

1. Routes should be attractive to novice cyclists;
2. Routes need to be memorable; and
3. Routes need to be useful.

The shift, he said, was to put facilities where they were most needed rather than where it is easiest. Unused roadways were utilized to increase encouragement to use bikes. Mr. Baillie stated that the “journey to work” is the hardest habit to change. The UK shifted away from work and moved to recreational, he said. He stated traffic consists of two zones:

- Traffic zones; and
- Social zones.

The issue is to balance these zones. The UK has achieved a balance with the use of the streets. There are four examples of patterns of traffic and people:

- In California traffic and people share the same space;
- In Venice no traffic – all pedestrian traffic;
- In Radburn/Houten separate space for traffic and pedestrians; and
- In Delft/Culemborg traffic and pedestrians use the streets.

Speed, he said, needs to be reduced in City’s. The UK, Holland, Denmark and Germany have all reduced speed in their cities. Mr. Baillie stated that if a community has not agreed on the appropriate speed in its cities—that no amount of enforcement will be effective. Cambridge, he said, needs to be clear about what it wants its streets to be even with traffic calming efforts.

Mr. Baillie informed the Committee on the use of the WOONERF design, which started in Holland in 1970. The emphasis is on a sense of place rather than intersections of traffic. There are 8,000 of these designs in Holland. Germany, Denmark, Sweden and the UK are also using this design. The design contains:

- Shared street use;
- Mixed traffic;
- Slow speeds; and
- Pedestrians dominate.

This design where there is no distinction between pedestrians and vehicular traffic is not cheap.

Mr. Baillie also outlined the Safe Routes to School Program. Denmark started the program. Sustrans copied the idea and developed it further. Sixty percent of Denmark’s students bike to school. Two percent of UK students bike to

school. Most children, he said, like to use their bikes. Parents and teachers are involved in this program. This policy is written across the Denmark Transport Policy. Mr. Baillie showed a slide that contained a three tiered bicycle shed. This program is an effective way to change attitude. The more independent children become using their bikes, the more freedom their parents have and cars are used less often. Mr. Baillie stressed that it is vital to get more people using bikes to change travel patterns. The economy does not suffer if the traffic balance is changed, he said.

Councillor Davis thanked Mr. Baillie for his presentation and opened the meeting to public comment.

John Gintell, 9 West Street, stated he identified the 3 E's, Education, Enforcement and Engineering in Mr. Baillie's presentation. He felt that Ethic should be added. Mr. Baillie stated that there is a problem when cycling decreases pedestrians space.

Stella Tarnay, Pedestrian Committee member, asked about the street scene in Copenhagen. Mr. Baillie stated Copenhagen thought about what kind of City would the public like. Access for everyone – it took thirty years to accomplish. Every year parking spaces were reduced. If the parking spaces are full it states that there are no parking spaces before you drive into the City.

William Weir, Jr., 257 Sidney Street, asked who pays the price for shared space. Mr. Baillie stated there is not difference between grid systems or organic cities. One-way streets are usually a problem. Speed increases where there are one-way streets, he said. Cities can be made less direct to prevent the traffic you want to reduce.

Councillor Davis stated that the power to reduce speed lies with the State. The City Council would like to reduce speed limits on the City streets.

Elizabeth Bierer, 37 Dana Street, told of her experience and her feeling of comfort when she traveled to a place where the speed limit was 15 miles per hour. She said that children use Cleveland Street for play. She stated the residents wanted street trees but were told the sidewalk is too narrow. The sidewalks could not be widened because snowplows cannot get around the corner. Mr. Baillie stated that journey time by car does not change when speed is reduced. Streets, he said, could be plowed differently. Councillor Davis informed Ms. Bierer that the City is taking a different approach to traffic calming.

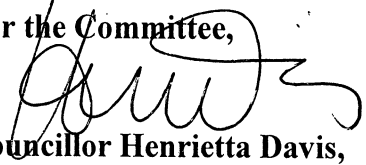
Steve Kaiser, 191 Hamilton Street, urged that Lombard Street in California be looked at for its traffic calming efforts, which was designed seventy years ago. The Highway Capacity Manual focuses on speed. Capacity, he said, refers to moving cars. On Hamilton Street seventy cars travel this street during peak hours, he said. Eighth graders can play touch football on this street. You can measure what kids can do on a street when speed is reduced.

Mindy Baughman, 37 Concord Avenue, stated she rides her bike in Harvard Square. She has visited London and she feels safer riding her bike in London than in Cambridge. She asked how do we make drivers more aware of cyclists. Mr. Baillie stated that the less journeys taken by bike the less safe it is. Drivers in Europe are also cyclists and thus are more aware of cyclists. This is a cultural change, he said.

Councillor Davis thanked all the attendees.

The meeting adjourned at 6:45 p. m.

For the Committee,


Councillor Henrietta Davis,
Chair

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City of Cambridge

**TRANSPORTATION, TRAFFIC AND
PARKING COMMITTEE MEMBERS**

Councillor Henrietta Davis, Chair
Councillor Jim Braude
Councillor Timothy J. Toomey, Jr.

In City Council March 5, 2001

The Transportation, Traffic and Parking Committee conducted a public meeting on Thursday, February 15, 2001 at 5:35 p.m. in the Sullivan Chamber.

The purpose of this meeting was to receive a presentation from Ben Hamilton Baillie, a Loeb Fellow at Harvard University, on traffic calming measures used in Europe.

Present at the meeting were: Councillor Henrietta Davis, Chair, Cara Seiderman, Environmental and Transportation Planning Division of Community Development, Rosalie Anders, Project Administrator, Community Development Department (CDD), Wayne Amaral, Assistant Traffic Engineer, Traffic, Parking and Transportation Department, Richard Scali, Executive Officer, License Commission and Donna P. Lopez, Deputy City Clerk.

Councillor Davis opened the meeting, stated the purpose and welcomed Mr. Ben Hamilton Baillie. She stated that Councillor Braude would be unable to attend the meeting due to a family conflict.

Councillor Davis introduced Mr. Baillie. She stated Mr. Baillie is sharing his knowledge with people in the Boston area.

Mr. Baillie proceeded with his slide presentation. He stated that he has worked for Sustrans, a sustainable transit company, for five years. Sustrans has worked to reduce dependence on the car and to make transportation more accessible. He used an example of what is used in the United Kingdom (UK) to help broaden the debate.

The first 5,000 miles of a National Cycle Network was opened in June and the next 5,000 miles is due to open soon. Two percent of trips taken in the UK are on bike. Compared to the US where less than two percent of trips are taken on bike. All trips are less than five miles. The goal is to increase the two percent to nine percent. To make transit more accessible, he said, the use of the bike should be included. The key issue was how to make transit stops more accessible. Arrival to transit by bike or on foot has been achieved.

Three things were tried in building the National Cycling Network. They were:

1025

Committee Report #3

Committee Report from Councillor
Henrietta Davis, Chair of the
Transportation, Traffic and Parking
Committee for a meeting held on
February 15, 2001 to receive a
presentation from Ben Hamilton
Baillie, A Loeb Fellow at Harvard
University, on traffic calming
measures used in Europe.

In City Council March 5, 2001

*Meeting Cancelled
due to snowstorm
on City Council
March 19, 2001
Report Accepted.*

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