

## Cambridge Bicycle Committee minutes - 9/9/20

### Attendees

Committee Members: Amy Flax, Dien Ho, Randy Stern, Jon Anjaria, Mark Boswell, Alison Harris, Gloria Huangpu, Julian Astbury

Staff: Greg Hanafin (CDD), Cara Seiderman (CDD), Andy Reker (CDD), Stephen Meuse (TP&T), Jim Wilcox (DPW), Adi Philson (CDD), Jerry Friedman (DPW), Brad Pillen (DPH)

Guests: Steve Bardige, Christian MilNeil

### School Wellness Policy update, Brad Pillen

- [Wellness Policy](#)
- [Implementation Guide](#)
- USDA requirement - updated every two years
- Policy recommendations to go to School Committee
- Support for Active transportation, extended for various non-motorized mobility devices
- Support for safe routes to school - references and exceeds MassDOT Safe Routes to School curriculum
- Minimize driving
- School teams
- Traffic Safety education
- Walking, school buses and bicycle trains
- Walk to School Day
- Limiting restrictions on active transportation
- Bicycle, Scooters, and Skateboards on campus
- Walking map, no bike route map for how to get to school
- An evidence that this is working? Survey on first day of school - how did you get to school that day? Health survey in April too. Trends are good (no specifics provided)
- Any consideration for changes due to construction? Not part of this policy, that's the province of the principal.

### Traffic update

- [Harvard Sq quick build installed](#). Bike markings not fully implemented yet.
  - Aspects of permanent plan (eg. bike connection that cuts through the plaza) not doable now since plaza will be torn up soon
  - Bid opening 9/24, 1 month to award contract
- [Mt Auburn St](#) - markings in place, starting to paint and install now.
  - Both Mt Auburn and Quincy/DeWolfe should be done this fall
- Ames St. Done. all the way including a 2 way path from Main to Mem Drive.
- More green between Harvard Sq and Porter Sq in progress now.

### [River St reconstruction project](#)

- Schedule - next public meeting in October. Construction (30 months) Spring 2021-2023.
- Corridor design - 1 travel lane, 1 dedicated bus lane, one raised, protected bike lane, plus flex space at left for parking, trees, loading, restaurants
- Tubman Square - Kinnaird will be closed there, 2 park options
- Auburn to Mass Ave - separated bike lane continues all the way to Mass Ave thru new plaza. Green St at plaza will be bus and bike only to River St, Magazine will be 1 way south Green to Auburn. Franklin will be 2 way, River to Magazine.

- Carl Barron Plaza - 3 design options A, B, C, still looking for feedback. Bike lane always located between bus stop and loading area with tree planting separation, and pedestrian plaza with various seating options and key design features - pergola, or water feature,
- Hopefully, single travel lane will also reduce vehicle speeds
- 2 comments supporting serpentine design with parallel bike and ped lanes
- Comment that design should assure adequate bike parking, both in plaza as well as along the corridor.

### Port Infrastructure Improvements Project

- Big sewer rebuild, opportunity to look at surface
- Working group forming, applications until 9/18

### **DPW update**

- Contracts are back in business now
- MIT built bike lane improvements at Vassar and Mass Ave in one direction now, other direction later
- Raised cycle track on Mass Ave from Sydney to Douglass at Mass and Main almost done.

### Bike Plan 2020

- Outreach plans - Starlight Square, Web site with on-line videos to introduce the bike plan, surveys, and wikimap, yard signs
- Plan update was supposed to be done at the end of 2020, but due to COVID, now will be likely 2021.



- Three videos viewed, will be on website early next week - overview, network plan, and quickbuild plan. Comment about kids w/o helmets in images, plus no COVID relevance for current time (and next year or more) - need pix of people with masks and physical separation.
- Quickbuild separated bike lanes for Mass Ave Putnam to Inman are entering design phase now. Thus not in 2020 bike plan quick build list.



# QUICK BUILD PROJECT PRIORITIZATION

SEPT 2020

## WHAT IS 'QUICK BUILD'?

The Cambridge Bicycle Plan includes an ambitious Bicycle Network Vision containing over 100 miles of existing, in-progress, and proposed bikeways. Separated bike lanes are physically separated from motor vehicle traffic and are an important component of the Network Vision.



Compared to conventional street reconstruction, the "quick build" approach is less expensive and allows implementation to occur more rapidly. A quick build separated bike lane often uses lightweight, semi-permanent materials to provide separation from motor vehicle traffic. Materials typically include pavement markings, flex posts, and on-street parking.

## CAMBRIDGE STREET QUICK BUILD

A recent example of a quick build project is Cambridge Street between Fayette Street and Quincy Street. In this project, the City repurposed one lane of parking to achieve space for a separated bike lane. Pavement markings, flex posts, and on-street parking were used to provide the separation between people biking and people driving.



## PRIORITIZATION APPROACH

As part of the 2020 Bike Plan update, the City has identified 15 opportunity corridors for quick build bikeway implementation. These consist of: streets with planned separated bike lanes; streets that are controlled by the City and not another agency; streets that are not slated for reconstruction in the near future; and streets where quick build implementation is deemed feasible.

While each quick build bike facility project is important for different reasons, a variety of factors (including funding and staff availability) prevent all projects from being constructed at once. Therefore, the City has created a three-step selection strategy for quick build facilities to determine the order in which they will be implemented.

### STEP 1

Step 1 consists of a data-driven analysis of factors selected to relate to the goals of the Cambridge Bike Plan, which include mode shift, safety, and equity. In addition, public input and ease of implementation were considered. The analysis factors include:

- Connectivity
- Key Route to School
- Key Route to Major Destination
- Safety
- Comfort Rating
- Equity (NRSA)
- Community Input
- Simplicity of Design

### STEP 2

Step 2 consists of dividing the City into five areas (based on merged neighborhood boundaries) and creating implementation phases so that the top-ranked project from each neighborhood is implemented before additional projects from any other neighborhood.

### STEP 3

Step 3 occurs each year as implementation begins. The City will consider other factors (some of which are currently unknown) that may impact phasing. Examples include leveraging transit opportunities, unforeseen roadway construction projects, etc.



Learn more about the Cambridge Bike Plan Update  
[cambridgema.gov/bike](http://cambridgema.gov/bike)



## PRIORITIZED PROJECTS (DRAFT)

The prioritization approach results in three implementation phases that distribute investment across each of the five merged neighborhood areas. Implementation of the first phase will begin soon. As stated, the order of implementation between phases will be reassessed on a regular basis.

### NEIGHBORHOODS MAP



### PROJECTS RANKED

STEP 1		STEP 2	
Segment Name	Ranking	Phase	Segment Name
Cambridge St (Oak St to Second St)	1	First	Cambridge St (Oak St to Second St)
Broadway (Quincy to Hampshire)	2		Mass Ave (Quincy to Dunster)
Hampshire St (Armory to Broadway)	3		Brattle St (Broad to Concord)
Main St (Sydney to Vassar)	4		Brattle St (Sparks to Mason)
Mass Ave (Quincy to Dunster)	5	Second	Steep Pl (Alewife Station Access Rd to Cambridgepark Dr.)
Pearl St (Mass Ave to Granite)	6		Broadway (Quincy to Hampshire)
Garden St (Bond to Concord)	7		Pearl St (Mass Ave to Granite)
Main St (Ames to Third)	8		Brattle St (FPP to Sparks)
Brattle St (Sparks to Mason)	9		Hampshire St (Armory to Broadway)
Brattle St (FPP to Sparks)	10		Main St (Sydney to Vassar)
Brattle St (Mt Auburn to FPP)	11		Third
Huron Ave (Grove to FPP)	12	Brattle St (Mt Auburn to FPP)	
Steep Pl (Alewife Station Access Rd to Cambridgepark Dr.)	13	Huron Ave (Grove to FPP)	
Huron Ave (FPP to Concord)	14	Huron Ave (FPP to Concord)	

## Virtual Bike Ride

Greg Hanafin working on story map (<http://www.storymap.org>) for 19th Amendment Ride.