

Micromobility in Cambridge

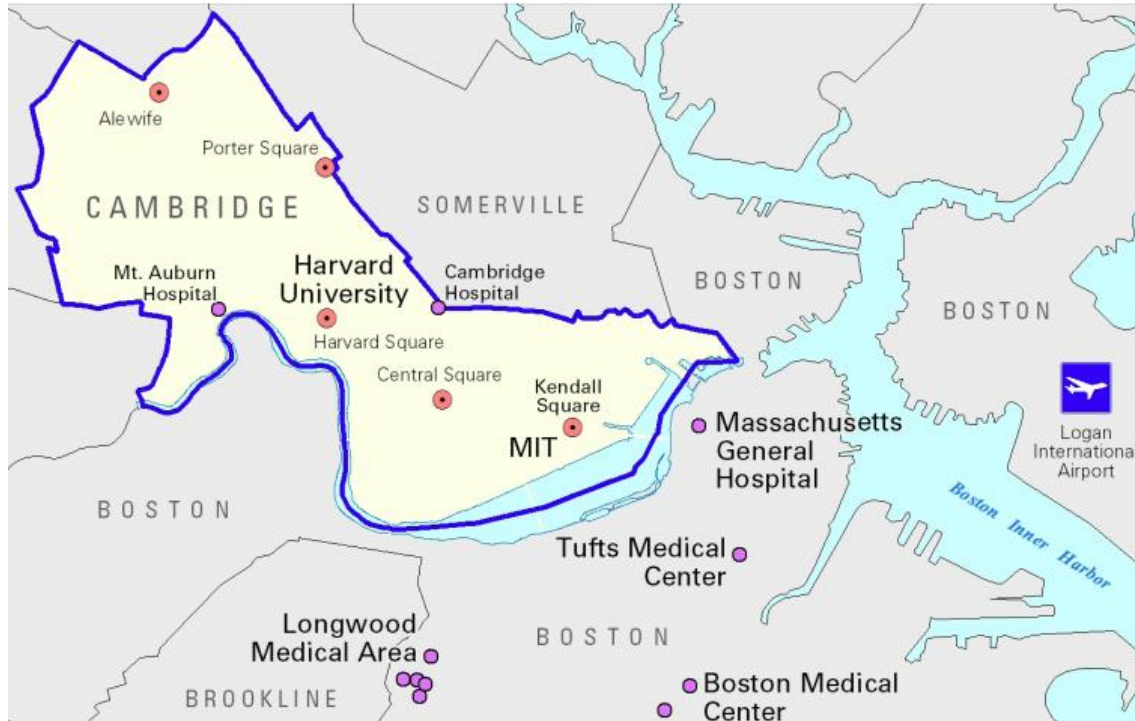
ACEC/MA's Transportation Agencies Liaison Committee

Wednesday, July 29, 2026



**CITY OF
CAMBRIDGE**

Cambridge, MA, Demographics



6.26 square miles
197k daytime population
=
~31k people per sq mile

121k residents

143k workers

41k college/grad students

49k households

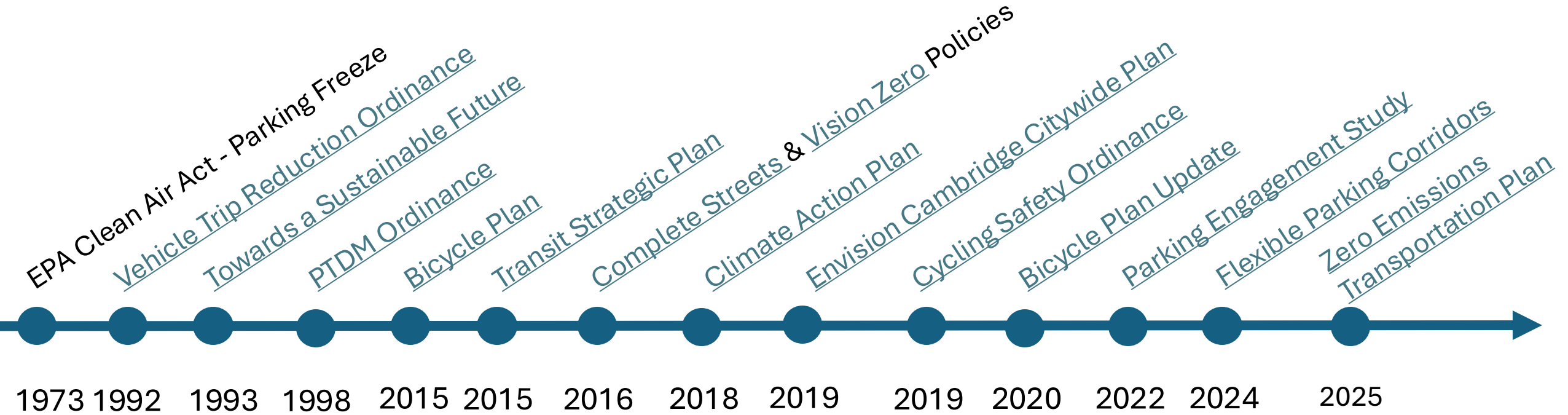
80.8% have Bachelor's degree or higher

7.5% have at least one type of disability

35k born in a foreign country

\$131k median HH income / 12.8% people in poverty

Cambridge Transportation Policies and Plans





Cambridge Transportation Goals Have Evolved

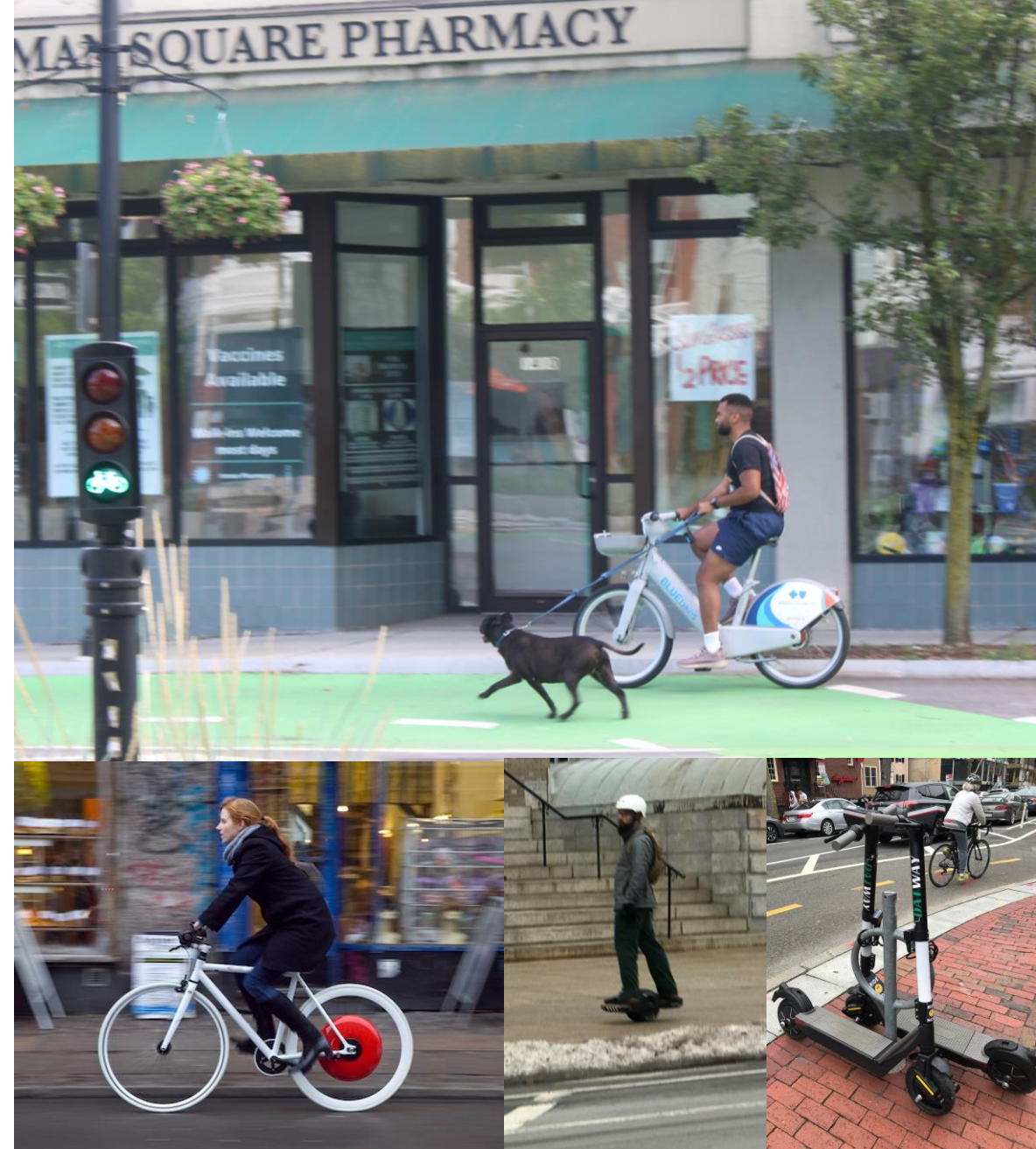
- Remove climate pollution from transportation in Cambridge (by 2050)
- Create a better, more equitable transportation system for people of all ages and abilities
- Improve economic opportunity and address historic injustices
- Create a stronger and more connected community

Micromobility can help us reach these goals.

- 55% of trips in Middlesex County are **3 miles or less**.
- Micromobility offers a convenient, affordable, and low-emission way to travel short distances.

What has Cambridge done on micromobility while waiting for guidance from the state?

- Cambridge internal New Mobility working group
- Regional working group with the MAPC and Boston, Cambridge, Somerville, and Brookline
- Biennial bike counts incorporate micromobility devices
- Maximum 18mph speed limit on Bluebikes e-bikes
- E-bike information provided through the Cambridge Resident Bike Lottery
- Cycling Safety Ordinance



Internal New Mobility Working Group



Purpose: Interdepartmental coordination on regulations, enforcement, etc. related to New Mobility, including micromobility

Outcomes (specific to micromobility):

- Cambridge has clear policies and regulations for micromobility riding, charging, and storage
- Staff is coordinated and agree on how to set rules and do enforcement
- Cambridge has a plan for education and engagement around safety and etiquette

Process: Monthly meeting; agenda set to respond to group member priorities

Members: Transportation, Law, Community Development, Disabilities Commission, Public Works, Police, Public Health, Schools

What has Cambridge done on micromobility while waiting for guidance from the state? ...*continued*

- [Education](#) and [FAQ](#)
- Cambridge Street Code
- E-bike battery recycling and safe storage info
- Engaged with MassDOT and the Special Commission on Micromobility
- Comprehensive Crash Data Collection
- Submitted a comment letter to the state legislature and attended the State's Joint Committee on Transportation's hearing on the **Ride Safe Act**

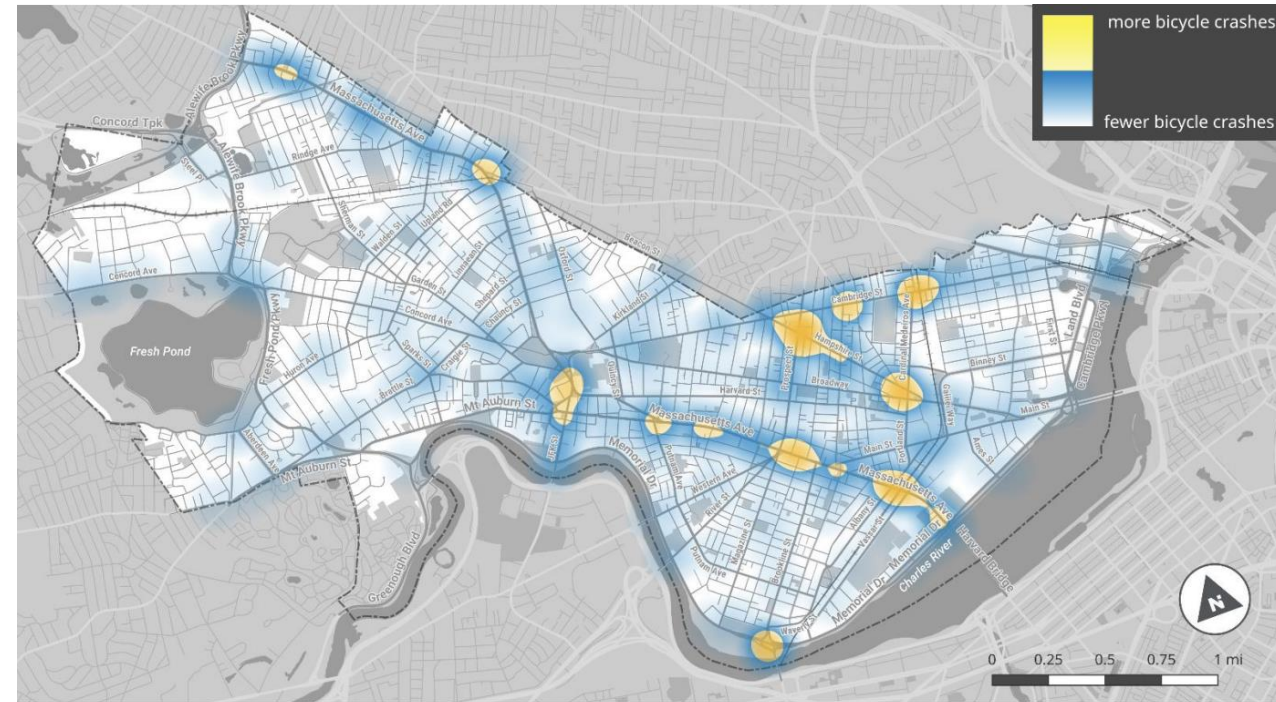
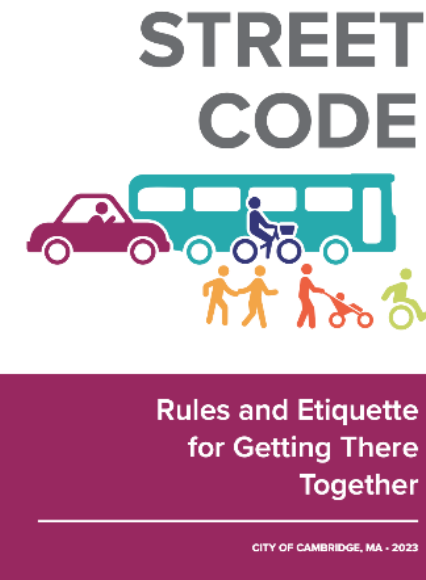
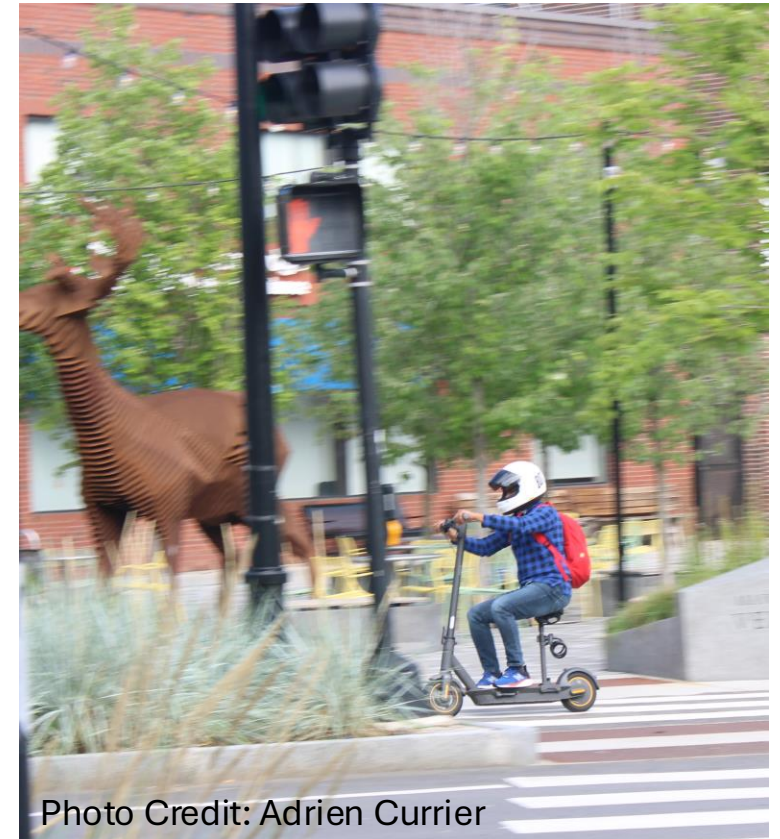


Figure 29: Location and frequency of reported bike crashes (2020-2024)

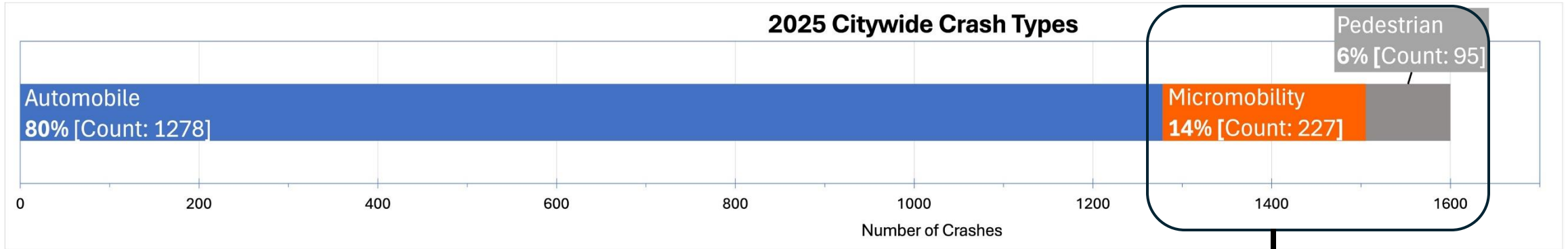


Overview: Micromobility Safety on Cambridge Streets

- The Cambridge Police Department (CPD) enforces traffic laws for all road users. CPD uses a combined education and enforcement approach for micromobility infractions.
- Written warnings and citations are grouped by the type of device as opposed to the specific violation:
 - All Bicycle Violations (including E-Bikes) [MGL 85/11 B]
 - All Moped Violations [MGL 90/1B]
 - All E-Scooter Violations [MGL 90/1E]
- Common infractions observed for these types of devices include:
 - Failing to stop for red lights/stop signs
 - Riding on the sidewalk
 - Traveling the wrong way on one-way streets
- CPD collects some of the most comprehensive crash data in the state of Massachusetts and was recognized as a model city for data collection by the Special Commission on Micromobility (p.36, 62).
 - Most crash report forms only record crashes involving motor vehicles.
 - Cambridge's system records **all collisions with vulnerable road users**, helping to provide a more complete picture of how our streets are used.



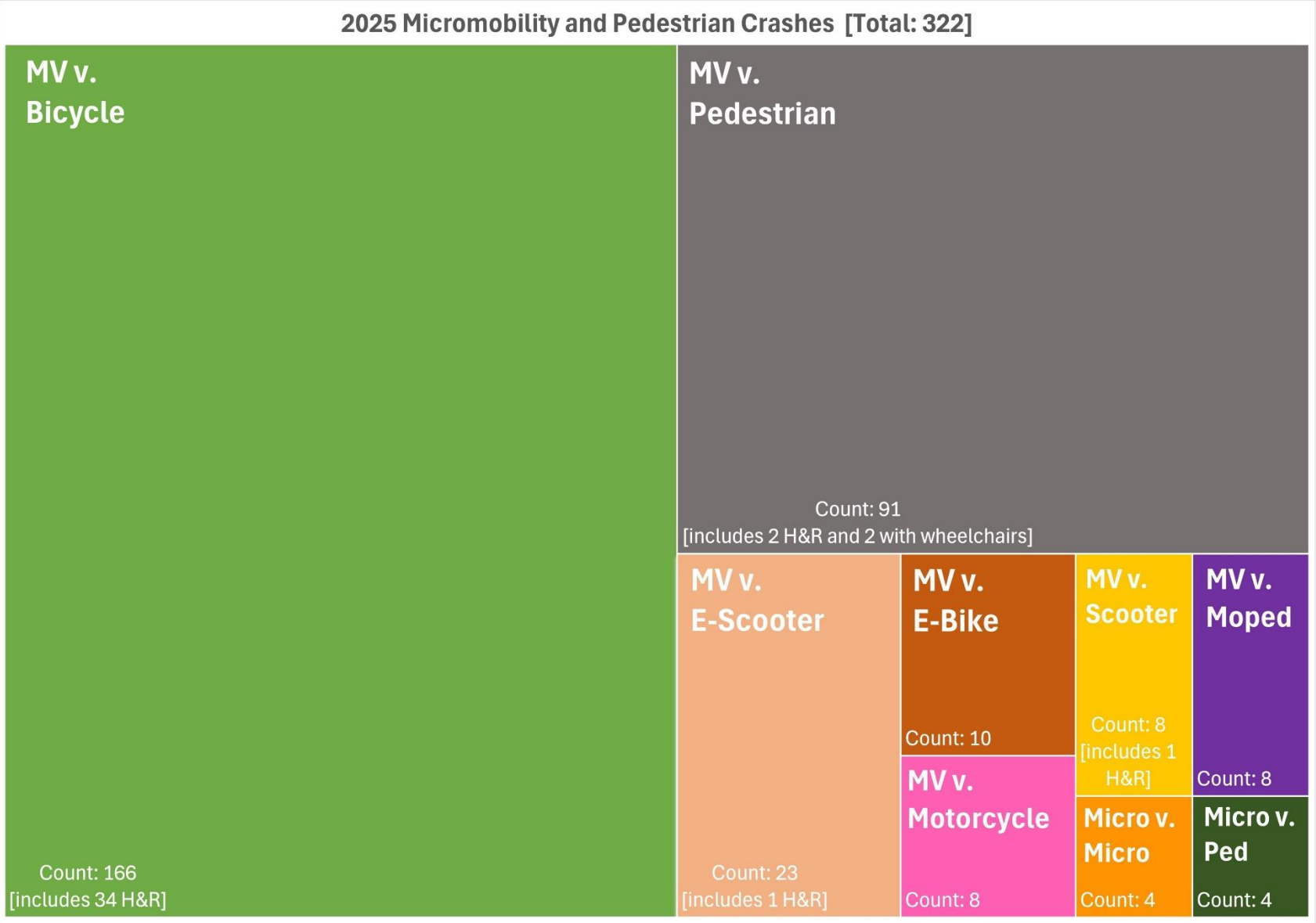
Overview of 2025 Micromobility Data



14% of crashes in the city involved micromobility
(231 incidents total, including 4 with pedestrians)

- 32% of micromobility crashes (74 incidents) required EMS transport.
- 6% of crashes (11 incidents) involved children under 18.
- 912 total citations were issued to bicyclists, e-bikes, mopeds, and e-scooters in 2025 and 812 of those (89%) were **written warnings** (no fines or charges issued). CPD informed riders on the rules of the road.

Micromobility and Pedestrian Crash Data



LEGEND	
MV	= Motor vehicle
Micro	= Micromobility
H&R	= Hit and Run
PED	= Pedestrian

- The majority of micromobility crashes involve **interactions with motor vehicles**.
- Highest numbers of crashes happen during periods of high traffic, when most people are on the roads.
 - Tuesdays, Wednesdays, Thursdays
 - Between 5–6pm
 - In August through October
- CPD collects very detailed data about what type of micromobility devices are involved in each crash.



Next Steps

- Expand outreach and education efforts
- Track the progress of the Ride Safe Act and continue engaging with the Legislature, MassDOT, and the RMV to advocate for its swift adoption
 - Cambridge will align with State Law.
- Continue to implement street design changes that make it safer for people to walk, ride, and roll in Cambridge
- Use traffic data to conduct intersection safety audits and implement proven countermeasures to reduce safety risks through the **Intersection Safety Program**
- Explore additional Bluebikes safety education
- Provide micromobility and helmet safety education
- Communicate with bike shops to ensure the sale of micromobility devices in line with state standards

Questions?

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Transportation**