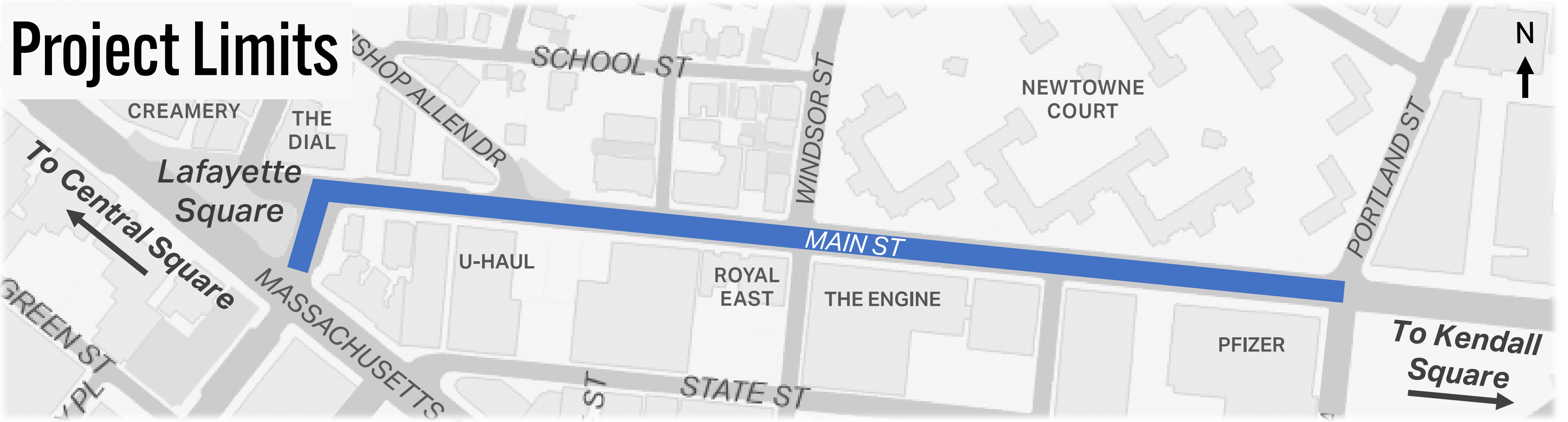



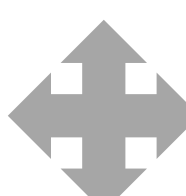


Main Street Safety Improvement Project



Project Limits: Massachusetts Avenue to Portland Street

The City of Cambridge is making changes to Main Street:

-  Installing separated bike lanes in both directions
-  Improving crossing locations for people walking
-  Reducing the number of parking spaces by over 50%
-  Addressing safety at intersections

Project Schedule

In each phase, you can attend a community meeting, give feedback online, and contact the project manager.

Phase 1

Introduction

We did not have a design. We introduced the project to the community and received feedback on current conditions.

March 2023 to
Late May 2023

Phase 2 (We are Here!)

Design Feedback

After hearing feedback on how you use the street, we came up with draft designs. We presented these designs and are gathering feedback.

June 2023 through
Fall 2023

Phase 3

Finalize + Install

Your feedback will help us create a preferred design. We'll ask for your thoughts on the updated design, make final changes based on feedback, and install the project.

2024

Learn More

www.cambridgema.gov/MainStreetSafety

Project website:



Contact the Project Manager

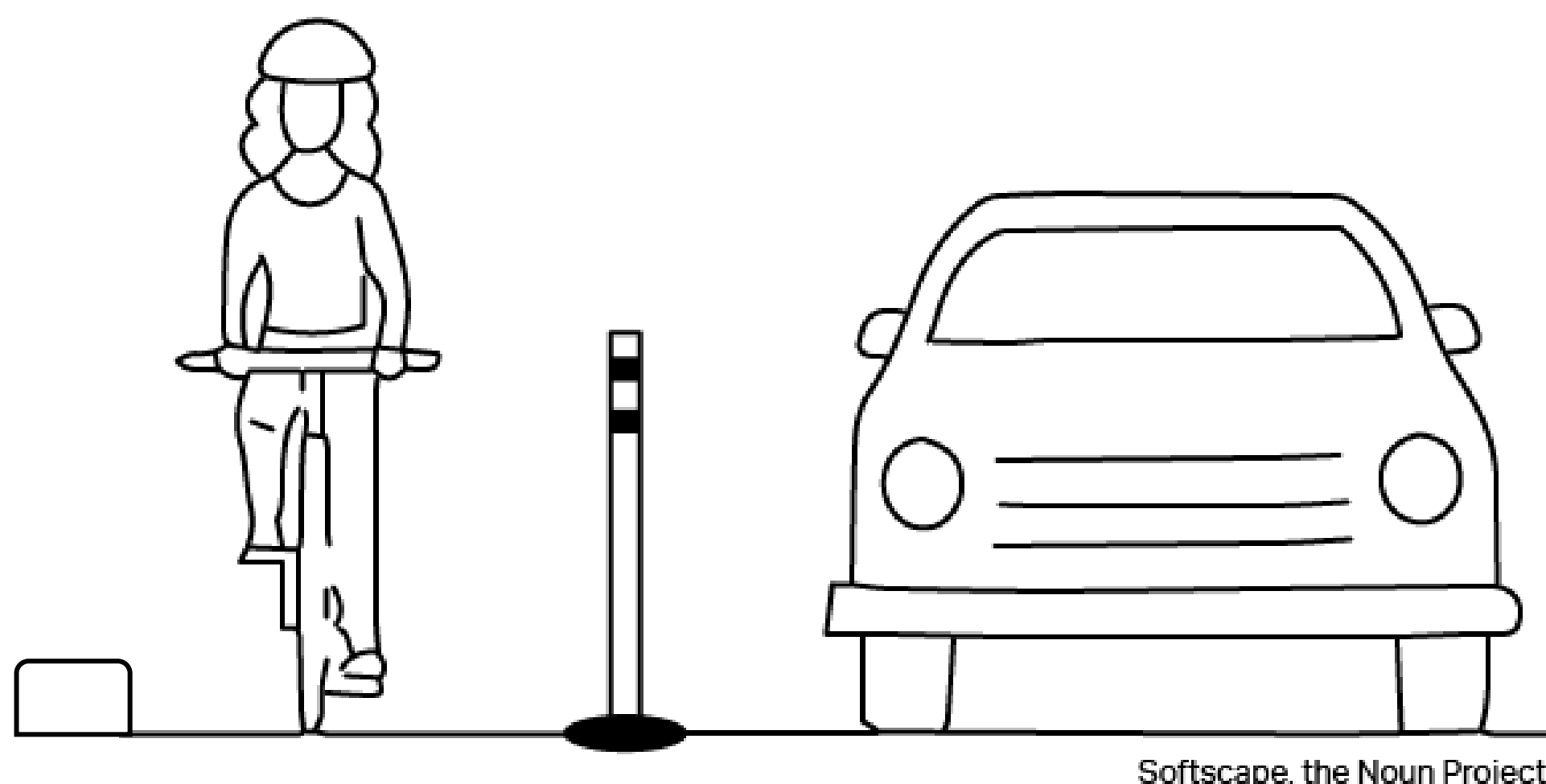
Stephen Meuse | smeuse@cambridgema.gov | 617-349-4713

What are Separated Bike Lanes?



What do separated bike lanes look like?

- Bike lanes are against the curb, next to the sidewalk.
- If bike lanes are next to parking, bike lanes are between parked cars and the curb.
- Bike lanes are separated from parking and travel lanes with a white flex post.
- Extra space between cars and bike lanes helps prevent people from opening their car doors into people biking.
- Posts keep people from parking their cars in the bike lane.



Why do we have to remove parking?

- Separated bike lanes are wider than standard bike lanes.
- This part of Main Street is too narrow to fit both separated bike lanes and two sides of parking.

Why is Cambridge adding separated bike lanes?

- We want it to be safe and comfortable for everyone to bike in Cambridge. To help, we are connecting important destinations using separated bike lanes.
- Reduces the risk of injury for people biking.
- Encourages slower car speeds, making the street safer for everyone.

Learn More

www.cambridgema.gov/MainStreetSafety

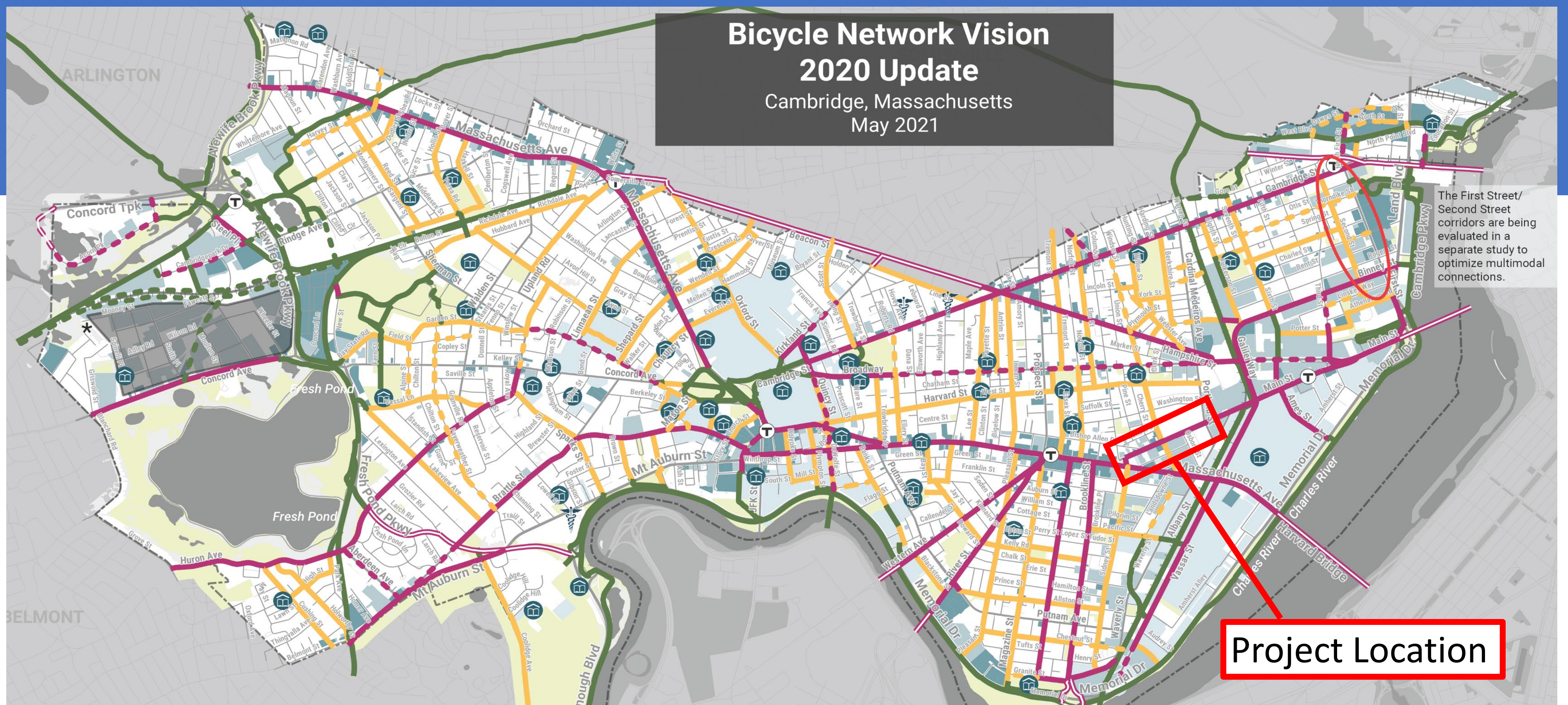
Project website:



Contact the Project Manager

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The Bicycling Network



Key: — Off-Street Path — Greater Separation — Lower Volume & Speed (Bicycle Priority Street)

We are creating a network for biking that is safe, comfortable, connected, and people-centered. This helps more people choose to bike if they would like to.

Why Main Street?

- Connects residents and visitors to retail, jobs, parks, and squares
- Connects Kendall Square and Central Square
- Connects people biking to other separated bike lanes

The Cycling Safety Ordinance

The Cycling Safety Ordinance, passed by the Cambridge City Council, requires Cambridge to install about 25 miles of separated bike lanes by April 2026.

This includes:

- All of Massachusetts Avenue
- Garden Street (eastbound Huron Ave to Berkeley St, westbound from Mason St to Huron Ave)
- Broadway (Quincy St to Hampshire St)
- Cambridge Street (Oak St to Second St)
- Hampshire Street (Amory St to Broadway)
- 11.6 miles on other streets (from within the Bicycle Network Vision, including Main Street)



A separated bike lane on Brattle Street

Learn More

www.cambridgema.gov/MainStreetSafety

Contact the Project Manager

Stephen Meuse | smeuse@cambridgema.gov | 617-349-4713

Project website:



Street Design in Cambridge



We design for people of all ages and abilities.

Our streets, sidewalks, and bike lanes should work for:

People of all ages:

- ▶ Children
- ▶ Older adults

People who use different kinds of mobility devices:

- ▶ Mobility scooters
- ▶ Adaptive bicycles
- ▶ Wheelchairs
- ▶ Strollers
- ▶ Cargo bikes
- ▶ And more

People who don't have access to a car:

- ▶ May not be able to drive
- ▶ May not want to drive
- ▶ May not be able to afford to drive

We design streets to move people and goods efficiently.

- Biking and riding transit is a more efficient use of limited street space than using personal vehicles.
- We design safe and accessible facilities, including bike lanes, that can be used by a wide range of people, young and old.
- We think about how to safely allow access for trucks and local deliveries.
- Public space on streets can also be used for other purposes, such as outdoor dining or public gatherings.



Images: Amount of street space occupied by the same number of people on a bus, on bicycles, and in single-occupant vehicles

How we think about vehicle congestion and delay:

- Moving people slowly is moving people safely.
- It is more important to make our streets safer than to eliminate delays for people driving.

Learn More

www.cambridgema.gov/MainStreetSafety

Contact the Project Manager

Stephen Meuse | smeuse@cambridgema.gov | 617-349-4713

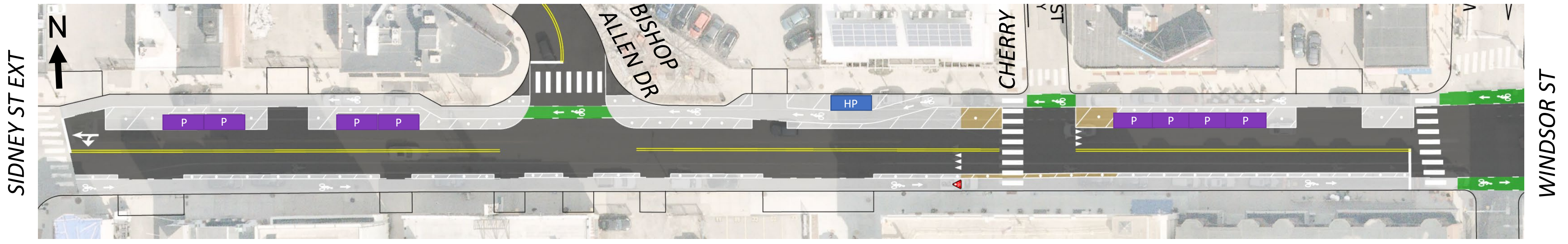
Project website:



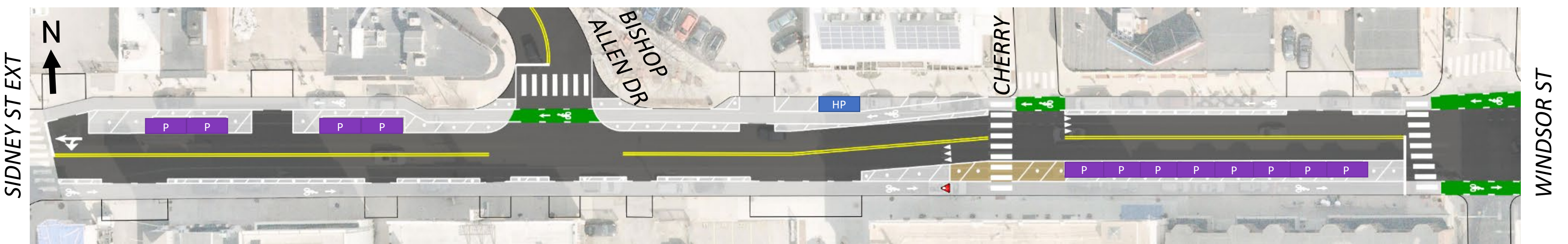
Main Street Safety Improvement Project

Design Options: Sidney Street Extension to Windsor Street

Option 1: Parking on north side only (9 parking spaces)



Option 2: Parking switches sides at Cherry Street (13 parking spaces)



Parking Changes

	Now	Option 1	Option 2
Total Spaces	26	9	13
Permit	0	To be decided	To be decided
Loading	2	To be decided	To be decided
Meter	23	To be decided	To be decided
Accessible	1	1	1

What side of the street should parking go on?

What type of parking/loading is important here?

What is more important: the number or location of parking spaces?

Which do you prefer? Place a sticker below

Option 1:
Parking on north side only (9 parking spaces)

Option 2:
Parking switches sides (13 parking spaces)

Online survey of above also available:
camb.ma/mainstreetsurvey

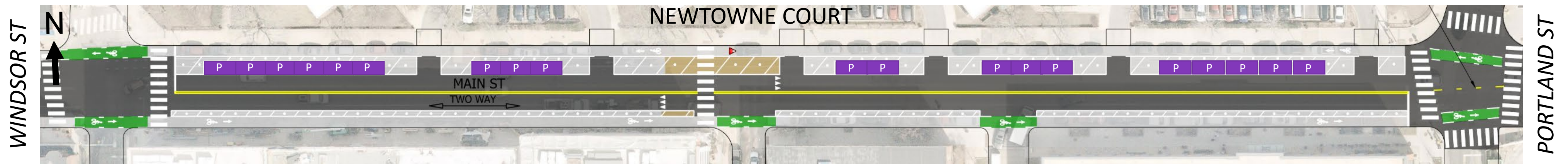
Project website:



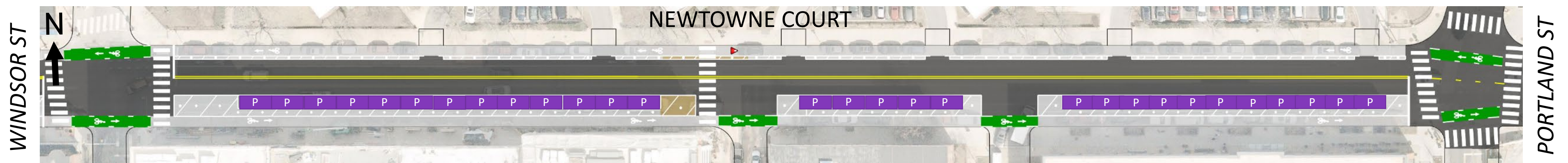
Main Street Safety Improvement Project

Design Options: Windsor Street to Portland Street

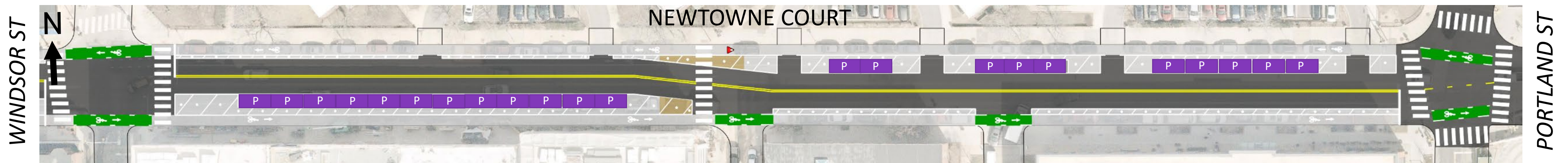
Option 1: Parking on north side only (19 parking spaces)



Option 2: Parking on south side only (29 parking spaces)



Option 3: Parking switches sides at Osborn Street (22 parking spaces)



Parking Changes

	Now	Option 1	Option 2	Option 3
Total Spaces	50	19	29	22
Permit	32	19	29	22
Loading	1	0	0	0
Meter	27	0	0	0

Community members have told us that all spaces in this section should be permit parking.

Consider what is most important:

- Total number of spaces
- Spaces being on the same side of the street as homes
- Design/layout of spaces

Which do you prefer? Place a sticker below

Option 1:
Parking on north side only
(19 parking spaces)

Option 2:
Parking on south side only
(29 parking spaces)

Option 3:
Parking switches sides
(22 parking spaces)

Online survey of above also available:
camb.ma/mainstreetsurvey

Project website:

