

Cambridge Pedestrian Committee
Meeting Minutes
April 27, 2023

This was a walking meeting in Harvard Square to review/make suggestions for Proposed Concept for bike lanes and the impact on pedestrians

Summary (provided by Jeannine Powers)

1. Section of Mass Ave between Quincy Square (Intersection of Mass/Quincy/Bow Streets) and Harvard Square
 - **Parking:** Eliminate all parking on northbound side except for three spaces in front of HU Wigglesworth Hall – Parking meters will remain on the sidewalk for those spaces
 - **Crosswalks:**
 - i. Crosswalks will only be raised on side streets, but not on Mass Ave
 - ii. Curb cut in front of HU Smith Campus Center and across the street will be widened to meet the width of the current crossing
 - **Bus Lane/Boarding Area:**
 - i. Dedicated loading areas for each bus route, including one for HU shuttles
 - ii. Bus shelters will be replaced and located in new boarding area
 - iii. Boarding area to be 8' wide
 - iv. Safe pathways from sidewalk to boarding area still TBD and are under review by the City
 - v. Boarding area may extend further along Mass Ave toward Harvard Square (TBD)
 - **Bike Lane:**
 - i. Bike lane will be raised, and at the same level as the sidewalk and bus boarding area
 - ii. Bike lane will go down to street level at intersections
 - **Lighting:** Street lighting will be replaced
 - **Harvard Yard Access:** City to continue access to Harvard Yard for maintenance/service vehicles
2. Section of Mass Ave between Harvard Square and Flagstaff Park
 - **Harvard Square Kiosk:** Construction delayed due to procedural challenges with MBTA
 - **Bike Lane:**
 - i. Bike lanes will be at grade
 - ii. City still considering bike lane travel from Mass Ave into Harvard Square and have proposed 3 options
 1. Two-way bike lane travel along northbound side
 2. Bike lane travel inbound to Harvard Square to utilize pedestrian crossing at MacArthur Square
 3. Bike lane travel inbound to Harvard Square to utilize new crossing at Flagstaff Park (proposed in Bike Committee Meeting) – this one was preferred by Bike Committee and also appears to have the least conflict with pedestrians

Issues and questions/requests made for both plans:

- Request for digital bus board at main bus stop to make for smoother boarding and less crowd at bus kiosk and surrounding sidewalk
- Question about adequate seating within bus kiosk/leaning rail
- For plans for section between Harvard Sq and Flagstaff park:
- Request for coordinated timing signals of the bike lanes so that bikers don't need to wait multiple times, which results in bikers continuing through against their signals
- Members witnessed multiple bike riders using the sidewalk on Harvard Yard side, causing conflicts with pedestrians. This led to some agreement that 2-way bike traffic option might be better, more discussion needed