

Draft minutes 2/22/2018 - Pedestrian Committee

Attendees

Andrea Duchesneau, Debby Galef, Emily Holzman, Amy Kaiser, Magda McCormick, Helen Rose (notetaker), Olivia Turner, Cara Seiderman (CDD), Greg Hanafin (CDD), Dana Benjamin (TP&T), Tegin Teich (CDD)

I. Introductions, Agenda Review, Minutes

Comment on January minutes: we should edit the tree comments about Inman Square for clarity/accuracy, and they will be re-sent out for approval.

New committee member: Amy Kaiser, MIT Representative

II. Projects

Presentation on Mt. Auburn Street Bus Priority Pilot from Tegin Teich from CDD, staffs the Transit Committee. She described herself as 70% cyclist, 20% transit/walking, 10% driving. Trying to figure out how to get more people to use transit. This project will be striping and signage, not construction (similar to how Cambridge Street separated bike lanes was done with paint, signal changes, signs, education, and enforcement (but no separated lanes in this projects)). Bus lane will be in place all day, not just at peak hours.

There will be another meeting on March 26 for meeting with all committees (Pedestrian, Bike, Transit).

Project Details:

<http://www.cambridgema.gov/CDD/Projects/Transportation/mtauburnstreetbusprioritydemonstration>

Mt. Auburn Street carries 19,000 private vehicles/day and 12,000 passengers on 71/73 buses between Belmont Street & Coolidge Ave.

DCR identified pedestrian challenges noting many poor pedestrian areas, including crossings, ramps, and poor sidewalk conditions. They are also studying the "Mount Auburn corridor" (Fresh Pond Parkway & Gerrys Landing Road) and will be making changes on their roads.

Bus-only lanes and queue jump lanes (for MBTA buses, shuttles, and emergency vehicles). Bike lane on the north side.

One of the things the DCR wants to do is to move the stop bars forward to make the intersection shorter, which will make pedestrian crossings easier and shorter.

What do the cyclists do when a lane is taken up by buses? Pilot having cyclists use the bus lane. There will be sharrows. Lanes are intentionally not wide so bus does not try to squeeze by cyclists.

One of the elements is to do survey of different users. Project starts (tentatively) in June, with feedback taken in July & August. Indefinite pilot.

Why not extend the pilot to east of Fresh Pond? There isn't a lane (short of taking away parking but wouldn't fit anyway since parking lane is 7' and bus lane needs to be 10-11'). In addition, the buses move much more smoothly east of Fresh Pond.

Too difficult to do a westbound bus lane, at least for now, due to (in part) the Brattle Street intersection.

Send feedback to Tegin at: tteich@cambridgema.gov

Brian was not in attendance, so there was no DPW update.

Inman Square: City looked at options with minimal plaza changes due to objections from people who want to preserve existing trees.

If left hand turns are allowed, traffic signals would cause much slower conditions (signal would be twice as long). Police wanted a self-enforcing intersection, as opposed to what exists right now, where drivers are taking left hand turns at will. Unsafe turning movements would not improve the intersection, and safety was the primary reason for the reconstruction of Inman Square.

The existing plaza will be reduced in size with trees sacrificed in the short term for a safer intersection overall and increased tree canopy after eight years. There will be a greatly expanded plaza and overall gain in open space in Inman Square. There is a meeting on March 7 where the plaza design will be discussed.

Construction will take 18 months - two years.

Monday February 26: DPW 5 year plan meeting with bike & transit committees.

Pedestrian Fatality: Central Square. Crossing in crosswalk, hit by a car headed westbound on Mass Ave. (driver stayed at the scene). Taken to hospital, survived for four weeks, then died. Investigation ongoing. It was rainy, middle of the night (early in the morning).

The City would like to redesign Central Square, but that will be a very expensive and lengthy process, so no current schedule for when that can happen. To be considered: TNCs and where they would drop passengers off/pick them up to improve safety.

Committee Work:

Greg had a list of potential working groups (adapted from bike committee's plan) and distributed them for people to comment on and sign up for.

Categories included: Update Pedestrian Plan, Summer Walks, Fun New Ideas, Connecting and engaging the community (Community & Media Outreach), Safe Routes to School, Development Project Review, Award program for magazine (highlighting recent improvements of note), Promoting Healthy Lifestyles through Different Forms of Transportation,

Other ideas: liaising with disabilities commission.

Greg will put up document on Google Doc and will write up some directions. All members should sign up for topics they are interested in.

June Walk: June 16 would be a better day, as June 9 is Fresh Pond Day.

Possibilities include: Huron Village, Public Art (including possibly MIT). Amy will check into MIT (List Visual Art Center) and see if they have the resources to lead a tour on June 16.