

February 19, 2026

To: cambridgereidoverpass@dot.state.ma.us, carrie.lavallee@dot.state.ma.us,
jonathan.gulliver@dot.state.ma.us, massdotmajorprojects@dot.state.ma.us

CC: yhuang@cambridgema.gov, bmckenna@cambridgema.gov,
jparenti@cambridgema.gov, nschmidt@cambridgema.gov, council@cambridgema.gov,
William.Brownsberger@masenate.gov, Mike.connolly@mahouse.gov,
Sal.DiDomenico@masenate.gov, Michael.Moran@mahouse.gov

Re: Reid Overpass: Major Projects, Project File number 611987

Dear Chief Engineer Carrie Lavallee, Undersecretary Jonathan Gulliver, and the Project Design Team,

We are writing on behalf of the Cambridge Bicycle Committee in response to the design concepts presented at the January 6 meeting for the Reid Overpass, MassDOT project 611987. This city-organized committee serves to advise the Cambridge City Manager and staff on biking in Cambridge.

We write because we are concerned that the designs presented at the January 6 meeting fail to meet key goals for bicycle and pedestrian safety and public transit.

The designs presented emphasize peak-hour Level of Service for vehicles over considerations of safety and comfort for other users and improvement of transit for bus and shuttle service. We urge MassDOT to present a broader range of design options that better serve all modes of transportation at this key intersection.

Bicycle Committee members voted to add our endorsement to the January 20th letter sent to you by these community and advocacy groups (copy attached):

- WalkMassachusetts
- LivableStreets
- Boston Cyclists Union
- Cambridge Bike Safety
- MassBike
- BU Bridge Safety Alliance
- Memorial Drive Alliance
- Green Streets Initiative
- Citizens' Climate Lobby Boston

In addition, we want to emphasize the following priorities for consideration as you develop and refine design alternatives:

- Project goals should prioritize safety for all users, especially people walking, biking, and taking transit, and ensuring ADA compliance and comfort for those who are mobility impaired, in direct consultation with the disability community, not peak-hour vehicle Level of Service.
- Bicycle and pedestrian lanes should be protected from motor vehicle traffic by physical barriers or grade separation. These lanes should be separated from each other whenever possible.
- Roadway design should eliminate slip lanes and tighten turning geometry so vehicles cannot make high-speed turns into crosswalks and bike lanes. Through traffic lanes should target a maximum design speed of 25 mph.
- Pedestrian and bicycle crossing distances should be minimized and avoid multi-stage crossings with long delays. At the same time, all pedestrian and cyclist crossings should be signal controlled to allow safe passage, with signal wait times of no more than 90 seconds.
- The redesign should provide transit priority for bus routes and shuttles that use the BU Bridge and Brookline Street corridor.
- If an overpass is considered, it should be no more than one lane in each direction and designed to reduce vehicle speeds. Consideration should also be given to including fully separate bicycle and pedestrian paths on the overpass.
- All design options must align with the Commonwealth's safety and climate commitments, including the DCR Parkways Master Plan, the Healthy Transportation Policy Directive, the MassDOT Pedestrian Plan, and state and local Vision Zero goals.

We look forward to detailed reviews and opportunities for comment on further iterations of the project plans. We would also appreciate information on the expected timing for presentation of updated plans incorporating community feedback, and on the timeline for the entire project.

Thank you for the opportunity to comment on this important project. Please direct your response to the Committee Chair and Secretary for distribution to Committee members.

Cambridge Bicycle Committee

Richard Freierman, Chair
richardfreierman@gmail.com

Randy Stern, Secretary
stern.cport@gmail.com