

## Bicycle Committee

### Meeting on January 15, 2025

## Meeting Minutes

*Note: Short meeting (approximately 30 minutes) to accommodate annual potluck*

### Attendance

- Mark Boswell (Chair), Amy Flax (Vice Chair), Randy Stern (Secretary), Greg Carey-Medlock, Leah Pickett, Camille Jonlin, Richard Freierman, Vanessa Nwankwo (MIT), Charlie Creagh (CDD), Andy Reker (CDD), Nick Schmidt (CDD), Stephen Meuse (TPT)

### Announcements

- Nick Schmidt - CDD Transportation Program Manager for Pedestrian and Bicycle Mobility - [nschmidt@cambridgema.gov](mailto:nschmidt@cambridgema.gov)
  - Started January 7, 2025
  - Taking over for Cara Seiderman, who has retired
  - 18 years in transportation planning and design in the public sector (City of Boston) and private sector (WSP and Toole Design Group)
  - Co-author and/or project manager of progressive, multimodal planning and design guidance and neighborhood plans, including:
    - Guidelines: Boston's Bike Parking Guidelines, Newton's Street Design Guide,
    - FHWA's 2016 Achieving Multimodal Networks Guide, MassDOT's Separated Bike Lane Planning & Design Guide
    - Plans: The MA Bicycle Transportation Plan, PLAN: East Boston, and PLAN: Mattapan

### Project Updates

- From Stephen Meuse on behalf of the **Traffic, Parking & Transportation (TPT) Department**:
  - [Broadway Safety Improvement Project](#) (Quincy Street to Portland Street)
    - Focusing on Section A: Columbia Street to Portland Street
    - 1/28: Virtual public meeting
    - 2/4 and 2/6: In-person open houses
  - [Aberdeen Avenue Safety Improvement Project](#) (Huron Avenue to Mt. Auburn Street)
    - Design and outreach complete
    - Project installation beginning spring 2025
  - [Cambridge Street Safety Improvement Project](#) (Inman Square to Second Street)
    - Focusing on Section A: Oak Street to Willow Street
    - 1/23: Hybrid working group meeting
    - 1/31: [Design feedback](#) survey closes
  - [Main Street Safety Improvement project](#) (Lafayette Square/Mass Ave to Portland Street)
    - Plan is to alternative parking from side to side, as needed

- Final design will be presented in spring 2025, with installation in summer 2025
- [Mid- Mass Ave Safety Improvement Project](#) (Trowbridge Street to Sellers Street)
  - Maintenance paving is complete. Installation of some markings and flex posts is weather dependent.
- Flagstaff Park (Mass Ave, Garden Street, and Peabody Street)
  - Focused on maintenance paving. Installation of some markings and flex posts is weather dependent.
  - Project will include adding separated bike lanes into and out of the tunnel
- From Stephen Meuse on behalf of the **Department of Public Works (DPW)**:
  - [Shepard Street Reconstruction Project](#) (Garden Street to Mass Ave)
    - Included in the DPW *Five Year Sidewalk and Street Reconstruction Plan*
    - Identified as a Bicycle Priority Street in the Bicycle Plan for lower volumes and/or lower speeds in the Bicycle Plan
    - Existing Conditions:
      - One southbound travel lane (towards Garden Street)
      - One southbound bike lane (towards Garden Street) between Walker Street and Garden Street
      - Full-time on-street parking on the south side (46 spaces)
      - Part-time (5 PM-9 AM) on-street parking on the north side between Mass Ave and Walker Street (28 spaces)
    - Motor vehicle volumes are about 20% lower on Shepard St following the Garden Street project's installation. However, data collection showed that speeds and daily traffic counts still exceed thresholds for comfortable shared space for all ages, abilities, and identifies. Based on these data, the City recommends a standard bike lane along the length of the project area.
    - Options to achieve this recommendation include
      - Option A: A standard bike lane along the north curb and no on-street parking on the north side (retains about 46 spaces). Eastbound bicycling would be accommodated the full length westbound on Chauncy Street, a parallel street nearby for opposite direction travel.
      - Option B – A contraflow bike lane along the south curb, no designated bike space in the direction of motor vehicle travel, and no on-street parking on the south side (retains about 53 spaces)
      - Committee member discussion:
        - **With a hand raise, members present preferred Option A,** due to traffic concerns and to be in keeping with the spirit of the Bicycle Plan. Option B eliminated the possibility of a dedicated bike lane in the with-vehicle-traffic direction.
        - Members discussed the possibility of raising the bike lane along Radcliffe and making it a shared space, as that might accommodate some of the contra-flow biking demand, which may be students going to and from Garden Street via

Shepard Street. That requires more coordination with Harvard.

- Members noted a concern that the potential restoration of Garden Street as two-way street would return those volumes to Shepard Street. If that occurred, then any shared lane marking options on Shepard Street would be even more “uncomfortable” than members feel today.
- The project includes a raised crosswalk at Mass Ave and at Walker Street, regardless of option selected, for improved accessibility and to help reduce vehicle speeds.
  - Committee member discussion:
    - Members agreed that traffic calming elements like curb extensions, raised crossings, and potentially speed humps could address speeding. Members asked for an additional raised crosswalk on the street to further calm traffic.
- Next steps: Second community meeting is planned for spring 2025

**Public Comment**

- None