

Draft Notes: 10/13/21 Bike Committee Meeting (Pedestrian and Transit Committee attendees as well)

Attending: Cara Seiderman, Amy Flax, Mark Boswell, Randy Stern, Evan Killion, John Attanucci, Matthew Coogan, Diane Gray, Adam Shulman, Andy Rekker, Alison Harris, Andreas Wolfe, Jim Gascoigne, John Ellersick, Olivia Mobayed, Saul Tannenbaum, Debby Galef,
Visitors: Brennan Biemann, Casey Berg, Charles Hinds, Gavid Lund, Guido Cuperus, Heather Hoffman, Liza Paden, Barbara Rubel, Scott Kilcoyne, Peter Septoff, Mickey Jarvis, Ruthann Rudel, Chris Cassa, Christopher Schmidt

Committee members introduced themselves

September Bicycle Committee minutes were approved

First/Second St Corridor (Adam Shulman, TP&T)

- www.cambridgema.gov/first-second-street
- Last public meeting was 9/30, and the current study will yield a 10% concept plan. Target top complete design in 2022/2023. Can email comments by 10/22 to Adam Shulman, ashulman@cambridgema.gov
- Improve bike, ped, and transit connections between Lechmere and Kendall, and access to new Galleria development project
- Maintain parking on 2nd St
- First St 44 ft curb to curb
- Second St 33 ft
- The 3 committees, Ped, Bike, Transit, have had reps in prior stakeholder meetings.
Plus
 - 273 responses on community survey
- Concept 1: Two bus lanes plus 2 travel lanes on First St paired with Bicycle Priority on 2nd St
- Concept 2: One Bus Lane + Separated bike lanes on First St, floating bus stops
- Bike Priority Street - must reduce traffic from 2100 vehicles/day to less than 1000, and slow speed to less than 20 mph. Tools that could help: diverters, one way except bikes, raised intersections
- Buses on First St not MBTA now, various shuttles, maybe MBTA at some point
- Rejected
 - 2 way separated bike lanes
 - Northbound only travel lane
 - Shift southbound buses to Land Boulevard - but not precluded in current options
- Q&A/Comments
 - Committee Member Comments and questions
 - "Are there any bike priority streets in Cambridge now?" Ans - not as envisioned here, would need physical diverters
 - "Width of bus stop access - enough for shelter?" A - Yes
 - "Number of bus users will change in the future, so it will be natural to add an MBTA bus to handle Green Line users to get to Kendall. Supports concept 1."
 - "Number of bike riders will change in the future, and Bluebikes, micro mobility , ebikes will vastly increase traffic - thus option 2 is better to safely handle all that increased bike traffic. An unproven bike priority street would be slower, less safe, and less desirable. If MBTA adds a bus route, southbound could be on Land Blvd."

- “Shift of traffic in option 1 may cause problems on 3rd, first, Land Blvd. This could be a problem”
- “I always bike on 2nd St now, there are lots of buses now, and it’s growing. Buses from Lechmere to/on Land Blvd, too long and complicated. Need to prioritize transit, to reduce car traffic.”
- PUBLIC COMMENTS AND QUESTIONS
- “Can we prioritize residents' ability to get home?” A: assume this refers to diverters on 2nd St and whether that is a problem? For people traveling by foot/transit/bike things will be the same or improved; for people driving, this is what would be helpful to get feedback on from neighborhood residents: is it seen as a positive or not?
- “Hi Adam, you mentioned that one concern about restricting cars from First Street was that it might direct more traffic down Second Street. However, you've described several volume-reduction techniques that can (indeed, must) be used to make Second St a bike boulevard. Wouldn't those techniques be sufficient to make sure cars are mostly redirected toward Land Boulevard? This would open up more options for bus and bike lanes that have so far been precluded by bidirectional car access.” A - It's hard to know where traffic will divert to. Some will likely go to third st, first street, or somewhere else altogether, not necessarily all to Land Blvd.
- “Most interested in concept 2, community path extension will add 1000s of new cyclists to this corridor. We need a straight sight line for bicyclists between First St/McGrath and Kendall. Really should remove a car lane from First St. If not, put one of the bus lanes on Land Blvd.”

TP&T

- Alewife Dudley project on North Mass Ave
 - No changes to bike lane plan since last public meeting
 - Based on feedback, Updates to add bus lane going north, and other safety improvements/signal changes at Minuteman crossing
 - <https://www.cambridgema.gov/streetsandtransportation/projectsandprograms/ma/alewife-dudley-st-to-alewife-brook-pkwy>
 -
- South Mass Ave
- Mass Ave sections near Harvard Sq - Bow to Clinton St, reducing travel lane width and adding buffer to bike lanes

DPW

- Galileo Way should be paved and open by end of October
- Main St from Broad Canal Way to Third St repaving include separated bike lanes

585 Third St Development proposal

- 16 stories, mixed use, lab office plus performance space, east of third, between Atheneum and Kendall St
- Includes new ped crossings plus raised cycle track on Third St
- Meets bike parking requirements of zoning
- Question
 - 136 long term parking spaces. How do they accommodate larger bikes? A. Zoning says large elevators are required and some 10 ft long spaces for larger bikes. Committees should discuss changes to the bike parking portion of zoning ordinance to better handle large bikes, ebikes, etc. Also ramps vs elevators.

- State bill proposed to better define ebikes vs scooters and motor cycles. Hearing tomorrow morning at State Legislature
- Go to mass legislature site, or livable streets, or boston cyclists union

<https://malegislature.gov/Events/Hearings/Detail/4020> Committee Hearing Link; it's from 10am-12pm and includes ~25 bills

MXD project

- Planning Board asked for revisions to proposal, including 24x7 hr access to bike valet, ebike charging, new Bluebike station

Upcoming events

- Danehy Park family day Oct. 16
- Halloween Cambridge Give Back - Oct 24, 1-4PM, Harvard St
- Port Party - Clement Morgan Park on Columbia St, 10/21 4-6
- MBTA Bus meeting, 10/27, 6-7:30