

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%

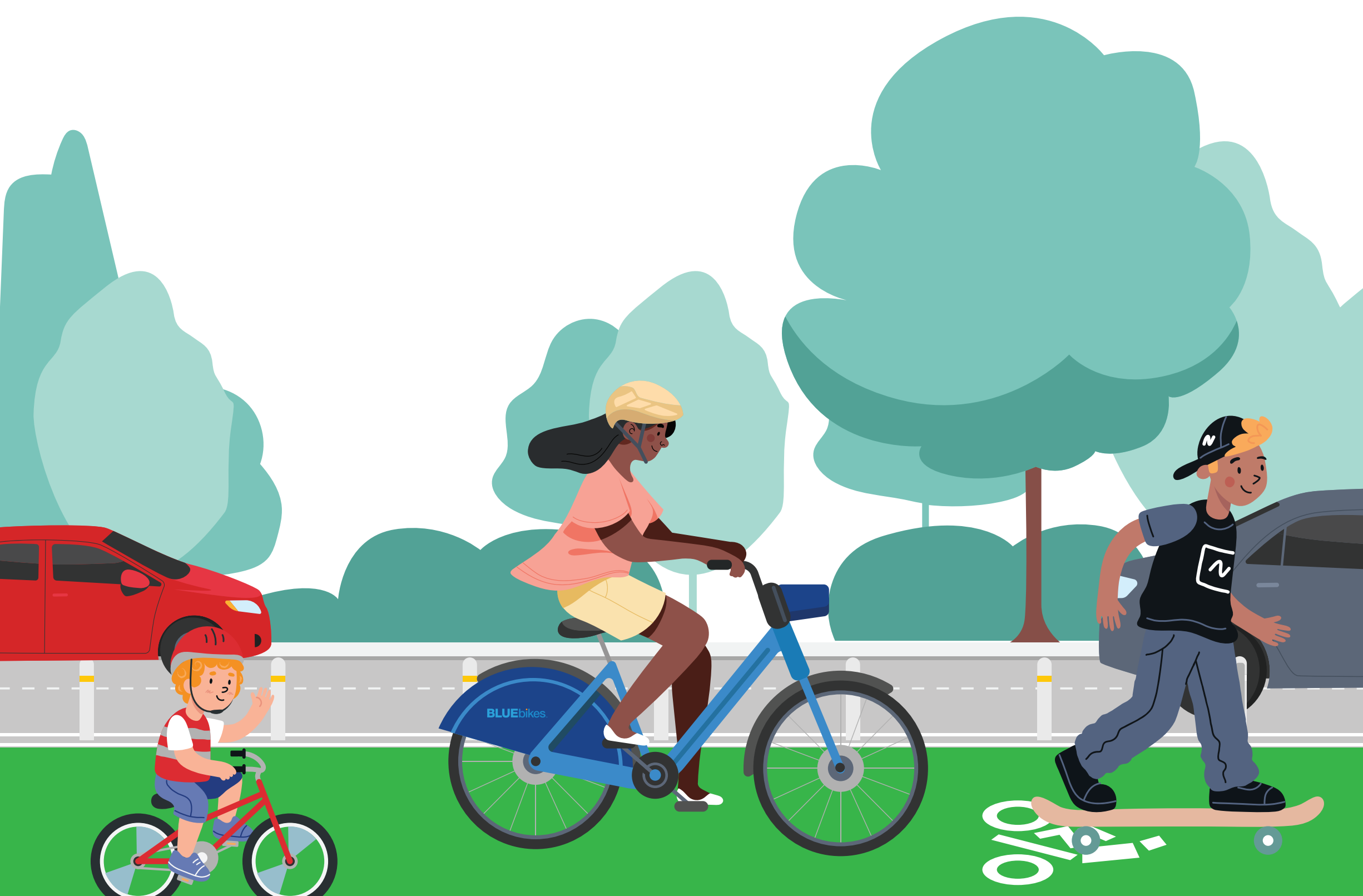
Increase in bike network lane-miles between 2004 and 2024

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 To Keep People Safe

What Guides Our Street Design?

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

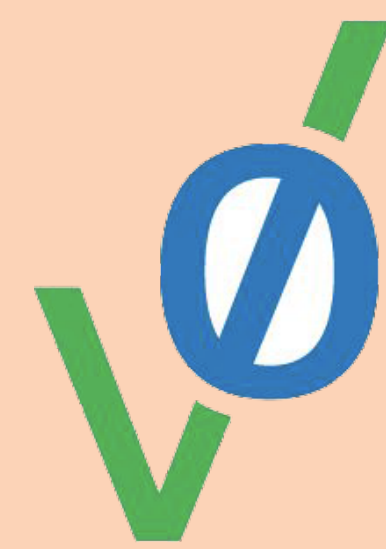
- People who may not have access to a car.
- Safe and accessible facilities, including bike lanes, that can be used by a wide range of people.

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.

Supporting Policies

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



**ENVISION
CAMBRIDGE**



How Policies Shape Street Design

Why are We Changing the Design of Cambridge Street?

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



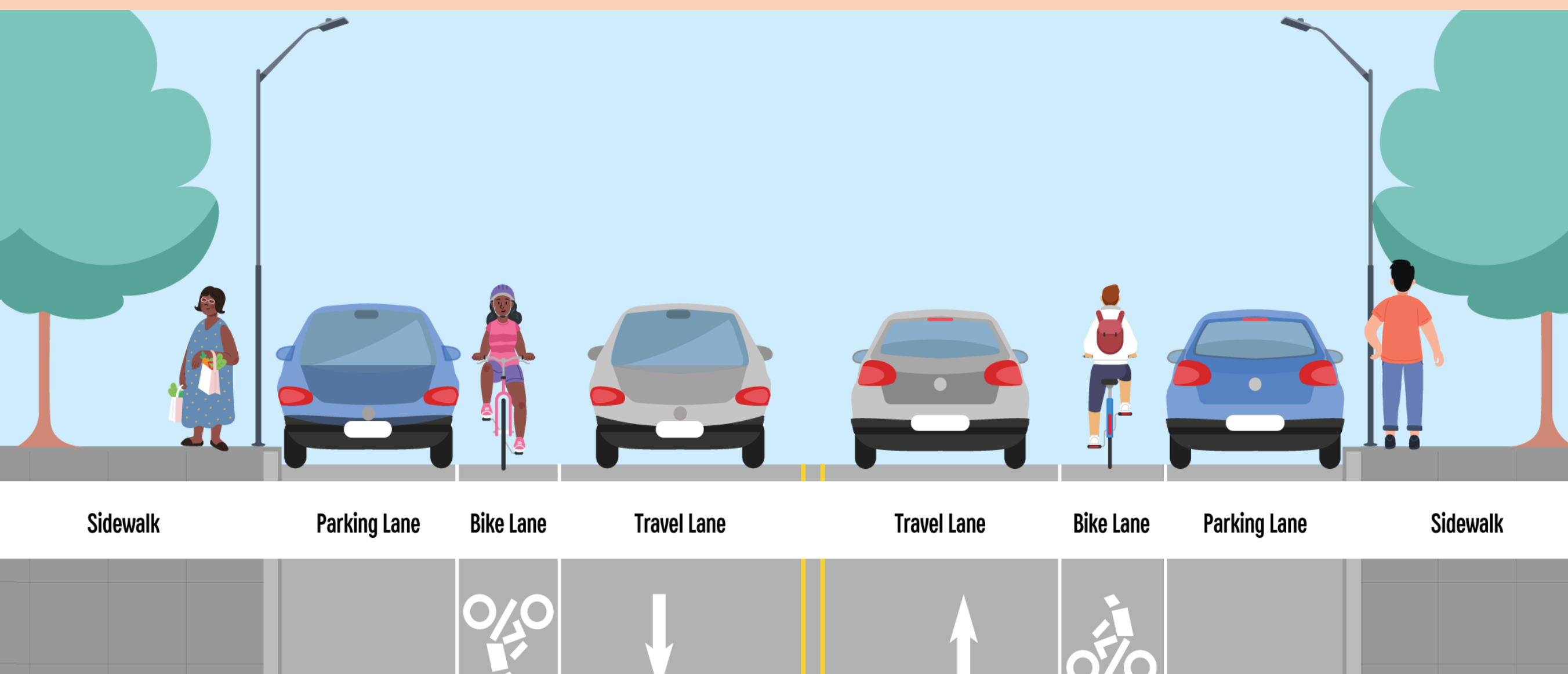
Inman Square

What Design Changes are Coming

Current and Proposed Street Layout

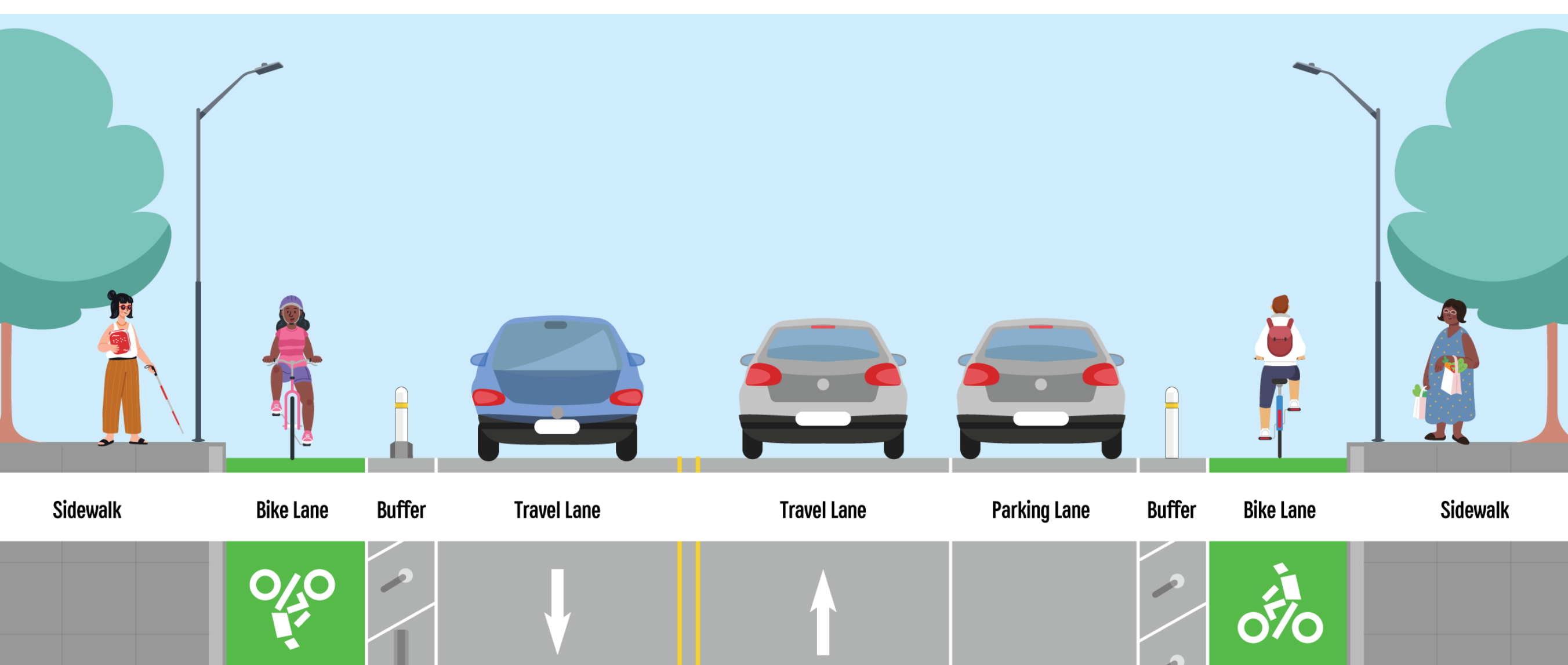
Current Street Layout

- Striped bike lanes with no separation
- Parking on both sides of the street



Proposed Street Layout and Improvements

- Separated bike lanes in each direction separated by either parking and flex-posts or flex-posts and concrete barriers
- Concrete barriers are used on the non parking side. Parked cars serve as hard buffer on parking side
- Parking on one side of the street, alternating sides
- About 40% of existing parking will remain, but the amount of parking at different locations will vary. *See [Parking Removal and Regulation Changes Board](#)*



What Design Changes are Coming

Changes for People Taking Transit

Bus Boarding Islands at Some Locations

- **Faster service:** Buses stop in-lane, without having to merge back into traffic.
- **Deters illegal parking in bus stops**
- **Safer biking and bus boarding:** Buses no longer stop in the bike lane. Conflicts between buses and people biking are reduced. **Pedestrians have priority** over cyclists to cross to and from bus boarding island.
- **Not always feasible:** Requires reconstruction and addition funding, so it cannot be used at every bus stop.



Floating Bus Stop at Inman Square

Changes to Bus Stop Locations to Improve Service

- Bus stops are relocated to sidewalks where buses are more easily able to deploy ramps.
- Fewer stops overall, quickening service. Bus stop spacing will be more consistent with 2025 MBTA bus stop guidelines.

Recent Design Updates

- Before, we proposed relocating an inbound bus stop from Sixth Street to Fifth Street. Based on community feedback, we are now proposing to keep the bus stop at Sixth.

Visit the [Cambridge St Bus Stop Relocation map](#) to review new bus stop locations.

What Design Changes are Coming

Parking Removal and Regulation Changes

Parking Reduction

- Parking will be reduced to one side of the street.
- Parking will alternate sides. This depends on the location of driveways, business preferences, and safety factors, such as sight lines and visibility.
- About 35-40% of existing parking will remain, but the amount of parking at different locations will vary.

Parking Regulation Changes

Section A Parking Types	Existing	Proposed
1-Hour or 2-Hour Metered Parking	67	6, 10**
Loading Zones	8*	8*
Part-Time Meter/Loading	2	0
Accessible/Disability Parking	4	5
Resident Permit Parking	13	7
Part-Time Loading/Resident Permit	0	2
Total	94	32

Section C Parking Types	Existing	Proposed
Metered Parking	100	30
Loading Zones	17	18*
Accessible/Disability Parking	6	6
Total	124	54

*Length varies. Assumes 20ft of loading per space.

**6 (summer) 10 (winter) parking spaces

What changes to expect and Why?

- **Outdoor dining:** Some metered parking spaces will be seasonally removed to support outdoor dining requests from local businesses.
- **Side streets:** The first 2–3 parking spaces on each side of side streets will likely change from Resident Permit Parking to other parking uses to better support local businesses.
- **Loading zones:** are prioritized to support businesses, improve deliveries, and reduce double parking.

What Community Outreach Looks Like

How Community Feedback Shapes Street Design

Cambridge St Working Group

The **Cambridge Street Working Group** was created in fall 2024 and includes 15 community members; residents, business owners, commuters, property owners, and other stakeholders.

The **group meets regularly** with City staff to review project ideas, share local knowledge, and provide feedback throughout the planning process. Their input helps improve the project before designs are shared with the broader community.

Ways We Engage With The Community

Since 2023, we have continued to engage the community and gather feedback in many ways, making sure residents, businesses, and stakeholders have multiple opportunities to participate throughout the project.

- **Community Open Houses**
- **Virtual Information Sessions**
- **Design Feedback Surveys**
- **One-on-One Meetings**
- **Digital & Print Communications**



November 2023 Community Open House

Business Outreach Process

Meet Business/ Stakeholders

Understand their needs and customer base. Listen actively and document key feedback.



Review Design & Impacts

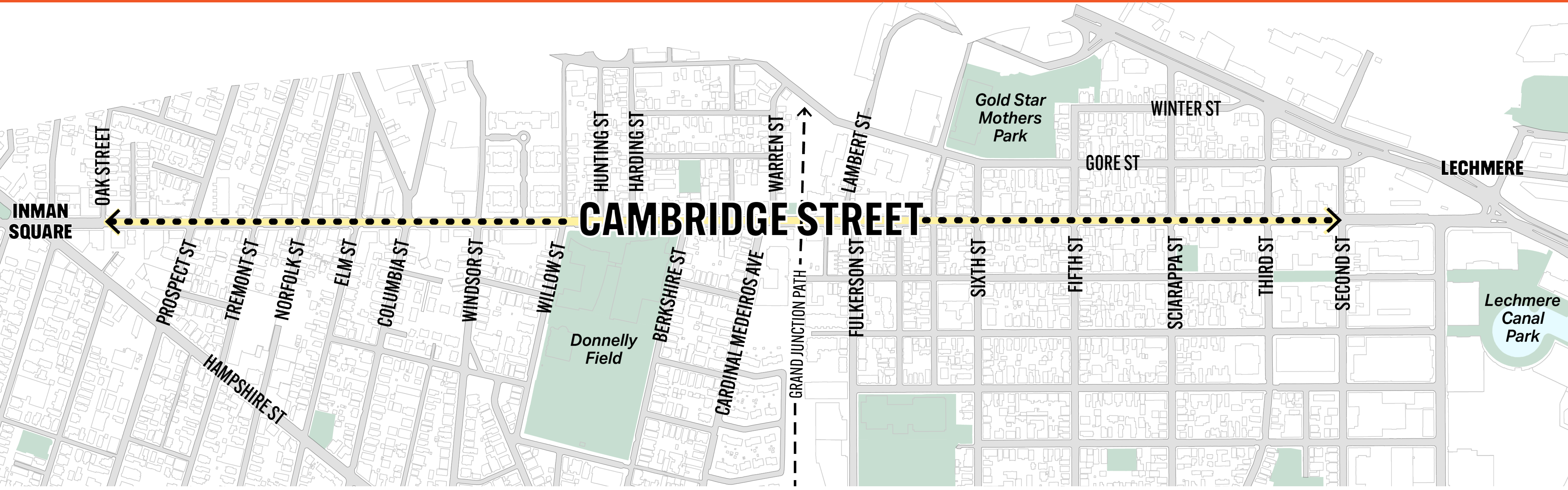
Present the proposed design, outline key changes, and discuss potential impacts.



Offer Support

Identify adjustments, such as parking regulation changes, that align with business types, land uses, and operational needs.

What is The Project Schedule?



Sections A+C Schedule:

Prospect St to Willow St and Fulkerson St to Second St

- **Complete:** Project working group meetings, stakeholder and business outreach
- **Tonight:** Final design review: tweaks and adjustments
- **Summer 2026:** Project goes to bid, contractor selected
- **Fall 2026:** Pre-construction Open House, contractor to meet with residents and business owners ahead of construction starting



Design Updates: Section B

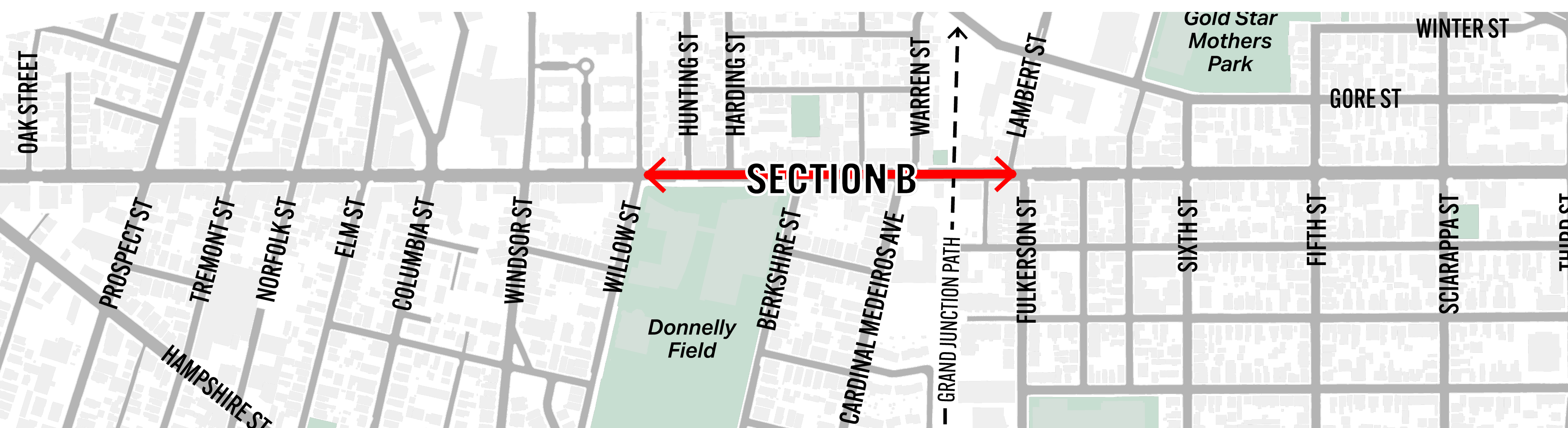
What is Happening from Willow St to Fulkerson St?

While Sections A and C are moving forward, Section B requires additional design and coordination before construction can begin. Several factors make this section more complex than other parts of the corridor:

- **Assessing pavement condition:** Evaluating the cost and scope of paving (“deep mill” vs. “conventional mill”).
- **Traffic Signal Improvements:** A new traffic signal at Cardinal Medeiros Avenue will address safety concerns, but requires significant utility coordination and detailed design.
- **King Open School:** The street design will plan to accommodate school buses while retaining parking on the opposite side. However, this requires more significant street reconstruction.

Section B Schedule

- **Underway:** Project Scoping, Initial Survey Work and Design
- **Fall 2026:** Outreach Begins
- **Summer 2027:** Project goes out to bid, contractor selected
- **Spring/Summer 2028:** Construction Begins



How to Stay In Touch



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.

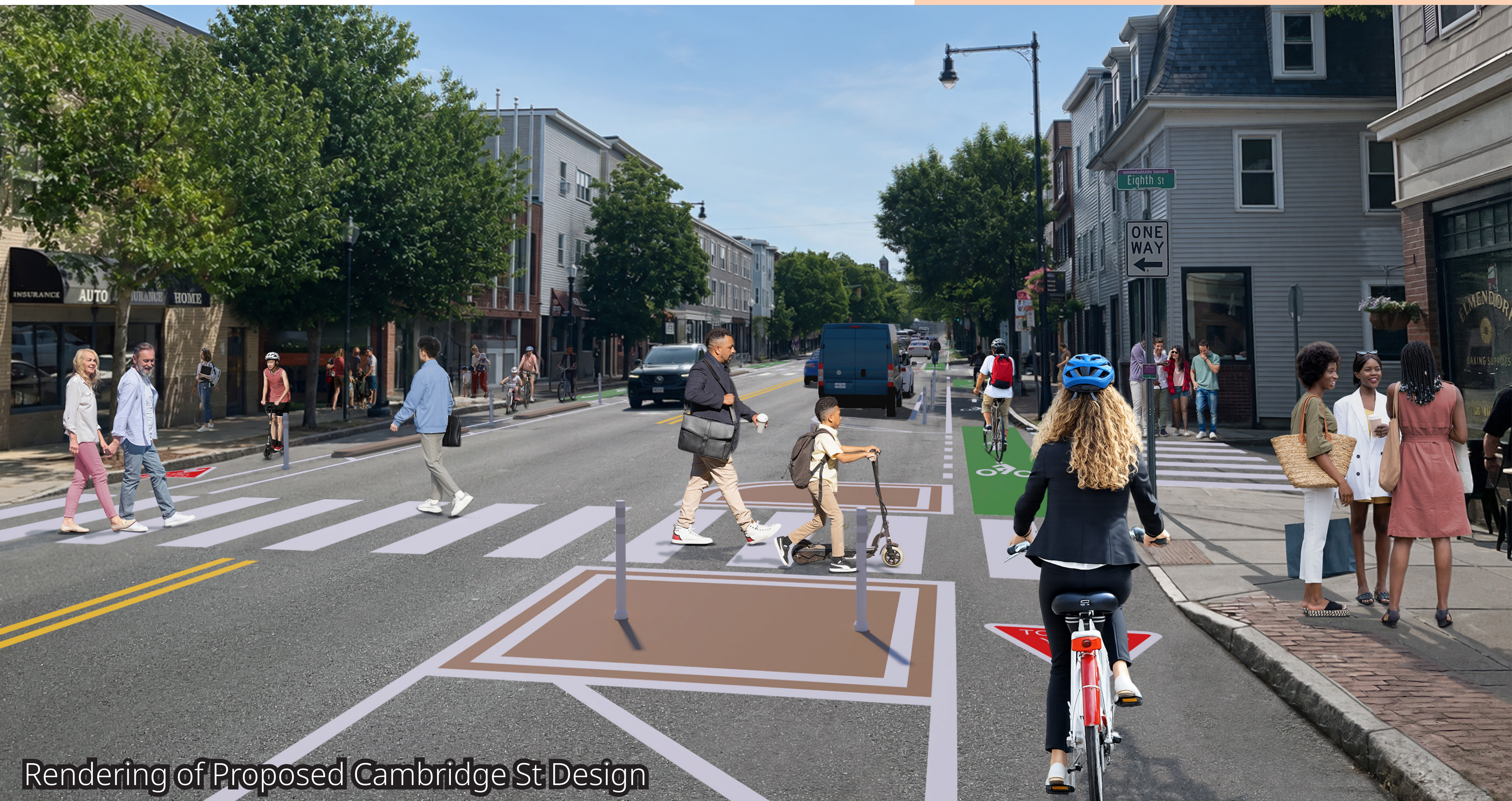
Design Feedback Report Coming Soon!

Look out for a report summary of all project feedback for Sections A and C.

Contact The Project Manager

Andreas Wolfe

Street Design Project Manager
awolfe@cambridgema.gov
617 - 349 - 9162



Rendering of Proposed Cambridge St Design

Welcome!

This is a community event for the Cambridge Street Safety Improvement Project.

About This Event

This event focuses on updates for street design changes for some sections of Cambridge Street.

- Section A between Prospect St and Willow St
- Section C between Fulkerson St and Second St

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: Project Schedule and Outreach

Who's Here?

Brooke McKenna:
Commissioner

Stephanie Groll: Assistant
Commissioner for
Transportation Planning

Andreas Wolfe: Street Design
Project Manager

Leah Grodstein: Street
Design Project Manager

Stephen Meuse: Supervising
Engineer

Bill Deignan: Transportation
Planner

Eric Breen: DPW Supervising
Engineer

Jackie McLaughlin:
Communications Manager

Chaimaa Medhat:
Community Relations Project
Admin.

Michelle Danila: Toole Design
Consultant