

Broadway Safety Improvement Project Working Group City of Cambridge

November 18, 2025 | Draft Meeting Summary

Introduction

The City of Cambridge convened the fifth meeting of the Broadway Safety Improvement Project (SIP) Working Group. Working Group members are tasked with offering advice, ideas, and concerns about project design, and on the broader outreach about the project. The Working Group meeting was held at the Cambridge City Hall Annex and on Zoom. There were 10 members in attendance, along with City staff and facilitation team members (Appendix A).

This meeting summary captures the key discussion points, advisory group feedback, and actions identified during the meeting. The presentation slide decks and recordings may be found on the Safety Improvement Project on Broadway webpage linked [here](#) and in the Working Group google drive folder. This summary is loosely organized according to the structure of the meeting agenda (Appendix B). Opinions are not attributed to specific members unless there is a clear reason to do so.

The objectives of this meeting were for Working Group members to learn about Section B goals and implementation considerations, tour Section B, and share initial feedback for consideration by city staff as they develop draft designs.

Key Meeting Takeaways

- Given the parking loss in Section B, some Working Group members expressed interest in a design that **mitigates parking loss** to the extent possible and shared interest in a **two-way bike lane design** as a way to potentially retain parking. Other members are concerned that it is an unsafe option given the hill and number of cross streets.
- Many Working Group members emphasized pedestrian safety, namely the importance of well lit **crosswalks**, particularly near Sennott park.
- There was agreement that speeding on Dana Hill is an ongoing issue and most Working Group members are interested in traffic calming design features for cyclists and drivers.
- Some members highlighted challenging **left turns at key intersections** and recommended **designated turning signals**, especially during peak travel times.
- Working Group members shared interest in exploring innovative approaches to traffic calming including the use of public art and zebra humps.

Actions

- **Working Group Members not able to participate in the site walk**

- Complete the site walk handout and share with the Consensus Building Institute
- **Consensus Building Institute**
 - Share draft meeting summary for Working Group review.
 - Circulate a poll to confirm next meeting date, to be held in early Spring 2026
- **City of Cambridge**
 - Evaluate whether crossings near Sennott Park meet federal standards for installing stop signs.
 - Consider feedback from the meeting during draft design development.

Project Updates

Jackie McLaughlin, Cambridge Department of Transportation (CamDOT) Communications Manager, provided updates on Section A installation. Jackie highlighted meter changes that allow for overnight residential parking, completion of flex posts installation, and progress on city-wide green pavement markings.

Jackie outlined the Section C community engagement timeline. The City has completed meetings with businesses, schools, and City Committees. Spring 2026 plans include launching the Section C design survey, and hosting a public open house and virtual community meeting.

Section B Project Goals

Leah Grodstein, CamDOT Street Design Project Manager, discussed the SIP project goals and identified several key issues the design intends to address: speeding, particularly on Dana Hill; providing bike facilities for all ages and abilities; managing the volume of resident permit parking; maintaining accessible parking; and improving bus stops.

Working Group members shared questions and comments during and following the presentation. They are summarized below, along with clarifications and responses from City staff, which are italicized in sub-bullets.

- In the blocks that have a narrower bike lane, is the width removed from the bicycle travel lane or the buffer zone?
 - *The bike lane is made narrower.*
- It would be helpful to record speeds on both sides of Dana Hill. The eastbound direction also has fast moving traffic.
- Are zebra humps being considered in place of flex posts for this project? They seem to be working well in Boston.
 - *We are interested in Zebra humps and exploring innovative physical separation tools, but we are not currently contracted to use them on Broadway.*

Section B Design Considerations

Andreas Wolfe, CamDOT Street Design Project Manager, highlighted specific features of Section B that will influence the final design. First, Dana Hill's elevation changes limit visibility and increase driver speeds. This influences the design by eliminating two way bike lanes from consideration due to safety concerns and requiring careful placement of crosswalks away from where cyclists gain downhill speed. Second, this section has particularly narrow road width, resulting in fewer parking spots retained than other sections. The city is considering designs with a narrower bike lane (roughly six feet rather than seven) to maintain parking on one side of the street. CamDOT is working with the Department of Public Works to mitigate snow clearance challenges that may result from narrower bike lanes.

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- Removed parking places should be replaced on a one for one basis.
- Does the staging for snowplow vehicles in front of Sennott park pose a challenge for the design?
 - *The staging area would need to move elsewhere*
- A two-way bike lane design should be implemented in Section B given its use in Section C.
 - *A bidirectional lane is beyond the scale of construction and budget for Section B. In addition, Maple Avenue poses a lot of potential conflict given a two-way design.*
- How would the narrower bike lane width impact snow removal?
 - *The narrower width affects which snow removal equipment can be used; road or sidewalk removal machines. If sidewalk removal equipment is used, that would affect the frequency and timing of removal.*
- Are there best practices to consider for narrow lanes?
 - *The buffer zone is narrowed only on the side of the street with no parking, as buffers near parked cars protect passengers potentially exiting vehicles into bike lanes and cyclists from being hit with passenger doors.*
- Is it possible to signalize an intersection in a quick build project? Could the city conduct a signalization study at Maple Street?
 - *We do not recommend using traffic signals for speed control. We have to meet federal standards for signalizing an intersection – and Maple Street likely would not meet those standards – and it is a very expensive traffic calming option.*

- The Broadway and Columbia intersection is especially dangerous given left turns onto Columbia. I recommend signalized intersections for all pedestrians and car crossings of Broadway.
 - *Your comments reflect the feedback the City has received so far and it is something we can evaluate.*
- Slowing car speeds is especially important near locations popular with kids, e.g., Senott Park. Could stop signs be considered at those cross-walks?
 - *The city can evaluate if the intersection meets federal standards for a stop sign but it is unlikely.*
- Are the flashing pedestrian lights subject to federal standards?
 - *Installing pedestrian lights would happen separately from this project. They are very popular and there is a high volume of requests for them. Cambridge is creating criteria to evaluate these requests.*
- The City should continue to pursue the use of public art to slow down traffic. It provides an opportunity for community involvement and can still meet the project's safety goals.
 - *Community-based approaches have been successful in other parts of the country. We have partnered with the Arts Council in the past and can discuss options with them as the project progresses.*

Public Comment

Members of the public were offered the opportunity to share public comments with Working Group members. Public comments are summarized below.

John: It is important to retain accessible parking spaces especially in residential neighborhoods. A design objective should be adding loading zones to avoid trucks stopping in the middle of the road to unload. I am interested in the bidirectional bike lanes if they help keep parking spaces.

Phyllis: The bike lanes throughout the city are hard to navigate and the ways lanes are identified are varied and unclear. The flex post separators are hard to see and easy to run over. I am concerned about challenges to snow removal from narrower lanes.

Kevin C: The City should provide more notice for upcoming meetings and conduct more outreach to Broadway residents to increase project awareness. A bidirectional bike lane makes sense for this section. The buffers seem rather large for a bike.

Jane: I would like to know about the plan for handicap spots. I am concerned that bike lanes will make large deliveries challenging on Broadway. My sister has a lot of large deliveries, like appliances, that require parking for delivery.

Susan: The city has a large fleet of vehicles that take up residential and business parking. The City should park them elsewhere. Shoveling and snow removal is challenging on Broadway and I am concerned that there will be less places to put the snow.

Alex: I encourage the City to improve their communication with the public about the project. The proposed design seems to remove more parking spots than necessary. Many long term residents depend on already limited street parking. I would like to hear more discussion on pedestrian safety and interests. I would also like to see clear pavement paintings.

Catherine Ford: It is difficult for our teachers to find parking.

Site Walk

Working Group members walked Section B, stopping at four key intersections to observe the current habits of street users and to provide feedback. The site walk handout, which includes questions for each stop on the walk, is attached in Appendix C. The feedback from the discussion during the meeting and the site tour has been combined and summarized below.

Overall Feedback

- All intersections and crosswalks should be well lit. Special attention should be paid to crossings between Windsor and Columbia and where there are a lot of children.
- People travel too fast near Dana Hill and the street design should encourage slower speeds.
- There was some disagreement about whether bidirectional bike lanes would work in Section B. Some Working Group members believed it was a feasible option that could retain parking and add consistency with Section A, while others considered it an unsafe option given the hill and number of cross streets.
- The transition from a two-way to a one-way bike lane could be confusing for tourists and new cyclists. One Work Group member encouraged consistent design choices and markings throughout the sections for clarity.
- One Working Group member observed that the installation went smoothly in Section A.
- Section B is a densely populated area with significant parking needs; Working Group members offered sympathy for those strained by the loss of parking while supporting bike safety improvements.

Dana Hill

- Work Group members agreed with the concerns flagged in the comment map and emphasized the need to slow traffic, especially on the downhill section. Members suggested a variety of tools to slow speeds including speed humps.

- Low visibility, daylighting, and fast speeds create challenges for pedestrians and cyclists. Members highlighted this as a good location for a cross walk.
- Some comments noted that bidirectional lanes could be problematic on the hill.

Broadway and Prospect

- Most comments highlighted this as a dangerous or frustrating intersection for all road users. Some attributed this to the congestion caused by left turns, others named the width of the curb cuts.
- There was widespread concern about left turn conflicts. Multiple commenters observed dangerous maneuvers such as running red lights, quick turn speeds, and cutting through parking lots at the gas station and food mart driveways.
- The width of the intersection could be a factor that influences poor behavior.
- Dedicated turn signals, improved phasing, and independent intervals for pedestrians and bikes were offered as suggestions to improve the intersection's safety.

Broadway and Tremont

- Visibility, particularly for drivers, is challenging when turning from Tremont onto Broadway.
- This is an important location for traffic calming due to fast driving speeds and the number of children using this crosswalk to access the park. Many recommended flashing pedestrian beacons to improve safety at this intersection.

Broadway and Elm

- There was strong agreement on the importance of maintaining safety features for the many children in the area Cambridgeport Elementary and Sennott Park, including crossing guards during school hours.
- There was interest in adding crosswalks on both sides of Elm crossing Broadway.
- Working Group members provided positive feedback about the current level of lighting
- Some Working Group members support maintaining bump-outs for traffic calming, pedestrian safety, and neighborhood feel.
- There were mixed views on whether parking should be retained on the side of the park (due to fewer pedestrian conflicts) versus the far side (due to fewer driveways, more businesses).

Closing and Next Steps

Meira Downie, CBI, reviewed the next steps including a tentative next Working Group meeting in the spring and the upcoming public open house. Andreas Wolfe thanked the Working Group members for their participation.

Appendix A: Meeting Participants

Working Group members:	City staff: CamDOT	Facilitation team: CBI
Amanda Leifer David Lyon Dien Ho Christopher Cassel Erich Trieschman John White Kenneth Carlson Nate Sharpe Phoebe Heyman Rhonda Greene <i>Not present:</i> Ben Compaine Diana Yousef Vi Nguyen	Andreas Wolfe Jackie McLaughlin Jeff Parenti Leah Grodstein Jim Wilcox	Abby Fullem Meira Downie

Appendix B: Meeting 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	Debrief at DPW Conference Room
8:30	Adjourn site walk

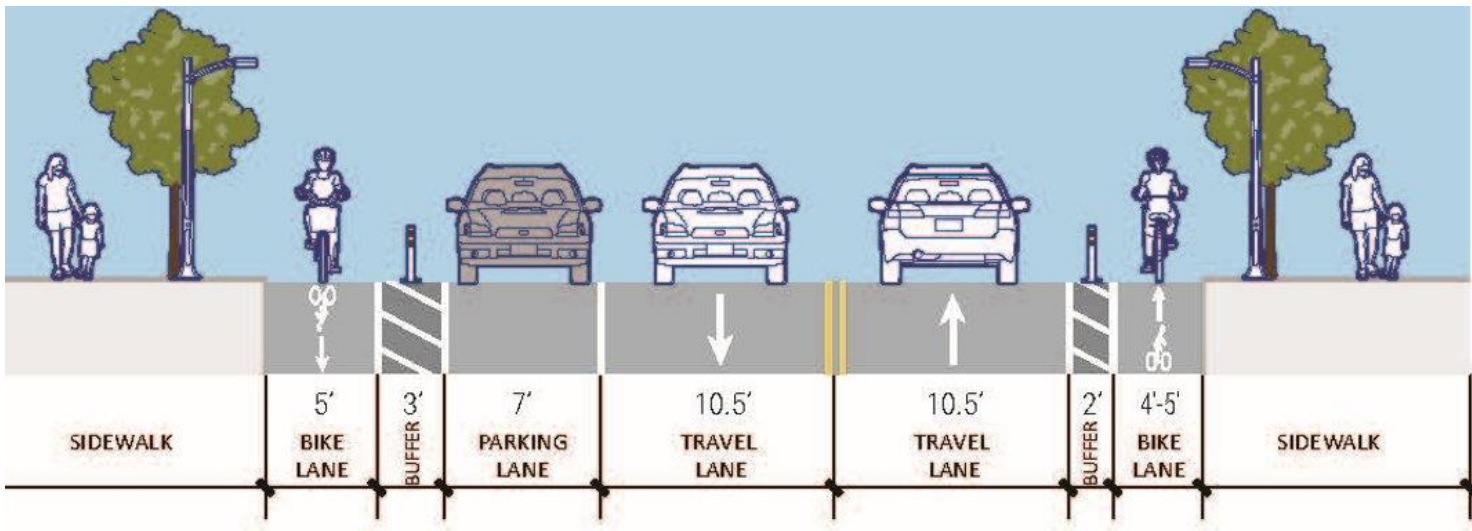
Appendix C: Site Tour Handout

City of Cambridge Broadway Safety Improvement Project Working Group

November 14, 2025 | Section B Site Walk

Feedback Form

Section B "Typical Design"



Stop 1: Dana Hill (Broadway & Maple)

1. Imagine the Section B “typical” design in this area. What works well? What works less well?

2. The Comment Map highlighted the following challenges in this area:
Poor visibility, high speeds, difficulty turning, lack of parking

Do you agree, and what would you add?

Stop 2: Broadway & Prospect St

1. Imagine the Section B “typical” design in this area, with the left turn lanes removed on Broadway. What works well? What works less well?
2. Which safety measures should Cambridge prioritize when improving this intersection? E.g. different phasing or timing, lower turning speeds, improve visibility, etc.
3. The Comment Map highlighted the following challenges in this area:
Unsafe passing, difficulty turning, generally poor/illegal behavior

Do you agree, and what would you add?

Stop 3: Broadway & Tremont St

1. Imagine the Section B “typical” design in this area. What works well? What works less well?

2. The Comment Map highlighted the following challenges in this area:
Poor yielding compliance, high speeds, poor visibility

Do you agree, and what would you add?

Stop 4: Broadway & Elm St

1. Imagine the Section B “typical” design in this area, with one bump out removed. What works well? What works less well?

2. The Comment Map highlighted the following challenges in this area:
Poor yielding compliance, high speeds, difficulty turning

Do you agree, and what would you add?

Other comments or ideas you want to share with the project team?