

Biking in Cambridge

Key Data from the Most Recent Data Report

The Biking in Cambridge Data Report 2025 tracked how biking in Cambridge has grown and changed over time. The data helps the City understand how people travel and how street design can improve safety for everyone.

Biking Has Grown a Lot

The number of people biking in Cambridge has more than tripled over the last 20 years.

250%

Increase in the number of people biking between 2004 and 2024

Building a Connected Network

Cambridge is working toward 25 miles of separated bike lanes to create a safe, comfortable, and connected bike network.

128%

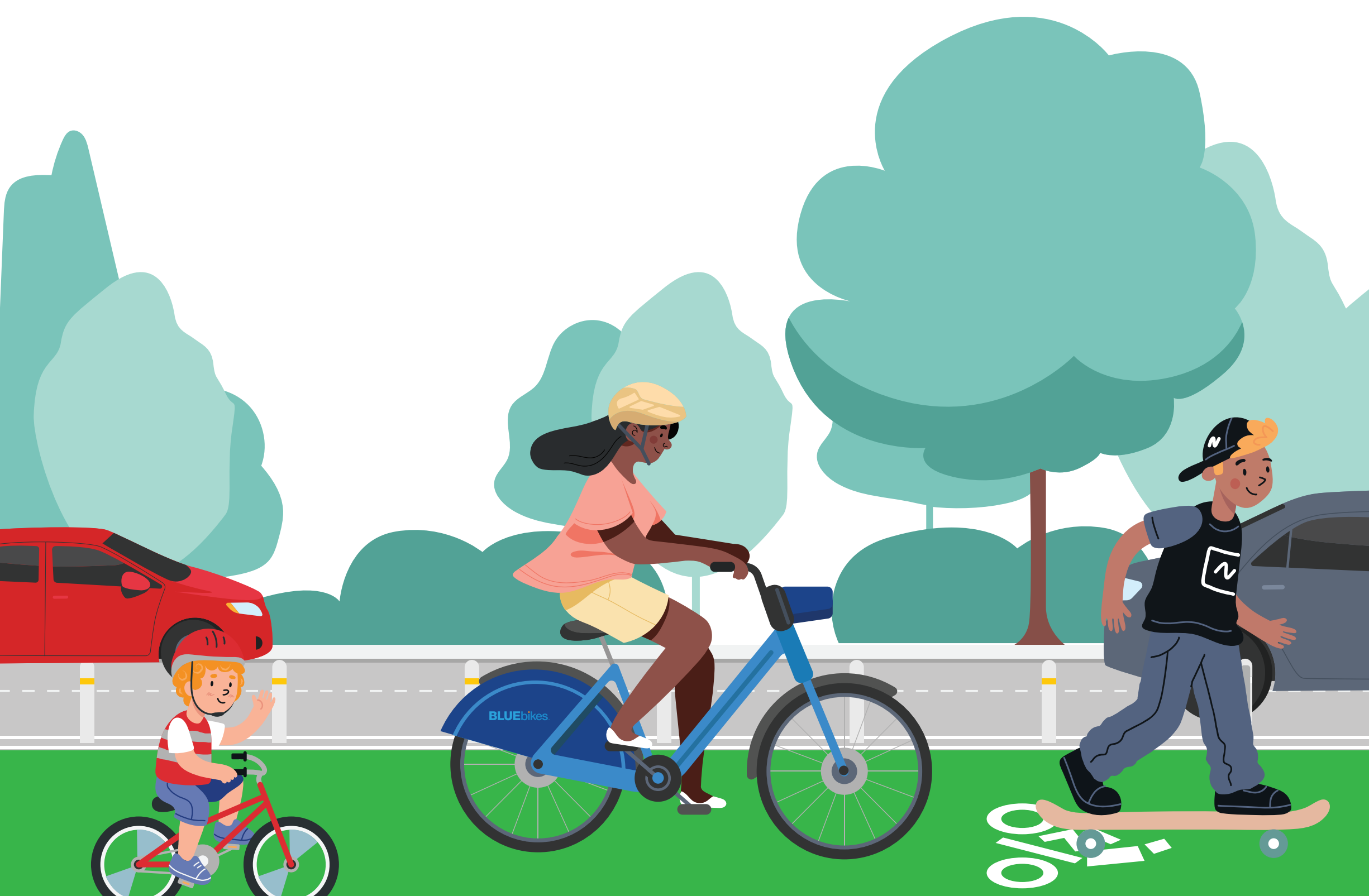
Increase in bike network lane-miles between 2004 and 2024

Bike Crash Rate Has Gone Down

Changes to street design and infrastructure have helped reduce the rate of bike crashes over time.

41%

Decrease in the citywide bike crash rate between 2004 and 2024



How Policies Shape Street Design?

How We Design Streets Using Quick-Build Projects

What Guides Our Street Design?

We design for people of all ages and abilities. This includes:

- People who may not have access to a car.
- Safe and accessible facilities, including bike lanes, that can be used by a wide range of people.

The focus is on moving people and goods, not their vehicles.

- Biking and riding transit are more efficient uses of limited street space.
- Keep access to destinations (like for trucks and local deliveries) while improving traffic safety.

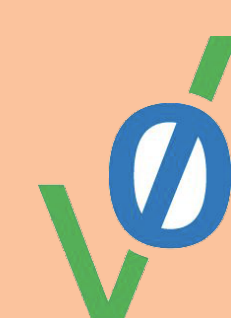
What is a Quick-Build Project?

Quick-build projects allow the City to make street improvements faster and with less disruption.

- **Involves no construction** or coordination with utility companies.
- **Fewer impacts** to residents during implementation.
- Uses **temporary materials** like paint, signs, and flex-posts.
- **No impact** to curbs, drainage, and sidewalks.

Supporting Policies

- Vision Zero
- Cambridge Bicycle Plan
- Envision Cambridge
- Zero Emissions Transportation Plan



**ENVISION
CAMBRIDGE**



How Policies Shape Street Design?

Why are We Changing Broadway's Street Design

The Cycling Safety Ordinance

The Cycling Safety Ordinance (CSO), passed by the Cambridge City Council, requires Cambridge to install about 25 miles of separated bike lanes by November 2026.

This includes:

- All of **Massachusetts Avenue**
- **Garden Street** (eastbound Huron Ave to Berkeley St, westbound from Mason St to Huron Ave)
- **Broadway** (Quincy St to Hampshire St)
- **Cambridge Street** (Oak St to Second St)
- **Hampshire Street** (Amory St to Broadway)
- **11.6 miles on other streets** (from within the Bicycle Network Vision)



Scan to learn more about the CSO

What is the Cambridge Bicycle Plan?

- A vision for The City where all streets and destinations are accessible by bike
- Bike lanes and other infrastructure is designed for people of all ages and abilities



Scan to view the 2020 Bicycle Network Vision



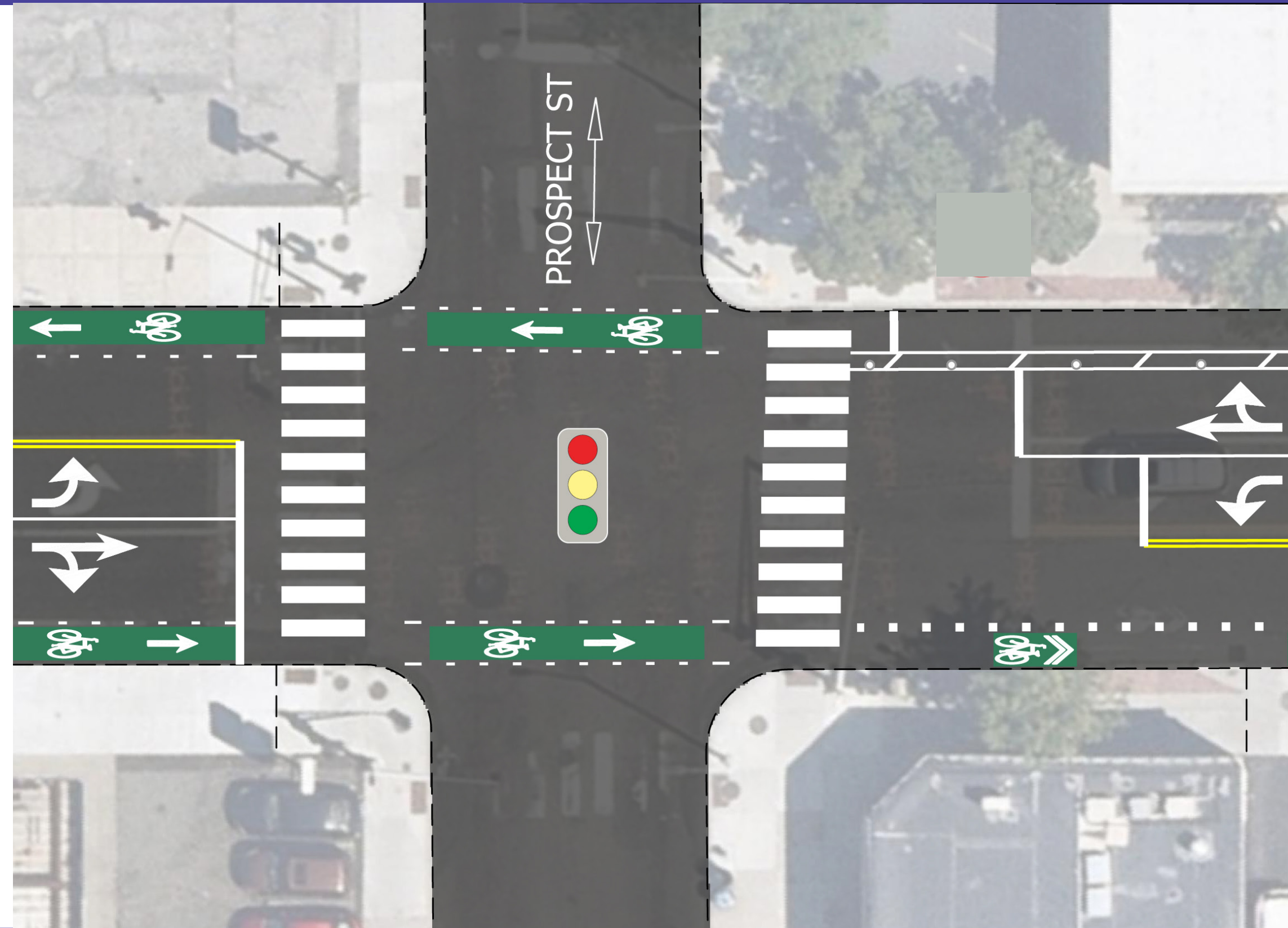
Brattle Street Safety Improvement Project 2023

What Design Changes are Coming?

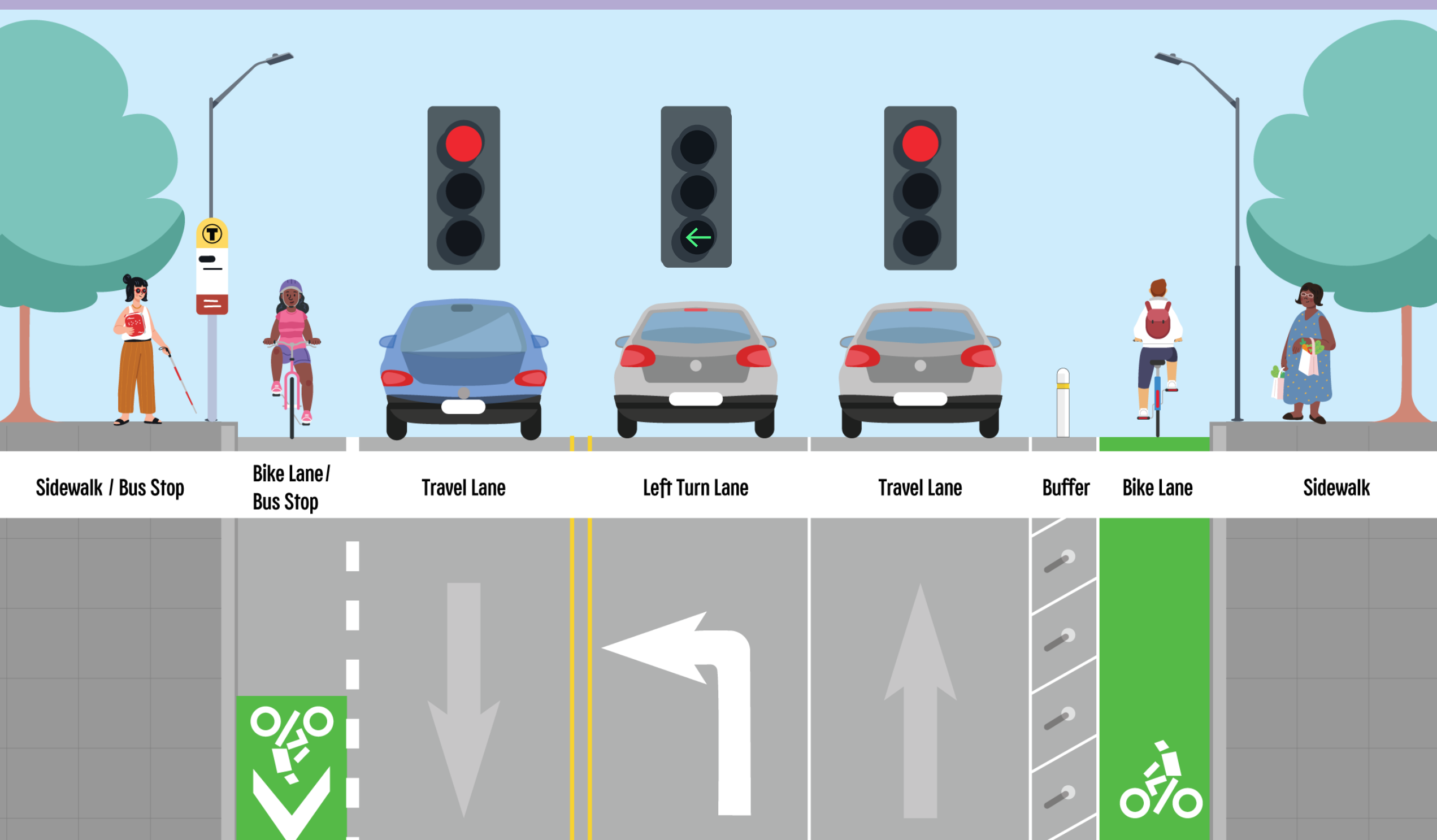
Signal and Traffic Pattern Changes at Prospect St

Changes to Prospect St Intersection

- Bike lanes narrow as they leave the intersection to make room for turn lanes on Broadway.
- Left-turning drivers get dedicated signal time to turn.



Safety Improvement: Time-Separated Left Turn Only Signals



How Left Turn Only Signals Work

- There is a separate left turn only travel lane and a signal with a left turn arrow.
- When the left turn arrow is green, left turning drivers can go and others must stop.
- When through traffic and pedestrians get green lights and walk signals, left turns get a red arrow and must wait.

Why Left Turn Only Signals

- A left arrow signal gives drivers their own turn time, reducing conflicts and improving safety.

What Design Changes are Coming?

Reductions to On-Street Parking

Parking Reduction

- Parking will be reduced to one side of the street on most sections of Broadway.
- Parking will alternate sides. This depends on the location of driveways, business preferences, and safety factors, such as sight lines and visibility.
- 34% of existing parking will remain in Section B (see table), but the amount of parking at different locations will vary.

Project Section	Parking Retained
Columbia St to Portland St (Section A)	41/89 (46%) Project Complete
Ellery St to Columbia St (Section B)	67/196 (34%) Draft Design
Quincy St to Ellery St (Section C)	32/64 (50%) Final Design

Parking Regulation Changes & Business Outreach

Section B Parking Types	Existing	Proposed
Resident Permit Parking	93	36
No Restriction (Except Street Cleaning)	52	0
Metered Timed Parking	17	15
Non-Metered Time Parking	18	0
Loading	10	10
Disability Parking	4	6
Municipal Vehicle Parking	2	0
Total	196	67

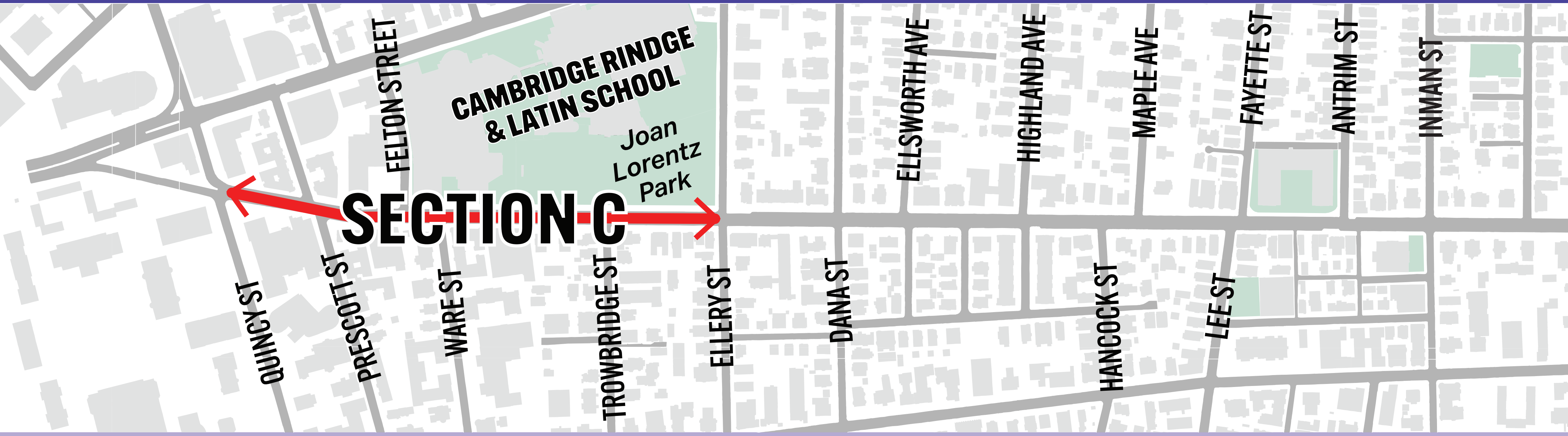
Business & Stakeholder Engagement Process



We are Here

Design Updates: Quincy St to Ellery St

How Will Quincy St to Ellery St Look?



What's Changed in our Design?

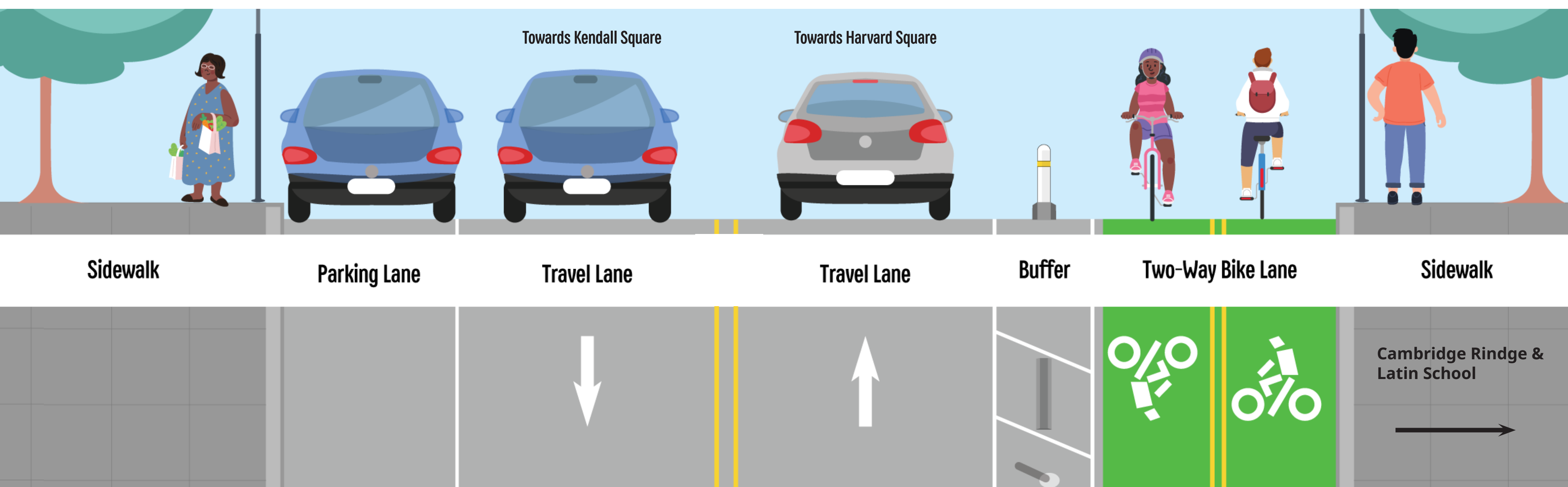
- More drop-off space across from the high school.
- Adjusted loading zones based on business feedback.
- Refined curb design at Trowbridge St to allow cyclist and maintenance vehicle access into Joan Lorentz Park.



Visit The Project Website

To learn more about the project, review the project roll plan, and sign up for email updates, scan the QR code.

Proposed Street Design: Quincy St to Ellery St



Ways to Share Your Feedback



Sign up for Emails

Scan the QR code to join our mailing list and get updates on the project.



Visit The Project Website

To learn more about the project, access high-resolution images and maps of the design, stay updated on events and the project timeline, scan the QR code.

Survey Coming Soon!

Look out for updates on the website and by email about the Design Feedback Survey for Section B.

Contact The Project Managers

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Broadway Section A

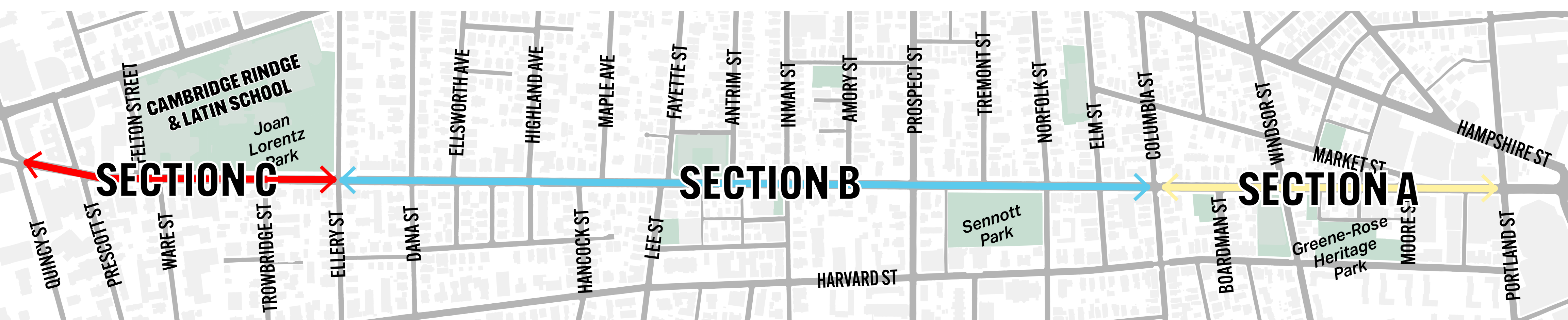
What is the Project Schedule?

Section B Schedule

- **Complete:** Two project working group meetings, stakeholder and business outreach
- **Underway:** Sidewalk Repairs
- **Tonight:** Draft Design
- **Spring/Summer 2026:** Additional Community Feedback
- **Summer 2026:** Installation Begins

Section C Schedule

- **Complete:** Design Feedback
 - Working group meetings and public, stakeholder, and business outreach
- **Tonight:** Design and Installation Update
- **Underway:** Final Design
- **Summer 2026:** Implementation Begins
 - Construction of bus stop, curb and sidewalk changes
 - Project paving
- **Late Summer 2026:** Final Installation



Welcome!

This is a community event for the Broadway Safety Improvement Project.

About This Event

This event focuses on Broadway between Ellery St and Columbia St, Section B of the project area. A brief update for Section C, Quincy St to Ellery St is also provided.

The event is set up like a science fair. Posters are displayed around the cafeteria, and a project team member is available at each one. There is no presentation or formal discussion.

You're welcome to stay as long as you like and talk with any staff member.

Event Stations

Station 1: How Policies Shape Street Design

Station 2: What Design Changes are Coming?

Station 3: Project Roll Plan

Station 4: Section C Design Update and Project Schedule

Station 5: Ways to Share Feedback

Who's Here?

Brooke McKenna:
Commissioner

Stephanie Groll: Assistant
Commissioner for
Transportation Planning

Stephanie McAuliffe:
Assistant Commissioner for
Parking Services

Stephen Meuse: Supervising
Engineer

Andreas Wolfe: Street Design
Project Manager

Leah Grodstein: Street
Design Project Manager

Andy Reker: Transit Program
Manager

Jackie McLaughlin:
Communications Manager

Chaimaa Medhat:
Community Relations Project
Admin.

Petru Sofio: Street
Management Co-Op