

Joint Meeting of the Transportation Committees

Meeting on January 21, 2026

Discussion Summary*

*Note: Quorums of Bicycle Committee, Pedestrian Committee, or Transit Advisory Committee members were not met. The summary below, therefore, does not reflect an official Joint Meeting of the Transportation Committees.

Attendees

- Members in attendance:
 - Bicycle Committee: Richard Freierman, Randy Stern, Amy Flax, Denise Haynes, Guido Cuperus, Scott Kilcoyne
 - Pedestrian Committee: Robin Bonner, Janet Stein, Jenine Turner-Trauring, Logan Read, Maryann Quinn, Shannon Hasenfratz
 - Transit Advisory Committee: Andrew Zhou, Annalisa Bhatia, Bill McAvinney, Ian Hatch, Matt Martin, Miles Robinson
- Members absent:
 - Bicycle Committee: Gregory Carey-Medlock, Alison Harris, Camille Jonlin, Carola Voelker, Eitan Normand, John P Ellersick, Leah Pickett, Ling Zeng, Mark A Boswell, Martha Birnbaum, Michael Burke, Muna El Taha, Brett Gallagher, Vanessa Nwankwo
 - Pedestrian Committee: Debby Galef, Kevin Leckey, Michael McGowan, Sean Peirce, Xander Mitchell
 - Transit Advisory Committee: Jackson Moore-Otto, Matthew Kramer, Arthur Strang, Clyve Lawrence, Craig Tateronis, David Rangaviz, Devin Chausse, Jim Gascoigne, Katherine Rafferty, Keisha Greaves, Matthe Mccominskey, Melissa Zampitella, Miles Robinson, Nick Lessin, Patrick Delaney, Pete Septoff, Sandhya Ramakrishnan
- City staff: Nick Schmidt (DOT), Jerry Friedman (DPW), Andreas Wolfe (DOT), Leah Grodstein (DOT), Stephen Magalhaes (CPD)
- Visitors: Catiana JP, Marc Levy, Mimi G, Lawrence Adkins, James Williamson

Discussion: [William Reid Overpass](#) Comment Letter

- DCR held a meeting recently to present redesign options; four options presented (one at-grade and three with a new overpass)
- The Bicycle Committee feels that the plans did not seem to prioritize pedestrian or bicyclist safety and put motorized vehicle throughput first
- The Bicycle Committee proposes the a joint letter authored by all three Transportation Committees to MassDOT asking to prioritize safety for pedestrians, bicyclists, and transit users (the 47 bus goes through the intersection) and perhaps give some examples of enhancements to current proposals
- Action: a subcommittee with members from all three Transportation Committees was formed to draft a letter for approval by each of the three Transportation Committees.

Richard Freierman (Bicycle Committee) will lead the subcommittee and volunteers included Randy Stern (Bicycle Committee), Robin Bonner (Pedestrian Committee), Bill McAvinney (Transit Advisory Committee), Miles Robinson (Transit Advisory Committee), and Matt Martin (Transit Advisory Committee).

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

- Quincy Street: part separated/part buffered bike lane heading north, painted and striped bike lane heading south
 - Travel lanes are 10.5 feet, so they can't be reduced further (it's already less than MBTA prefers) – 3 feet short of the space required for a separated bike lane heading south
- Partially protected intersection at Quincy/Kirkland
- Bikes can use exclusive pedestrian crossing signal phase to make turns at this intersection
- East of Quincy St. is a truck and bus route, which means wider travel lanes are needed and it is hard to extend quick-build separated bike lanes further down Kirkland
- Question: What type of protection is used in the protected bike lane?
 - Answer: Flex posts
- Question: Parking removed on the north side of Kirkland west of Quincy?
 - Answer: Yes
- Question: Can Harvard give up some land to make a path to Oxford Street
 - Answer: This project isn't focused on that, instead focusing on Cycling Safety Ordinance (CSO) streets requiring more separation
- Question: Vehicle stop bar on Quincy is way back. What will get cars to stop there?
 - Answer: It is far back today, this design only moves it 4 feet back. It helps buses make the turn
- Question: Exclusive phase, plus bikes can turn right on red?
 - Answer: Working out the specifics of the phasing, in particular for the bike movements. "Except bikes" will be placed under the "No Turn on Red" signage.
- Question: Right turn from Kirkland onto Quincy, can flex posts be added at the corner?
 - Answer: Flex posts can't be added at the corner because buses coming out of Memorial Hall circle need to make a U-turn onto Quincy Street and would run over flex posts
- Comment: Oxford really needs more traffic calming
- Question: Potential to harden the buffer down Oxford near the crosswalk, it needs something to keep parking from blocking visibility
 - Answer: Good comment, we will look into this
- Question: Can crosswalks be more perpendicular to shorten crossing distance?
 - Answer: Not now, we are not changing the ramps right now but Kirkland will be reconstructed at some point in the next several years
- Question: Can the corner of Quincy/Kirkland have a concrete curb as a part of the protected intersection?
 - Answer: No, for maintenance reasons, but several flexposts will be put in
- Question: Can Harvard talk to shuttle drivers to be safer turning out of Memorial Hall?

- Answer: Will pass this request along

Presentation: [Outer Huron Safety Improvement Project](#)

- A two-way separated bike lane will be installed from Grove Street to end of the current separated bike lane
- This extends the CSO network and will connect to planned separated bike lanes on Grove Street that will be installed by the Town of Belmont
- This area needs more safety; it's on a hill, it's curved, there are high speeds
- Vehicle speeds need to be lowered—traffic data shows lots of speeding there
- Building bicycle infrastructure has proven to increase bicyclist volumes (build it and they will come)
- Question: Why a two-way bike lane?
 - Answer: It continues the existing two-way lane and allows for more parking preservation
- Most current parking is unrestricted. Will remove parking on Fresh Pond side of the street (52 spots)
- Question: What kind of parking will the project add on the south side?
 - Answer: To be determined based on input from public engagement, stakeholders, and survey results.
- Pedestrian safety will be improved at Grove and Huron with some corner buffering and new striping:
 - Town of Belmont plans to add a traffic signal here in the future
 - Question: What is the plan for bicyclists making a left turn on Grove Street from the bike lane?
 - Answer: Belmont reconstruction of the intersection will add a two-way bicycle crossing, allowing for bicyclists to safely cross Grove Street and make that left turn
- Online survey: Lots of people from Belmont and golf course have taken the online survey
- Question: Golf course users will be concerned with the loss of 52 parking spots. Are there any creative discussions going on to reduce parking need (i.e. encouraging carpooling at the golf course, adding a shuttle from Alewife to the golf course, etc.)
 - Answer: No, but the Parking Department has offered to enforce parking restrictions in parking lot to golf users
- Question: Where is the online survey? A lot of responses have to do with the golf course? Maybe the online survey needs to be distributed more widely? Permit parking seems best, don't let the golf course dominate the survey please
 - Answer: Yes, the online survey is a little skewed right now, there are some limitations. The survey is not a vote.
- Question: Better access to the two-way separated bike lane from the Bluebikes station, they are not in the roll plan.
 - Answer: Design is not final.

Public Comment

- None