



City of Cambridge

Executive Department

YI-AN HUANG
City Manager

CMA 2025 #230
IN CITY COUNCIL
September 15, 2025

To the Honorable, the City Council:

Please find the attached response from Brooke McKenna, Transportation Commissioner, regarding awaiting reports 25-38, 25-39, and 25-41 related to issues to parking in the area surrounding the eastern end of Broadway.

Very truly yours,

Yi-An Huang
City Manager





To: Yi-An Huang, City Manager
From: Brooke McKenna, Commissioner
Date: September 11, 2025
Subject: Awaiting Reports 2025-38, 2025-039, & 2025-041

In response to awaiting reports 2025-38, 2025-039, & 2025-041 asking that the City Manager investigate several issues related to parking in the area surrounding the eastern end of Broadway, we report the following:

Awaiting Report 2025-38: That the City Manager is requested to work with the Department of Transportation to evaluate adjustments to meter enforcement hours on Broadway Segment A, designating 25 spaces as residential permit parking overnight to increase overnight parking access for residents and that the City Manager be and hereby is requested to work with the Department of Transportation to develop and implement clear signage and on-street notices informing residents and visitors of the purpose of the proposed meter policy changes, and adjusted enforcement hours.

We have identified 17 spaces in Section A of the Broadway corridor, between Portland Street and Columbia Street, where we are adding resident permit parking requirements. This includes 11 spaces on Broadway, 4 spaces on Market St between Broadway and Clark St and 2 spaces on Moore St, just off of Broadway. Meters will be in effect from 9 am to 5 pm and resident permits will be required between 10pm and 8 am. The project team solicited feedback on these changes from both businesses on Broadway and the Broadway Safety Improvement Project Working Group.

Key feedback included:

1. Retain loading zones as they currently are to facilitate off-peak deliveries in the morning and evening.
2. Do not change spaces near restaurants and places that serve early morning or late night or patrons, such as breweries and coffee shops.
3. Provide a flexible period between when the meters end and resident requirements begin so that spaces can turn over, shifting the start of resident parking from 8 pm to 10 pm, again to better accommodate nearby business hours.

Regulation changes and informational signage will be in place by the end of September.

Awaiting Report 2025-39: That the City Manager is requested to work with the Cambridge Department of Transportation to study the feasibility of modifying non-resident parking permit fees for households in within the Broadway Segment A project area, including offering a discounted rate structure for permits that are requested by residents with low- income residents, and to report back to the City Council as soon as possible with proposed recommended eligibility criteria, a fee schedule, and a timeline for implementation if they are proposed.

Non-resident parking permits allow limited parking in Permit Parking Only areas for people who travel to resident's homes to provide a service, such as long-term care or childcare. The fees for these annual permits vary from as low as \$50 a year to a maximum of \$200 a year. This program is already structured to keep costs low, as residents who have multiple providers visiting at different times are only charged a single fee. Further, we would not make changes to our programs for one geographical area that would not apply equally across the City. At this time, we do not recommend changes to the fee structure of our non-resident parking permits.

Awaiting Report 2025-41: That the City Manager is requested to work with relevant City departments to explore creative solutions that reduce car dependency, while expanding access to parking options nearby Broadway.

The City created Flexible Parking Corridors to make more flexible rules for off-street parking along corridors identified in the 2020 Bike Plan Network for Greater Separation and bus priority corridors. The goal of Flexible Parking Corridors is to reduce the impact of on-street parking removal as we build our bike and bus networks. A complete bike and bus network will reduce demand for parking in the long term. Flexible Parking Corridors create simpler rules for who is allowed to park in existing parking lots and garages along those streets.

DOT staff have engaged in intensive outreach to residents, businesses, schools, and other property owners along Broadway to communicate the option of Commercial Parking Permits:

- Sent an informational mailer and contact sheet to 6,234 businesses about the implementation of Flexible Parking Corridors, including information on the Virtual Information Session and upcoming Office Hours. The changes were also shared on the [City's news website](#), the Daily Update email, and [social media](#).
- Held a [virtual session](#) and scheduled Office Hours on information for anyone interested in Flexible Parking Corridors.
- Created a web page for [Flexible Parking Corridors](#), including a FAQ section that explains the steps to convert a lot or parking garage to shared parking or commercial parking.
- Established a [Commercial Parking Control Committee](#) (CPCC) to review applications for Commercial Parking Facility Permits
- Created Commercial Parking Control [Committee web page](#).
- Created an online Application form for a [Commercial Parking Facility Permit](#).
- Scheduled a public records and open meeting law training session for the CPCC members on September 17, 2025, followed by an [Inaugural meeting](#) for the CPCC members to review the Commercial Parking Permit regulations and the Committees roles and responsibilities. This session will be open to the public. DOT is expecting applications for Commercial Parking Facilities to be submitted in mid to late September with hearings beginning in October or November, 2025.

Property owners who intend to share their existing off-street parking spaces with other parcels in the Flexible Parking Corridor boundaries can register or re-register the change in users of the parking spaces with DOT. A Commercial Parking Facility permit would not be needed for "shared parking" because the parking spaces would be for designated users and not open to the general public for a fee.

Work continues to make the broader public, along Broadway and across the City, aware of the new flexible parking corridors to encourage private parking space owners to expand access to their lots and spaces.

The City also has many existing programs whose goal is to reduce car dependency by making it easier, safer, more accessible, and more affordable for people to walk, bike, and take transit:

- [Bluebikes](#) regional public bikeshare system: with classic bikes and e-bikes
- [EZ Ride shuttle](#): connecting North Station to Cambridge Crossing to Kendall Square to Cambridgeport
- [Safe Routes to School program](#): to increase the number of students who get to and from school by walking or biking
- [School Wellness Policy](#): The Cambridge Public Schools Wellness Policy and Implementation Procedures support and encourage opportunities for all students to be physically active, including walking or riding a bike
- [Bicycle education workshops](#) for youth, adults, and seniors: Topics include bike maintenance, winter biking, on-bike refreshers, riding with families, and rules of the road/etiquette
- Transportation outreach and Information about sustainable transportation
- [Transportation advisory committees](#): Bicycle, Transit, and Pedestrian Committees
- [Bicycle access programs](#): for eligible residents to be able to get a pedal bike, adaptive bike, e-bike, or cargo bike, and eligible businesses to be able to get an e-cargo delivery bike
- [Bike parking program](#): more than 3,000 short-term bicycle racks across the city, 7 temporary bike corrals deployed between April and November, with a goal to install 150 new racks every year, and 1 existing and 1 planned covered bike parking shelter
- [Bus stop amenities program](#): working with the MBTA to make sure that every bus stop is accessible, safe, convenient, comfortable, and close to destinations, including shelters, real time information signs, benches, curb extensions, and ongoing maintenance
- [Traffic Calming Program](#): to improve the quality of life in neighborhoods and allow cars to peacefully coexist with people using other modes of transportation
- [Private development infrastructure improvements and mitigation](#): Real estate developments subject to Article 19 of the Cambridge Zoning Ordinance submit a Transportation Impact Study (TIS) to evaluate whether a new development will create an adverse impact on city transportation systems and must mitigate any impacts the project could have on the walking, biking, transit, and driving environment. This is done by committing to roadway, bicycle and pedestrian facilities improvements and measures to improve safety for pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates
- [Urban design guidelines](#): ensure that developments create high-quality public environments, ensuring character and vitality of the surrounding community; and integrating walkable, people-friendly buildings, public spaces, and streets into the fabric of the city
- [Parking and Transportation Demand Management Ordinance](#): creates plans to regulate motor vehicle traffic and pollution associated with new developments

In addition, the City supports its own employees in choosing sustainable transportation options like walking, biking, taking transit and carpooling with a number of programs. In addition to providing MBTA

passes at discounted rates, employees can also receive a free or discounted Bluebikes public bikeshare membership. Cambridge funds the Charles River TMA's EZRide to support this free shuttle bus in serving North Station to Cambridgeport via East Cambridge and Kendall Square, as well as providing City employees with an Emergency Ride Home Program. In addition to helping employees who want to carpool to work find a match, they can also apply for a carpool parking space.

To share information about these programs and more, the City holds employee transportation fairs, benefit fairs, department-specific transportation information sessions, and shares information through multiple employee communication channels. In addition, during the biennial MassDEP Employee Commute Survey period, City employees received an email or paper flyer that explained transportation benefits available to City employees.