



Rendering of Proposed Design of the Broadway Safety Improvement Project

**CITY OF
CAMBRIDGE**

Department of
Transportation

Welcome! Broadway Safety Improvement Project *Working Group Meeting #3*

May 20, 2025 | 5:00 – 8:00 PM

Project Team

Project Manager

Andreas Wolfe, *Street Design Project Manager* | *Department of Transportation*
617-349-9531 | awolfe@cambridgema.gov

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
- Anika Reynar
- 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 ~6:15 PM.
- At that time, you can raise your hand to join the queue.

Agenda

5:00 PM	Welcome
5:05	Project Updates: Section A, Project Sections & Schedule
5:20	Section C: Design Considerations, Overview & Feedback
6:15	Public Comment
6:25	Working Group Business & Next Steps
6:30	Site Tour of Section C
7:30	Site Tour Debrief at Cambridge Rindge & Latin
8:00	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

Section A

Project Sections & Schedule

Section A Updates

Section A Open House Recap

- We hosted an In-Person Open House for the Broadway Safety Improvement Project Thursday, May 1, 2025 from 6:00 p.m. to 8:00 p.m. at the Community Art Center.
- This Open House focused on Section A of the project, between Columbia St and Portland St.

Open House Outreach:

- Posters on Broadway throughout Section A scope
- Featured in City Daily Update emails for one week
- Shared on City's Social Media channels
- Featured on large poster in lobby of City Hall Annex
- A-Frames on street to guide attendees to event



Section A Engagement Schedule



Winter 2025: Engagement Phase 1

- Postcards sent to neighborhood
- Virtual Community Meeting and Two In-Person Open Houses
- Broadway Working Group meets for first time

February – April 2025: Section A Design Survey

- 574 responses
- Closed April 8, 2025
- Business Surveys with Economic Development Division

April 2025: Section A Open House Engagement

- Outreach for May 1 Open House with updated Section A design

May 2025

- May 1, 2025 Open House at Community Art Center with updated section A design
- Section A Design Survey responses – shared with the public by end of month
- Paving and side street parking changes in preparation for installation – posters in Section A
- Third Working Group meeting and site walk

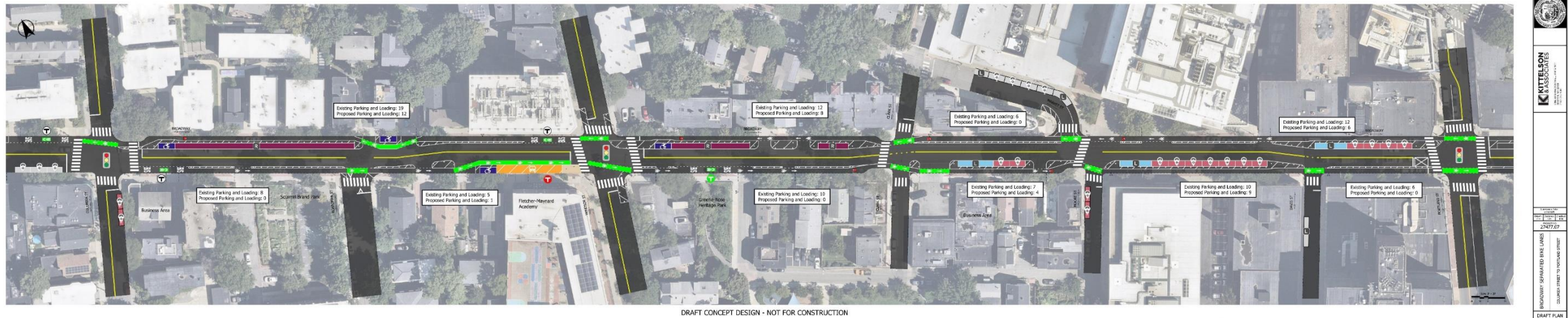
We Are Here!

June-July 2025

- Section A installation

Section A Design Finalized

- Thanks for joining us at the Open House to view the updated plans
- View the updated plans on the project website
- Final engineering plans to be posted to website when available
- Section A Design Survey responses captures all feedback received, e.g., Working Group, Open Houses, Design Survey, Business Survey, Comment Form, Comment Map



Section A Next Steps

Underway

- Milling and Paving underway
- Side-street parking changes being installed (Columbia St and Moore St)
- Crosswalks to be re-installed (pending crew scheduling and weather)

Upcoming (June and July 2025)

- Occasional overnight parking restrictions on both sides to begin in June, indicated with temporary paper signs
- Permanent parking removal to take place in coordination with pavement markings and overnight parking restrictions
- Section A complete (all markings, flex-posts and signs) by July



City of Cambridge Parking Change

Columbia St at Broadway

May 2025

As part of a series of safety improvements to Broadway, we are installing separated bike lanes, improving pedestrian crossings and making changes to parking regulations on Broadway and nearby streets.

On Columbia St, this will mean:

Converting two existing parking spaces to metered parking near the corner with Broadway
Metered parking increases customer turnover and visits to nearby businesses

We are making these changes to offset the reduction of parking on Broadway. These parking changes will take place ahead of the rest of the project.

Learn More

For more information about the project, visit our website at: cambridgema.gov/BroadwaySafety

Contact Us and Provide Feedback

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Accessibility Statement

People with disabilities may request accommodations by contacting Cambridge DOT at 617-349-6700 (voice), 711 (relay), or dot@cambridgema.gov.

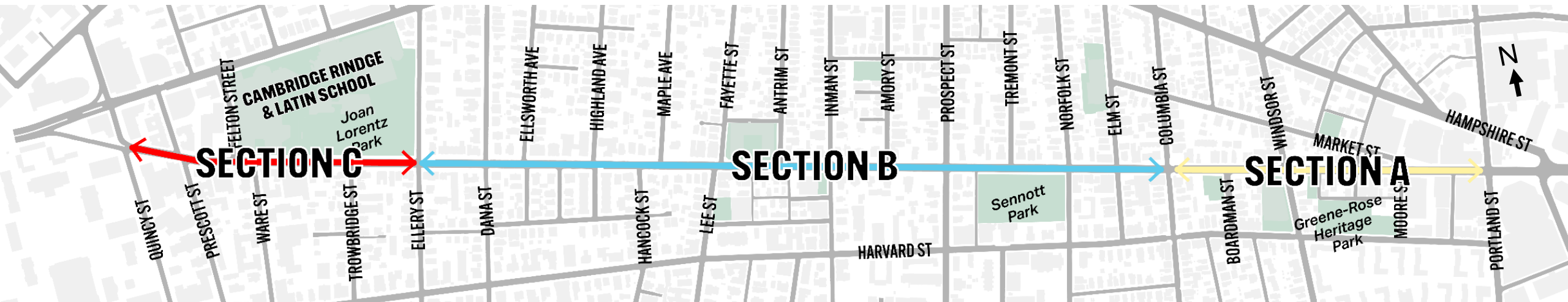


Project Sections & Schedule Update

Project Sections, Updated

- Section A: Portland St to Columbia St
- Section B: Columbia St to Ellery St
- Section C: Ellery St to Quincy St

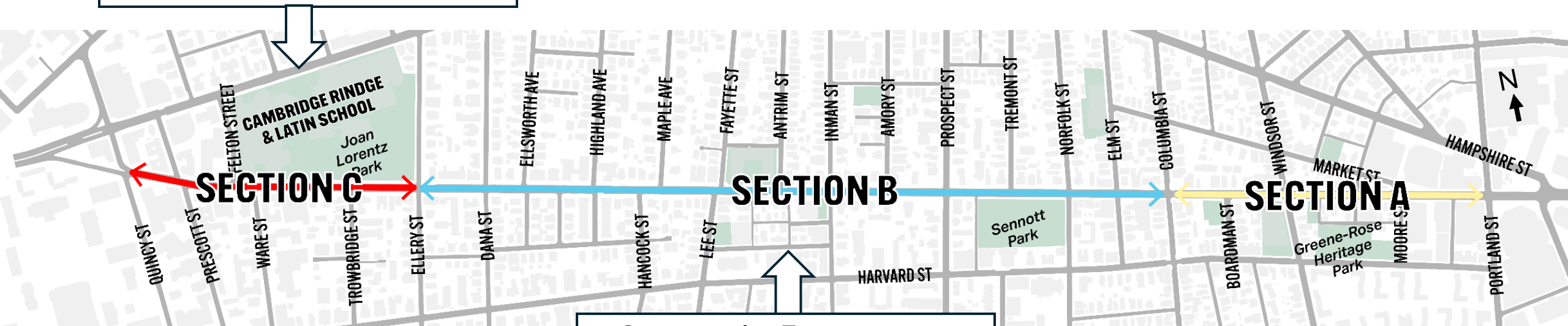
Previous maps showed Sections B+C as one combined section. We'll talk about what makes these sections different



Community Engagement Timeline

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

Community Engagement:
Summer 2025 – Late Fall 2025



Community Engagement:
Late Fall 2025 – Spring 2026

02. Section C

Design Considerations

Design Overview

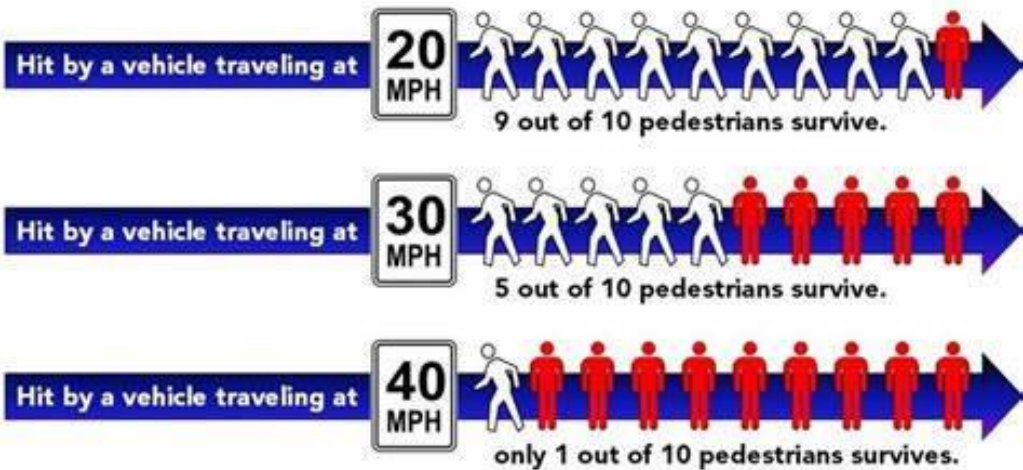
Feedback

Design Considerations

Design Considerations: Driver Speeds

Broadway has too much speeding

- Lane widths are slightly wider than typical in Cambridge creating higher speeds than on other similar streets



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

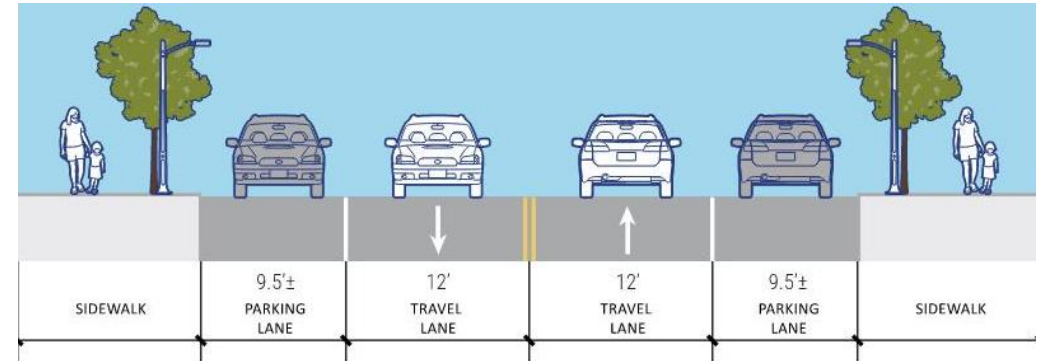
Speed Bracket	Actual Speed (Eastbound)	Actual Speed (Westbound)
50 th percentile (50% of drivers went faster)	25 MPH	27 MPH
85 th percentile speed (15% of drivers went faster)	29 MPH	34 MPH
95 th percentile speed (5% of drivers went faster)	32 MPH	37 MPH

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

Design Considerations: Existing Street Layout

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
- Parking is on both sides of the street



Existing Broadway layout between Quincy St and Columbia St



Image: Broadway at Fayette St/Lee St

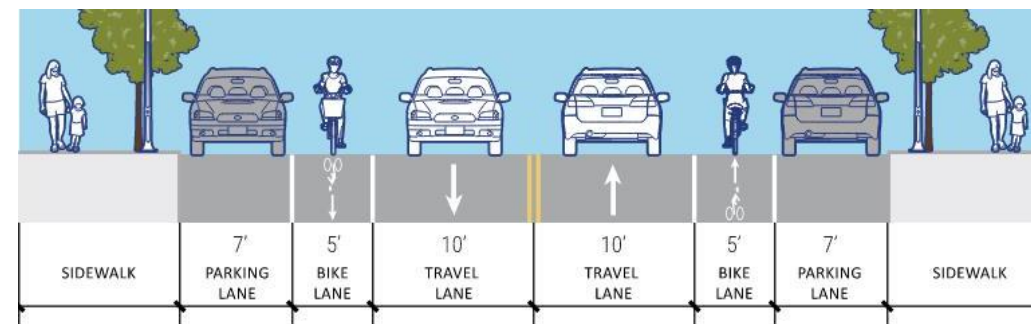
Design Considerations: Roadway Widths

Roadway widths determine what can fit on the street

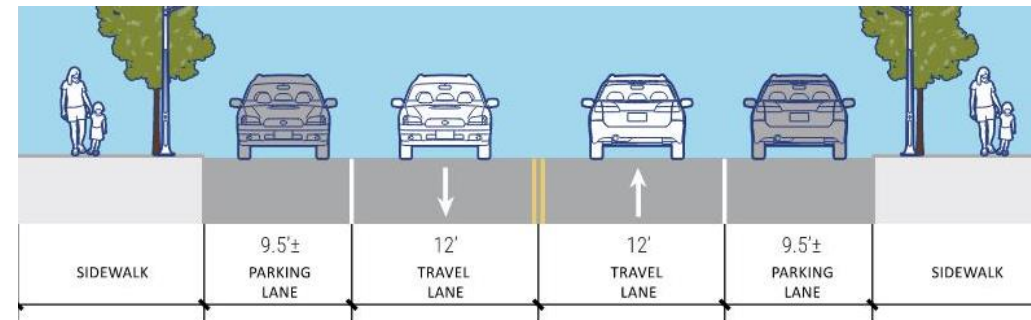
- **Section A Typical Roadway Width: 44 feet***
- **Section B Typical Roadway Width: 42-43 feet***
- **Section C Typical Roadway Width: 42-44 feet***

*At bump outs and at intersections roadway widths are sometimes narrower

Roadway Widths vs. Lane Widths



Section A is wider, but lane widths are narrower



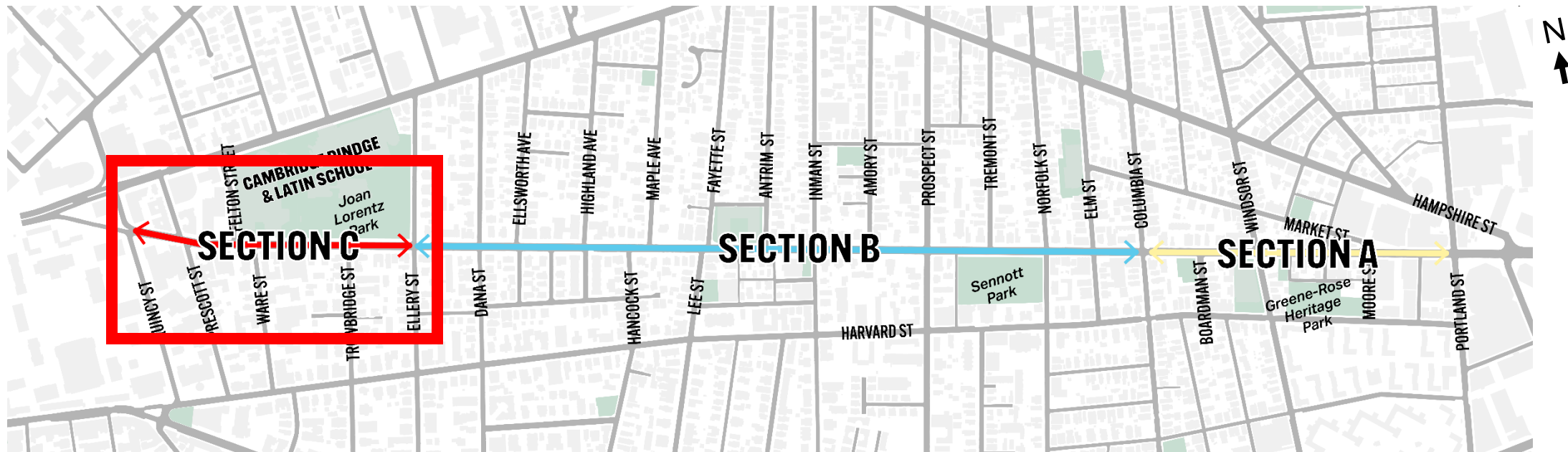
Sections B+C are narrower but have wider lane widths



Design Overview

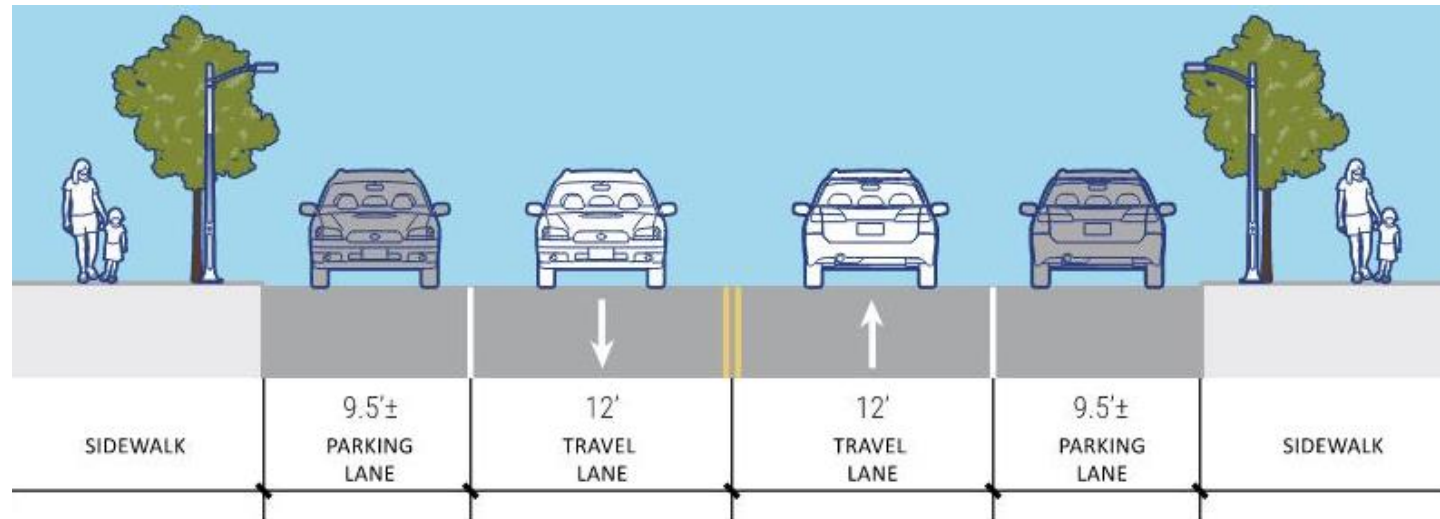
Section C: Project Area Map

- Section C: Ellery St to Quincy St
- Installation: 2026



Section C: Existing Street Layout

- Wide travel and parking lanes
- No marked bike lanes (except one block)
- Presence of Joan Lorenz Park, CRLS, and public library mean frequent crossing and parking maneuvers

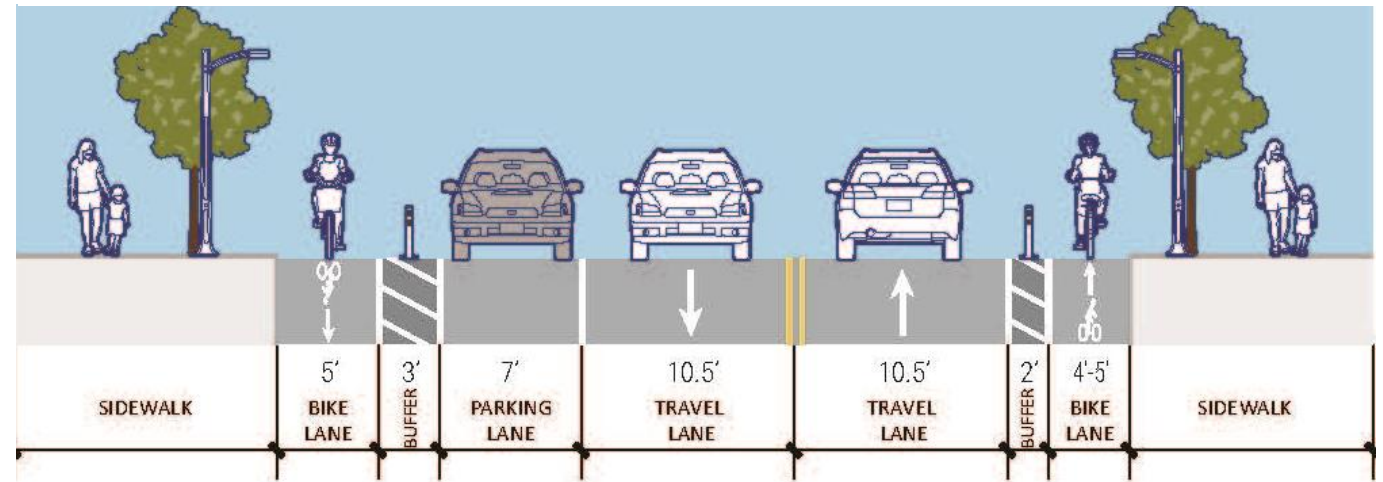


Existing Broadway layout between Quincy St and Columbia St

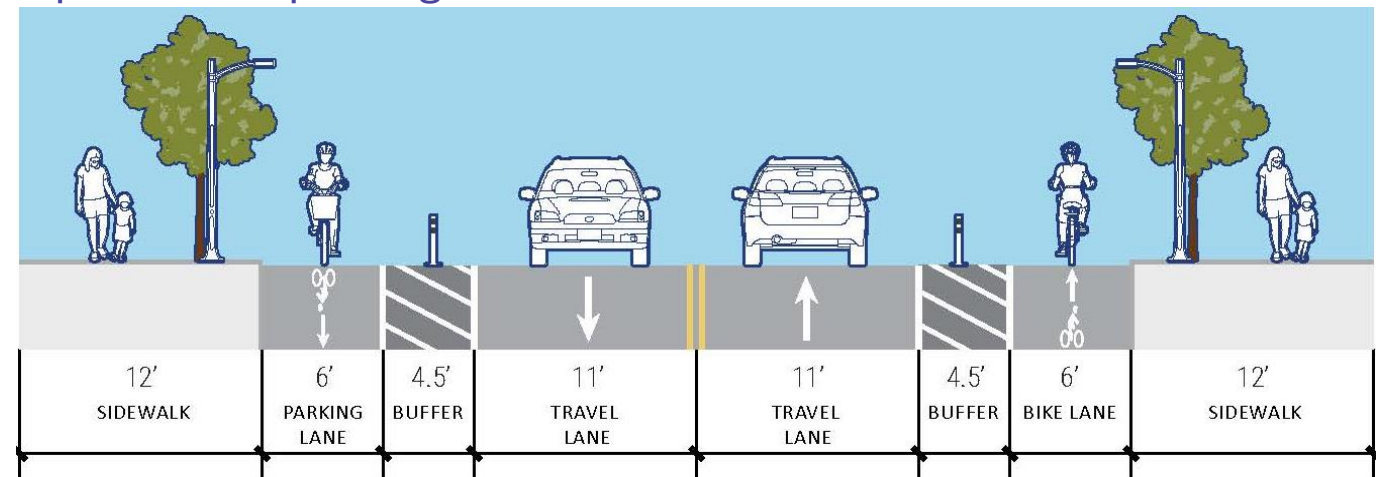
Section C: Options Considered

- One-way options would require either:
 - Option 1: A **narrower than preferred** bike lane on the non-parking side
 - **Option 2: No parking in Section C**
- This led to the exploration of a two-way bike lane alternative

Option 1: One side of parking with narrower bike lanes



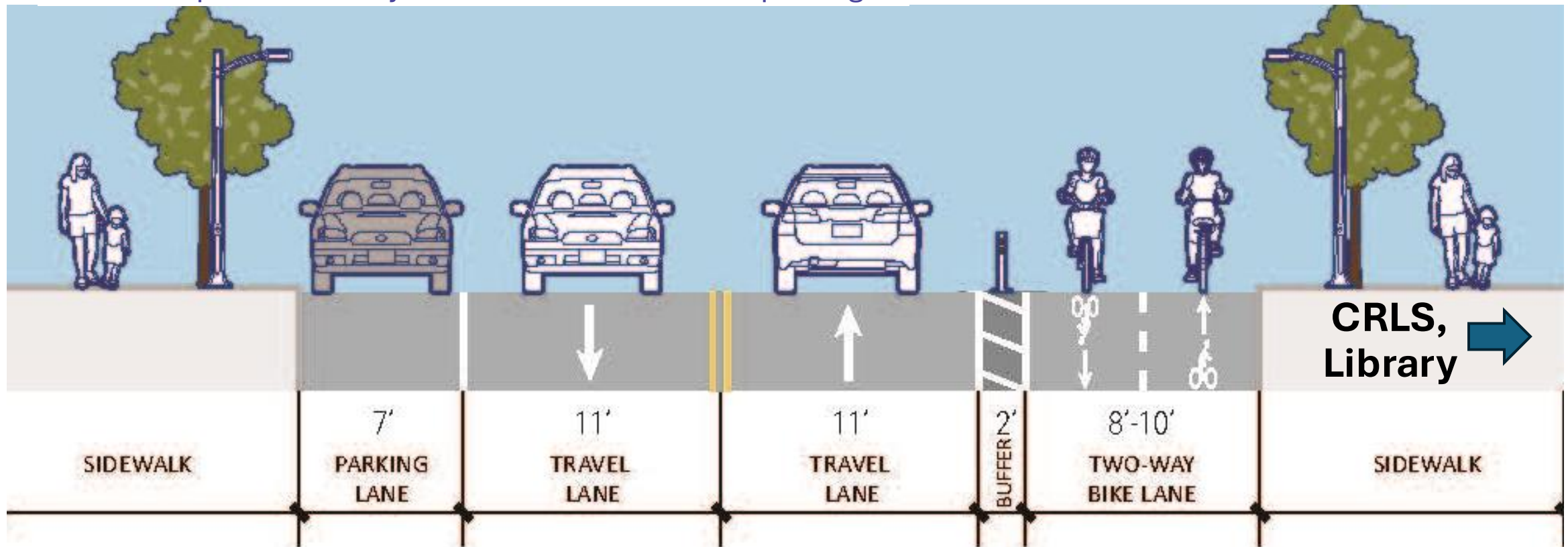
Option 2: No parking with wider bike lanes



Section C: Preferred Street Layout

- Two-way bike lane alternative is City's *preferred option*

Preferred Option: Two-way bike lane with one side of parking



Driveways and Side-Streets

- Proposing North side for 2-way bike lane because:
 - Fewer turning conflicts on the north side, especially by the park
 - Most popular destination (Joan Lorentz Park) on north side



Bus Stops

- Two-way bike lanes require construction of a **bus boarding island**
 - Cyclists and bus boarding don't share space – more comfortable for all users
 - Requires longer timeline, additional utility and construction coordination



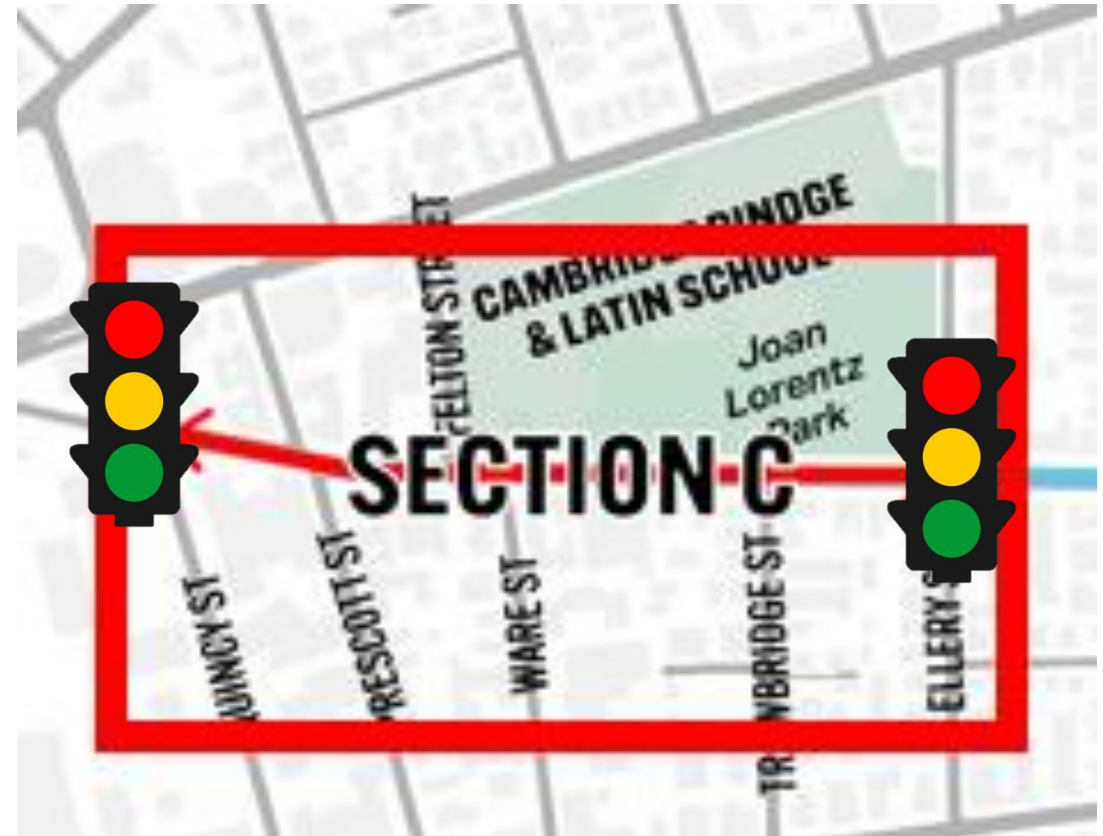
Bus boarding island with two-way bike lane (Ames St)



Bus boarding island stop location: 455 Broadway

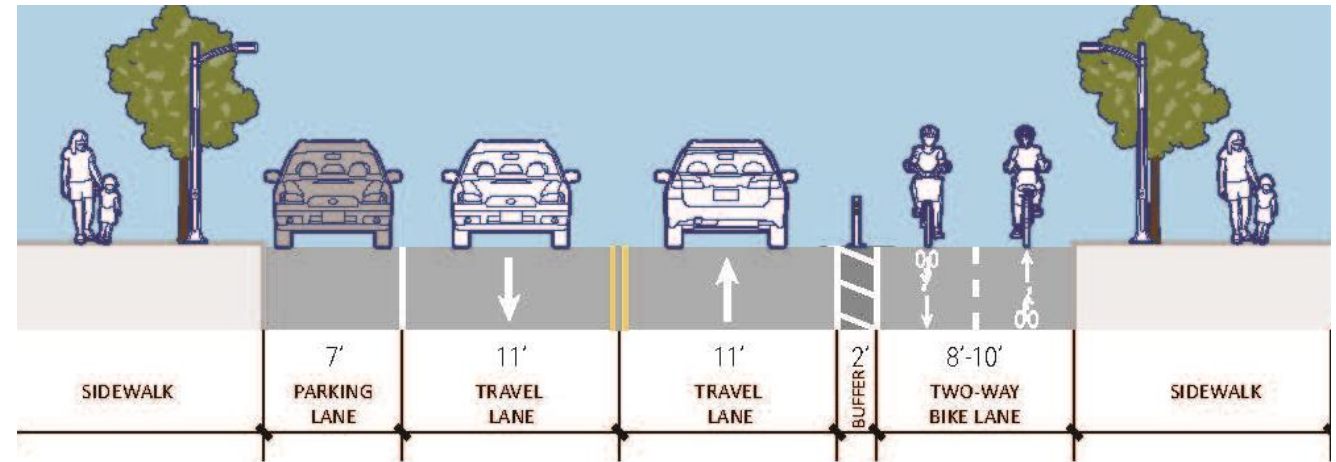
Signalized Intersections

- Transitions from one-way to two-way bike lanes are best at signalized intersections
 - We can add markings, signs, and bike traffic lights to make the intersection **predictable**
 - Everyone gets a turn!
 - We can separate conflicts with **space** and **time**
- Section C has traffic lights at the intersections on each end



Section C Summary

- Two-way bike lane *preferred in Section C* because:
 - Bike lane is **wide enough for maintenance** and larger bikes
 - **Maintains one lane of parking/loading**
 - **Fewer turning conflicts** with bike lane on north side
 - Two-way bike lanes will provide **easy access** to Joan Lorentz Park
 - Opportunity for **bus boarding island** at Felton St
 - There are signalized intersections on each end for **safe and predictable transitions**



City of Cambridge preferred Section C layout

Section C Next Steps

- **Working Group feedback**
 - **Tonight:** Feedback on high-level design
 - **Tonight:** Section C site walk with focus on intersections
 - **Next meeting:** Design review of draft Section C plans and feedback on intersections
- Design work underway
- Additional construction work (I.e., bus boarding island) in Section C requires earlier engagement timeline than Section B for the project to proceed on schedule
- Outreach to begin Summer 2025 through late Fall 2025

Feedback

Working Group Feedback

Clarifying questions?

Feedback questions:

1. Do you agree with the City's choice to advance a two-way bike lane in Section C over a one-way bike lane alternative?
2. What do you like about this layout?
3. Do you have any high-level concerns about this layout?
4. Which stakeholders do you recommend we reach out to as public engagement begins?

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

Next Steps

- **Meeting 2:**
 - Summary finalized and posted
- **Meeting 3:**
 - Summary: will be shared for review
- **Meeting 4:**
 - **Focus:** Design review of draft Section C plans and feedback on intersections
 - **Date:** Week of July 28 or August 4. **Respond to poll by Tues, May 27**

05. Site Tour Preview

Site Tour

- **Walking Route**
 - Walking from City Hall Annex to the end of Section C, Quincy St @ Broadway intersection
 - Stops and discussion will be at:
 - Intersection of Broadway and Ellery St
 - Intersection of Broadway and Felton St
 - Intersection of Broadway and Prescott St
 - Intersection of Broadway and Quincy St
- **Conclude by walking to CRLS and debriefing**

Site Walk Questions/Prompts

- **How are people using this intersection today?**
 - Are there lots of turning cars, or do most go straight through? How frequently do pedestrians cross? Is there any cut-through traffic?
- **What works well at this intersection?**
- **Does anything about this intersection feel unsafe or confusing?**
- **Imagine this intersection with a two-way bike lane. What changes could we make to help all users navigate safely?**

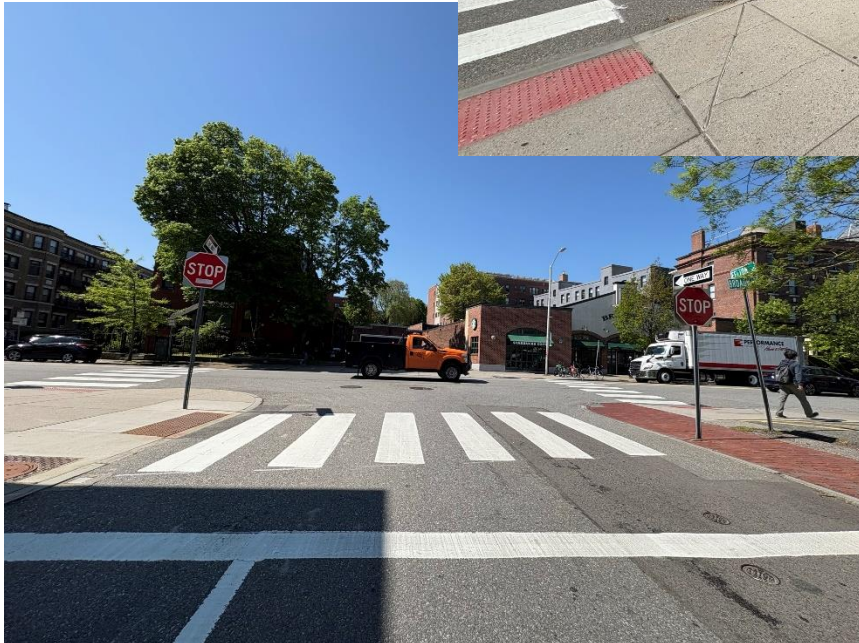
Appendix. Post-walk slides

Stop 1: Broadway at Ellery St



Broadway @ Ellery intersection views

Stop 2: Broadway at Felton St



Broadway @ Felton intersection views

Broadway at Felton St All-Way Stop Concept

- Stop signs added on Broadway
- All traffic, except pedestrians, will be required to stop and take turns
- Typical criteria for an all-way stop is met at this intersection
 - Lots of pedestrians
 - Heavy traffic in all directions, including buses using Felton St

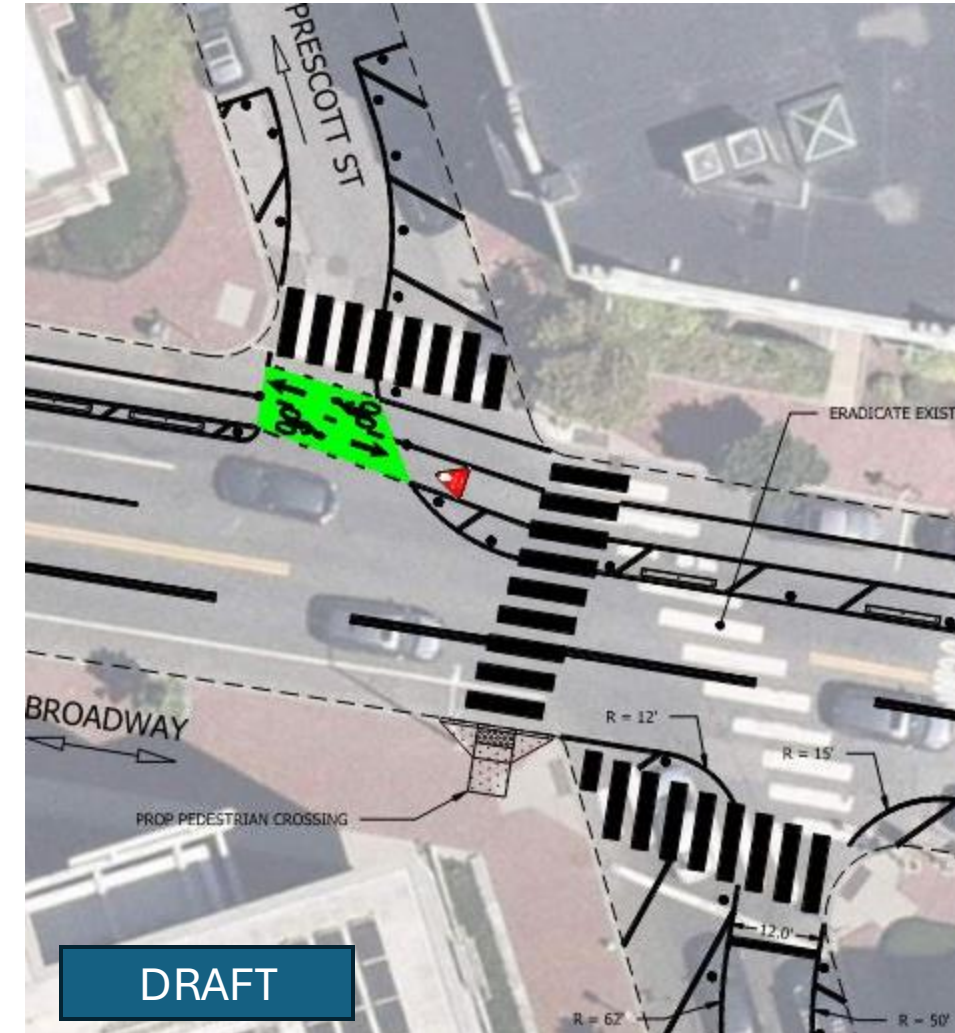


Stop 3: Broadway at Prescott St



Broadway at Prescott St Turn Tightening

- “Bend” Prescott, creating two separate 90-degree intersections
- Sharper turns, more predictable movement
- **Note:** All changes in Section C will occur after the current firehouse renovation project is complete



Stop 4: Broadway at Quincy St

