

## **Bicycle Committee Meeting on November 19, 2025**

### **Meeting Notes**

#### **Attendees**

- Members in attendance: Richard Freierman, Randy Stern, Martha Birnbaum, Michael Burke, Amy Flax, Brett Gallagher, Alison Harris, Denise Haynes, Eitan Normand, Leah Pickett, Carola Voelker
- Members absent: Mark A. Boswell, Guido Cuperus, John P. Ellersick, Muna El Taha, Camille Jonlin, Scott Kilcoyne, Vanessa Nwankwo, Ling Zeng
- City staff: Nick Schmidt (DOT), Jerry Friedman (DPW), Stephen Meuse (DOT), Jessica Horne (DOT), Steven Magalhaes (CPD), Phil McDavitt (CPD), Oscar Kameny (CPD)
- Visitors: Quint Harrison, Nahid Chowdhury, Shiela Headley

#### **Minutes**

- October 15, 2025, draft meeting minutes approved

#### **Q&A: Meetings, announcements, and project updates**

- New Harvard representative for the Committee
  - Brett Gallagher, Harvard University Planning and Design
- Rules of the Road workshops
  - Led by Tenzin Choephel (DOT)
  - 12/3 at 6:00 pm at Valente Library
  - Would appreciate help, interested volunteers should contact Tenzin

*Members ask questions about City project updates.*

- Jessica Horne (DOT) will be taking over for Stephen Meuse as Streets Management representative to the Bicycle Committee
- [Linear Park Reconstruction Project](#):
  - Closed for construction.
- [Aberdeen Avenue Safety Improvement Project](#):
  - 30 ft spacing on flex-posts, as planned – higher than usual
  - Richard: Still feels comfortable while riding with traffic on Aberdeen Ave
  - Amy: Emphasized importance of reviewing spacing
  - City will monitor how well this is working
- [Quincy-Western Kirkland Safety Improvement Project](#):
  - Quincy Street will have a separated bike lane on the eastern side with standard curbside lane on Memorial Hall side

- Insufficient space for two separated bike lanes. A two-way protected lane would create a challenge with traffic signals on the Cambridge Street side.
  - This may be revisited in the future.
- Winter has stopped DPW paving activities on Carl Barron Plaza and River Street, but some construction activities will continue (pavers, curbing, etc.)

### **Discussion: Conversation with Cambridge Police Department**

- Q: How frequently are officers assigned to enforcement?
  - A: Any officer could theoretically do it. During the day, officers spend most of their time reacting to events (i.e. school crossings, crashes, calls for service, etc.) so there is not much leftover capacity.
    - New City Council approved overtime fund (\$64,942) gives dedicated hours for bicycle and pedestrian safety enforcement.
  - A: Around 70 hours is spent on bicycle and pedestrian safety per month. Two to four officers at a time, so maybe 20 hours/month for these campaigns
- Q: What do officers do?
  - A: It depends. Often they respond to hot spots raised by the City Council or community members.
- Q: What data do the police have about bicycle and pedestrian safety issues?
  - A: Data from Oscar's unit, City Council input, and input from groups like the Bicycle Committee
- Q: There is a speeding issue on Hancock Street
  - A: Noted.
- Q: Could there be a pilot where an officer is placed in one spot over a period of days or weeks to see infractions, and report to the committee?
- Q: Would the police get data from speed measurement devices to track speeding, parking in bike lanes, etc.?
  - A: A grant fund will have dedicated traffic officers for things like that. CPD gets data through infraction reports and crash reports. Then patrol officers would be dispatched for 30 minutes. Just being there slows down traffic
- Q: What about infractions by bicyclists, mopeds, scooters, and other micromobility users?
  - A: CPD is actively developing strategies to address this issue. Working with other City departments on rules following report from the State's Special Commission, which is anticipated in early 2026.
- Q: What about enforcement for parking in bike lanes? What is being done to enforce?
  - A: Addressed as it arises. To flag an issue, call the police non-emergency number. Do not intervene yourself.
- Q: How can the Bicycle Committee get insight into what campaigns are happening and what the results are?
  - A: Can't be done easily. Various actions are taken during a campaign, data at locations is gathered by a contract company, and data is very hard to parse. However, there is crash data on the Cambridge city website

- Q: Data is at least 45 days behind what is happening. Could the police possibly report data to the Bicycle Committee quarterly?
  - A: No, special reports are not an option right now. Information on specific crashes can sometimes be provided
- Q: Response time and officer's role in responding to bike crashes and assigning fault?
  - A: Response time is faster if the report is that it looks like there is a serious injury
- Q: How is fault assigned?
  - A: Shift away from making a report to issuing citations. Many crashes seem to be a result of violating the 4-foot passing law. Violations can be appealed, warnings cannot, so they can sometimes be more effective
- The Bicycle Committee will take this up at a future meeting and see if there is agreement on specific requests for the police. Potential for a subcommittee.

### **Outreach Committee (Denise Haynes and Randy Stern)**

- Proposes that the entire Bicycle Committee join a cyclist campaign related to bad cyclist behavior (i.e. endangering pedestrians by speeding through busy crosswalks, wrong way cycling in bike lanes, biking without lights at night, unsafe speeding and passing in bike lanes, etc.)
- Example campaigns:
  - Bicycle Committee signage
  - Engage cyclists in conversations where there are lots of violations
  - City swag possibly
- A small number of hot spots could be addressed, so this is partly an effort to demonstrate to pedestrians and politicians that cyclists and the Bicycle Committee understand their concerns
- Action: Randy and Denise will set up an offline Zoom meeting to discuss this further with interested members and bring a concrete proposal to the Committee for approval at a following meeting.

### **Chair Updates**

- State report expected from a Special Committee on Micromobility—we should follow this and understand how this may relate to Cambridge

### **Public Comment**

- None