

Pedestrian Committee

Meeting on November 5, 2025

Discussion Summary*

***Note:** A quorum of Pedestrian Committee members was not met. The summary below, therefore, does not reflect an official meeting of the Pedestrian Committee.

Attendance

- Members in attendance: Robin Bonner (Vice Chair), Shannon Hasenfratz, Sean Peirce, Janet Stein, Jenine Turner-Trauring
- Members not in attendance: Debby Galef, Kevin Leckey, Michael McGowan, Xander Mitchell, Maryann Quinn, Logan Read
- City staff: Nick Schmidt (DOT), Emily Boyle (DPW)

Discussion during [Mass Ave Partial Construction](#) site walk

Attendees gathered on Mass Ave in front of the Porter Square Dunkin'. They walked to the Mass Ave / Linear Park intersection, stopping along the way to discuss issues and opportunities along the project area. The following is a summary of these conversations:

- General questions about City projects:
 - Please let City staff know that there are issues at the [Soden St approach to Western Ave](#). Drivers aren't looking both ways for people walking as they enter Western Avenue. Consider adjusting the stop sign location.
 - City staff has been notified.
 - Is project construction finished for the season?
 - Generally, the City is approaching the final date for pouring new asphalt or concrete because these materials need a minimum temperature to cure. Utility and drainage work can continue through winter. City staff confirmed that, weather permitting, work on Carl Barron Plaza will continue through the winter.
- Porter Square
 - Issue: Drivers [exiting the shopping center](#) often make a U-turn to Somerville Avenue, an illegal move that conflicts with the pedestrian phase for the Somerville Ave crosswalk.
- Blake St / Creighton St at fire station
 - Issue: Very poor yielding compliance from people driving and biking. Long crosswalk
 - Opportunity: Add a crossing island and Rectangular Rapid Flashing Beacon (RRFB).
- Walden Street
 - Issue: Missing a crosswalk on the eastern side of the intersection. This crosswalk doesn't exist so that the westbound left turns from Mass Ave to Walden St can overlap with the pedestrian phase for the crosswalk west of the intersection.

- Solution: Add an east crosswalk and adjust signal phasing accordingly to eliminate conflicts.
- Russell Street
 - Issue: Very scary using the Russell Street crosswalk as a result of consistent motor vehicle turning movements from northbound and southbound Mass Ave to Russell Street, as well as drivers crossing Mass Ave from Cogswell Ave to Russell St. Difficult to see bicyclists in the northbound Mass Ave bike lane and there are many near-misses.
 - Opportunity: Consider access management to restrict turns.
- Rindge Avenue
 - Issue: Very wide lane for the southbound Mass Ave right turn to westbound Rindge Ave. Missing crosswalk on east side of intersection because of the same Mass Ave left-turn conflicts like the Walden St intersection. Hard for northbound Mass Ave bicyclists to turn left to Rindge Ave.
 - Opportunity: Harden right turn from southbound Mass Ave. Add left-turn queue box for northbound Mass Ave bicyclists turning left to Rindge Ave.
- Day Street
 - Issue: Lots of curbside activity at the market. Like Russell Street, southbound Mass Ave left turning drivers are aggressive.
 - Opportunity: Create hardened daylighting in the southbound Mass Ave direction in advance of the crosswalk.
- Dover Street / Hollis Street
 - Drivers make right turns across the Mass Ave crosswalk when they aren't allowed to. The signal faces are confusing with both red and green on at the same time.
 - Opportunity: Separate the signal faces. Look to the revised Mt Auburn at Aberdeen Ave as a good example of how to resolve.
- Rice Street
 - Issue Northbound Mass Ave left-turning drivers to Rice Street proceed during the red phase. Southbound Mass Ave drivers also make U-turns during the red phase.
 - Opportunity: Consider speed humps and working with Waze to make this cut-through less attractive. Access management is a possibility, but residents are split on whether certain movements into or out of Rice Street should be banned.
- Linear Park
 - Issue: Southbound Mass Ave left turns onto Cameron Ave still happen despite the presence of the jughandle and the multiple signs banning the movement. Northbound Mass Ave left turns for bicyclists heading towards westbound Linear Park is awkward because they are turning from the right side of the bike lane. How should northbound Cedar St bicyclists make a left onto Linear Park? Southbound Mass Ave bike phase is too short, discouraging compliance.
- Alewife Brook Parkway
 - Issue: Phasing is a challenge.
 - Opportunity: Attendees agreed that the exclusive pedestrian phase makes sense at this intersection because there are many motor vehicles making turning movements. Work with DCR on the phasing of this intersection.