

Inman Square Intersection Redesign Public Process
Prepared by Cambridge Bicycle Safety, Revised June 3, 2018

June 16, 2014: Policy Order 2014 #200 adopted

Proposed by Councillors McGovern and Toomey

“That the City Manager is requested...to discuss ways in which the city can improve the safety of the intersection...in Inman Square for both vehicles and pedestrians.”

March 2, 2015: City Manager requests the appropriation of funds for five traffic studies, including Inman Square. Order adopted by council. *CMA 2015 #83*

<http://cambridgema.iqm2.com/Citizens/FileOpen.aspx?Type=14&ID=1134>

Summer 2015: City hires the consulting firm Vanasse Hangen Brustlin, Inc. (VHB) to study the intersection. The goals of the study included improving safety and simplifying operation of the intersection for all users, continuing to support the local residential and business communities, and developing short and mid-term improvements for the Square.

<https://www.cambridgema.gov/traffic/engineeringplanning/activeengineeringprojects/inmansquaretransportationsafety>

May 23, 2016: Policy Order 2016 #143 adopted

Proposed by Councillor Toomey

https://cambridgema.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=1565&MediaPosition=3507.267&ID=2587&CssClass=

“That the City Manager be and hereby is requested to instruct the Director of Traffic, Parking and Transportation to analyze the dangerous traffic pattern in Inman Square from 4:00 p.m. to 6:00 p.m.”

June 22, 2016: City’s Traffic department presents transportation study at community meeting

<https://www.cambridgema.gov/traffic/News/2016/06/inmansqtrafficstudyinformation.aspx>

“Intersection exceeds MassDOT statewide average crash rate”

Operational deficiencies include “large intersection for bicycles and vehicles” and “crosswalk issues”

Describes two preliminary design ideas: Bend Hampshire and Bend Cambridge

June 23, 2016: Amanda Phillips killed by a truck while riding her bike in Inman Square

June 27, 2016: Policy Order 2016 #200 adopted

Proposed by Councillors Devereux, Carlone, and Mazen

https://cambridgema.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=1569&MediaPosition=14633.000&ID=2976&CssClass=

“‘Dooring’ is well known to be one of the leading causes of crashes involving people who bike, and protected bike paths are widely preferred by people who bike because the potential for

being accidentally doored is greatly reduced and because the potential for cars and delivery trucks blocking on-street bike lanes is also greatly reduced...”

“That the City Manager be and hereby is requested...to fast-track plans to completely redesign and reconstruct Inman Square’s dangerous 5-street intersection, prioritizing the safety of people who bike and walk”.

October 2016: Inman Square Intersection Project Kickoff

Jan, Feb 2017: Community meetings

City considers four designs for intersection: Bend Hampshire, Bend Cambridge, Bend Northside, Roundabout

<https://www.cambridgema.gov/~media/Files/publicworksdepartment/Engineering/cityprojects/inmansquare/Inman%20Square%20Design%20Options%20and%20Details%20January%202017%20Web.pdf>

April 2017: Cambridge Bicycle Safety releases recommendations for redesign

<http://www.cambridgebikesafety.org/2017/04/27/may-2-inman-square-redesign-public-meeting-and-cbs-recommendations/>

“All plans meet the basic goal of providing safer bicycle facilities in particular through the use of protected bicycle lanes. The Roundabout scores best on our metrics of safety, convenience, and environmental sustainability, with Bend Cambridge scoring second best.”

May 2017: Community meeting

June 2017: The Inman Square Coalition releases its recommended improvements to the Inman Square redesign

<https://drive.google.com/file/d/0B-67OdoYm0qGS2R4cGZnbHUzTVU/view>

Proposed suggestions:

- Limit motor vehicle traffic to two, not four, lanes in the heart of Inman Square
- Preserve Vellucci Park in its entirety
- Design the Inman Square intersection for a maximum speed of 15-20 mph
- Add missing pedestrian crosswalks

“In this document, even as we focus on problems with the proposed signalized design, we acknowledge that the city’s proposed design includes a number of excellent features such as protected bike lanes throughout the intersection, floating bus stops at the edges of the intersection, and a bus priority lane through the most congested part of the intersection.”

July 2017: Community meeting and first meeting of Inman Square Stakeholder Group

<https://www.cambridgema.gov/~media/Files/publicworksdepartment/Engineering/cityprojects/inmansquare/inmansquarecommunitymeetingpresentationjuly252017.pdf>

City presentation:

- Proposes preferred concept, similar to Bend Hampshire

- Reviews community survey data: Vellucci should not stay the way it is (79%), additional pedestrian-oriented space desired (90%)
- Rejects reducing lanes of traffic and preserving existing Vellucci Park in entirety, but incorporates some changes proposed by the Inman Square Coalition, including addition of a missing crosswalk.
- Proposes construction start Winter 2017

January 2018: Community meeting

City proposes two final designs: Bend Hampshire (Current) and Bend Cambridge (Alternative)

https://www.cambridgema.gov/~media/Files/publicworksdepartment/Engineering/cityprojects/inmansquare/inmansquare_communitymeeting_4_012918_pb.PDF

Evaluation criteria: "Safety/alignment with Vision Zero policy (#1 priority)"

- Part-time left turn ban necessary for Bend Cambridge deemed too dangerous. Vehicles could either disregard or misunderstand the left turn sign.

February 2018: Policy Order 2018 #36 adopted

Proposed by Councillors Zondervan and Siddiqui

https://cambridgema.iqm2.com/Citizens/Detail_LegiFile.aspx?ID=6408

"The City Manager is requested to create additional opportunities for the community to evaluate and understand the plan to redesign Inman Square and to provide input"

In response, the city holds additional meetings and open houses:

March-April 2018: Community meetings and open houses

City discusses in greater detail final preferred design: Bend Hampshire

https://www.cambridgema.gov/~media/Files/publicworksdepartment/Engineering/cityprojects/inmansquare/180307publicmeeting_final1.pdf

- Plan will restore or surpass the current tree canopy in 10 years, while permanently increasing safety for all.
- Certain details remain unfinished, including the final plaza design, the method for separating the bicycle lanes from motor vehicles and pedestrians (curbs, planters, etc), and the level of the bicycle lane (sidewalk level or street level).

May 2018: Cambridge Bicycle Safety statement on Inman Square intersection redesign

<http://www.cambridgebikesafety.org/2018/05/21/inman/>

"Therefore, we strongly support moving forward with the current plan – we cannot wait another two years for a protected intersection in Inman Square!"

June 2018: City Manager provides further details on the process in FAQ

<http://jandevereux.com/2018/06/01/inman-square-redesign-faq-6-1-18/>