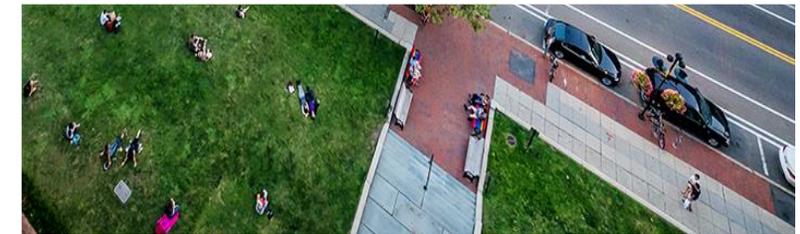
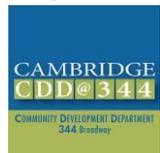


City of Cambridge  
Community Development Department

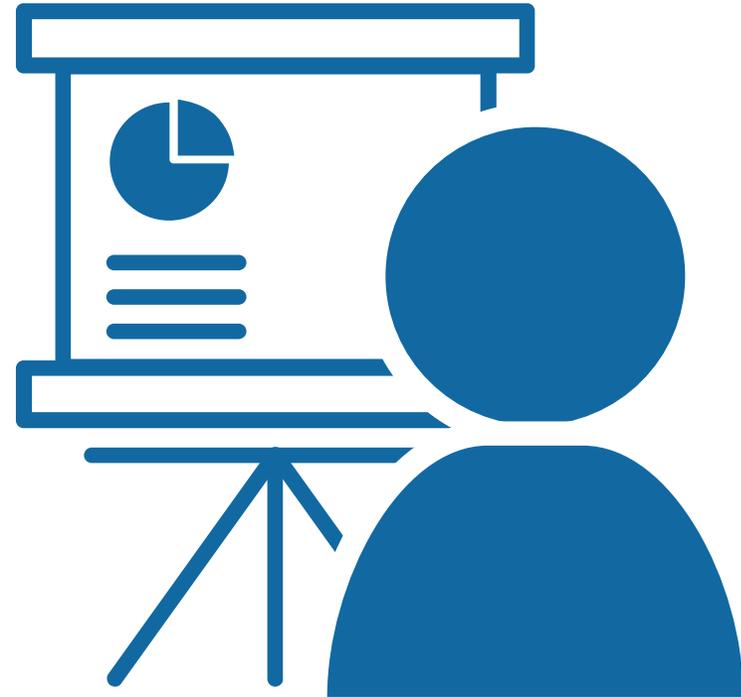
# Pedestrian Committee Meeting

September 24, 2020



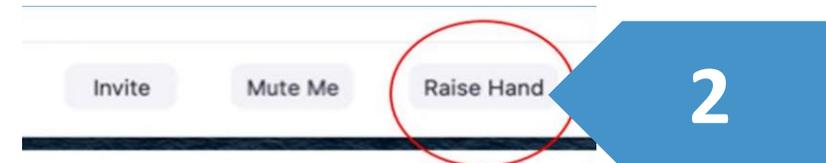
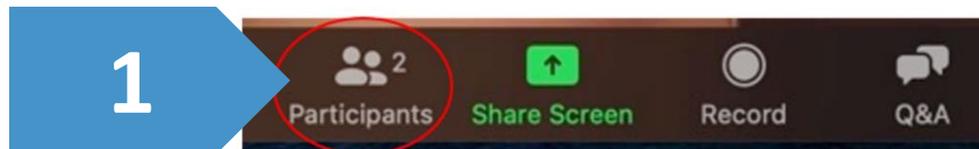
# Meeting Agenda

1. Zoom meeting protocols, minutes
2. Signals and Crosswalks
3. City Project Updates
4. Development Projects
5. Public Comment
6. Participatory Budgeting
7. Subcommittee Work
8. Public comment
9. Other Announcements



# Committee Member Instructions

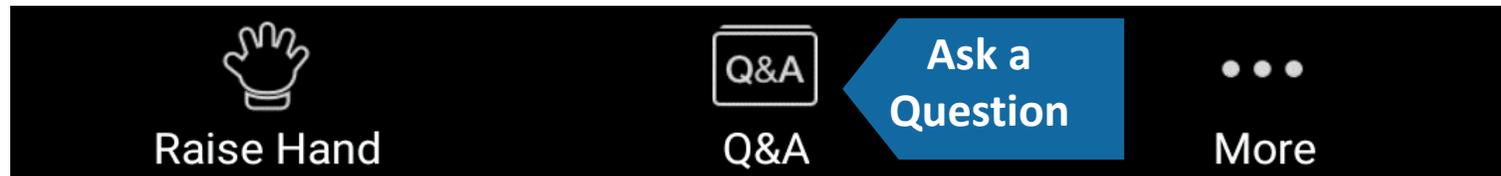
- Committee members may speak and show webcam video
  - Use "Raise Hand" button to help manage discussion
  - \*9 to Raise Hand by phone
- Please stay muted unless speaking
  - \*6 to mute/unmute by phone



# Public Comment Instructions

- Members of the public are muted and cannot show webcam video
- Public can write questions or ask for assistance in Q&A window at any time
  - Questions may be submitted at any time and will be addressed as time allows, during discussion/comment periods
- During the Public Comment period, use the "Raise Hand" button to signal you have a question/comment. A staff member will then enable you to unmute yourself.
  - \*9 to Raise Hand by phone
  - \*6 to Mute/Unmute by phone
- Please be respectful! Participants will be removed for inappropriate behavior

Bottom Panel of  
Zoom Screen





**Minutes**



# Signals and Crosswalks

Dana Benjamin, *Traffic, Parking & Transportation Dept*



# Cambridge Traffic Signals

Presentation to Cambridge Pedestrian  
Advisory Committee

Joseph E. Barr, Director

Dana Benjamin, E.I.T., Traffic Engineer

# Overview of Cambridge Signals

- ▶ 178 owned by City
  - ▶ 130 stop-and-go traffic signals
  - ▶ 18 flashing beacons
  - ▶ 30 school zone flashers
- ▶ 31 owned by DCR
- ▶ 3 owned by MassDOT

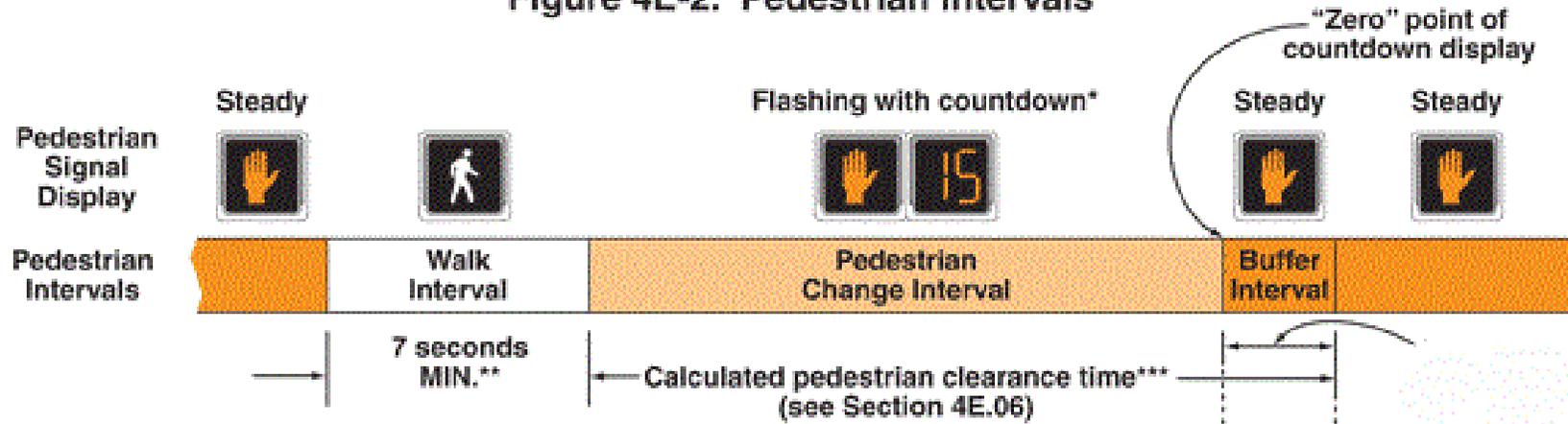


# Terminology Related to Signals

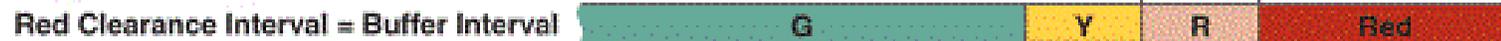


- ▶ Interval - The red, yellow, or green duration of a signal indication (pedestrian intervals : WALK, FDW, DW)
- ▶ Clearance/Change Interval - The combined length of the yellow and all-red intervals (pedestrian clearance: FDW + all-red)
- ▶ Phase - The total duration of the green, yellow, red intervals for a specific traffic movement
- ▶ Cycle - The time it takes to complete an entire traffic sequence (the sum of the phases).
- ▶ Actuation/Actuated - When a phase is triggered via some type of detection (for vehicles: traffic loops, cameras. For pedestrians: push-buttons)
- ▶ Recall - When a phase is set to always occur during every cycle. Used at intersections without detection.

Figure 4E-2. Pedestrian Intervals



Relationship to associated vehicular phase intervals:

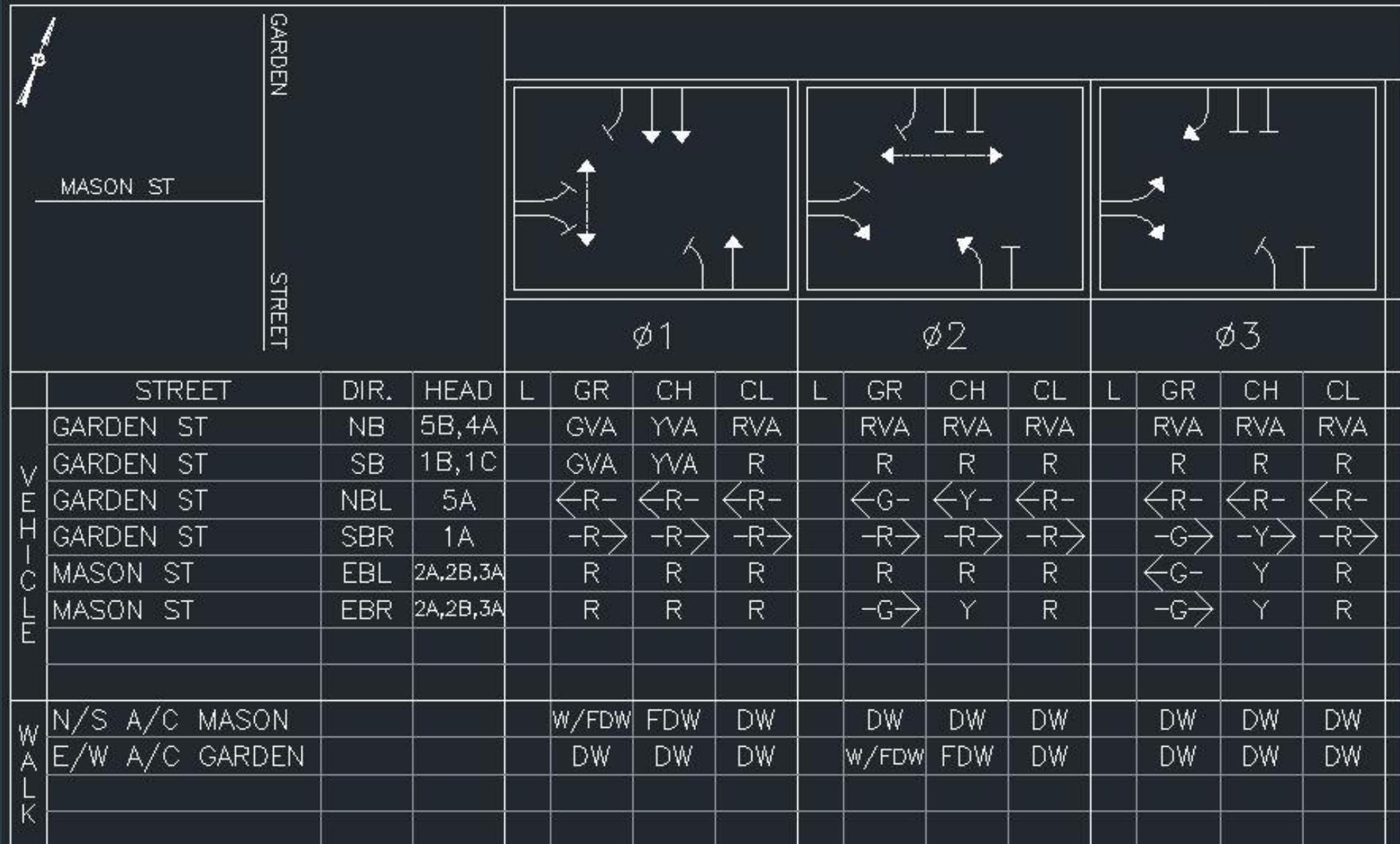


Legend

- G = Green Interval
- Y = Yellow Change Interval (of at least 3 seconds)
- R = Red Clearance Interval
- Red = Red because conflicting traffic has been released

- \* The countdown display is optional for Pedestrian Change Intervals of 7 seconds or less.
- \*\* The Walk Interval may be reduced under some conditions (see Section 4E.06).
- \*\*\* The Buffer Interval, which shall always be provided and displayed, may be used to help satisfy the calculated pedestrian clearance time, or may begin after the calculated pedestrian clearance time has ended.

# Phase Diagram



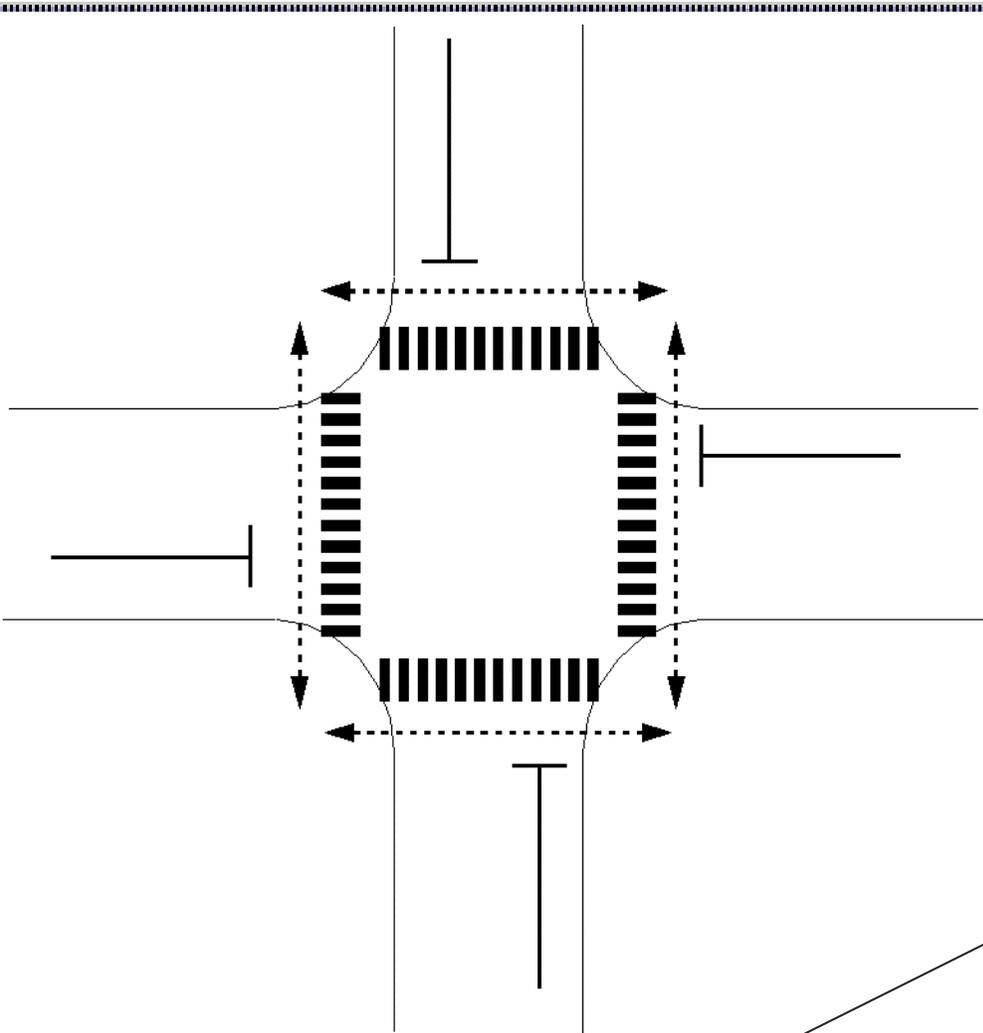
# Types of Traffic Signal Operation - Ped Phase

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- ▶ Concurrent
- ▶ Exclusive
- ▶ Pedestrian only



# Exclusive Pedestrian Phasing



# Exclusive Pedestrian Phasing

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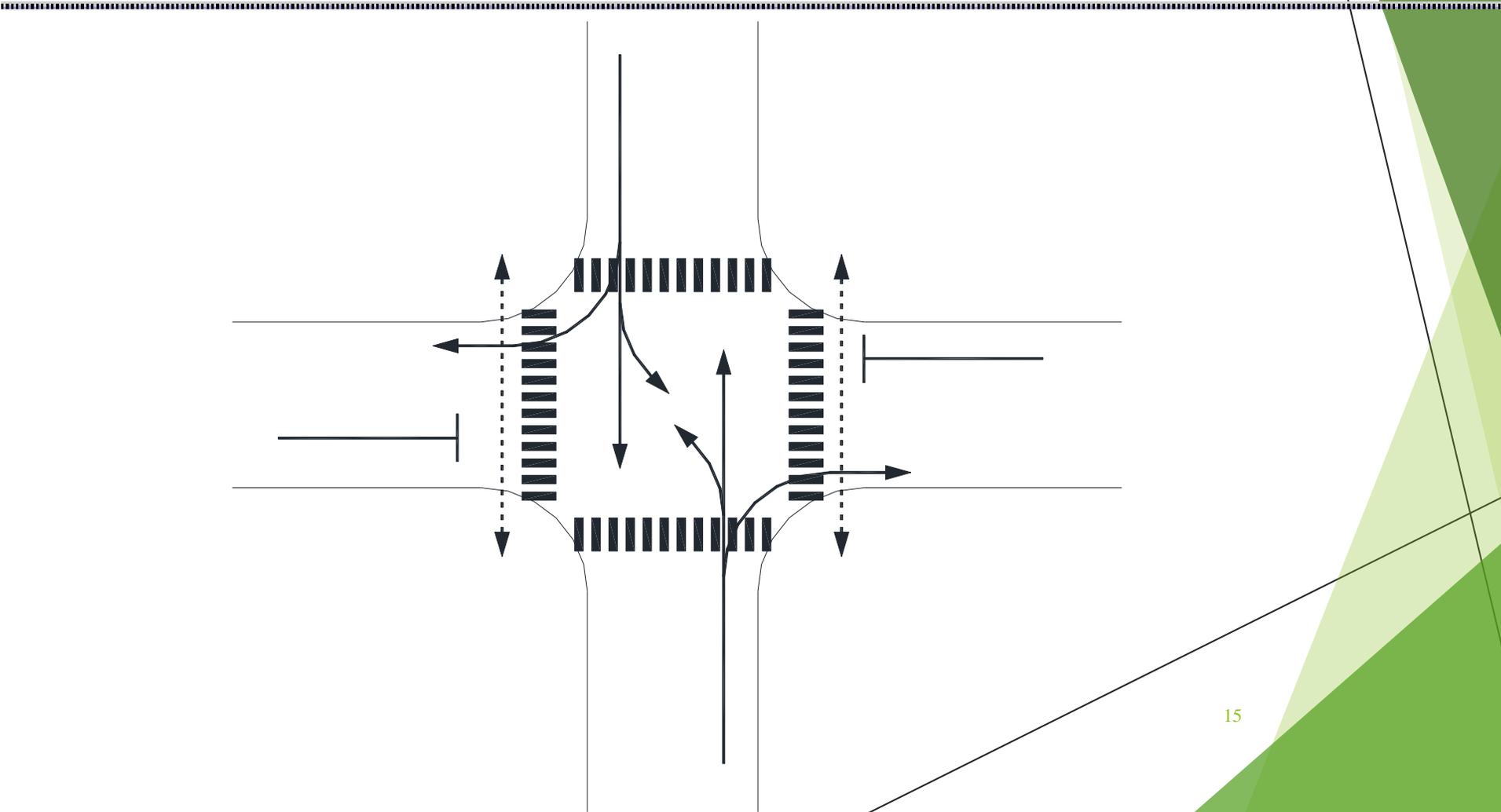
## ▶ Disadvantages

- ▶ Creates large delays for pedestrians
- ▶ Short WALK interval (7 seconds)
- ▶ Creates conditions that leads to people crossing before they get the signal (many cross concurrently)
- ▶ Severe effect on vehicle operations

## ▶ Advantage

- ▶ No conflict between lawful pedestrians walking under WALK/flashing DON'T WALK and vehicles

# Concurrent Pedestrian Phasing



# Concurrent Pedestrian Phasing

---

- ▶ Advantages
  - ▶ Reduces delay to pedestrians
  - ▶ Reduces jaywalking rate
  - ▶ Increases vehicle throughput of intersection
  - ▶ Longer WALK interval
- ▶ Disadvantage
  - ▶ Left- and right-turning vehicles conflict with pedestrians

# Leading Pedestrian Interval (LPI) / Pedestrian Head start

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- ▶ Between 3 and 5 seconds long
- ▶ Provides the pedestrian a head start
- ▶ Turning vehicles much more likely to yield to a pedestrian already in the middle of the crosswalk
- ▶ “Cost” to vehicle operations is very low

# TP+T Traffic Signal Policy

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- ▶ 90-second cycle length peak/75 off-peak
- ▶ Concurrent pedestrian phasing with LPI (except at busy T intersections and those with very high vehicle volumes)
- ▶ Pedestrian phase will be set to occur every cycle and buttons removed (where possible)
- ▶ Never use “flashing mode”

# Recent Improvements

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- ▶ 8” Bicycle Signals at Mass Ave / MIT Crosswalk
- ▶ Mass Ave @ Prospect St - “Super LPI”
- ▶ Broadway @ Ellery - New Traffic Signal
- ▶ Porter Square Safety Improvements

# Active/Short Term Work

- ▶ Accessible Pedestrian Signal (APS) installations
  - ▶ Mt Auburn @ Aberdeen Ave
  - ▶ Aberdeen Ave @ Huron Ave
- ▶ Rectangular Rapid Flash Beacon (RRFB) installations
  - ▶ Mass Ave @ Norfolk St
  - ▶ Mass Ave @ Day St
  - ▶ Mass Ave @ Pearl St
  - ▶ Brattle St @ Brattle St
  - ▶ Western Ave @ Hews St



# Reporting Problems

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- ▶ Commonwealth Connect smartphone app (a.k.a. SeeClickFix)
- ▶ Traffic Dept website:  
[cambridgema.gov/traffic/contactforms/trafficengineering](http://cambridgema.gov/traffic/contactforms/trafficengineering)
- ▶ Email: [dbenjamin@cambridgema.gov](mailto:dbenjamin@cambridgema.gov)
- ▶ Telephone: 617-349-4729

Q + A

---

## Contact Information

- ▶ Email: [dbenjamin@cambridgema.gov](mailto:dbenjamin@cambridgema.gov)
- ▶ Telephone: 617-349-4729



# City Project Updates



# Tobin/Vassal Lanes Schools

# Presentation now online

CITY OF CAMBRIDGE  
TOBIN MONTESSORI AND VASSAL LANE UPPER SCHOOLS PROJECT  
SEPTEMBER 2020

PERKINS —  
EASTMAN  
*Human by Design*

# COMMUNITY PRESENTATION



0:02 / 33:31

CC ⚙️ 📺 📱 🔍

This is a video player interface for a community presentation. The video shows an architectural rendering of a modern school building with a stone base and large windows, surrounded by trees and a walkway. The video player includes a progress bar, a play button, a volume icon, and a time display of 0:02 / 33:31. There are also icons for closed captions, settings, and full screen.



# Development Projects

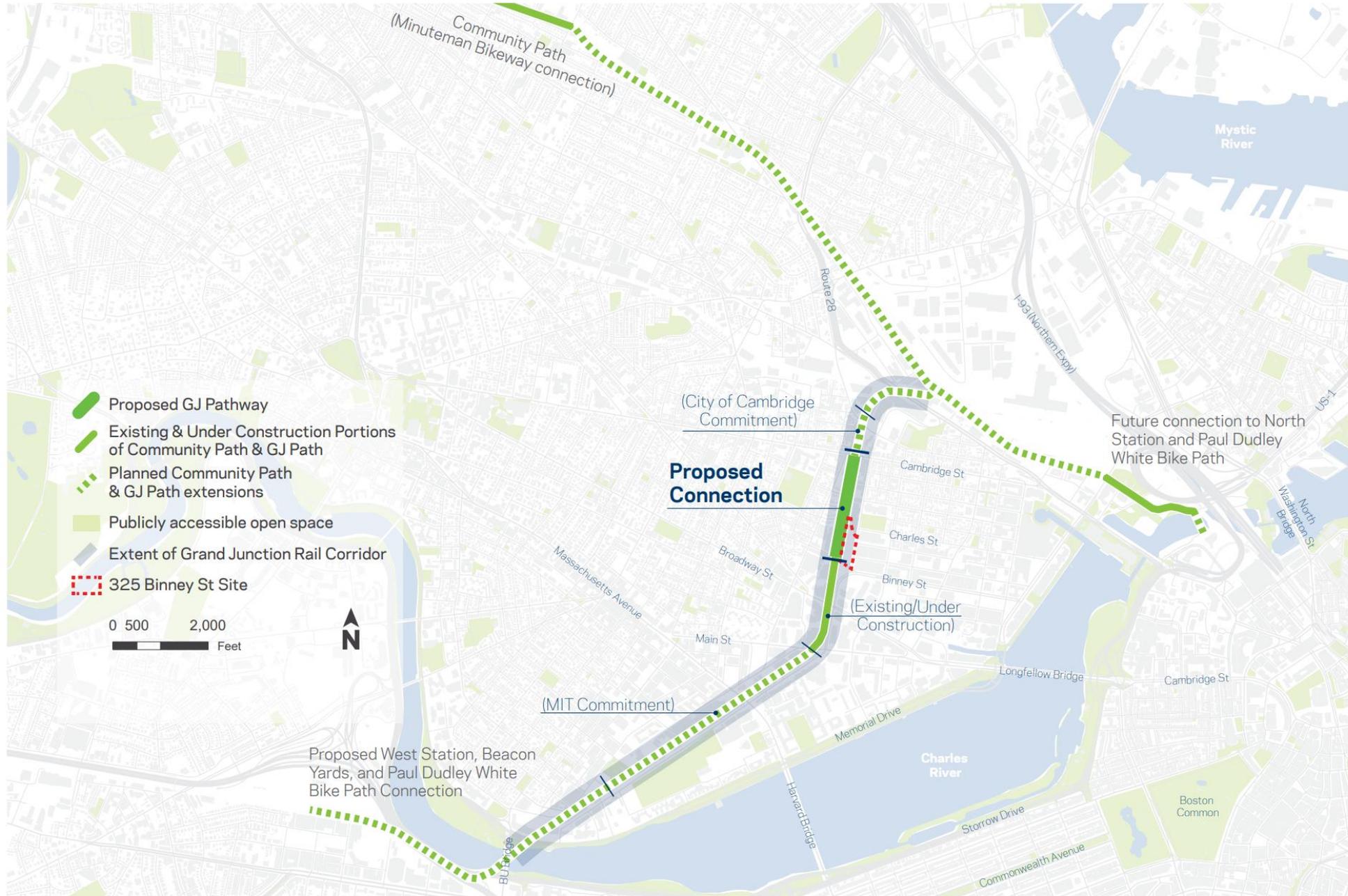


**325 Binney St**

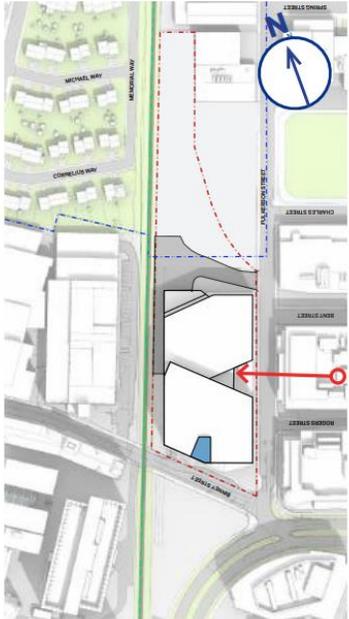
# Site Context Plan



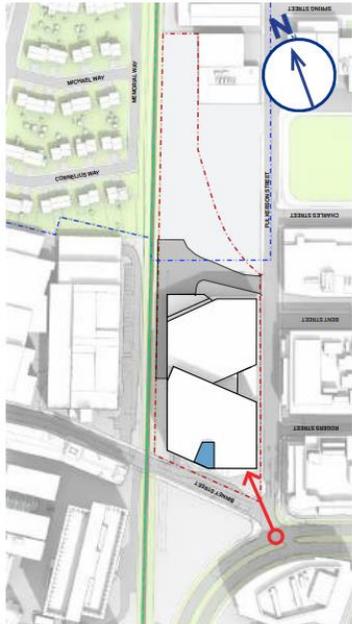
# Grand Junction Multi-Use Path



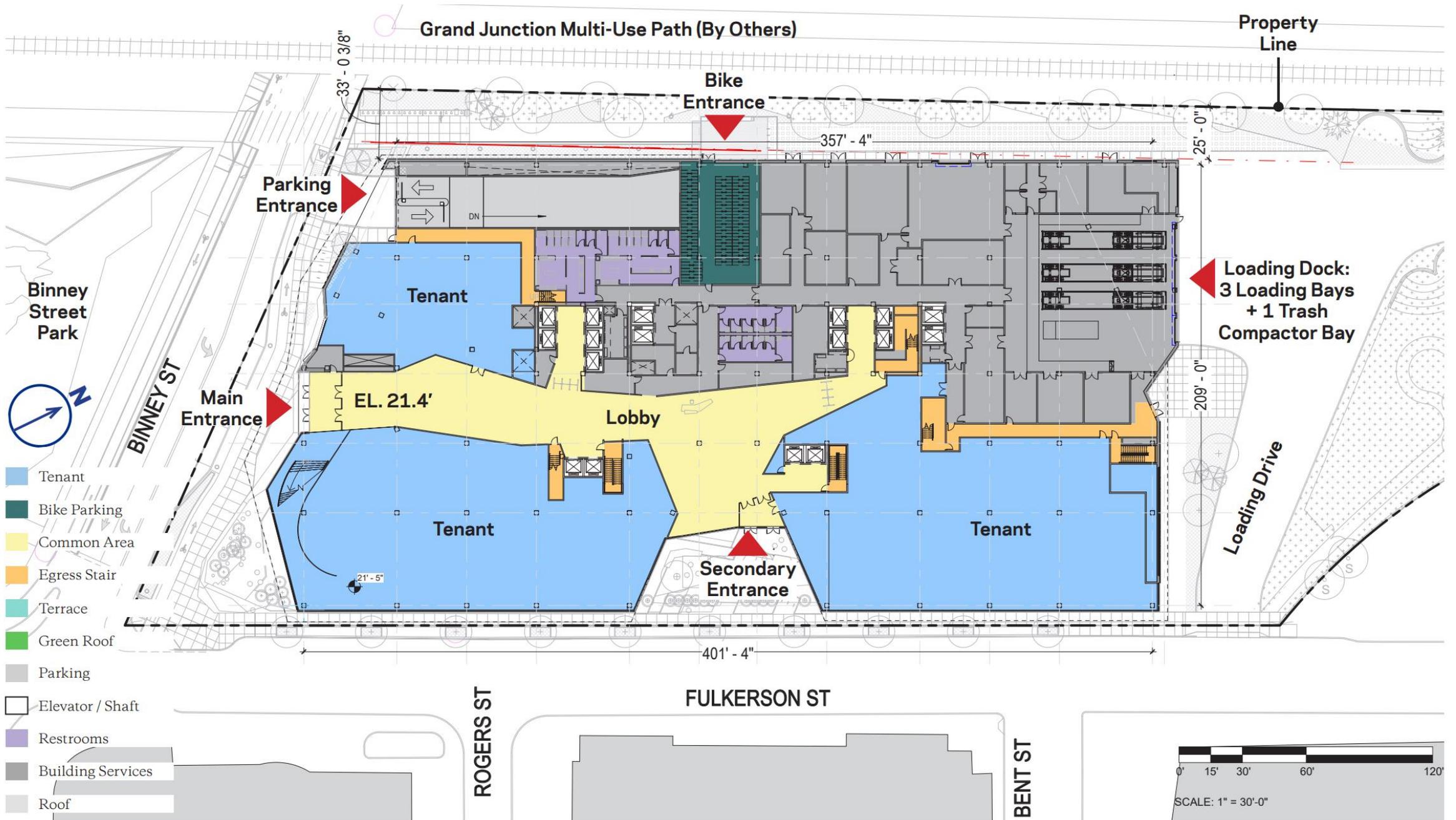
# Aerial View Looking West



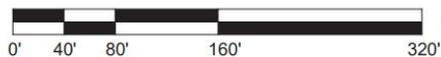
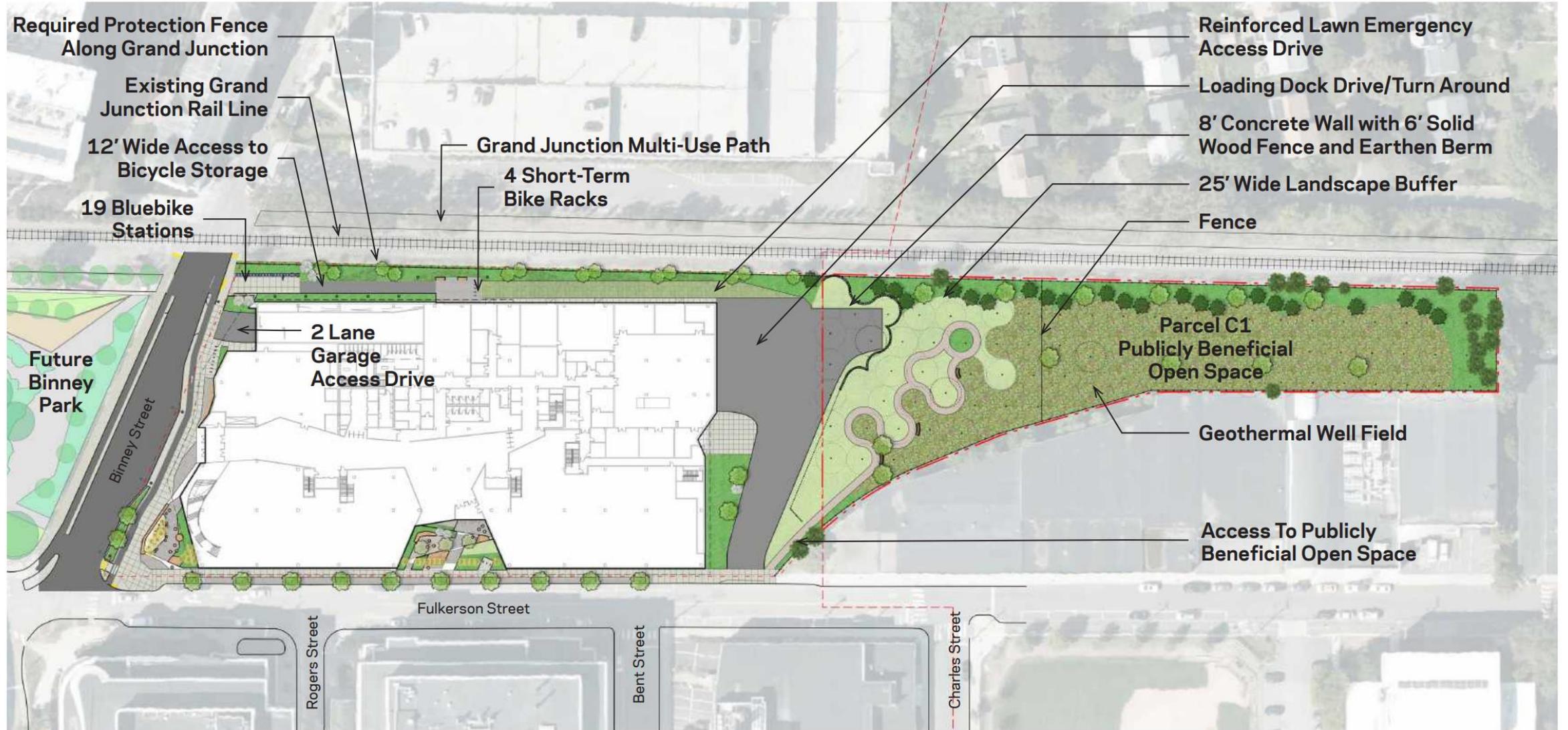
# Aerial View from South Binney Street Corner



# Ground Floor Plan

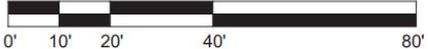
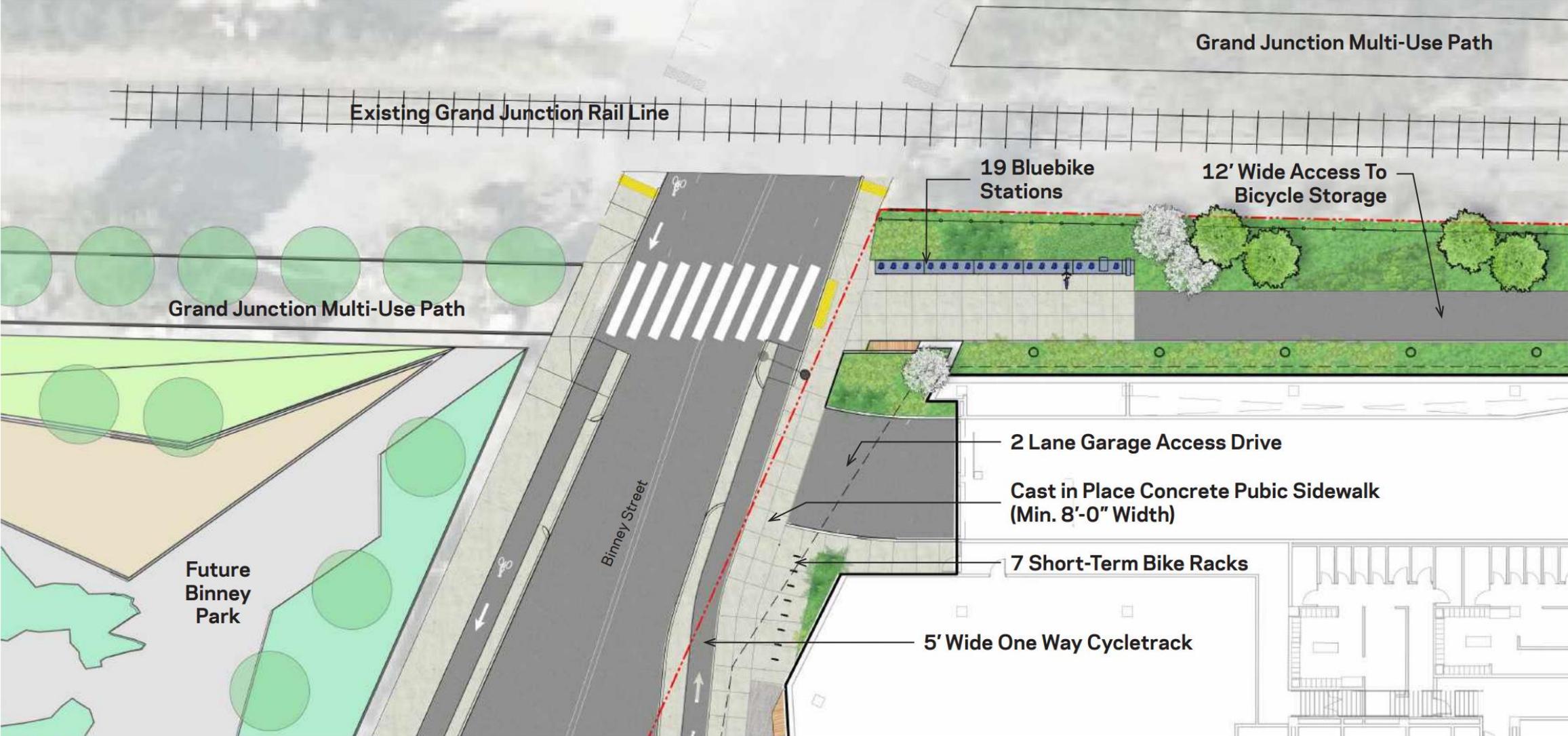


# Landscape Plan



SCALE: 1" = 80'-0"

# Section at West — Grand Junction Railway



SCALE: 1" = 20'-0"

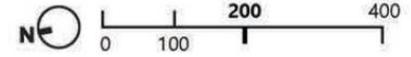


**CambridgeSide**

# Site Development Plan Open Space Overview

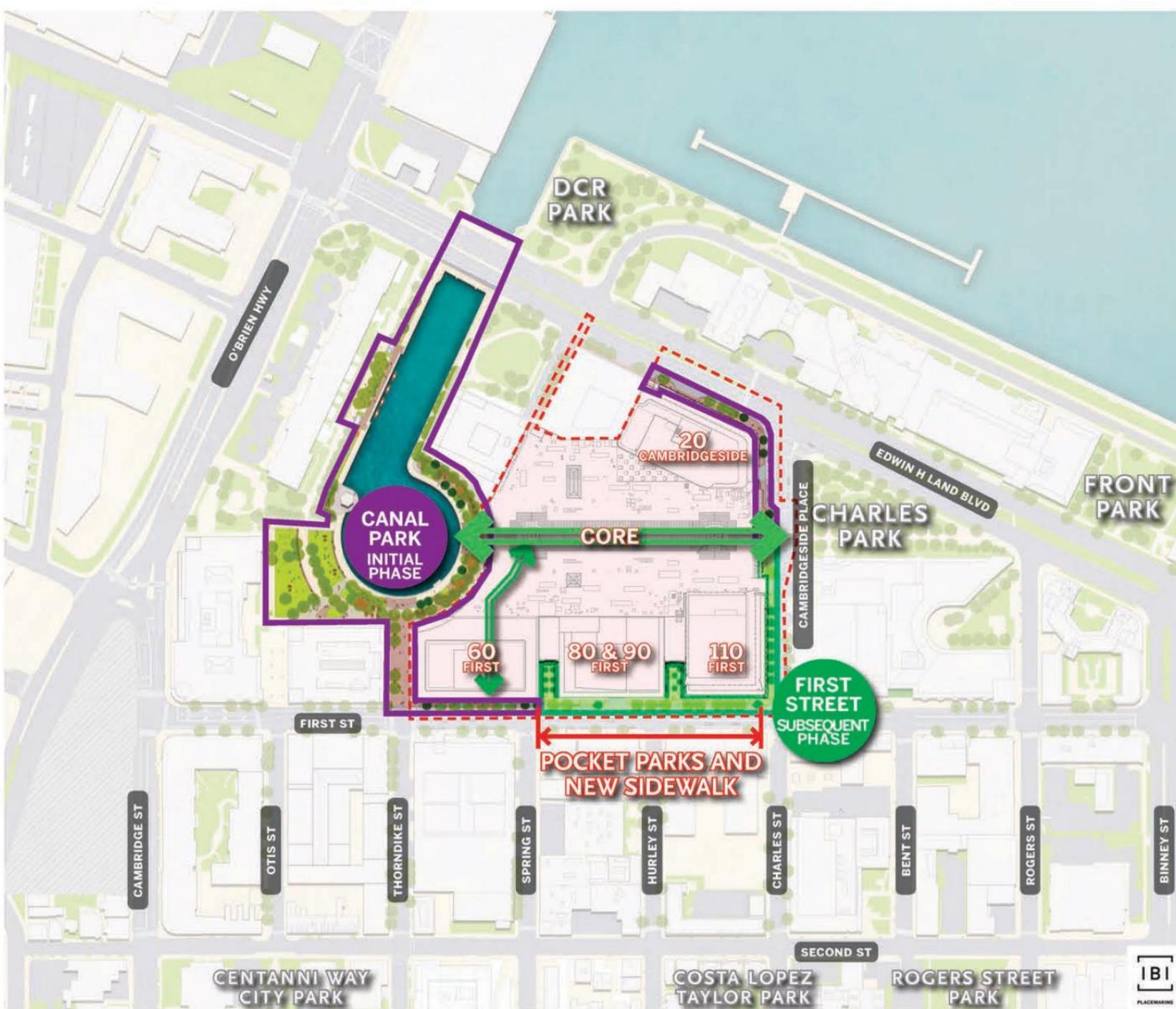
PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT SDP.14



## Legend

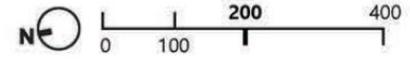
- PUD-8 DEVELOPMENT PARCEL
- STREETScape AND CANAL PARK
- NEW SIDEWALK AND POCKET PARKS



# Site Development Plan Proposed Uses and GFA

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

**VOLUME II**  
**EXHIBIT SDP.15**



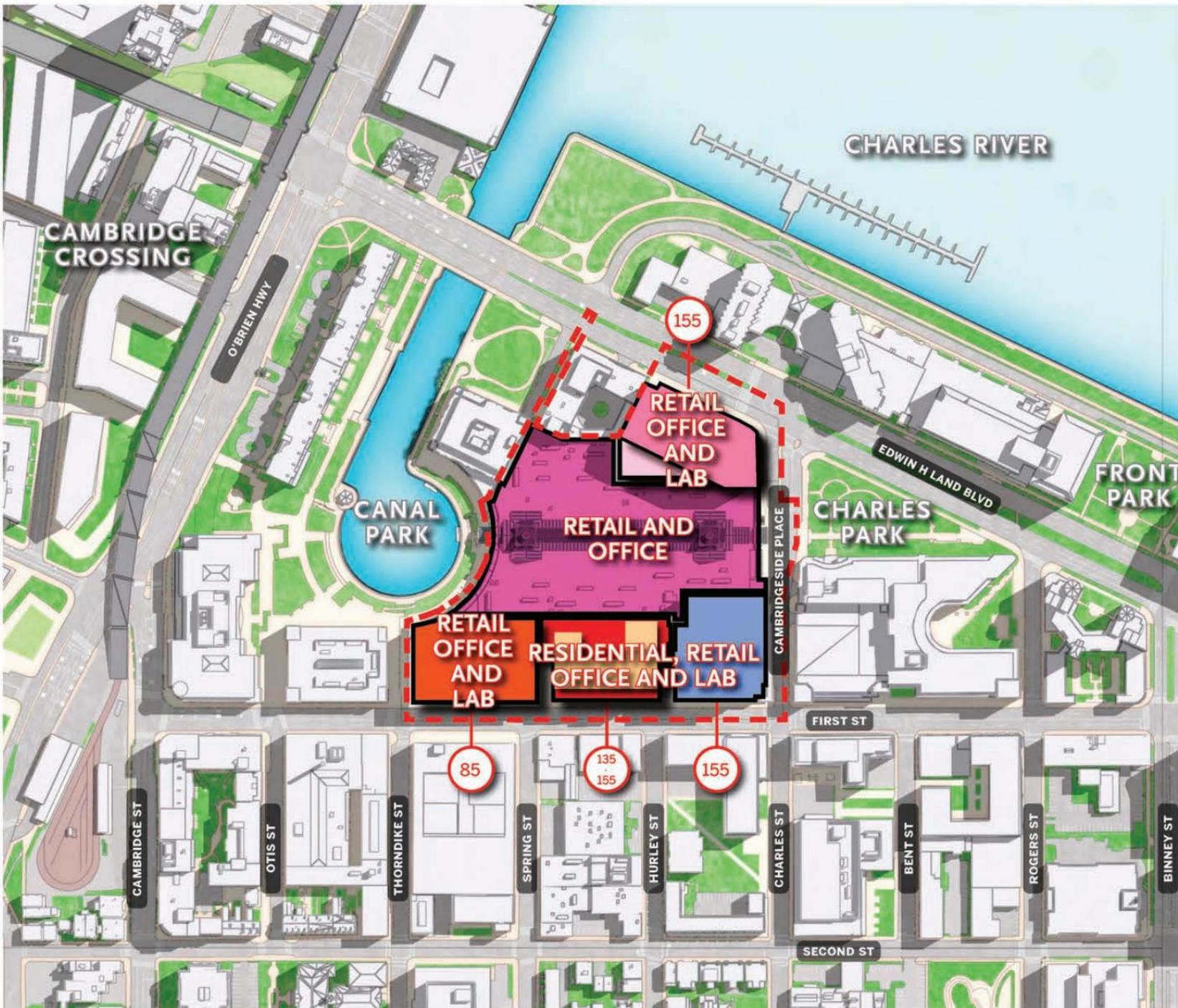
## Legend

PUD-8 DEVELOPMENT PARCEL

BUILDING HEIGHT

	100 CAMBRIDGESIDE	455,000
	20 CAMBRIDGESIDE	365,000
	110 FIRST	335,000
	60 FIRST	210,000
	80 FIRST	RETAIL+OFFICE 125,000
	90 FIRST	RESIDENTIAL 175,000

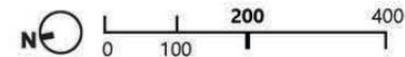
TOTAL	1,665,000
EXISTING TOTAL	1,090,000
<b>NET NEW</b>	<b>575,000</b>



# Connectivity Plan Pedestrian Circulation Plan

PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT CP.1

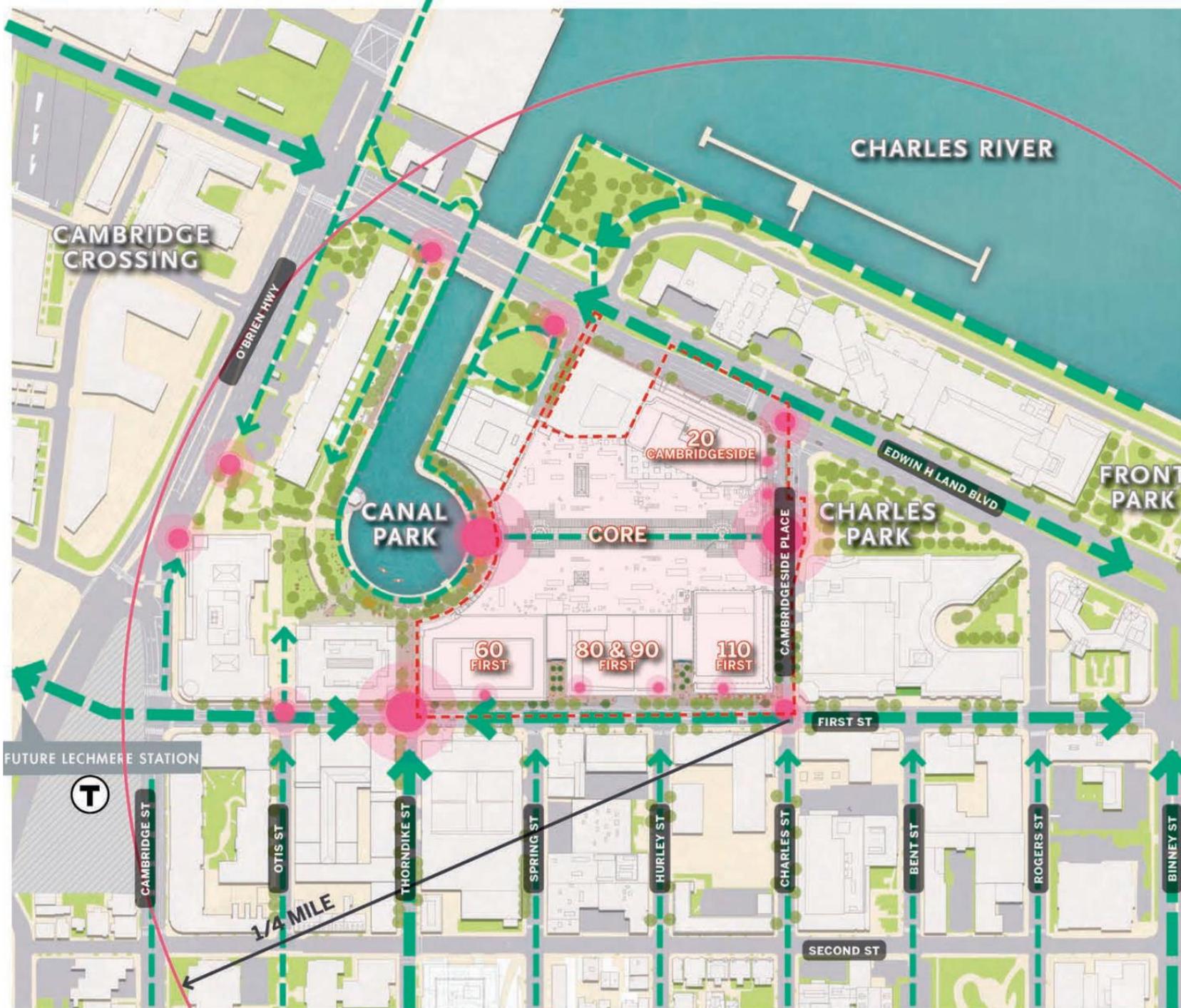


## Legend

PUD-8 DEVELOPMENT PARCEL

ENTRY POINTS

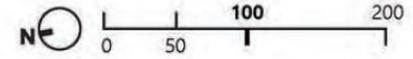
PEDESTRIAN CIRCULATION



# Connectivity Plan Pedestrian Access Plan

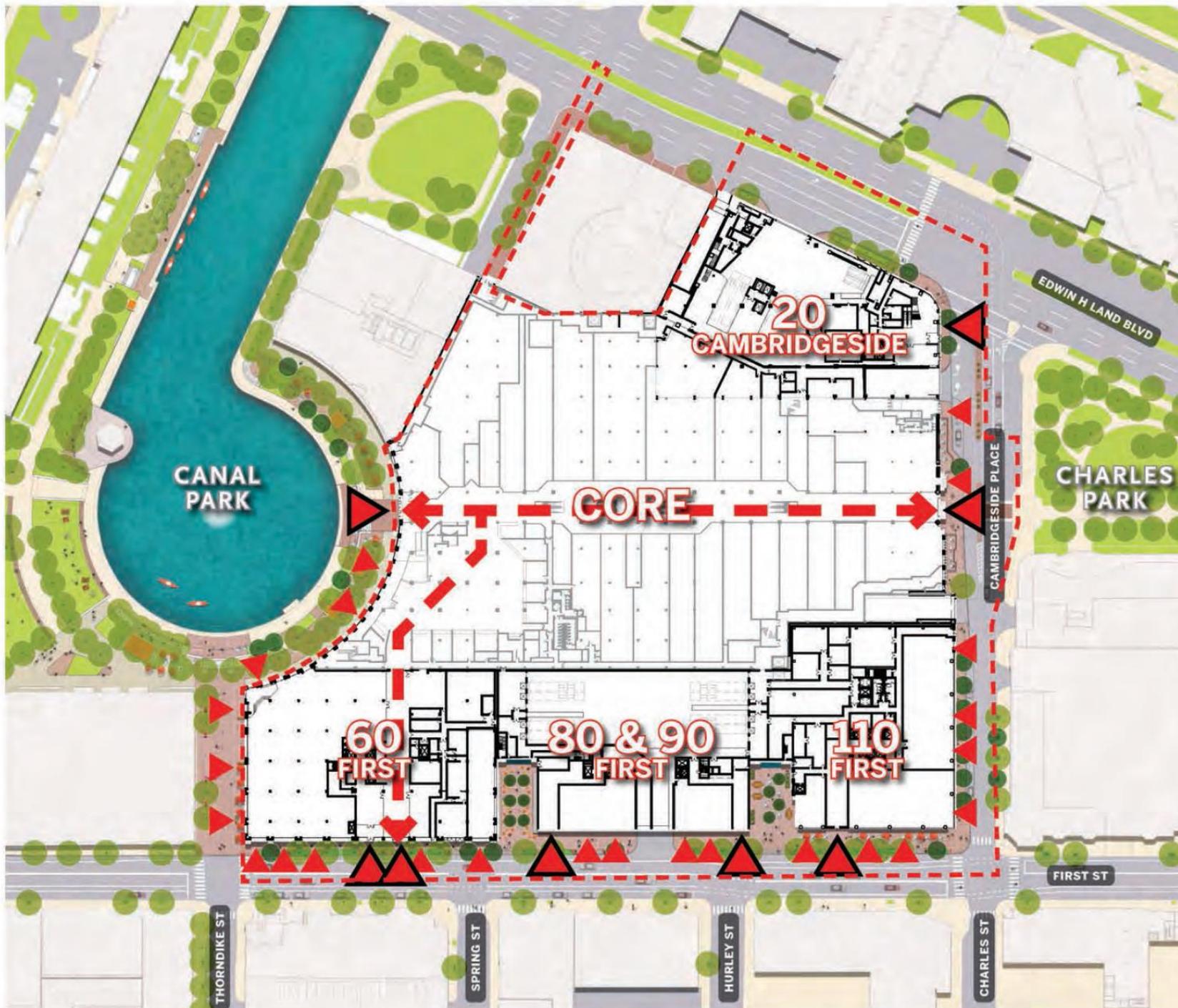
PUD-8 Special Permit  
CambridgeSide  
Cambridge, MA

VOLUME II  
EXHIBIT CP.2



## Legend

- PUD-8 DEVELOPMENT PARCEL
- PEDESTRIAN ENTRY
- PEDESTRIAN PATH



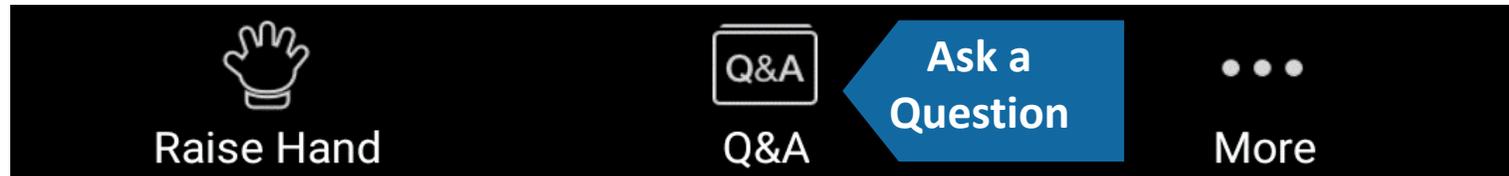


# Public comment

# Public Comment Instructions

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  - \*9 to Raise Hand by phone
- Questions can also be submitted using the Q&A button.

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Zoom Screen





# Participatory Budgeting



# Participatory Budgeting 2020

- **\$500,000** of the FY22 Budget for one-time capital projects to improve the community
- Submit ideas by **September 30**
  - [pb.cambridgema.gov](http://pb.cambridgema.gov)
  - Email [pb@cambridgema.gov](mailto:pb@cambridgema.gov)
  - Call 617-349-4270
  - Mail to *City of Cambridge Budget Office, 795 Massachusetts Ave, Cambridge, MA 02139*
  - Drop off in the Payment Drop Box in the rear of City Hall
- Story Map of previous winning projects



# Subcommittee Work

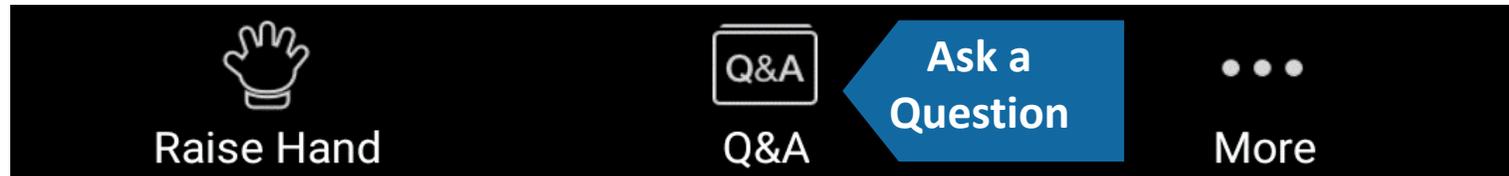


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Bottom Panel of  
Zoom Screen





# Other Announcements



**Thank You**