

## Draft Notes - Joint Transportation Committees Meeting 2/15/23

Attending: Cara Seiderman (CDD), Charlie Creagh (CDD), Peter Septoff (Transit), Amy Flax (Bicycle), Randy Stern (Bicycle), Pamela Yang (Bicycle), Dana Benjamin (TP&T), Brooke Williams (Pedestrian), Debby Galef (Pedestrian), Scott Kilcoyne (Bicycle), Adam Shulman (TP&T), Carl Rothenhaus (Transit)

Visitors: Nahid Chowdhury, Gretchen Friesinger, McNamara Buck, Katherine Beaty, Ruth Loetterle, Eric Grunebaum, James Williamson (Carl Wilson)

January Joint Meeting Minutes were approved.

### City Project Updates

- “No turn on red” signs will be installed at all intersections where it makes sense (currently approximately 75 – 85% of intersections in Cambridge have them). Not clear if MassDot or DCR will participate.
  - Why? To increase safety for pedestrians and also for all users. Lots of crash data to support this.
  - Can there be a generic warning sign at gateways to the city, e.g., River St, Mass Ave. A - More useful to have a sign at the actual intersection.
  - Would signal timings have to change? A - most likely not, no changes were made when RTOR was first implemented.
- March 11 Winter bike ride at 10:00 AM
  - Will start at Brattle Sq then do mini bowtie on new infrastructure, end up in front of Smith Center, HSBA will sponsor the ride and provide snacks.
  - Need additional people to help with tabling, etc.
- Linear Park between Somerville line to Russell Field near Russell Field house (Charlie Creagh, CDD Transportation Project Planner)
  - Will add new asphalt surface, widening to 14 ft, lighting, drainage, seating, placemaking, additional trees, wayfinding
  - Early 2023 - preliminary design, Summer, Final design, Fall out to bid
  - No changes to intersection at Mass Ave and Cedar St, but will change near Cameron Ave and beyond
  - Held two public meetings on design in 2022, and two site walks, plus online survey
  - “Conflict corner” - sharp, blind turn towards Alewife at Russell Field
    - Hope to get land from IQHQ to round the corner more or provide room for a rotary. Also, possibly add new cut through on IQHQ land to cut the corner - but no assurance this will happen, it's private property. It was discussed extensively during the special permit process.
    - Option 1 - soften turning radius at main turn. Does not channelize flow, though. Green paint at the intersection to indicate a conflict zone.
    - Option 2 - Make it so coming from Somerville you can't easily go straight toward Rindge Ave. Clarifies that the turn towards Alewife is the main path.
    - Option 3 - Painted splitter islands. Clarifies where to go to make turns. Some hashed “dead space” to separate bikes in each direction
    - Option 4 – 4-way intersection. Stop signs? Why not?
    - Option 5 - mini roundabout. Just paint. No physical barrier in middle

- Option 6 - roundabout. Larger, requires using some private property. Separates peds and bikes, channels bikes. Of course, people “could” ride the wrong way.
  - Several comments in favor of #6, possibly with something physical in the middle, a Combo of 1 and 2 with green paint, #5, possibly with something physical in the middle, its less massive than #6, more elegant
  - Maybe avoid green because it’s not necessarily bike priority - A - didn’t want to introduce a new color to the street, but there are other options too
  - For options 1-4, really need the fence pulled back 15-20 feet to improve sight lines, plus more rounding to the corner, otherwise a stop sign for cyclists coming from Alewife.
  - Some people feel #6 is just too big and too vehicular - but it’s NOT for vehicles, it effectively controls conflicting bike and ped traffic
  - Could 6 be made a little smaller with a permanent object in the middle?
  - Maybe separate ped path in option 6 is not good – it’s a multi-use path, peds can and should use it.
- Public Q&A
    - Best to go big or go home, e.g., #6 – it’s a very complicated intersection. Consider raised crosswalks for the whole intersection.
    - No rush to build something now - can wait to see what IQHQ does...
    - Priority should be to slow down the cyclists so as not to endanger pedestrians. Clarify that it’s is a multi-use path, not just a bike path. Needs enforcement too. Add signage that says “go slow.”