

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 for trucks and local deliveries, but safely.

What is a Quick - Build Project?

- Quick-build projects allow us to make improvements to our streets more quickly.
- Involves no construction or coordination with utility companies.
- Fewer impacts to residents during implementation.
- More limited toolbox (i.e. no changes to curbs, drainage, or sidewalk materials).

Policies That Support This Work

- Vision Zero
- Cambridge Bicycle Plan
- Envision Cambridge
- “Flexible Parking Corridors” for off-street parking



How Policies Shape Street Design

Why are We Changing Main 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 project covers Main Street from Technology Square to Ames Street and contributes toward the 11.6 miles planned on additional streets in the Cycling Safety Ordinance.

Why this section of Main Street?

- It fills the last gap in the Bicycle Network Vision on Main Street, creating a stronger connection between Kendall Square and Central Square.
- It includes a high priority intersection (Main Street at Vassar Street) in Cambridge's Intersection Safety Program.
- This area is already popular for cycling and is home to one of the busiest Bluebikes stations in the Greater Boston Area.



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 are designed for people of all ages and abilities



Scan to view 2020 Bicycle Network Vision

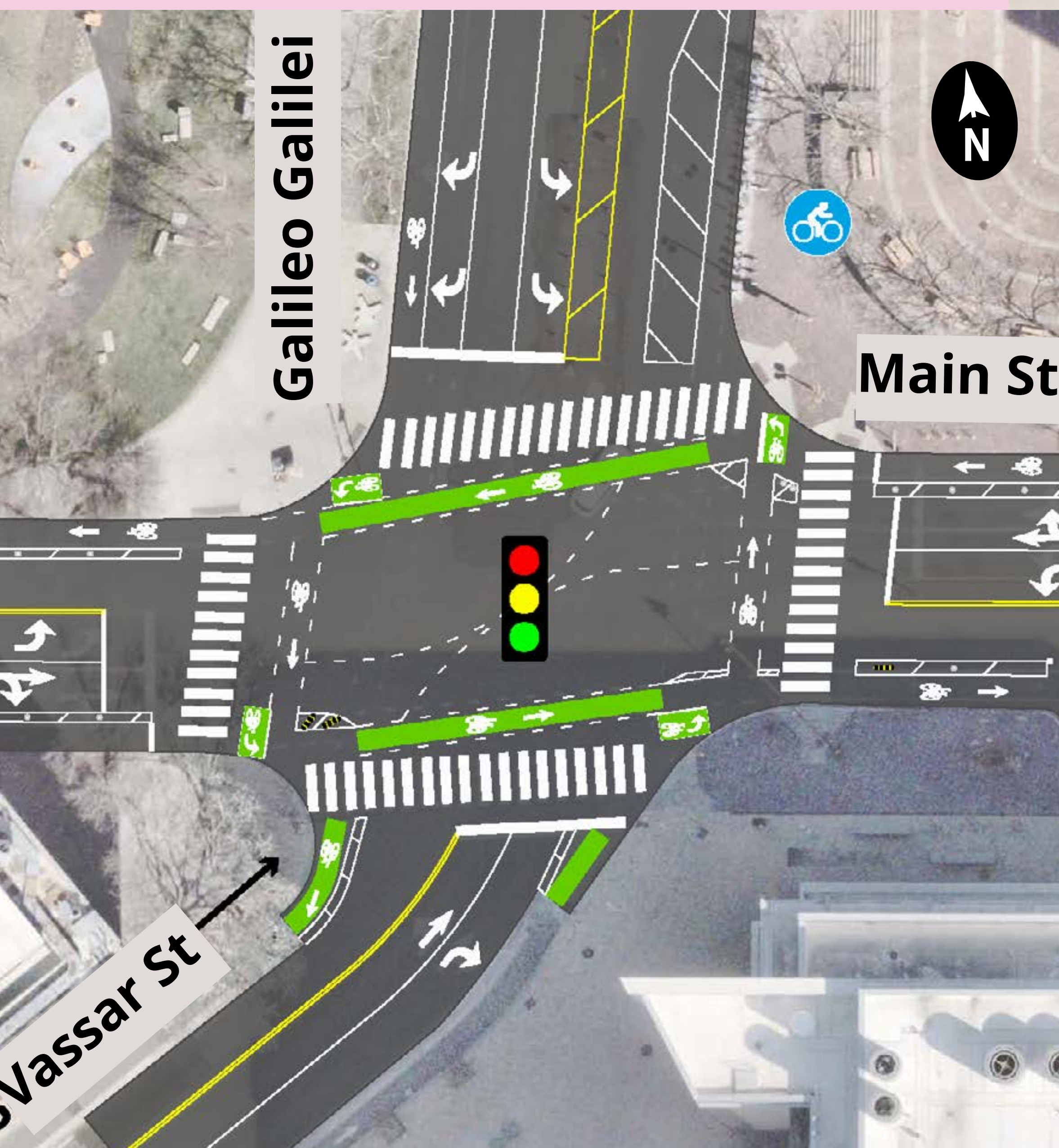
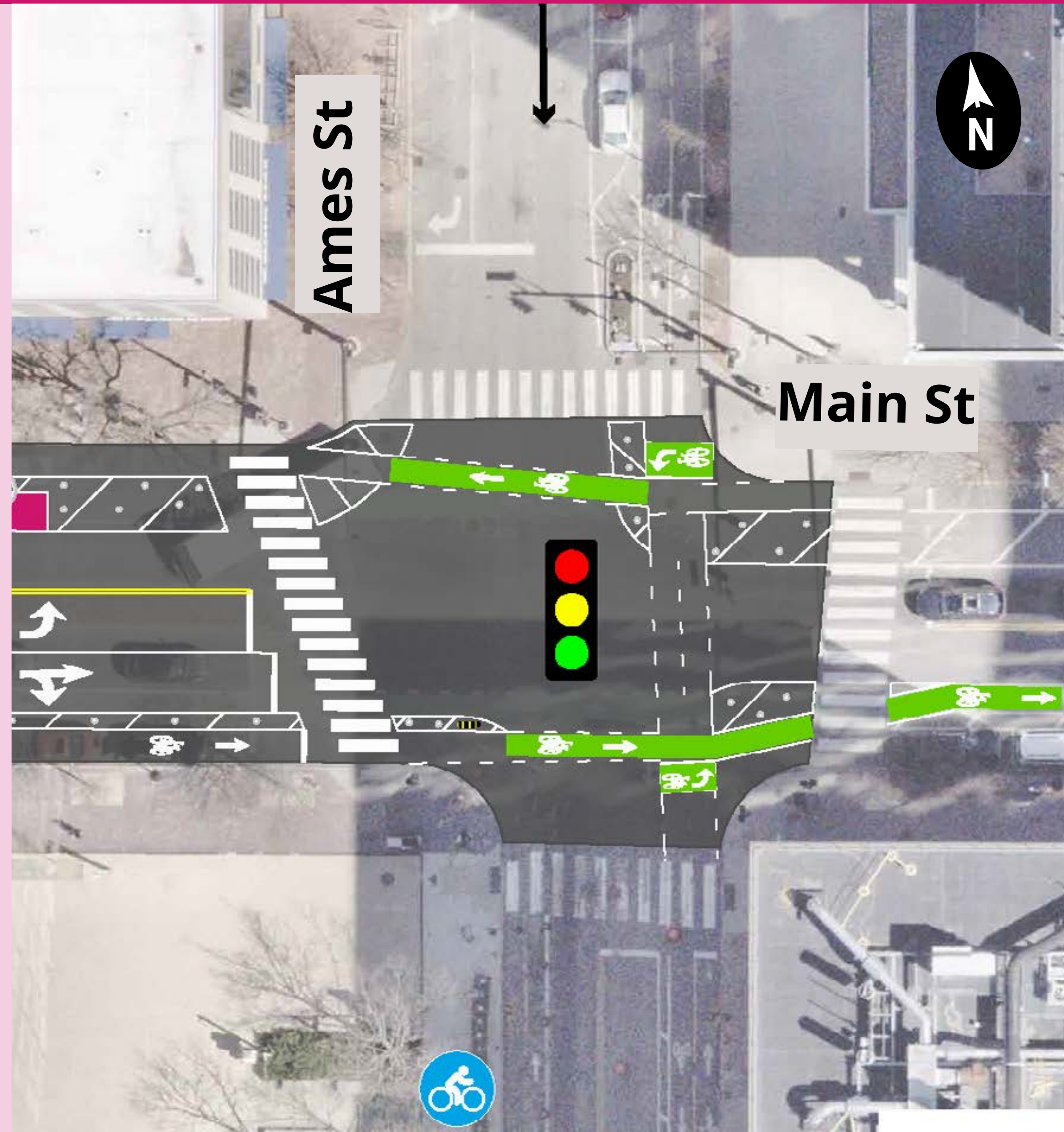


How Main St Intersections Will Look

Signal and Traffic Pattern Changes at Ames St and Vassar St

Changes to Ames St Intersection

- New **left-turn only lane** on Main Street, towards Boston.
- Drivers in turn only lanes get **dedicated signal time** to turn.
- **Corner islands** added with flex posts and “bumblebees” (black and yellow plastic bumps).



Changes to Vassar St Intersection

- Vassar Street changed to one **through lane** and one **right-turn-only lane**.
- Drivers in turn-only lanes get **dedicated signal time** to turn.
- **Corner islands** added with flex posts and “bumblebees”.

How Will Main St Intersections Look

How We Make Intersections Safer

Time Separated Turn Only Signals



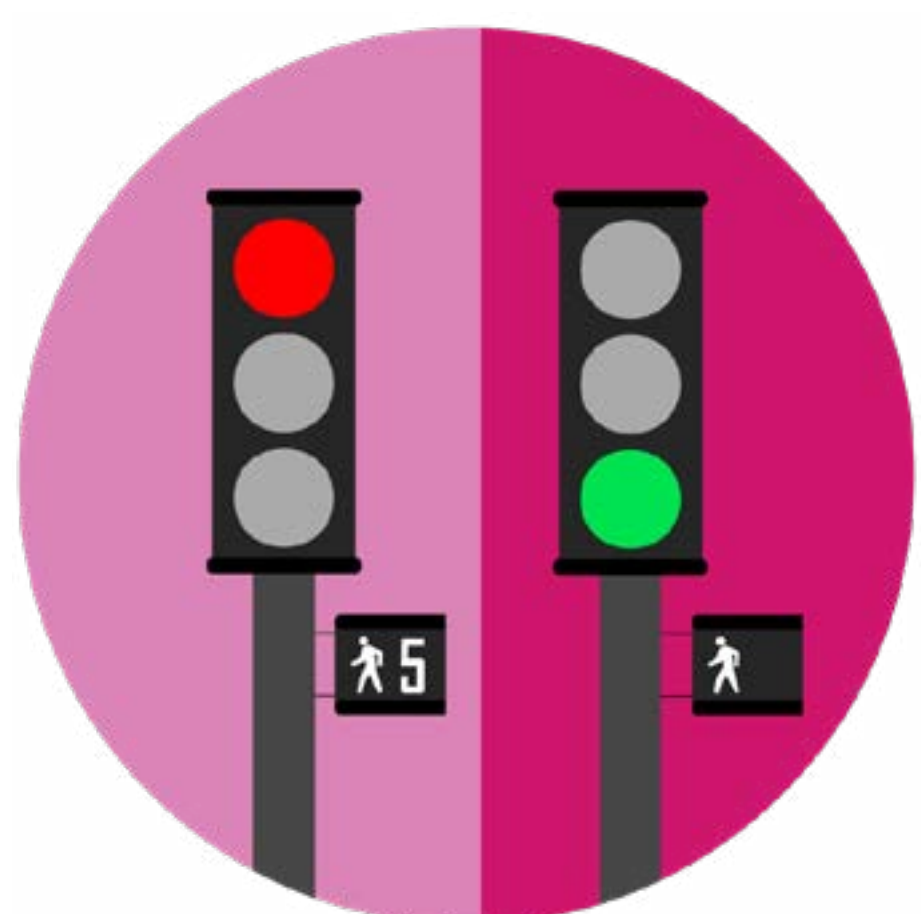
- When the arrow is green, turning drivers can go while others see a red light or “Don’t Walk” signal.
 - This improves safety by eliminating conflicts between turning drivers and cyclists/pedestrians.
- Turn-Only Signals will be added to the intersections of Main St at Vassar St and at Ames St.

Corner Islands



- Corner Islands improve safety by slowing turning speed and improving visibility.
- Corner Islands can be found at the intersections of Main St at Vassar St and Ames St.

Head Starts



- Head Starts improve safety by giving people walking and biking a few seconds to enter the intersection before turning vehicles.
- Pedestrian Head Starts already exist at both intersections.
- New Bike Head Starts will be added at both intersections using bicycle signals.

What Design Changes Are Coming

Planned Changes to Parking, Loading, and Bus Stops

Parking Reduction and Regulation Changes

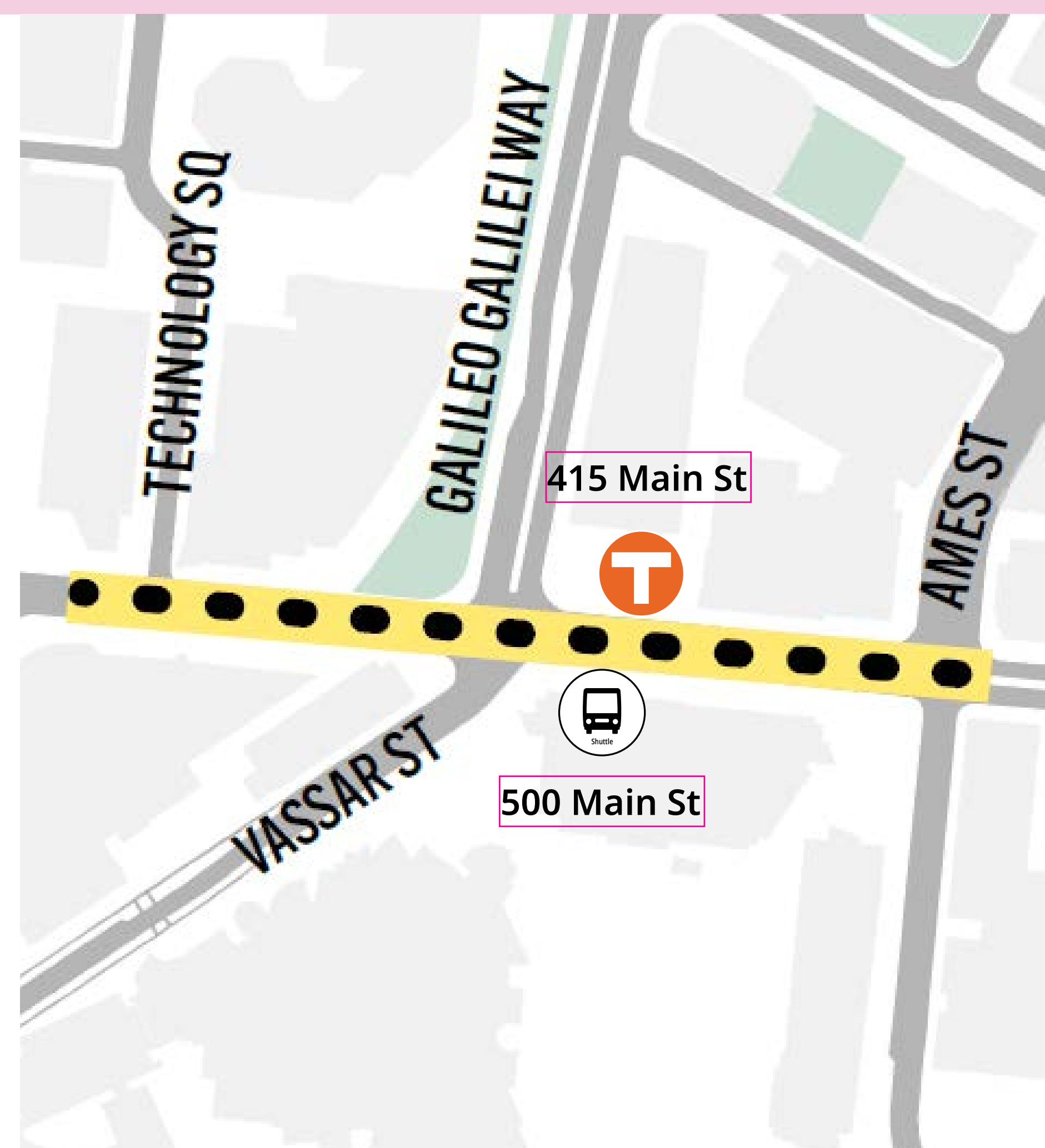
- Parking between Vassar Street and Ames Street will be reduced to make space for separated bike lanes and a new turn lane.
- A loading zone will be added for pick-ups, drop-offs, and deliveries.
- While the temporary bus stop at 415 Main Street is in use, seven additional parking spaces will be unavailable.
- There is currently no parking on Main Street between Tech Square and Vassar Street, and none is planned in the future.

Parking Regulations On Main St: Vassar St to Ames St

Types of Parking	Today	Summer 2026	Future
2 Hour Metered Parking	17	6	13
Loading Zone	0	1	1
Total	17	7	14

Project Area Bus Stops

- We are not proposing any major changes to bus stops.
- The bus stop at **500 Main St** (Koch Institute) serves the MIT Tech Shuttle and will also serve EZ Ride buses.
- The temporary bus stop at **415 Main St** (in front of Broad Institute) serves the MBTA Bus Routes 64 and 68 until Broadway returns to two-way traffic and will be removed after construction is complete.



What to Expect During Construction

Kendall Sq Construction Overview



Department of Public Works - Kendall Square Construction

To learn about current and upcoming construction projects in Kendall Square, view project information, sign up for updates, scan the QR code or visit the project website.

Nearby Construction Projects



Boston Properties - MXD Project

To learn about upcoming street and open space improvements, scan the QR code or visit mxdsb.site



Eversource - Greater Cambridge Energy Project (GCEP)

To learn about the program, and view construction information, scan the QR code or visit eversource.com/greater-cambridge-energy-program



Main St Project Timeline

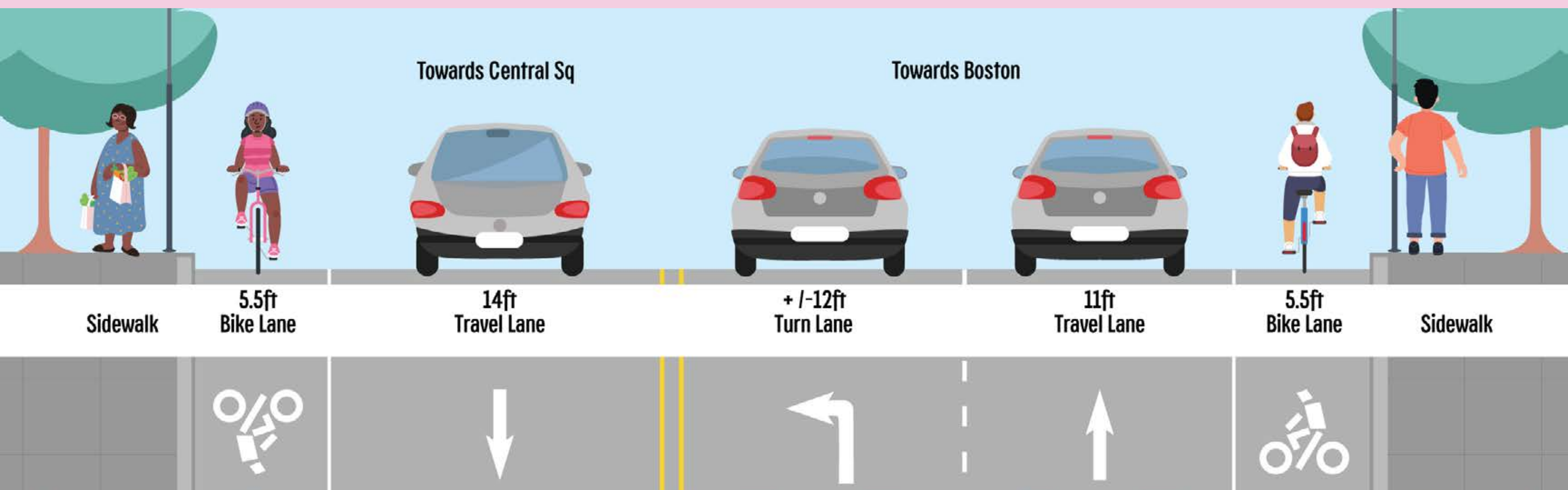
- **Tonight:** Draft Design and Community Feedback
- **July 2026:** Design Advancement
- **August 2026:** Additional Community Meeting
- **Late Summer 2026:** Installation Begins

What Design Changes Are Coming

What will Main St look like from Tech Sq to Vassar St?

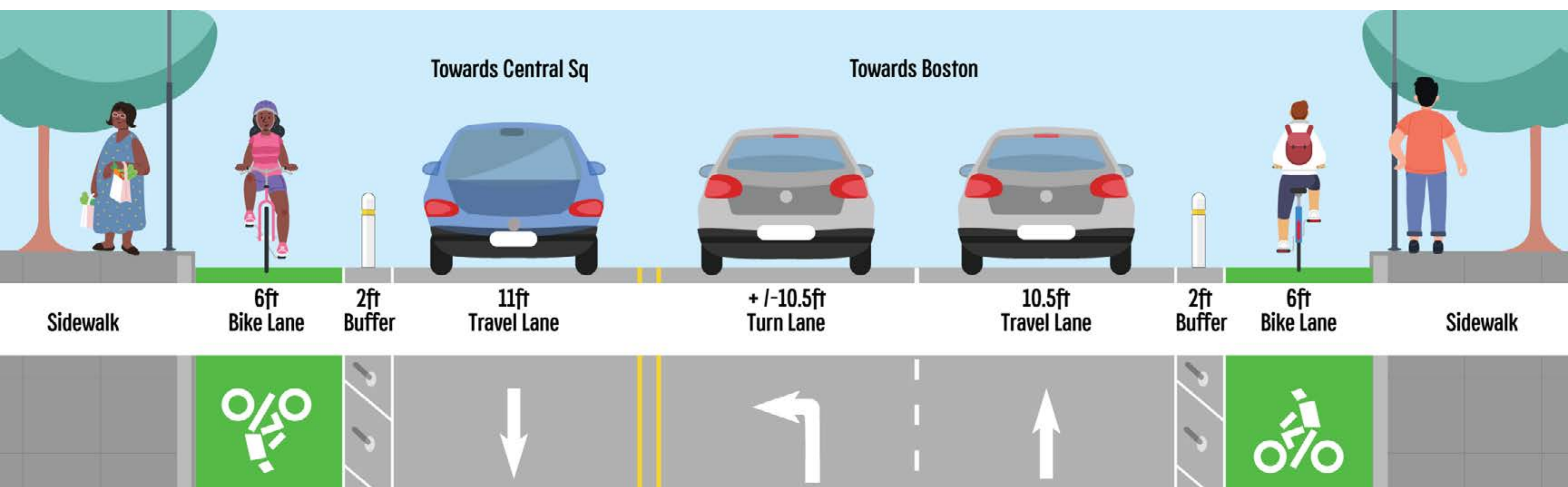
Existing Layout - Tech Square to Vassar Street

- Travel lanes wider than typical city streets
- Bike lanes with no separation



Proposed Layout - Tech Square to Vassar Street

- Travel lanes narrowed to typical width
- Extra width used to add flex post buffers

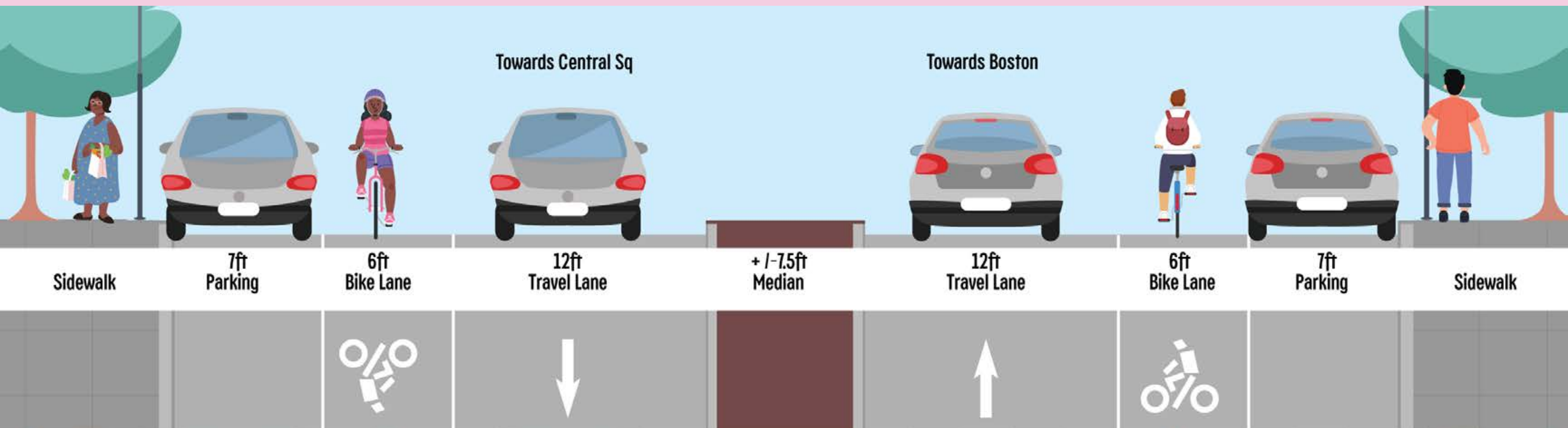


What Design Changes Are Coming

What will Main St look like from Vassar St to Ames St?

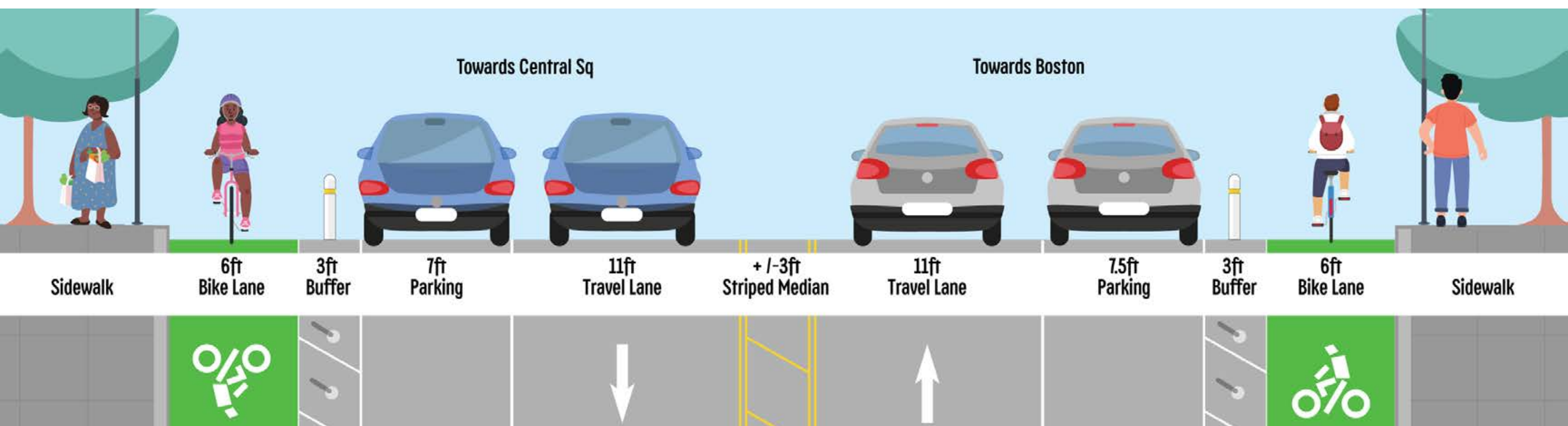
Existing Layout - Vassar Street to Ames Street

- Travel lanes wider than typical city streets
- Bike lanes with no separation
- Raised median



Proposed Layout - Vassar Street to Ames Street

- Travel lanes narrowed to typical width
- Extra width from removed raised median used to add flex post buffers and keep some parking on both sides
- Some space remains for a striped median



Ways to Stay Involved



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.



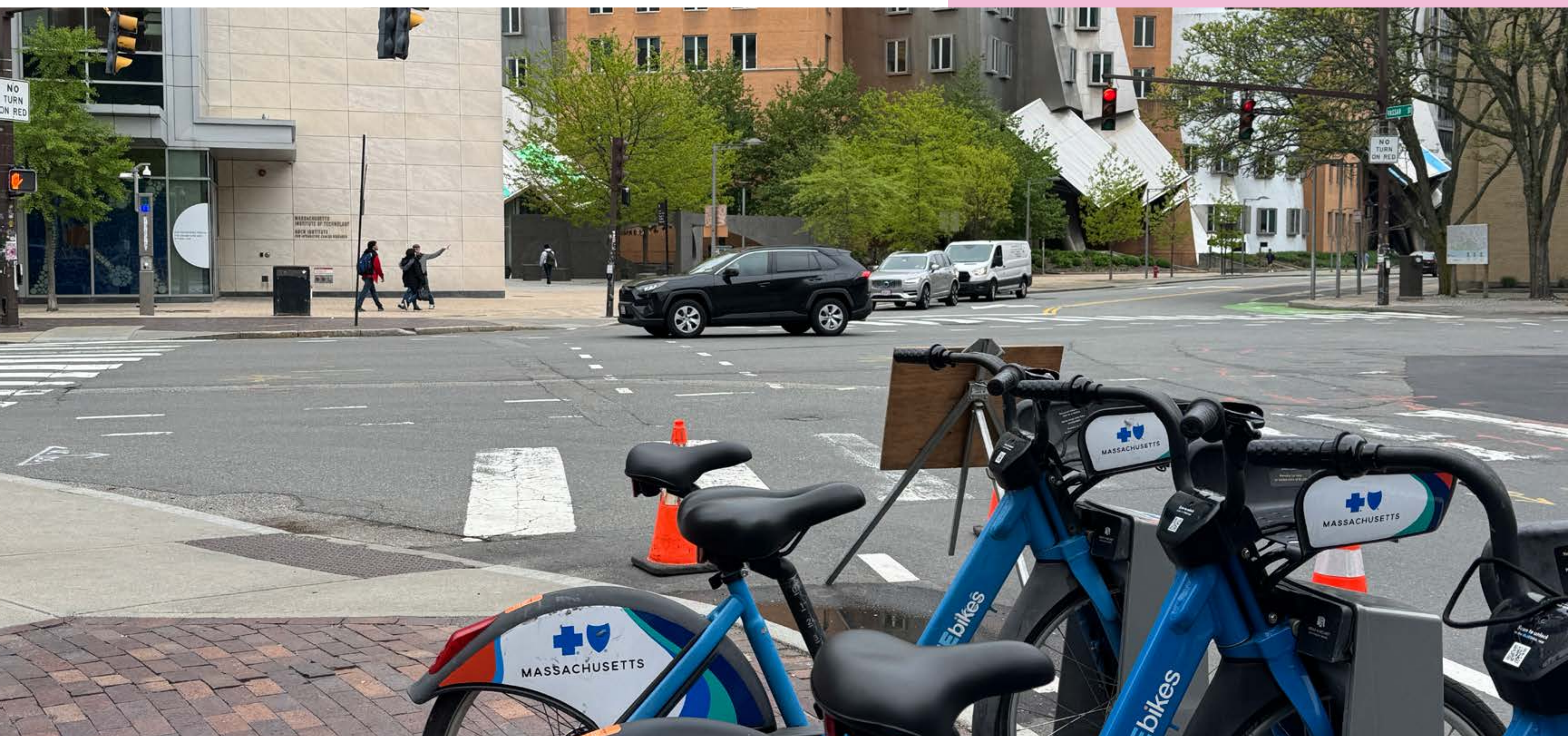
Leave a Comment

Do you have general feedback you want to share with the project team? Scan the QR code.

Contact The Project Manager

Leah Grodstein

Street Design Project Manager
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617 - 349 - 4609



Welcome!

This is a community event for the **Main Street: Tech Sq Safety Improvement Project**. The event is from 4:30 p.m. to 6:00 p.m.

About This Event

This event focuses on Main Street between Technology Square and Ames Street.

The event is set up like a science fair. Posters are displayed and a project team member is available at each poster. 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: Welcome Station/Ways to Stay Involved

Station 2: How Policies Shape Street Design

Station 3: What Design Changes Are Coming?

Station 4: How Will Main St Intersections Look?

Station 5: Project Roll Plan

Who's Here?

Leah Grodstein: Street Design Project Manager

Stephen Meuse: Supervising Engineer

Jess Horne: Senior Traffic Engineer

Andy Reker: Transit Program Manager

Bill Deignan: Transportation Planner

Chaimaa Medhat: Community Relations Project Admin.

Petru Sofio: Street Management Co-Op