

RESOLUTION NO. 2021-31675

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE FINANCE AND ECONOMIC RESILIENCY COMMITTEE, AT ITS FEBRUARY 19, 2021 MEETING, AND DIRECTING THE ADMINISTRATION TO CONDUCT A COMMISSION WORKSHOP ON BICYCLE AND PEDESTRIAN SAFETY TO BE SCHEDULED ON MAY 24, 2021.

WHEREAS, in April 2016, the City Commission adopted the Bicycle-Pedestrian Master Plan (“BPMP”) and Street Design Guide as part of the adoption of the Transportation Master Plan; and

WHEREAS, the BPMP is based on a 20-year implementation horizon and categorizes projects into three priority levels; and

WHEREAS, since 2016, the City’s Transportation & Mobility Department has focused on advancing 38 Priority 1 BPMP projects intended to close gaps in the current bicycle network and improve safety and comfort of existing facilities within five years of plan adoption (2016 – 2021); and

WHEREAS, 88% of BPMP Priority 1 projects are either completed or in the design or construction phase, and the City continues to advance the implementation of BPMP projects and deploy quick-build/interim projects to improve bicycle safety and comfort in short-order; and

WHEREAS, at the February 19, 2021 Finance and Economic Resiliency Committee (“FERC”) meeting, the Administration provided an update on the BPMP projects, a preliminary review of the Cambridge, Massachusetts Cycling Safety Ordinance adopted in 2019, and an ordinance amendment adopted in 2020; and

WHEREAS, at the meeting, the FERC Committee recommended that the Administration research leading international cities on the forefront of cycling, including Copenhagen, Amsterdam, and Stockholm, as case studies to identify best practices and opportunities to model the City’s policy and implementation strategies; and

WHEREAS, the FERC Committee recommended that the Administration conduct a Commission workshop on bicycle and pedestrian safety wherein both the BPMP and the Cambridge Cycling Safety Ordinance could be discussed in greater detail, including identifying challenges and opportunities related to adopting a similar ordinance in Miami Beach.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND THE CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the Mayor and City Commission accept the recommendation of the Finance and Economic Resiliency Committee, at its February 19, 2021 meeting, and the Administration to conduct a

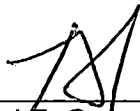
Commission workshop on bicycle and pedestrian safety to be scheduled on May 24, 2021.

PASSED and **ADOPTED** this *29* day *April* 2021.

ATTEST:



Dan Gelber, Mayor

 *4/30/21*

Rafael E. Granado, City Clerk



**APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION**



City Attorney

ff *4-12-21*

Date

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Raul J. Aguila, Interim City Manager
DATE: April 29, 2021

SUBJECT: A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE FINANCE AND ECONOMIC RESILIENCY COMMITTEE, AT ITS FEBRUARY 19, 2021 MEETING, AND DIRECTING THE ADMINISTRATION TO CONDUCT A COMMISSION WORKSHOP ON BICYCLE AND PEDESTRIAN SAFETY TO BE SCHEDULED ON MAY 24, 2021.

RECOMMENDATION

The Administration recommends that the Mayor and City Commission approve the resolution accepting the Recommendation of the City Finance and Economic Resiliency Committee (FERC), at its February 19, 2021 meeting, directing the Administration to conduct a Commission workshop on bicycle and pedestrian safety, which is scheduled to occur on May 24, 2021.

BACKGROUND/HISTORY

At the February 19, 2021 FERC meeting, at the request of Commissioner Ricky Arriola, the Administration provided an update on the Bicycle-Pedestrian Master Plan projects and a preliminary review of the Cambridge, Massachusetts Cycling Safety Ordinance. At the meeting, the Committee recommended that the Administration research leading international cities on the forefront of cycling, including Copenhagen, Amsterdam, and Stockholm, as case studies to identify best practices and opportunities to model policy and implementation strategies. Furthermore, the Committee recommended that the Administration conduct a Commission workshop on bicycle and pedestrian safety wherein both the Bicycle-Pedestrian Master Plan and the Cambridge Cycling Safety Ordinance could be discussed in greater detail, including identifying challenges and opportunities related to potentially adopting a similar ordinance in Miami Beach.

Bicycle-Pedestrian Master Plan Projects Update

In April 2016, the City Commission adopted the Bicycle-Pedestrian Master Plan (BPMP) and Street Design Guide as part of the adoption of the Transportation Master Plan. The BPMP is based on a 20-year implementation horizon and categorized projects into three priority levels.

Since 2016, the Transportation & Mobility Department has focused on advancing 38 Priority 1 BPMP projects intended to close gaps in the current bicycle network and improve safety and comfort of existing facilities within five years of plan adoption (2016 – 2021). In the last update

transmitted, via LTC # 219-2020, dated June 22, 2020, the status of BPMP Priority 1 projects was as follows:

- In planning – 5.58 miles
- In design – 3.9 miles
- In construction – 1.06 miles
- Completed – 12.35 miles
- Quick-build/pilot projects – 0

As a result of the COVID-19 pandemic, the mobility needs of the community have shifted and the demand for bicycle facilities has increased as more residents are biking and walking on a daily basis. During the pandemic, staff has concentrated on the implementation of various pilot projects and quick-build projects to improve bicycle facilities and promote green mobility while enhancing the economic resilience of the City. These quick-build projects have resulted in increases not only in bicycle and pedestrian volumes but also in economic activity. As of February 2021, the status of Priority 1 BPMP projects is as follows:

- In planning (8) – 8.8 miles
- In design (18) – 8.25 miles
- In construction (4) – 2.1 miles
- Completed (4) – 13.55 miles
- Quick-build/pilot projects (4) – 7.55 miles
- Not yet started (2) – 0.86 miles
- Found not feasible following analysis - 3
- **% of BPMP Priority 1 projects completed or in design or construction – 88%**

Below are key bicycle facility projects that have progressed since the June 22, 2020 update:

- West Avenue Protected Bike Lanes – the City has striped a temporary bike lane between 16 Street and Lincoln Road. This is an important link connecting the mainland and the Art Deco Cultural District via the Venetian Causeway, West Avenue, and 16 Street.
- Venetian Causeway Protected Bike Lanes – staff completed design drawings for a protected bike lane within Miami Beach city limits and worked with the County for approval. The County has prepared a design for protected bike lanes along the entire Venetian Causeway and expects to implement the project later this year.
- Meridian Avenue Protected Bike Lanes from 16 Street to Dade Boulevard – City completed the striping work associated with the lane elimination and bike lane and installed temporary protection via plastic delineators. The installation of green paint and Zicla “zebra” bike lane protection devices is due to be completed in April 2021.
- Meridian Avenue/28 Street Shared-Use Path from Dade Boulevard to Prairie Avenue – this project is part of the Bayshore Neighborhood Improvement Project, which has been paused. However, the City will move forward with the shared-use path component as a stand-alone project. Design has been completed and construction is expected to begin this year, subject to funding appropriation.
- 63 Street Protected Bike Lanes – City has finalized a concept for protected bike lanes through a lane elimination which FDOT has approved for inclusion in the future Alton Road Project. **This project will be the first lane repurposing project that FDOT approves in Miami-Dade County.**
- Euclid Avenue Buffered Bike Lanes – Miami-Dade County has approved the design plans and the City expects to commence construction in April/May 2021.
- Indian Creek Drive, from 26 Street to 41 Street Bike Lanes – City worked with FDOT to

obtain approval for installation of bike lane protection. FDOT has approved the use of Zicla “zebra” bike lane protection devices which will be the first installation of its kind on a State road.

- 23 Street/22 Street Protected Bike Lanes – City is at 30% design development. Design and permitting is anticipated to take 10 months.

The City is finalizing construction of the first green bicycle box in Miami-Dade County at the intersection of West Avenue and 17 Street. This project is expected to be completed in April 2021. **In addition, the City expects to construct 1.5 miles of protected green bike lanes on Euclid Avenue, 72 Street, and 73 Street in spring/summer 2021. The City has also implemented two quick-build/pilot projects to enhance the bicycle network. It is worth highlighting that both projects below are “firsts” in Miami-Dade County:**

- Washington Avenue Parking-Protected Bike Lanes, Road Diet and Parklets (0.95 miles)– as of December 2020, this project had resulted in an increase of over 538 additional bicyclists per day along the corridor and an increase of 35% in business revenue as of January 2021 (based on data provided by the Washington Avenue Business Improvement District).
- Flamingo Park Neighborhood Slow Streets Pilot Program (5.6 miles) – as part of the second phase of this pilot, the City has installed aesthetic and contextual signs and flexible planters. The pilot has shown positive trends in the increase of bicycle and pedestrian volumes while decreasing cut-through traffic in the neighborhood.

Cambridge, MA Bicycle Safety Ordinance

A key component in the successful deployment of any master plan is the adoption of policy driving the implementation. In 2019, the City of Cambridge, Massachusetts adopted a Cycling Safety Ordinance (See Attachment A). In essence, the Ordinance mandates that the Cambridge Sidewalk and Street Reconstruction Plan include improvements to comply with the Cambridge Bicycle Plan. The Ordinance provides that compliance with the plan is not required if the City Manager can demonstrate that the project is impractical or unfeasible due to physical features or financial constraints.

In October 2020, the City of Cambridge adopted an amendment to its Cycling Safety Ordinance (See Attachment B) which introduced additional types of bicycle facilities, and set specific deadlines for the implementation of certain bicycle facilities on certain corridors. The Amendment also directs the City Manager to implement quick-build separated bike lanes and temporary traffic control separated bike lanes at locations where permanent projects are not possible and to complete those quick-build/temporary bike lane projects within the stipulated deadlines.

ANALYSIS

The Transportation and Mobility Department staff recently met with members of Transit Alliance Miami (who initially presented the Cambridge Ordinance to the City for consideration) to review the Ordinance and Amendment and discuss the goal, benefits, and potential challenges associated with adopting a similar ordinance in Miami Beach. Staff has identified preliminary challenges which require further review and discussion, should there be an interest in pursuing a similar ordinance in Miami Beach. The below challenges can be topics of discussion during the upcoming Commission Workshop on May 24, 2021.

- In Miami Beach, stormwater drainage and other underground utility infrastructure needs are the primary driving factors in the programming of neighborhood improvement projects, which also include above-ground improvements, such as bike lanes. This fiscally-prudent approach ensures that above-ground improvements are sequenced strategically in the context of larger infrastructure projects to maximize the service life of the above-ground improvements and minimize impacts to communities due to multiple roadway construction projects. As such, it is essential that the timing of permanent bike lane improvements in Miami Beach be based upon an adopted neighborhood improvements program with established timeframes for implementation of specific projects.
- The City has completed an Integrated Water Management Plan (Jacobs Plan) which identified a high-level prioritization for strategic implementation of neighborhood improvement projects throughout the City; however, the Jacobs Plan does not identify specific timeframes for implementation of infrastructure projects. Thus, it does not serve the purpose of establishing timelines for implementation of bicycle projects prospectively as part of a bicycle ordinance similar to Cambridge's.
- All City transportation projects, including bike lanes on local roads, are subject to review and approval by Miami-Dade County at various phases of project development. The time associated with the County permitting process is outside of the City's control and can significantly impact the implementation schedule of a project. A similar situation exists for bike lane projects on State roads under the jurisdiction of the Florida Department of Transportation. It is important that any ordinance establishing deadlines for implementation of bicycle projects in Miami Beach be sensitive to these jurisdictional and regulatory issues affecting project timelines.

SUPPORTING SURVEY DATA

Based on the 2019 Resident Survey, 73% of residents are concerned or dissatisfied with pedestrian safety (vehicle yielding to pedestrians) when crossing the street at an intersection. Based on the same survey, while 64% of residents feel somewhat safe when riding their bicycle in the City, 37% of residents feel unsafe. 47% of residents responded that at least one person in their household regularly rides a bike. 33% of residents consider bicycling the most viable alternative to using cars for trips within Miami Beach.

CONCLUSION

The City continues to advance the implementation of BPMP projects and deploy quick-build/interim projects to improve bicycle safety and comfort in short order. Staff expects to have an additional 1.5 miles of protected bike lanes completed by end of Spring 2021. **As of February 2021, 88% of BPMP Priority 1 projects (2016 – 2021) are completed or in design or construction.**

Additionally, City staff has reviewed the City of Cambridge Cycling Safety Ordinance and Amendment which sets policy requiring that all sidewalk and street reconstruction projects in Cambridge, Massachusetts include improvements identified in its bicycle master plan. Challenges and opportunities related to adopting a similar ordinance in Miami Beach, as well as a synopsis of case studies and best practices in leading national and international cities on the forefront of cycling, will be discussed as part of the Commission Workshop on Bicycle and Pedestrian Safety which is scheduled to occur on May 24, 2021.

Applicable Area

Citywide

Is this a "Residents Right to Know" item, pursuant to City Code Section 2-14?

No

Does this item utilize G.O. Bond Funds?

No

Strategic Connection

Mobility - Improve the walking and biking experience.

Legislative Tracking

Transportation and Mobility

Sponsor

Commissioner Ricky Arriola

ATTACHMENTS:

Description

- ▣ Attachment A - Cambridge Cycling Safety Ordinance
- ▣ Attachment B - Cambridge Cycling Safety Ordinance Amendment
- ▣ Resolution

CITY OF CAMBRIDGE

In the Year Two Thousand and Nineteen

AN ORDINANCE

In amendment to the Ordinance entitled "Cambridge Municipal Code."

That the Municipal Code of the City of Cambridge be amended by adding in Title Twelve entitled "Streets, Sidewalks and Public Places" a new Chapter 12.22 entitled "Cycling Safety Ordinance," which reads as follows:

Chapter 12.22 Cycling Safety Ordinance

Section 12.22.010 Short Title

This Chapter may be cited as the "Cycling Safety Ordinance" of the City of Cambridge.

Section 12.22.020 Purpose

This Chapter seeks to eliminate fatalities and injuries on City streets in accordance with the City's Vision Zero goals through safety improvements and the construction of a connected network of permanent separated bicycle lanes across the City.

Section 12.22.030 Definitions

- A. **"Adequate Directionality"** shall mean (1) a two-way street with a separated bicycle lane or lanes that allow bicycle travel in both directions, or (2) a one-way street with a separated bicycle lane or lanes that allow bicycle travel either in the direction of the flow of vehicular traffic or in both directions.
- B. **"Connectivity"** shall mean the provision of a Permanent Separated Bicycle Lane system that reflects desired routes between all major origins and destinations in the city.
- C. **"Cambridge Bicycle Plan"** shall mean the plan adopted by the City of Cambridge in October 2015 to create a framework for developing a network of complete streets, and which is entitled "Cambridge Bicycle Plan: Toward a Bikeable Future".
- D. **"Five-Year Sidewalk and Street Reconstruction Plan"** shall mean the City of Cambridge Department of Public Works' five-year work plan of May 1, 2018, as it may be amended from time to time.
- E. **"Improvements"** shall mean the construction of new City-owned streets, or the reconstruction of an existing City-owned street, including but not limited to full depth reconstruction, expansion, and/or alteration of a roadway or intersection.

Improvements shall not include routine maintenance, repairs, restriping of the road surface, or emergency repairs to the surface of a roadway (collectively “Maintenance”), provided that existing bicycle lanes will be restored to existing conditions or better.

- F. **“Permanent Separated Bicycle Lane”** shall mean a bicycle lane separated from motor vehicle traffic by a permanent vertical barrier that shall remain in place year-round, including but not limited to granite or concrete barriers and raised curbs, provided, however, that the bicycle lane need not be separated from motor vehicle traffic by a permanent vertical barrier for short stretches to accommodate crosswalks, curb cuts, accessible parking, intersections, and public transportation, and provided further, that existing bicycle lanes may be temporarily removed during construction of Improvements or Maintenance, so long as they are restored to existing conditions or better.
- G. **“Separated Network”** shall mean the proposed set of bicycle facilities identified in the Cambridge Bicycle Plan (Figure 5.14), or any plan superseding it, provided, however, that any such plan shall maintain Connectivity.

Section 12.22.040 Requirements

- A. Whenever Improvements are made to a City-owned street under the City’s Five-Year Sidewalk and Street Reconstruction Plan, the City Manager shall cause such Improvements to comply with the Cambridge Bicycle Plan, or any plan superseding it; provided, that if Improvements are made to a segment of the Separated Network, a Permanent Separated Bicycle Lane with Adequate Directionality shall be installed along that segment.
- B. Full compliance with the provisions of Subsection A above is not required where the City Manager can demonstrate through a written alternatives analysis, to be made public, why it is impractical to comply with the provisions of Subsection A above, and where there will be a loss of Connectivity if the provisions of Subsection A are not complied with, how Connectivity could be otherwise advanced, if possible. Full compliance with the provisions of Subsection A above will be considered impracticable only in those rare circumstances where the City Manager determines that the characteristics of the physical features or usage of a street, or financial constraints of full compliance prevent the incorporation of a Permanent Separated Bicycle Lane with Adequate Directionality.

Chapter 12.22 Cycling Safety Ordinance

Section 12.22.010 Short Title

This Chapter may be cited as the "Cycling Safety Ordinance" of the City of Cambridge.

Section 12.22.020 Purpose

This Chapter seeks eliminate fatalities and injuries on City streets in accordance with the City's Vision Zero and transportation mode-shift goals through safety improvements and the construction of a connected network of permanent separated bicycle lanes across the City. The benefits of this Chapter are intended to flow to all roadway users. For every project undertaken pursuant to this Chapter's requirements, the City is committed to a design that best achieves the City's Vision Zero and mode-shift goals, recognizing, in particular, that this will require improving efficiency and reliability for bus users and safety for pedestrians.

Section 12.22.030 Definitions

A. "Adequate Directionality" shall mean (1) a two-way street with a separated bicycle lane or lanes that allow bicycle travel in both directions, or (2) a one-way street with a separated bicycle lane or lanes that allow bicycle travel either in the direction of the flow of vehicular traffic or in both directions.

B. "Bicycle Lane Miles" shall mean the combined distance of Separated Bicycle Facilities. A two-way facility or one-way facilities in both directions on a one-mile street segment shall count for two Bicycle Lane Miles. A one-way facility on a one-mile one-way street segment shall count for one Bicycle Lane Mile. If a gap in a Separated Bicycle Facility of any distance occurs for any reason other than those specified in the definition of the particular Separated Bicycle Facility, the distance of the gap shall not be counted toward Bicycle Lane Miles.

C. "Cambridge Bicycle Plan" shall mean the plan adopted by the City of Cambridge in October 2015 to create a framework for developing a network of complete streets, and which is entitled "Cambridge Bicycle Plan: Toward a Bikeable Future".

D. "Connectivity" shall mean the provision of a Permanent Separated Bicycle Lane system that reflects desired routes between all major origins and destinations in the City.

E. "Five-Year Sidewalk and Street Reconstruction Plan" shall mean the City's Department of Public Works' five-year work plan of May 1, 2018, as it may be amended from time to time.

F. "Improvements" shall mean the construction of new City-owned streets, or the reconstruction of an existing City-owned street, including but not limited to full depth reconstruction, expansion, and/or alteration of a roadway or intersection. Improvements shall not include routine maintenance, repairs, restriping of the road surface, or emergency repairs to the surface of a roadway (collectively "Maintenance"), provided that existing bicycle lanes will be restored to existing conditions or better.

G. "Permanent Separated Bicycle Lane" shall mean a bicycle lane separated from motor vehicle traffic by a permanent vertical barrier that shall remain in place year-round, including but not limited to granite or concrete barriers and raised curbs, provided, however, that the bicycle lane need not be separated from motor vehicle traffic by a permanent vertical barrier for short stretches to accommodate crosswalks, curb cuts, accessible parking and accessible loading, intersections, and Public Transportation, and provided further, that existing bicycle lanes may be temporarily removed during construction of Improvements or Maintenance, so long as they are restored to existing conditions or better. Page 206 of 538

H. "Public Transportation" shall mean bus and shuttle stops for the Massachusetts Bay Transportation Authority (MBTA), Charles River TMA, the Medical Academic and Scientific Community Organization (MASCO), and college and university bus and shuttle stops that exist prior to May 1, 2020. If the City Manager determines it is appropriate to add a particular bus or shuttle provider to the definition of Public Transportation, any such bus or shuttle provider may be added to this definition upon the approval of the City Council.

I. "Quick-Build Separated Bicycle Lane" shall mean a bicycle lane separated from motor vehicle traffic by flexible delineator posts, or a similar separator, that shall remain in place year-round, provided, however, that the bicycle lane need not be separated from motor vehicle traffic for short stretches to accommodate crosswalks, curb cuts, accessible parking and accessible loading, intersections, and Public Transportation, and provided further, that existing bicycle lanes may be temporarily removed during construction of Improvements or Maintenance, so long as they are restored to existing conditions or better.

J. "Separated Bicycle Facilities" shall mean either a Permanent Separated Bicycle Lane, a Quick-Build Separated Bicycle Lane, or a Temporary Traffic Control Device Separated Bicycle Lane, provided that any such Temporary Traffic Control Device Separated Bicycle Lane is not removed at any time except during significant snow events and is converted to a Permanent Separated Bicycle Lane or a Quick-Build Separated Bicycle Lane by no later than the applicable deadline for the completion of Separated Bicycle Facilities along the street segment on which the Temporary Traffic Control Device Separated Bicycle Lane is constructed.

K. "Separated Network" shall mean the proposed set of bicycle facilities identified in the Cambridge Bicycle Plan (Figure 5.14), or any plan superseding it, provided, however, that any such plan shall maintain Connectivity.

L. "Temporary Traffic Control Device Separated Bicycle Lane" shall mean a bicycle lane with painted lines separated from motor vehicle traffic by traffic cones, traffic barrels, non-permanent flex posts, or a similar bicycle lane separator, that shall remain in place year-round except during significant snow events, but shall be reinstalled as quickly as is feasible following significant snow events, provided, however, that the Temporary Traffic Control Device Separated Bicycle Lane need not be separated from motor vehicle traffic for short stretches to accommodate crosswalks, curb cuts, accessible parking and accessible loading, intersections, and Public Transportation, and provided further, that existing bicycle lanes may be temporarily removed during construction of Improvements or Maintenance, so long as they are restored to existing conditions or better.

Section 12.22.040 Requirements

A. Whenever Improvements are made to a City-owned street under the Five-Year Sidewalk and Street Reconstruction Plan, the City Manager shall cause such Improvements to comply with the Cambridge Bicycle Plan, or any plan superseding it; provided, that if Improvements are made to a segment of the Separated Network, a Permanent Separated Bicycle Lane with Adequate Directionality shall be installed along that segment.

B. Full compliance with the provisions of Subsection A above is not required where the City Manager can demonstrate through a written alternatives analysis, to be made public, why it is impractical to comply with the provisions of Subsection A above, and where there will be a loss

of Connectivity if the provisions of Subsection A are not complied with, how Connectivity could be otherwise advanced, if possible. Full compliance with the provisions of Subsection A above will be considered impracticable only in those rare circumstances where the City Manager determines that the characteristics of the physical features or usage of a street, or financial constraints of full compliance prevent the incorporation of a Permanent Separated Bicycle Lane with Adequate Directionality.

C. By no later than May 1, 2026, the City Manager shall complete the installation of 22.6 Bicycle Lane Miles of Separated Bicycle Facilities; provided however, that all such Separated Bicycle Facilities shall be installed on streets in either the Separated Network or be installed along:

- (a) Broadway from Quincy Street to Hampshire Street, or
- (b) Garden Street from Huron Avenue to Berkeley Street, eastbound, and Garden Street from Mason Street to Huron Avenue, westbound.

If any of the Separated Bicycle Facilities are proposed to be Permanent Separated Bicycle Lanes, the requirements of this Subsection C shall be satisfied so long as the construction of such Separated Bicycle Facilities has commenced prior to the deadline established by this Subsection C. The City Manager shall have the discretion to extend the deadline set out in this Subsection C by no more than one year if the City Manager deems it infeasible to meet the deadline, provided, however that the City Manager shall submit to the City Council a report detailing why the extension was necessary by no later than May 1, 2025.

D. By no later than May 1, 2022, the City Manager shall complete the installation of continuous Separated Bicycle Facilities with Adequate Directionality along Massachusetts Avenue between Memorial Drive and Alewife Brook Parkway excepting:

- (a) Massachusetts Avenue between Plympton Street and Dunster Street;
- (b) Massachusetts Avenue/Peabody Street northbound from Church Street to Garden Street;
- (c) Massachusetts Avenue between Waterhouse Street and Roseland Street; and
- (d) Massachusetts Avenue between Beech Street and Dudley Street.

If any of the Separated Bicycle Facilities installed along Massachusetts Avenue other than (a), (b), (c) and (d) are proposed to be Permanent Separated Bicycle Lanes, the requirements of this Subsection D shall be satisfied so long as the construction of such Separated Bicycle Facilities has commenced prior to the deadline established by this Subsection D, provided, however, that if Permanent Separated Bicycle Lanes are to be installed along Massachusetts Avenue from Sydney Street to Inman Street, the requirements of this Subsection D shall be satisfied so long as the design of such Permanent Separated Bicycle Lanes has commenced prior to January 1, 2023 and the construction of such Permanent Separated Bicycle Lanes has commenced prior to December 31, 2025.

E. By no later than May 1, 2021, the City Manager shall submit to the City Council a block-by-block analysis determining the impacts of installing Temporary Traffic Control Device Separated Bicycle Lanes and or Quick-Build Separated Bicycle Lanes on:

- (a) Massachusetts Avenue between Plympton Street and Dunster Street;
- (b) Massachusetts Avenue / Peabody Street northbound from Church Street to Garden Street;
- (c) Massachusetts Avenue between Waterhouse Street and Roseland Street; and
- (d) Massachusetts Avenue between Beech Street and Dudley Street.

If, after a review of the analysis, the City Manager determines that Temporary Traffic Control Device Separated Bicycle Lanes and or Quick-Build Separated Bicycle Lanes, whether of Adequate Directionality or not, should be installed on any analyzed block, the City Manager shall cause their installation by May 1, 2023. Some impacts to motor vehicle traffic flow and some parking/loading loss shall not result in a determination that Temporary Traffic Control Device Separated Bicycle Lanes and or Quick-Build Separated Bicycle Lanes cannot be installed. Any such installation shall not count toward the 22.6 Bicycle Lane Miles requirement set forth in Subsection C, provided, however, that the installation of at least 1.25 Bicycle Lane Miles of Quick-Build Separated Bicycle Lanes along segments (c) and (d) shall result in a one-year extension of the deadline set out in Subsection C.

On any blocks where the City Manager chooses not to install a Quick-Build Separated Bicycle Lane or Temporary Traffic Control Device Separated Bicycle Lane of Adequate Directionality along

- (a) Massachusetts Avenue between Plympton Street and Dunster Street;
- (b) Massachusetts Avenue / Peabody Street northbound from Church Street to Garden Street;
- (c) Massachusetts Avenue between Waterhouse Street and Roseland Street; or
- (d) Massachusetts Avenue between Beech Street and Dudley Street,

within one year of the City Manager's submission to the City Council of the analysis of the impacts of installing Temporary Traffic Control Device Separated Bicycle Lanes and or Quick-Build Separated Bicycle Lanes on blocks (a) through (d) above, the City Manager shall obtain the approval of the City Council of a timeline by when Separated Bicycle Facilities of Adequate Directionality shall be installed on those blocks. If the City Manager fails to receive City Council approval of such a timeline for any of those blocks, the City Manager shall cause the installation of Quick-Build Separated Bicycle Lanes with Adequate Directionality on such blocks within three years of the submission of the impacts analysis.

F. Any Separated Bicycle Facilities installed along segment (a) of Subsection E, Massachusetts Avenue between Plympton Street and Dunster Street, must also be separated from Public Transportation for the full stretch of that segment.

G. By no later than May 1, 2026, the City Manager shall cause the completion of continuous Separated Bicycle Facilities with Adequate Directionality along:

- (a) Broadway from Quincy Street to Hampshire Street,
- (b) Cambridge Street from Oak Street to Second Street,
- (c) Hampshire Street from Amory Street to Broadway, and
- (d) Garden Street from Huron Avenue to Berkeley Street, eastbound, and Garden Street from Mason Street to Huron Avenue, westbound,

provided, however, that the connection from the intersection of Garden Street and Concord Avenue to the segment of Concord Avenue contiguous to Follen Street shall be improved to meet the needs of users of all ages and abilities.

By no later than May 1, 2025, if Separated Bicycle Facilities of Adequate Directionality are yet to be completed along the street segments designated in this Subsection G, the City Manager

shall submit a report to the City Council detailing how the outstanding Separated Bicycle Facilities of Adequate Directionality shall be installed within the next year.

H. Starting on May 1, 2020, the City Manager shall cause the installation of at least 2.5 Bicycle Lane Miles of the Separated Bicycle Facilities designated in Subsections C, D, E, F, and G every year. If the City Manager causes the installation of more than 2.5 Bicycle Lane Miles of such Separated Bicycle Facilities in a given year, the City Manager can apply the surplus Bicycle Lane Miles toward meeting the requirements of this Subsection H for later years. If the City Manager fails to install 2.5 Bicycle Lane Miles in a particular year and no surplus from a prior year is available to meet the requirements of this Subsection H for that year, then the City Manager may install the deficient Bicycle Lane Miles in the following year; provided, however, that this shall not relieve the City Manager of the duty to meet all other deadlines set out in Subsections C, D, E, F, and G.

I. By no later than May 31, 2021, the City Manager shall submit a report to the City Council detailing progress towards meeting the requirements set forth in Subsections C, D, E, F, G, and H. Such report shall include details on the Separated Bicycle Facilities planned for the coming twelve months. Thereafter, a report shall be given to the City Council no later than 12 months from the date of the preceding report. All such reports shall include details on the Separated Bicycle Facilities planned for the coming twelve months. Installation of Separated Bicycle Facilities including the total of Bicycle Lane Miles installed under Subsections C, D, E, F, G and H shall be shown on a publicly accessible website. Such website shall also track exactly where those Bicycle Lane Miles were installed, and the distance of each contiguous segment of Bicycle Lane Miles installed. Such website shall be established by no later than May 31, 2021 and updated twice yearly thereafter. All other reports and updates required by this Ordinance shall also be uploaded to such website.

J. Until July 1, 2022, if the City Manager determines that revenue shortfalls due to the coronavirus pandemic make any deadlines contained in subsections C through I financially infeasible to meet, the City Manager may propose to alter said deadlines. For any such proposed alteration to take effect, the City Manager shall prepare a report to the City Council to be made public justifying why such alteration is strictly necessary, and the City Council shall vote to approve the alteration, provided that any such City Council vote must take place by July 1, 2022.

K. Until July 1, 2022 if the City Manager determines that unavoidable delays in public outreach activities due to the coronavirus pandemic make the deadline contained in subsection C infeasible to meet, the City Manager may propose to alter said deadline by up to four months. For any such proposed alteration to take effect, the City Manager shall prepare a report to the City Council to be made public justifying why such alteration is strictly necessary, and the City Council shall vote to approve the alteration, provided that any such City Council vote must take place by July 1, 2022.

In City Council October 5, 2020.

Ordained by a ye and nay vote:-

Yeas 7; Nays 1; Present 1; Absent 0.

Attest:- Anthony I. Wilson, City Clerk

A true copy;

ATTEST:-



Anthony I. Wilson
City Clerk