

Joint Bike-Ped-Transit Committee Meeting on Inman Square

February 13, 2017

DRAFT NOTES

In attendance: Anne Marie Biernacki, Caroline Jaffe, Ari Ofsevit (note taker), Ingrid Schorr, Randy Stern, Peter Stokes, Andrea Williams, Debby Galef, Magda McCormick, Sam Stern, Elizabeth Bierer

Staff: Patrick Baxter (TP&T), Cara Seiderman (CDD), Cleo Stoughton (CDD), Matt Nelson (CPD), Dana Benjamin (TP&T), Devon Bracher (CPD), Adam Shulman (TP&T)

Guests: Robert Winters and Marie Macchiarolo

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Patrick Baxter showed [slides from Community Meetings](#)

What are key features for ped/bus/bike/public space?

Existing signal cycle is 160 seconds. All proposed are 90 second cycle. All concepts have grade separated bike lanes with protected intersections. Some side street sections (Inman, Antrim, Springfield) would be raised. In some designs, Springfield would be one-way north, meaning it doesn't need its own signal phase. Would require rerouting the Route 91 bus down Prospect Street.

Bend Cambridge: bikes can make a legal left turn as a two-stage left. Left turn bans for vehicles will be more self-enforcing as there won't be extra room to stop. For this design, there is a signal phase ("Signal Phase 03" in the slides linked to above) during which the light stays green to allow cars to clear intersection. Bus stops are shown on the far side of the intersection (preferred by T) but could possibly be located nearside. It was noted that the new open space in this design (near Antrim St) would often be in a shadow.

Bend Hampshire: Northbound straight (fire house), open space by Punjabi Dhaba, better location than Vellucci Plaza. Queue jump lane for 69 bus at eastbound approach where lots of delay and unreliability on route. Shared street through new plaza for local driveway access, also potentially MBTA buses. Or a street like Winthrop St in Harvard Square; requires effort from businesses. More low-conflict concurrent movement. Allows left turns in two stages. PS: will cyclists go with cars, or stay on cycletracks: make sure it is a smooth, easy, gentle curve so it's not a right angle.

Bend North Side: Springfield right-in, right-out, no straight-through to Springfield, but two-way. Otherwise the same as Bend Hampshire. RS: any defects? Patrick: slightly worse for vehicle delays. All will be better than current. No straight road means buses more impacted. Two-way helps access to neighborhoods.

How do we make sure that we have a separated bike lane where possible? How will bus stops work with this bike lane? RS (and others): float them all.

Peanutabout. Would require narrower sidewalks to provide parking and separated cycling facilities on both sides of Cambridge Street, and removing street trees, so that part isn't feasible. Mini modern roundabout, with mountable apron for trucks. All yield control; no signals. No current MGL guidelines for who yields at a bike lane intersection since it's undefined who has right of way. Separate yield for ped/bike and traffic, typical for modern roundabout design. All but the firehouse are raised. AO: for firehouse, HAWK signals to clear intersection. Would be nice to not have lights; more predictable for cars and bikes. Ped comm member: would like to not have signals if possible, but don't see a way to trial this. Fire department probably won't like this. Committee members noted the loss in open space, since center of roundabout needs to be mountable.

Comments and questions

- Floating bus stops are important and preferable (several agreements). Minimize bus stop conflict ("conflict with buses is a nightmare"). Uber drivers use bus stops, so have bike lane at sidewalk height where possible to prevent drivers from parking on it.
- Bike lane geometry: straighter lines for cyclists; no right angle turns
 - bending Hampshire may work better.
- Open space: Hampshire/North bend create more open space, more people, slower. Make plaza a destination.
- Shorter pedestrian crossings are better, also better for bus access. Raised crossings on side streets are good.
- Legalize more (as many as possible) of the pedestrian desire lines
- Springfield one-way north is better, traffic to businesses, and no idling cars.
 - Support 1-way if no opposition/clear reason not to
 - Look into changing direction of surrounding streets (e.g., Oak) if would help with circulation off of Springfield
- Lane width: generally use 10.5 for roads with buses, including striping provisions.
- More people will ride and feel secure if there is separation. Consider who is biking on which street (e.g., are there more kids on Cambridge, while Hampshire is more commuters?).
- Open Space is critically important
 - Bend Hampshire/Bend North make Inman Square more of a space
 - Vellucci has felt more like a stranded space
- Strong preference for the plaza without bus access through – would create more of a destination space

- Could Cambridge Street ever be closed for street festivals?
- Several comments supporting raised bike lanes for safety (then do rest of Cambridge and Inman)
- Several comments that people changed their minds about which option was better after taking the time to review in detail and hearing comments; appreciated the opportunity to ask questions and give input