



**CITY OF  
CAMBRIDGE**

Department of  
Transportation

# Welcome to the January 2026 Joint Meeting of the Transportation Committees

January 21, 2026 | 5:30 p.m. – 7:10 p.m.

# Agenda

- 5:30 p.m.** Welcome and notetaker volunteer
- 5:35 p.m.** Discussion: William Reid Overpass Project Comment Letter
- 5:35 p.m.** Presentation: Quincy-Western Kirkland Safety Improvement Project
- 6:10 p.m.** Presentation: Outer Huron Safety Improvement Project
- 7:05 p.m.** Public Comment

# Who We Are

## Citizen Representatives

- Robin Bonner, *Pedestrian Committee Vice Chair*
- Richard Freierman, *Bicycle Committee Chair*
- Gregory Carey-Medlock, *Bicycle Committee Vice Chair*
- Randy Stern, *Secretary*
- Jackson Moore-Otto, *Transit Advisory Committee Chair*
- Matthew Kramer, *Transit Advisory Committee Vice Chair*
- Andrew Zhou, *Transit Advisory Committee Secretary*
- ...and many committee members

## Dept. Representatives

- Andy Reker, *Transportation, Transit Advisory Committee Facilitator*
- Nick Schmidt, *Transportation, Pedestrian Committee and Bicycle Committee Facilitator*
- Marcella Cannatti, *Transportation*
- Mohamed Hammad, *Transportation*
- Stephen Meuse, *Transportation*
- Adam Shulman, *Transportation*
- Jerry Friedman, *Public Works*
- Steven Magalhaes, *Police*

# 01. Welcome and notetaker volunteer

# Notetaker

- The Joint Meeting will need a volunteer notetaker

## 02. Discussion: William Reid Overpass Project Comment Letter

03. Presentation: Quincy-  
Western Kirkland Safety  
Improvement Project ([LINK](#))

# 04. Presentation: Outer Huron Safety Improvement Project

# Agenda

## Project Intro

- Project Area Map
- Why Outer Huron?
- Project Phases and Timeline

## Project Goals and Constraints

- Goal: Safety for All Users
- Goal: Expand the Bike Network
- What's Included

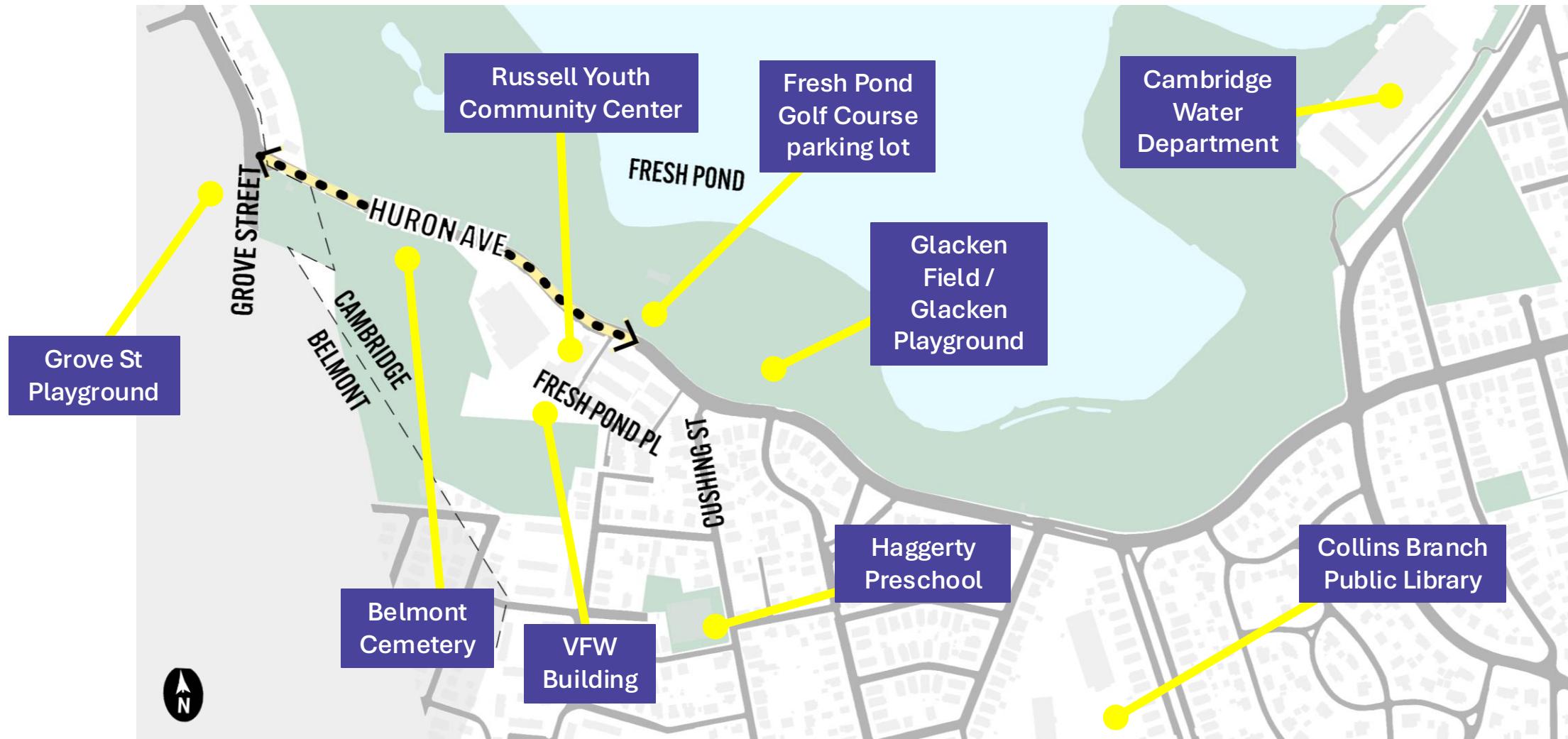
## Roadway Design

- Why Two-Way Separated Bike Lanes?
- Existing Street Layout
- Proposed Street Layout
- Plan Walkthrough

## Early Survey Results

- Demographics
- Trends So Far

# Project Area Map



# Why Outer Huron?

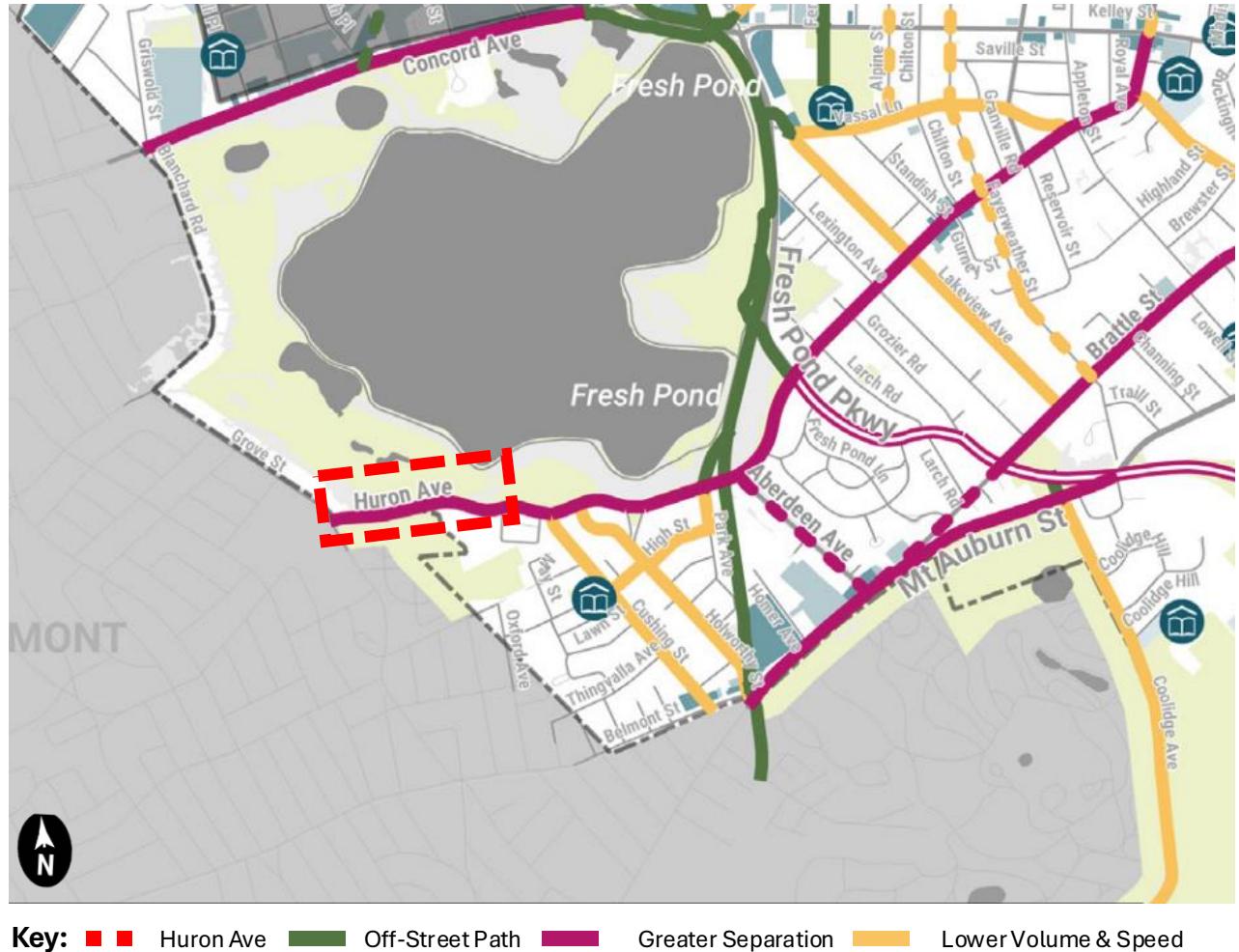
This section of Huron Ave is designated for “greater separation” to support people biking safely and comfortably.

## Access

- Connects existing two-way bike lane on Huron Ave to planned bike lanes on Grove Street
- Greater separation in this area increases equitable bicycle access (according to census data)
- Safe route between Belmont and Cambridge south of Fresh Pond

## Safety

- Driving speeds on Huron Ave are high and visibility can be poor



# Project Phases and Timeline

We Are  
Here!

## Phase 1: Introduction and Preliminary Feedback

City explains goals of the project and introduces conceptual designs. Community provides feedback on existing concerns and their needs

Dec 2025 – Jan 2026

## Phase 2: Design Advancement

City uses feedback from Phase 1 to come up with a preferred design that meets project goals and is responsive to community input.

Winter 2026

## Phase 3: Final Feedback

City presents the preferred design to the community, highlighting changes made in response to community feedback.

Community gives final comments on the preferred design.

Spring 2026

## Phase 4: Installation

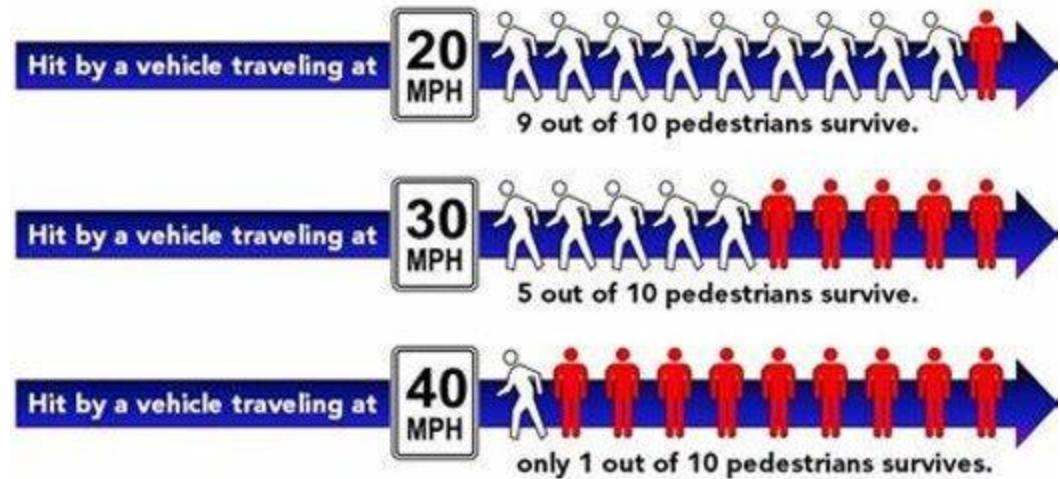
City finalizes design plans based on feedback received in Phase 3. City contractors install the project. City updates residents on installation via the project email list.

Summer to Fall 2026

# Project Goal 1: Safety for All Users

We will accomplish this in two ways:

- Lower vehicle speeds
  - Separated bike lane projects narrow the roadway for drivers, both physically and visually
- Reduce opportunities for crashes
  - Separated bike lanes keep fast-moving traffic away from cyclists and shorten crossings for pedestrians



Speed Bracket	Speed (Eastbound)	Speed (Westbound)
50 <sup>th</sup> percentile (50% of drivers went faster)	31 MPH	29 MPH
85 <sup>th</sup> percentile speed (15% of drivers went faster)	35 MPH	33 MPH
95 <sup>th</sup> percentile speed (5% of drivers went faster)	37 MPH	36 MPH

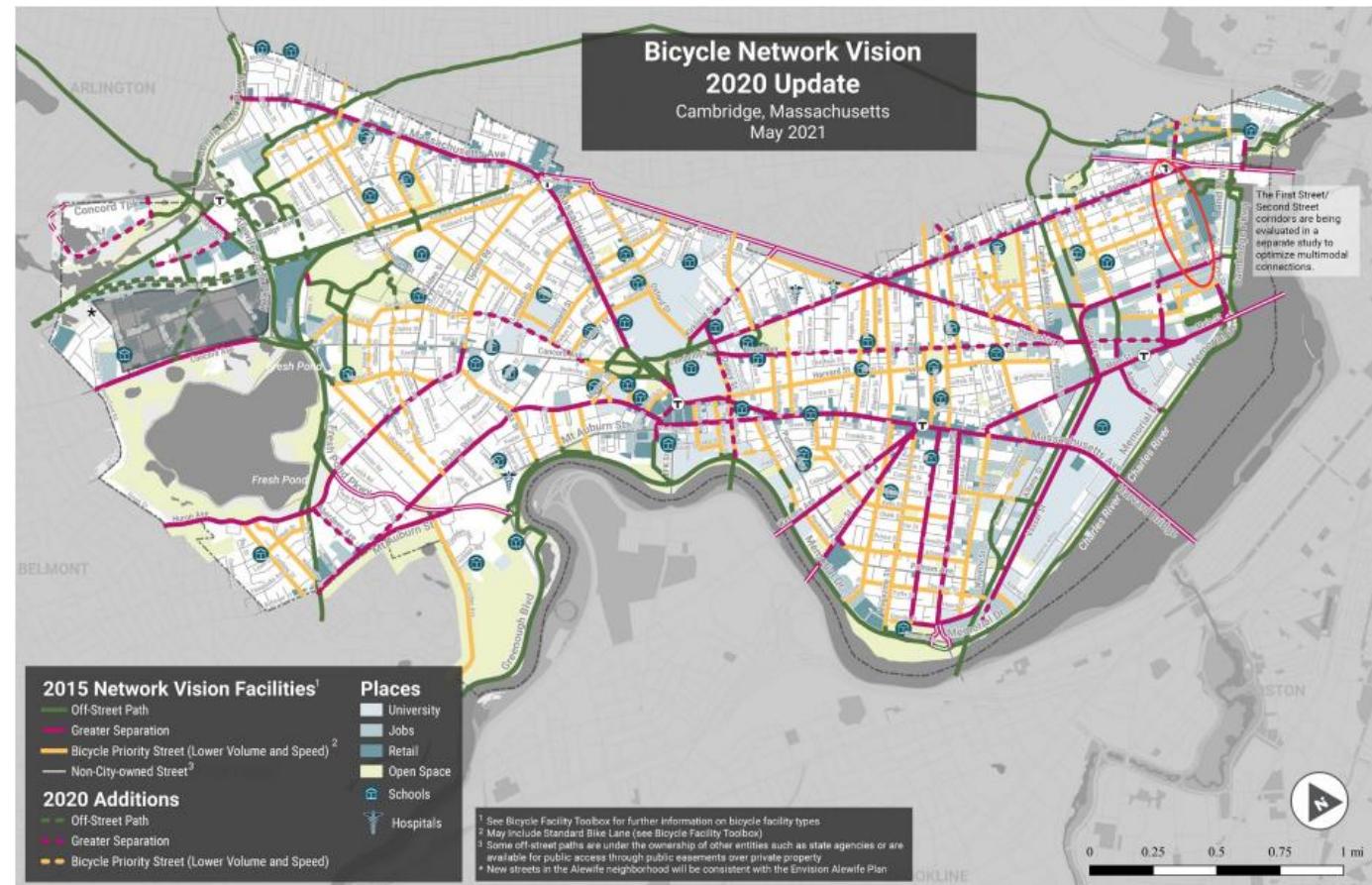
Table 1: Speed data collected September 10-12, 2024, 72-hour average, just East of Grove Street

# Project Goal 2: Expand the bike network

Cambridge will be a place where bicycling is **equally available** to everyone, all **destinations** **can be reached by bike**, and streets are designed to accommodate bicycling for people of **all ages, abilities, and identities**

- Streets lacking proper infrastructure often have lower ridership
- Other Cycling Safety Ordinance projects have led to more people biking

Bicycle Ridership on Huron Ave Today			
Location	Direction of Travel	Peak	All Day
Huron Ave by Belmont Cemetery	Westbound	15	66
	Eastbound	23	83
Bike volumes collected September 10-12, 2024 (72 hour average)			



Learn more at [cambridgema.gov/2020bikeplanupdate](http://cambridgema.gov/2020bikeplanupdate)

# What is Included?

## Definitely

- Protected bike lanes
- Some parking removal
- Narrowing of travel lanes
- Repaving streets
- Turn lane consolidation

## Could Be

- Changes to parking regulations
- Bus stop changes

## Not Included

- Curb changes
- Utility, lighting, or stormwater work
- New traffic signals
- New crosswalks
- Speed humps or raised crosswalks
- Sidewalk expansion

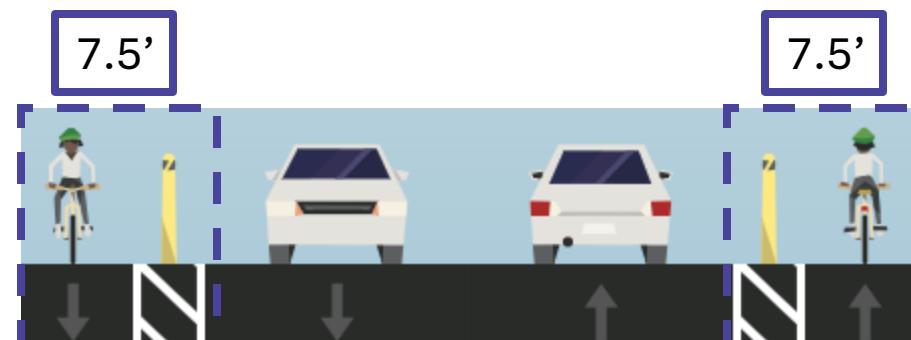
# Why Two-Way Bike Lanes?

## Consistency and Predictability

- Continues the existing two-way bike lane to a natural end point

## Efficient Use of Space

- Allows preservation and addition of parking on the south side of Huron



Cambridge One-Way bike lane minimums: 15 feet total

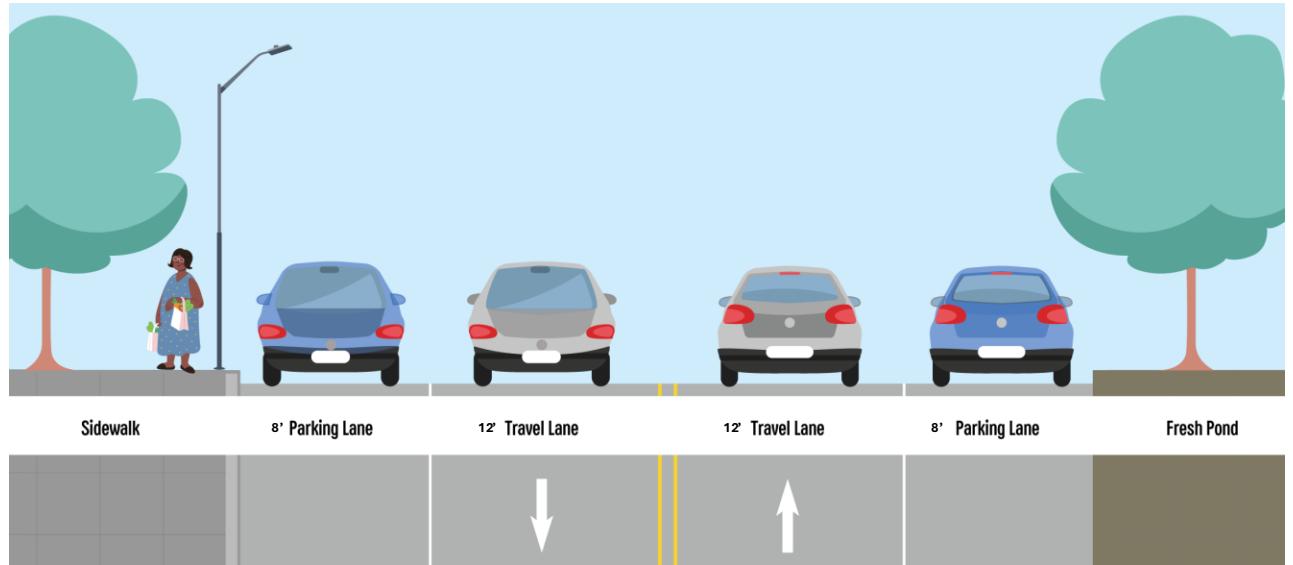


Cambridge Two-Way bike lane minimums: 10 feet total

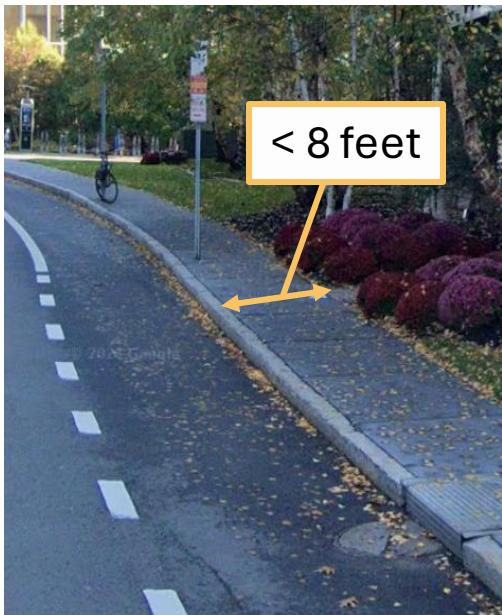
# Existing Street Layout



Bike lane ends on Huron Ave



Existing Huron Ave layout between Grove St and Fresh Pond Place without any bicycle lanes



Inaccessible bus stop, 700 Huron Ave

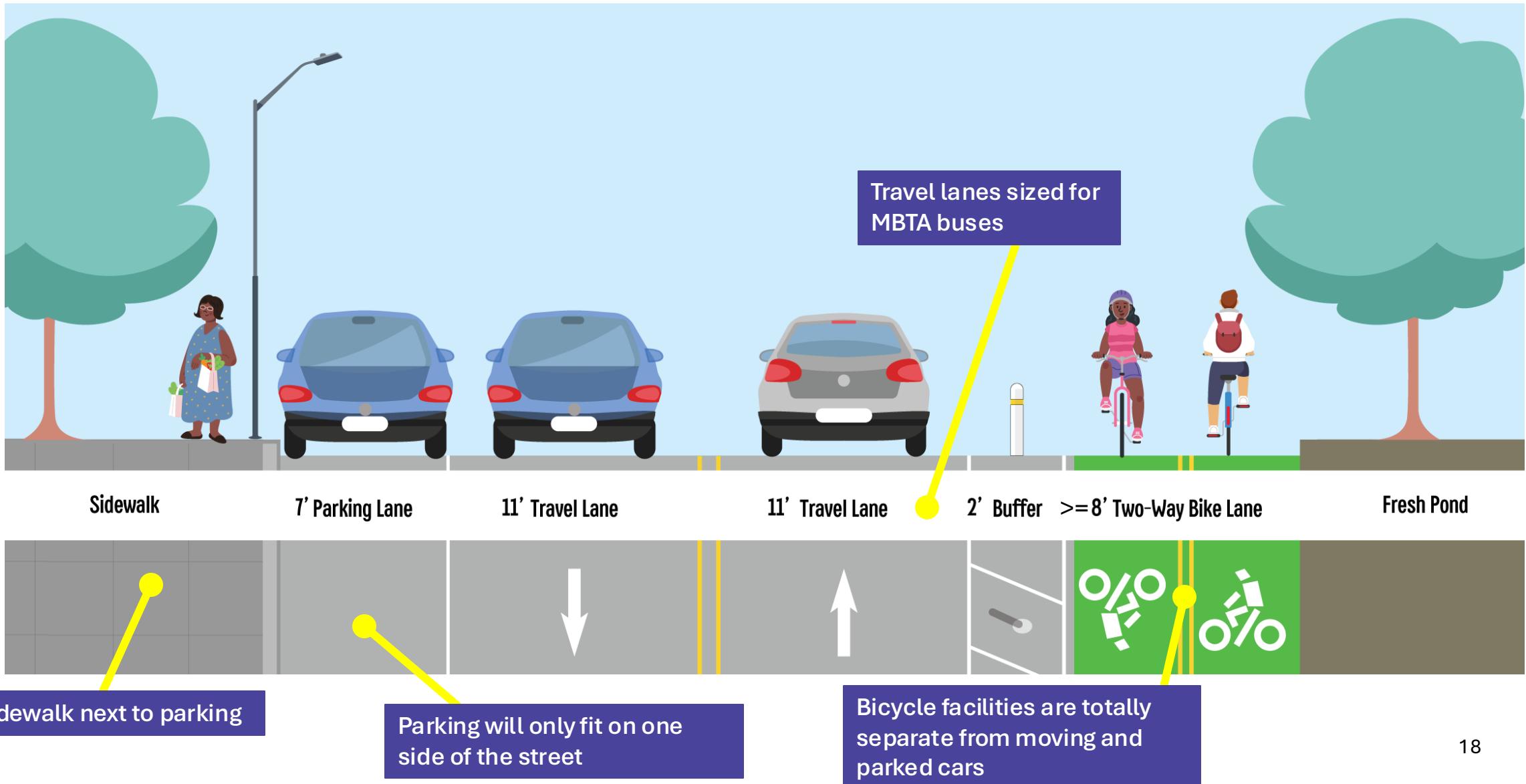


Bike and pedestrian mixing zone in front of Russell Youth Center

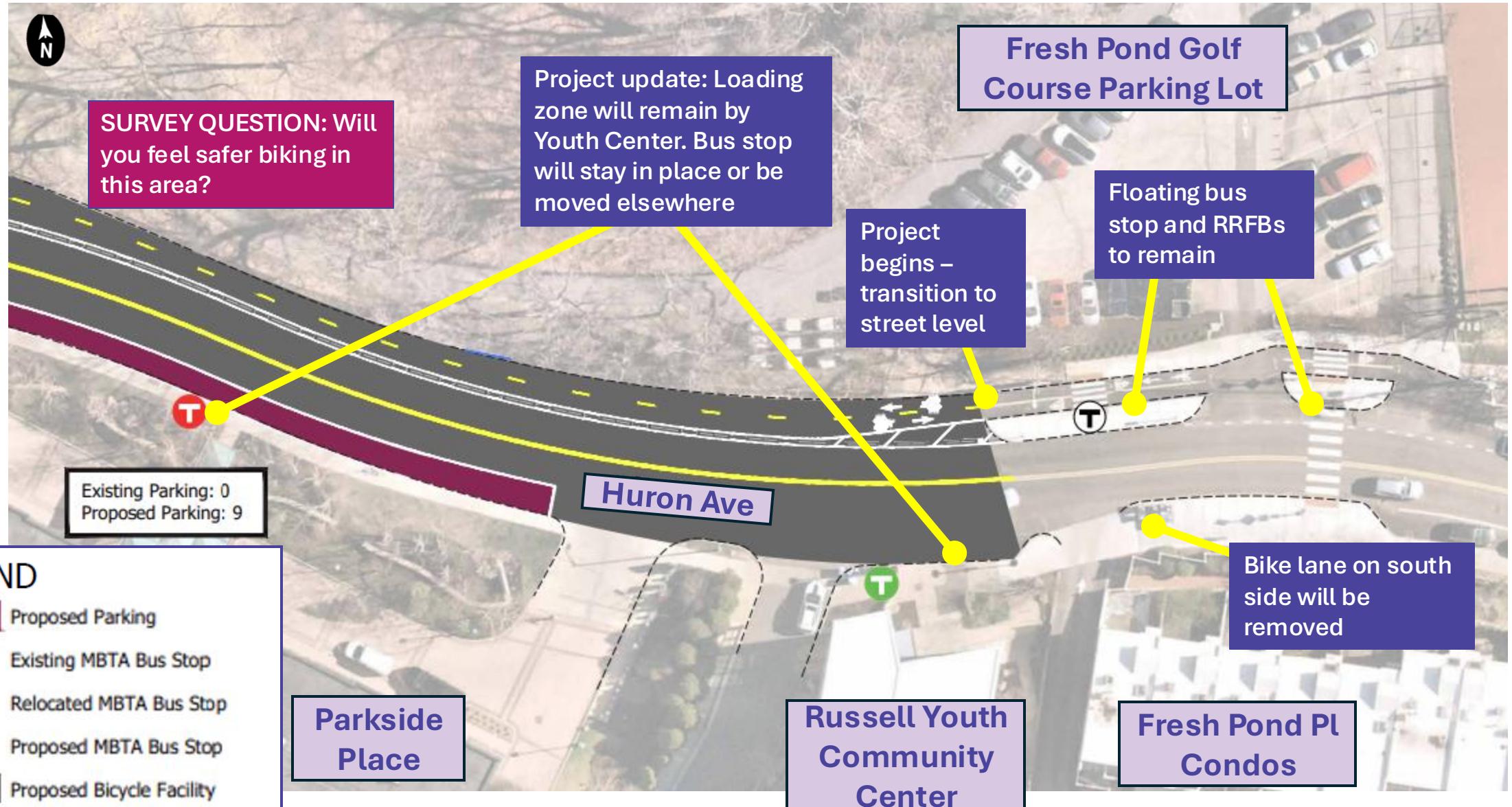
## Huron Ave Existing Conditions

- Some sections have painted lanes with no separation, others have shared lane markings
- Most parking is unrestricted
- Travel lanes are wide and markings are faded
- One narrow sidewalk, one missing sidewalk

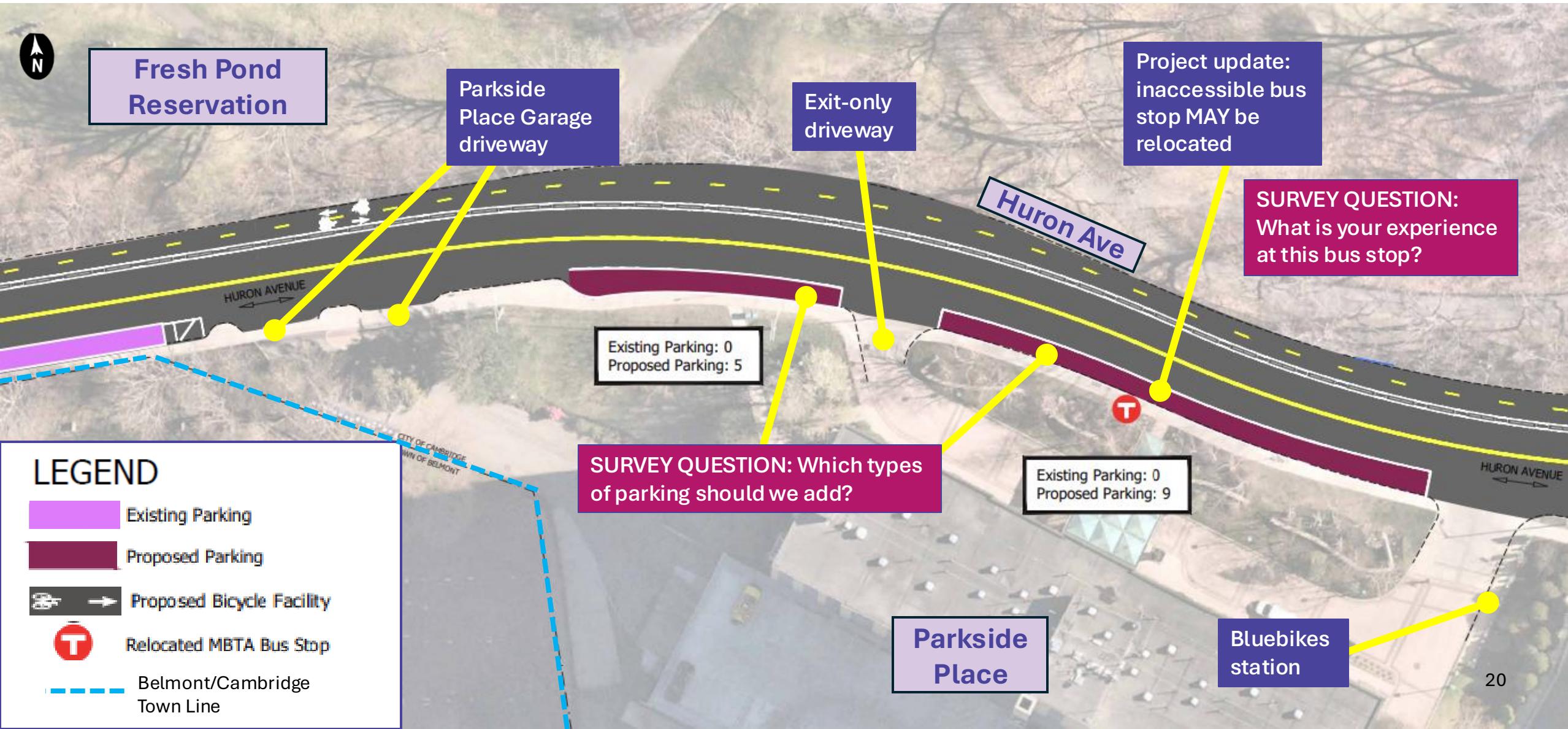
# Proposed Street Layout



# Plan Walkthrough: Youth Center



# Plan Walkthrough: Parkside Place



# Plan Walkthrough: Belmont Cemetery

## LEGEND

- Existing Parking
- Proposed Bicycle Facility
- Belmont/Cambridge Town Line



Curb bumpouts built previously provide accessible path around utility poles

## Fresh Pond Reservation

Existing Parking: 52  
Proposed Parking: 0

Unregulated parking removed to fit two-way bike lane

## Huron Ave

CITY OF CAMBRIDGE  
TOWN OF BELMONT

Existing Parking: 6  
Proposed Parking: 6

Existing Parking: 6  
Proposed Parking: 6

**SURVEY QUESTION:** Should we change or vary the parking regulations here, or keep permit parking only?

## Belmont Cemetery

Existing Parking: 14  
Proposed Parking: 14

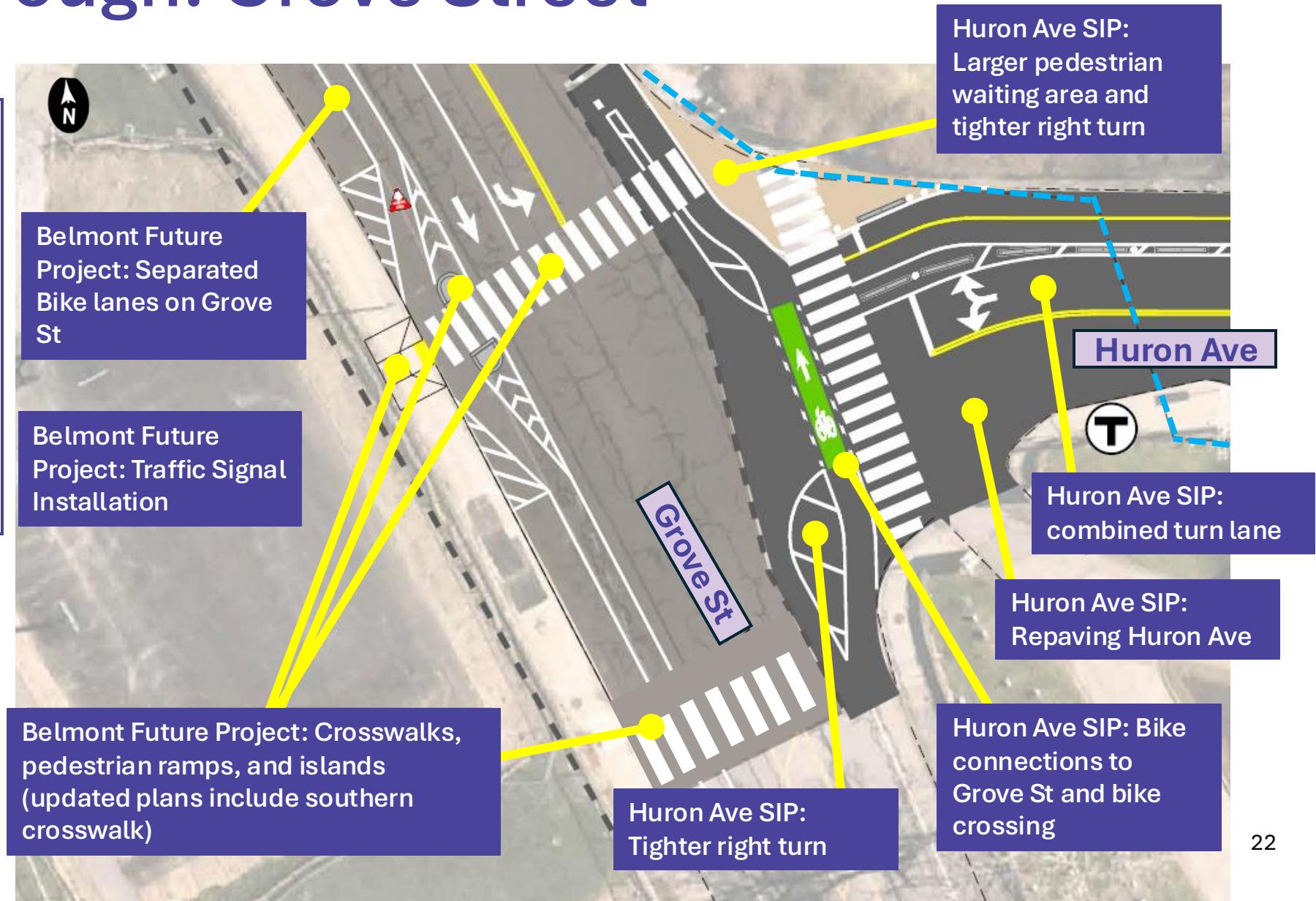
Two-way bike lane protected by a combination of flexposts and precast concrete curbs

# Plan Walkthrough: Grove Street

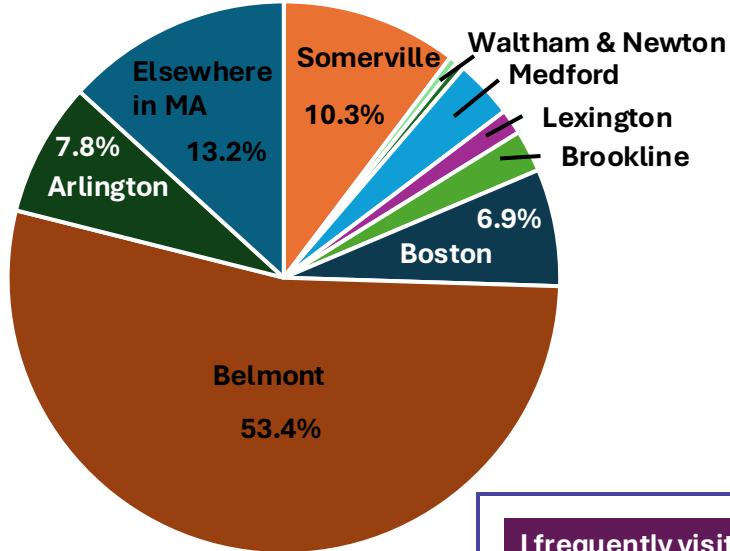
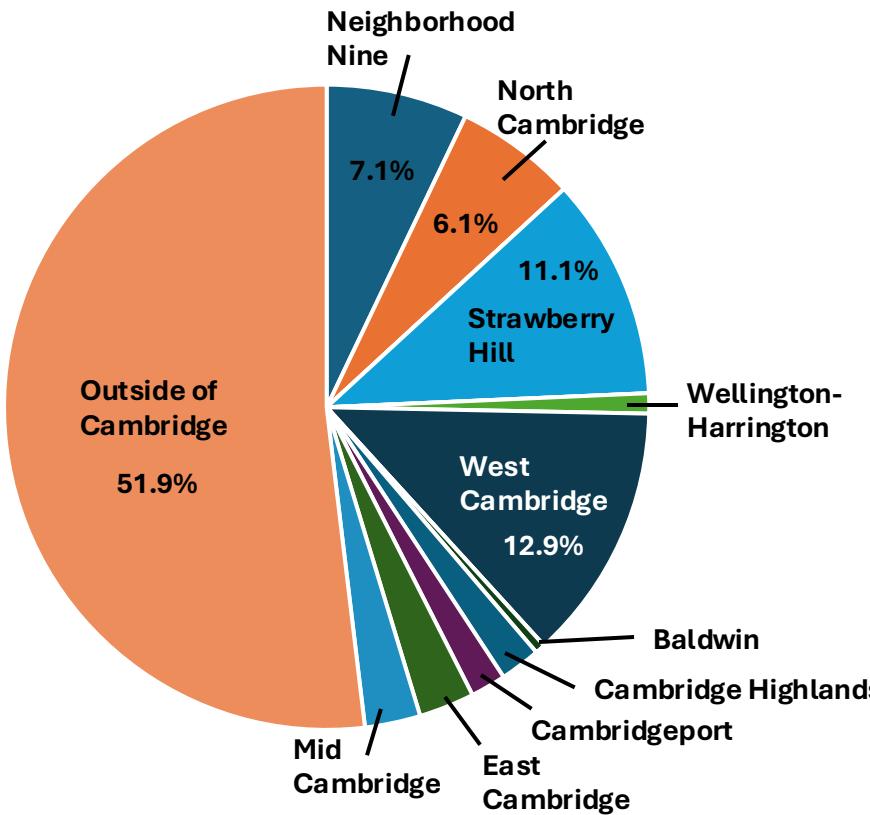
## LEGEND

- Existing MBTA Bus Stop
- Bike Lane Marking
- Tan Pedestrian Area
- Future Project Work
- Belmont/Cambridge Town Line

**SURVEY QUESTION:**  
Will these intersection improvements help you feel safer?

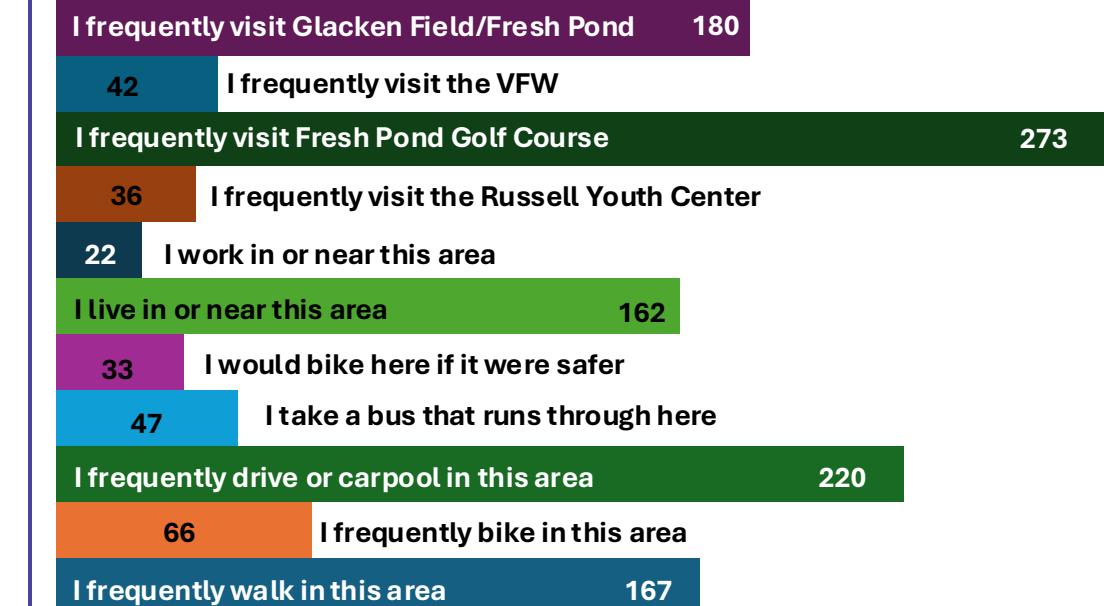


# Demographics

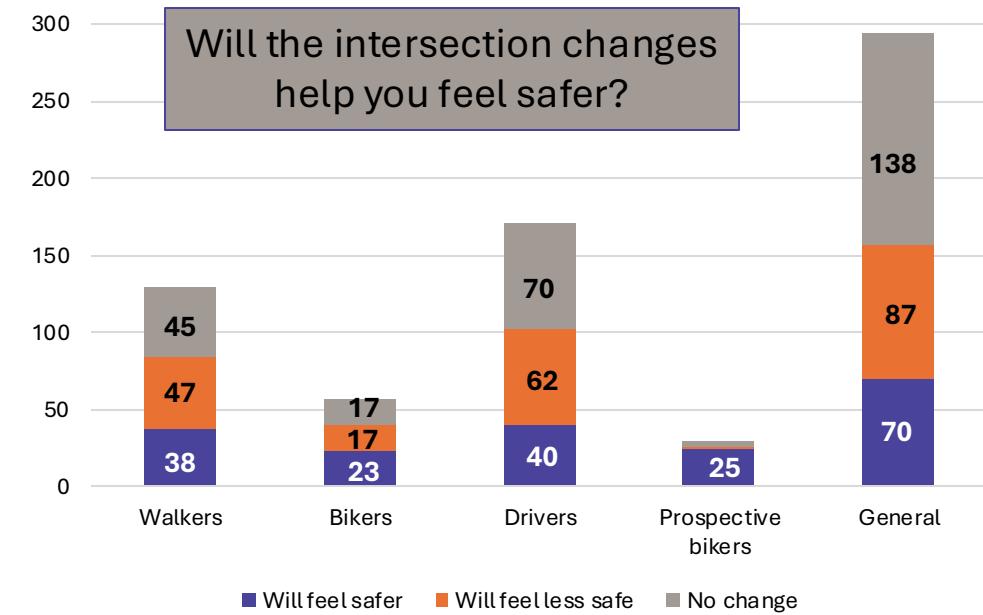
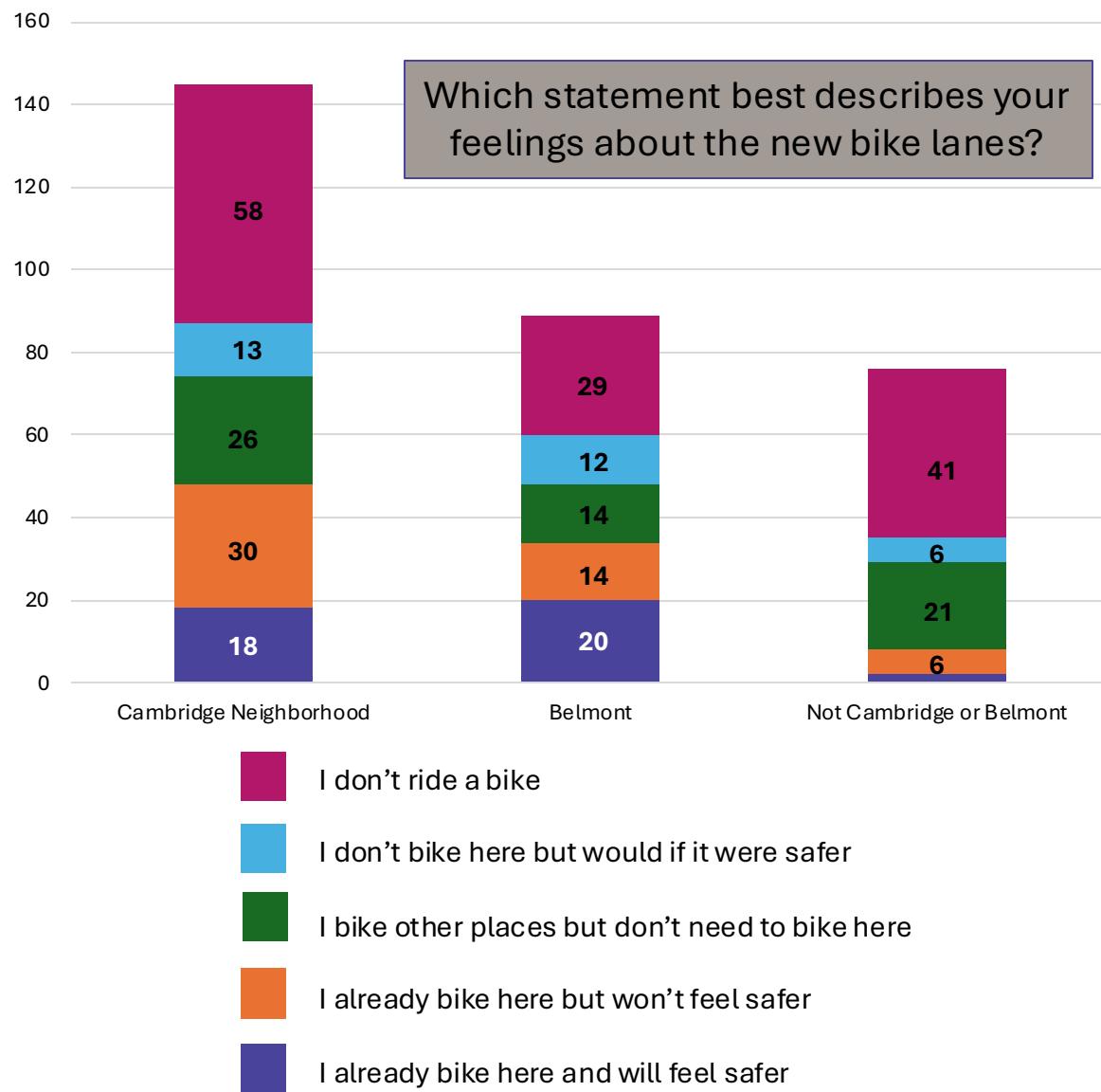


**395**  
Responses  
as of  
1/20/26

**27.7%** of the survey responses  
are from Belmont, more than  
any single Cambridge  
neighborhood

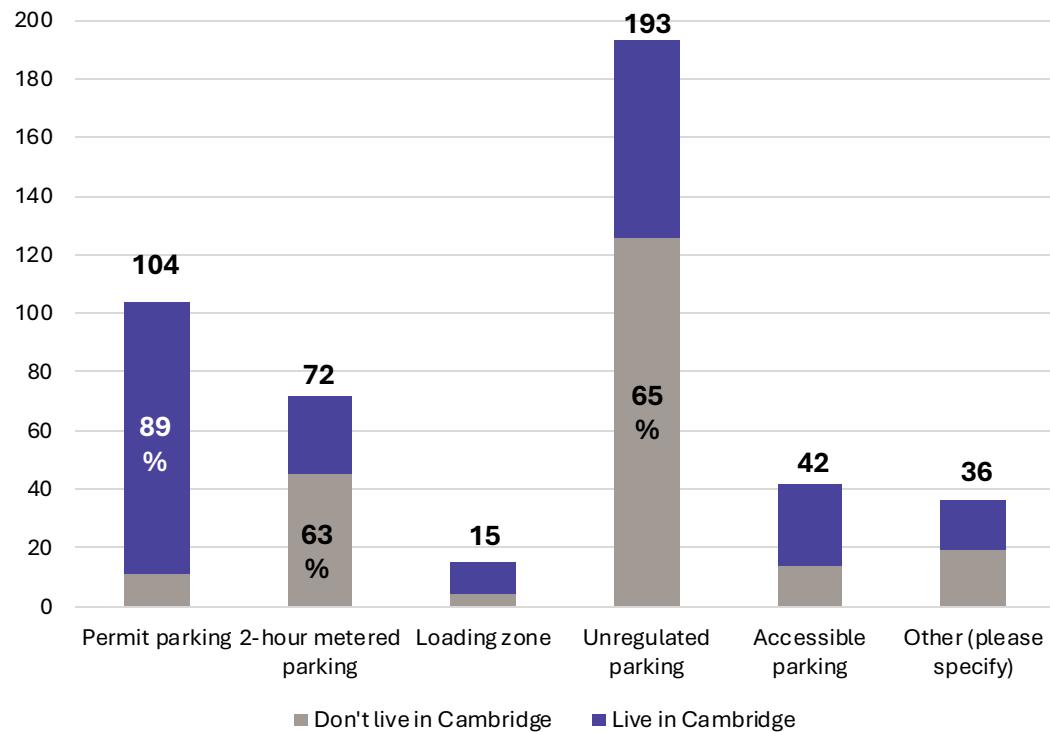


# Trends So Far

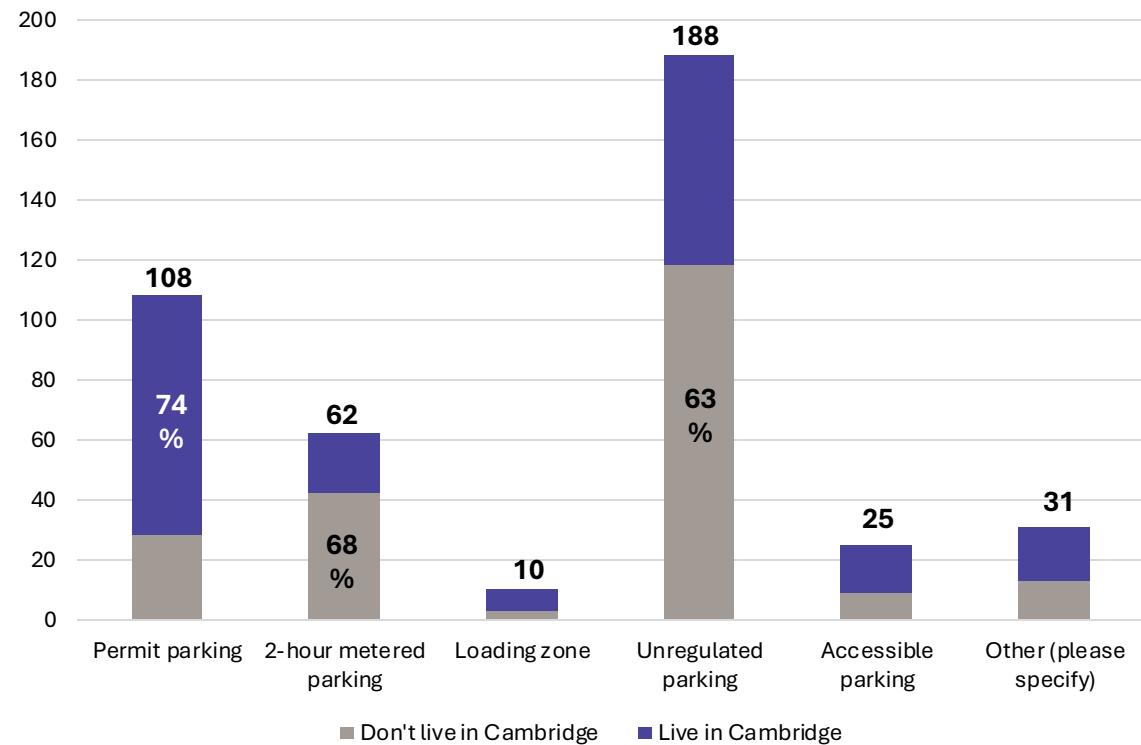


18 respondents  
use the 700 Huron Ave  
stop frequently

# Trends So Far (cont.)



Parking by Golf Course



Parking by Cemetery

# Outer Huron: Questions and Feedback?

# 05. Public Comment

Thank you!