



Welcome to the May 2026 Joint Meeting of the Transportation Committees

**CITY OF
CAMBRIDGE**

Department of
Transportation

May 20, 2026 | 5:30 p.m. – 6:30 p.m.

Agenda

- 5:30 p.m.** Welcome and notetaker volunteer
- 5:35 p.m.** Presentation: 2026 Main Street Safety Improvement Project
- 6:25 p.m.** Public comment

Who We Are

Representatives

- Unfilled, *Pedestrian Committee Chair*
- Unfilled, *Pedestrian Committee Vice Chair*
- Unfilled, *Pedestrian Committee Secretary*
- Unfilled, *Bicycle Committee Chair*
- Unfilled, *Bicycle Committee Vice Chair*
- Unfilled, *Bicycle Committee Secretary*
- Jackson Moore-Otto, *Transit Advisory Committee Chair*
- Matthew Kramer, *Transit Advisory Committee Vice Chair*
- Andrew Zhou, *Transit Advisory Committee Secretary*
- ...and many committee members

Dept. Representatives

- Andy Reker, *Transportation, Transit Advisory Committee Facilitator*
- Nick Schmidt, *Transportation, Pedestrian Committee and Bicycle Committee Facilitator*
- Marcella Cannatti, *Transportation*
- Quinn Murphy, *Transportation*
- Mohamed Hammad, *Transportation*
- Jessica Horne, *Transportation*
- Adam Shulman, *Transportation*
- Jerry Friedman, *Public Works*
- Emily Boyle, *Public Works*
- Steven Magalhaes, *Police*

01. Welcome and notetaker volunteer

Notetaker

- The Joint Meeting will need a volunteer notetaker

Roll Call

A roll-call is required to confirm presence (or absence) of quorum by the three committees when the meeting is held with remote participation.

City staff will call roll in this order:

- Pedestrian Committee
- Bicycle Committee
- Transit Advisory Committee

02. Presentation: 2026 Main Street Safety Improvement Project

Agenda

03. Project Intro

- Project Area Map
- Why Main Street?
- What's Included

04. Roadway Design

- Street Layout – Tech Square to Vassar St
- Plan Walkthrough – Tech Square to Vassar St
- Street Layout – Vassar St to Ames St
- Plan Walkthrough – Vassar St to Ames St

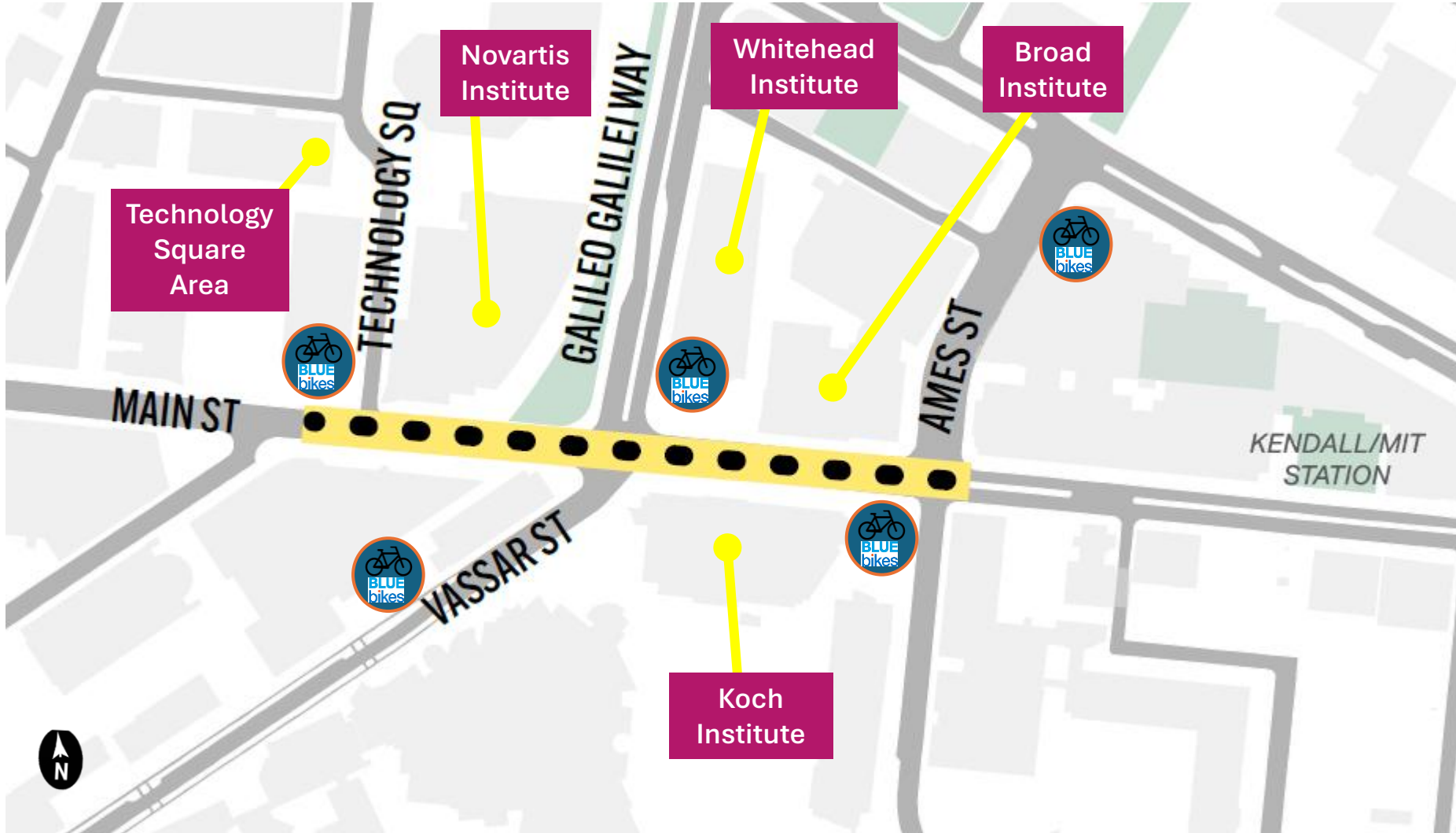
05. Intersection Design

- Intersection Walkthrough – Main St at Vassar St
- Intersection Walkthrough – Main St at Ames St

06. Questions and Feedback

03. Project Introduction

Project Area Map



Why Main Street?

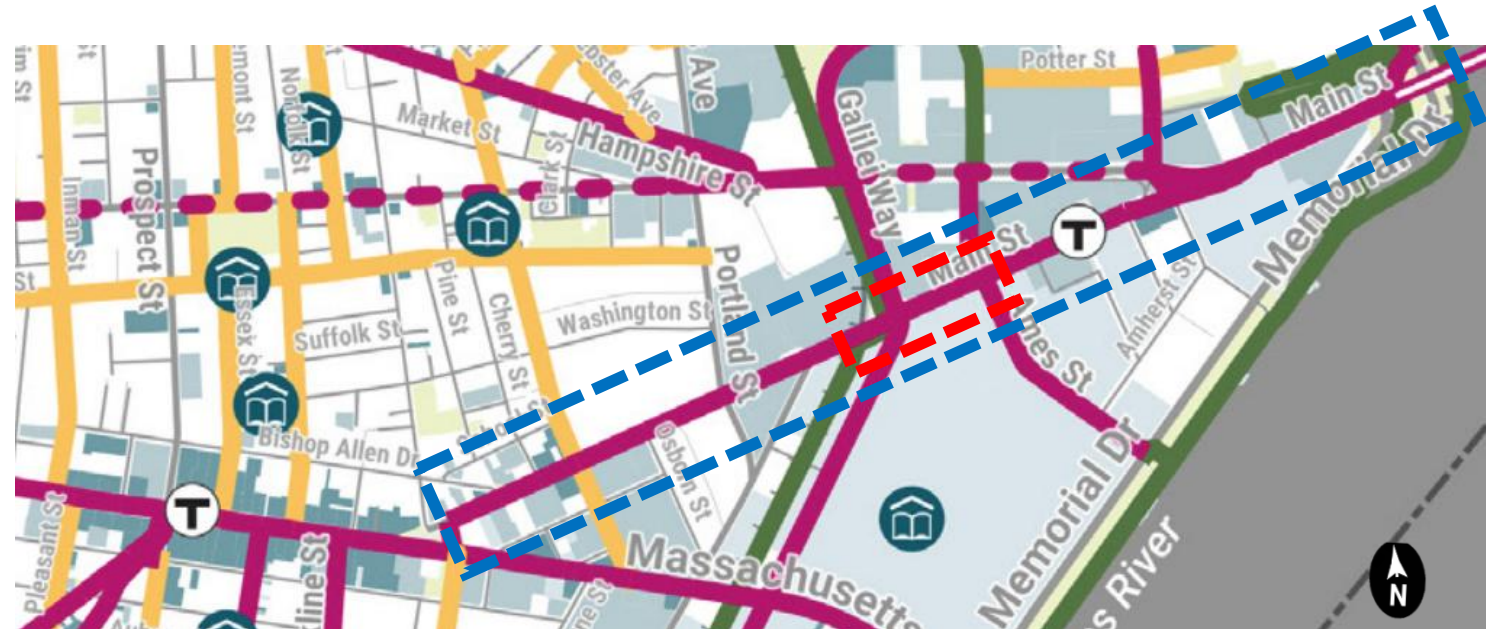
Main Street is designated for “greater separation” to support people biking safely and comfortably.

Network Level – Main Street

- Main Street and Mass Ave make the most direct path between Central and Kendall Squares
- Every street that connects to a bridge over the Charles is a “purple street”

Project Level – Tech Sq to Ames St

- Fills a block and a half gap in the Main St protected bike lane network
- Very high Bluebikes use suggests popular area for cycling



Extra Reasons

- Can make improvements to a “Higher Crash Location” (Main at Vassar)
- Better network flexibility in an area with lots of development

Key	
Project Area	Red dashed line
Main Street	Blue dashed line
Off-Street Path	Green solid line
Greater Separation	Purple solid line
Lower Volume & Speed	Yellow solid line

What is Included?

Definitely

- Protected bike lanes
- Some parking removal
- Narrowing of travel lanes
- Repaving streets
- Removing median

Could Be

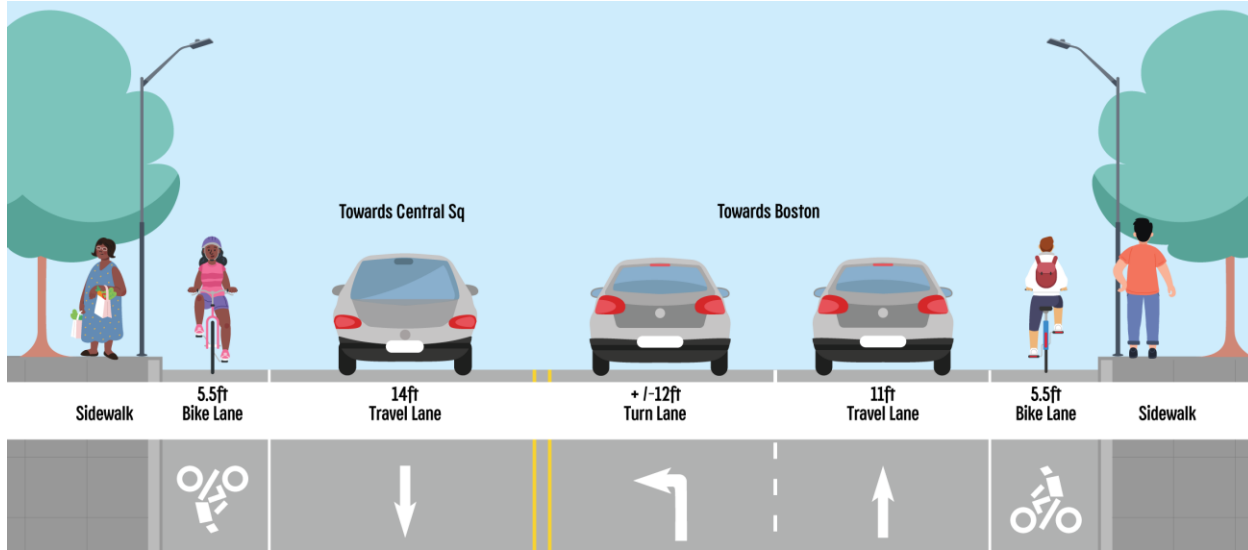
- Changes to parking regulations
- New traffic signal timing and phasing
- New turn lanes
- New traffic lights

Not Included

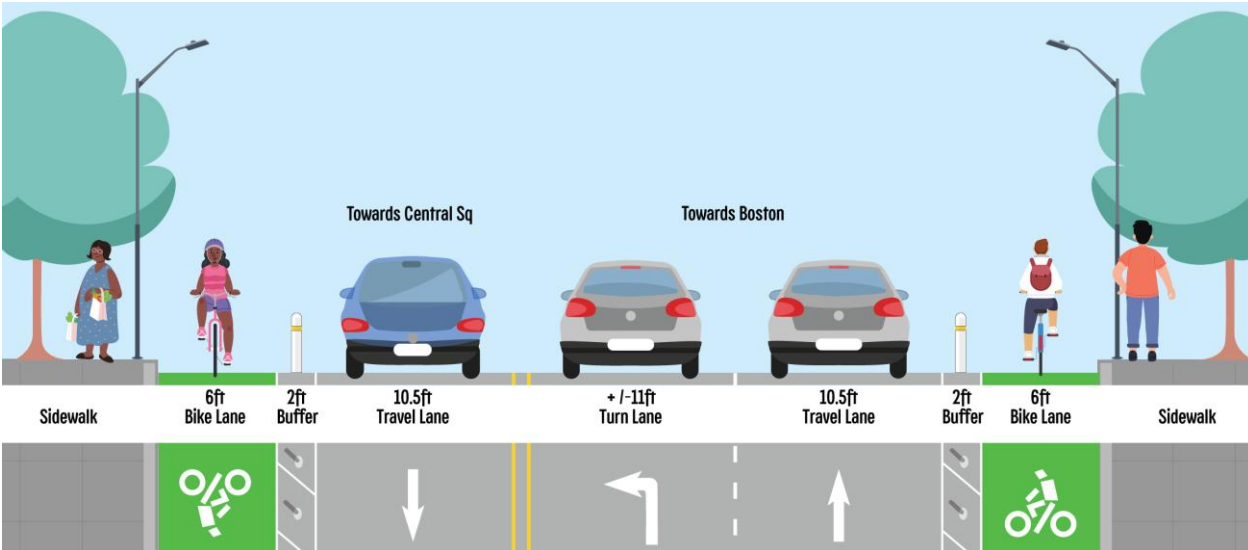
- Most curb changes
- Utility, lighting, or stormwater work
- Entirely new traffic signal posts
- New crosswalks
- Speed humps or raised crosswalks
- Sidewalk expansion
- Changes to other construction projects

04. Roadway Design

Street Layout – Tech Square to Vassar Street



Existing Main St layout between Tech Square and Vassar Street



Proposed Main St layout between Tech Square and Vassar Street

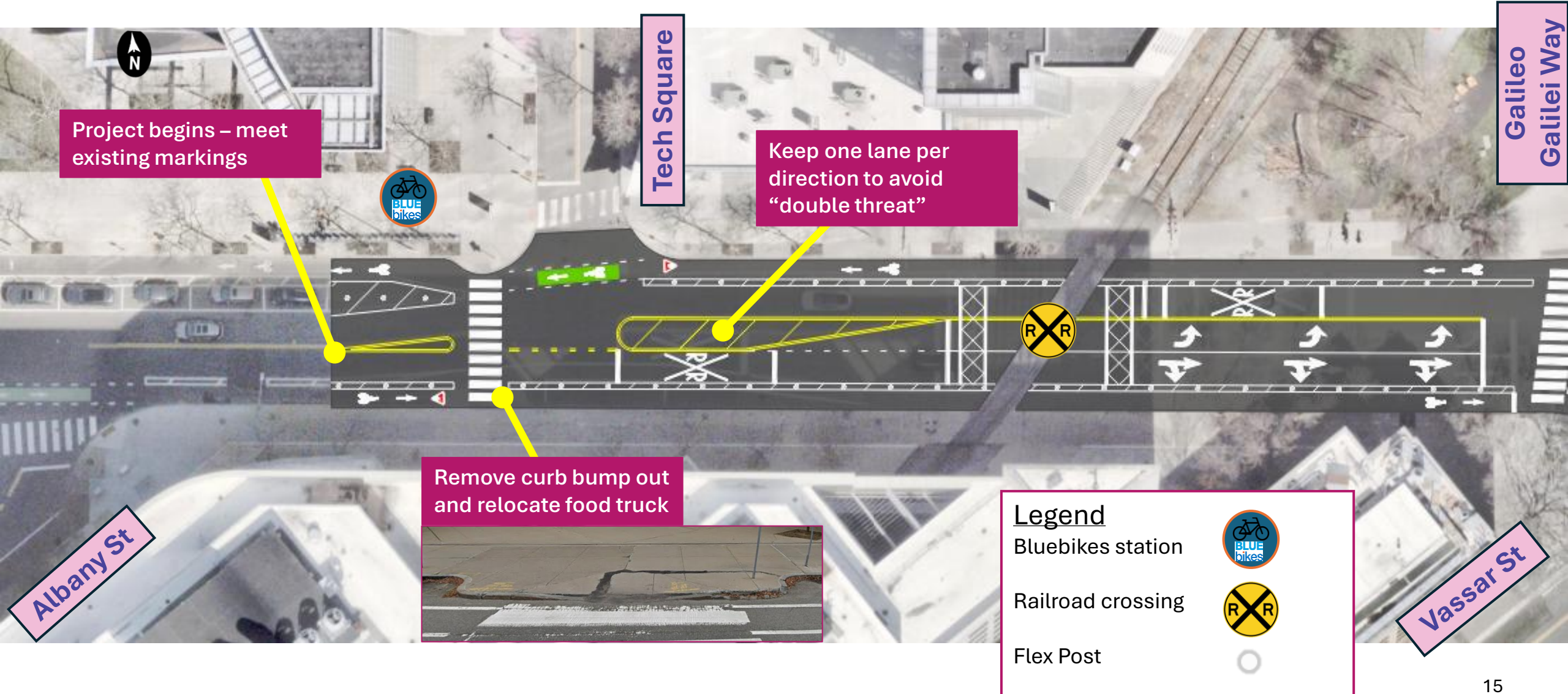
Existing Street Layout

- Wide travel lanes
- Bike lanes with no separation
- Close to Grand Junction railroad – still assessing if we can pave this block

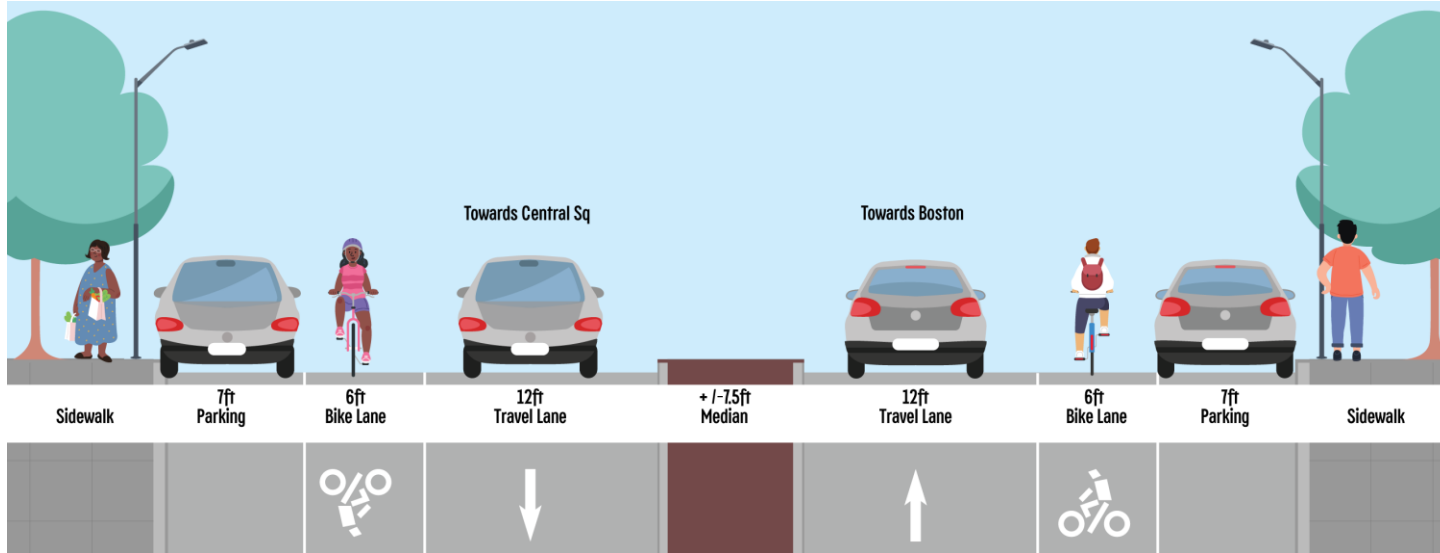
Proposed Street Layout

- Travel lanes narrowed to standard width
- Extra width used to widen bike lanes and add flex post buffers

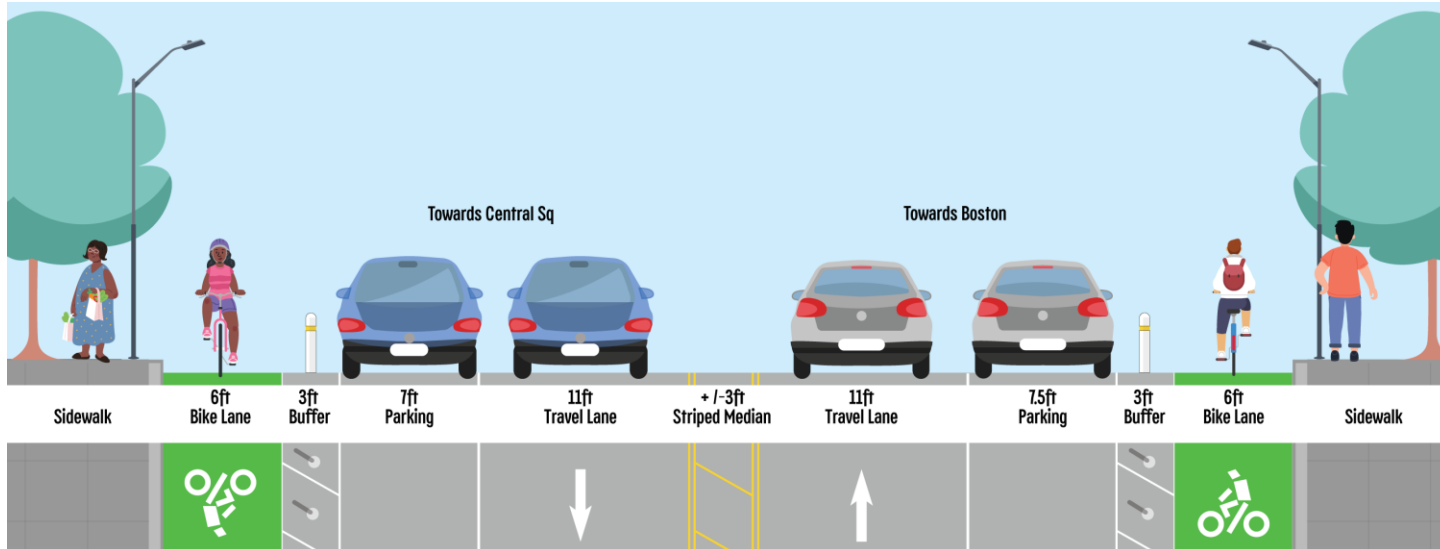
Plan Walkthrough: Tech Square to Vassar Street



Street Layout – Vassar Street to Ames Street



Existing Main St layout between Vassar Street and Ames Street



Proposed Main St layout between Vassar Street and Ames Street

Existing Street Layout

- Wide travel lanes
- Bike lanes in “door zone”
- Poorly used median – not used for crossing islands, traffic too slow for head-on collision risk

Proposed Street Layout

- Travel lanes narrowed to standard width
- Median removed
- Extra width used to add flex post buffers and keep a “flex area”
 - Flex area used for bus stops, parking, and turn lanes

Plan Walkthrough: Vassar Street to Ames Street

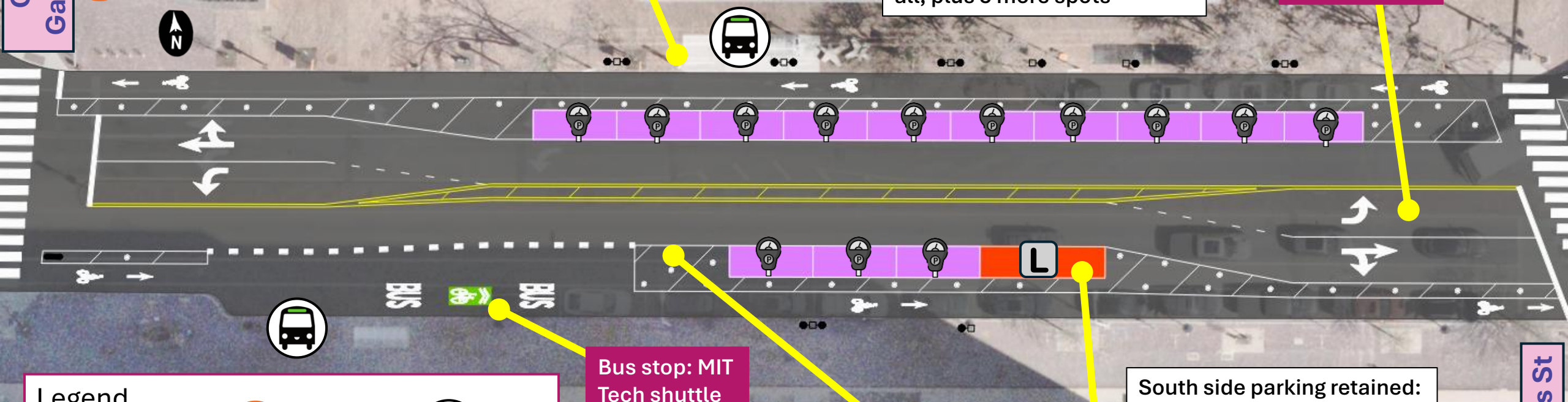
Galileo
Galilei Way



Temporary bus stop –
MBTA 64 and 68 routes

North side parking retained:
all, plus 5 more spots

New left-turn
only lane



Legend

Bluebikes station		Bus stop	
Metered parking		Bumblebee	
Loading Zone		Parking meter	
Flex Post		Parking meter (double)	

Bus stop: MIT
Tech shuttle
and EZ Ride

Parking removal
to right-size bus
stop and
accommodate
bike lane buffer

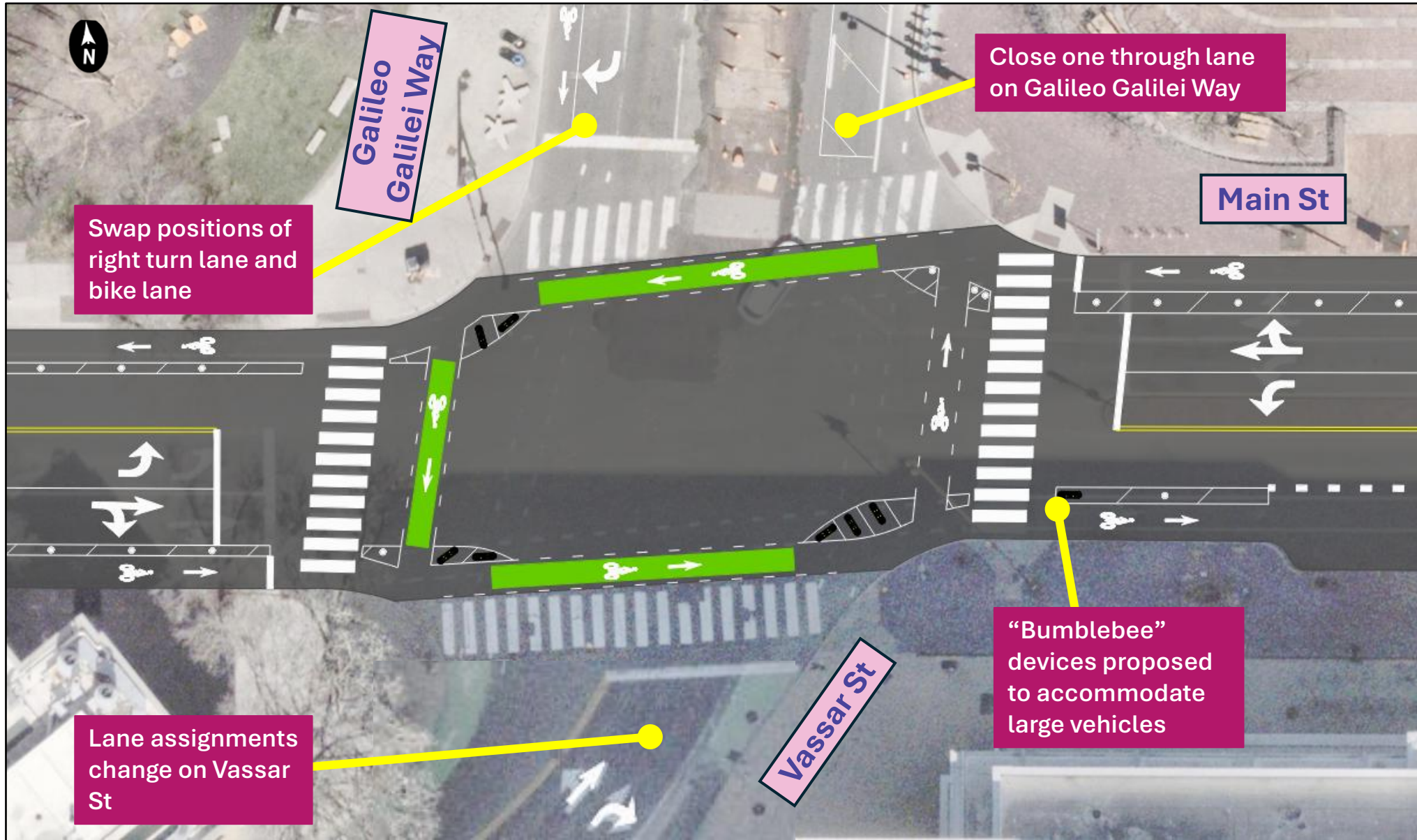
New loading zone
serves carpool, pick-
up, drop-off, etc

South side parking retained:
3/12 (+loading zone)

Ames St




05. Intersection Design

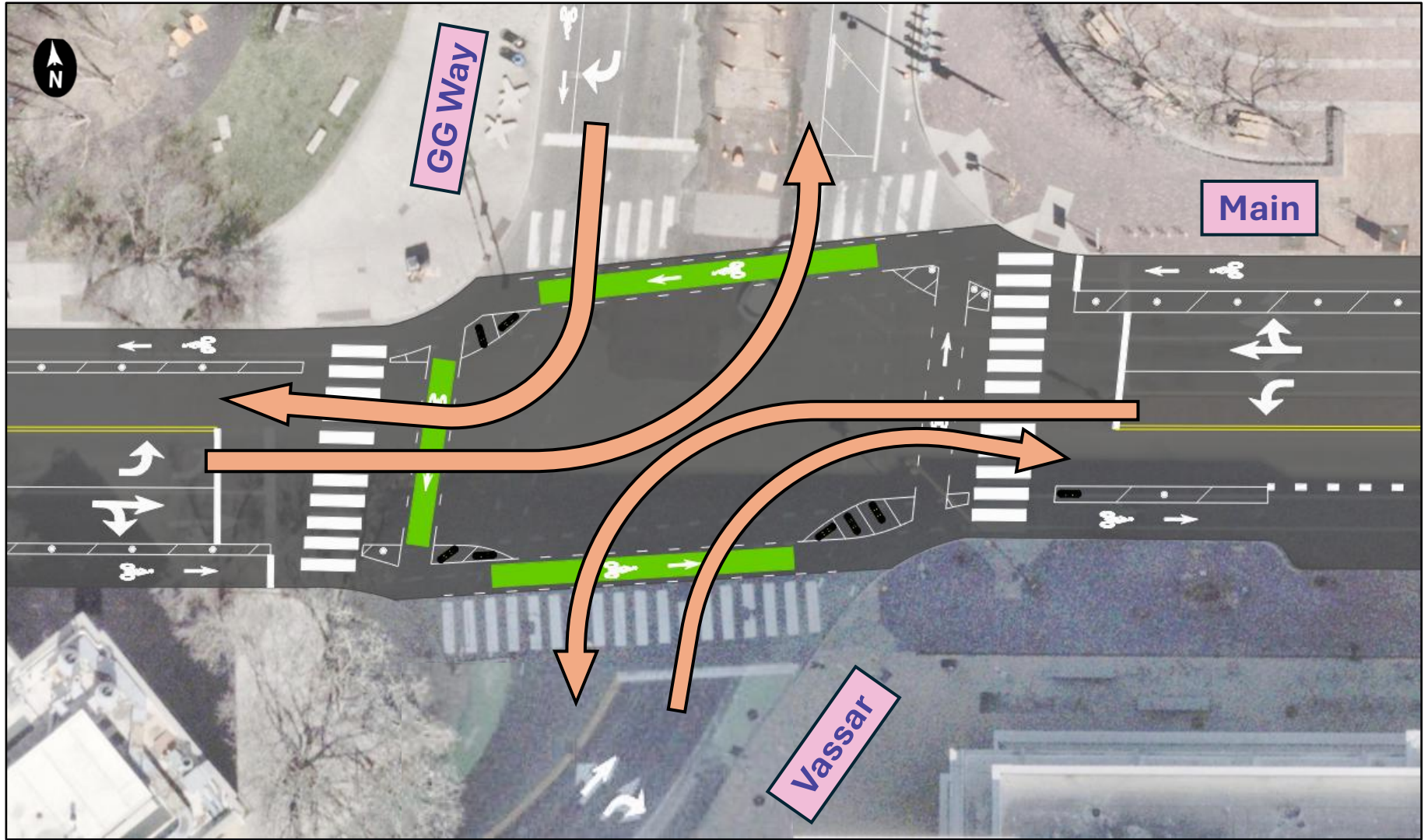
Intersection Walkthrough: Main St @ Vassar St



Intersection Walkthrough: Main St @ Vassar St

Signal Plan Key

- Pedestrian movement 
- Cyclist movement 
- Vehicle movement 



Phase 1: Left and Right Turns


Intersection Walkthrough: Main St @ Vassar St


Signal Plan Key

Pedestrian movement 

Cyclist movement 

Vehicle movement 

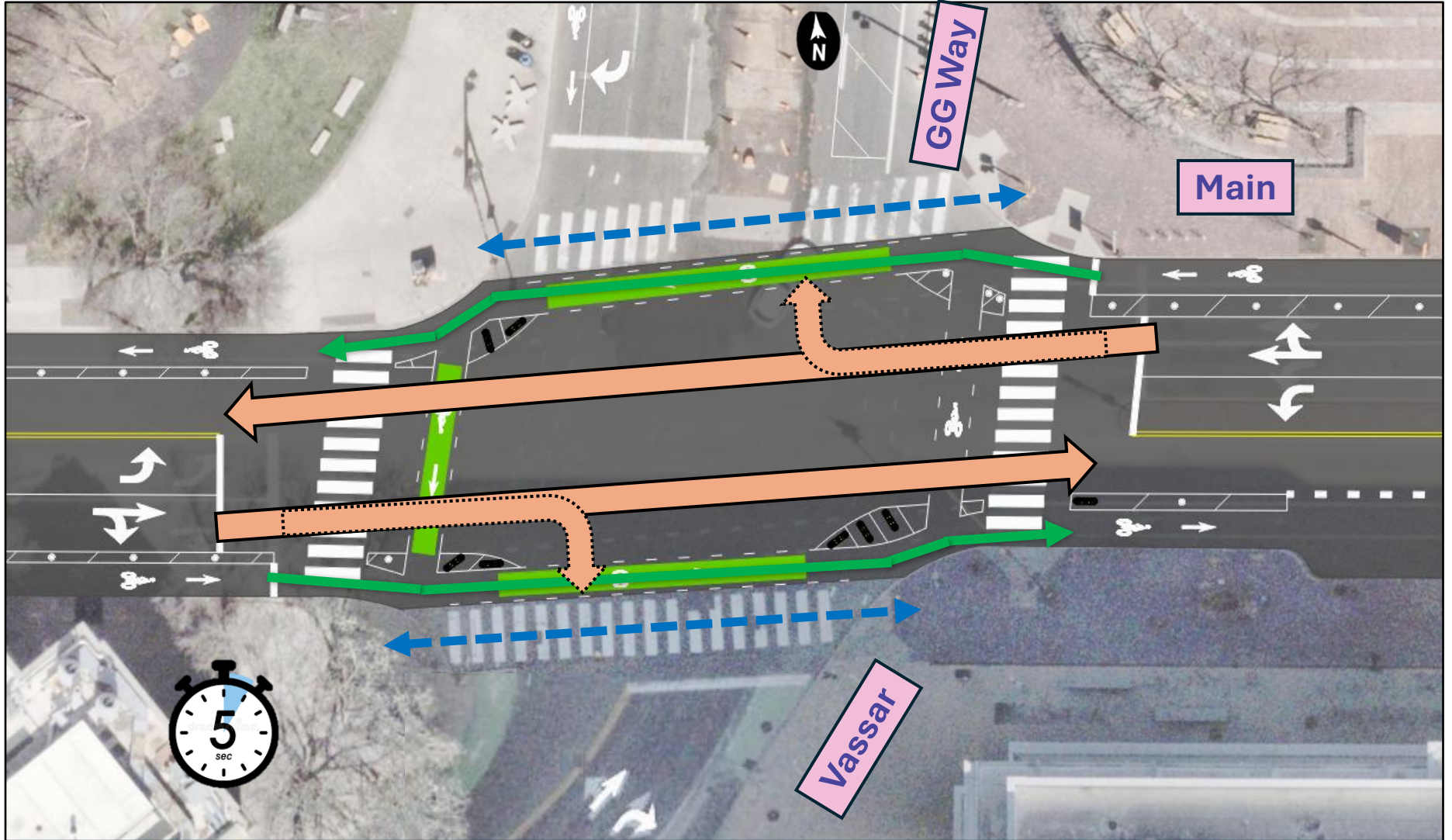
Permissive movement 

Head start 

Signal Definitions

Permissive movement: vehicle left or right turn movement that's only allowed when there is a gap in crossing pedestrians, cyclists, and opposing traffic




Head start: signal phasing strategy where walk sign and bike green turn on a few seconds before vehicle signals turn green, giving pedestrians and cyclists a "head start"

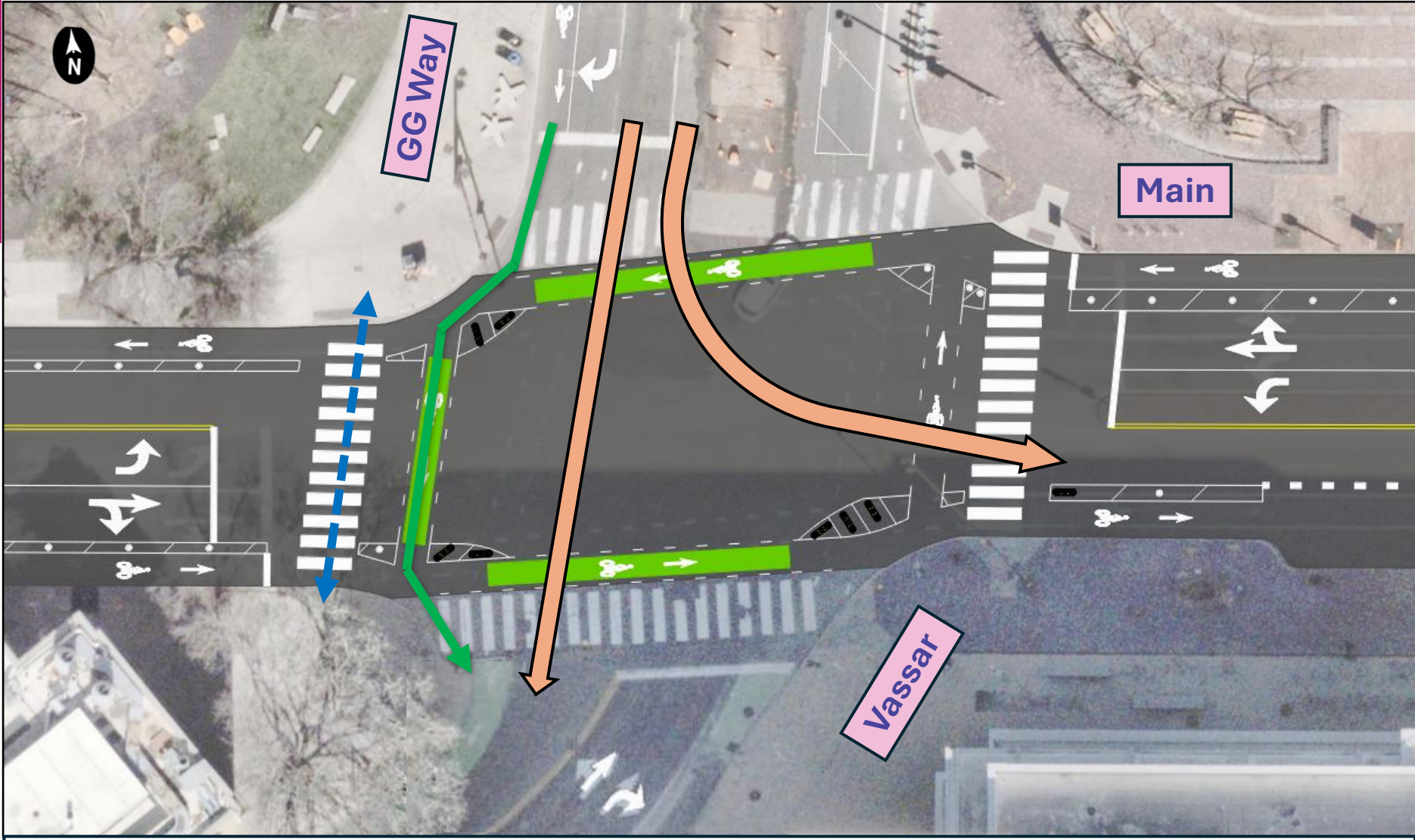


Phase 2: Main St Through Traffic

Intersection Walkthrough: Main St @ Vassar St

Signal Plan Key




- Pedestrian movement 
- Cyclist movement 
- Vehicle movement 

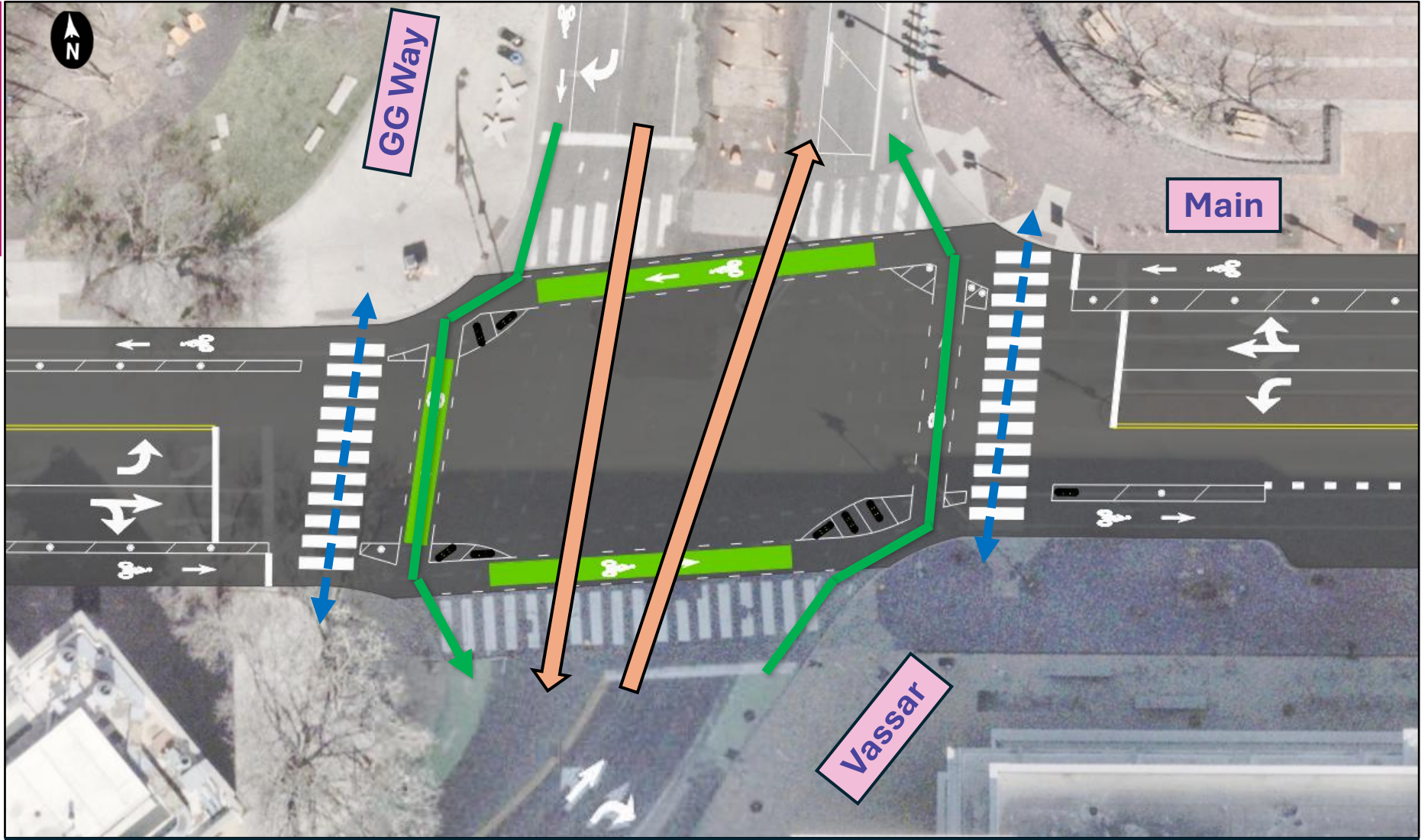


Phase 3: GG Way Through and Left Turns

Intersection Walkthrough: Main St @ Vassar St

Signal Plan Key






- Pedestrian movement 
- Cyclist movement 
- Vehicle movement 

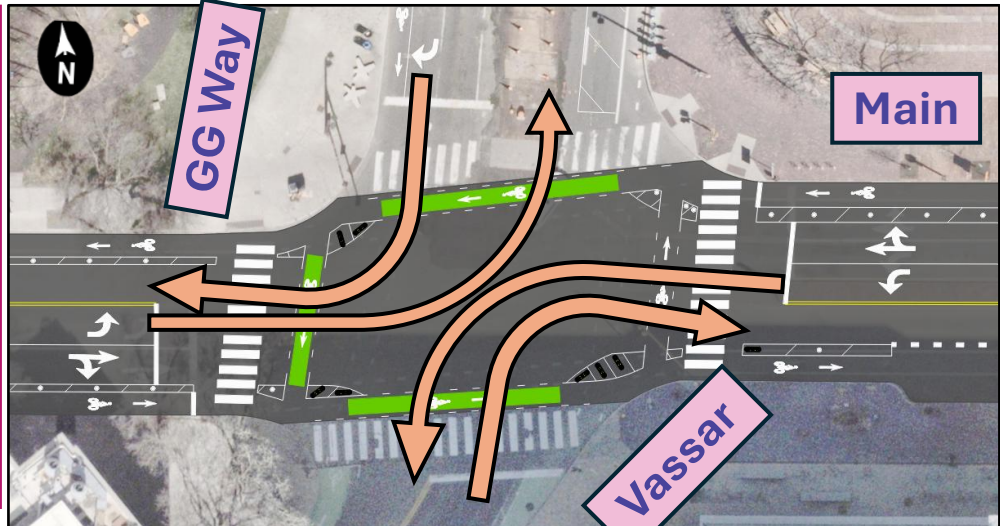


Phase 4: Vassar and GG Through Traffic

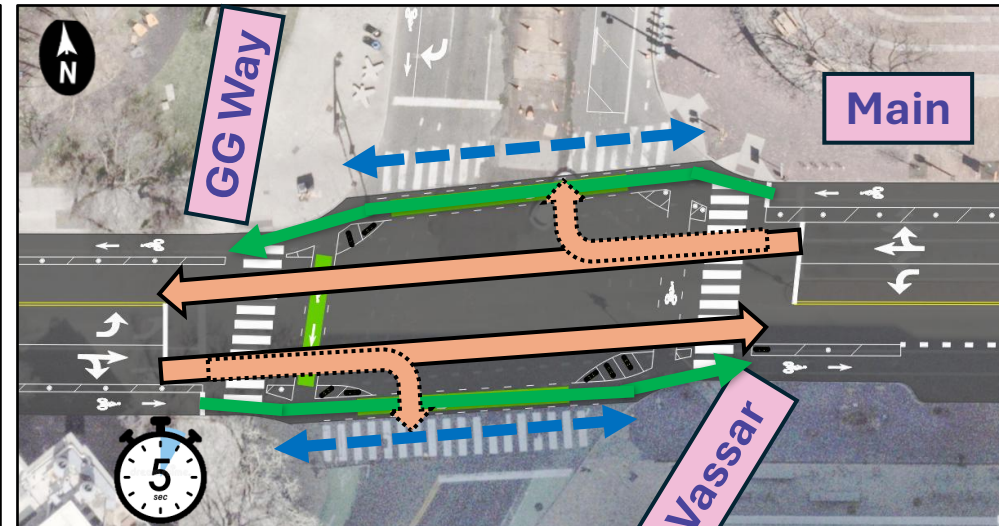
Intersection Walkthrough: Main St @ Vassar St

Signal Plan Key

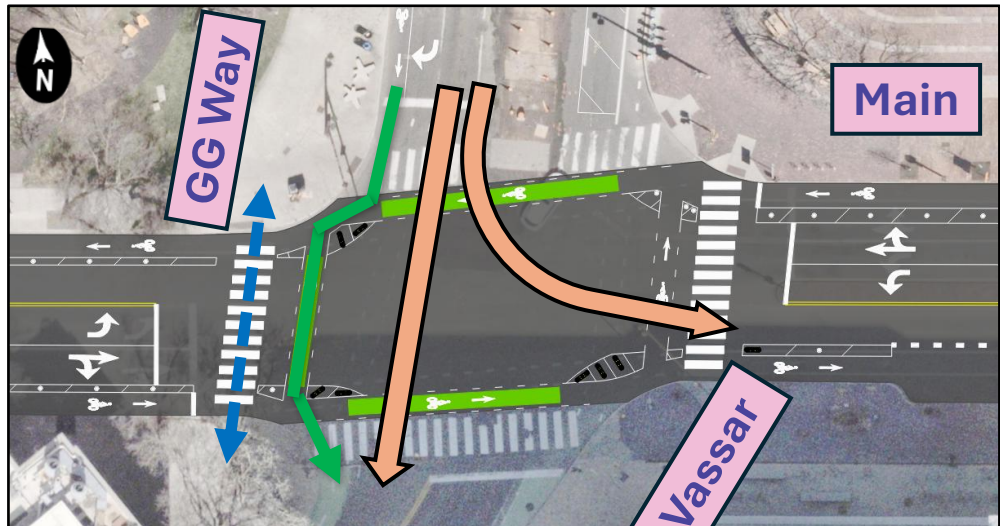
- Pedestrian movement 
- Cyclist movement 
- Vehicle movement 
- Permissive movement 
- Head start 



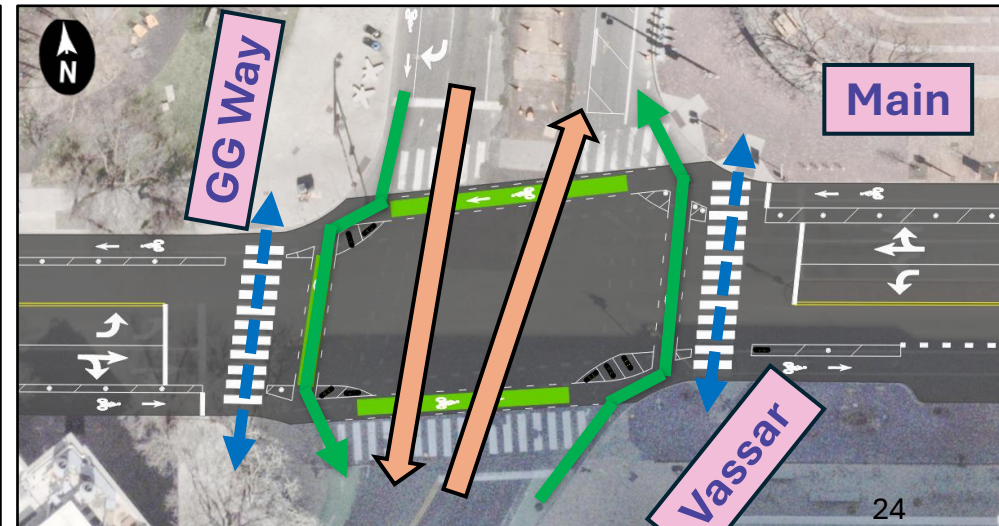
Phase 1: Left and Right Turns



Phase 2: Main St Through Traffic

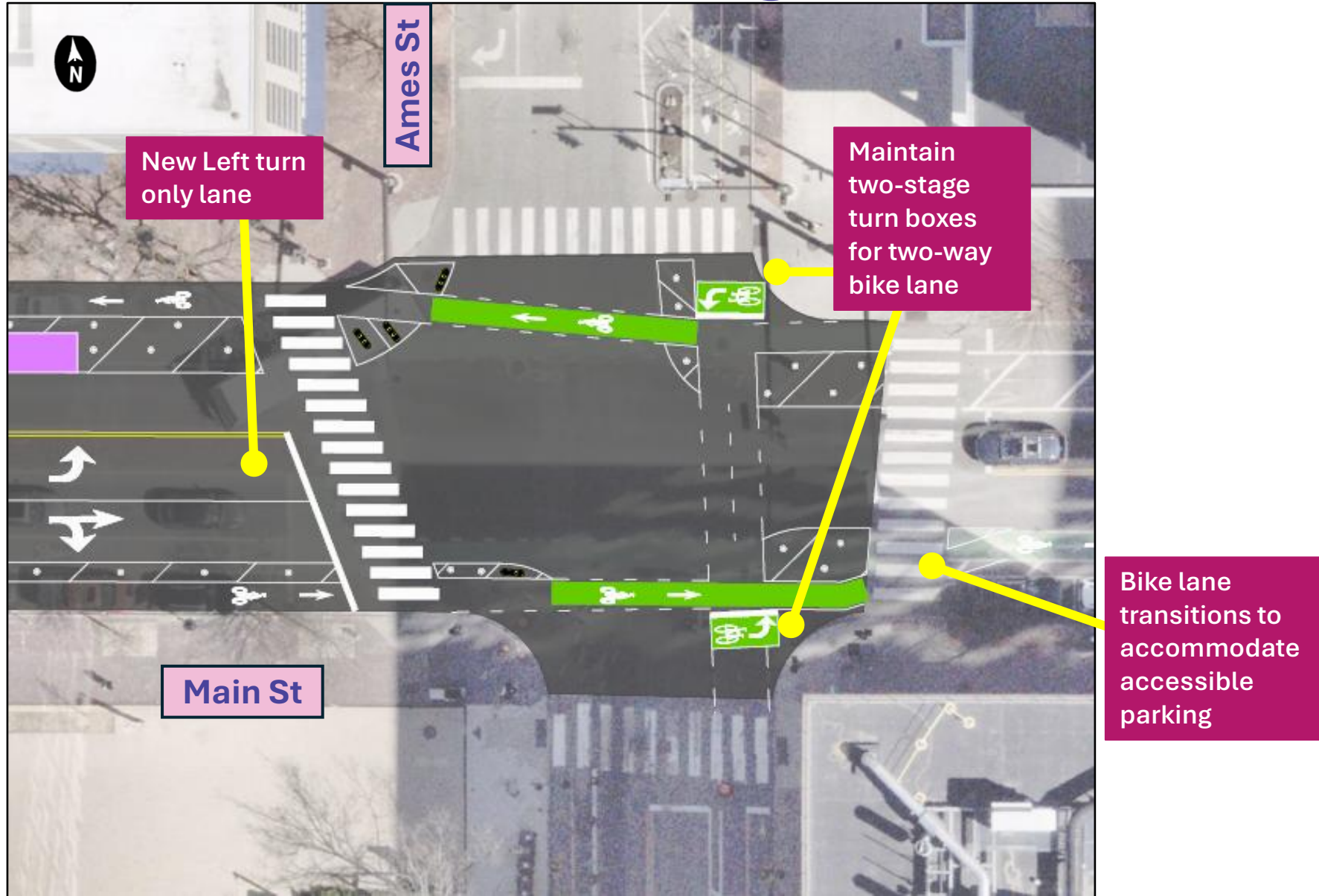


Phase 3: GG Way Through and Left Turns

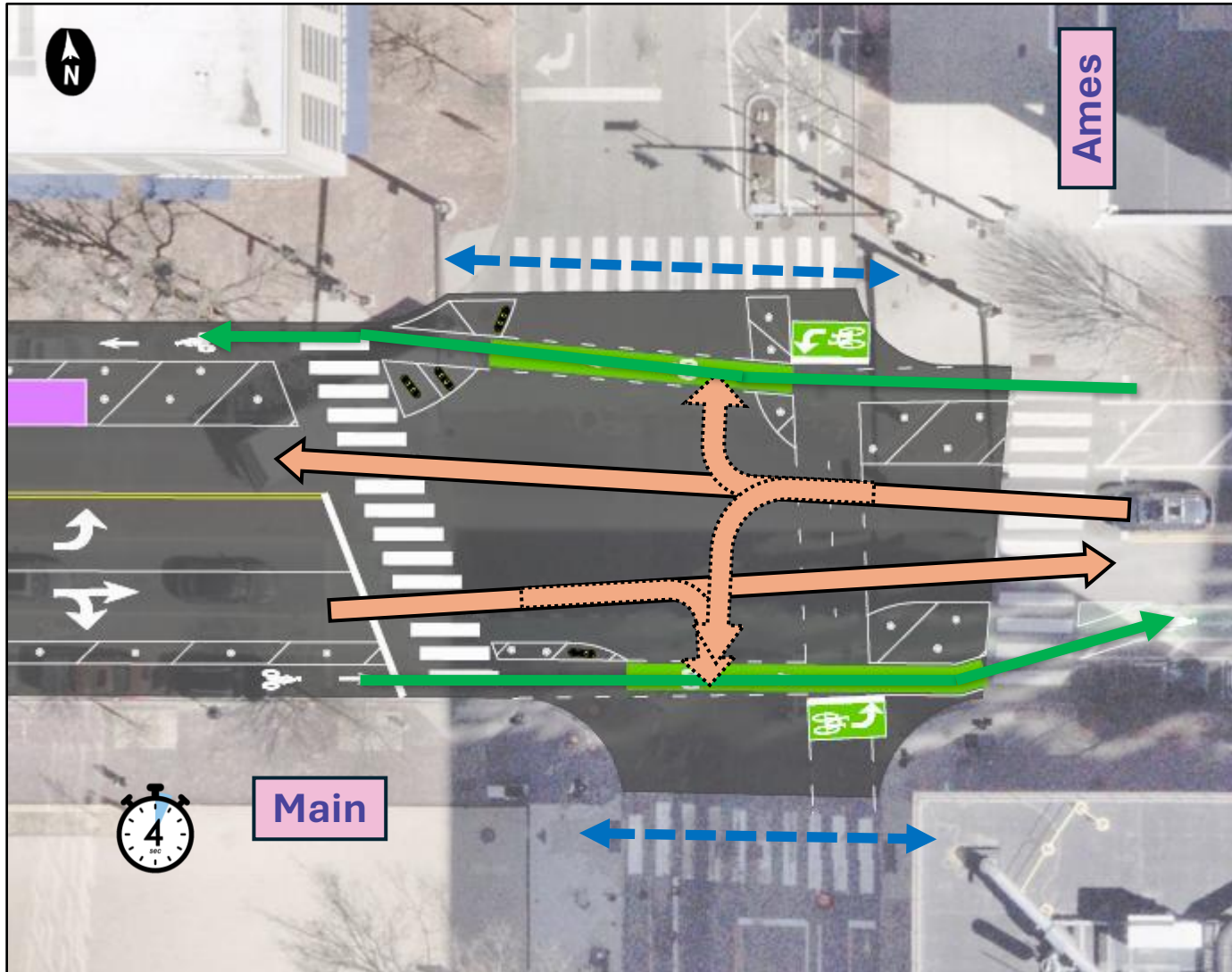


Phase 4: Vassar and GG Through Traffic

Intersection Walkthrough: Main St @ Ames St



Intersection Walkthrough: Main St @ Ames St



Phase 1: Main St Through Traffic

Signal Plan Key

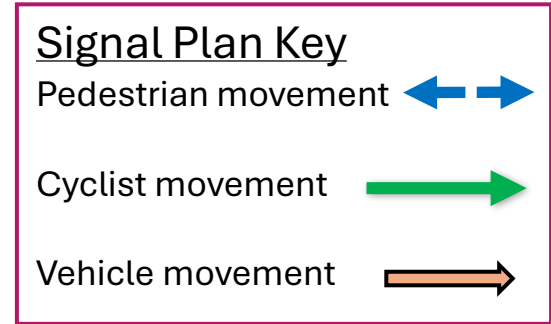
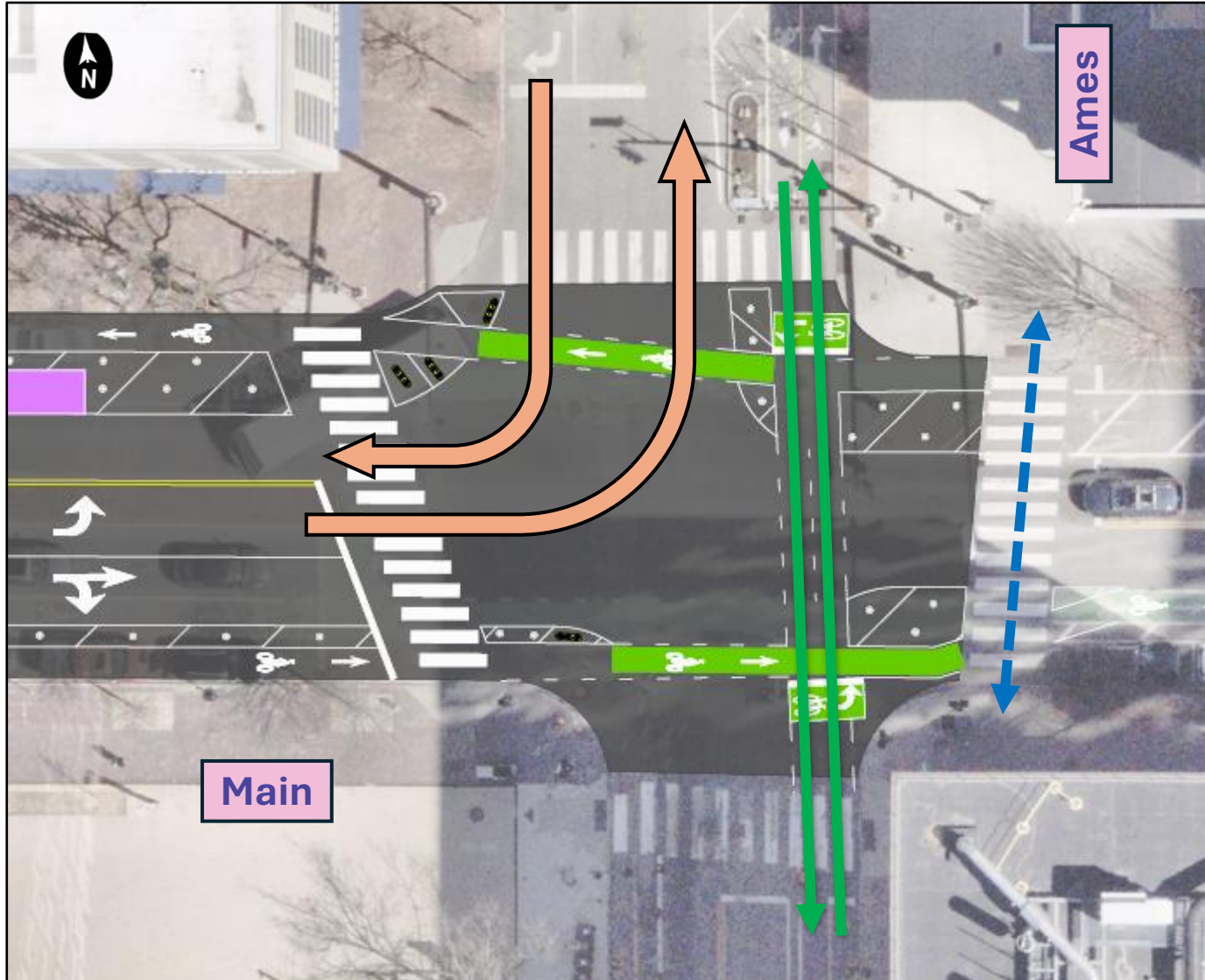
- Pedestrian movement
- Cyclist movement
- Vehicle movement
- Permissive movement
- Head start

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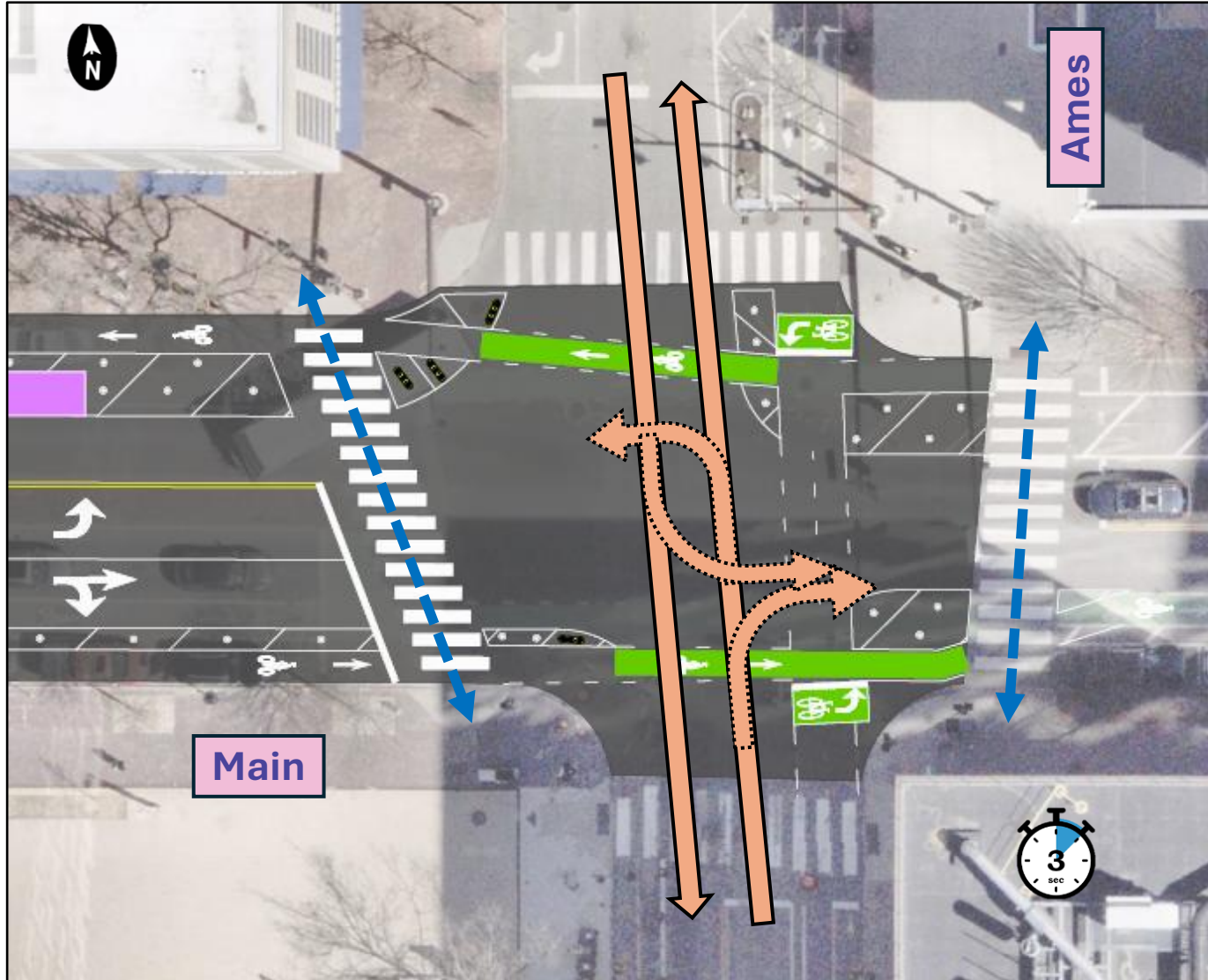
Head start: signal phasing strategy where walk sign and bike green turn on a few seconds before vehicle signals turn green, giving pedestrians and cyclists a "head start"

Intersection Walkthrough: Main St @ Ames St



Phase 2: Turns and Two-Way Bikes

Intersection Walkthrough: Main St @ Ames St



Main

Ames



Phase 3: Ames St Through Traffic

Signal Plan Key

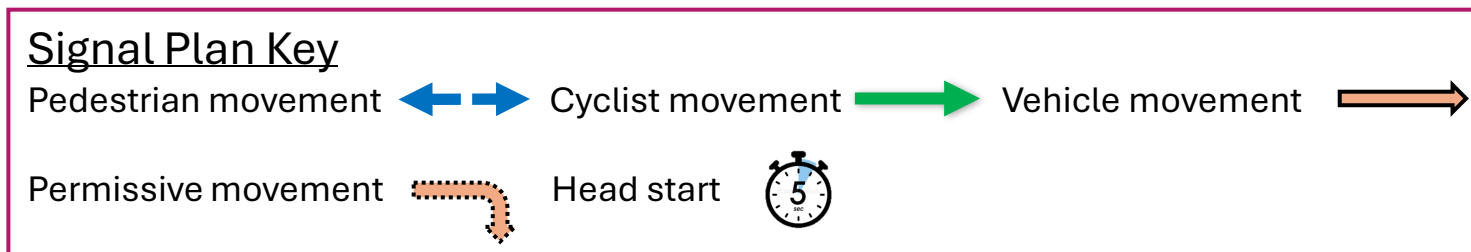
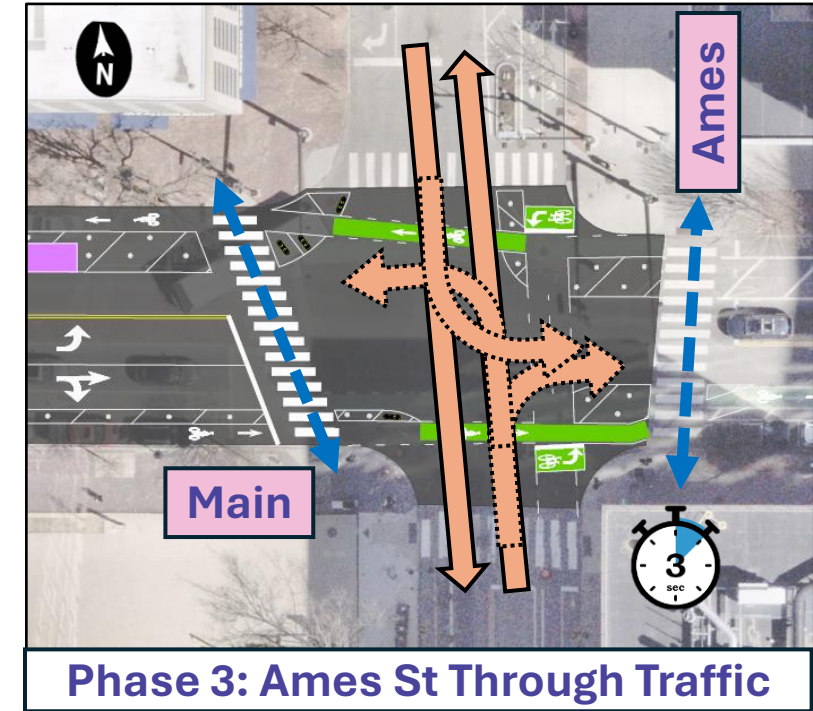
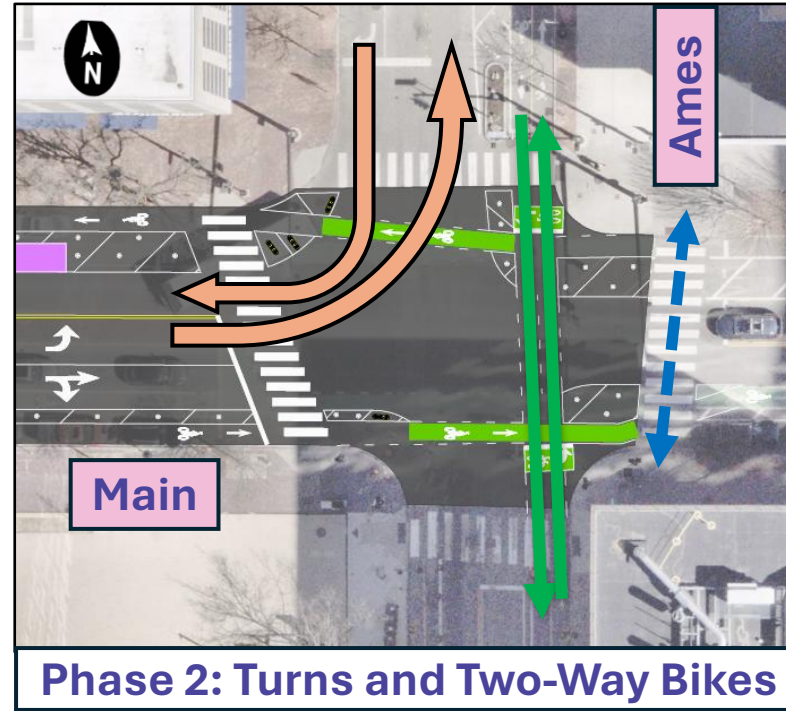
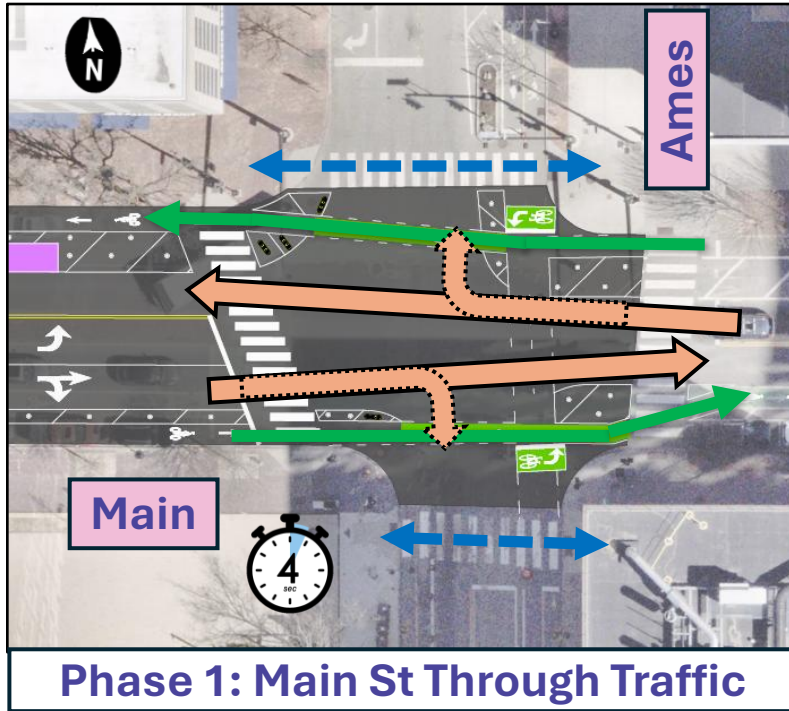
- Pedestrian movement
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- Permissive movement
- Head start

Signal Definitions

Permissive movement: vehicle left or right turn movement that's only allowed when there is a gap in crossing pedestrians, cyclists, and opposing traffic

Head start: signal phasing strategy where walk sign and bike green turn on a few seconds before vehicle signals turn green, giving pedestrians and cyclists a "head start"

Intersection Walkthrough: Main St @ Ames St



06. Questions and Feedback

Contact Info: Leah Grodstein

lgrodstein@cambridgema.gov

07. Public Comment

Thank you!