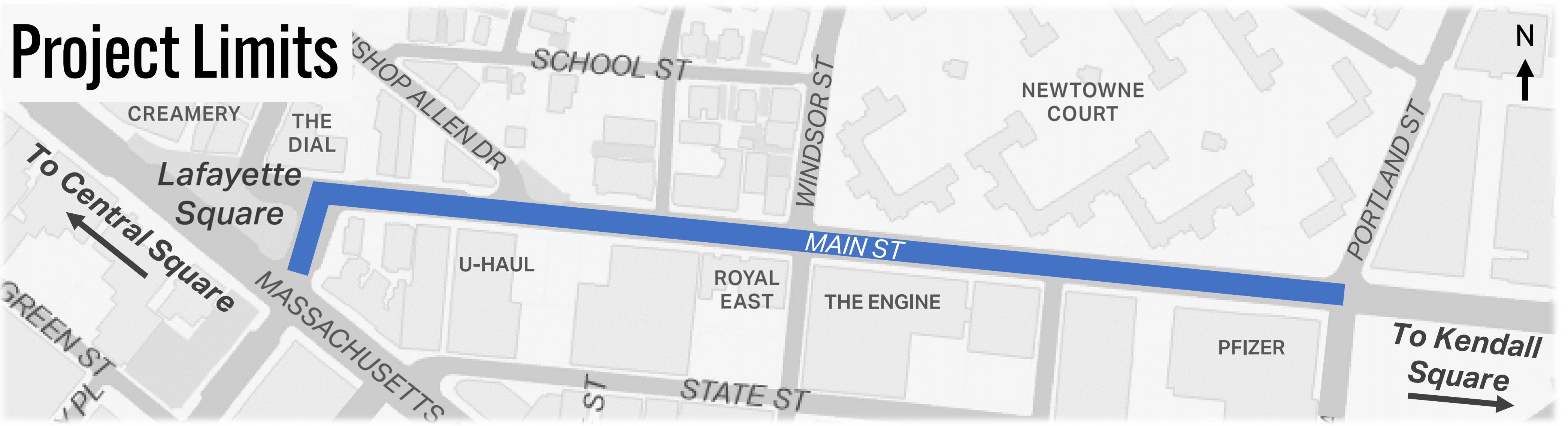



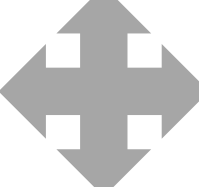


Main Street Safety Improvement Project



Project Limits: Massachusetts Avenue to Portland Street

Late this Summer, we are making improvements to Main Street:

-  Installing separated bike lanes in both directions
-  Improving crossing locations for people walking
-  Changing parking and loading locations, including reducing the number of spaces
-  Addressing safety at intersections

Project Schedule

In each phase, you can attend a community meeting and/or give feedback online or by reaching out to 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.

Now through
Summer 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.

Summer 2023

Learn More

www.cambridgema.gov/MainStreetSafety

Project website:



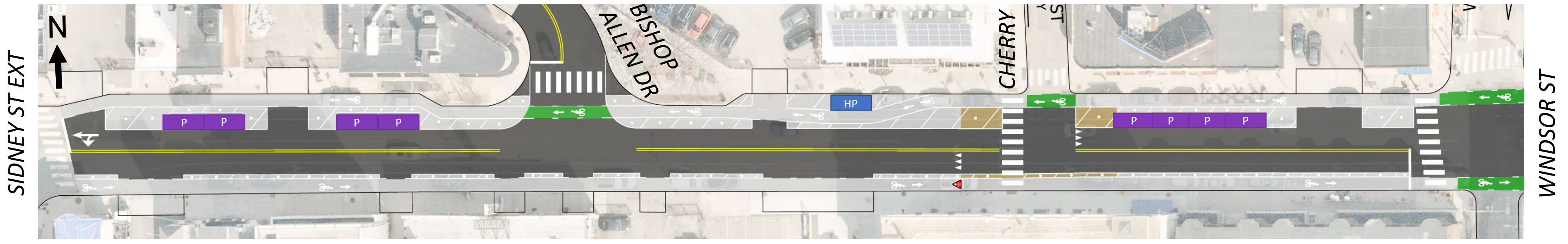
Contact the Project Manager

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

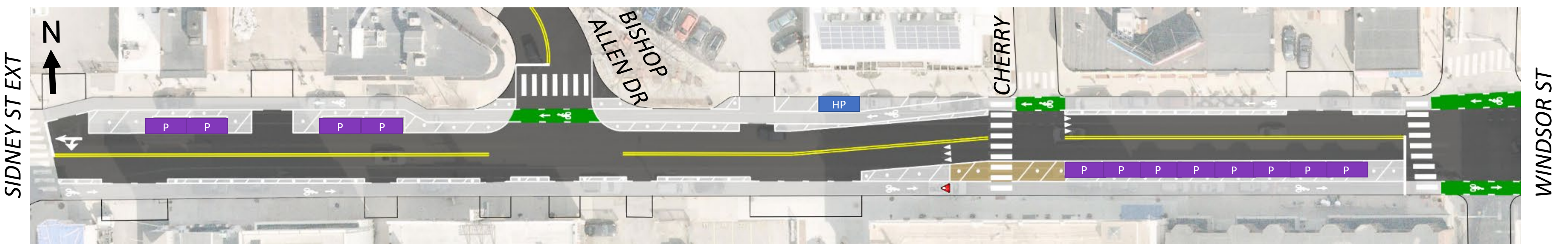
Main Street Safety Improvement Project

Design Options: Sidney Street Extension to Windsor Street

Option 1: Parking on north side only



Option 2: Parking switches sides at Cherry Street



	Existing	Option 1	Option 2
Permit	0		
Loading	2	8 TBD	12 TBD
Meter	23		
Accessible	1	1	1

What type of parking/loading is important here?

Which parking side makes the most sense?

Number of spaces versus location of spaces?

Which do you prefer? Place a sticker below

Option 1:
Parking on north side only

Option 2:
Parking switches sides

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

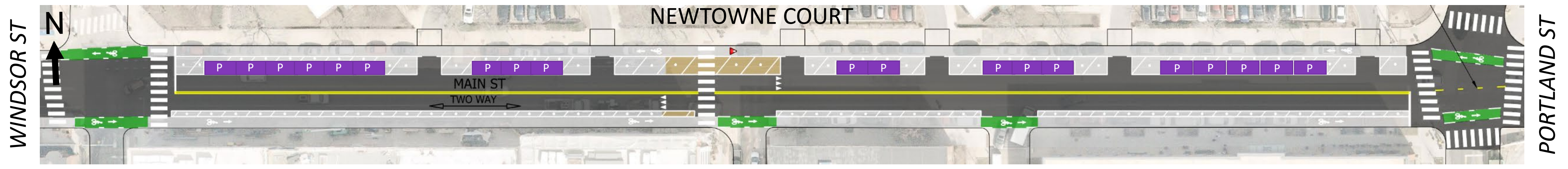
Project website:



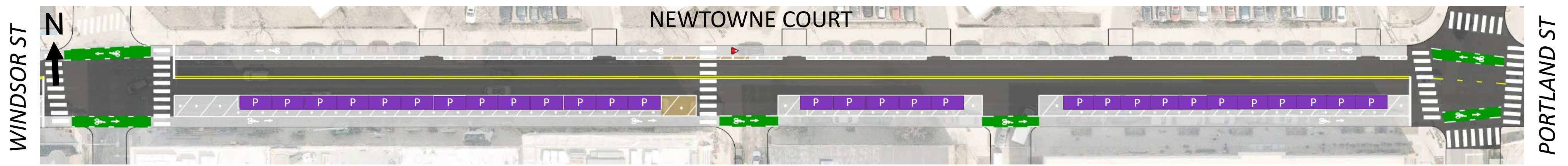
Main Street Safety Improvement Project

Design Options: Windsor Street to Portland Street

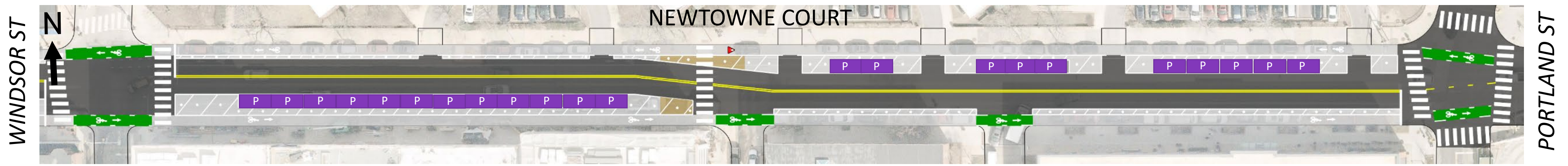
Option 1: Parking on north side only



Option 2: Parking on south side only



Option 3: Parking switches sides at Osborn Street



	Existing	Opt. 1	Opt. 2	Opt. 3
Permit	32	19	29	22
Loading	1	0	0	0
Meter	27	0	0	0

Strong community support for all spaces to be permit parking

Consider what is more important:

- Total number of spaces?
- Proximity of spaces to homes?
- Design/layout of spaces?

Which do you prefer? Place a sticker below

Option 1:
Parking on north side only

Option 2:
Parking on south side only

Option 3:
Parking switches sides

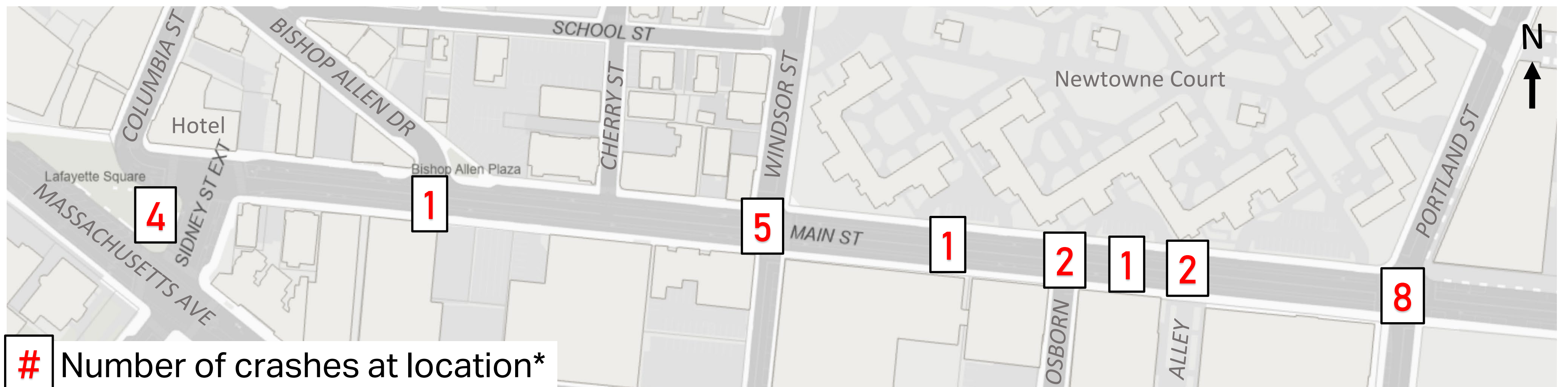
Online survey of above also available:
camb.ma/mainstreetsurvey

Project website:



Main Street Safety Improvement Project

Crash Data



Involving	Number of Crashes	Injury Crashes
Driver & Driver	15	7%
Driver & Pedestrian	2	50%
Driver & Cyclist	7	71%
Driver & Object	10	0%
Cyclist & Pedestrian	0	N/A
Cyclist & Cyclist	0	N/A

Between 2020 and 2022 there were 34 reported crashes along the project area.

Data showed that people walking and biking were more vulnerable to injury when involved in a crash.

This project will seek to address the root causes of any crashes.

An injury crash above is defined as a crash that resulted in a party being transported to a hospital.
 *Driver & Object crashes are not included in the above map.

Trucks

Main Street is a designated and signed truck route

- Many businesses rely on trucks to supply goods and materials
- Trucks make wide turns and have large blind spots
- Adding separated bike lanes and improving sightlines at crosswalks helps move people walking and biking out of large vehicle blind spots

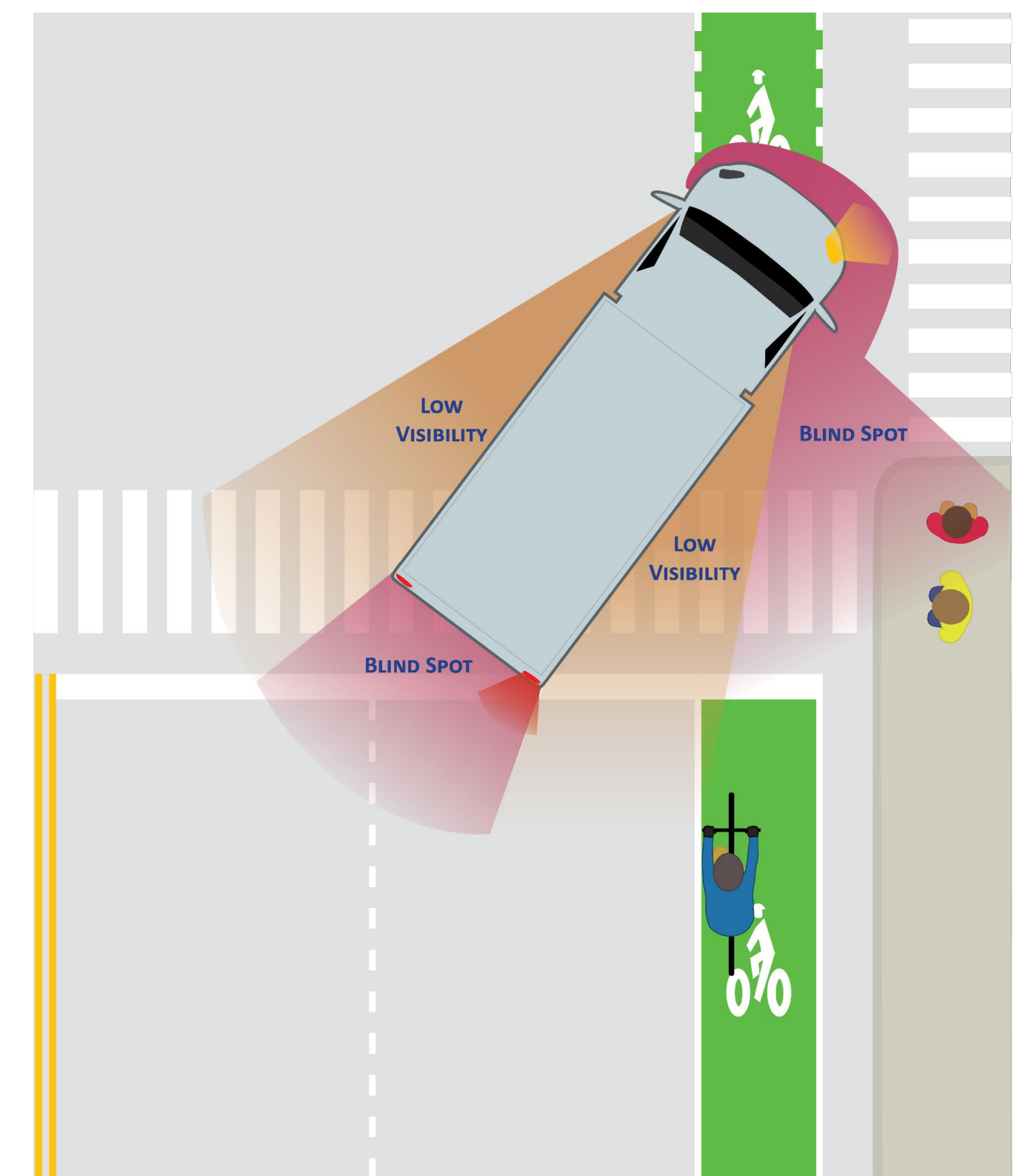


Image: Blind and low visibility spots for turning trucks

Buses

There are no MBTA bus routes currently on Main Street within the project area. MBTA's Bus Network Redesign proposes new high frequency bus service along Main Street within the next couple of years.

- Route 70 – Waltham to Kendall Square via Watertown
- 7-day service, every 8-15 minutes

More information: [MBTA.com/BetterBus](https://www.mbta.com/BetterBus)

Where should future bus stops be located?

Get Involved + Stay Involved

Thank you for stopping by today to learn about the project!

Ways to stay involved:

- **Attend a meeting or open house:**
 - You can learn more about the project by attending future online meetings or in-person open houses.
- **Visit the project webpage:**
 - You'll find presentations and recordings from meetings, background information on the project, and further information on how to get involved:
www.cambridgema.gov/MainStreetSafety
- **Sign up for our email list:**
 - Sign up for our email list for the latest news.
- **Provide feedback online:**
 - We will have options to provide feedback online at every stage of the process. These include comment forms, surveys, and comment maps.
- **Call or email the project manager:**
 - If you want to talk to the project manager directly, reach out via the contact information on the project webpage or below. We are available for in-person and/or virtual meetings with community members, businesses, and other stakeholders.



We acknowledge that many community members have not yet been heard

- Project mailings, signage, visits to businesses, and online engagement will help us reach members of the community who are unable to attend
- We'll do more outreach to hear from more people
- Let us know your suggestions for how to reach a wider audience
 - Are you on a neighborhood list serve?
 - Is there a community bulletin board you check regularly?

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.

- People who may not have access to a car
 - ▶ May not be able to drive
 - ▶ May not want to drive
 - ▶ May not be able to afford to drive
- People who use different kinds of mobility devices
 - ▶ Mobility scooters
 - ▶ Adult tricycles
 - ▶ Child trailers
 - ▶ Adaptive bicycles
 - ▶ and more!



How we think about vehicle congestion and delay:

- Moving people slowly is moving people safely
- We do not prioritize eliminating delay for people driving over the safety of others

Focus is on moving people and goods, not their vehicles.

- Biking and riding transit is a more efficient use of limited street space
- Safe and accessible facilities, including bike lanes, that can be used by a wide range of people, young and old
- Need 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 gathering

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

Learn More

www.cambridgema.gov/MainStreetSafety

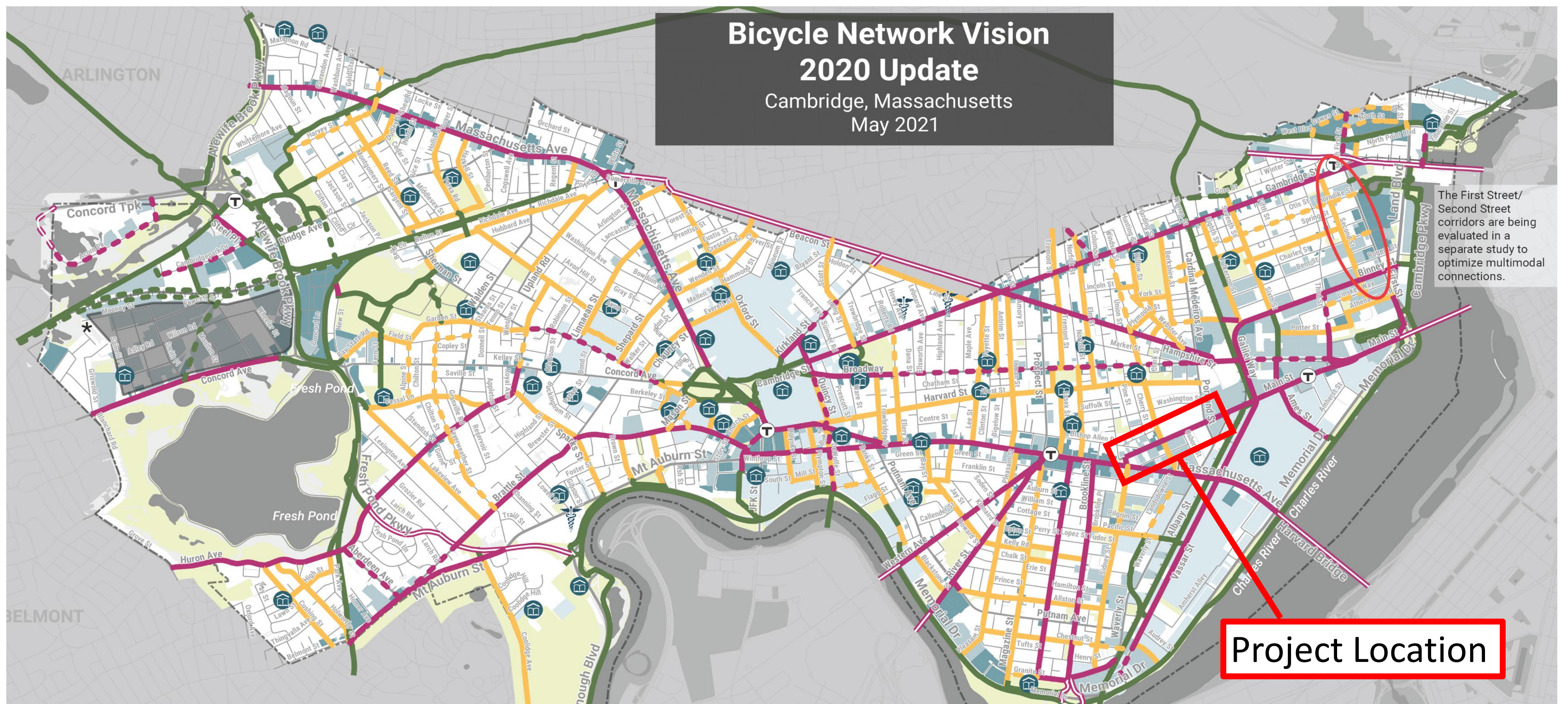
Contact the Project Manager

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

Project website:



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 enables more people choose to bike if they would like to.

Why Main Street?

- Connects residents and visitors to retail, jobs, parks, and squares
- Provides a direct connection between Kendall and Central Squares
- Key route within the larger network, connecting residents to many destinations

The Cycling Safety Ordinance (2020 update)

Requires installation of separated bike lanes on streets that have been designated for "Greater Separation" in the Bicycle Network Vision. It requires approximately 25 miles of separated bike lanes by April 2026.

- 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:



What are Separated Bike Lanes?

What are separated bike lanes?

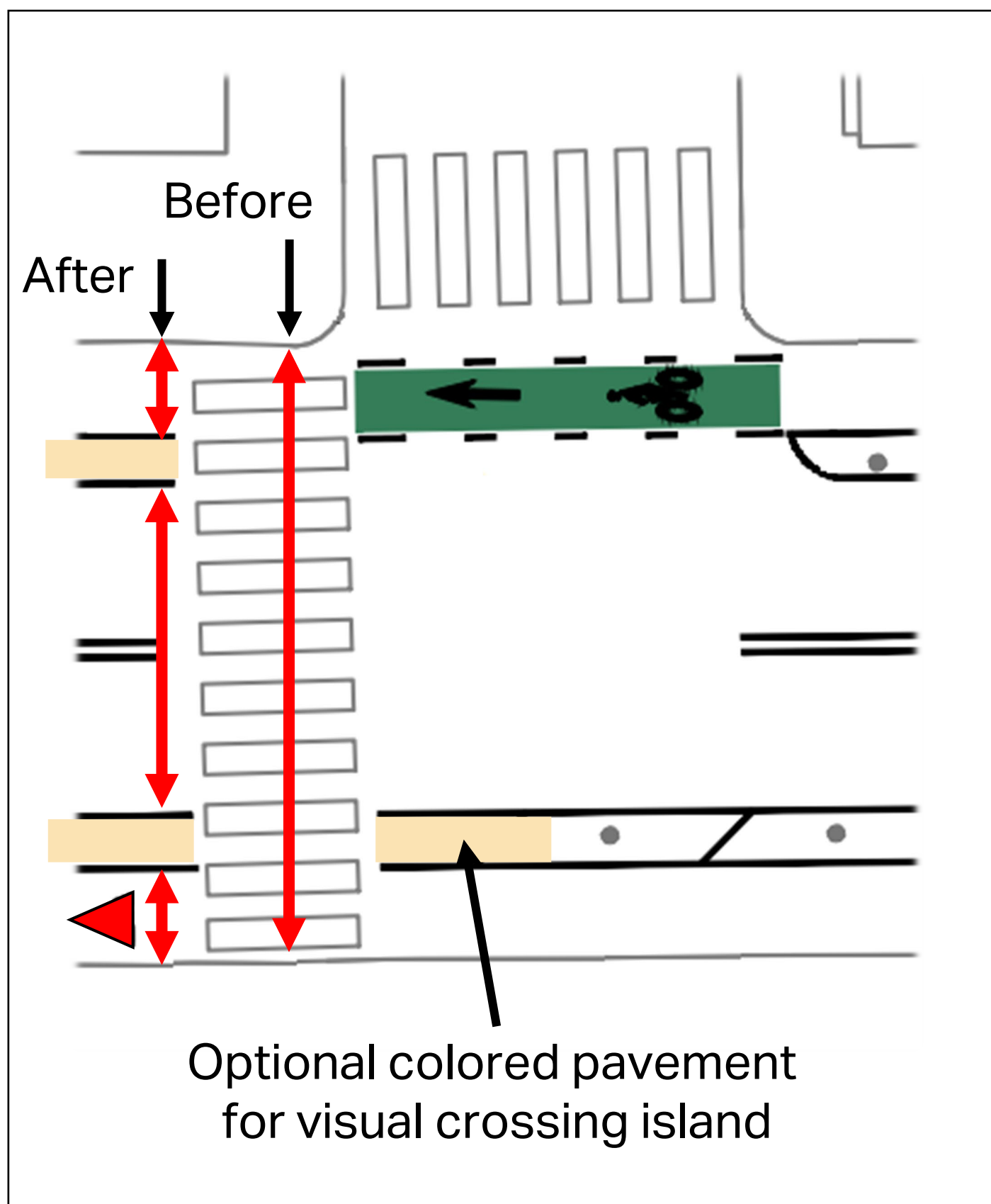
- People biking and driving are each provided dedicated travel space
- The bike lane has physical separation from the vehicle lane (i.e., curb, flex post)

Benefits for people biking:

- Increases comfort and access for people of all ages and abilities
- Reduces crash and injury risk
- Eliminates threat of "dooring" from parked vehicles
- Reduces potential conflicts between vehicles and people biking
- Encourages slower traffic speeds by visually narrowing the roadway width



Top Image: Before a separated bike lane was installed
Bottom Image: After a separated bike lane was installed



Example: Separated bike lane at crosswalk at Mass Ave at Clinton St

Benefits for people walking:

- Shorter crossing distances
- Better sightlines
- Each potential conflict handled separately (i.e., cross bike lane, then vehicle lanes)
- Visually narrows the roadway for drivers, encouraging lower speeds and higher yielding rates at crosswalks

Which crossing locations along Main Street work well?
Which do you have concerns about?

Learn More

www.cambridgema.gov/MainStreetSafety

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Project website:

