

**Cambridge Bicycle Committee**  
**February 14, 2024**  
**Meeting Minutes**

Attendees: Cara Seiderman (CDD); Mike Mantello (CDD); Stephen Meuse (TP&T); Tenzin Choephel (CDD); Jerry Friedman (DPW); Mark A. Boswell; Guido Cuperus; Eitan Normand; Scott Kilcoyne; Amy Flax; Randy Stern

Guests: Denise Haynes; Greg Carey-Medlock; Richard Freierman; Camille Jonlin; Mike Burke; Ling Zeng; Leah Pickett; Muna El-Taha; Catiana Jean-Pierre; Matthew Glidden; Nahid Chowdhury; Kayla Agnoli

Introductions; new committee appointments will be made on 2/26

January minutes approved

**Winter Community Bike Ride – 3/16**

- [Cambridge Bicycle Rides](#)
- Will be Sat 3/16 now – Start/end in Inman Square
- Gather by 9:30, ride 10-11:30
- Need a route of 7-10 miles, highlighting new infrastructure (e.g., Hampshire St)
- Police and mechanic arranged, East Cambridge Business Association providing snacks
- Volunteers needed
  - Before the ride
    - Route - Randy and Scott
    - Route testers – Scott, Leah, Richard F., Greg
  - Day of ride – need 2 leads, 2 sweeps, 1 table/snacks
    - Volunteers: Camille, Richard F., Greg, Carola, Guido

**Spring Community Bike Ride – 5/18**

- Need a theme and people to sign up in March
- One proposed theme – “Going electric”
- Maybe connect to History Cambridge again
- Would be great to have a few stops with someone to explain connection of theme to ride route
- Action: Determine theme and people to sign up for tasks by the March 13 Committee Meeting

**TP&T Updates**

- Main St – survey completed, still need to finalize section near Newtowne Court; there will be a presentation of the final plan to the community
- Cambridge St. – will be Quick Build separated bike lanes, improvements to bus stops and crosswalks; currently in community feedback stage

- Mt. Auburn at Holworthy St – new signal up but still bagged, pavement markings to be done in spring
- Belmont St – flex posts and markings complete
- Third St at Broadway – flex posts still needed
- Main St between Portland and Albany (Ragon Building) – developer to build raised cycle track on south side of Main St, City will install parking-protected SBL on north side
- Question about traffic signal timing to mitigate purported traffic back-ups if Memorial Drive is closed on Saturdays
  - Timers can be programmed for different timing on different days of week

### **DPW Updates**

- River St – still planned for gold standard raised bike lanes
  - At least 2 years out before completion (significant sewer separation work)
- Mass Ave Partial Reconstruction, Cambridge Common to Arlington border
  - Waterhouse to Linnaean
    - Have good feedback, walk planned w/Harvard Law School, will re-present to committee in spring 2024
  - Linnaean to Rindge Ave
    - Concept anticipated in March
      - First will present to project working group
      - Then to joint transportation committees in April
      - Then to public
  - Rindge to Arlington
    - Visited some businesses
    - Still in design
      - It's 2 miles total, may be possible to do advance contracts to remove median & do utility repairs before all design work done, but don't expect new bike lanes until at least 2025
  - Concurrent CDD land use study of North Mass Ave. not transportation focused, more zoning/land use (Mass Ave Planning Study)

### **CDD Updates**

- Linear Park redesign
  - Needs more MBTA coordination
  - But moving along with current design – no fundamental changes
- Danehy-New St Connector path
  - Spring public meeting planned
  - Path around Danehy park is gravel – people ask why it can't be paved
    - Methane gas vents from Danehy

### **Bicycle Data Report**

- [Link](#)
- 16 regular count locations, always mid-September, AM and PM, from 2003 to present

- Data useful for assessing trends, not absolute numbers of people biking; only counted during certain times of day and only certain intersections
- 2014 had a lot of construction at certain intersections, people bicycling avoided them - so if you plot data from intersections with not construction, usage increased generally from 2002 to 2014, whereas intersections with construction saw a dip in 2014
- Data also exists from eco-totem counters, blue bikes usage, crash reports, census business survey, customer intercept surveys, TP&T demand management reports
- From 2002-2022, miles of bike lanes increased, and ridership increased at around the same rate – until COVID hit in 2020; this caused a dip in ridership in 2022 from PM peak in 2021 of 10252/day, to 10058/day in 2022, and AM peak of 9628 to 8530
- Also, if you add in micromobility users, 2022 numbers are very close to 2019 numbers
  - Bluebikes usage keeps growing - 90% by members
  - Trip purposes for Bluebikes members: 57% commute, 21% entertainment, 16% errands
- On North and South Mass Ave, significant decrease in # people riding on sidewalk (80-86% reduction)
- American Community Survey (Census): 9% of Cambridge residents commute by bike – a 23% increase 2007 to 2021
- % of business district visitors who come by bike
  - Central Sq 2017: 19%
  - Inman Sq 2019: 25%
  - Porter Sq 2021: 16%
  - Harvard Sq 2023: 15%
- At Mass Ave and Sellers St, 32% of ALL VEHICLES are bikes (all day long)
- At Broadway and Hampshire at peak time, 36% of all vehicles are bikes
- Crash data
  - Million bike miles traveled linearly increased from 2003 to 2022
  - With CSO, crash rate started to decline until 2022, then started to increase somewhat during COVID
  - Severity way down, comparing 2004-2012 vs 2015-2022
- Child cyclists – between 2014 and 2022, saw a 3.5x increase

No public comments.

Next meeting – Joint Transportation Committee meeting 2/28