

Pedestrian Committee Meeting

3/25/21

Minutes

Attendance

Committee Members: Magda McCormick, Erik Tillman, Sandy Goldberg, Angie Meltsner, Jenny Turner-Trauring, Robin Bonner, Elka Kuhlman, Erica Seidel, Pam McLemore, Helen Rose, Theresa Tobin, Debby Galef, Sean Peirce, Wade Smith

Staff: Greg Hanafin (CDD), Cara Seiderman (CDD), Bailey Werner (CDD), Scott Walker (CDD), Cliff Cook (CDD), Miles Weule Chandler (CPD)

Public: None

Minutes from February 2021 approved.

Many things going on in the city, including both meetings as well as opportunities for feedback. All in the weekly email.

Transportation Data

Journey to Work (Bailey Werner and Cliff Cook)

- Report covers less than 20% of individuals daily travel, but large impact. Three groups of commuters: Cambridge workforce (everybody who works in Cambridge, regardless of place of residence, about 130,000), Cambridge Labor Force (all Cambridge residents who work, regardless of workplace location, about 62,000), Cambridge Resident Workforce (all Cambridge residents who work in Cambridge).
- 70% of those who work in Cambridge live in the inner core (21 cities & towns designated by MAPC). Between 2000 and 2017-2019, driving alone decreased, carpool decreased, public transit increased, bike increased, walking stayed relatively stable. The Cambridge workforce has grown significantly over the past 20 years, so numbers in general have gone up. Remains to be seen what happens with working remotely after the pandemic. 36% of Cambridge workforce that lives in Cambridge, Somerville, or Boston walks or bikes to work.
- Labor Force – slight increase in walking. Increase in biking & transit.
- 86% of Labor Force work in the inner core.
- Cambridge Resident Workforce: those who work & live in Cambridge. High concentration of people around the Universities.
- Most people who work at Harvard or around Kendall live within 3 miles of a commuter rail station.

- The Journey to Work/American Community survey asks the question “how did you get to work last week?” and the mode of transit used most often (based on distance). Does not take into account multiple modes of transit.

Bike Count Application (Scott Walker)

- Bike counts at a variety of intersections around the city, including 16 counted consistently. Some years intersections had different counts due to situations such as construction. Counts include direction of traffic, cyclist location, time of day, some years the number of cyclists running red lights. Data also includes temperature, weather description (cloudy, clear, etc), notes, GIS location (lat/long). Detailed data & information will be on the City website soon. Scott willing to take any suggestions about making the data accessible.

Crash Data Analysis (Miles Weule Chandler)

- When a crash occurs in Cambridge & a party calls 911, a police officer will respond: city, Transit, University, or State, depending on the road or vehicle type. Report generated if person was injured or damage over \$1,000. Better geolocating data allows for addressing the issues in the relevant area (if possible). Crashes classified by narrative. Helpful in validating the type of crash. Injury severity useful. In 2020, 46% of pedestrians and 26% of cyclists involved in crashes with motor vehicles required EMS transport.
- City captures vehicle data, would be interesting to analyze that information (weight of vehicle) and compare to EMS transport percentage. Hypothesis: higher weight results in greater EMS transport percentage. Information on city’s open data portal. Job for data subcommittee? Auto geocoding for auto-only crashes. Manual geocoding for pedestrian & cyclist-related crashes.

City Updates

TP&T

- RRFBs being installed at ~6 crosswalks
- Majority of 20mph safety zone speed limit signs installed
- Working to procure & install speed feedback signs at key locations. Test sign by Graham & Parks school (“slow down”).
- Markings being refreshed on Cambridge St between Prospect & Hampshire (one-way section for outdoor dining)
- Bike Corrals going out early to mid-April
- Some contractors in Inman Square have been using contra-flow bike lanes as parking; will be reported.

Volpe Debrief

- Comments for the planning board would have to be collected tonight (March 25).

- How to make shared streets truly shared, rather than just a pretty vehicle thruway? Pedestrians may well be focused on everything except vehicles given heightened levels of distraction. There are streets (just not in Cambridge) where a shared modality works.
- Proposed: shared use Broad Canal Way is overly optimistic how pedestrian friendly the developers think it is. We think the developers should make it more pedestrian friendly (planters, way cars travel), keeping the area vibrant. Pedestrian walkway should be made clearer between Broad Canal Way and Sixth Street walkway (should be able to see the connection from 3rd Street; proposed building blocks this view). Consider strategic placement of planters so that there is not a straight line for driving and people will have to slow down more. Memo summarizing the comments will be sent to the Planning Board; wordsmithing of this letter can be done offline. Erik will draft.

Committee Work

Committee elections

- Sandy, Chair, and Robin, Vice-Chair. Secretary will remain a rotating role.

Subcommittee work

- Jenny will have Greg send out a Doodle for Data Subcommittee meeting. Brainstorm what group would like to see. Greg will loop in Bike Committee.

Other Announcements

- April Joint Committee meeting: Wednesday, April 21: Mid Mass Ave, DPW 5-year Sidewalk and Street Plan review, green infrastructure
- April Pedestrian Committee meeting: Thursday April 29. City electrician would like questions in advance so he can be prepared (please send to Greg). Bigger picture of what is happening with lighting in the City; how lights function; what are safety considerations.
- City doing conceptual designs for Broadway and Third Street that will be happening around the same time as the Volpe project. Will bring to committee for review.