

February 25, 2026 | Draft Meeting Summary

Introduction

The City of Cambridge convened the sixth meeting of the Broadway Safety Improvement Project (SIP) Working Group. Working Group (WG) 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 virtually on Zoom due to winter weather conditions. There were seven 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 WG 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 WG members to identify and discuss positive features, opportunities, and potential challenges in draft designs for Section B and provide time for WG members to share and discuss ideas and concerns about Broadway beyond the Section B design.

Key Meeting Takeaways

- WG members were supportive of **left turn lanes at the Prospect and Broadway intersection** and emphasized that they improve safety and reduce frustration and congestion at the intersection.
- WG members suggest creativity with parking regulations to mitigate parking concerns, including, allowing **nighttime permit parking in the Annex's disability parking spaces**.
 - *[Post-meeting clarification: The City confirmed that time limitations cannot be applied to disability parking spaces.]*
- WG members were divided on their preference for the **Norfolk St to Columbia St intersection design**. Some appreciated the straight travel path and additional parking in Option 1's while others preferred the chicane and loading features of Option 2.
- WG members noted the challenges in Section B: the narrow road results in significant parking reduction in a busy and heavily populated area. Removing parking spaces in this section of Broadway resulted in the feeling of choosing between two bad options.

- WG members requested additional time to discuss the two-way to one-way bike lane transition at **Ellery St and Broadway**.
- WG members hope to discuss the **aging population** on Broadway and how to accommodate home visits from service providers. Some WG members expressed the hope that solutions would include solutions to make more parking available.

Actions

- **Working Group Members**
 - Attend the Section B Open House on Thursday, April 16, 2026.
- **Consensus Building Institute**
 - Share draft meeting summary for Working Group review.
- **City of Cambridge**
 - Consider feedback from the meeting during Section B design finalization
 - Circulate Section B Open House information to WG members.

Project Updates

Jackie McLaughlin, Cambridge Department of Transportation (CamDOT) Communications Manager, summarized the Section C Open House on January 7, 2026. She reported that 90 people had completed the Section C survey as of February 25, 2026. Jackie reminded the WG about the upcoming Section B Open House and accompanying survey, and invited members to attend the Open House and publicize the event and survey.

Andreas Wolfe, CamDOT Project Manager, summarized final adjustments to Section C design:

- Wider bus stop at Cambridge Rindge & Latin School based on the school's input on crowding;
- Changes to Broadway parking at Ware St during school hours ;
- rerouting specific MBTA trips to Felton St;
- Additional loading on Broadway at Prescott St;
- Removal of concrete curbs from Prescott St to Quincy St design; and
- Selection of option 1: not to realign the south end of Prescott St, for the Broadway and Prescott St intersection design.

Andreas shared that implementation at the intersection of Broadway and Quincy St is likely postponed to 2027 due to firehouse renovations.

WG 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.

- Based on the interim design, bikes traveling westbound on Broadway and turning left onto Quincy St will cut across oncoming bike traffic and potentially oncoming cars. Are there any ways to make that turn easier for bikers that use the pedestrian walkway to reach Harvard square?
 - *That turn isn't accommodated very well in the design. We expect people to use Ware Street and the crosswalks, and we can deploy improved wayfinding signage. We have been considering adding a two-way bike lane near that pedestrian walkway but we cannot make a commitment to that before understanding the fire department's needs around their new headquarters.*
- Do these adjustments mean the loss of five resident parking spaces?
 - *Yes, there will be five fewer resident parking spaces. Four of these spots will be converted to meters due to proximity to businesses and one will be removed.*
- Why do the meters near Prescott St begin at 11 am while those at Ware St start at 10:00 am?
 - *These should be consistent; we can change the Ware St meters to begin at 11am.*

Section B Design Review

Leah Grodstein, CamDOT Street Design Project Manager, reviewed Section B typical street layout, design considerations, and spotlighted the following key issues: constrained parking options, limited curb extension removals, elevation changes at Dana Hill, challenging intersections, and snow maintenance. The city plans to maintain a 6.5-foot width between the bike lane and the flexposts, which is narrower than the seven foot ideal.

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- The City should carefully consider the signalization and user interaction challenges at the south side of the Ellery St at Broadway intersection. I am concerned about eastbound cyclists who become stalled behind a bus while making the diagonal movement.
 - *There would not be anyone else traveling when the bike is making the diagonal movement. A bus blocking the intersection is unlikely due to how far away the next signalized intersection is.*
- Why are there two handicapped spots right next to each other in the between Tremont St and Norfolk St rather than distributed across the corridor?
 - *Ideally the spaces are dispersed throughout the corridor but that results in a bike lane that weaves in and out, which we want to avoid. This design also allows for an accessible van to use the spots for drop off or pick up.*

- I am concerned with the left-hand turn at Broadway and Tremont Street. Does the positioning of the flex posts help mitigate dangerous turns?
 - *The flex posts do help mitigate dangerous turns, but they're not unique to the intersection of Broadway and Tremont. They follow standards that result in drivers taking the turn more slowly but still being able to make the turn.*
- The Ellery St and Broadway intersection is very hard for pedestrians. Is there going to be a pedestrian-only crossing signal?
 - *There are not many exclusive pedestrian phases in the city because they increase delays for everyone else. Instead, we tend to use a leading pedestrian interval which gives pedestrians a 3 second head start to cross before traffic. We can consider increasing it to 5 seconds.*
 - A crossing guard stationed at Ellery St and Broadway during busy times of day would help.

Section B Design Small Group Discussion

The WG divided into two small groups to discuss specific sections of the roll plan. In each small group, Andreas Wolfe and Leah Grodstein reviewed specific sections of the design and detailed design options, when present. WG members then asked questions and offered feedback. Below, the design or design options, if present, are summarized with feedback about each bulleted below. Overarching WG feedback on the subsection follows.

Norfolk St to Columbia St

Option 1: Parking on the south side from Norfolk St to Columbia St. Option 1 has one more parking spot than Option 2.

- Pro: it is nice to have south side parking next to the school.
- If Option 1 is selected, the City should explore the possibility of adding a loading zone on Elm St near the business.

Option 2: Parking on the north side from Norfolk St to Elm St, and on the south side from Elm St to Columbia St. Option 2 allows a loading zone for a business on the north side.

- Pro: It is nice to support the business by giving them a loading zone, and the parking impacts from doing this are negligible.

Overarching feedback

- WG members were split on which option to advance. One member favored the zig zag design of Option 2, believing it would slow traffic. Another member preferred Option 1 specifically because it lacked the zig zag pattern.

Dana St to Crawford St

Option 1 has parking on the north side of Broadway. Option 1 has a roadway chicane at Highland Ave/Crawford St.

Option 2 has parking on the south side of Broadway. Option 2 has a roadway chicane at Dana St.

Overarching feedback

- WG members shared that both options available for this section are suboptimal due to the narrow width of the road. Some members shared that they would prefer to not see protected bike lanes along this stretch.
- WG members marginally preferred Option 1 due to the additional parking provided.
- WG members suggested adding a raised crosswalk in this area. This is planned through the raised crosswalk program in the City.

Fayette St to Inman St

The proposed design has parking and loading on the south side of Broadway. Disability parking is the only parking option allowed to be placed curbside of a separated bike lane in the CSO, which is why it's the only type of parking proposed between Antrim St and Inman St. The placement of the curb bump outs, bus stop, and side streets prevent any other type of parking from fitting with the bike lane.

Feedback

- WG members expressed an interest in allowing non-ADA parking on the curb; multiple ADA parking spots in a row are not helpful and parking is in such limited supply in this section.
 - *[Post-meeting clarification: The City confirmed that time limitations cannot be applied to disability parking spaces.]*
- WG members recommended making the metered parking spots near the City Hall Annex resident-only when the building is closed.

Prospect St Intersection

Option 1: A slightly narrower bike lane and protected left turns and left turn lane. The left turn lanes result in a slightly narrower bike lane.

- WG members unanimously preferred Option 1, citing the fact that protected left turn lanes are crucial for enhancing safety by preventing conflicts and discouraging drivers from using the adjacent gas station as an unofficial cut-through.
- WG members recommended adding time to the traffic signals to avoid vehicle back-ups at the intersection.

Option 2: A slightly wider bike lane without protected left turns or left turn lane.

Overarching feedback

- Metered parking spaces between Prospect St and Inman St should have a shorter length of time to better match the need; most visits in this area are short.

“Broadway Beyond the Design”: Working Group Discussion

WG members were invited to bring ideas, comments, or reflections on topics related to Broadway not necessarily specific to the Section B design. The WG shared the following topics:

- Snow removal: Clearing narrow walkways of snow and encouraging youth to participate in the effort.
- Design: The transition from Ellery to Broadway.
- Ease of use: Lots of riders are new or tourists. Using lights to improve the visibility of markings at night.
- Aging population on Broadway: How service providers can make visits.

The City project team and facilitation team will discuss which topic(s) would make for a productive discussion at the next WG meeting and include the topic in the agenda.

Public Comment

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

Sara: As a parent of two, I appreciate the drop off and pick up zones because it gets congested near the high school in the morning. However, I am concerned that narrowing the street will make it challenging for emergency vehicles to get through the area. I do not think Ubers, Amazon trucks and delivery vehicles know where to pull over and I would like to know more about how delivery drivers will be trained on that.

Closing and Next Steps

Abby Fullem, CBI, reviewed the next steps including a tentative schedule for the two remaining WG meetings. The next, penultimate WG meeting will focus on a topic from the “Broadway beyond the design” discussion, any follow-up from Section B design, and an update on implementation. The final WG meeting will focus on implementation, evaluation and celebration. It is expected in winter 2026-2027, once the project is fully implemented.

Appendix A: Meeting Participants

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

Appendix B: Meeting Agenda

5:30	Welcome & Introductions
5:40	Project Updates
5:55	Section B Design Review
6:10	Public Comment
6:25	Section B Design Small Group Discussion
7:25	“Broadway Beyond the Design”: Working Group Discussion
7:55	Working Group Business & Next Steps
8:00	Adjourn