

City of Cambridge

Third Annual Cycling Safety Ordinance Progress Report

Separated Bike Lane Year Three:
May 1, 2022 to April 30, 2023

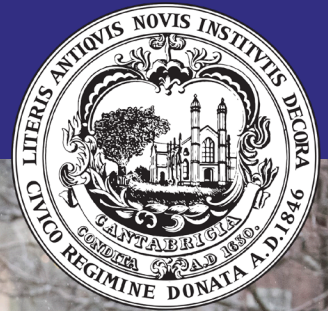


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Learn More

Want to learn more about the Cycling Safety Ordinance and related projects?

Visit www.cambridgema.gov/cso-projects.

Introduction

Cambridge's Cycling Safety Ordinance sets ambitious requirements for the installation of about 25 miles of separated bike lanes between 2020 and 2027. The Ordinance requires annual progress reports on improvements made each year. Many deadlines and timelines set out in the Ordinance follow a "Separated Bike Lane Year" between May 1 and April 30.

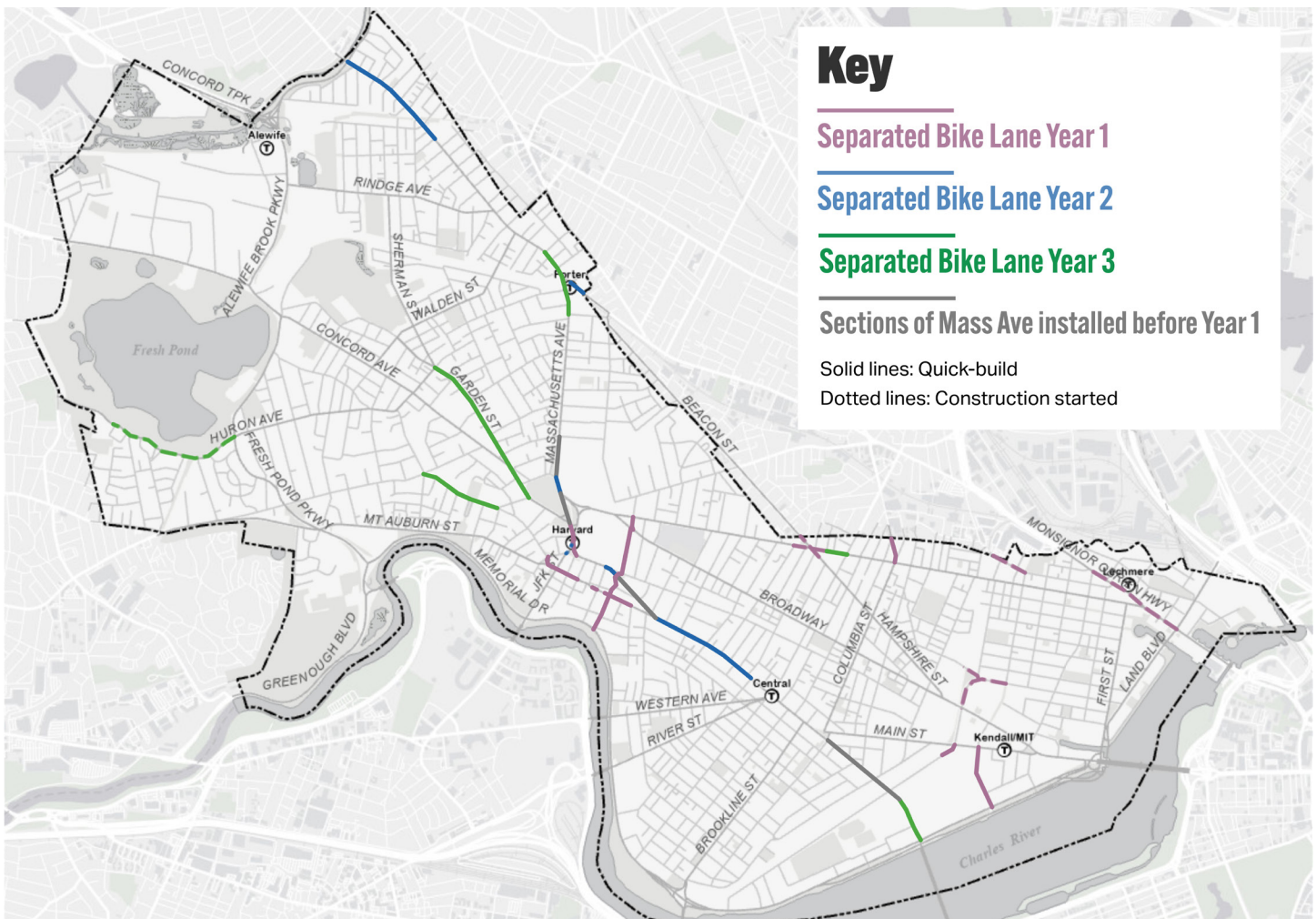
This third annual report:

- Details improvements made in Separated Bike Lane Year 3 (May 1, 2022 to April 30, 2023)
- Outlines the work planned for Separated Bike Lane Year 4 (May 1, 2023 to April 30, 2024)

Installation Summary

- In Year 1, we completed or started construction on **4.12 miles** of separated bike lanes.
- In Year 2, we completed or started construction on **2.11 miles** of separated bike lanes.
- In Year 3, we completed or started construction on **3.58 miles** of separated bike lanes.
- In Year 4, we plan to install or begin construction on **4.73 miles** of separated bike lanes.

Streets where Cambridge has installed or started construction on separated bike lanes as part of the Cycling Safety Ordinance.





Background

In 2019, the Cambridge City Council passed the Cycling Safety Ordinance. The Ordinance requires that the City construct separated bike lanes on streets designated for “greater separation” in Cambridge’s Bicycle Network Vision, if the street is being reconstructed as part of the City’s Five Year Plan for Streets and Sidewalks.

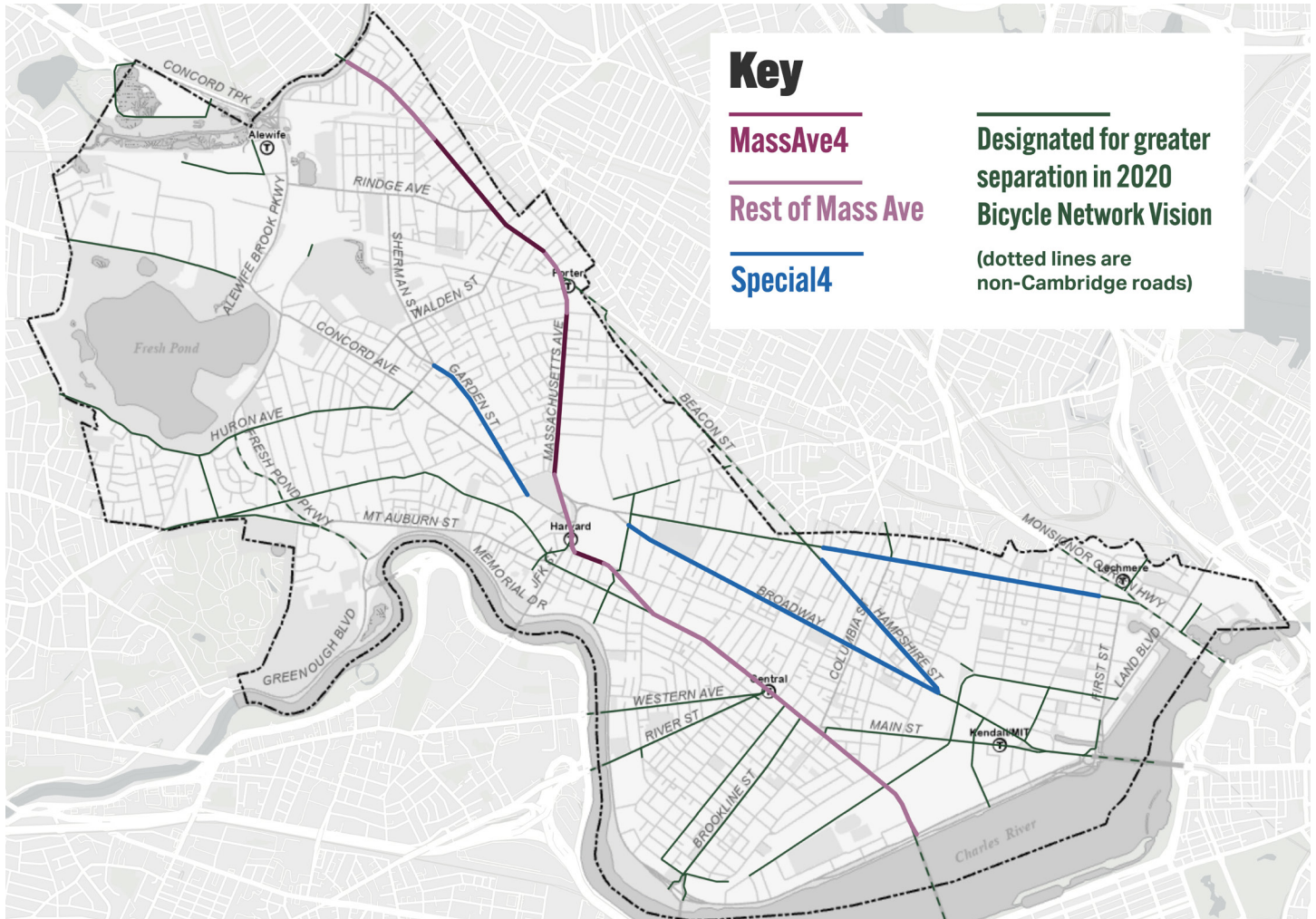
In 2020, the Council passed amendments to the Ordinance, setting ambitious requirements for the installation of approximately 25 miles of separated bike lanes within five to seven years. The location of these facilities will be informed by both the Cambridge Bicycle Network Vision and specific requirements in the Ordinance.

In general, the Ordinance requires the installation of separated bike lanes on:

- All of Massachusetts Avenue
- Broadway from Quincy Street to Hampshire Street
- Cambridge Street from Oak Street to Second Street
- Hampshire Street from Amory Street to Broadway
- Garden Street, eastbound from Huron Avenue to Berkeley Street, and westbound from Mason Street to Huron Avenue

The Ordinance also requires that the City install 11.6 more miles of separated bike lanes in other locations that are part of the Bicycle Network Vision.

Streets where the CSO requires separated bike lanes.



In its requirements and timelines, the Ordinance distinguishes between quick-build and construction. Quick-build methods include pavement markings, flex-posts, signage, and signal changes, and can usually be installed in the course of a few weeks or months. The City reports quick-build separated bike lane mileage in the year that the project is installed.

Construction involves more extensive changes, including potentially moving curbs and/or removing medians. Work becomes more complex any time we dig into the ground, and construction projects may include work on the infrastructure (e.g., water, drainage and sewer pipes, traffic signals) that we have underground. Construction projects often take multiple years to complete, and the City reports constructed separated bike lane mileage in the year that construction begins.

For additional information about the Cycling Safety Ordinance, please visit www.cambridgema.gov/cyclingsafetyordinance. This page details the CSO's specific requirements and the associated timelines and provides additional links to individual Cycling Safety Ordinance projects.

Work Completed During Separated Bike Lane Year 3: May 1, 2022 through April 30, 2023

Between May 1, 2022, and April 30, 2023 (Bike Lane Year 3), we installed or began construction on 3.58 miles of separated bike lanes, bringing our total to 9.81 miles since May 1, 2020.

Summary Table

Street	From/To	Category	Project Type	Miles	Status
Brattle Street	Mason Street to Sparks Street (both directions)	Other Locations	Quick-build	0.63 miles	Complete: Brattle Street Safety Improvement Project Phase 1
Garden Street	Eastbound: Huron Avenue to Berkeley Street Westbound: Mason Street to Huron Avenue	Special4	Quick-build	1.25 miles	Complete: Garden Street Safety Improvement Project
Huron Avenue	Glacken Field to Fresh Pond Parkway (both directions)	Other Locations	Construction	1.06 miles	Under Construction: Huron Avenue and Cushing Plaza Improvement Project
Cambridge Street	Oak Street to Prospect Street (south side)	Special4	Quick-build	0.08 miles	Complete
Mass Ave	Roseland Street to Beech Street (both directions)	The Rest of Mass Ave	Quick-build	0.41 miles	Complete: Porter Square Safety Improvement Project
Mass Ave	Memorial Drive to 77 Mass Ave (northbound)	The Rest of Mass Ave	Quick-build	0.12 miles	Complete: South Mass Ave Corridor Safety Improvements Project
Mass Ave	33 Mass Ave to Memorial Drive	The Rest of Mass Ave	Quick-build	0.03 miles	Complete: South Mass Ave Corridor Safety Improvements Project
Total Miles				3.58 miles	

Project Details

BRATTLE STREET SAFETY IMPROVEMENT PROJECT

Length: 0.63 miles

Category: Other Locations

Status: Installed November/December 2022

Through this quick-build project, we installed a two-way 0.63 mile separated bike lane on the north side of Brattle Street, between Mason Street and Sparks Street. This project extended an existing separated bike lane on Brattle Street between Eliot Street and Mason Street. Major changes also included a reconfiguration of the Brattle Street/Craigie Street/Sparks Street intersection to create two distinct intersections.

In Phase 2 of the project, which will be installed in Separated Bike Lane Year 4, we will extend the bike lane to Mt. Auburn Street.

Engagement Highlights (Phase 1):

- Three virtual community meetings and one in-person open house pre-installation
- Outreach to local businesses, residents, and institutions
- Physical signage posted on-street ahead of each meeting
- Postcards introducing the project sent to local addresses in spring 2022
- Review by the Cambridge Transportation Committees, Cambridge Historical Commission, and Cambridge Commission for Persons with Disabilities

Learn more: www.cambridgema.gov/BrattleStSafety.





GARDEN STREET SAFETY IMPROVEMENT PROJECT

Length: 1.25 miles

Category: Special4

Status: Installed October/November 2022

Through this quick-build project, we installed 1.25 miles of separated bike lanes along Garden Street between Huron Avenue and Mason Street. Changes to the street also included changing the operation of Garden Street to a one-way for vehicles between Huron Avenue and Concord Avenue.

Engagement Highlights:

- Four virtual community meetings and one on-street open house pre-installation
- Three listening sessions post-installation
- Outreach to local businesses and institutions
- Two postcards sent to local addresses in May 2022 and September 2022
- Physical signage posted on-street ahead of each meeting
- Flyers distributed to local addresses in May 2022 and July 2022
- Review by the Cambridge Transportation Committees, Cambridge Historical Commission, and staff of the Commission for Persons with Disabilities

Learn more: www.cambridgema.gov/GardenStHuronMason.



HURON AVENUE AND CUSHING PLAZA IMPROVEMENTS PROJECT

Length: 1.06 miles

Category: Other Locations

Status: Project under construction

As part of the Five-Year Plan for Streets and Sidewalks, Huron Avenue is being reconstructed between Fresh Pond Lane and Fresh Pond Parkway. Improvements include adding a two-way separated bike lane along the Fresh Pond Reservation. Other changes include three new fully-accessible crosswalks, improvements to existing crossings, and tree plantings. Construction has started and is expected to conclude in Fall 2023.

Engagement Highlights:

2019-2020

Two in-person community meetings and one in-person open house for the Glacken Field and Slope Restoration Project. These conversations identified the importance of this connection.

2021

- Meetings with the Water Board, Transportation Committees, and Fresh Pond Advisory Board
- Huron Ave Connectivity Virtual Community Meeting February 2021
- Presentation posted to project page one week ahead of the meeting
- Flyers distributed to abutters and email sent to project list ahead of the meeting

Learn more: www.cambridgema.gov/HuronAve.

PORTER SQUARE SAFETY IMPROVEMENT PROJECT

Length: 0.41 miles

Category: The Rest of Mass Ave

Status: Installed Summer 2022

Through the Porter Square Safety Improvement Project, we installed 0.41 miles of quick-build separated bike lanes on Mass Ave between Roseland Street and Beech Street. As part of the project, the City worked with the MBTA to remove overhead electrical wires that were previously used by buses. Removing these wires and a section of the median provided space to retain metered parking and loading on Mass Ave.

Engagement Highlights:

- Three online community meetings
- Pop-up information session in Porter Square
- Business outreach, including a pamphlet with project details
- Feedback surveys for general public and businesses
- Review by the City Transportation Committees
- Flyers posted on street and delivered to local addresses

Learn more: www.cambridgema.gov/porter-square-cycling-safety.





SOUTH MASSACHUSETTS AVENUE CORRIDOR SAFETY IMPROVEMENTS PROJECT

Length:

- 0.12 miles northbound (Memorial Drive to 77 Mass Ave)
- 0.03 miles southbound (33 Mass Ave to Memorial Drive)

Category: The Rest of Mass Ave

Status: Installed May 2022

The City and MBTA extended bus lanes and installed additional separated bike lanes on south Massachusetts Avenue in a follow-up project to the 2018 South Massachusetts Avenue Corridor Safety Improvements Project.

Engagement Highlights:

- Business visits
- Updates in the City's daily email and to South Mass. Ave. project e-mail list
- Flyers posted on street
- Online comment form
- Review by the Bicycle, Pedestrian, and Transit Advisory Committees

Learn more: www.cambridgema.gov/south-mass-ave.

CAMBRIDGE STREET QUICK-BUILD SEPARATED BIKE LANES

Length: 0.08 miles

Category: Special4

Status: Project installed

We installed 0.08 miles of quick-build separated bike lanes on the south side of Cambridge Street, connecting lanes to the Inman Square Intersection Improvement Project.

Engagement Highlights:

- Flyers delivered to nearby households and businesses
- Coordination with East Cambridge Business Association

In late 2023, we plan to begin the outreach and design process to add separated bike lanes to a longer section of Cambridge Street, between Oak Street and Second Street. These won't be installed in Separated Bike Lane Year 4.

Projects Planned for Separated Bike Lane Year 4: May 1, 2023 to April 30, 2024

By April 30, 2024 (the end of Bike Lane Year 4), we plan to install or begin construction on 4.73 miles of separated bike lanes, bringing the total to 14.54 miles since May 1, 2020.

Summary Table: Projects Planned for Year 4

Street	From/To	Category	Project Type	Miles	Status
Brattle Street	Sparks Street to Mt. Auburn Street (both directions)	Other Locations	Quick-build	1.65 miles	Brattle Street Safety Improvement Project Phase 2 designed. Installation scheduled for this spring/summer. www.cambridgema.gov/BrattleStSafety
Hampshire Street	Inman Square to Broadway (both directions)	Special4	Quick-build	1.38 miles	Hampshire Street Safety Improvement Project outreach began in November 2022. Installation expected this summer. www.cambridgema.gov/HampshireStreetSafety
Holworthy Street	Watertown-Cambridge Greenway to Belmont Street (northbound)	Other Locations	Construction	0.08 miles	Belmont Street Reconstruction Project includes separated bike lanes on part of Holworthy Street, connecting to Watertown-Cambridge Greenway. www.cambridgema.gov/belmontstreet
Main Street	Lafayette Square to Portland Street (both directions)	Other Locations	Quick-build	0.60 miles	Main Street Safety Improvement Project outreach began in March 2022. Installation expected this year. www.cambridgema.gov/MainStreetSafety

Street	From/To	Category	Project Type	Miles	Status
Main Street	Albany Street to Portland Street (westbound)	Other Locations	Quick-build	0.08 miles	This quick-build separated bike lane will be installed by the Ragon Institute.
Main Street	Portland Street to Albany Street (eastbound)	Other Locations	Construction	0.08 miles	This separated bike lane will be constructed by the Ragon Institute as part of their new building construction.
Mt. Auburn Street	Brattle Street to Homer Avenue (westbound)	Other Locations	Quick-build	0.18 miles	The Mt. Auburn Street at Aberdeen Avenue Intersection Safety Improvement Project will include a short section of separated bike lanes. www.cambridgema.gov/mtauburn-aberdeen
River Street	Memorial Drive to Mass Ave (westbound)	Other Locations	Construction	0.68 miles	River Street Reconstruction Project is fully designed. Construction of separated bike lanes will begin in Year 4. www.cambridgema.gov/riverstreet
Total Planned Miles				4.73 miles	

Future Projects

Besides the 4.73 miles of separated bike lanes planned for Separated Bike Lane Year 4, we plan to make progress on the following projects.

Cambridge Street

In Fall 2023, we plan to start outreach on a project that will add about two miles of quick-build separated bike lanes to Cambridge Street between Oak Street and Second Street. We expect to install these lanes in Separated Bike Lane Year 5 (between May 1, 2024 and April 30, 2025).

Central Square: Massachusetts Avenue between Sidney Street and Bigelow Street

We plan to construct separated bike lanes on the section of Massachusetts Avenue between Sidney Street and Bigelow Street through Central Square. This will be one element of a major capital project that will upgrade the overall streetscape. The project will include:

- Upgrading sidewalks and crosswalks
- Improving bus stops
- Urban design and landscape improvements
- Rehabilitating existing public and private utilities
- Full-depth reconstruction of the roadway

The project will engage the community and be designed to work in harmony with adjacent projects at Carl Barron Plaza and River Street.

In Separated Bike Lane Year 3, the City's Department of Public Works began developing a scope for the design process and started initial coordination and engagement. This summer, the City will hire a consultant team to lead the design process and community engagement. In September 2023, we expect to advertise the opportunity to join the project's working group.

A FY23 budget appropriation of \$5 million will support the project design. We anticipate a FY25 budget appropriation of \$45 million to support the project's construction. We are on track to begin construction by December 31, 2025, as required by the Ordinance.



Cycling Safety Ordinance Mass Ave Partial Construction and Mass Ave Harvard Square, formerly the MassAve4 Program: Year 3 Update

The Cycling Safety Ordinance identified four segments of Massachusetts Avenue where installing separated bike lanes would be challenging due to unique complicating factors which include significant underground utilities, major bus stops, a center median, and the MBTA's overhead trolley bus wires.

These four segments, collectively referred to as the MassAve4 since the passage of the Ordinance, are defined below. With some of the limits of the projects changing, there are no longer four unique segments, so we have updated the names of the projects to be more relevant.

Mass Ave Partial Construction (Waterhouse to Alewife Brook), formerly MassAve4 Segments A and B

- Dudley Street to Beech Street (A) - north of Porter Square
- Roseland Street to Waterhouse Street (B) - south of Porter Square

Mass Ave Harvard Square, formerly MassAve4 Segments C and D

- Church Street to Garden Street (C): northbound bus stop at Harvard University's Johnston Gate
- Plympton Street to Dunster Street (D): bus stop/layover at Harvard University's Morgan Gate

In April 2022, the City submitted a report to the City Council with recommended approaches and timelines for the installation of separated bike lanes in these four segments.

[The full report can be found at this link](#), or under the “MassAve4” section at www.cambridgema.gov/cso-timeline.

In summary, the report recommended:

- A **partial construction** approach for Segments A and B. The center median would be removed except at key locations for pedestrian crossings, traffic signals, and traffic control. Separated bike lanes would be installed using flex posts or pre-cast concrete curb separation. The MBTA has committed to working with the City to remove the overhead catenary wires and poles that supported its now-retired trolley bus infrastructure. The removal of this above-ground infrastructure provides significantly more design flexibility for curbside uses.
- A **full construction** approach for Segments C and D. Due to heavy bus stop activity and the need for bus layovers, full construction would be needed to implement separated bike lanes at the bus stop locations. The recommended project limits were Mass Ave from Plympton Street to Garden Street.

The City Council approved these recommendations, and Mass Ave Partial Construction and Mass Ave Harvard Square are now included in the City’s Five-Year Capital Plan. The FY24 Budget includes \$50 million for Mass Ave Partial Construction, and the FY23, FY24, and FY25 budget includes a total of \$17 million for the full construction approach for Mass Ave Harvard Square in the Complete Streets budget.

During Separated Bike Lane Year 3, City staff and the City’s engineering consultants conducted detailed analyses, evaluated the condition of the City’s utilities, and coordinated with private utility companies, the MBTA, Harvard University, and the Cambridge Historical Commission. Year 3 activities for the MassAve4 segments are described in more detail below.

Mass Ave Partial Construction (Waterhouse Street to Alewife Brook Parkway), formerly MassAve4 Segments A and B

To allow for a more thoughtful evaluation of the full corridor between Waterhouse Street and Alewife Brook Parkway, the City expanded the limits of the partial construction project beyond MassAve4 Segments A and B. The City has extended project limits to include two segments where quick-build separated bike lanes were previously installed. These two segments, the section of Mass Ave near Porter Square and the section north of Dudley Street, are adjacent to Segments A and B. Together, the four segments comprise a contiguous two-mile multimodal corridor bustling with retail shops, restaurants and other uses and activities. The expanded project is referred to as the “Mass Ave Partial Construction Project.”

During Separated Bike Lane Year 3, the City has been evaluating the existing surface and subsurface infrastructure in the area, conducting traffic analyses, and identifying potential improvements.

A 14-member working group representing a diverse set of perspectives was appointed by the City Manager in April 2023, and a kickoff meeting is scheduled for May. The Mass Ave Partial Construction Working Group will help shape the design of the street improvements and the streetscape.

Summary of Year 3 Activities

- Expanded the project limits to allow for a unified design approach
- Announced a working group, interviewed applicants, recommended members, and appointed members
- Collected additional traffic count data and conducted traffic analyses
- Researched record drawings and documentation for existing infrastructure
- Performed various field activities (surveys, assessments of existing conditions of utilities and infrastructure, traffic counts, existing tree review)
- Coordinated with Eversource regarding necessary upgrades to gas infrastructure
- Coordinated with the MBTA regarding bus operations, ridership, removal of the electric trolley infrastructure and the renovation of the North Cambridge Bus Facility

Planned Year 4 Activities

While continuing with many of the Year 3 activities, the following activities are planned for Year 4:

- Meet and collaborate with the working group: on-board, provide background information, and dive into the details of the corridor.
- Hold meetings with Cambridge transportation committees, the public, various City departments, and other stakeholders
- Develop design concepts and advance the design phases
- Review sewer and stormwater collection system inspections and identify necessary repairs
- Evaluate the condition of the water distribution system
- Develop a phased construction approach along the two-mile project limits
- Monitor progress on other construction activities within the project limits (MBTA, Eversource)

Mass Ave Harvard Square, formerly MassAve4 Segments C and D

Separated Bike Lane Year 3 focused on fully developing the project scope for Mass Ave Harvard Square while actively engaging with the public and stakeholders. A newly-reconstructed streetscape will be a focal point for visitors, residents, students, and tourists for years to come.

The City has been evaluating the condition and functionality of the existing surface and subsurface infrastructure and conducting additional traffic analyses to understand traffic and pedestrian flows through the proposed project limits. The concept and 50 percent design phases have emphasized the need to upgrade infrastructure, enhance lighting, and optimize traffic signals to improve safety and accessibility for pedestrians, cyclists, and public transit users in this historically significant area of Cambridge.

Following a multidisciplinary review of the project and its goals, and consideration of comments received from the community to date, the City expanded the project limits to the south to include the bus stop at Bow Street, and to the north to include the bus stop at Dawes Island and the right turn slip lane from Mass Ave onto Garden Street. This expanded scope provides for a consistent, unified design.

Summary of Year 3 Activities

- Expanded the project limits to improve movements for people walking, cycling, taking transit, and driving into and through Harvard Square
- Held meetings with the Cambridge transportation committees (Bicycle, Pedestrian, Transit Advisory) on September 28, 2022, and the public on October 22, 2022, to present a project overview, design considerations, and conceptual design overviews.
- Researched record drawings and documentation for existing infrastructure
- Developed concept and 50 percent designs
- Performed additional traffic analyses
- Coordinated with various City departments to identify the full scope of necessary infrastructure replacements (trees, water, electrical, lighting, traffic signals and controls, sewer, drainage)
- Coordinated with Harvard University's Transportation, Engineering, and Utility Departments
- Coordinated with the MBTA regarding bus operations, ridership, and Red Line infrastructure
- Coordinated with the City's kiosk and plaza construction projects
- Coordinated with Eversource regarding necessary upgrades to gas infrastructure

Planned Year 4 Activities

While continuing with many of the Year 3 activities, the following activities are planned for Year 4:

- Hold meetings with Cambridge transportation committees, the public, various City departments, and stakeholders
- Develop 90 percent design plans that include construction drawings and specifications for all engineering disciplines
- Evaluate traffic pattern changes that could improve bus stop and bicycle facility integration
- Continue advancing the surface grading plan, drainage design, and water main design with the available information regarding the shallow Red Line infrastructure
- Complete roadway and pedestrian-scale lighting designs to ensure adequate street lighting for the proposed streetscape
- Continue coordinating with the MBTA to obtain a license to perform construction activities above and/or in the vicinity of Red Line infrastructure
- Obtain a permit from the MWRA for test pit excavations near its water infrastructure
- Monitor progress on other construction activities within the project limits (kiosk and plaza construction, Eversource)
- Review sewer and stormwater collection system inspections and identify necessary repairs and upgrades

Year 4 Plans for the Mass Ave Partial Construction and Mass Ave Harvard Square Projects

These projects have a significant amount of work planned for Year 4. The project teams will continue advancing the designs, tracking critical path items and activities, refining construction cost estimates and construction schedules, hosting community engagement events, and developing strategies for bidding the work and implementing construction.

Overall Progress Toward Targets

The Cycling Safety Ordinance details specific deadlines for installing separated bike lanes on different streets. In the section below, find:

- A simplified summary of the Ordinance’s requirements and deadlines.
- Details on our progress toward meeting these deadlines (up to Separated Bike Lane Year 3)

The MassAve4

The MassAve4 includes Mass Ave from:

- Dudley Street to Beech Street
- Garden Street to Church Street
- Roseland Street to Waterhouse Street
- Dunster Street to Plympton Street

0%

0 of 2.51 miles installed or under construction

PAST DEADLINES

- **Complete:** By April 30, 2021: MassAve4 Impacts Analysis due to City Council
- **Complete:** By April 30, 2022: Construction timeline approved for Harvard Square Bus Stops (Church Street to Garden Street and Plympton Street to Dunster Street). Partial construction timeline approved for Dudley Street to Beech Street and Roseland Street to Waterhouse Street.

The Rest of Mass Ave

This section includes all segments of Massachusetts Avenue, from Memorial Drive to Alewife Brook Parkway, that are not included in the MassAve4.

78%

2.75 of 3.51 miles installed or under construction

PAST DEADLINES

- **Complete:** By April 30, 2022: Install separated bike lanes on all parts of Mass Ave that are not in the MassAve4 or Central Square Exception
- **Complete:** By December 31, 2022: Begin design for constructed separated bike lanes between Sidney Street and Inman Street (Central Square)

FUTURE DEADLINES:

- **By December 31, 2025:** Begin construction of Central Square separated bike lanes (between Sidney Street and Inman Street)

The Special4

The Special4 includes:

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



1.33 of 7.49 miles installed or under construction

In Separated Bike Lane Year 4, we plan to install another 1.38 miles on Hampshire Street.

FUTURE DEADLINES:

- **By April 30, 2025:** Progress Report Due
- **By April 30, 2026:** Installation Deadline

Other Locations

We must install 11.6 more miles of separated bike lanes in areas that are designated for greater separation in the 2020 Bicycle Network Vision.



5.33 of 11.6 miles installed or under construction

In Separated Bike Lane Year 4, we plan to install or begin construction on another 3.35 miles in other locations.

FUTURE DEADLINES:

- **By April 30, 2025:** We can request a one-year extension to the installation deadline.
- **By April 30, 2026:** We must install 11.6 miles of separated bike lanes in other locations (if we do not request an extension)
- **By April 30, 2027:** We must install 11.6 miles of separated bike lanes in other locations (if we request an extension)

Overall



9.41 of 25.11 miles installed or under construction