What’s in the Cycling Safety Ordinance

General requirements, locations where separated bike lanes must be installed, and deadlines for specific locations
In 2019, the Cambridge City Council passed the first version of the Cycling Safety Ordinance.

This initial legislation bound the work in the 5-Year Plan to the Bicycle Network Vision (part of the Cambridge Bicycle Plan, which is currently being updated).

Result: When streets are reconstructed as a part of the 5-Year Plan, we must install bike facilities consistent with the Bicycle Network Vision.

Map is a simplified version of the final draft of the Bicycle Network Vision that will be released as a part of the Bicycle Plan Update. Dashed lines indicate changes made during the planning process for the Update.
In September of 2020, the City Council passed additional amendments to the ordinance.

Approximately 25 miles of separated bike lanes must be installed in the next 5 to 7 years.

The locations of the facilities are informed by the Bicycle Network Vision and specific Ordinance Requirements.

Key Change: Rather than waiting for projects to come up in the 5-Year Plan, we must start working on the separated network by doing quick-build projects.

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General Information

Separated Bike Lane Year

- Many Ordinance deadlines are either “by May 1” or “by no later than May 1”
- For simplicity, we’re referring to all these dates as April 30
- This means that you can think of the “Separated Bike Lane Year” as beginning in May and ending in April

Annual Reporting

- By May 31 each year, we report to the Council the progress we’ve made during the last year and what we plan to do in the current year
- We’re also required to maintain information online about the location and length of the facilities that we’ve installed
Ordinance Requirements + Timeline

Where Separated Bike Lanes Must be Provided

- Massachusetts Ave - entire corridor
- Broadway - Quincy St to Hampshire St
- Cambridge St - Oak Street to Second St
- Hampshire St - Amory Street to Broadway
- Garden St - eastbound from Huron Ave to Berkeley St, and westbound from Mason St to Huron Ave
- 11.5 miles in other locations that are a part of Bicycle Network Vision

On the map, thin lines indicate one-way sections. Dashed lines indicate two-way sections where we must install SBLs in one direction.
Ordinance Requirements + Timeline
MassAve4

Locations on Mass Ave that have complicating factors (i.e., the two major bus stops in Harvard Square and the sections with overhead catenary wires for electric buses), including:

A. Dudley St to Beech St
B. Roseland St to Waterhouse St
C. Garden St to Church St, northbound (this segment is Peabody St)
D. Dunster St to Plympton St

On the map, the dashed line indicates a two-way section where a separated bike lane is already installed in one direction.
by April 30, 2021 | We must provide a report to City Council describing the impacts of installing quick-build SBLs on the MassAve4

by April 30, 2022 | After the report is submitted, we’ll determine which blocks can be done with quick-build, for those that can’t we need to get Council approval on a construction timeline

by April 30, 2023 | For blocks that we determine can be done as quick-builds, this is the installation deadline

by April 30, 2024 | If the City Council does not approve the construction timeline, we must install quick-build SBLs in all parts of the MassAve4

by date to be determined | If the City Council approves the construction timeline we must construct SBLs by the dates laid out in the timeline

On the map, the dashed line indicates a two-way section where a separated bike lane is already installed in one direction.
The rest of Mass Ave includes all segments of Mass Ave, from Memorial Drive to Alewife Brook Parkway, that are not included in the MassAve4.

The map shows segments of Mass Ave where separated bike lanes have not been installed.

**by April 30, 2022 |** We must install\(^1\) SBLs in every location that is a part of “The Rest of Mass Ave”

**by December 31, 2022 |** Central Sq exception\(^2\) - if SBLs will be constructed, we have until the end of 2022 to begin design

**by December 31, 2025 |** If Central Sq area will be constructed, we have until the end of 2025 to begin construction

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\(^1\)If we are doing construction, we’re only required to start construction by this date

\(^2\)Includes Mass Ave between Sidney St and Inman St
Ordinance Requirements + Timeline

**TheSpecial4**

The Special4 include:

- Broadway from Quincy St to Hampshire St
- Cambridge St from Oak Street to Second St
- Hampshire St from Amory Street to Broadway
- Garden St, eastbound from Huron Ave to Berkeley St, and westbound from Mason St to Huron Ave.

**by April 30, 2025** | If we have not completed these SBLs, we must provide a report to the Cambridge City Council explaining how we will get them done by April 2026

**by April 30, 2026** | We must install separated bike lanes on all segments of the Special4
Ordinance Requirements + Timeline

11.5 Miles in Other Locations

- We must install 22.6 miles of separated bike lanes
  - Including the Special4 and the rest of Mass Ave
  - Not including the MassAve4
- 11.5 miles of separated bike lanes must be installed in other locations that are in the Bicycle Network Vision
- When released, the updated Cambridge Bicycle Plan will include a prioritization process for quick-build projects

Map is a simplified version of the final draft of the Bicycle Network Vision that will be released as a part of the Bicycle Plan Update. Dashed lines indicate changes made during the planning process for the Update.
**Ordinance Requirements + Timeline**

**11.5 Miles in Other Locations (continued)**

- **by June 30, 2022** | Deadline to request an extension of up to 4 months if needed due to delays in public process caused by COVID-19

- **by April 30, 2025** | If we’re opting into a one-year extension, we must give City Council a report explaining why the extension is needed

- **by April 30, 2026** | We must finish the installation\(^1\) of 11.5 miles of bike lanes in “other locations”

- **by April 30, 2027** | If we opt in to the 1-year extension, this will be the new deadline for the 11.5 miles

- **by April 30, 2028** | If we install 1.25 miles of quick-build bike lanes on the MassAve4, we get a one-year extension on the 11.5 miles, and this will be the new deadline

- **by August 31, 2028** | If we request and receive approval on the extension related to delays in public process, this will be the new deadline for the 11.5 miles

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\(^1\)If we are doing construction, we’re only required to start construction by this date
How will we measure transit impacts?

Do we expect transit impacts?

• Examine existing data on variability and delay (automated passenger counter data)
  • Are there specific hot spot locations we should be looking at?

• Will we be changing capacity?
  • Redesigning existing capacity vs changing capacity
  • example: Cambridge Street : number of lanes remained the same, signal operations did not change

Model traffic changes

• Vehicle delay as a proxy for transit delay
• Not perfect, but allows you to compare options, even if proxy isn’t perfect
• Person delay to measure impacts, assist with prioritization
How will we mitigate impacts to transit?

- TSP
- Bus lanes
- Queue Jumps
- Bus stop improvements such as better spacing, better signage, improved pavement marking treatments

(bus/bike lanes are not compliant with the Cycling Safety Ordinance)
What should the TAC and riding public do have their voice heard

• Bring voices to the City Council when there are conversations around setting priorities and policies
• Bring voices to individual project discussions
e.g. support for choosing transit priority over parking
Questions?

Learn more at cambridgema.gov/cycling-safety-ordinance