

Notes 1/20/21 Joint Bike Ped Committee meeting

Attendance

Bicycle Committee: Randy Stern, Dien Ho, Amy Flax, Ruthann Rudel, Gloria Huangpu, Mark Boswell

Pedestrian Committee: Debby Galef, Jenny Turner-Trauring, Theresa Tobin, Wade Smith, Robin Bonner, Ian Henneberger, Sandy Goldberg, Magda McCormick

Transit Advisory Committee: Matthew Coogan, Saul Tannenbaum

Staff: Greg Hanafin (CDD), Cara Seiderman (CDD), Andy Reker (CDD) Kathy Watkins (DPW), Kara Falise (DPW)

Public: Ausra Kubilius, John Bowman

Huron Ave/Glacken Field - Kathy Watkins (City Engineer, DPW)

- Ballfields and tot play area rebuild
- ¼ mi walking path around the perimeter
- Interface to Huron Ave (between Fresh Pond Parkway and Glacken Field)
 - No sidewalks now, want to add sidewalks plus separated bike lanes, floating bus stop
 - Original plan was to leave street itself alone, and add wide multiuse path
 - New plan adds 2-way separated bike lane on the north side of Huron Ave. and narrow sidewalk (5'), minimizing overlap on the reservation itself
 - SBL will extend from Fresh Pond Pkwy to just past Glacken Field. In future the City will work on next section to Grove St
 - Of 119 parking spaces in the area, only 19 are being eliminated
 - Questions from some committee members: Why not eliminate more? Why is a project goal to minimize parking loss? Do we really need all the parking on the pond side? Need parking study for utilization now.
 - Perhaps extend red tinted crosswalk color coding to the walking path? Porous asphalt looks like the rest of the reservation, also hard to color differently. Would like it to be clearer that bikes should not ride on the pedestrian sidewalk.
 - Comment: SBL ending at the golf course feels dangerous, as the section of Huron Ave. from the golf course to Grove Street already feels dangerous with so many parked cars near the golf course. A: This will be addressed in a future project, but not part of this one. Should be looked at as part of bike network build out and cycling safety ordinance. Comment: Really needed as soon as we can.
 - New crossings being raised is good, cars drive fast there.
 - Outer ped path near the rotaries is used now, e.g., to get to Trader Joes, trying to share more inner bike path is not that safe since cyclists go pretty fast. Also it is better lighted and interior path not comfortable for people walking during dark hours. A: But big push to decrease paving too. Q: what about looking at the paving dedicated to motor vehicles and parking?
 - Parking may be needed at peak times for baseball games
 - How would left turns from a 2-way bike path headed west work? More detailed design to come. Details of transition at FPP/Huron Ave intersection also needed.
 - Some parking on the reservation side is unrestricted. Why is that needed? Little League visitors and golf related parking mostly.
 - Narrowing of Huron is a big plus for reducing car speeds.
 - Better and more crosswalks near the golf course and 700 Huron Ave are really needed too.
 - No additional public comments/questions (Q&A questions were answered live).

Alewife Park (IQHQ)

- Between Rindge Ave and Whittemore Ave, includes Jerry's Pond
- Public meeting Jan 21
- New buildings on Whittemore, cleaning up Jerry's Pond, maybe adding walking path
- Could project possibly include bike path upgrades between Alewife Station and Russell Field? Good question for 1/21 meeting.

51 Vassar St (MIT)

- At planning board, Tues 1/26
- Schwartzman College of Computing
- Will preserve cycle track and sidewalk on Vassar St side
- On Grand Junction Path side, path is on opposite side of tracks, with building extending over tracks
- Renderings look like massive boring concrete facing the GJP
- More trees and plantings on the GJP side would be nice, as would some public retail, e.g., a cafe, to activate the GJP side.
- Opportunities for plantings on GJP side
- Amenities for the GJP path, e.g., water fountains, benches, would be nice to have.
- Both Ped Committee chair and Bike Committee chair feel that these amenities would be non-controversial among our full committees, and we should write a joint letter to the planning board.

269-301 Vassar St (MIT)

- MIT dorm project
- Overlaps connection from Fort Washington to MIT campus and Vassar St
- 2 buildings with central plaza in front of Ft Washington
- Positive to have the clear view of Ft Washington and connection to neighborhood
- Current renderings do not improve the bike facilities along Vassar St to be separated, and only include a standard bike lane. This is not consistent with the city's vision for a protected network. We request separation for the entire length of the project, consistent with the entire length of Vassar Street.
- More Bluebikes is a good idea.
- Central plaza is an obstacle course for traversing by bike from Fort Washington to Vassar St. It needs a better way for bikes, and potentially some separation from peds. Is it a park or a transportation corridor? This would be better for both cyclists and pedestrians.
- Comments will be transmitted to Planning Board (no objections)
- As an aside, Fort Washington side of the tracks could also use better cyclist and ped access around Ft Washington and to the track crossing. Per the city, this is possible in the city right of way.

No additional public comments/questions.