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SUBJECT: First-in-the-Nation Cycling Safety Ordinance Becomes Law

Cambridge, MA – On Monday evening, the Cambridge City Council voted the Cycling Safety Ordinance into law. The first law of its kind in the country, it will require the City of Cambridge to build protected bicycle lanes on streets being reconstructed if those streets are included in the Cambridge Bicycle Plan’s protected network of bicycle lanes.

Public support for building more protected bike lanes in Cambridge is strong. The City’s 2018 biannual telephone survey of residents found that [60 percent of Cambridge residents want the City to build more protected bike lanes](#).

The [Cambridge Bicycle Plan](#), completed in 2015 after an extensive community input process, provides a blueprint for a 20-mile network of protected bicycle lanes in Cambridge connecting all major origins and destinations in the City.

“This ordinance gives the bike plan teeth,” said Sam Feigenbaum, a volunteer with Cambridge Bicycle Safety, a local advocacy group. “The intent of the ordinance is that when the bike plan says a street needs a protected bike lane, that street will get a protected bike lane. That’s a huge step forward for the City and I want to thank the City Manager and Mayor, in particular, for making it happen.”

The ordinance was drafted jointly by the office of City Manager Louis DePasquale, the office of Mayor Marc McGovern, and Cambridge Bicycle Safety. The Mayor introduced the ordinance to the City Council in early January.

[Cambridge Bicycle Safety](#) is an all-volunteer group of residents working to improve safety for cyclists of all ages and abilities in Cambridge. The idea for the ordinance originated in 2017 when Cambridge Bicycle Safety asked City Council candidates to pledge to vote for legally binding measures to improve cycling safety. 7 of the 9 current City Councillors signed the pledge.

The ordinance applies when streets are rebuilt under the City’s Street and Sidewalk Reconstruction Plan. Because streets can go decades before being reconstructed, Cambridge Bicycle Safety will continue to advocate for completing the Bicycle Plan’s

protected network as soon as possible using quick-build methods to provide protection.

"With the Cycling Safety Ordinance, the Council codifies a lasting commitment to the users of our roadways that Cambridge intends to have a modern, safe, and accessible network of separated bicycle lanes for all residents regardless of their age or ability. I want to thank our partners in the City Manager's Office, Cambridge Bicycle Safety, my fellow Councillors and community for joining us at the drafting table to find a solution that promotes safe and sustainable modes of transportation, and for modeling a legislative process that builds cooperation across civic groups," said Mayor Marc McGovern.

"A lot of collaboration, time, and effort went into the creation of this new ordinance. I want to thank the Mayor, City Council, City staff, Cambridge Bike Safety, and members of the public who worked on drafting and refining this ordinance. I am committed to ensuring that Cambridge's infrastructure allows our residents to travel in the safest manner possible manner, regardless of the mode of transportation they choose to use," said City Manager Louis A. DePasquale.

"I am proud that through this groundbreaking ordinance Cambridge will be prioritizing the creation of a network of physically protected bike lanes that will help make cycling safer and a more attractive option for people of all ages and abilities. We don't question the need for sidewalks to separate pedestrians from vehicles and separating people on bikes is just as important to meeting our Vision Zero goals and to encouraging more people to bike more often," said Vice Mayor Jan Devereux.

"This ordinance will ensure Cambridge meets its goal of rapidly expanding the city's bike network, and it can serve as a model for Boston, Somerville, and other municipalities throughout the region," said Boston Cyclists Union Executive Director Becca Wolfson. "We're proud of the work done and leadership shown by Cambridge Bicycle Safety, the City of Cambridge, and the many advocates who worked together to make this momentous ordinance a reality."

"Cambridge's recently passed Cycling Safety Ordinance confirms that the safety of all our citizens from the youngest to the oldest cyclists is of the highest importance. Increased bicycle use is most appropriate in our city, which is the 4th densest city in the country. This emerging way of travel promotes personal health, a cleaner environment, and even greater retail sales," said City Councilor Dennis Carlone.

"Planning for complete streets and finishing our connected bike network takes thoughtful planning that brings all stakeholders to the table. Over the past year, Cambridge Bike Safety working with City leadership has done just that in the drafting of this ordinance. I am proud to support those efforts and the Cycling Safety Ordinance, which will increase the City's commitment to create protected bike

infrastructure, a necessary part of a safe and environmentally friendly City," said City Councilor Alanna Mallon.

"This Ordinance is an example of sustained advocacy and committed engagement – Cambridge Bike Safety collectively organized and remained dedicated to this being a collaborative, iterative process with the City and its citizens. Ultimately we need to become comfortable as a community with adapting to a changing environment—it's imperative that we be not only responsive but proactive, and build equitable policy infrastructure that aligns climate change, mobility, and the future of public transit," said City Councilor Sumbul Siddiqui.

"The Cycling Safety Ordinance will bring unprecedented clarity to the process of implementing protected bicycle infrastructure in Cambridge, and is an important step towards realizing the goal of completing the protected network by 2023. I will continue to be a strong advocate for rapid construction of quick-build protected bike lanes on streets that are not designated for reconstruction, as both short and long term fixes are needed to truly address traffic safety," said City Councilor Quinton Zondervan.