

## Joint Meeting of Transportation Committees

### Meeting on June 18, 2025

## DRAFT Meeting Notes

### Attendees

- Members in attendance: Richard Freierman, Amy Flax, Leah Pickett, Ling Zeng, Debby Galef, Kevin Leckey, Logan Read, Maryann Quinn, Matthew Kramer, Andrew Zhou, Annalisa Bhatia, Craig Tateronis, Ian Hatch, Keisha Greaves, Matt Martin, Miles Robinson, Nick Lessin
- Members absent: Gregory Carey-Medlock, Randy Stern, Alison Harris, Camille Jonlin, Carola Voelker, Denise Haynes, Diane Gray, Eitan Normand, Guido Cuperus, John P. Ellersick, Mark A. Boswell, Marth Birnbaum, Michael Burke, Muna El Taha, Scott Kilcoyne, Vanessa Nwankwo, Robin Bonner, Alexandra Hallowell, Bernhard Nickel, Janet Stein, Jeannine Powers, Jenine Turner-Trauring, Michael McGowan, Sean Peirce, Thomas March, Xander Mitchell, Jackson Moore-Otto, Arthur Strang, Bill McAvinney, Clyve Lawrence, David Rangaviz, Devin Chausse, Jim Gascoigne, Katherine Rafferty, Matthew Mccominskey, Melissa Zampitella, Omriqui Thomas, Patrick Delaney, Pete Septoff, Sandhya Ramakrishnan
- City staff: Andy Reker (DOT), Quinn Murphy (DOT), Nick Schmidt (DOT), Leah Grodstein (DOT), Jerry Friedman (DPW)
- Visitors: None

### Vassar Street Safety Improvement Project (Leah Grodstein, DOT)

#### *Design Discussion*

- Middle section by loading zone between parked cars --> how wide is this driveway? Is there adequate daylighting? Getting rid of the parking spot to the right of the driveway would improve daylighting
  - Good feedback, that would help
- Relocated bus stop is another area of conflict --> is the assumption there that the bus is pulling over through the bike lane? What would the pedestrian/bus/bike interaction be like there?
  - We get a lot of feedback on this for quick build projects. Bus needs to pull up to the curb in order to be accessible, which means that it is a shared space between bikes and buses. Floating bus stops are not quick build, hard to solve this conflict in quick build
- Could we move bus stop so its adjacent to raised bikeway?
  - MBTA standard for floating bus stops means there needs to be a ramp to get on/off bus and there needs to be space for that without conflicting with cycle track --> there isn't enough space in this case

- How does this relate to Grand Junction since this runs parallel to it?
  - There isn't a relationship quite yet since Grand Junction hasn't been extended yet. Right now, Grand Junction is more something to cross but until the path is extended this would be the best way to get into this area bike
- Bike lane and buffers differ in one stretch of the design—is there a reason that can't be more equal?
  - Tried to give more space to the buffer when its next to a parking lane to reduce conflicts between bikes and people getting out of cars
- What are the green openings with arrows? Not on legend
  - The green will be painted on the street with bike symbol. We use that to mark conflict points where the bike lane has priority (mainly at driveway entrances) which is why there are no flex posts in those areas
- Separated bike lanes end closer to the intersection with Mass Ave, right? Will there be a point where this gets addressed? Or is that a different project?
  - There is currently a construction project, there's temporary conditions where there are no lanes due to a private building project. The final condition it should be addressed as a part of mitigation
  - Confirmed by Jerry Friedman, DPW that this will change
- Daylighting: would love to see some bump outs at the intersection with Mass Ave
- Specific measurement that the bike lane buffer should be under safety ordinance?
  - For CSO some kind of separation, but for snow clearance/maintenance that controls how wide the lane and separation are
  - Typically you don't want to go any narrower than 3 ft for parking for door swings and 2 ft for no parking
  - Don't want the flex posts to be really close to travel lanes

#### *Wayfinding Discussion*

- How does the ped crossing at Amesbury work? Is there a ped signal?
  - There is an exclusive pedestrian phase (thru traffic on memorial drive, turning traffic on Amesbury to go to Memorial drive, then ped scramble)
- How are bikes expected to get from Vassar to Amesbury? On the sidewalk?
  - We would want them to be on a sidewalk at some point, but it's a matter of where—bike turning box? That is within the scope of the project
- Go to Memorial Drive on Vassar and back track to Amesbury?
  - That's one option, there could be wayfinding at the intersection with Amesbury and Vassar
- Is the two lane configuration on Amesbury necessary? Could be reconfigured as one car lane and bike lane
  - Not sure what the traffic volumes are in this area off the cuff—we don't know what volumes/queues are like
- Are bikes not allowed to use the ped signal?
  - We would want to make it really clear that bikes and right turning cars don't have a conflict

- Somehow it should also be made clear that no one should be crossing at memorial drive at Vassar Street, that's the concern at having the bike lane go all the way to Vassar Street – some other wayfinding is needed. If you go across Amesbury on a bike, then you go along river, and then you have to cross over the leg of the rotary to go towards the BU bridge is that's what recommended?
  - There is a traffic signal at that leg of the traffic circle, so getting to the right side of the street in that area is safer if you go along the pedestrian crossing, it's better than going around the rotary but it depends on the level of comfort
- Agree that wayfinding earlier at the Vassar and Amesbury intersection, but is there enough space to accommodate higher cyclist traffic? Currently the bus route runs up Amesbury, but would that stay in this plan? Or would the buses be rerouted? Bus-bike conflict?
  - Bus stop relocations from Amesbury --> CT2 would not need to change its route and would still go down Amesbury
- Brattle and Fresh Pond Parkway intersection --> signaling that might be helpful at Amesbury --> there is a distinct bike light that is coordinated to avoid turning cars
- Amesbury where it's two turn lanes --> is that our jurisdiction?
  - It's a little complicated because it's hard to tell where the jurisdiction actually changes and DCR controls the signal, which means that more coordination is required
- Making sure cyclists don't enter Memorial Drive when heading southbound on Vassar Street --> could a physical barrier be introduced? Could it guide people onto the sidewalk? Signage?
  - Possibly an option, just need to check on shuttle bus turns
- Crosswalk by BU bridge --> no preferred method for people heading East along Magazine Beach other than that (going around loop doesn't make sense) --> can this be made explicit in the writing of the bike plan here? Lane heading into the rotary: turning box for bikes there? So bikes could connect to path at that point? There seems to be room for another path under the part where memorial drive goes up
  - We wouldn't use a bike turn box to direct the bike to make a movement that couldn't be done in the road
  - But there is a lot of real estate there for future projects

**Public Comment**

None