



**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

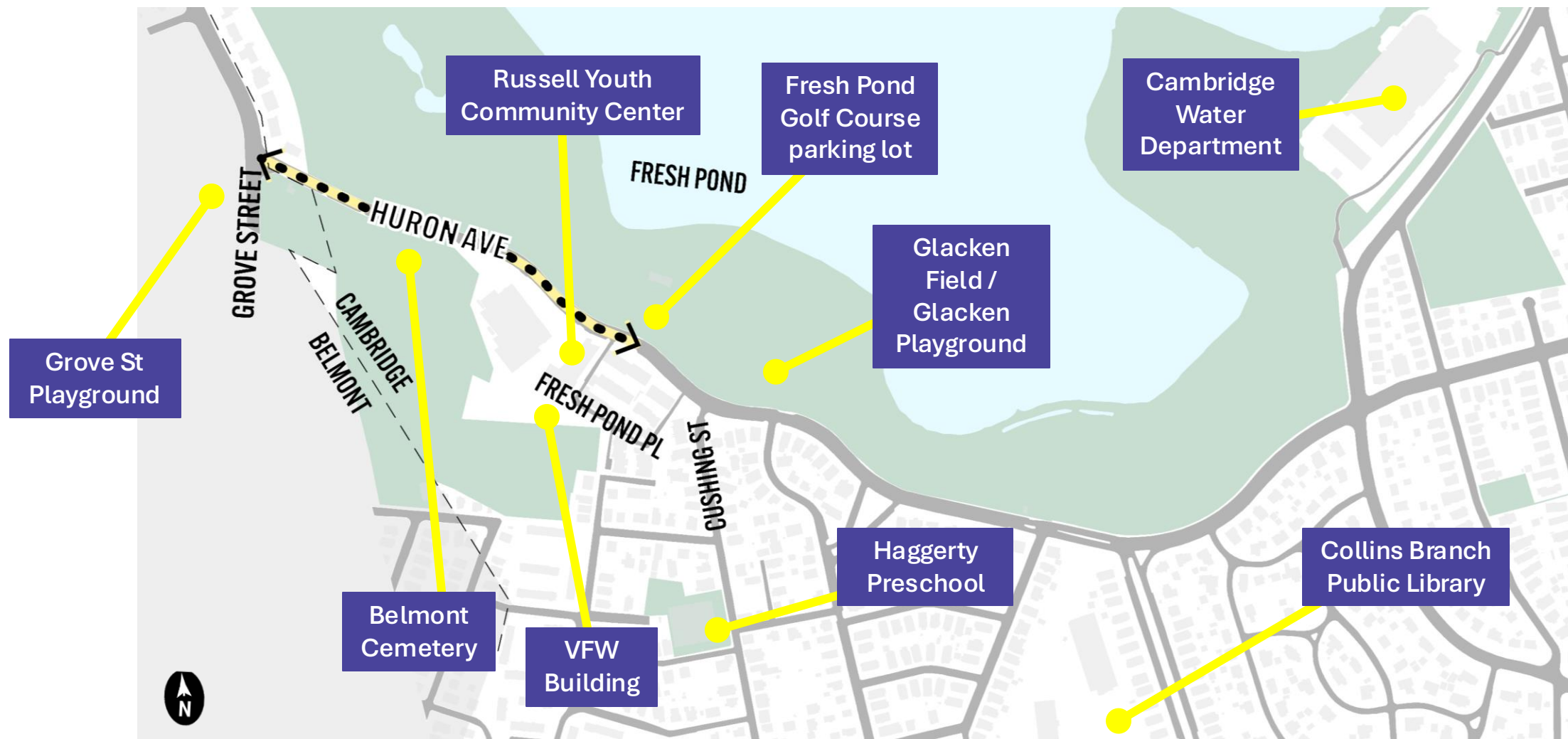
Roadway Design

- 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?

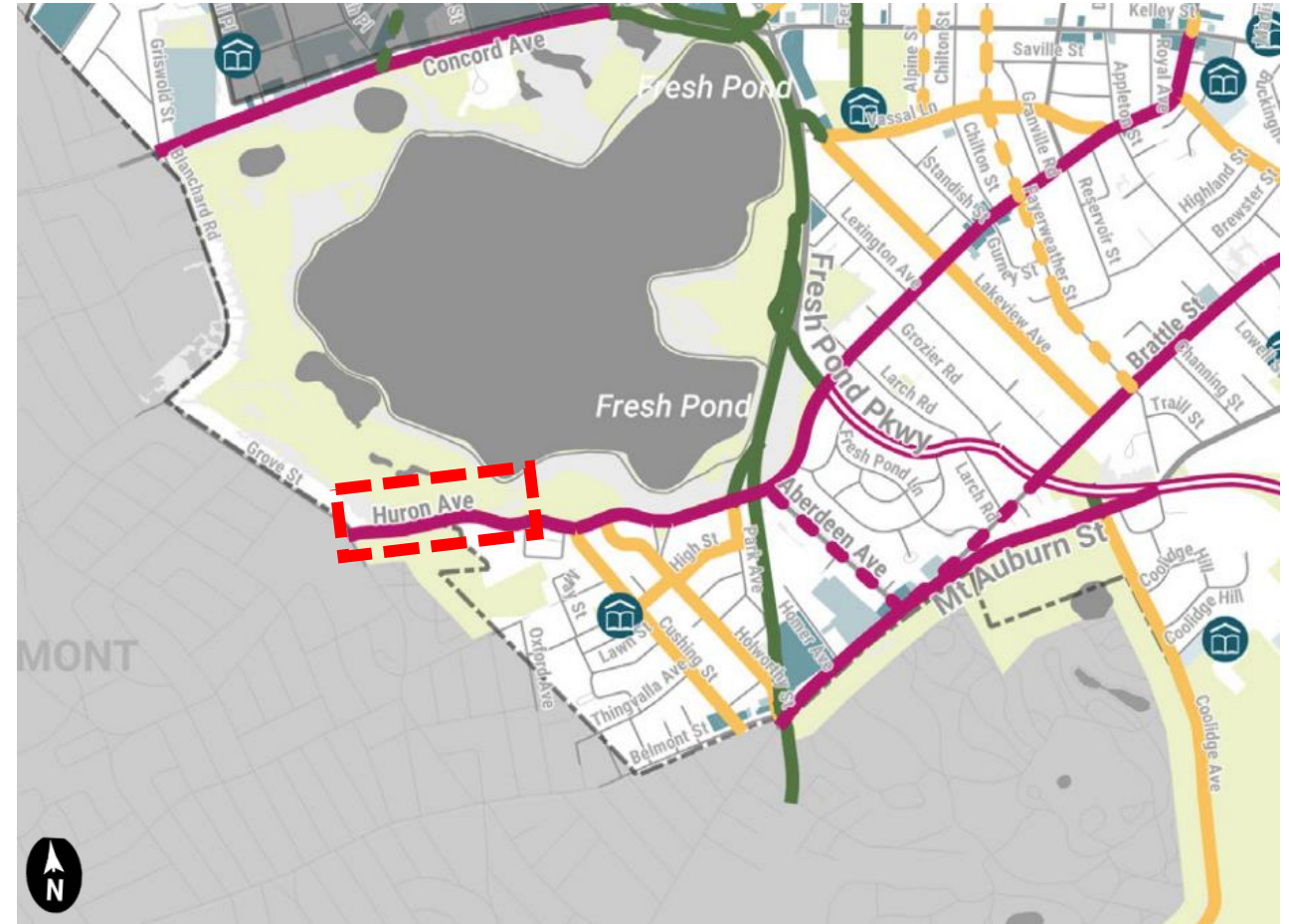
This section of Huron Ave is designated for “greater separation” to support people biking safely and comfortably.

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



Key: ■ Huron Ave ■ Off-Street Path ■ Greater Separation ■ Lower Volume & Speed

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

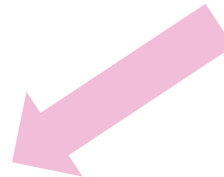
Dec 2025 – Jan 2026



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

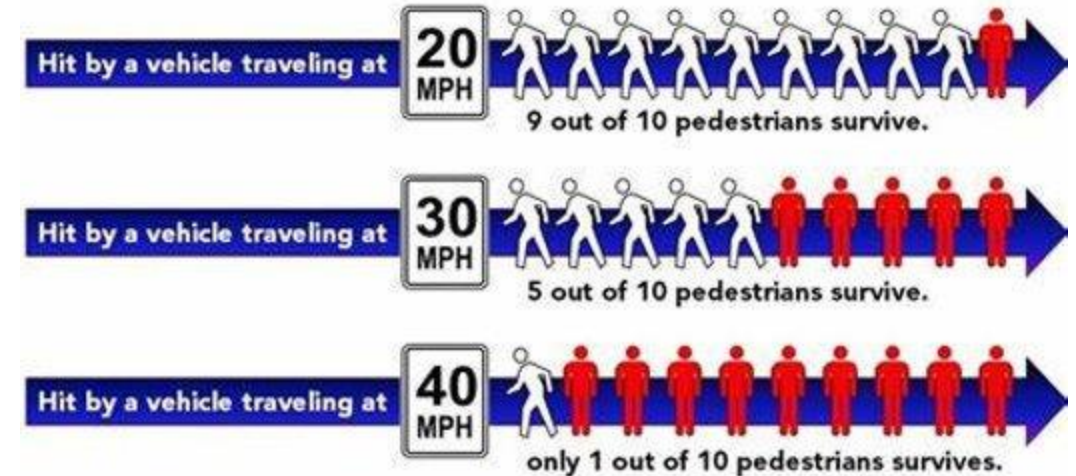
City finalizes design plans based on feedback received in Phase 3. City contractors install the project. City updates residents on installation via the project email list.

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 th percentile (50% of drivers went faster)	31 MPH	29 MPH
85 th percentile speed (15% of drivers went faster)	35 MPH	33 MPH
95 th percentile speed (5% of drivers went faster)	37 MPH	36 MPH

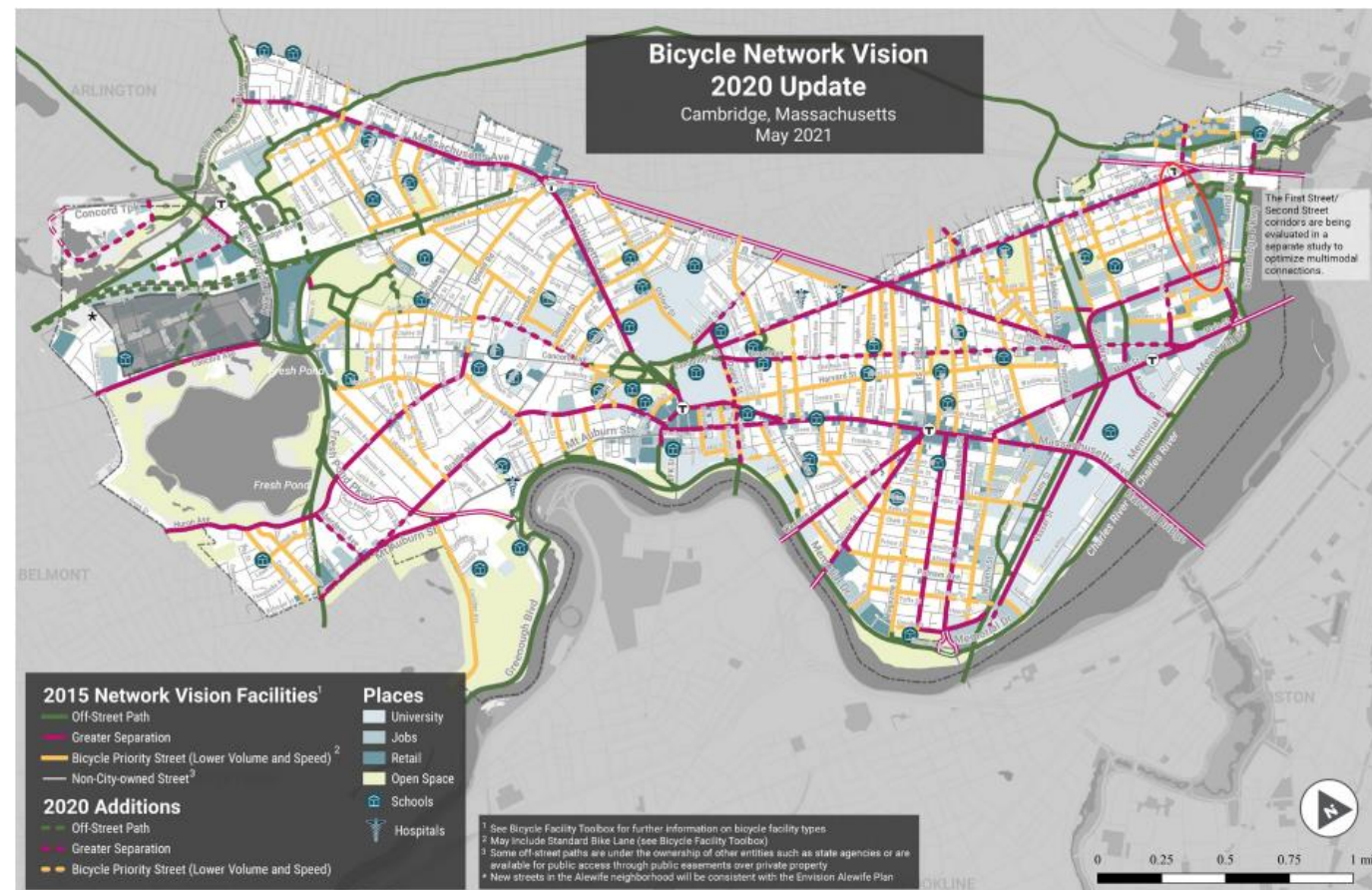
Table 1: Speed data collected September 10-12, 2024, 72-hour average, just East of Grove Street

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

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

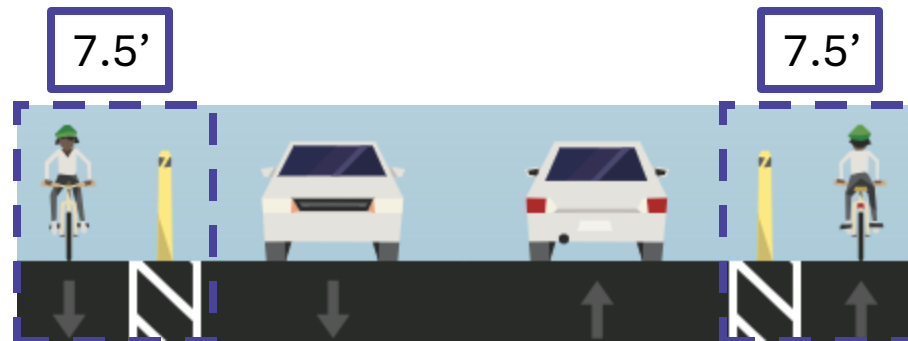
Why Two-Way Bike Lanes?

Consistency and Predictability

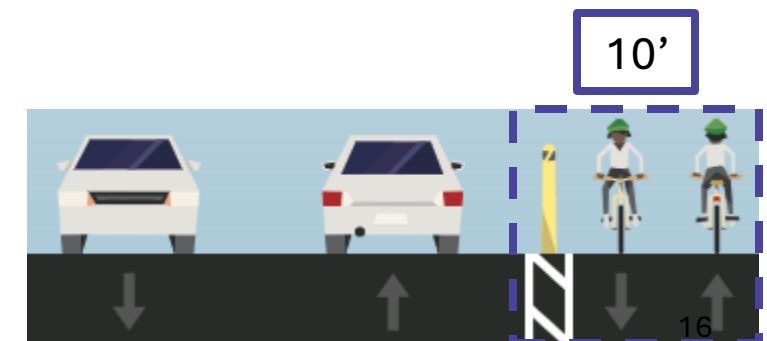
- Continues the existing two-way bike lane to a natural end point

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

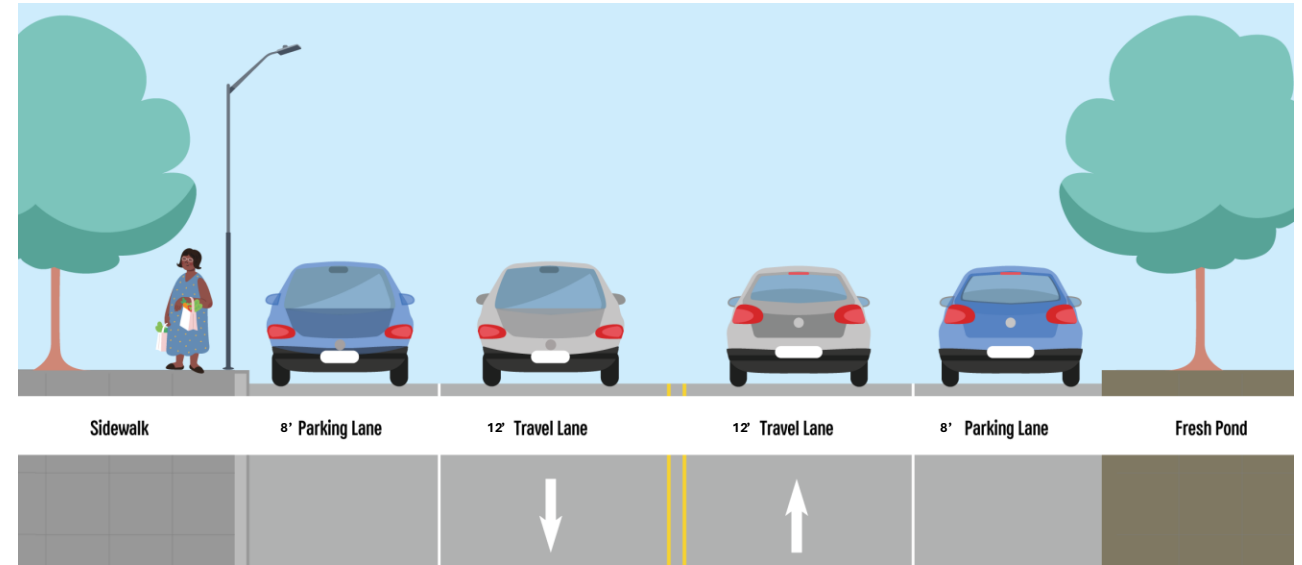


Cambridge Two-Way bike lane minimums: 10 feet total

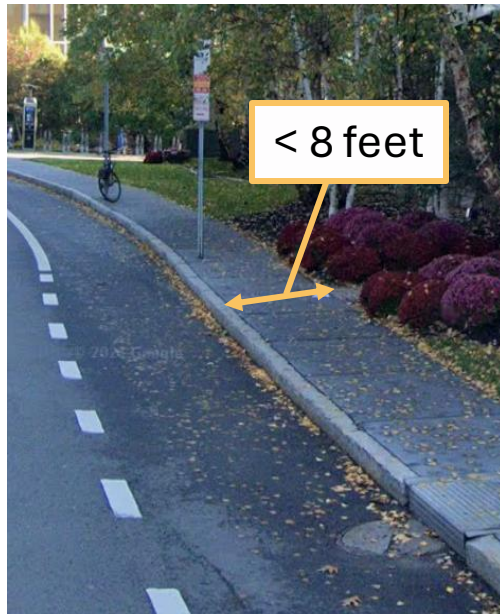
Existing Street Layout



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

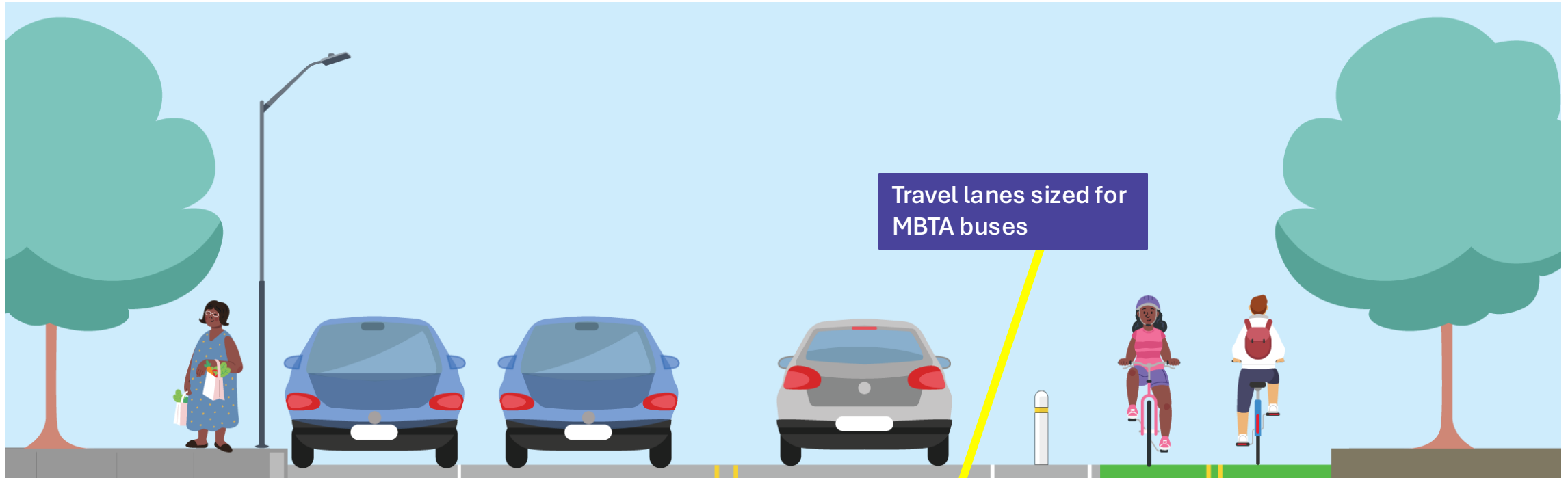


Bike and pedestrian mixing zone in front of Russell Youth Center

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



Sidewalk

7' Parking Lane

11' Travel Lane

11' Travel Lane

2' Buffer

$\geq 8'$ Two-Way Bike Lane

Fresh Pond

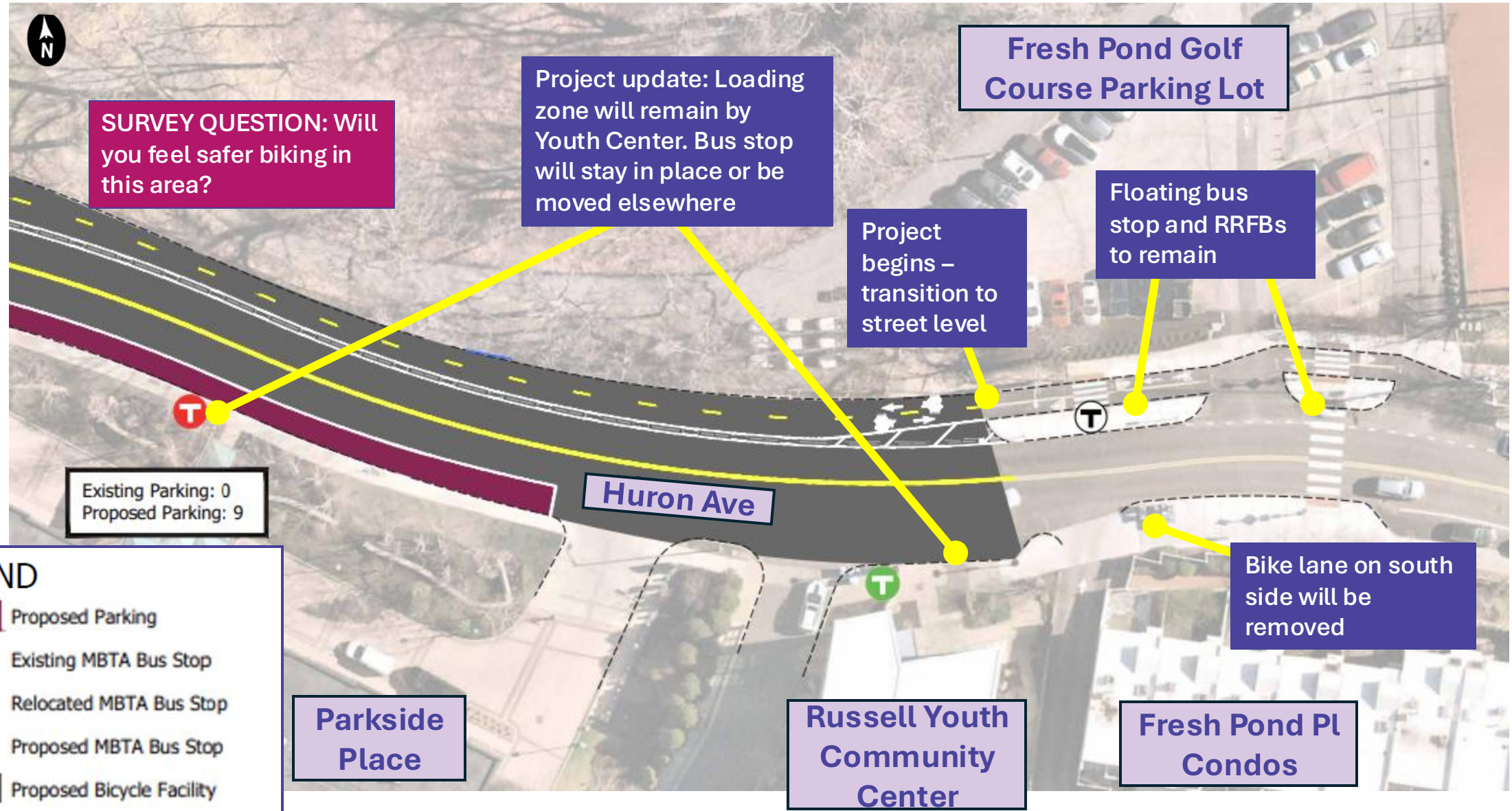


Sidewalk next to parking

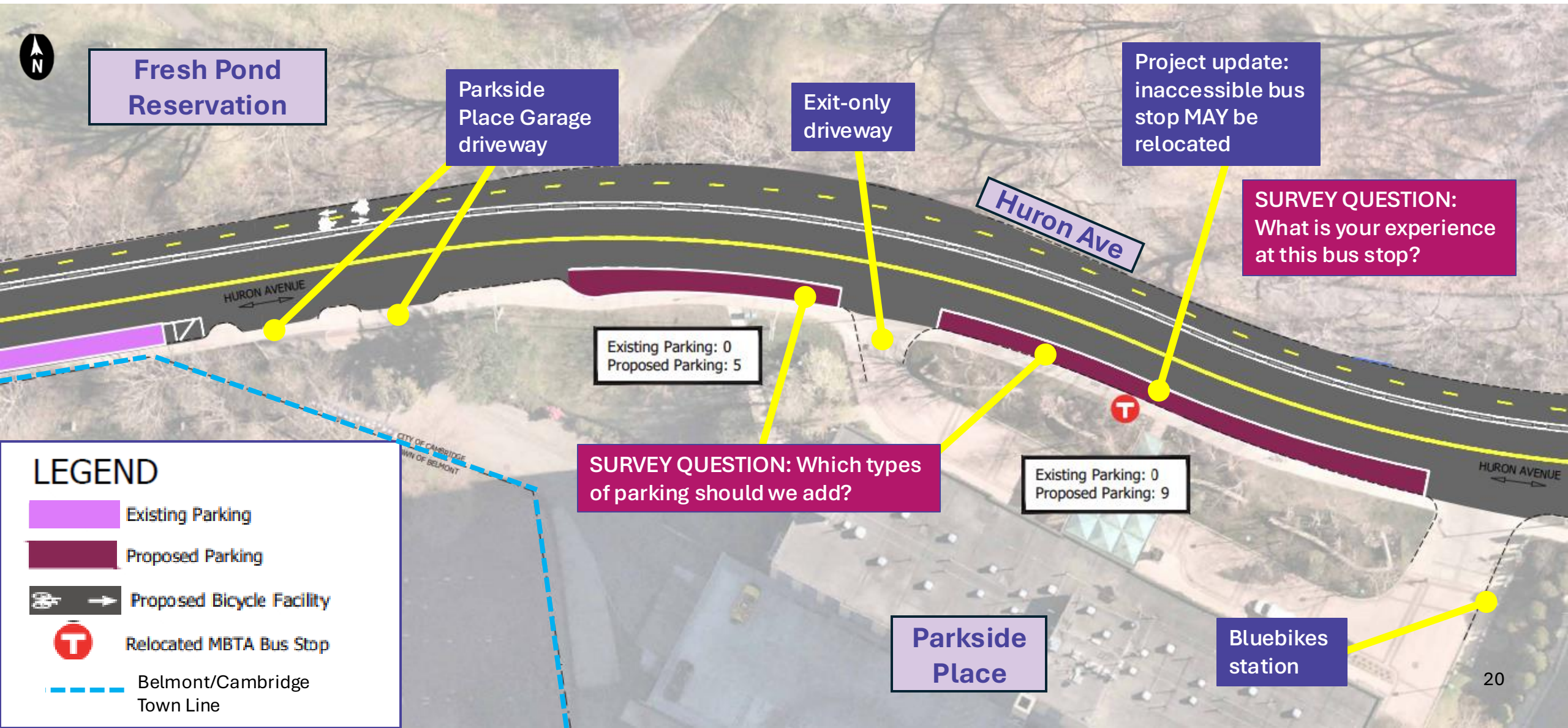
Parking will only fit on one side of the street

Bicycle facilities are totally separate from moving and parked cars

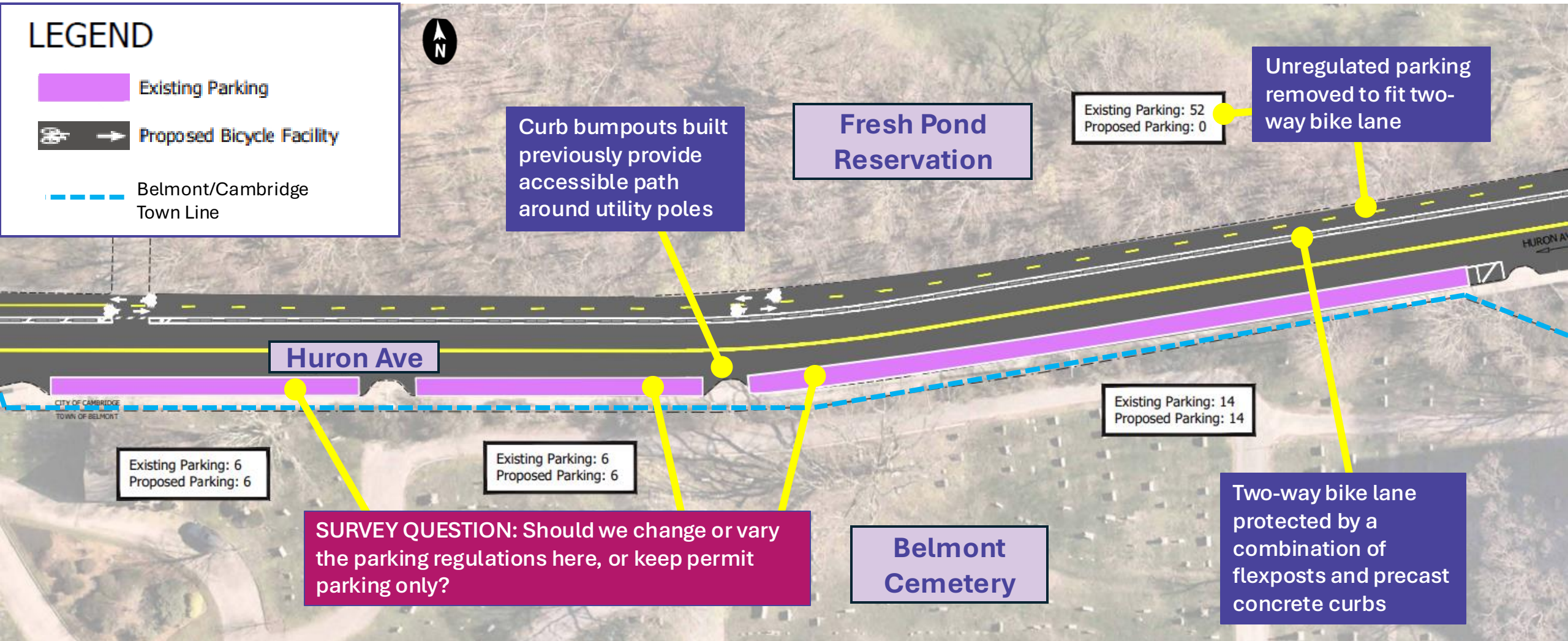
Plan Walkthrough: Youth Center



Plan Walkthrough: Parkside Place



Plan Walkthrough: Belmont Cemetery



Plan Walkthrough: Grove Street

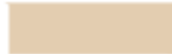
LEGEND



Existing MBTA Bus Stop



Bike Lane Marking



Tan Pedestrian Area

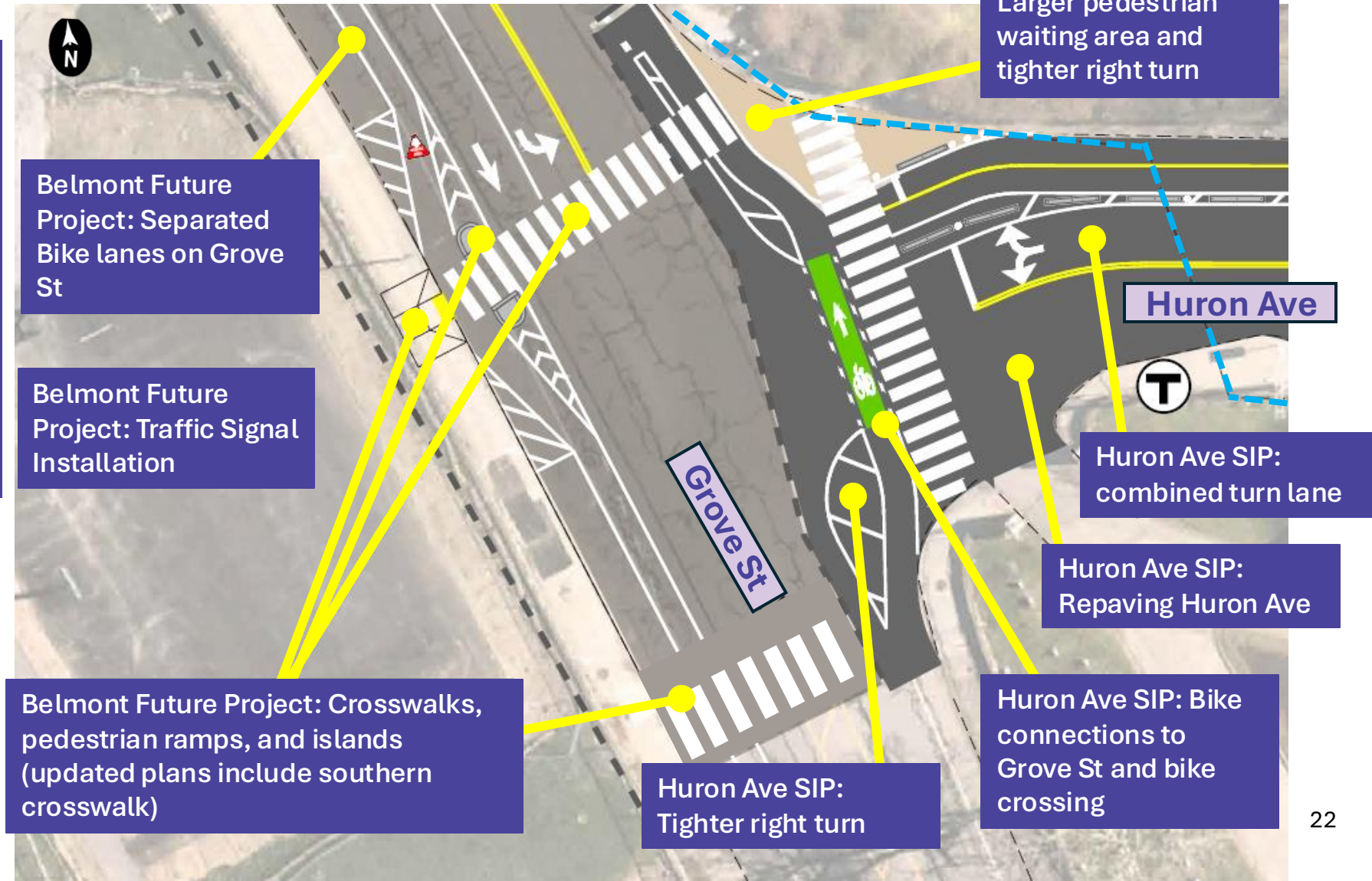


Future Project Work

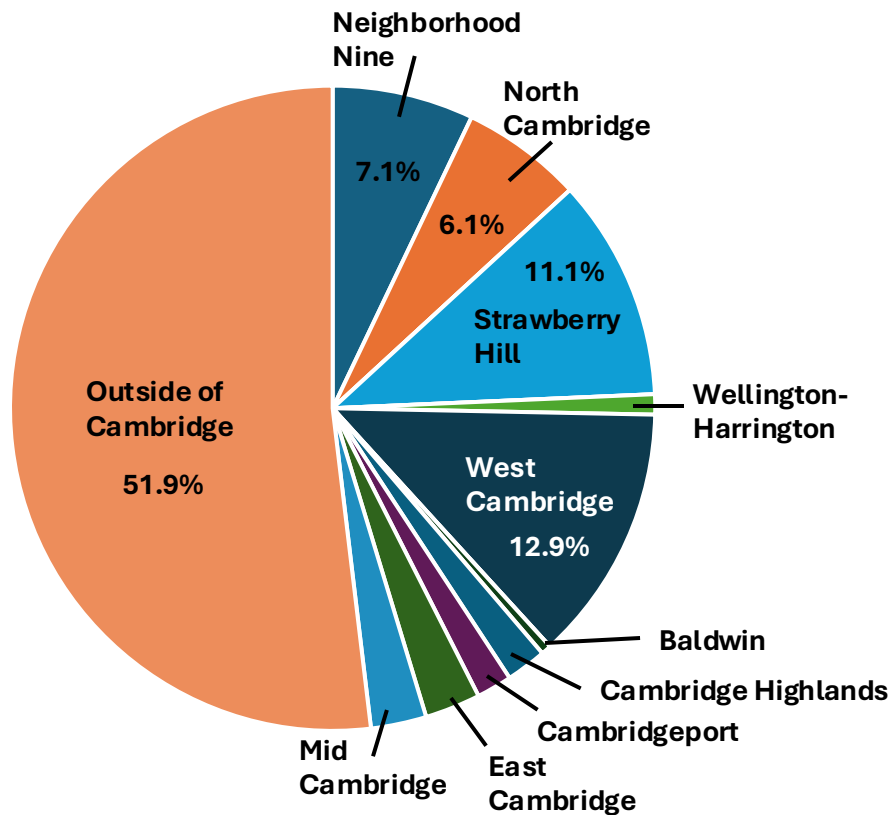


Belmont/Cambridge Town Line

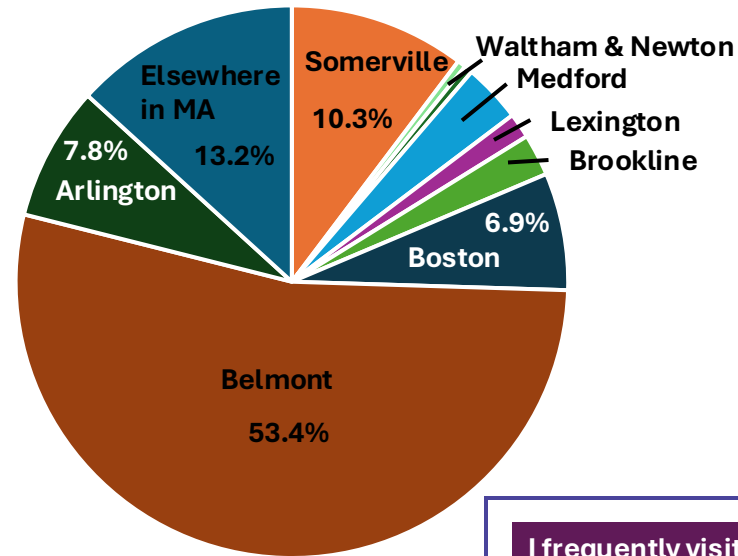
SURVEY QUESTION:
Will these intersection improvements help you feel safer?



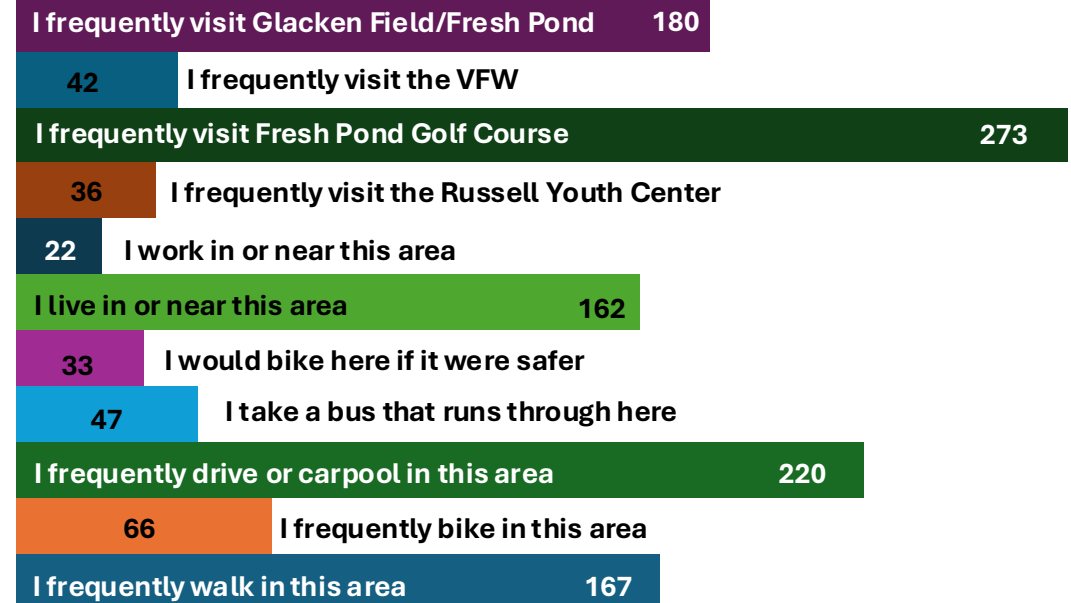
Demographics



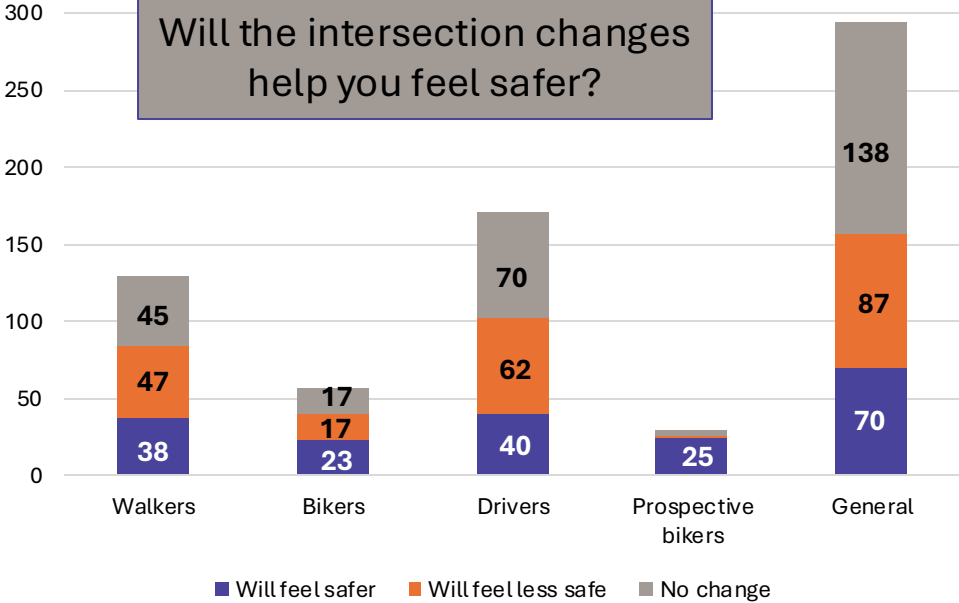
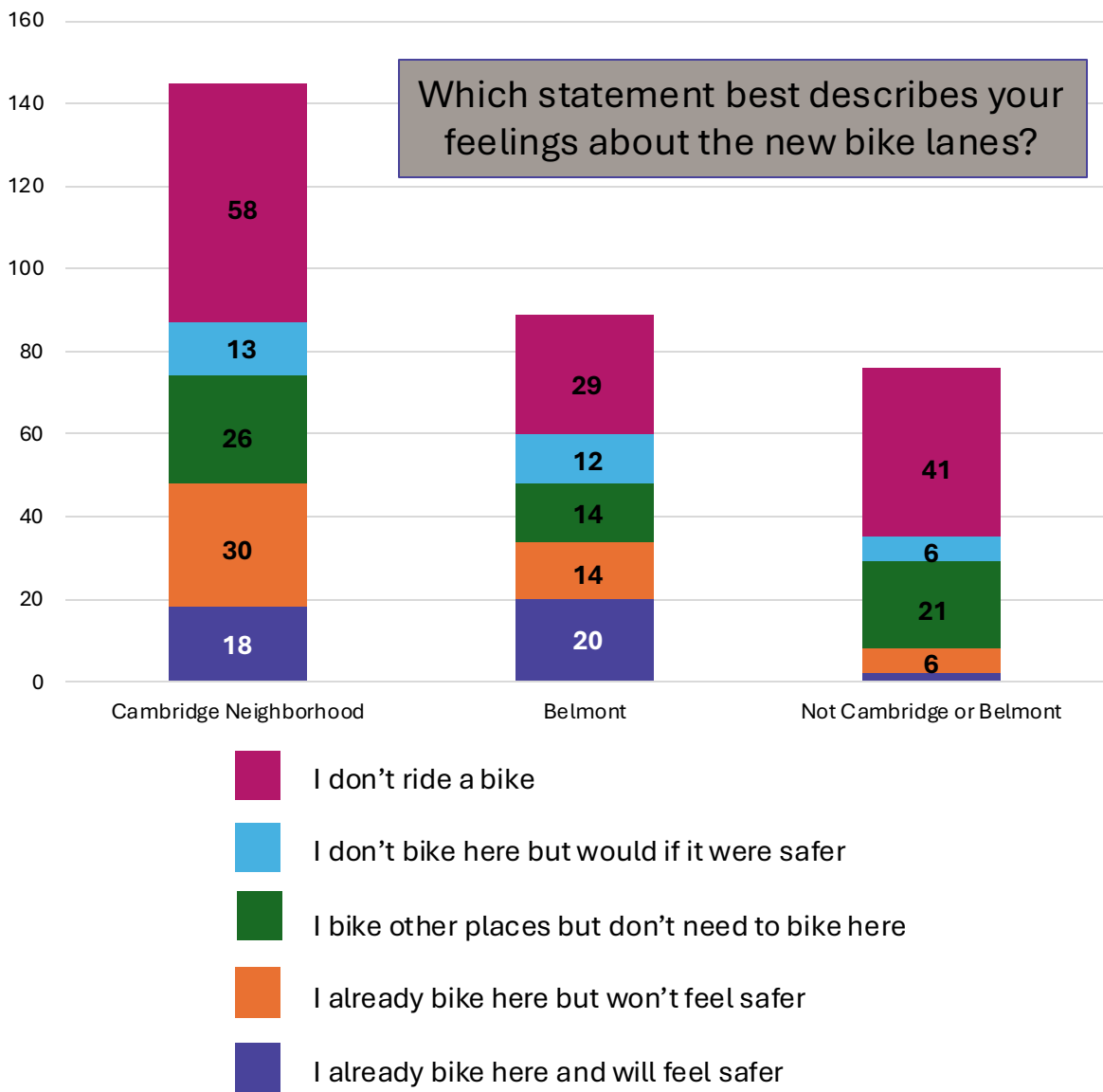
27.7% of the survey responses are from Belmont, more than any single Cambridge neighborhood



395
Responses
as of
1/20/26

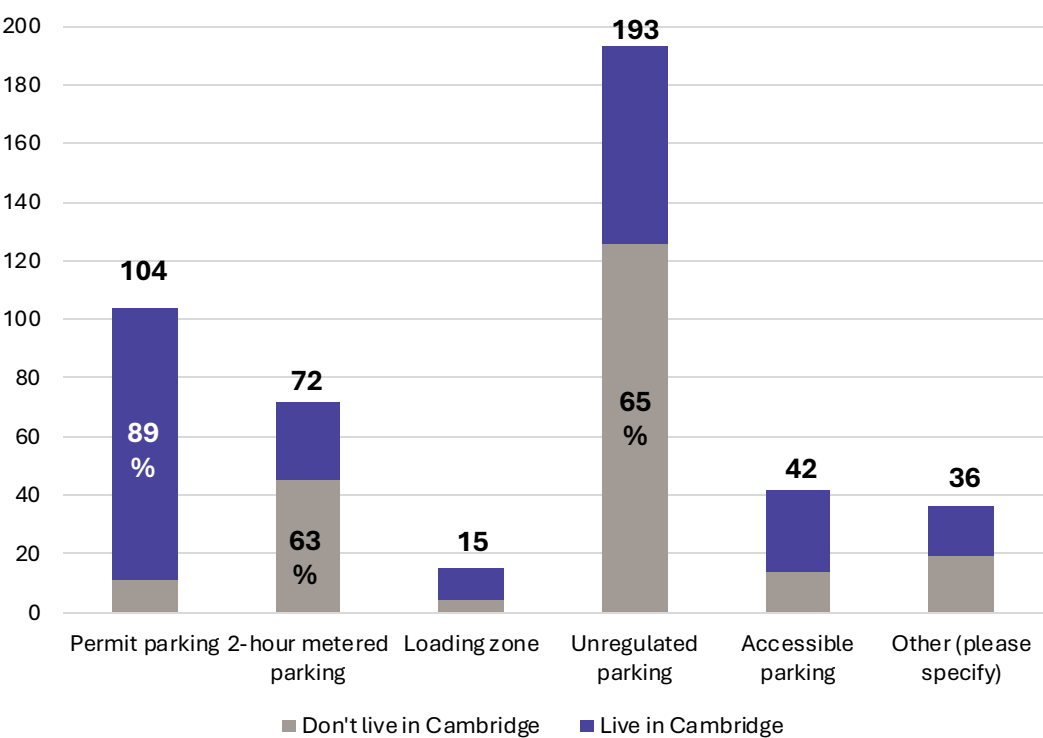


Trends So Far

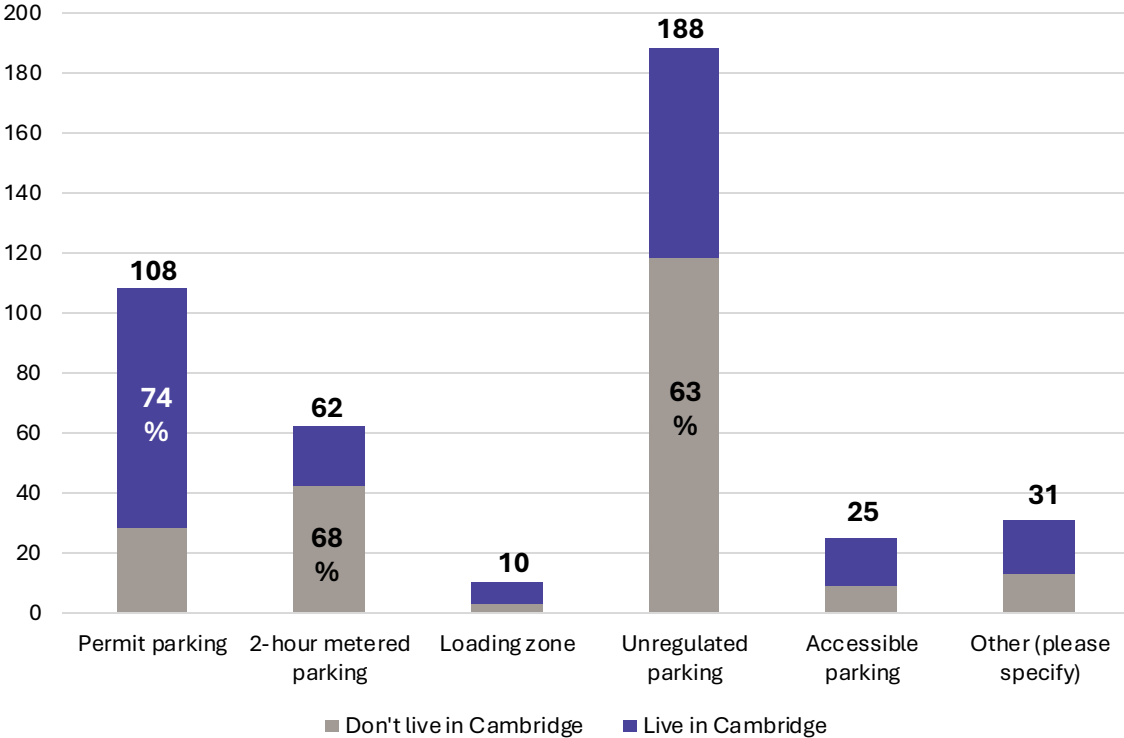


18 respondents use the 700 Huron Ave stop frequently

Trends So Far (cont.)



Parking by Golf Course



Parking by Cemetery

**Outer Huron:
Questions and Feedback?**

05. Public Comment

Thank you!