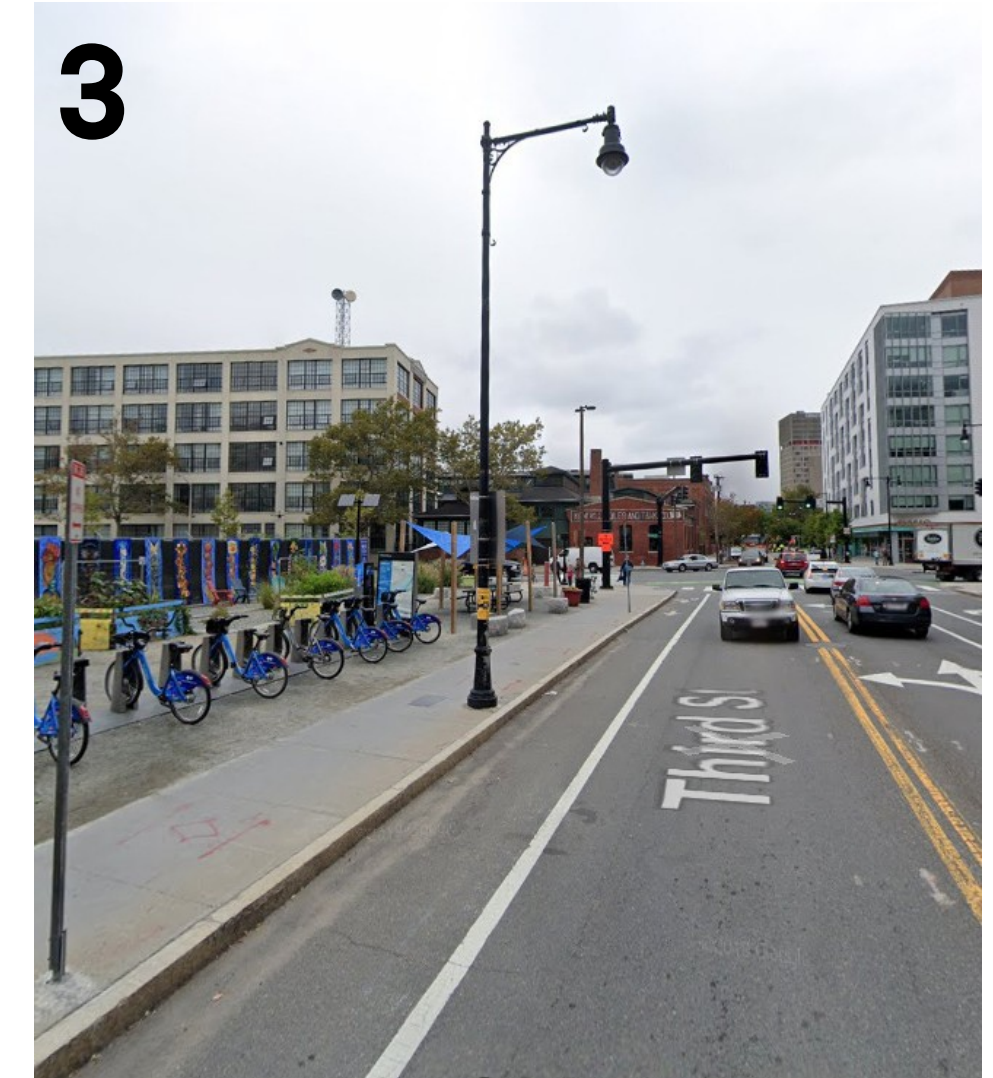
- Design streets as high-quality public spaces that maximize the human experience through the provision of public art, street furniture, plantings, hardscape materials, and interpretive elements.
- Reflect Cambridge's environmental sustainability goals
- Design streets to be safe for all users regardless of age, ability, or mode of transportation.
- Design streets to meet all City policies and standards.
- Include fully separated bicycle lanes, as per the Bicycle Network Vision and the Cycling Safety Ordinance

# OBJECTIVES

- Implement separated bicycle facilities
- Accommodate access to new and existing developments
- Plan around existing and future utilities
- Preserve and enhance the tree canopy
- Improve pedestrian, transit, and bike infrastructure at intersections
- Design for bus/shuttle priority and access to Kendall MIT Station.
- Design for pick-up/drop-off and commercial loading zones
- Activate with retail.

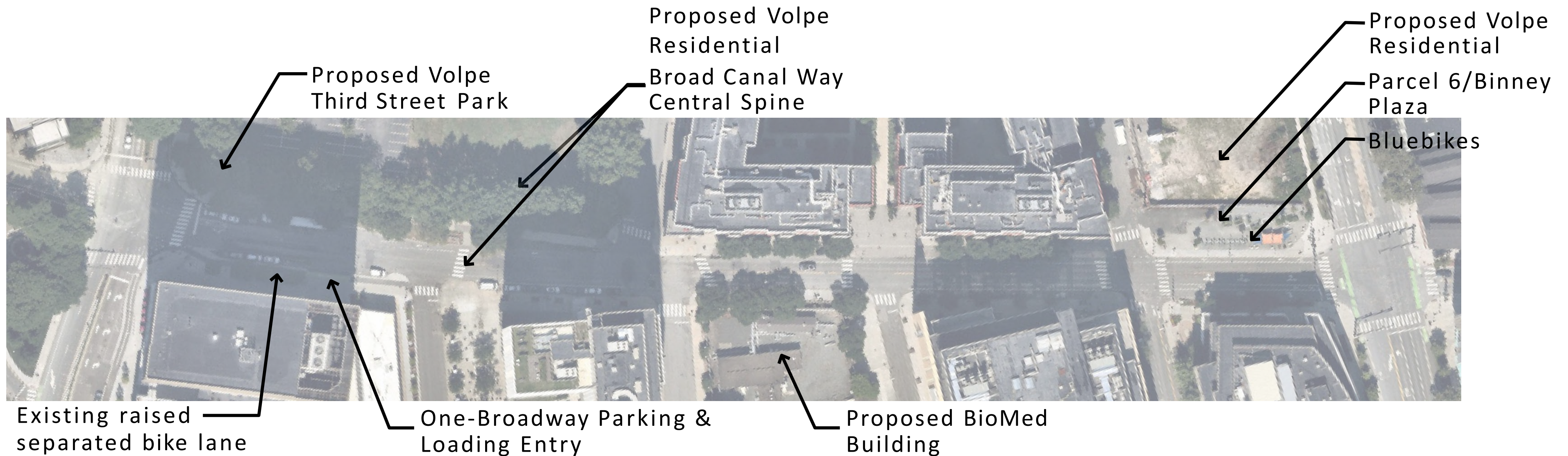
**THIRD STREET**

# EXISTING CONDITIONS



# GOALS

- Integrate intersections of adjacent streets including major connections at Binney, Biomed, and Broad Canal Way (emphasize canal's history)
- Create placemaking elements that tie the street together and facilitate both safety (pandemic) and interaction (future)
- Expand on the canopy cover existing today
- Emphasize and increase the raised cycle track extents for the full length of the street.



# PRECEDENTS



**CONGRESS AVE - AUSTIN, TX**



**WESTERN AVE - CAMBRIDGE, MA**



**P STREET - LINCOLN, NE**

# CONCEPT PLAN



0 100 FT

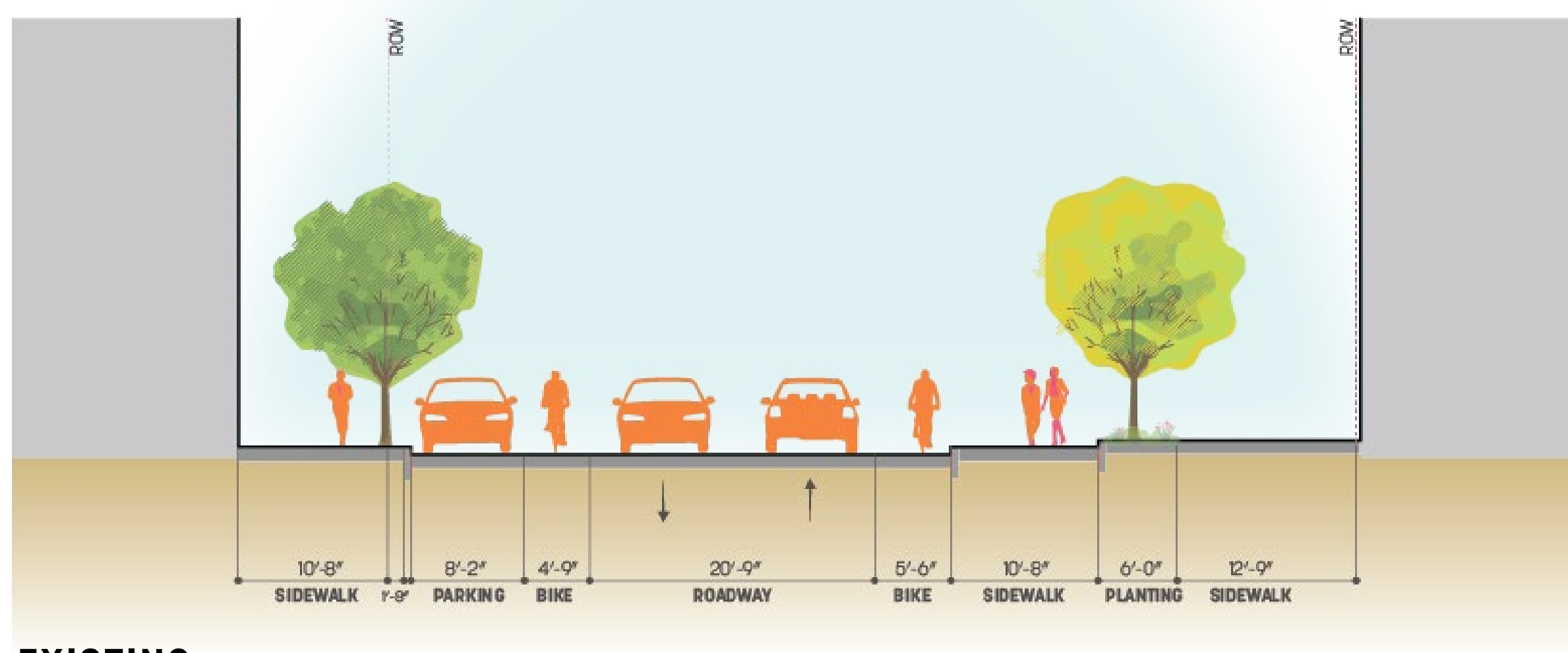
- ROW
- Existing Curb
- Sidewalk
- Bike Lane
- Roadway
- Preserved Tree
- Eliminated Tree



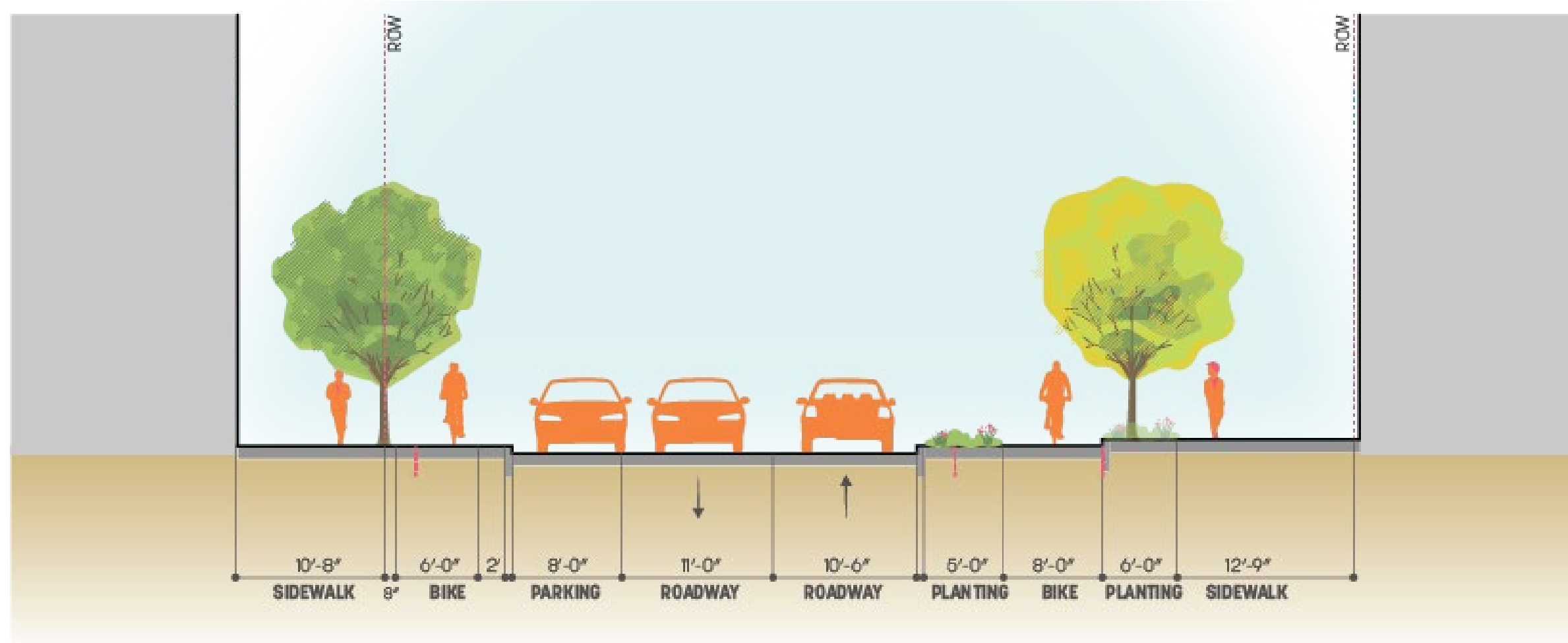
# CONCEPT PLAN WITH BUS LANE



# CROSS SECTION



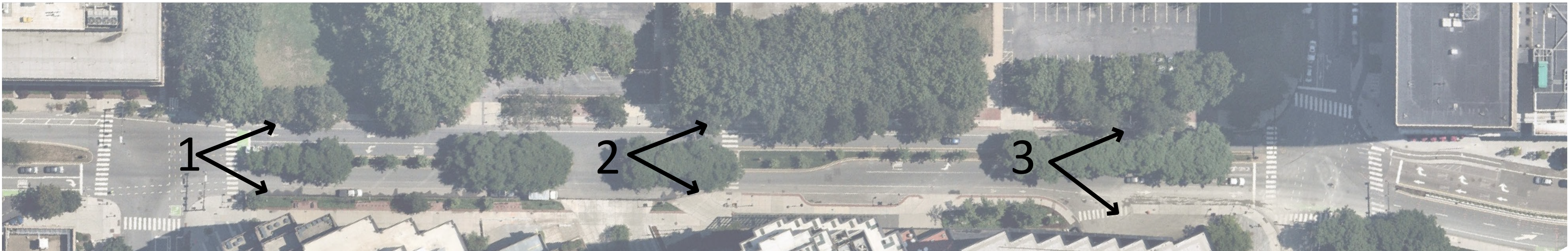
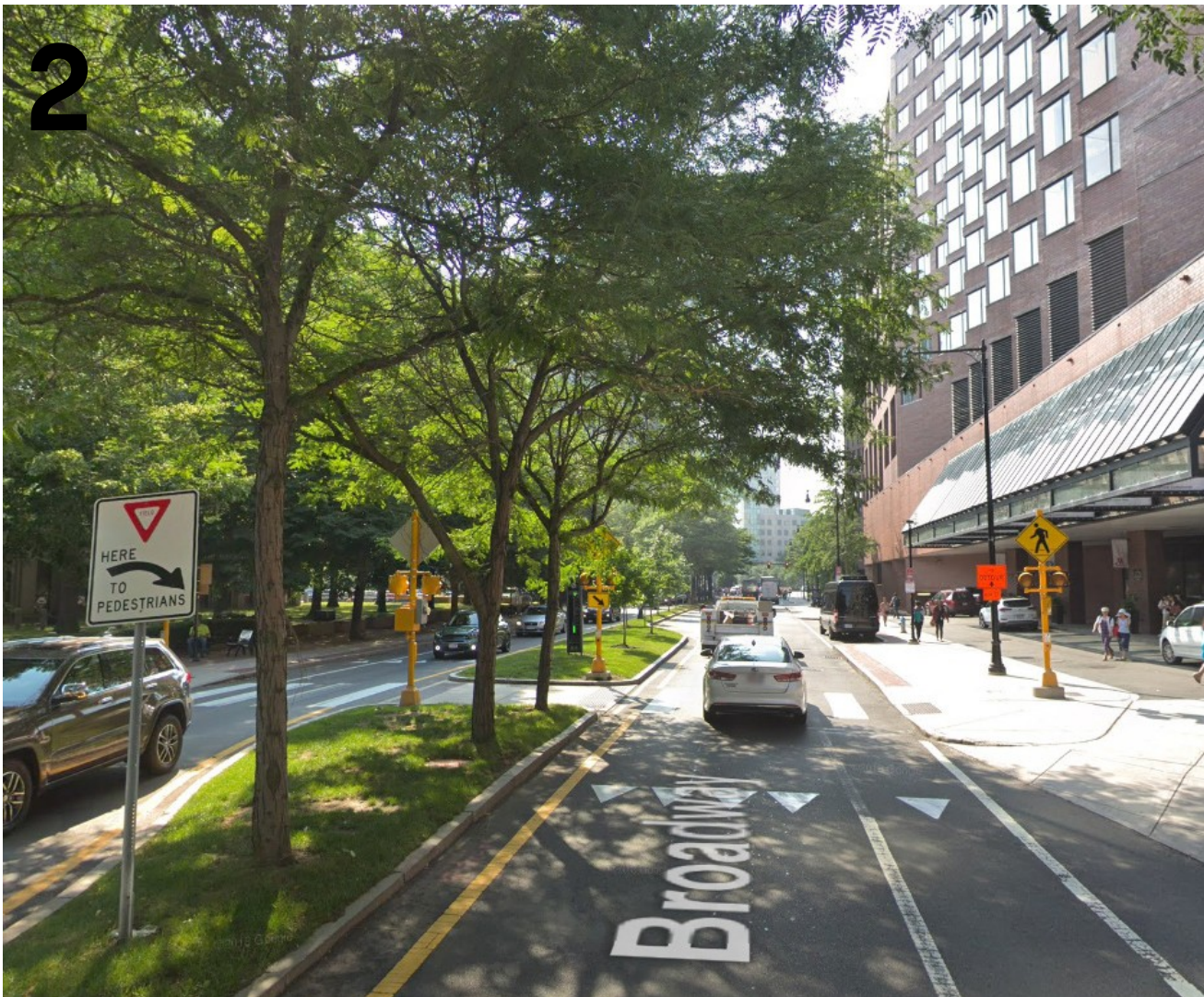
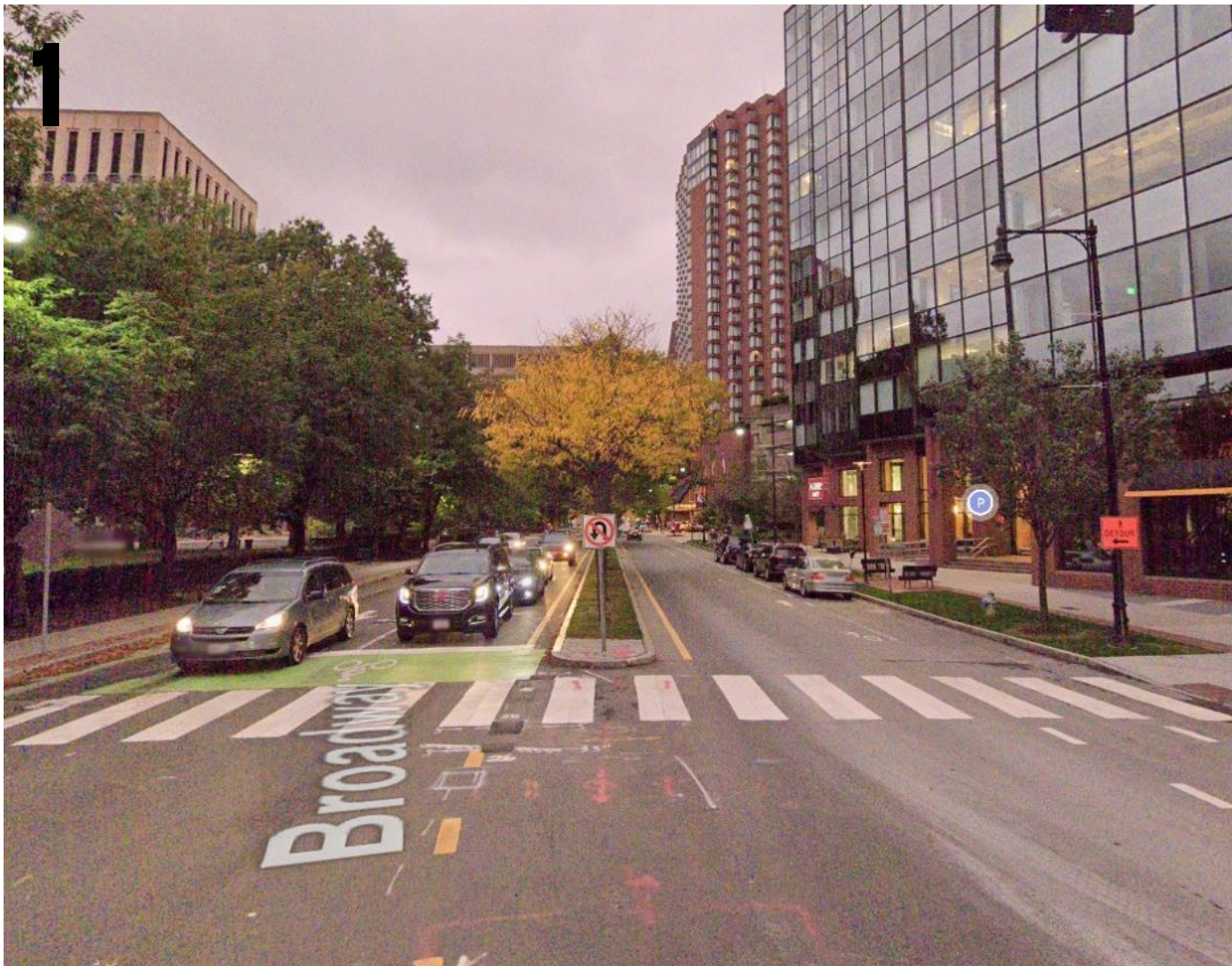
EXISTING



PROPOSED

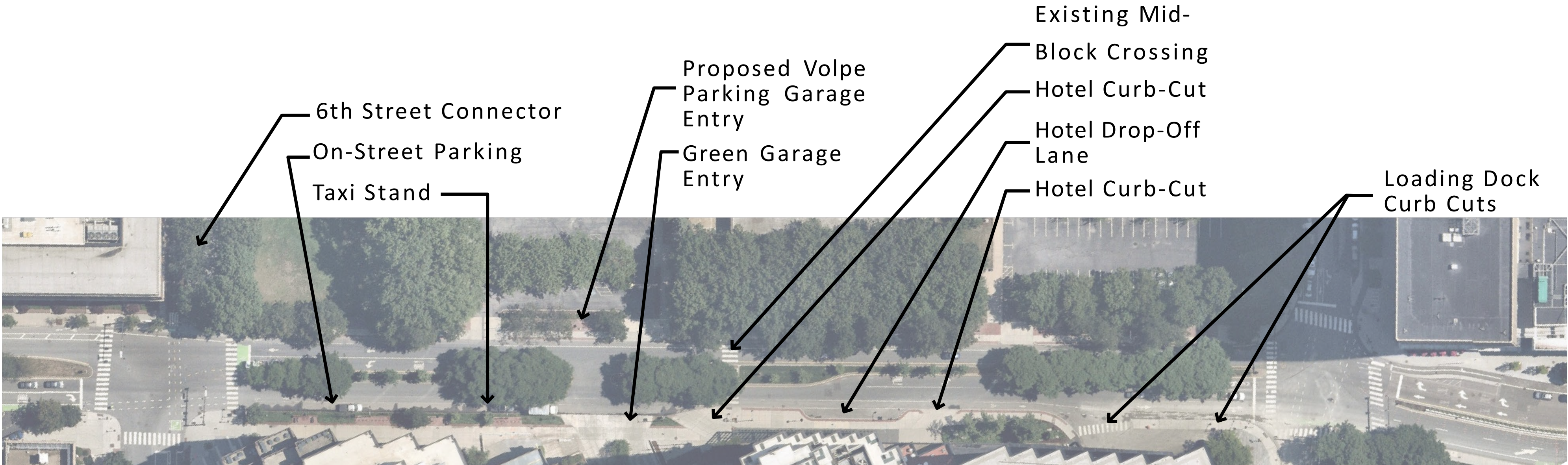
**BROADWAY**

# EXISTING CONDITIONS



# GOALS

- Expand the raised cycle track beyond 6th Street for the full length of the street
- Connect into Volpe plans
- Preserve existing tree canopy and expand on the "forested edge"
- Reconcile loading zones with pedestrian and cyclist experience.
- Continue placemaking elements begun on 145 Broadway



# PRECEDENTS



**BROADWAY CYCLE TRACK**

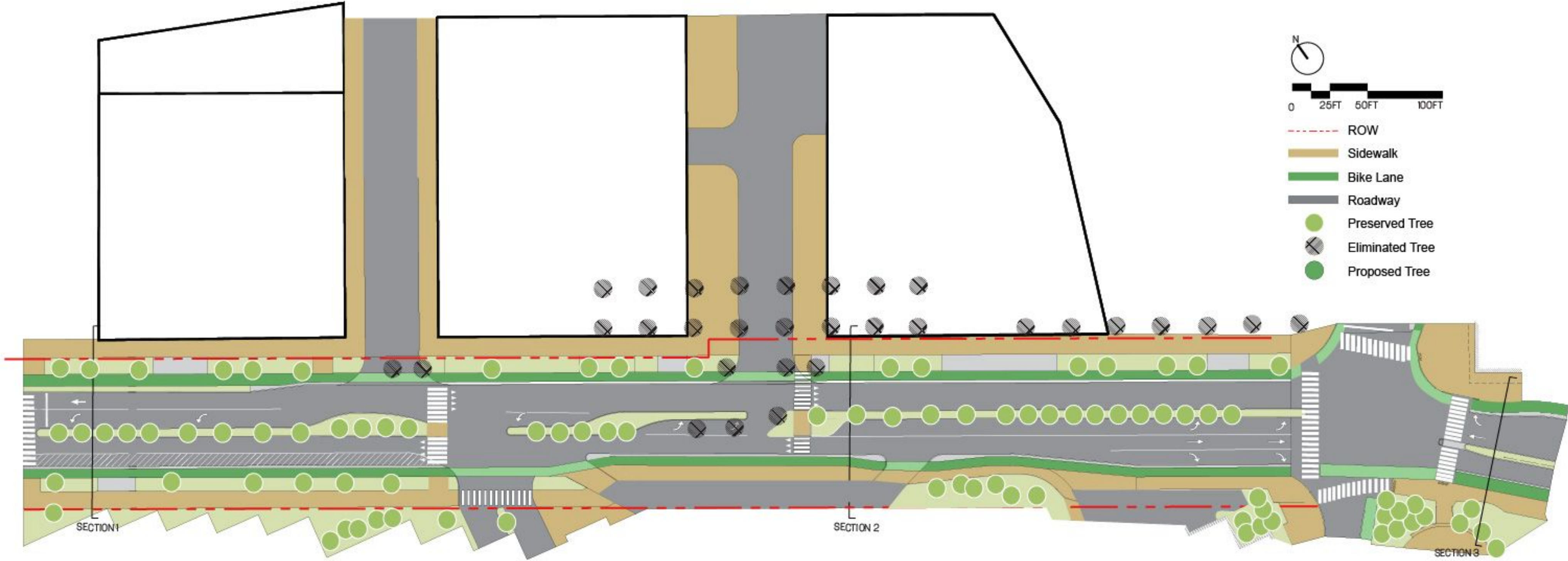


**INDIANAPOLIS CULTURAL TRAIL**

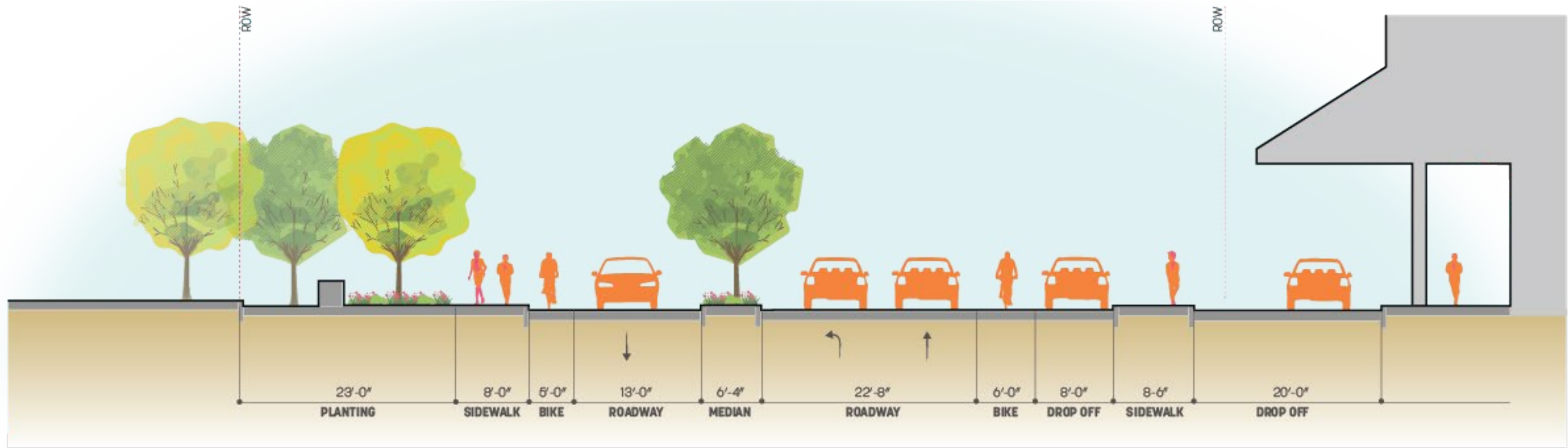


**WALK OF THE TOWN - BANGKOK**

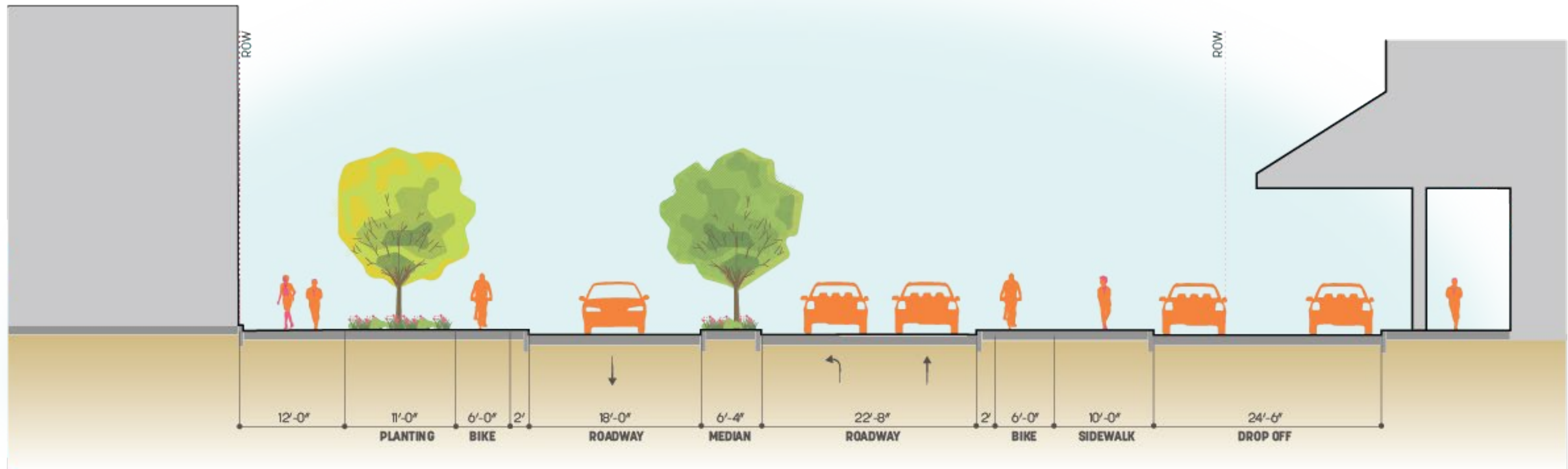
# CONCEPT PLAN



# CROSS SECTION



EXISTING



PROPOSED



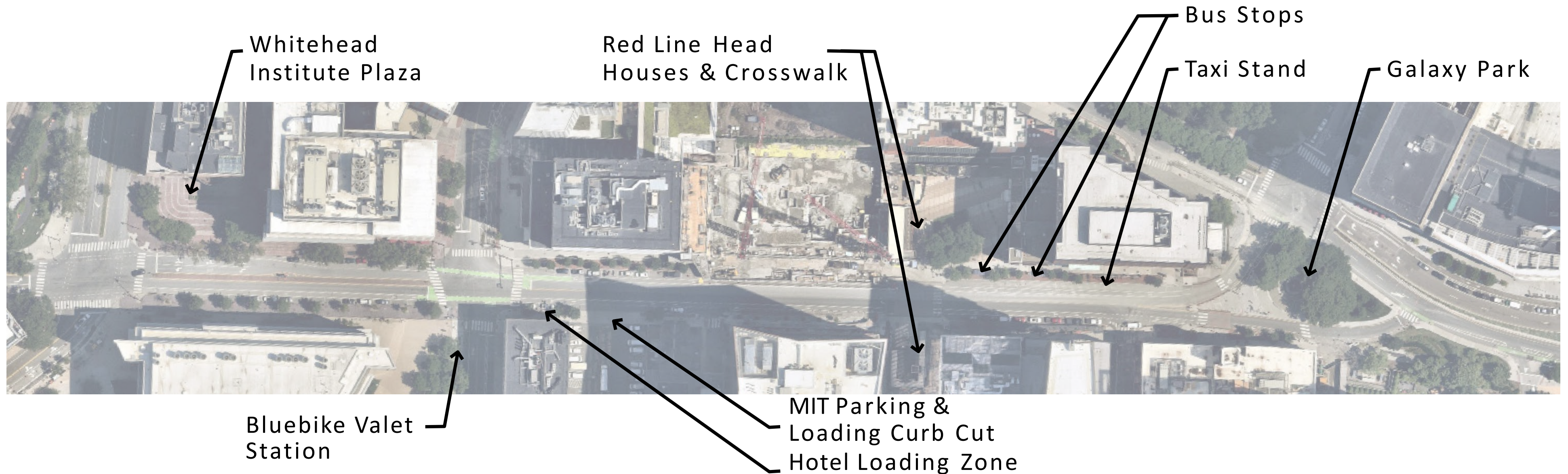
**MAIN STREET**

# EXISTING CONDITIONS



# GOALS

- Provide a transformative public transit gateway into Kendall Square
- Facilitate highest and best mix of pedestrian and transit use
- Incorporate separated bicycle facilities
- Reconcile need for loading with public realm improvements
- Connect to the greater system



# PRECEDENTS – Interim Term



**CAMBRIDGE STRET –**  
Cambridge, MA



**MEDIAN BIKE LANE –** Sevilla, Spain



**QWICK KURB**



**CENTER LANE PROTECTED BIKE  
LANES –** Athens, GA



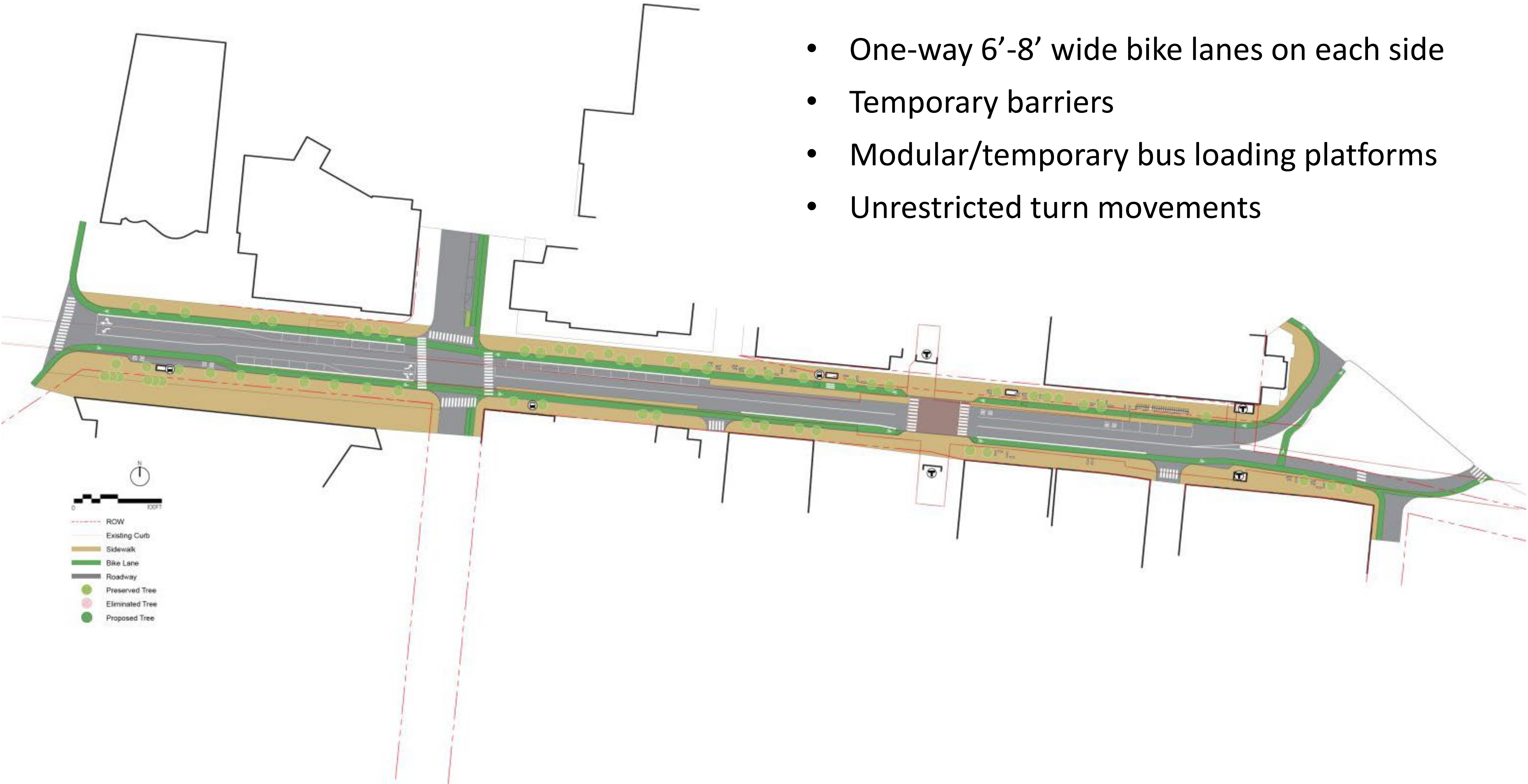
**MODULAR BUS PLATFORM –** Oakland, CA



**FLOATING BUS PLATFORM –** Portland, OR

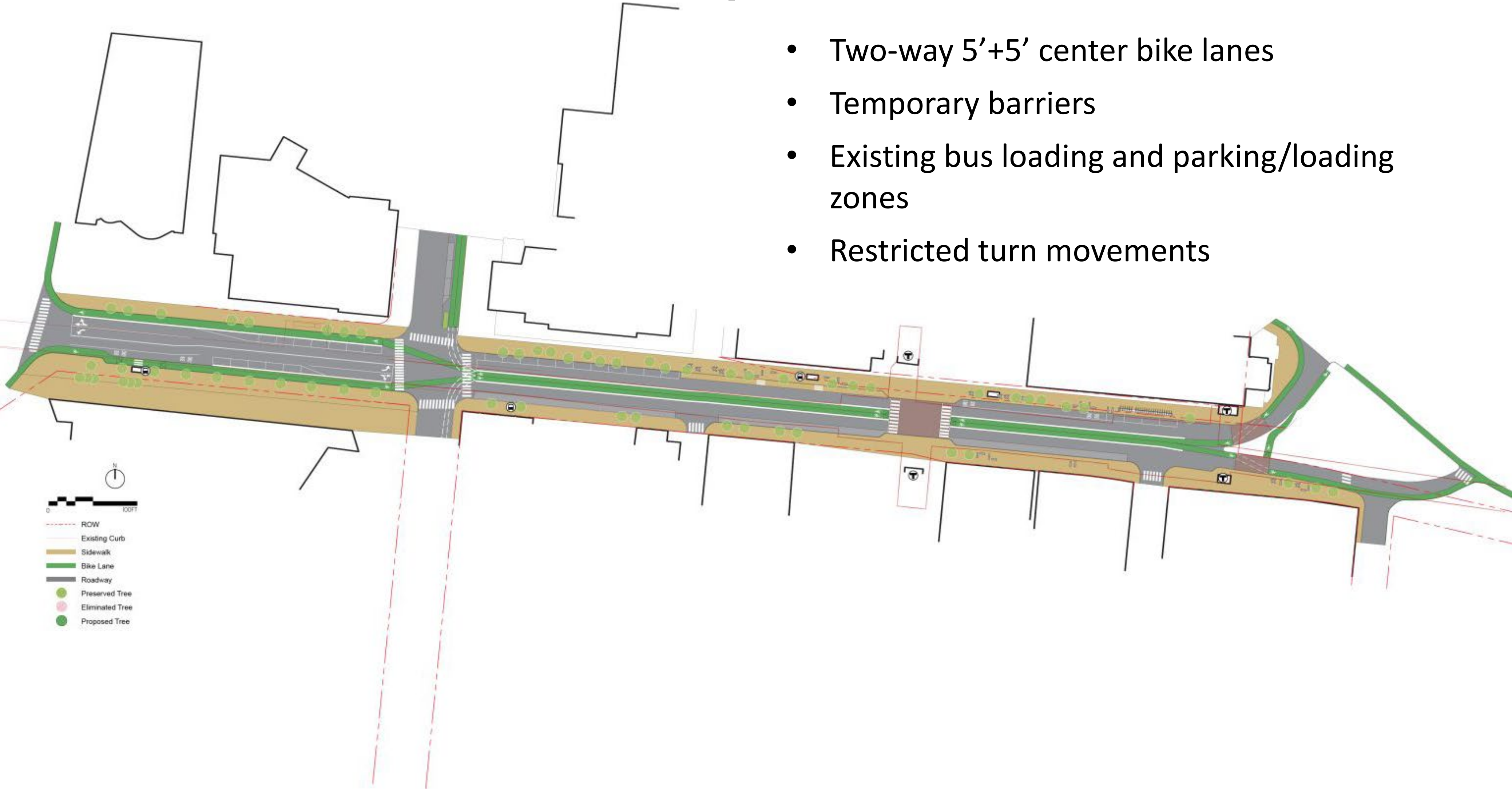
# CONCEPT PLAN - Interim Term Option 1

- One-way 6'-8' wide bike lanes on each side
- Temporary barriers
- Modular/temporary bus loading platforms
- Unrestricted turn movements



# CONCEPT PLAN - Interim Term Option 2

- Two-way 5'+5' center bike lanes
- Temporary barriers
- Existing bus loading and parking/loading zones
- Restricted turn movements



# PRECEDENTS – Longer Term Vision



**NICOLLET MALL - MINNEAPOLIS, MN**



**DISTRICT WHARF - D.C.**



**BELL STREET - SEATTLE, WA**

# **COMMUNITY MEETING**

**When: April 28, 2021 @ 5:30 PM**

**Location: Zoom Webinar**

**Registration Link - <https://bit.ly/3fQ1njj>**



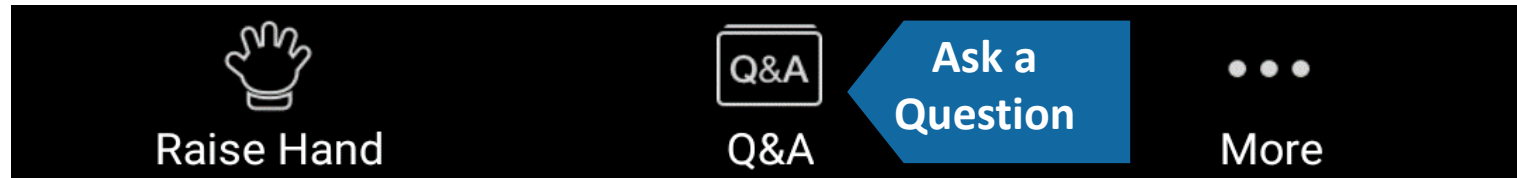


# Public comment

# Public Comment Instructions

- Use the "Raise Hand" button to signal you have a question/comment. A staff member will then enable you to unmute yourself.
  - \*9 to Raise Hand by phone
  - \*6 to Mute/Unmute by phone
- Questions can also be submitted using the Q&A button.

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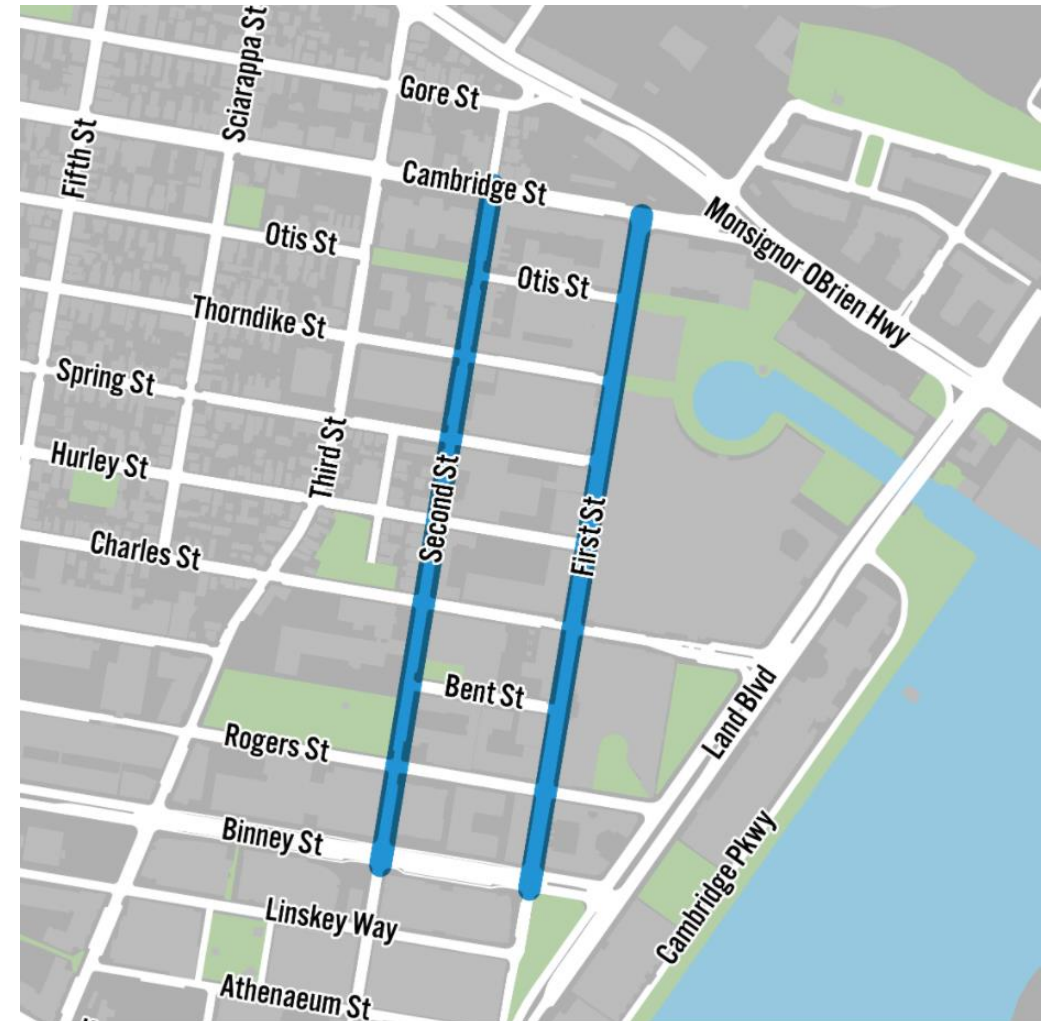
# TP&T Updates



# DPW Updates

# First/Second Streets Corridor Study

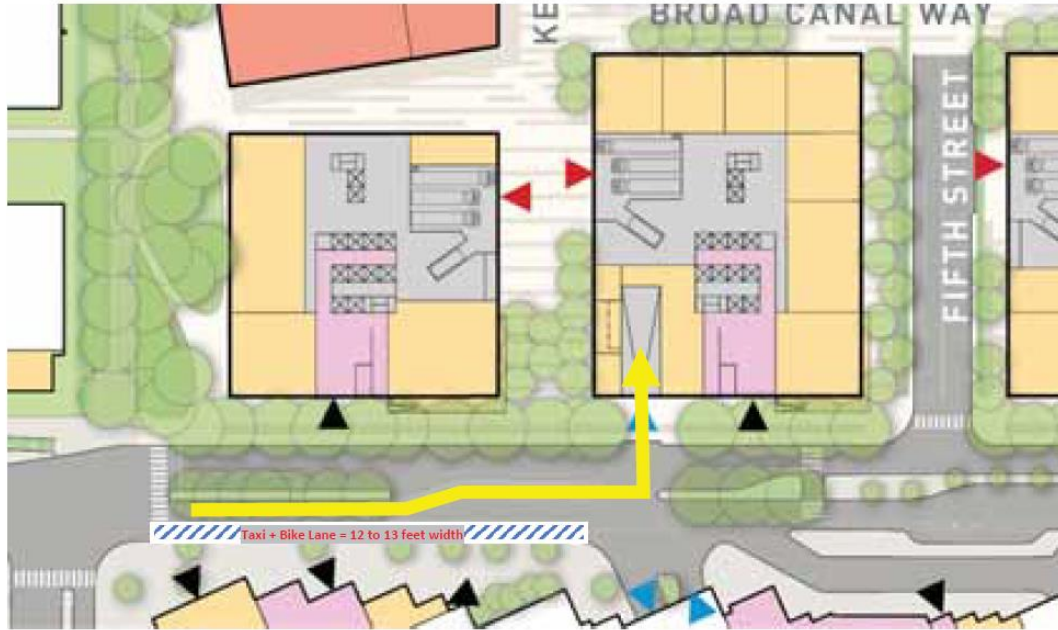
- CambrideSide Mall being redevelopment into mixed-use development
  - Housing, office, research and development, and retail uses
- Will be significant changes to the buildings located along the First Street side of the mall
  - May be additional space available for public use
- Study → City will work with the community and a stakeholder group to identify how to provide safe and comfortable north/south travel connections for people of all ages and abilities, regardless of their mode of transportation, between Binney Street and Cambridge Street.
- May not be enough space to accommodate all the needs that exist on First St, which include accessible sidewalks, bus priority, bicycle facilities, parking, tree planting, and general travel lanes
  - Will look at which of these needs can appropriately be accommodated on other streets such as Second Street
- The City is currently collecting public feedback via a survey
- When this study is complete, the City have a 10% Conceptual Design Plan, which identifies the preferred street design, and provides high-level plans, sketches, and drawings





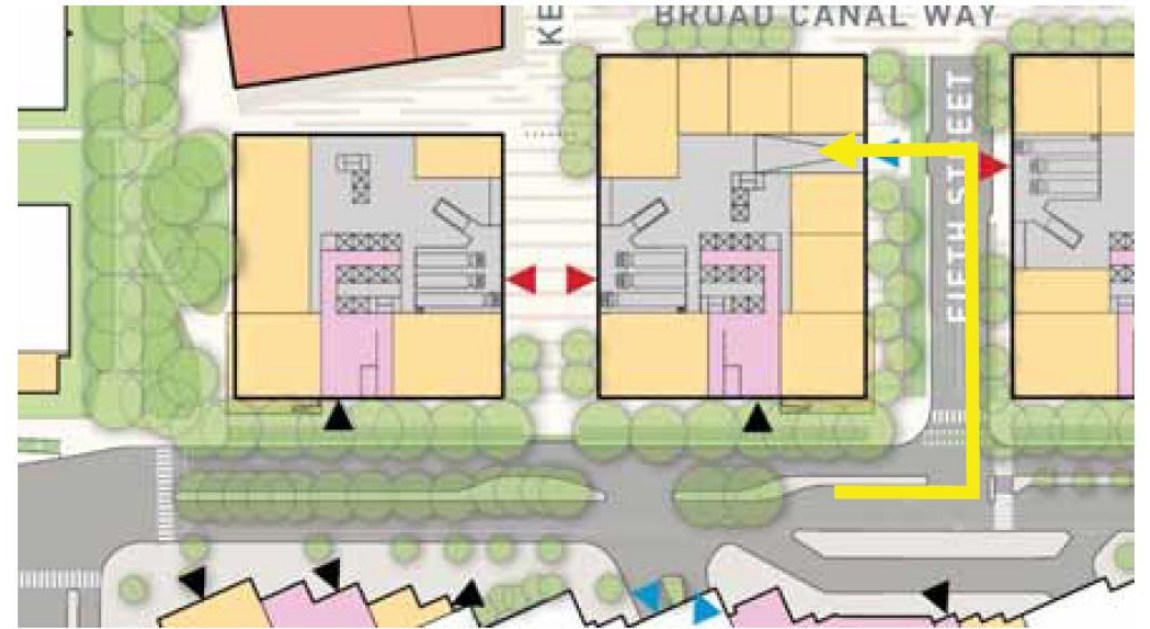
# Volpe Debrief

# Topic: Left-Turn into C2



1 – Baseline

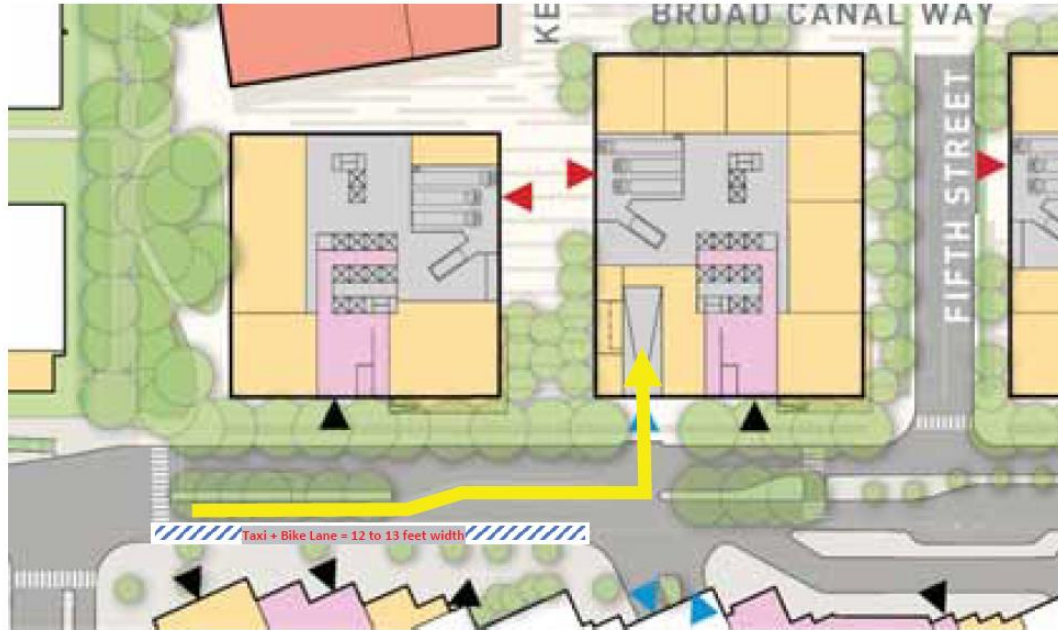
EB exclusive left-turn lane into C2 garage ramp, aligned with Green Garage driveway; Median island reduced.



2 – Proposed: Left-Turn at Fifth Street

Eastbound left-turn lane at Fifth Street intersection; New break in median island, crosswalk relocation.

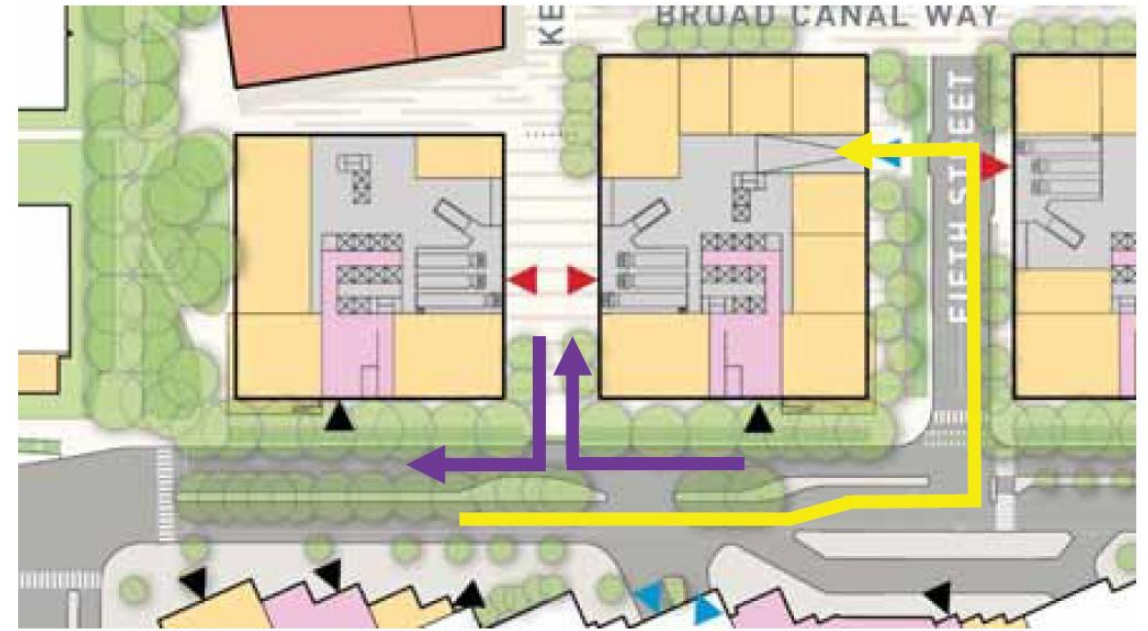
# Topic: Kendall Way Connection to Broadway



1 – Baseline (Ped/Bike only)

Kendall Way connection to Broadway for peds and bikes only.

Parking ramp on Broadway.



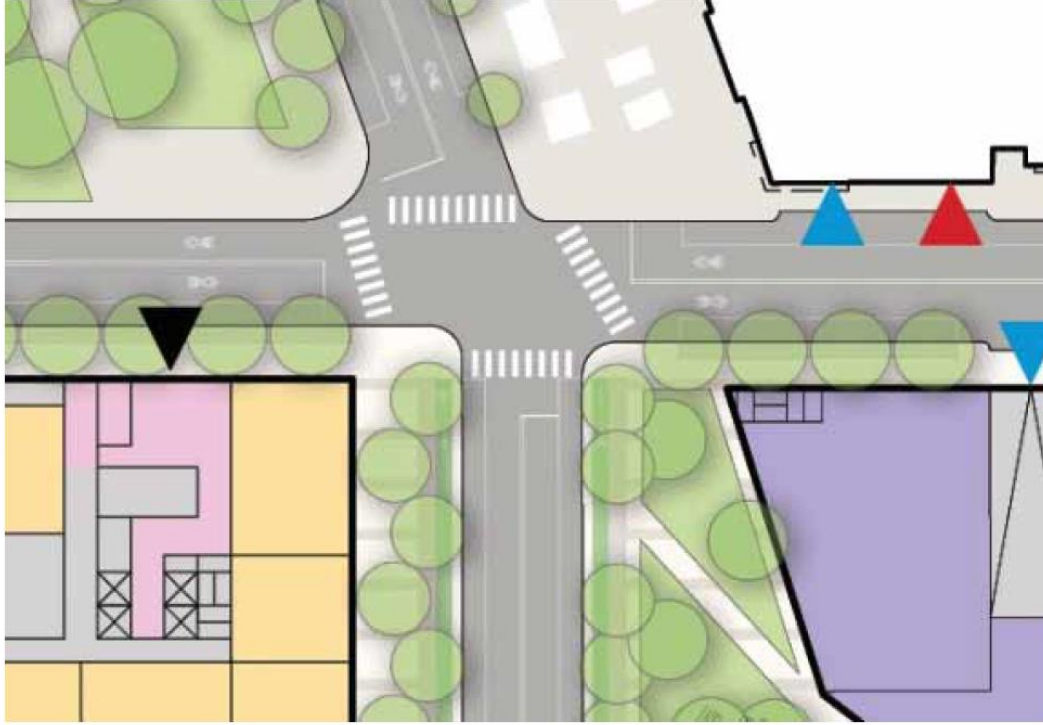
2 – Proposed: Limited Access

Right-in/Right-out for trucks only at Broadway/Kendall Way Intersection.

Parking ramp on Fifth Street.

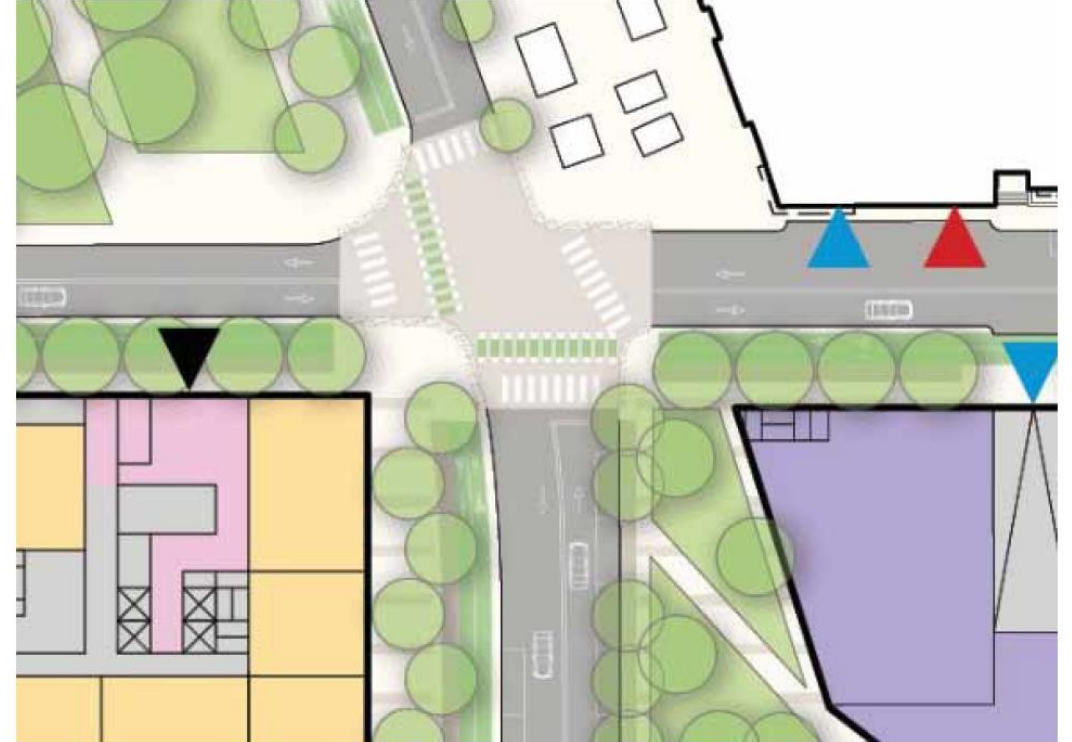


# Topic: Potter Street at Fifth Street Intersection Alignment



## 1 – Baseline

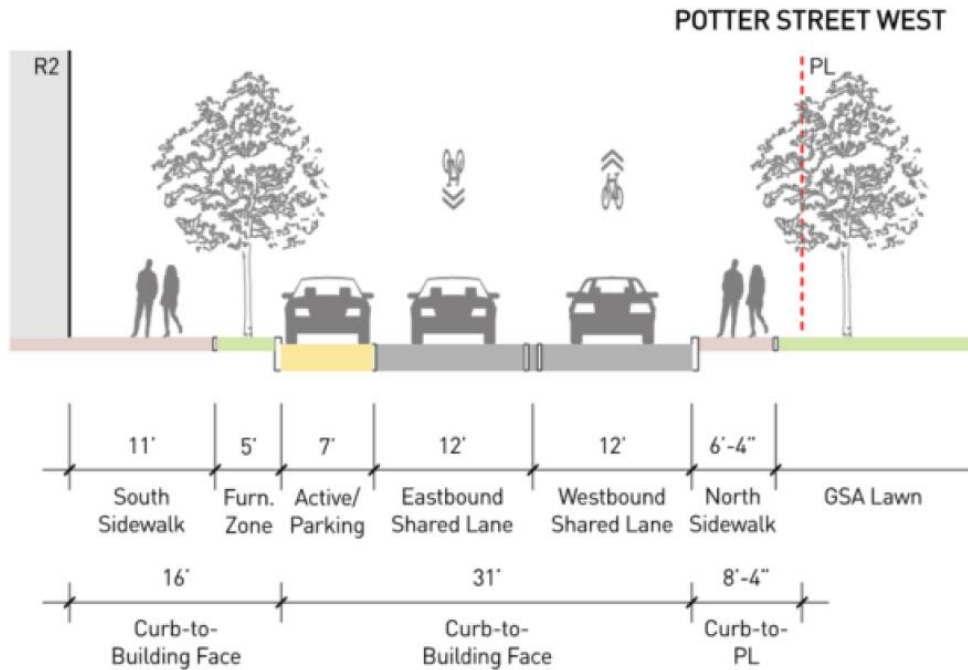
Fifth Street misalignment. Pedestrian/Bicycle crossings not visible at the intersection.



## 2 – Proposed

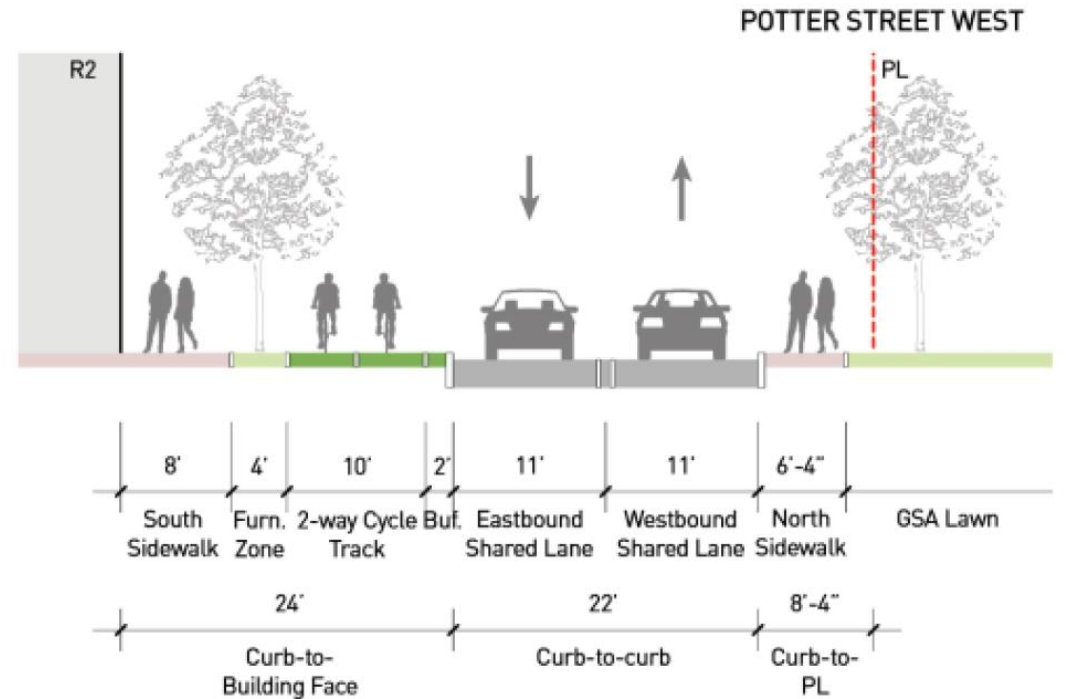
Introducing an arc / curve to Fifth Street south leg. Raised intersection treatment and all-way stop control for higher visibility of pedestrians and bicyclists and to slow down vehicles.

# Topic: Potter Street Bicycle Accommodations



1 – Baseline

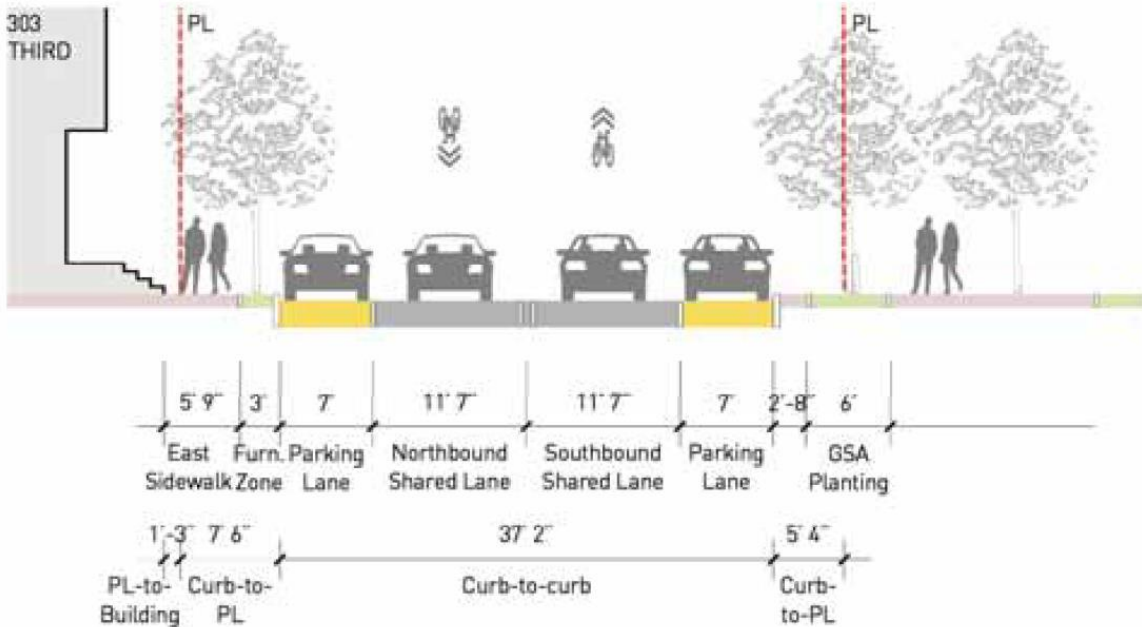
Potter Street with sharrows



2 – Proposed

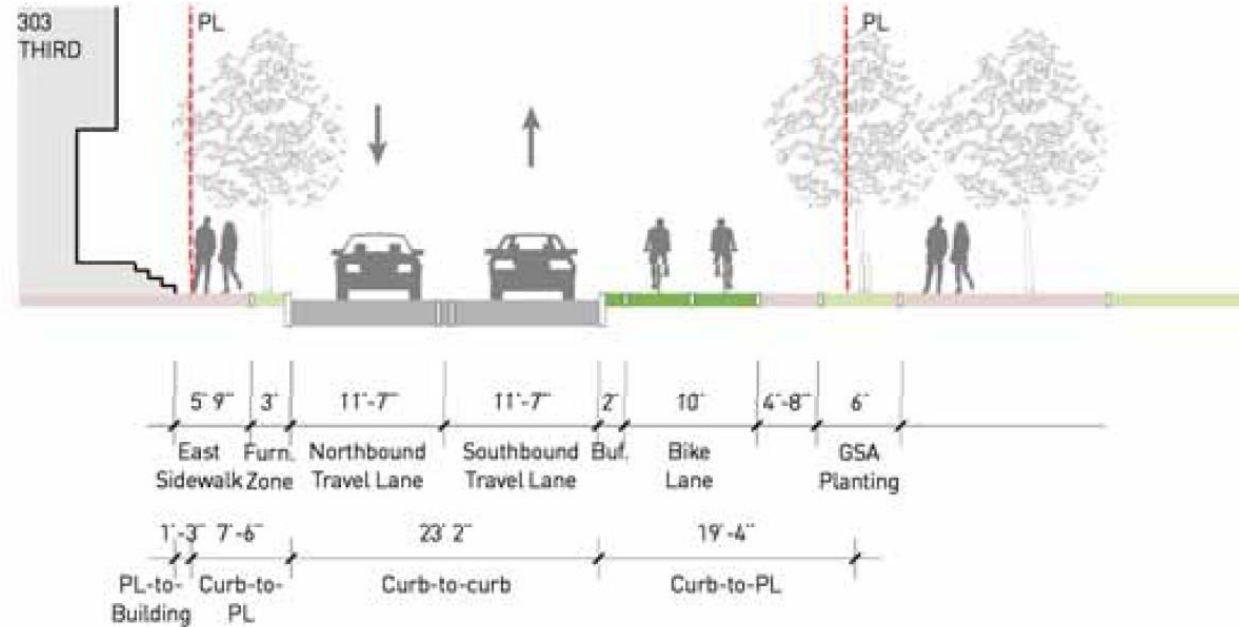
Potter Street with two-way cycle track

# Topic: Fifth Street Bicycle Accommodations



1 – Baseline

Fifth Street with sharrows



2 – Proposed

Fifth Street with two-way cycle track

# Figure 7

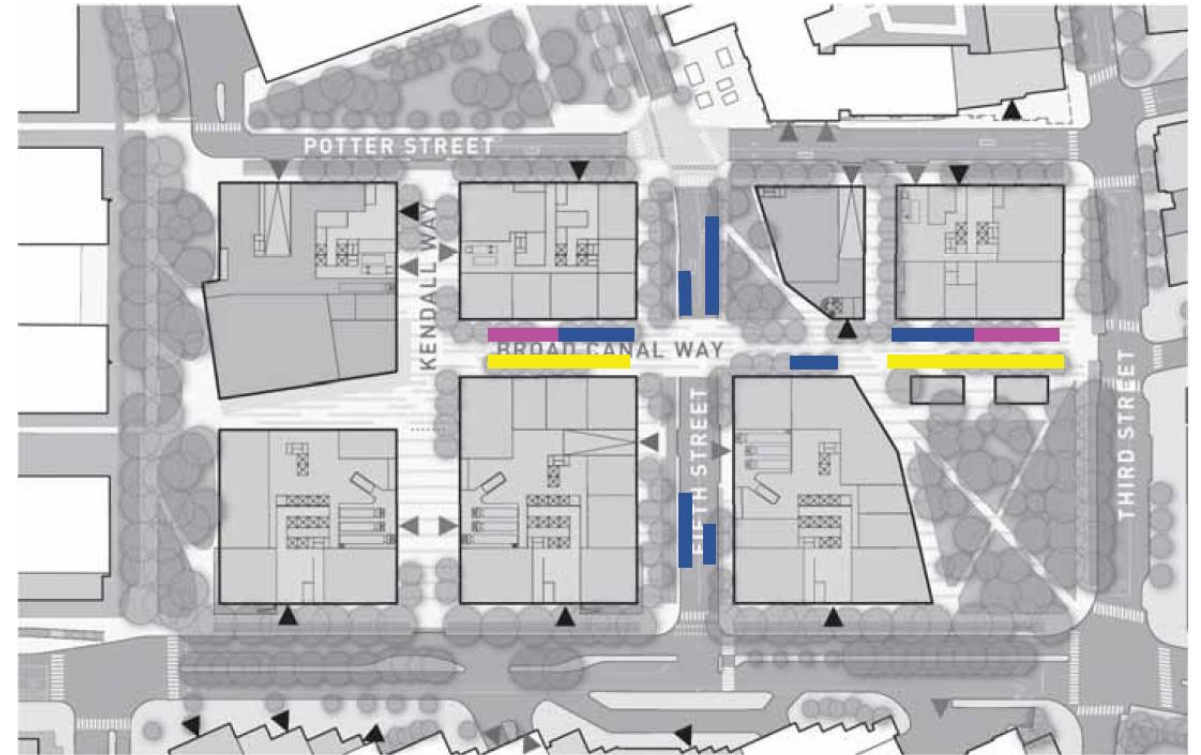
## Topic: Curb Use Plan

- Legend:
- On-Street Parking
  - Short-Term Loading
  - Active Curb



### 1 – Baseline

55 spaces for on-street parking  
27 spaces for active curb  
= 82 total street spaces



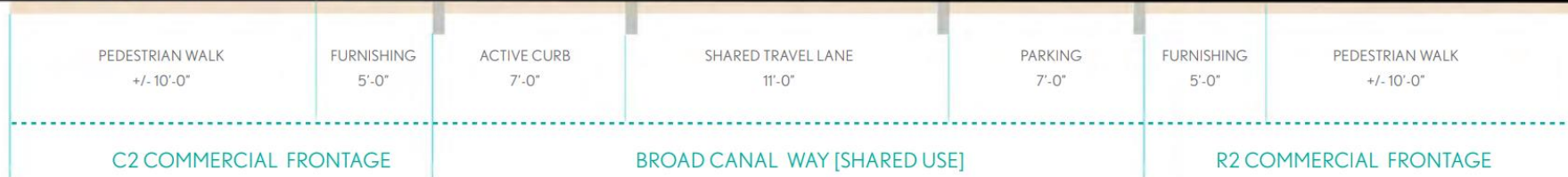
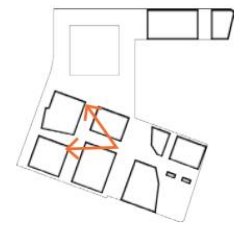
### 2 – Proposed

6 spaces for on-street parking  
22 spaces for short term loading  
13 spaces for active curb  
= 41 total street spaces



Figure 8

Updated Site Plan



\*DIMENSIONS ARE APPROXIMATE

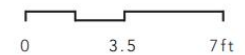
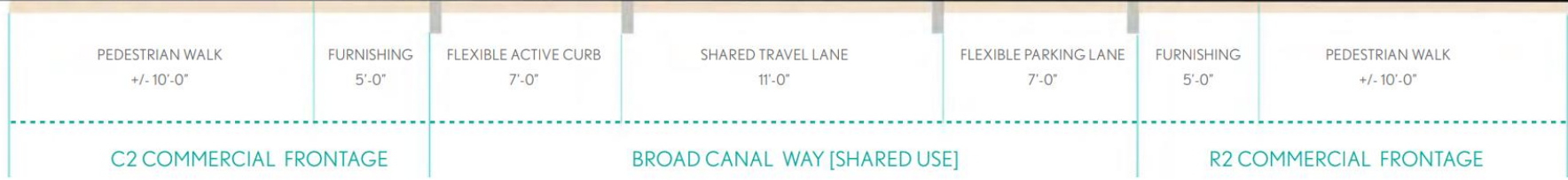


Figure D16: Street Section - Broad Canal Way West



\*DIMENSIONS ARE APPROXIMATE

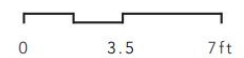


Figure D17: Street Section - Broad Canal Way West Alternative Layout

# Broad Canal Way







# Pedestrian Committee Letter

The committee has reviewed the proposal and has appreciated the opportunities provided to discuss with MITIMCo and other stakeholders. We are particularly enthusiastic about the promise of a pedestrian and non-motor-vehicle-focused shared street on Broad Canal Way. This could become an interesting, functional, and safe outdoor space, as well as provide the city and its partners a blueprint to develop similar innovative spaces in the future.

As currently presented, the design for Broad Canal Way proposes a focus on pedestrians and cyclists without explicitly or implicitly forbidding or deterring motor vehicles. We acknowledge that MITIMCo has stated that the retail occupants have expressed a desire to retain direct access to curbside passenger drop-off, but highlight that in other shared street examples we know of – and in particular, Winthrop Street in Harvard Square -- the storefronts actually preferred to preclude motor vehicle traffic in favor of a more pedestrian-friendly street.

We would like to offer the follow comments for consideration, in the hopes of maximizing the chances of Broad Canal Way being viewed as a safe space for pedestrians of all ages and abilities to walk freely:

- We emphasize the idea that the right design will encourage the right use
- Solid-structure diversions, such as large planters (in a solid material like concrete), may slow the flow of cars that travel Broad Canal Way by encouraging a zig-zag rather than a straight-line path
- For pedestrians entering Broad Canal Way from the east side, a visual path through to Kendall Way would encourage pedestrian use as a through-route, rather than appearing like a dead end. Currently, the community center blocks the visual line down Broad Canal Way
- For motorists entering Broad Canal Way, there should be as many cues as reasonable to indicate that Broad Canal Way is not a car-priority zone. The entrances to the space for vehicles provide the strongest opportunity to inform drivers of the restrictions

With these ideas in mind, we look forward to seeing the successful implementation of this new type of shared space in Cambridge. As with the physical entrance to the street itself, the intent of the shared street, and its focus on pedestrian and cyclist comfort and safety should be clear from its first use. We appreciate the steps that MITIMCo and its partners have taken in this regard and are eager to follow subsequent iterations of this vision.



# Committee Work



# 2021 Virtual Bike Rides

- Highlighting Black-owned businesses in Cambridge (Qian)
- Health advances and discovery in Cambridge (Mark and Amy)



# Subcommittee Check-in

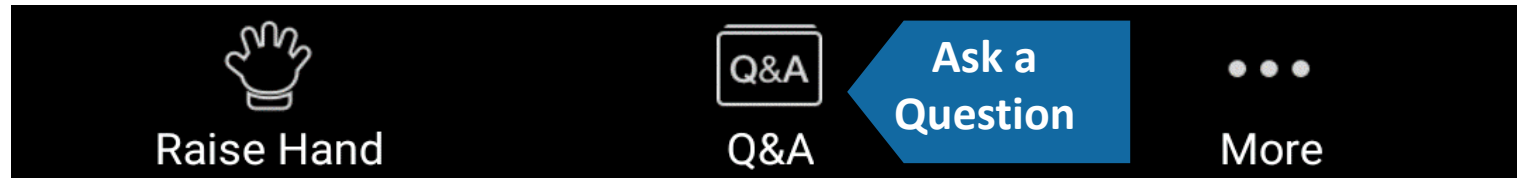


# Public comment

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  - \*9 to Raise Hand by phone
  - \*6 to Mute/Unmute by phone
- Questions can also be submitted using the Q&A button.

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Zoom Screen





# Upcoming Meetings

- Cycling Safety Ordinance – Thursday, April 15, 6:00-7:30 (Tomorrow)
- April Joint Meeting – Wednesday, April 21, 5:30-7:30
  - Mid-Mass Ave
  - DPW 5-Year Plan
  - Green Infrastructure
- May Bicycle Committee – Wednesday, May 19, 5:30-7:30 (Third Wednesday)



# Other Announcements





**Thank You**