



**CITY OF
CAMBRIDGE**

Department of
Transportation

Welcome to the Cambridge Pedestrian Committee

January 29, 2026, 6:00 p.m. – 7:30 p.m.

Today's Agenda

- 6:00 PM** Welcome and meeting summary approval
- 6:05** Q&A: Meetings, announcements, and project updates
- 6:25** Presentation: Roadway Safety Audit Program
- 7:10** Discussion: Committee application process
- 7:25** Public comment

Why We're Here

“The Committee is organized to work to improve conditions for walking in the City of Cambridge, to promote walking as a means of transportation, and to improve safety conditions for pedestrians.”

Pedestrian Committee Bylaws, updated 2021

The Pedestrian Committee meets monthly.

- The **purpose** is to get feedback from appointed members of the Committee, the City’s “community experts” on pedestrian transportation issues
- The **outcome** is an understanding by City staff of the Committee’s consensus on priorities and reactions to street projects and development proposals
- The **process** to achieve that outcome includes presentations by Committee members and City staff, discussion following presentations, and a public comment period

Who We Are

Citizen Representatives

- *Chair (vacant)*
- Robin Bonner, *Vice Chair*
- *Secretary (vacant)*
- Debby Galef
- Janet Stein
- Shannon Hasenfratz
- Jenine Turner-Trauring
- Kevin Leckey
- Logan Read
- Maryann Quinn
- Michael McGowan
- Sean Peirce
- Xander Mitchell

Dept. Representatives

- Nick Schmidt, *Transportation, Facilitator*
- Quinn Murphy, *Transportation*
- Mohamed Hammad, *Transportation*
- Jerry Friedman, *Public Works (interim)*
- Emily Boyle, *Public Works (interim)*
- Steven Magalhaes, *Police*

Taking Notes

The Pedestrian Committee lacks a Secretary.

Thank you, Committee members, for volunteering to take notes.

2026 Meeting Date	Notetaker
January 29	Janet Stein
February 26	Volunteer needed

Pedestrian Committee Minutes

November 20, 2025

Joint Meeting Minutes

Notice of future agenda item

**Q&A: Meetings,
Announcements, and Project
Updates**

6:05-6:25 PM

Upcoming Committee Meetings (by date)

- Transit Advisory Committee – February 4
- Bicycle Committee – February 11
- Joint Meeting of Transportation Committees – February 18
- Pedestrian Committee – February 26

Upcoming Public Meetings (by date)

- [EZ Ride Information Session](#) (CamDOT)
 - February 4, 4:15 PM (Valente Branch)
- [Memorial Drive Phase III](#) (DCR)
 - February 5, 6:00 PM – [Construction & Riverbend Park Update](#) (Virtual)
- [Broadway Safety Improvement Project](#) (CamDOT)
 - February 25, 5:30 PM – [Working Group Meeting](#) (344 Broadway or Virtual)

Transportation Planning Division Projects

- [Speed hump pilot](#) construction complete. Next step: data collection and evaluation.
- [Biking in Cambridge Data Report \(2025\)](#) published:
 - 10-percentage-point decrease (15% to 5%) in the rate of sidewalk riding between 2004 and 2024
 - Nearly all locations with declining rates of sidewalk biking since 2004 have separated bike lanes or shared-use paths
 - Between 2022 and 2024, the Concord Ave / Garden St intersection saw a five-percentage-point decrease in sidewalk biking (7% to 2%), the biggest percentage-point decrease of all count locations during that period

Street Management Division Projects

1. **Broadway (Columbia St to Quincy St)**

- Section B (Ellery St to Columbia St) Working Group Meeting February 25
- Section B tentatively scheduled for April 23 Joint Meeting
- Section C [design feedback survey](#) open through March 2

2. **Cambridge St (Prospect St to Second St)**

- Section A (Prospect St to Willow St) Open House spring 2026
- Construction on Section A begins 2026
- Section C Working Group Meeting spring 2026

3. **Quincy St / Western Kirkland St**

- Presented at January 21 Joint Meeting and January 22 Open House

4. **Outer Huron Ave**

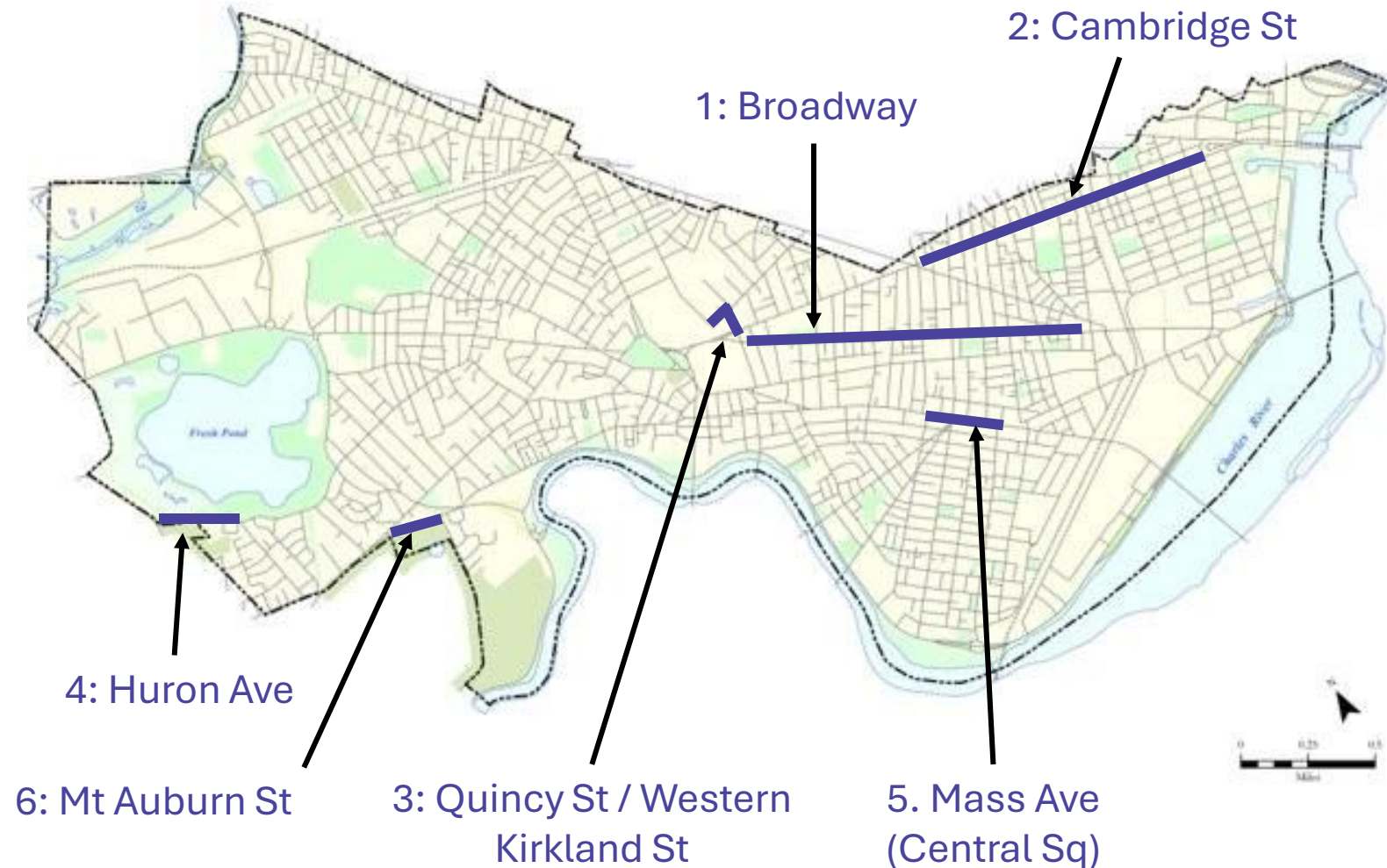
- [Design feedback survey](#) open through January
- Presented at January 21 Joint Meeting

5. **Mass Ave – Central Square**

- Update coming at future meeting

6. **Mt Auburn St**

- Update coming at future meeting



Map of all upcoming Cycling Safety Ordinance projects at www.cambridgema.gov/cyclingsafetyordinance

CSO Overview (as of January 29, 2026)

The Special4

7.49 miles required by the CSO

3.41 miles installed to date

4.08 miles need to be installed

Project	Type	Mileage	Schedule
Cambridge St (A)	Partial construction	2.08	2026 start
Cambridge St (B+C)	Partial construction		TBD
Broadway (B)	Quick-build	2.00	2026
Broadway (C)	Partial construction		2026 start
Total		4.08	

Other Locations

11.60 miles required by the CSO

10.42 miles installed to date

1.21 miles need to be installed

Project	Mileage	Schedule
Outer Huron Ave	0.51	2026
Main St	0.33	2026
Quincy St / Kirkland St	0.25	2026
Mt Auburn St	0.19	2026
Total	1.28	

Public Works Projects

1. [Harvard Square Kiosk and Plaza](#)

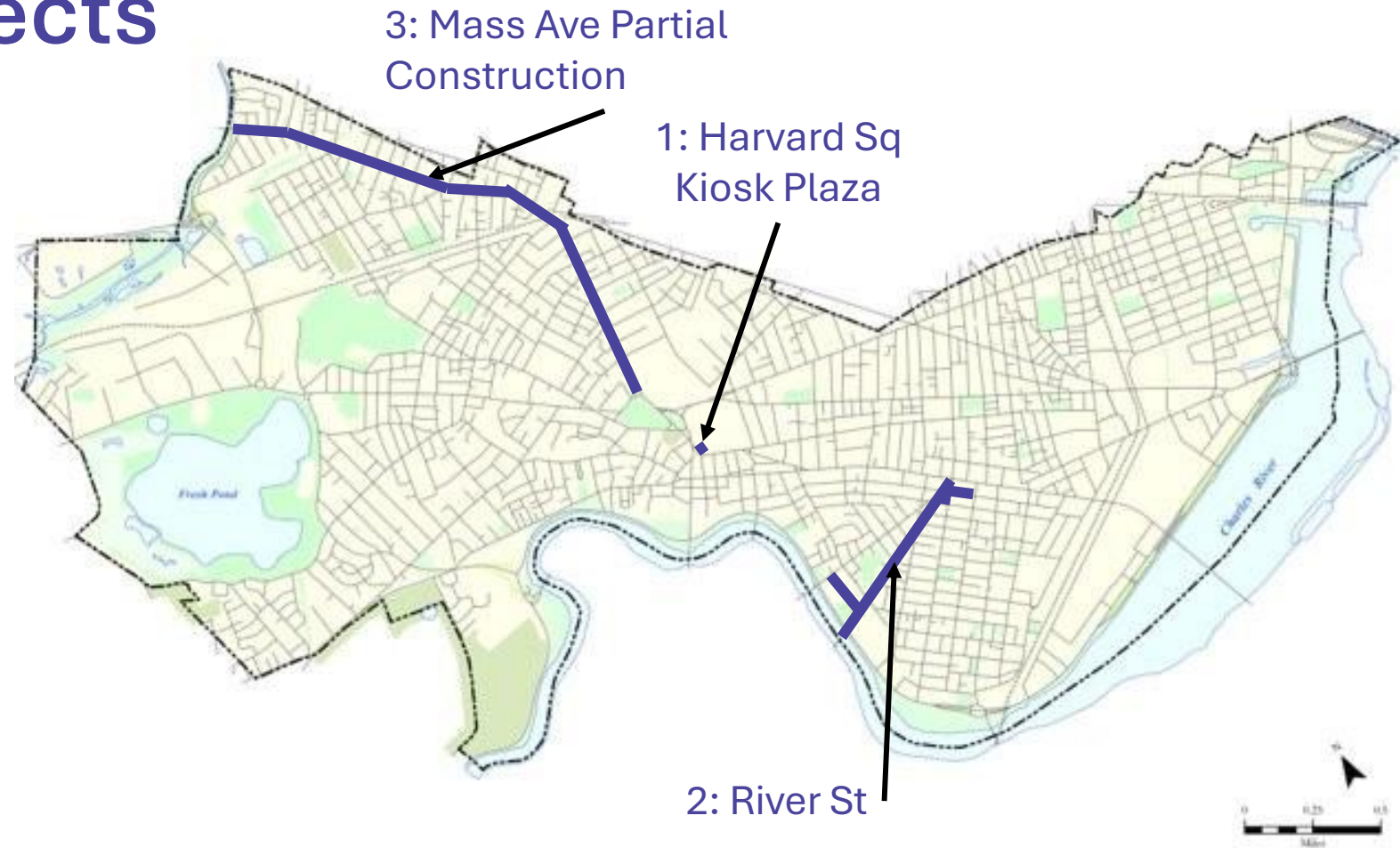
- No major update

2. [River St \(Memorial Dr to Mass Ave\)](#)

- Began construction of sidewalk and separated bike lane underground infrastructure

3. [Mass Ave Partial Construction](#)

- Anticipate public process re-start early 2026



Public Works Projects (cont.)

4. Chapter 90 Contracts 24 & 25

- Contract 24 - punch list items only
- Contract 25 – utility work on Sciarappa St

5. Chapter 90 Contract 26

- No major update

6. Port Infrastructure Improvements

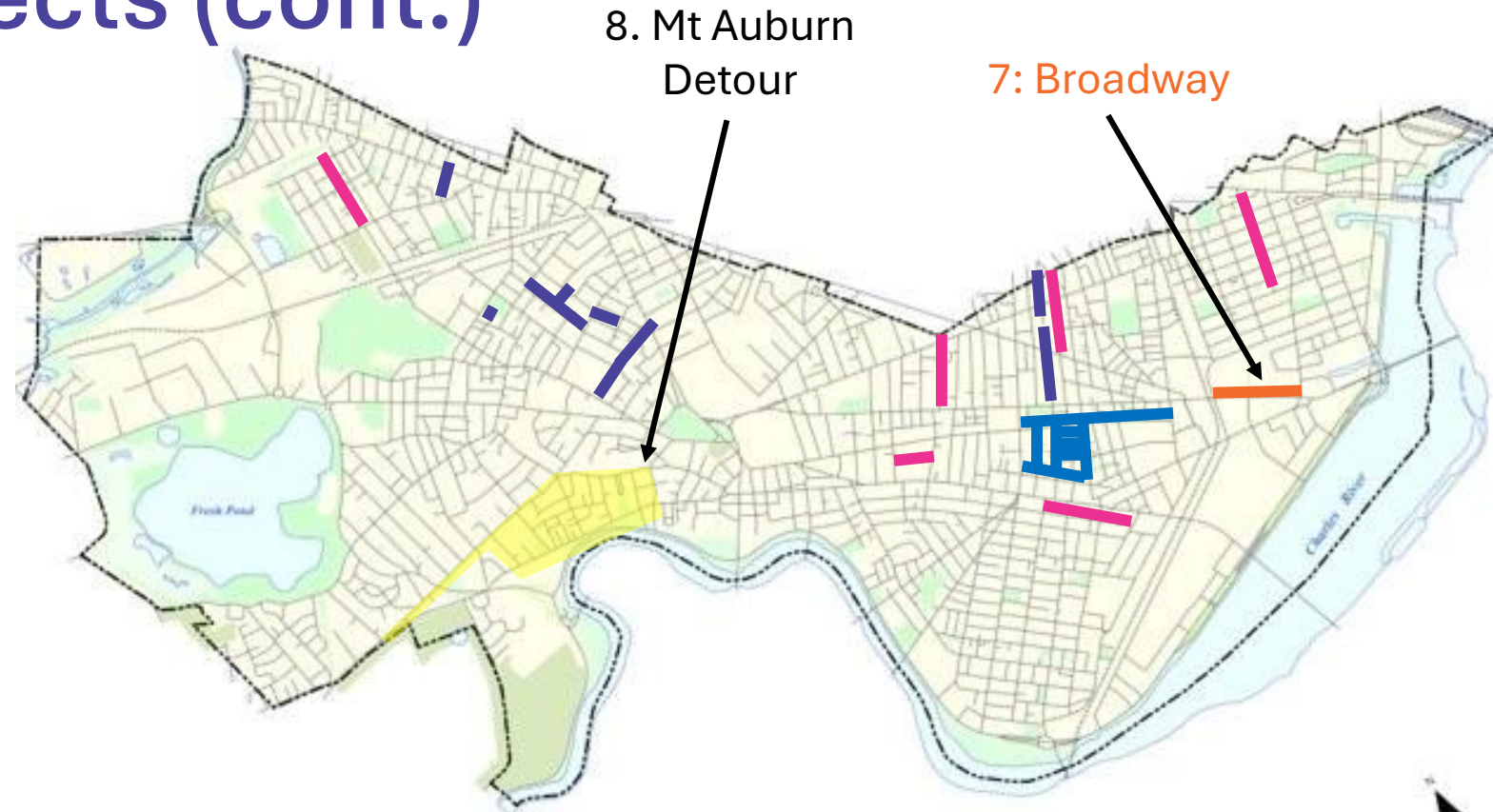
- Streets Phase 1 – Bids Due January 29

7. Broadway (Galileo Galilei to Third St)

- No major update

8. 221 Mt. Auburn St Detours

- Building demolition under way



4: Ch. 90
Contracts 24/25
(magenta streets)

5: Ch. 90
Contract 26
(purple streets)

6: Port
Infrastructure
– Phase 1
(blue streets)

Presentation: Roadway Safety

Audit Program

6:25-7:10 PM

Project Team

- Project manager:

- Leah Grodstein, *Street Design Project Manager*
- 617-349-4609 | lgrodstein@cambridgema.gov

- Project team:

- Jessica Horne, *Senior Traffic Engineer*
- Jeffrey R. Parenti, P.E., P.T.O.E, ENV SP, *Asst. Commissioner for Street Management*
- Jackie McLaughlin, *Communications Manager*
- Chaimaa Medhat, *Community Relations Project Admin*

Agenda

1. Program Goals

- Safety and Vision Zero

2. Top Intersections

- Selection process; top ten map

3. Design and Analysis

- Research and data collection; design steps

4. Public Engagement

- Program website and outreach; project outreach; recurring reports

5. Program Toolkit

- Mini project toolkit; quick-build project toolkit; capital project toolkit

6. Questions and Discussion

Safe Systems and Vision Zero

This program will follow national best practices for safety

SAFE SYSTEM PRINCIPLES

Cambridge adopted Vision Zero in 2016 and released an action plan in 2018



Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.



Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.



Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.



Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.



Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.



Redundancy is Crucial

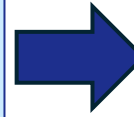
Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.

Although this program is a reaction to multiple fatal crashes, we will proactively address safety at other intersections beyond the three fatality locations

Selection Process

1. Define the Query

- City-owned intersections
- Crashes over the last ten years
- At least one of the following: signal controlled, recent safety complaint on file, at least one Vulnerable Road User (VRU) crash



2. Weight and Rank the List

- VRU crashes: 5x multiplier
- Vehicle crashes with property damage only: 0x multiplier
- Sort list highest to lowest

3. Investigate the Top Locations

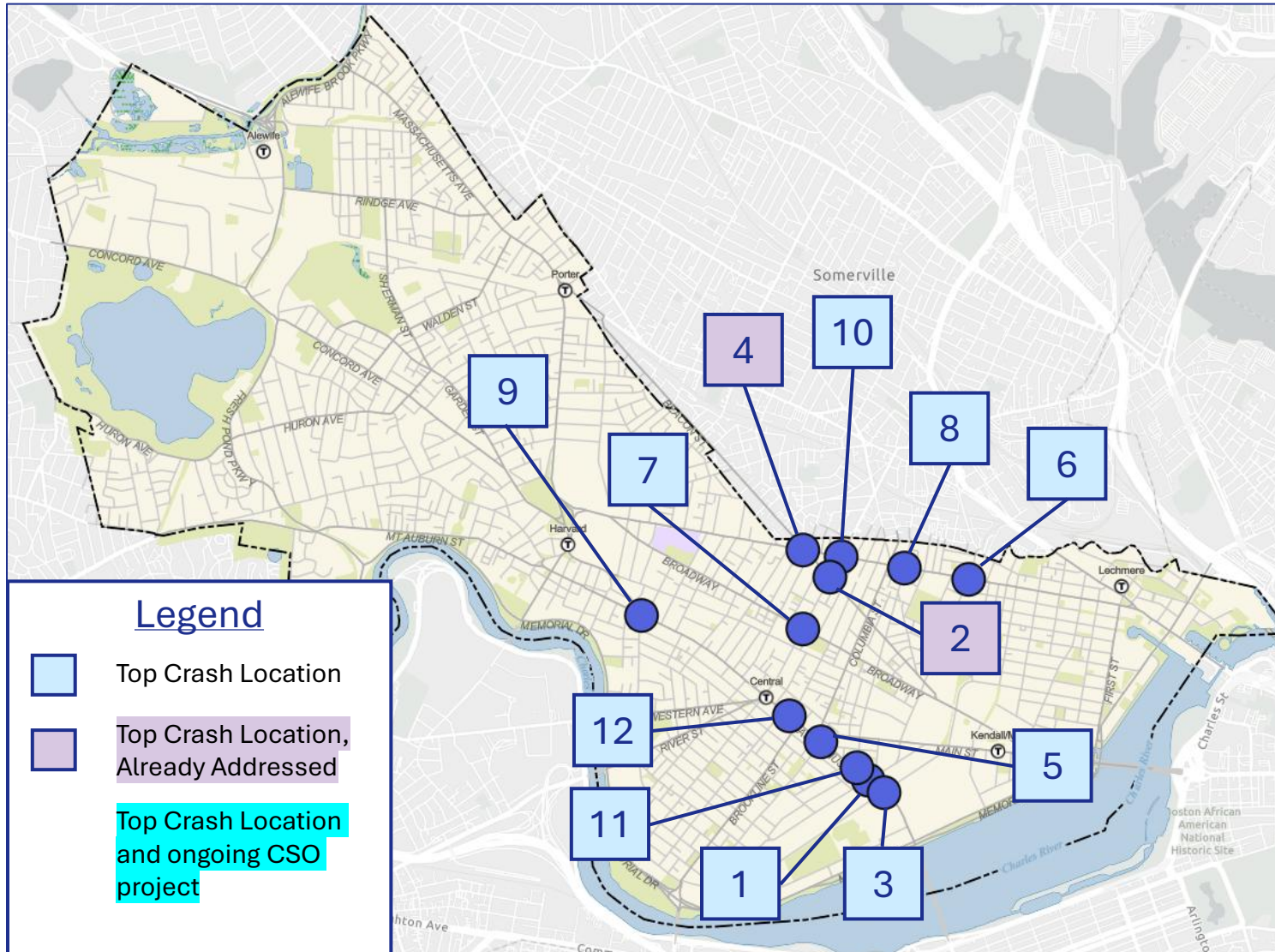
- Catalogue planned improvements in future projects
- Remove intersections that were fully reconstructed recently



Crashes							Vulnerable User					Past or Planned Work
Rank	Total	Injury	Fatal	ID	Main Street	Minor Street	Bike	Ped	Total VU	Non-VU	Total HCL	Past or Planned Work
1	79	34		223	Massachusetts Avenue	Albany Street	16	12	28	6	146	Grand Junction
2	76	36		149	Hampshire Street	Prospect Street	17	10	27	9	144	Gaming Commission Grant
3	79	29		219	Massachusetts Avenue	Vassar Street	18	9	27	2	137	Grand Junction
4	78	28		087	Cambridge Street	Hampshire Street	14	6	20	8	108	Inman Square
5	44	20		227	Massachusetts Avenue	Main Street	17	2	19	1	96	
6	51	20		071	Cambridge Street	Cardinal Medeiros Avenue	14	3	17	3	88	Cambridge Street
7	53	19		031	Broadway	Prospect Street	8	8	16	3	83	Gaming Commission Grant

Snapshot of the spreadsheet used to rank top intersections

Top Ten Map



1. Mass Ave @ Albany
2. Hampshire St @ Prospect
3. Mass Ave @ Vassar
4. Inman Square
5. Lafayette Square
6. Cambridge St @ Cardinal Medeiros
7. Broadway @ Prospect
8. Cambridge St @ Windsor
9. Sullivan Square
10. Cambridge St @ Prospect
11. Mass Ave @ Windsor
12. Mass Ave @ Norfolk

Top Ten Higher Crash Intersections, 2024

Design Steps

1. Initial Brainstorm

- Go over design history
- Identify crash trends
- Summarize commonly heard resident/stakeholder feedback
- Brainstorm possible design countermeasures



2. Preliminary Design

- Analyze the countermeasures for practicality
 - *Will this solution fit in space and in time?*
- Decide what kind of project we will do:
 - **Mini project** – no changes in how the intersection works
 - **Quick-build project** – low-cost changes within paved area, can implement in one construction season
 - **Capital project** – involves curb or utility impacts and multiple years of funding and construction

3. Final Design

- Refine design based on public and stakeholder feedback
- Produce an engineering plan
- Write a memo summarizing design decisions
- Implement or construct project!



Program Website and Outreach

Program: a slate of projects targeting the same goal

- Program Website

- Program Intro
- Map and list of all ranked locations
- Links to individual project pages
- Links to program summary reports
- FAQ

Bike Committee Feedback:

Have you come across similar websites that you liked? What do you like about them?

Bike Committee Feedback:

Is there anything else you'd like to see on the landing page?

- Program Outreach

- Goal: familiarize public with road safety terms, ideas, and countermeasures
 - Example: why are there no speed humps at signals?
- Goal: answer questions from interested residents
- Goal: educate the public about the program to reduce misunderstandings

Bike Committee Feedback:

Which outreach formats would be effective for this type of engagement?

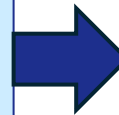
Bike Committee Feedback:

What are the common questions or misconceptions you encounter about intersection safety?

Project Outreach

1. Project Launch

- EITHER: an announcement that says “this is a project we are doing”
- OR: an announcement that says “this is a mini project or analysis we completed”
- Project announcements will include an email list and a project website
- Mini projects and memos will be linked on program page



2. Initial Outreach

- Happens after Project Launch for quick-build and capital projects
- Will include concept level designs for public to react to
- Combines feedback on existing conditions with concept level feedback
- May include multiple rounds for capital projects



3. Final Outreach

- Happens before project installation
- Will include finalized plans, though small changes will still be possible
- Aims to inform public of changes to design and what to expect throughout installation

Recurring Projects

- In a few years, we'll need to check if our projects worked!
- What indicates success:
 - Decrease in Vulnerable Road User crash rates
 - Decrease in serious crash (KSI) rate
 - Decrease in crash type that we were targeting

Bike Committee Feedback:

What else would you like to see measured? Why?

Bike Committee Feedback:

How would you like to see this information communicated?

Mini Project Toolkit

Additions that don't affect congestion, capacity, circulation, or driver experience



Visibility, Awareness, and Compliance Improvements



Maintenance of Safety and Accessibility Devices



Minor Signal Improvements and Misc Other

Quick-build Project Toolkit

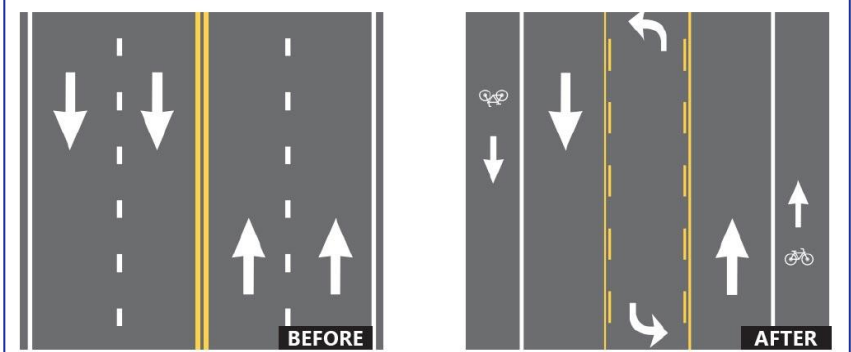
Noticeable, low-cost changes that do not require moving curbs or utility work



Converting Yield Control to Stop Control or Stop Control to All-Way Stop Control



Signal Separation for Turns



Road Diet to Add Turn Lanes



Removing Parking for Daylighting



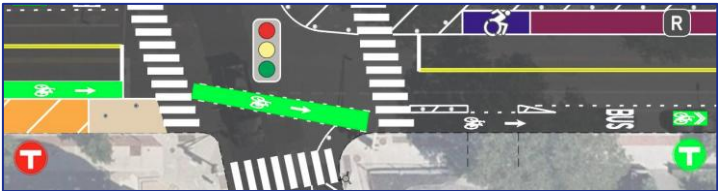
"Squaring Up" Large Angles with Flex Posts



Turn Restrictions or One-Way Conversions



Remove Parking for Turn Lanes



Moving Bus Stops



Signal Timing Changes for Exclusive Phases



Speed Management Approaching Unsignalized Intersection

Capital Project Toolkit

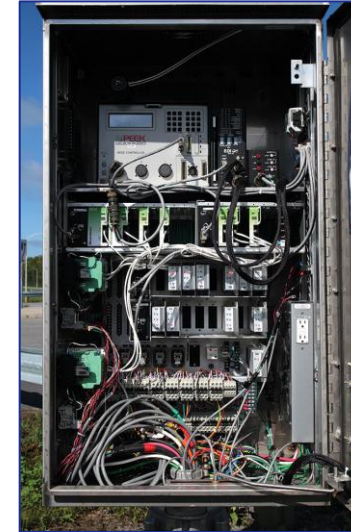
Higher cost, higher impact changes that often include robust design and outreach



Constructing Curb Bump Outs



Constructing Pedestrian Refuge Islands



Modernizing Older Intersections



Install New Traffic Signal



New Crosswalks



Floating Bus Stop Construction



Raising Bike Lanes to Sidewalk Level



Convert Intersection to Roundabout

Q&A and Discussion

- Questions? Clarifications?
 - Think of something later? Email Leah Grodstein: lgrodstein@cambridgema.gov
- Discussion questions for the Bicycle Committee:
 - Have you come across similar websites that you liked? What do you like about them?
 - Is there anything else you'd like to see on the landing page?
 - What else would you like to see measured? Why?
 - Which outreach formats would be effective for this type of engagement?
 - What are the common questions or misconceptions you encounter about intersection safety?
 - How would you like to see this information communicated?

Discussion: Committee application process

7:10-7:25 PM

Application process has started

- Bicycle Committee and Pedestrian Committee application period open for the next two-year terms (March 2026-February 2028)
 - Press release:
<https://www.cambridgema.gov/news/2026/01/cambridgeseekingcommunitymembersfornewcommissionvacancies>
 - Apply here:
<https://cambridgema.iqm2.com/Citizens/Board/Vacant>
- **Apply by February 13** with cover letter and resume or applicable experience
- Please help us increase awareness of this process and the committees:
 - Please help us flyer! **Please let Nick/Quinn know**
 - Please post to social media!
 - Please distribute information and links through your networks!



Help Improve Walking and Biking in Cambridge

We're looking for **new members** for the **Bicycle Committee** and **Pedestrian Committee**. Members must live or work in Cambridge and have an active interest in walking or biking.

What to Expect:

- 1 to 2 hybrid monthly meetings (up to 2 hours per meeting)
- Optional activities such as participating in walking or biking tours, subcommittees projects, project reviews, and others.



Scan QR code to learn more about the Transportation Committees



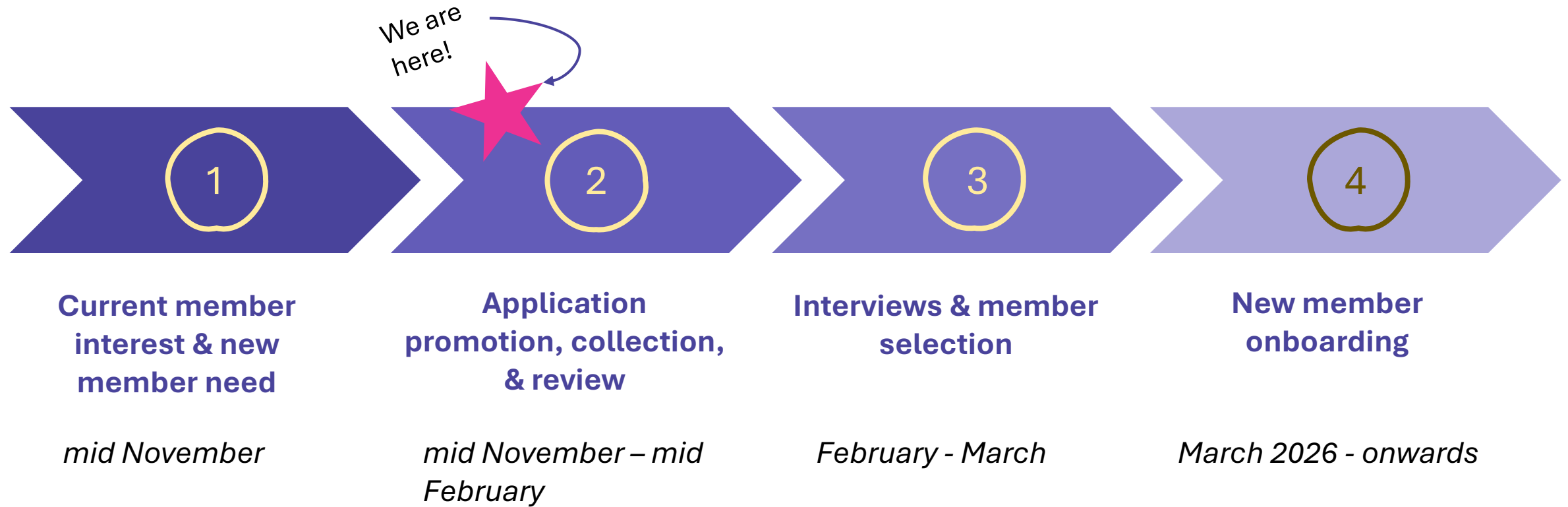
Scan QR code to apply

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Apply online by February 13:
CambridgeMA.gov/apply

What's next?



Public comment

7:25-7:30 PM