



Welcome!

Safety Improvement Project on Cambridge Street

Working Group Meeting 3:
January 23, 2025, 4 pm to 6 pm

Remote Participation Instructions

Working Group members:

- You will be promoted to "panelist".
- Please turn on your video.
- Raise your hand to join the queue.

Members of the public:

- There will be an opportunity to share public comment at ~5:30 PM.
- At that time, you can raise your hand to join the queue.



Agenda

| | |
|----------------|----------------------------------------------------------------------|
| 4:00 PM | Welcome & Introductions |
| 4:15 | Cambridge Street SIP Section A Design: Presentation |
| 4:50 | Public Comment |
| 5:05 | Cambridge Street SIP Section A Design: Breakouts |
| 5:45 | Working Group Business: Work Plan, Charter, Outreach Plan |
| 5:55 | Wrap-up & Next Steps |
| 6:00 | Adjourn |



GUIDING PRINCIPLES FOR WORKING TOGETHER

- Respect all participants (members, staff, public)
- Listen actively and with empathy
- Talk about the topics, not people
- Be curious about and open to different perspectives and sources of information
- Speak for yourself from your own perspective (avoid referencing "common sense" or "what everyone thinks")
- Focus our work on actionable recommendations for Cambridge Street SIP.



Introductions

- Name, pronouns (optional), favorite winter activity



Cambridge Street SIP Section A Design



Project Scope



Install separated bike lanes to improve biking conditions



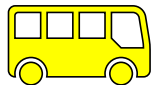
Improve crossing locations for people walking



Identify a side of the street for parking and loading, changes to parking need on side-streets



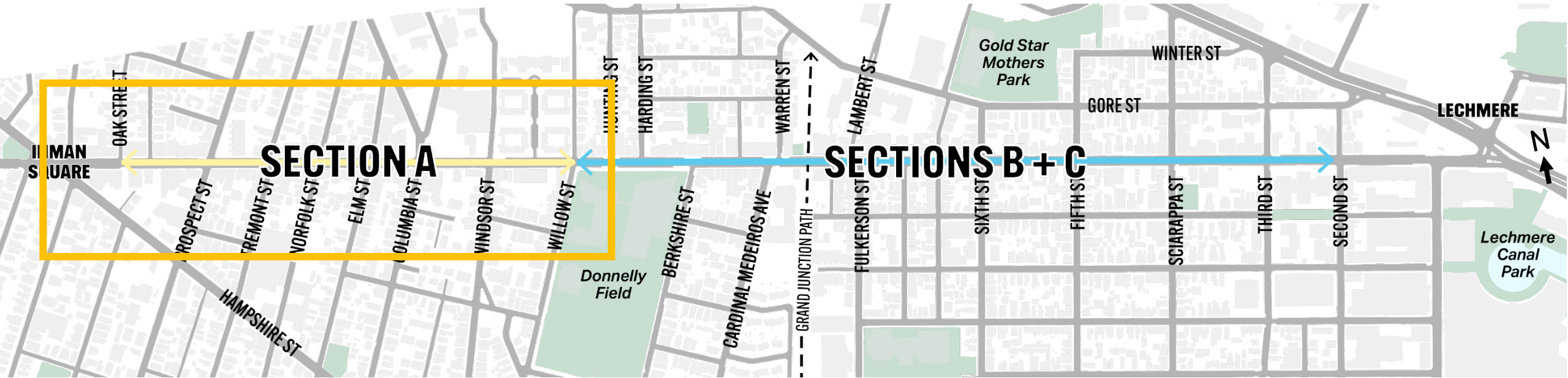
Address safety at key intersections



Improve access and reliability for the MBTA Route 69



Project Sections



Our focus for this meeting is on Section A.



Project Timeline

1

Fall 2023

- First Round of Project Open Houses
- First Virtual Community Meeting

2

2025: Install Section A (Oak St to Willow St)

- Community outreach began last year
- Working Group review TODAY
- Final community meeting **Spring 2025**

3

2026: Install Section B+C (Willow St to Second St)

- Working Group Review to begin at our next meeting



Project Design Key Features



Existing Layout

Conventional bike lanes

- No separation for people biking
- Design does not keep bike lane clear of stopped or parked vehicles

Parking and loading on both sides of the street

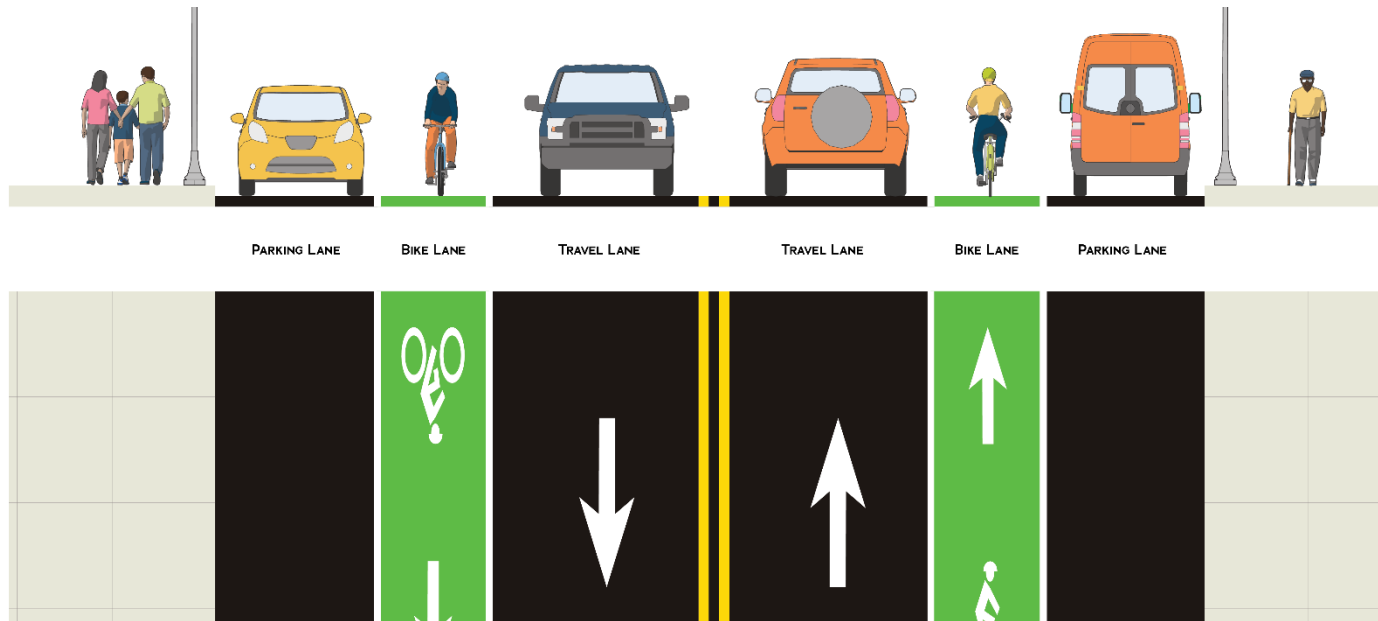


Image: Existing bike lane on Cambridge Street



Cambridge St Safety Improvement Project Working Group



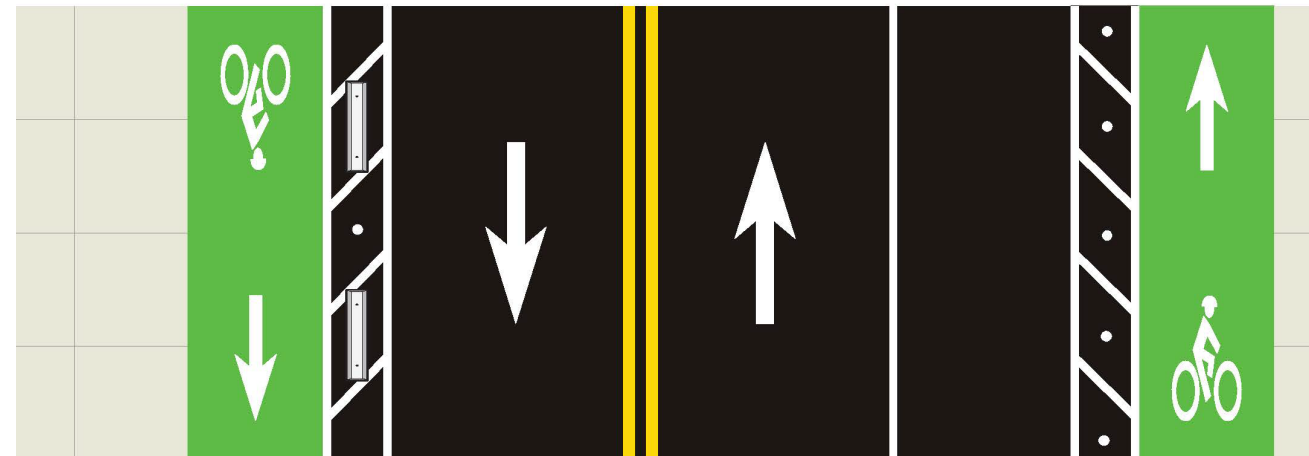
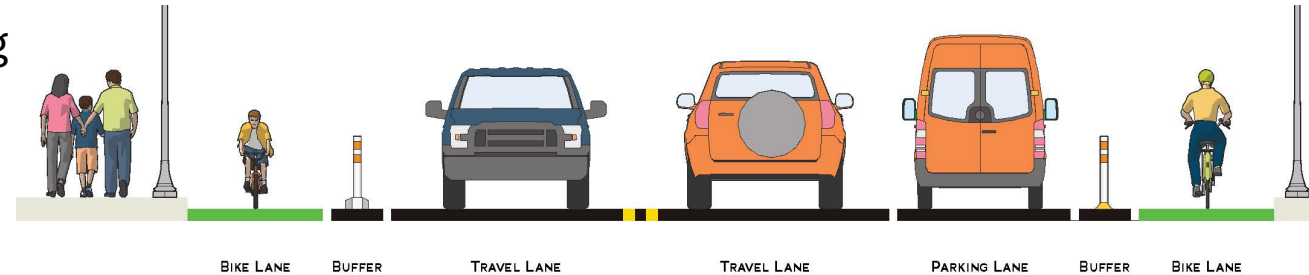
Planned Layout: Separated Bike Lanes

Bike lanes are next to the curb

- Flex-posts or parked cars separate people driving and biking

Parking/loading on one side of the street

- Parking/loading can only fit on one side of the street each block
- The parking/loading side would depend on the needs of abutting land uses



Key Feature: Separated Bike Lanes

There are separated bike lanes throughout many US cities

- We design our bike lanes based on state and federal standards
- Designs and operations are not unique to Cambridge



Image: Milwaukee Avenue, Chicago. Source: Chicago Department of Transportation



Image: Winter biking on Mass Ave, Cambridge.



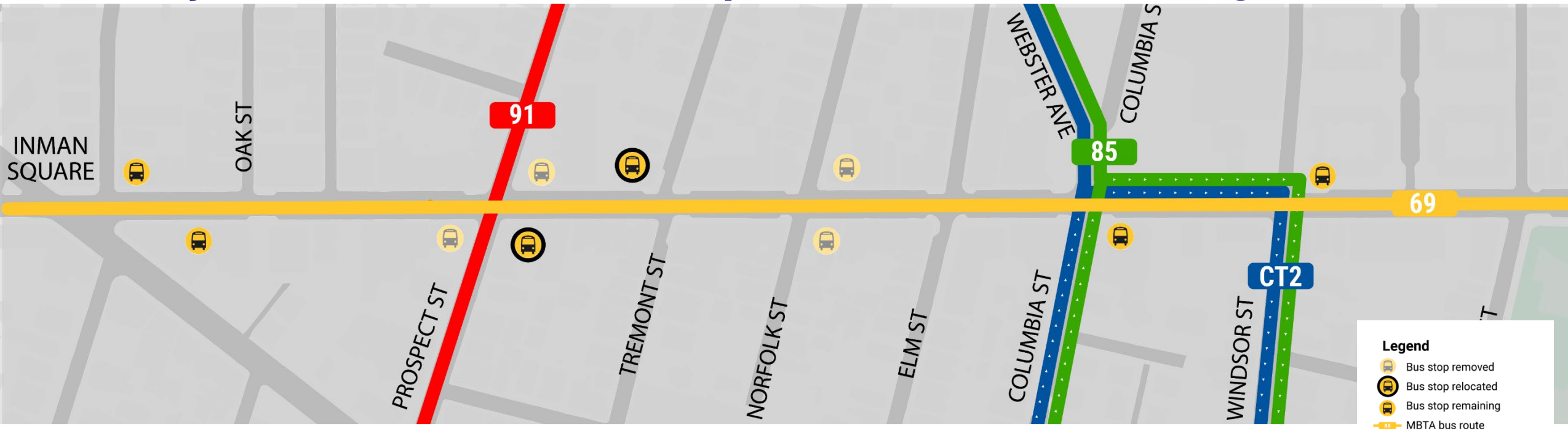
Image: 30th Street, San Diego
Courtesy: Stephan Vance



Image: Spring Street/Cedar Street, Gaithersburg, MD
Source: Montgomery County Department of Transportation



Key Feature: Bus Stop Locations Changes



Stop consolidation reduces bus travel times and improves reliability

Eastbound (Boston-bound)

- At Prospect St, stop moves across Prospect St
- Stop at Norfolk St is eliminated

Westbound

- Stops at Norfolk St and Prospect St are combined into one stop at Tremont St



Key Feature: Bus Boarding Islands

New constructed bus stops with improved accessibility and safety

- Sidewalk extends out into the street, allowing people to board directly onto the bus
- Buses will stop “in-lane” without needing to exit and re-enter traffic
- Additional separation from traffic for people biking
- Less illegal parking in bus stops

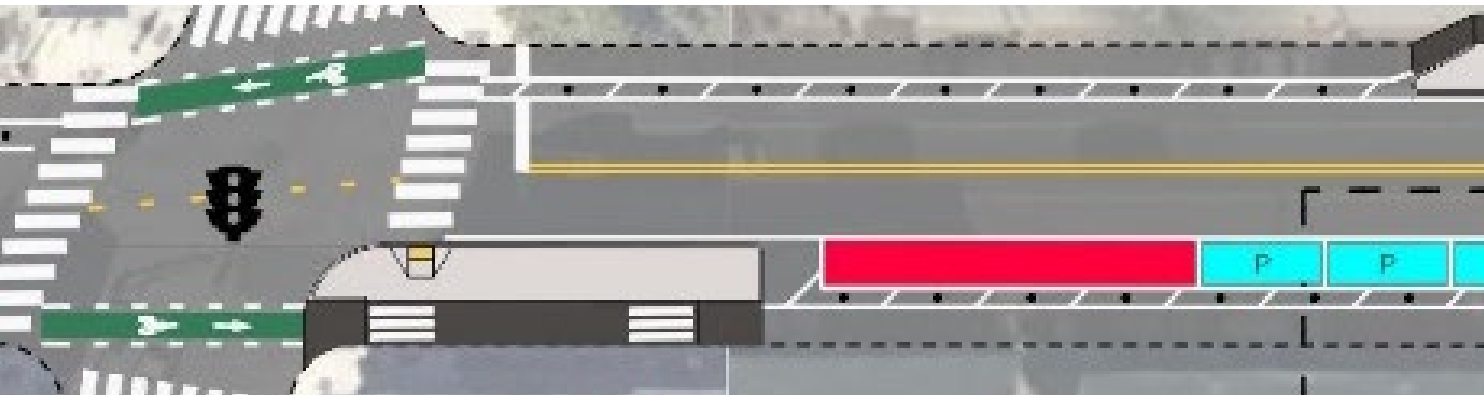


Image: Plan view of a proposed bus boarding island at Prospect St and Cambridge St



Rendered image of a bus boarding island on Cambridge Street at Columbia Street



Parking, On-Street Dining and Curbside Management



Current Parking Impacts in Concept Design

For each block, the concept design indicates:

- 1) Number of existing parking spaces
- 2) Number of proposed parking spaces
- 3) Number of parking spaces with outdoor dining setup on street

Parking feedback from business visits:

- Loading retention is prioritized over metered parking retention
- Retain all existing outdoor dining.



Current Parking Impacts in Concept Design

Total change in parking supply on Cambridge Street. Does not include changes to side-streets.

| EXISTING NUMBER of on-street parking spaces by type | |
|--------------------------------------------------------|----|
| 1-Hour or 2-Hour Metered Parking | 67 |
| Loading Zones/Drop-off | 8* |
| Part-time meter/loading | 2 |
| Accessible/Disability Parking | 4 |
| Resident Permit Parking | 13 |

*Length varies. Total loading/drop-off length will change from 350(f/t), 390(p/t) to 280 linear ft (200 linear with patios).

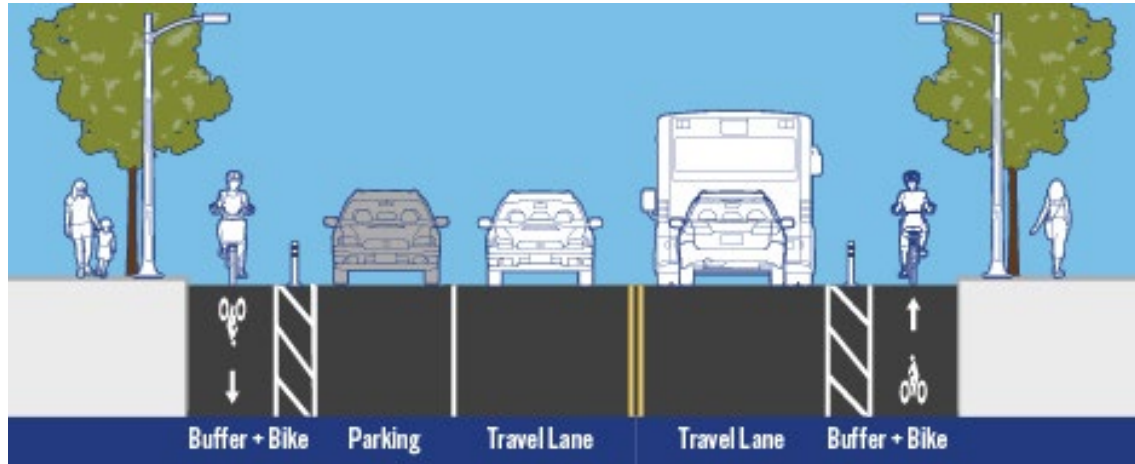
| PROPOSED NUMBER of on-street parking spaces by type | |
|--------------------------------------------------------|----------|
| 1-Hour or 2-Hour Metered Parking | 19, 13** |
| Loading Zones/Drop-off | 5*,3** |
| Accessible Loading/Drop-Off | 1* |
| Accessible/Disability Parking | 4 |
| Resident Permit Parking | 11 |

**Summer totals with outdoor patios. Four outdoor patios would take 12 spaces in the summer (8 spaces for dining, 4 spaces for transitions).

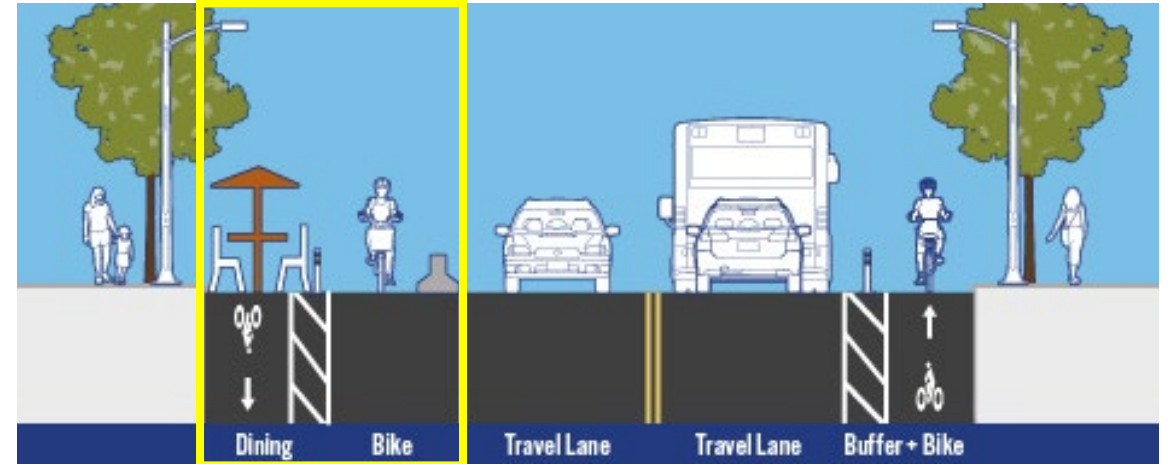


Seasonal On-Street Dining

Typical Layout



On-Street Dining Layout



Dining is installed temporarily during the warmer months

- Outdoor patio furniture set up in bike lane
- Bike lane rerouted into parking lane
- Parking is removed
- Jersey barrier protection between travel lane and bike lane

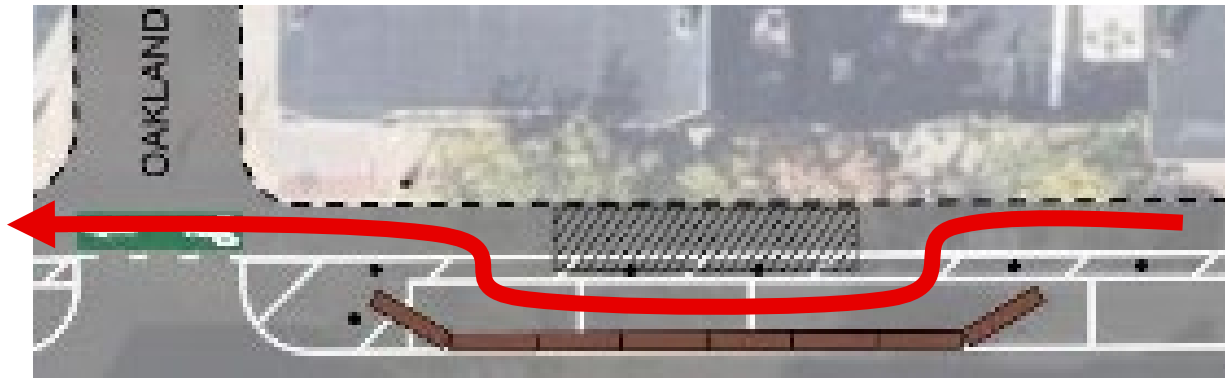
The street will revert to the typical layout with parking during the winter when dining is removed



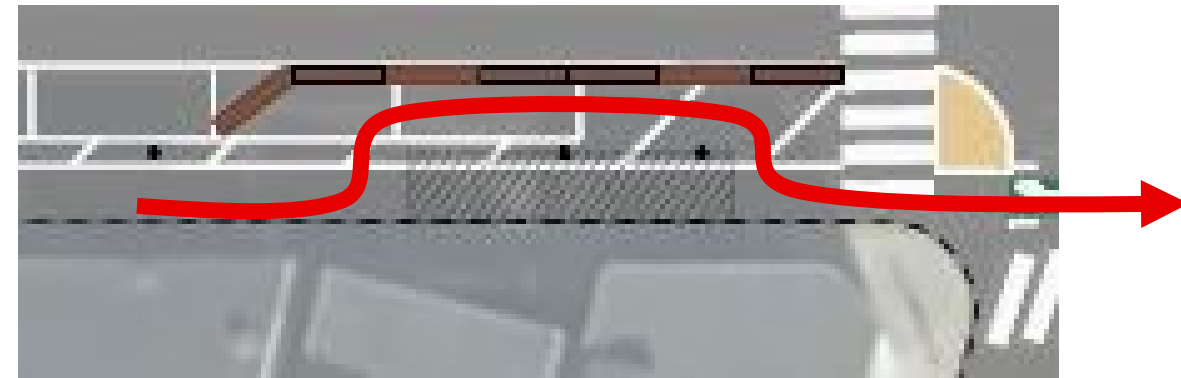
Seasonal On-Street Dining (cont.)

Parking Impacts

- Additional parking spaces are needed to transition bikes around dining
- Impacts depend on location of the on-street dining within the block.
 - A dining area of two parking spots can require removing anywhere from 2 to 4 parking spaces



Location where adding dining on a street with separated bike lanes requires removing an extra parking space on either side



Location where adding dining on a street with separated bike lanes doesn't require removing extra parking



Initial Discussion Question

- Turn to someone next to you and share:
 - One element you liked about the concept design
 - One element you want to see changed



Proposed Changes to Concept Design based on Initial Feedback



Key Feedback We've Heard

To be discussed in breakout groups

1. Bus stop and sidewalk design

- ▶ We know the sidewalks are narrow. While we can't expand the sidewalk, we want to review a specific bus stop design which has impacts on the sidewalk (at Tremont St).

2. Loading and bike conflicts

- ▶ The Elm St to Columbia St block doesn't have separated bike lanes (because of curbside accessible/disability parking and loading). How do we reduce loading and bike conflicts while keeping accessible/disability parking and loading adjacent to the sidewalk?

3. Address safety at high-crash Intersections

- ▶ We're proposing a new design at Windsor St, our highest crash location, and want to review options with you.

4. Include additional side-street meters

- ▶ We're proposing additional side-street parking changes spread across the project area.

We'll also go over additional design changes we're planning that require less extensive review



Public Comment



Public Comment

Public Comments Welcome

- Share thoughts in Q&A or verbally
- To comment verbally, raise virtual “hand” or signal interest in Q&A window
- Limit comments to 2 minutes; may need to adjust if many speakers

Please keep all comments...

- On-point
- Respectful
- Focused on issues (not individuals)



Breakout Groups



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To be discussed in breakout groups

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Working Group Business: Work Plan, Charter, Outreach Plan



Outreach to Date

- Working Group members were given an **Outreach Plan Memo** in advance of this meeting, outlining the efforts made so far to spread the word about the Cambridge Street Safety Improvement Project.
- Engagement efforts to-date are also available on the Project Website.



Engagement Phases – Section A

Phase 1: Introduction

Feedback on existing conditions, personal experiences and parking needs during Community Meetings.

**Fall 2023 to
Winter 2024**

Phase 2: Design Feedback

Used Phase 1 feedback to draft design options and ask for your thoughts on those options.

**Winter 2024 to
Summer 2024**

Phase 3: Final Feedback

We use Phase 2 feedback to create a single design, then gather your thoughts on final adjustments to those plans.

**Summer 2024 to
Winter 2025**

We are here!



Outreach Plan – Next Steps

- **On June 14, 2024, TPT Launched the Section A Design Survey**
 - **So far, we've received 900 responses, and we will continue to collect responses until January 31, 2025.**
 - TPT is reviewing the survey results and considering changes to the Section A concept design based on the input.
 - Once the Survey closes on January 31, TPT will draft and share an overview of survey findings in February, 2025.



Outreach Plan – Next Steps

Outreach on Section B (Hunting St - Lambert St) will begin Spring 2025. It will include:

- Engagement of key stakeholders, e.g., businesses, administrators and staff at the King Open and Cambridge Street Upper Schools, the Working Group, Cambridge Public Library branches, and other abutters.
- Distributing flyers and hanging posters on Cambridge Street
- Online Zoom Community Meeting
- Meeting with the East Cambridge Business Association (ECBA)
- Meeting with Neighborhood Groups
- Hosting a Section B Open House at the school
- Seeking feedback via an online design survey
- Sending city-wide outreach emails

Upcoming Outreach: Section C
(Fulkerson St – Second St)

Outreach for section C will
begin in late 2025/early 2026.



Outreach Plan – Share your advice!

We need your help expanding our engagement efforts!

Have an organization, business, or someone you think should be in the loop?

Are there community boards or other central communications forums we should share information with?

Please share your suggestions by January 31 via:

- Online survey [linked here](#) (and QR code to the left),
- Email (jmclaughlin@cambridgema.gov), or
- One-on-one conversation. Email Jackie to schedule.



Upcoming Important Dates

Section A Design Feedback Survey to Close: January 31, 2025

Working Group Meeting 4: March 18, 4 – 6 PM

- Discuss Section B Design (Willow St to Fulkerson St)
- Flexible parking corridors

Upcoming Community Meeting: Spring 2025

- Section A Near-Final Design
- Section A Installation Schedule



Future Working Group Topics

- Flexible parking corridors
- Cambridge St parking study
- Transit and bus stop planning



NEXT STEPS

- **Working Group members:**
 - Share Section A design feedback by January 31
 - Share outreach plan suggestions by January 31
- **CBI:**
 - Share meeting summaries from WG meeting 2 and 3 for review
- **Next Meeting: March 18, 4 - 6 PM**
 - Begin Sections B+C Design Review
 - Flexible Parking Corridors

