

**Joint Meeting of the Bike, Pedestrian, and Transit Advisory Committees**  
**November 30, 2022**  
**Minutes**

Attendees: Walter Goldberg (CDD), Cara Seiderman (CDD), Andy Reker (CDD), Jerry Friedman (DPW), Ben Stoddard (Kleinfelder), Sandy Goldberg, Debby Galef, Robin Bonner, Randy Stern, Pamela Yang, Amy Flax, Mark Boswell, Eitan Normand, Peter Septoff, Carl Rothenhaus, Arthur Strang

Guests: Casey Auch, Nahid Chowdhury, Jay Wilberforce, Mhamed Jounaidi, Cecilia Cobb

The Port project, Jerry Friedman DPW, Ben Stoddard, Design Contractor

- Harvard St to Bishop Allen Dr, Essex St to Portland St
- Stormwater and sewage project to address potential flooding
  - Then can rebuild improve streets/sidewalks/etc
- Rebuilt streets will be ADA accessible, have traffic calming, added trees, bike priority streets (from bike network plan), plan to include shared streets, improved lighting
- “Traditional street” approach - Bishop Allen, Columbia, Washington, School
  - Raised crosswalks at major crossings
  - Chicanes - alternating side of the street for parking and tree bump outs
  - Q - could you trade off parking and add more trees? A - already losing some parking, don't want to lose more.
  - Add many new trees on Columbia St
  - Retain chicane on Columbia St
  - Q - raised intersections are great, is there a standard for steepness of incline - need them steep enough to really calm traffic? A - there are some in the city that are not steep enough, standard is 7%. 6 inch rise. Side street raised crosswalks are built sidewalk height for accessibility
  - Fire department requires that streets like Washington not get narrower, so can't widen sidewalks
- Shared Street candidates
  - Worcester, Suffolk, Pine, Cherry, Eaton
  - Residential, like Longfellow Rd off Mt Auburn, sidewalks repurposed for planting, street shared by all
  - Make the street look visually different - color? Bands of color?
  - Because of large trees blocking the sidewalks, shared street can help keep trees and parking - don't need so many bump outs
  - Q - Could add more trees on Cherry St, shade is good for pedestrians.
  - Q - Could bike ride both ways on shared streets? A - will answer later
  - Q - Shared streets concepts look too straight - cars would not necessarily know to slow enough. More chicanes would really help. A - Will look into that.
  - Q - White coating could get really dirty and ugly? A - looking at how another street near Inman Sq ages. Don't plan to use pavers.

- Q - Why not use sidewalk concrete in the street? A - That's another option. But it's expensive.
- Need to listen to abutters - will they be happy with kids walking in the street and no sidewalks? But the more we have, the more people will expect them and know how to travel there. Fairmount Ave near River St will be a shared street
- Bicycle Priority Streets (aka Quiet Streets)
  - From bike network vision
  - Harvard (all the way to Portland St), Windsor, Norfolk, Essex
  - Will get traffic calming using standard tools
  - Possible volume reduction designs – e.g., diverters, direction changes on long streets
  - Benefits for residents and peds as well, not just cyclists
  - Harvard St, a key street in the network for biking, still needs design
    - One concept is contraflow bike lane like Little Concord Ave (between Cambridge Common and Concord Ave)
    - Another concept is to allow two-way bicycling using signs and shared lane markings (similar to Hancock St. in Somerville)
    - City is thinking about how to best make a street design communicate how you should use it, how slow to drive, what direction to bike, etc.
    - Q - need signage. People complain about cyclists all the time, needs to be very visible if contraflow biking is allowed. A - yes, e.g. Little Concord was updated with sharrows and green paint
    - Q - Little Concord markings are good, like to see that.
    - Q - Slow street - for bikes, would be a “quick” street. When few cars, people sometimes bike go through red lights. Would flashers help? A - Some existing traffic signals on Harvard could become stop signs, or possibly raised intersection.
    - Q - Harvard is a very fast street for bikes. Needs more traffic calming. Could it be a shared street? A - Volumes too high.
    - Q - Like contraflow. Needs chicanes to slow cars. A - Will consider. Will be raised crosswalks as well
    - (Most commenters noted a preference for the marked contraflow lane)
    - Q - Washington and Norfolk - 2 raised crossings rather than full raised table? A - Driveways nearby caused design issues
    - Assessing Windsor. Tough to fully traffic calm it. Need the existing parking.
    - Q - Windsor should have sharrows. Probably all bike priority streets. - A - yes, likely.
    - Q - These streets need more than sharrows to quiet the streets. 14 ft travel lanes like on Winsor are too wide for calm traffic.
    - Q - Windsor St - could the 14 ft lanes be reduced to 10 or 11 ft, and add a curbside bike lane headed towards Somerville, with sharrows headed other way? A - will think about it.

- Q - Windsor - Could the centerline be removed with narrower lanes? It slows cars down What about a “priority lane” design. A - Interesting ideas

#### Other projects

- Inman Sq
  - All separated bike lanes built, not fully marked.
  - Tweaking traffic signals
  - Cambridge St now two-way again!
  - New bus shelters up
  - Q - Biking south on Hampshire at Cambridge, cars can take right turn even though bikes have a green bike signal. A – It’s a flashing yellow turn signal meaning drivers should yield to people walking and bicycling. There will be more green markings for the bike lanes too throughout the square.
- River St
  - Long project, through 2024-25
  - Lots of construction coming
  - There is an open house on Dec. 8. 6 – 8 PM at the Amigos School, 15 Upton St.

Next meeting is Joint Bike/Ped Committee on December 14 and will be a more informal meeting.