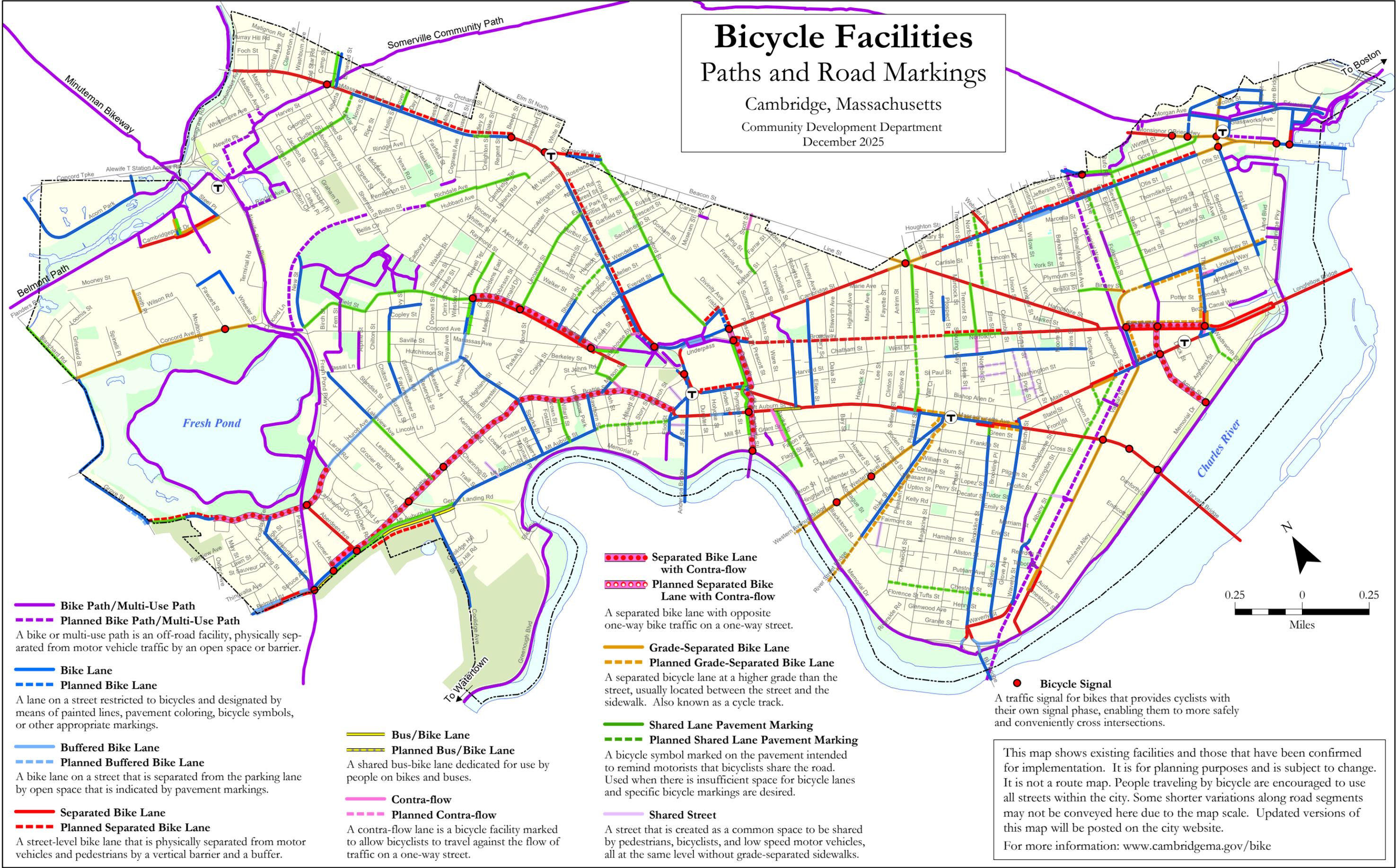


Bicycle Facilities Paths and Road Markings

Cambridge, Massachusetts
Community Development Department
December 2025



- Bike Path/Multi-Use Path**
A bike or multi-use path is an off-road facility, physically separated from motor vehicle traffic by an open space or barrier.
- Planned Bike Path/Multi-Use Path**
- Bike Lane**
A lane on a street restricted to bicycles and designated by means of painted lines, pavement coloring, bicycle symbols, or other appropriate markings.
- Planned Bike Lane**
- Buffered Bike Lane**
A bike lane on a street that is separated from the parking lane by open space that is indicated by pavement markings.
- Planned Buffered Bike Lane**
- Separated Bike Lane**
A street-level bike lane that is physically separated from motor vehicles and pedestrians by a vertical barrier and a buffer.
- Planned Separated Bike Lane**

- Bus/Bike Lane**
A shared bus-bike lane dedicated for use by people on bikes and buses.
- Planned Bus/Bike Lane**
- Contra-flow**
A contra-flow lane is a bicycle facility marked to allow bicyclists to travel against the flow of traffic on a one-way street.
- Planned Contra-flow**

- Separated Bike Lane with Contra-flow**
A separated bike lane with opposite one-way bike traffic on a one-way street.
- Planned Separated Bike Lane with Contra-flow**

- Grade-Separated Bike Lane**
A separated bicycle lane at a higher grade than the street, usually located between the street and the sidewalk. Also known as a cycle track.
- Planned Grade-Separated Bike Lane**

- Shared Lane Pavement Marking**
A bicycle symbol marked on the pavement intended to remind motorists that bicyclists share the road. Used when there is insufficient space for bicycle lanes and specific bicycle markings are desired.
- Planned Shared Lane Pavement Marking**
- Shared Street**
A street that is created as a common space to be shared by pedestrians, bicyclists, and low speed motor vehicles, all at the same level without grade-separated sidewalks.

- Bicycle Signal**
A traffic signal for bikes that provides cyclists with their own signal phase, enabling them to more safely and conveniently cross intersections.

This map shows existing facilities and those that have been confirmed for implementation. It is for planning purposes and is subject to change. It is not a route map. People traveling by bicycle are encouraged to use all streets within the city. Some shorter variations along road segments may not be conveyed here due to the map scale. Updated versions of this map will be posted on the city website.
For more information: www.cambridgema.gov/bike