



**CITY OF
CAMBRIDGE**

Department of
Transportation

Welcome! Broadway Safety Improvement Project *Working Group Meeting #5*

Tuesday, November 18, 2025 | 5:30 – 8:30 PM

Project Team

Project Manager

Andreas Wolfe, *Street Design Project Manager* | *Department of Transportation*
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Assistant Project Manager

Leah Grodstein, *Street Design Project Manager* | *Department of Transportation*

Department of Transportation

- Brooke McKenna, Transportation Commissioner
- Jeff Parenti, Asst. Commissioner for Street Management
- Stephen Meuse, Supervising Engineer
- Jackie McLaughlin, Communications Manager
- Chaimaa Medhat, Community Relations Project Administrator
- Andy Reker, Transit Program Manager
- Nick Schmidt, Transportation Program Manager

Department of Public Works (DPW)

- Jerry Friedman, Supervising Engineer
- Melissa Miguel, Supervising Engineer

Consensus Building Institute (CBI)

- Abby Fullem
- Meira Downie
- Elizabeth Cooper

Design Consultants

- Scott Curry, Kittelson & Associates
- Meredyth Sanders, Kittelson & Associates
- Alyssa Peck, WSE

Remote Participation Instructions

Working Group members:

- You will be promoted to "panelist".
- Please turn on your video.
- Raise your hand to join the queue.

Members of the public:

- There will be an opportunity to share public comment at ~6:30 PM.
- At that time, you can raise your hand to join the queue.

Agenda

5:30 PM	Welcome & Introductions
5:40	Project Updates
5:50	Section B: Goals and Design Considerations
6:30	Public Comment
6:40	Working Group Business & Next Steps
6:45	Site Tour of Section B
7:55	Site Tour Debrief
8:30	Adjourn

Guiding Principles for Working Together

- Respect all participants (Working Group members, City staff, facilitation team, members of the public).
- Listen actively and with empathy.
- Talk about the topics, not people.
- Be curious about and open to different perspectives and sources of information.
- Speak for yourself from your own perspective; share information from and with your networks and note the difference.
- Focus our work on actionable recommendations related to design, implementation, engagement, and outreach related to the Broadway SIP.
- Make room for active participation from all Working Group members.

01. Project Updates

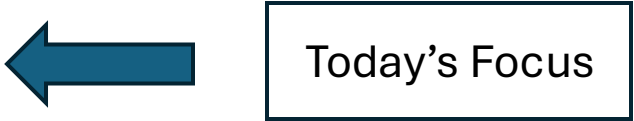
Community Engagement

Section A

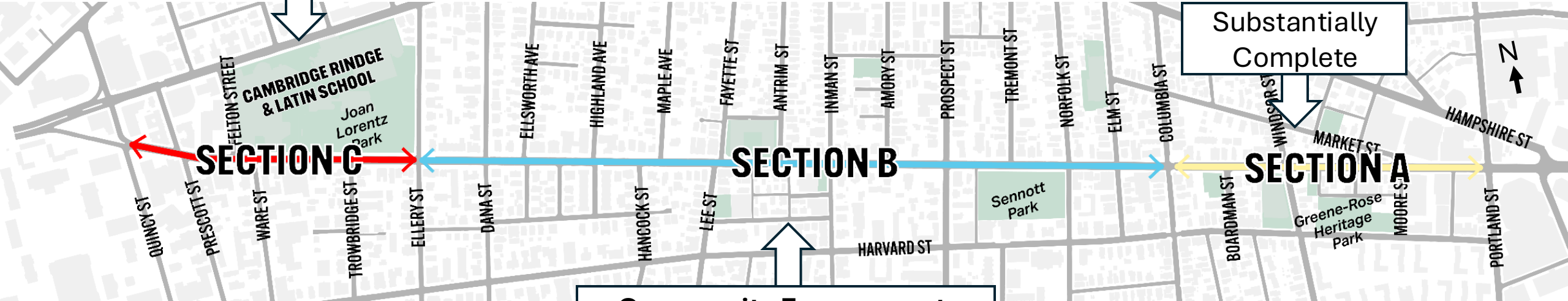
Section C

Reminder: Community Engagement Timeline

- **Section A:** Complete
- **Section C:** Summer 2025 – Winter 2026
- **Section B:** Late Fall 2025 – Spring 2026



Community Engagement:
Summer 2025 – Winter 2026



Substantially Complete

Community Engagement:
Late Fall 2025 – Spring 2026

Section A Updates

Meter Hour Changes



Image: Sign for new meter hours on Broadway by Moore St

Meter Hour Changes Implemented

- Meters in effect 9 AM – 5 PM, instead of 8 AM – 8 PM
- Both residents and non-residents can park during non-metered hours.

Flex-Posts and Pavement Markings

Flex-Posts Installed

Green Pavement Markings Underway Citywide

- Broadway marking began in October



Image: Green and tan markings near accessible loading zone at Fletcher-Maynard Academy



Image: Green markings and flex-post at transition to accessible parking spot on Broadway



Image: Bus stop markings and flex-posts on Broadway near Columbia St

Section C Updates

Section C Community Engagement Timeline

Complete/Underway:

- Stakeholder meetings (Businesses, School District)
- Working Group Meetings
- Presentation to City Committees (Transit, Pedestrian, Bicycle)

Upcoming:

- Section C Design Feedback Survey (November 2025)
- Section C Design Review In-Person Open House (January 2026)
- Virtual Community Meeting (Spring 2026)

02. Section B

Project Goals

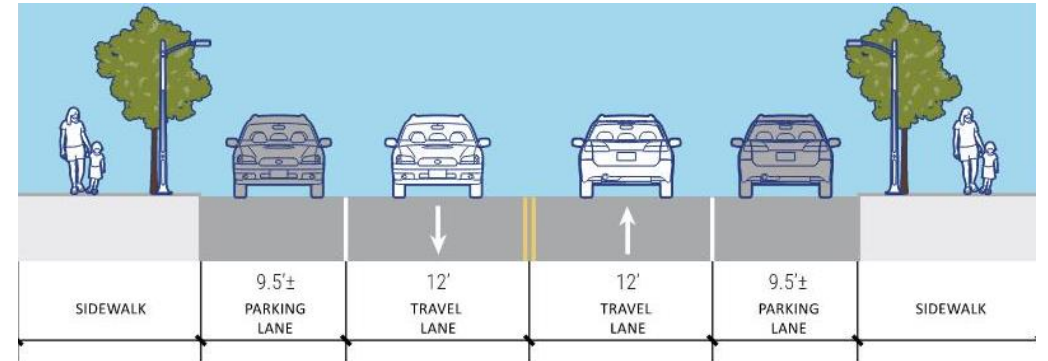
Design Considerations

Project Goals

Goal: Install Safe & Accessible Bike Facilities

Broadway does not have all ages and abilities bicycle facilities

- Most sections have shared lane markings, with no designated space for people biking.
- Leads to more people riding on the sidewalk.



Existing Broadway layout between Ellery St and Columbia St



Image: Broadway at Fayette St/Lee St

Secondary Goal: Maintain as much parking as possible without compromising safety

Section B contains mainly Resident Permit Parking (RPP)

- Some bike lanes in this section will be narrower than our typical protected bike lane design.

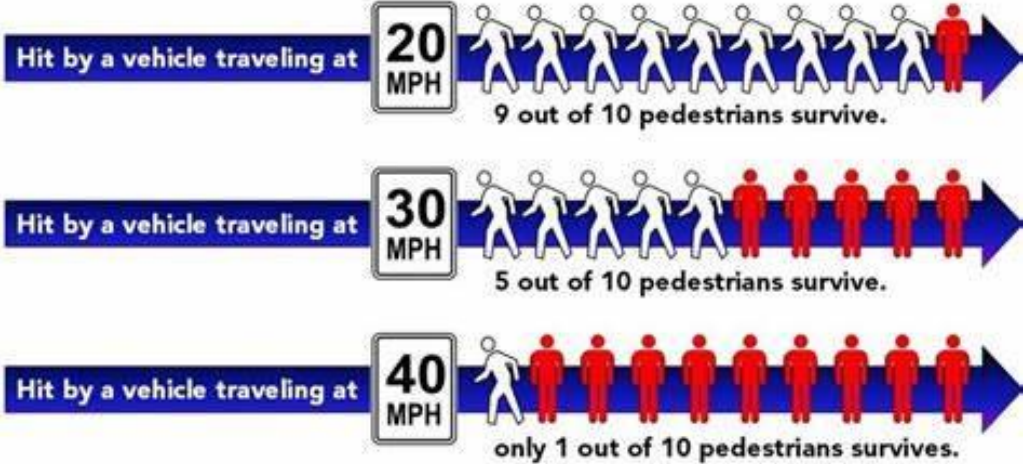


Image: Broadway at Fayette St/Lee St

Goal: Improve Safety for All Users

Broadway has too much speeding

- Many stakeholders identified **Dana Hill** as an area where speeding is common and visibility is poor.
- Speeding drivers have a smaller field of vision, take more time to react, and can cause more serious crashes
- The new design will slow drivers by making Broadway **feel narrower** than today.



Research suggests speeds of 20mph or below are suitable for places with high activity of people walking and biking (*National Highway Traffic Safety Administration*)

Speed Bracket	Actual Speed (Eastbound)	Actual Speed (Westbound)
50 th percentile (50% of drivers went faster)	25 MPH	27 MPH
85 th percentile speed (15% of drivers went faster)	29 MPH	34 MPH
95 th percentile speed (5% of drivers went faster)	32 MPH	37 MPH

Table 1: Speed and traffic volume collected September 10-12, 2024, 72-hour average, halfway between Dana St and Highland Ave

Goal: Maintain & Increase Accessible/Disability Parking

Existing accessible/disability parking will remain, and we will explore opportunities to add more

- More accessible parking will be added to offset loss of general parking.
- If spots are relocated, work closely with users to find suitable locations (often through city’s application database)
- Note: Narrower buffer than Section A.

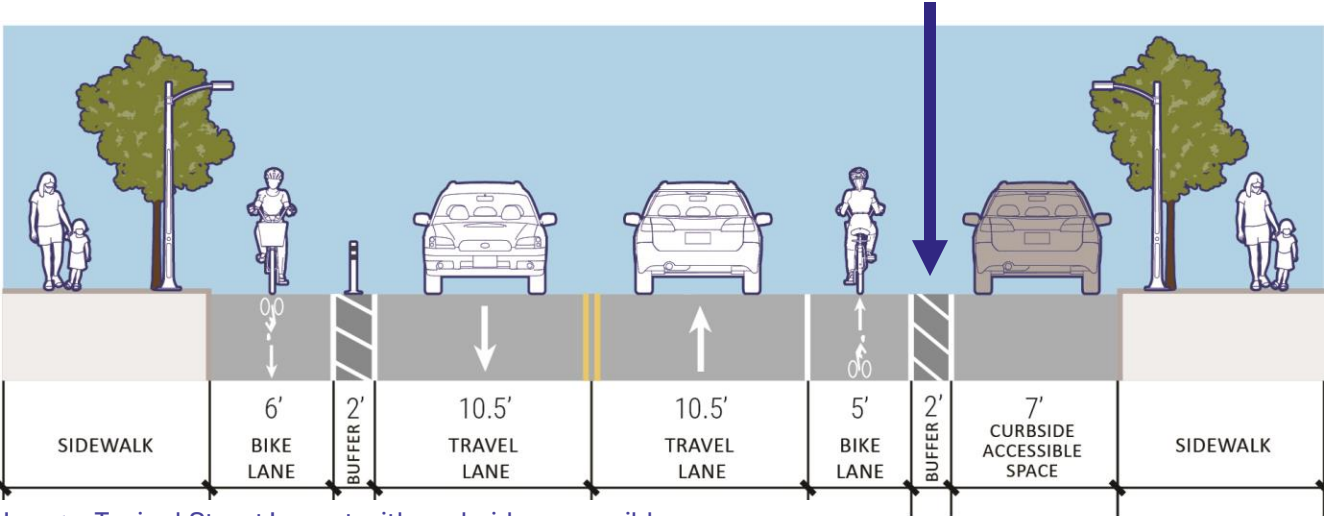


Image: Typical Street Layout with curbside accessible space



Image: Broadway in front of City Hall Annex

Goal: Improve and Enhance Bus Stops

Typical bus improvements as part of quick-build projects:

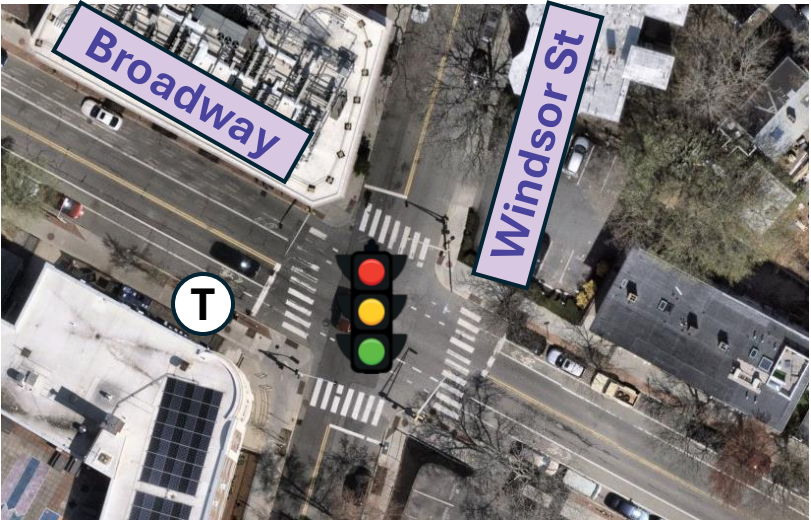
- Inaccessible stops are removed, relocated or reconstructed (if possible)
- Near-side stops, which cause additional delays, relocated far-side
- Coordination with MBTA to do what's best for most bus riders

Better, but still limited design options, with quick-build:

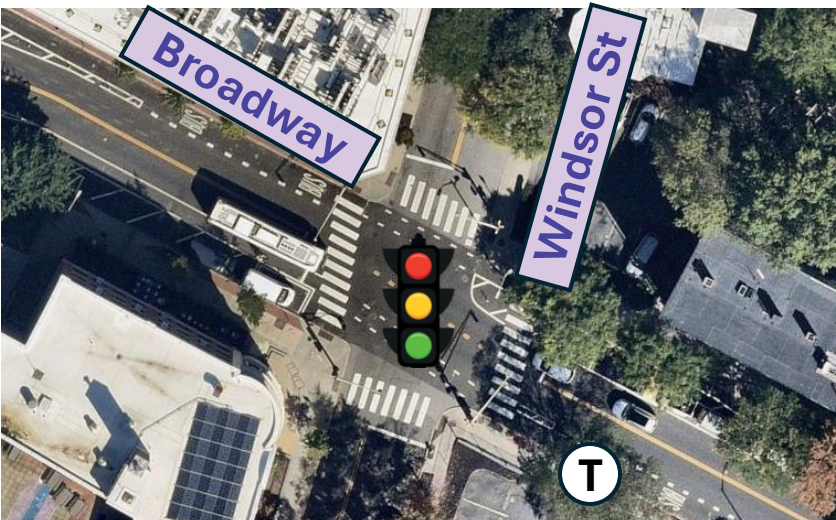
- Buses stop in bike lane to access sidewalk
- Reconstruction of bus stops limited in scope



Completed quick-build style bus stop in Section A



Nearside bus stop, Apr 2025

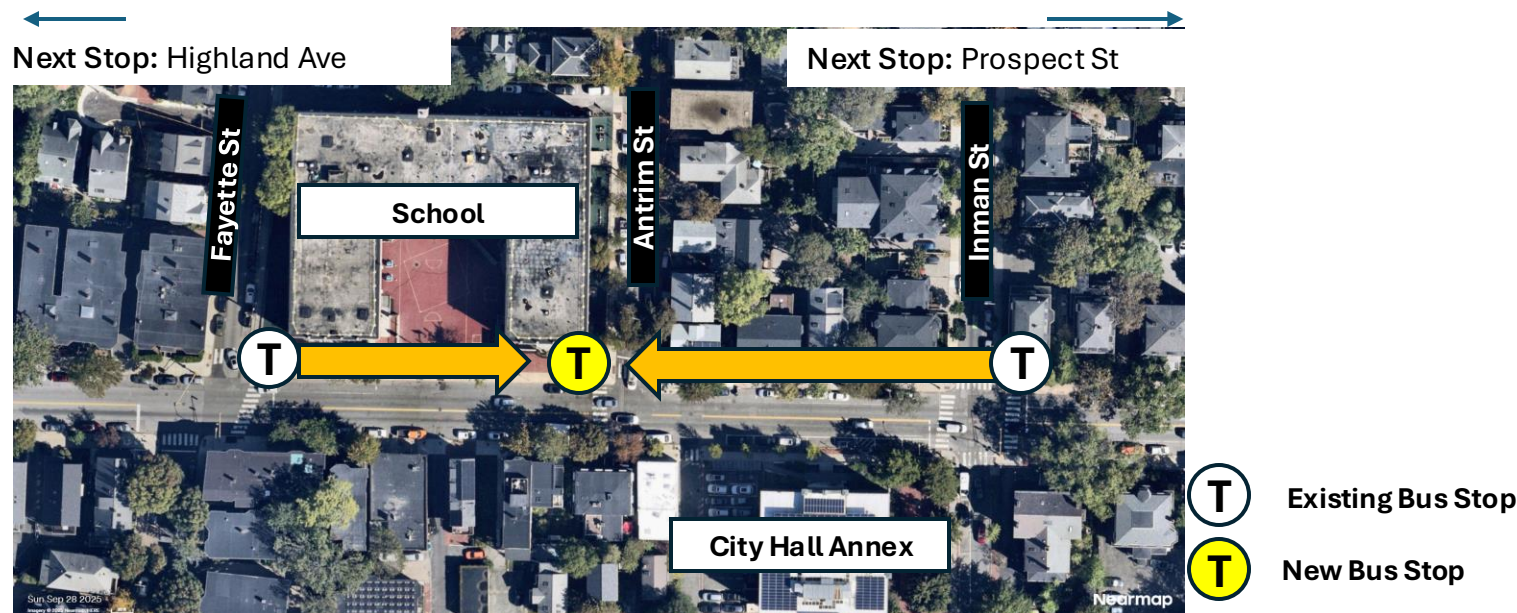


Farside bus stop, Sep 2025

Upcoming MBTA Service Change: Broadway at Antrim St

Stops at Inman St and Fayette St consolidated to new location at Antrim St

- New location is more accessible and will support project design, MBTA bus stop spacing best practices.
- Able to happen independent of project. Additional stop changes possible later with project.



Bus Stop Relocation Map

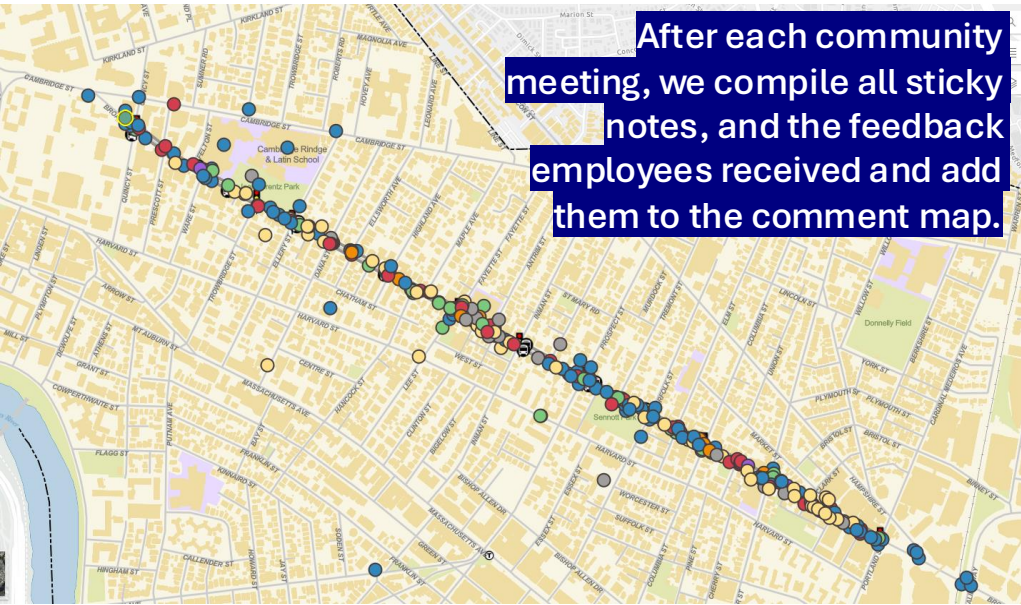


New Location: 358 Broadway

Goal: Be Response to Community Feedback

Business Outreach: In Spring 2025, we partnered with CDD’s Economic Opportunity and Development Division to conduct a Pre-Installation Survey. This feedback, along with other continuous feedback sources, informed design considerations before drafting began.

Comment Map:



Screenshot of the Comment Map as of 10/31/25

Comment Form

Have a general comment that isn't location based?

[Share Your Thoughts](#)

Comment Map

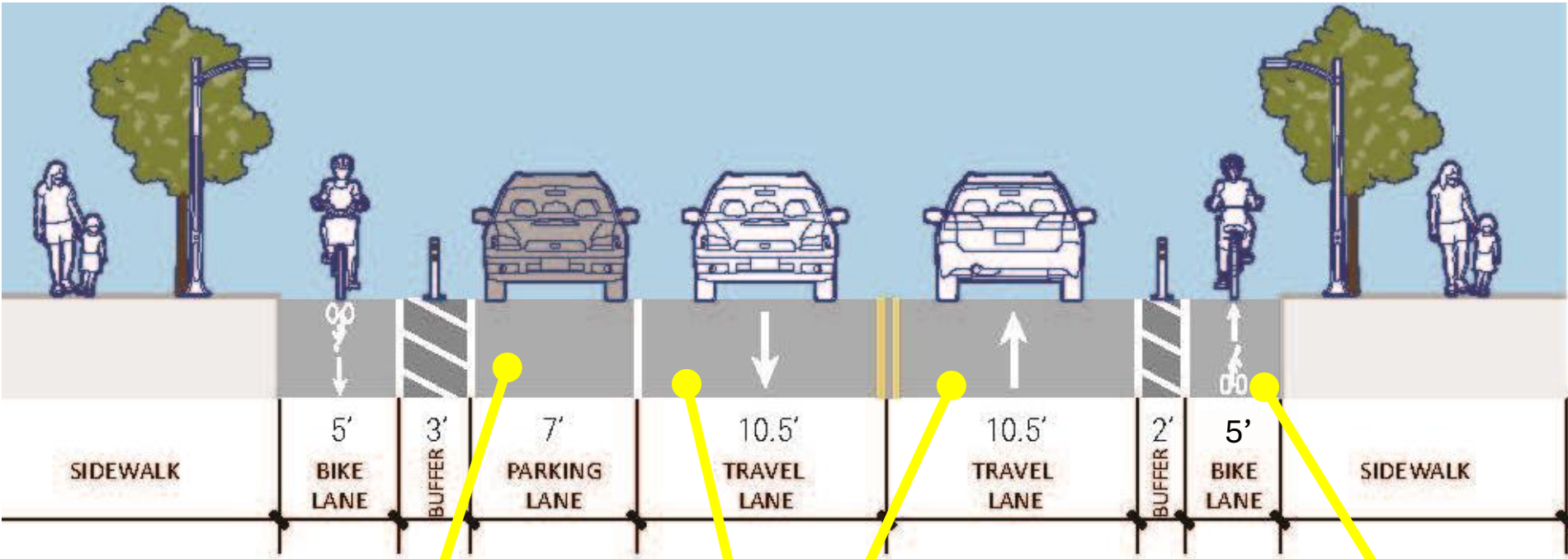
Tell us how you currently use the street, pinpoint safety concerns, and identify parking and loading needs.

[Comment](#)

Comment Forms and Maps are throughout the project. When draft designs are ready for each section, we will launch targeted design feedback surveys, similar to what we did for Section A, and share results.

Typical Street Layout for Section B

- Typical layout will vary block to block.
- Some sections have significant constraints, to be discussed.



Parking on one side, varies depending on context

Narrow travel lanes will slow speeds, but will feel tight for large vehicles

Bike lane 1' narrower on non-parking side than typical

Design Considerations for Section B

Design Considerations: Elevation Changes at Dana Hill

Hills affect how we design our streets:

- Visibility is limited at the crest of the hill
- Higher speed differentials: Both drivers and bicyclists tend to gain speed downhill.

Limitations for project design:

- Two-way bike lanes or contra-flow bikes lanes aren't preferred on hills.
- Chicanes, crosswalks, bike lanes or other design features require more careful placement and design.
- Additional measures may be needed to reduce driver speeds

Site Tour Stop #1:
Maple Ave at
Broadway



Dana Hill limits our design options. For example, we can't continue the two-way bike lane on a hill.

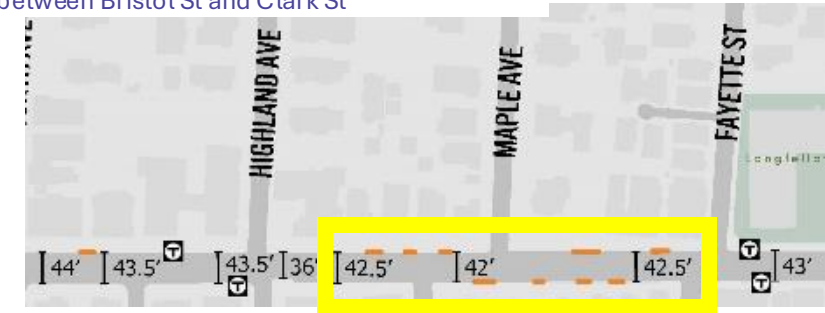
Design Considerations: Parking

One-side parking on Broadway, mostly.

- Less parking expected overall in Section B than other sections of Broadway
- Need 43' for parking on one side.
- MBTA/School bus uses, driveways, street widths will constrain parking more than other sections.

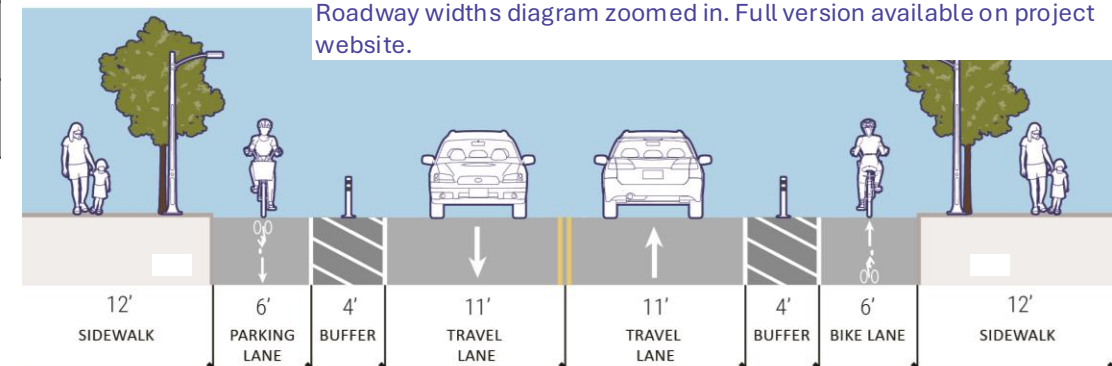


Hampshire St between Bristol St and Clark St



Roadway widths diagram zoomed in. Full version available on project website.

Project Section	Parking Retained
Section A	41/89 (46%) Complete
Section B	<i>Estimated: 35%-45%</i>
Section C	32/64 (50%) <i>DRAFT</i>



Example cross-section without parking on either side. This is needed where we have less than 43' of roadway.

Design Considerations: Side-Streets

Types of Side-street parking changes we could employ:

1. Changing regulations, i.e., meters on side-streets next to businesses. **LIKELY**
2. Creating Parking, i.e., where roadway is wide enough to add it (See: Bay St). **RARE**
3. Directional/Operational changes, parking could be added but requires changing flow of traffic (See Garden St). **LAST RESORT**



Moore Street, metered spaces on side-streets



Bay Street, New Parking Created

Design Considerations: Key Intersections

Broadway at Prospect St: What we've heard

- Left turns make the intersection very complex
- Corners feel unsafe due to traffic just up to the edge of the roadway.

Broadway at Tremont St: What we've heard

- Tremont St carries more traffic than other parallel routes
- Crosswalk at this location isn't visible

Site Tour Stop #2:
Prospect &
Tremont Streets at
Broadway

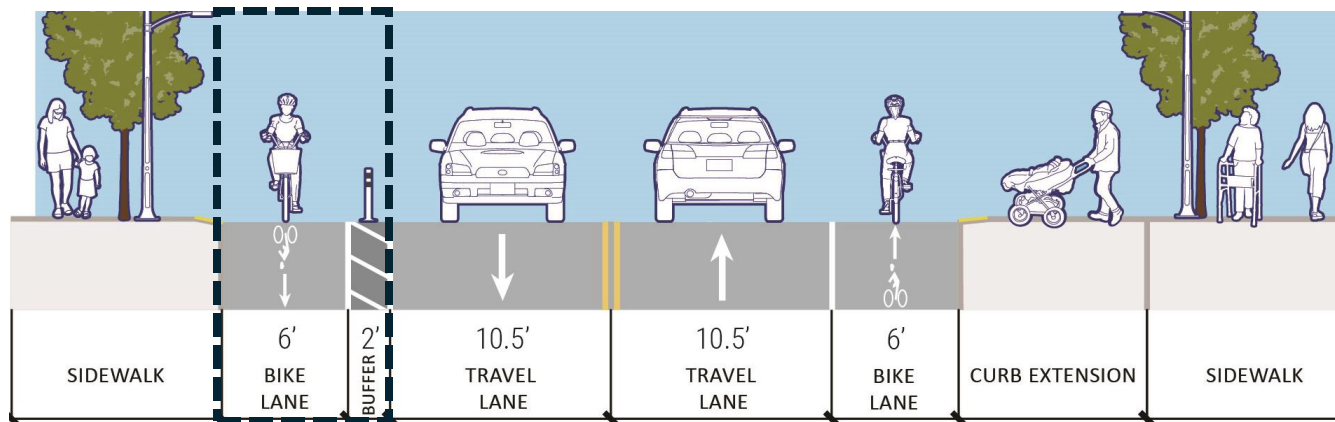
Design Considerations: Remove Curb Extensions

Some locations require additional modifications

- Existing width of Broadway at Elm St is 29'.
- Designs vary but required curb-to-curb widths for quick-builds at curb extensions need to be at least 33'.

Curb work is limited to very few locations

- Must evaluate impacts to drainage and safety
- Understand construction timeline and approach



Example cross section at a single curb extension. Diagram not location specific.
Approximate location of removed curb extension shown in outline.

Site Tour Stop #3: Elm St at Broadway



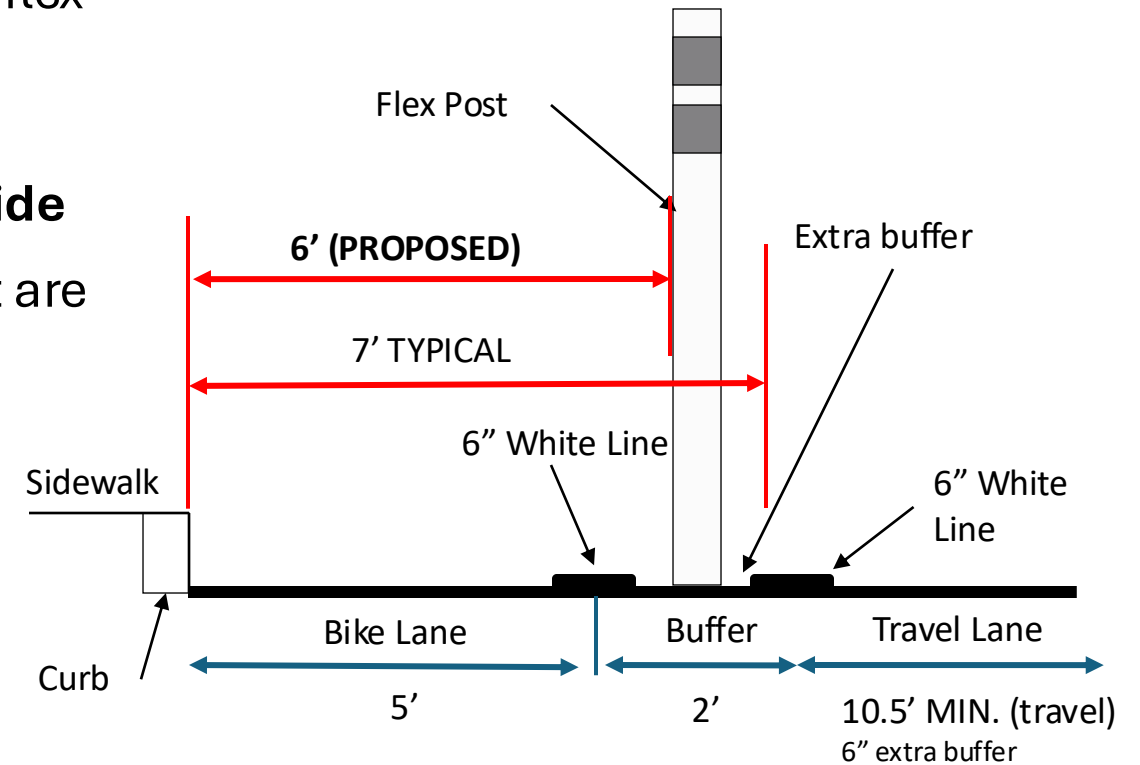
Existing Curb Extension at Elm St

Design Considerations: Snow Maintenance

- Bike lane widths defined by clear space between the flex-post and curb (*not the width between the lines, see diagram at right*)
- City's preference is for bike lanes to be **seven feet wide**
- Broadway may require some section of bike lane that are only **six feet wide**



Plowed bike lane on Mass Ave.



Questions & Answers

03. Public Comment

Public Comment

Public Comments Welcome

- Share thoughts in Q&A or verbally
- To comment verbally, raise virtual “hand” or signal interest in Q&A window
- Limit comments to 2 minutes; may need to adjust if many speakers

Please keep all comments...

- On-point
- Respectful
- Focused on issues (not individuals)

04. Working Group Business & Next Steps

05. Site Tour Preview

Site Tour

- **Walking Route**
 - Walking from City Hall Annex to the end of Section B (Columbia St @ Broadway intersection)
 - Stops and discussion will be at:
 - Dana Hill (Intersection of Broadway and Maple Ave)
 - Intersection of Broadway and Prospect St
 - Intersection of Broadway and Tremont St
 - Intersection of Broadway and Elm St
- **Debrief at the Department of Public Works on Hampshire St**