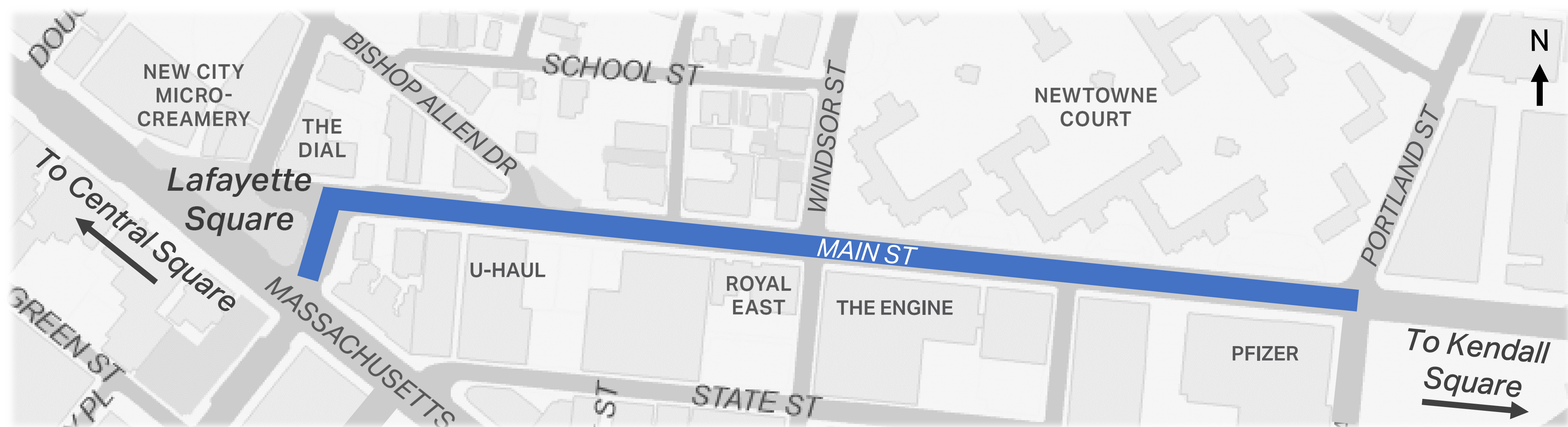



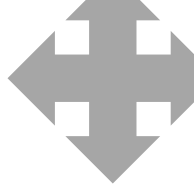


# Main Street Safety Improvement Project



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 and the number of spaces
-  Addressing safety at intersections

### March 16

- Community Meeting 1: Project Introduction

### ➔ March 22 - TODAY!

- Community Open House 1

### March to May

- Community provides feedback to help us design the project
- **Ways to get involved:** Give feedback today, online comment map, online feedback form, email or call, and/or request a site visit with the project manager

### May

- Community Meeting 2: We present draft designs/options for review
- Community Open House 2

### May to June/July

- Community provides feedback on draft designs/layouts

### June/July

- Community Meeting 3: We present revised layouts

### After Community Meeting 3

- Community gives feedback on revised layouts
- We make final changes to design
- We announce project installation: timeline, changes, what to expect

### Late Summer 2023

- Project Installation

## Learn More

[www.cambridgema.gov/MainStreetSafety](http://www.cambridgema.gov/MainStreetSafety)

Project website:



## Contact the Project Manager

Stephen Meuse | [smeuse@cambridgema.gov](mailto:smeuse@cambridgema.gov) | 617-349-4713



# 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**

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**Contact the Project Manager**

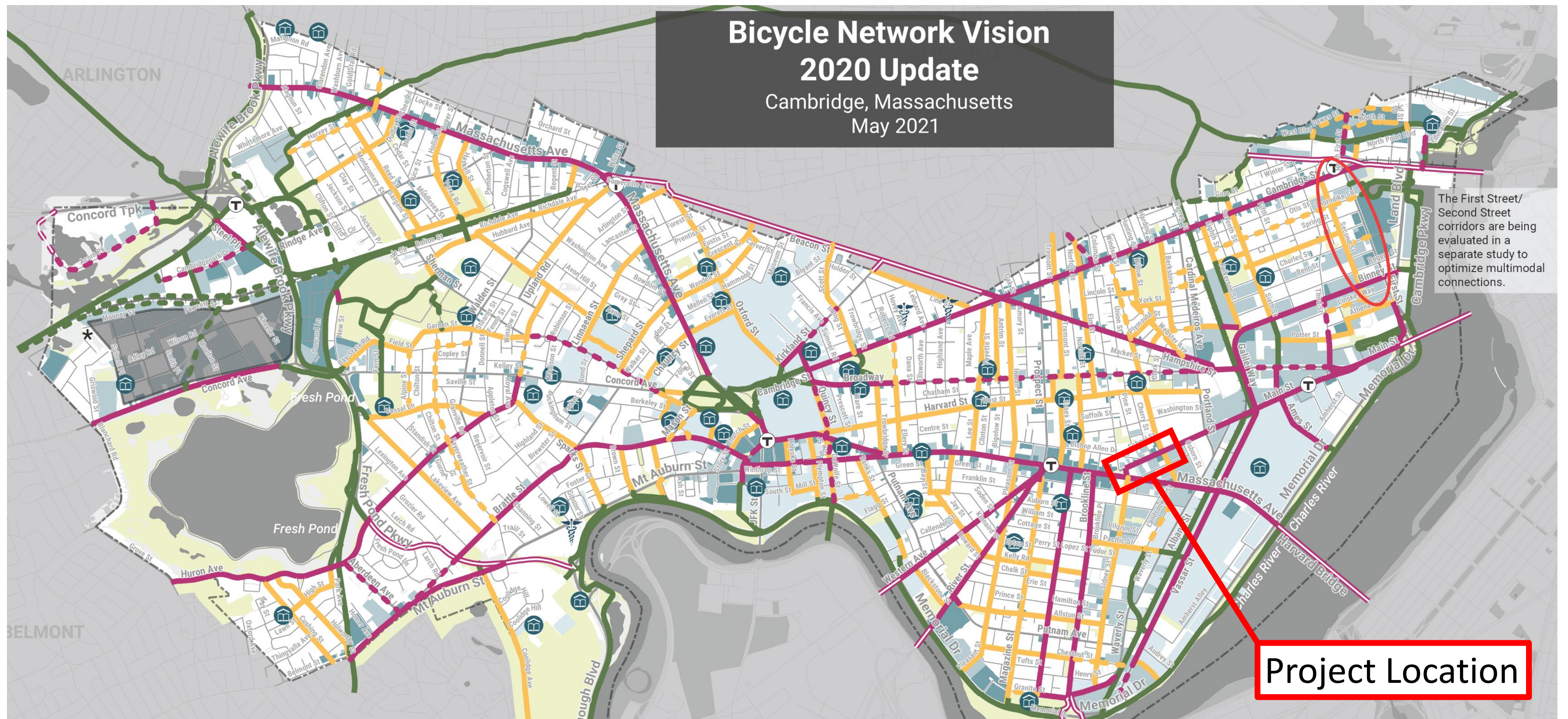
Stephen Meuse | [smeuse@cambridgema.gov](mailto:smeuse@cambridgema.gov) | 617-349-4713

Project website:





# The Bicycling Network



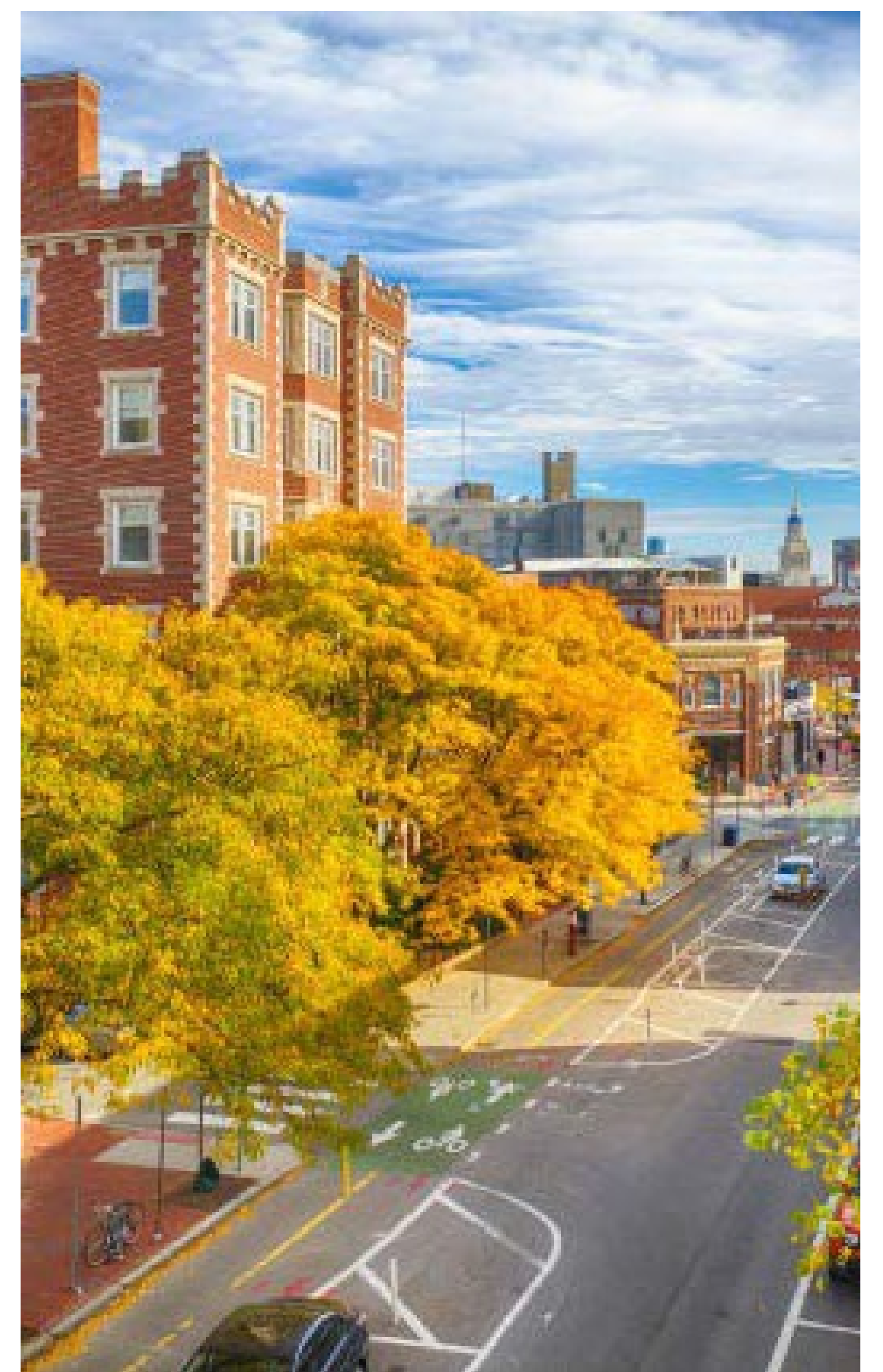
**Key:**      — Off-Street Path      — Greater Separation      — Lower Volume & Speed (Bicycle Priority Street)

We are creating a network for biking that is safe, comfortable, connected, and people-centered. A safe, comfortable network that connects important destinations throughout the City helps more people choose to bike if they would like to.

## 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](http://www.cambridgema.gov/MainStreetSafety)

## Contact the Project Manager

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Project website:





# What Are Separated Bike Lanes?

## What are separated bike lanes?

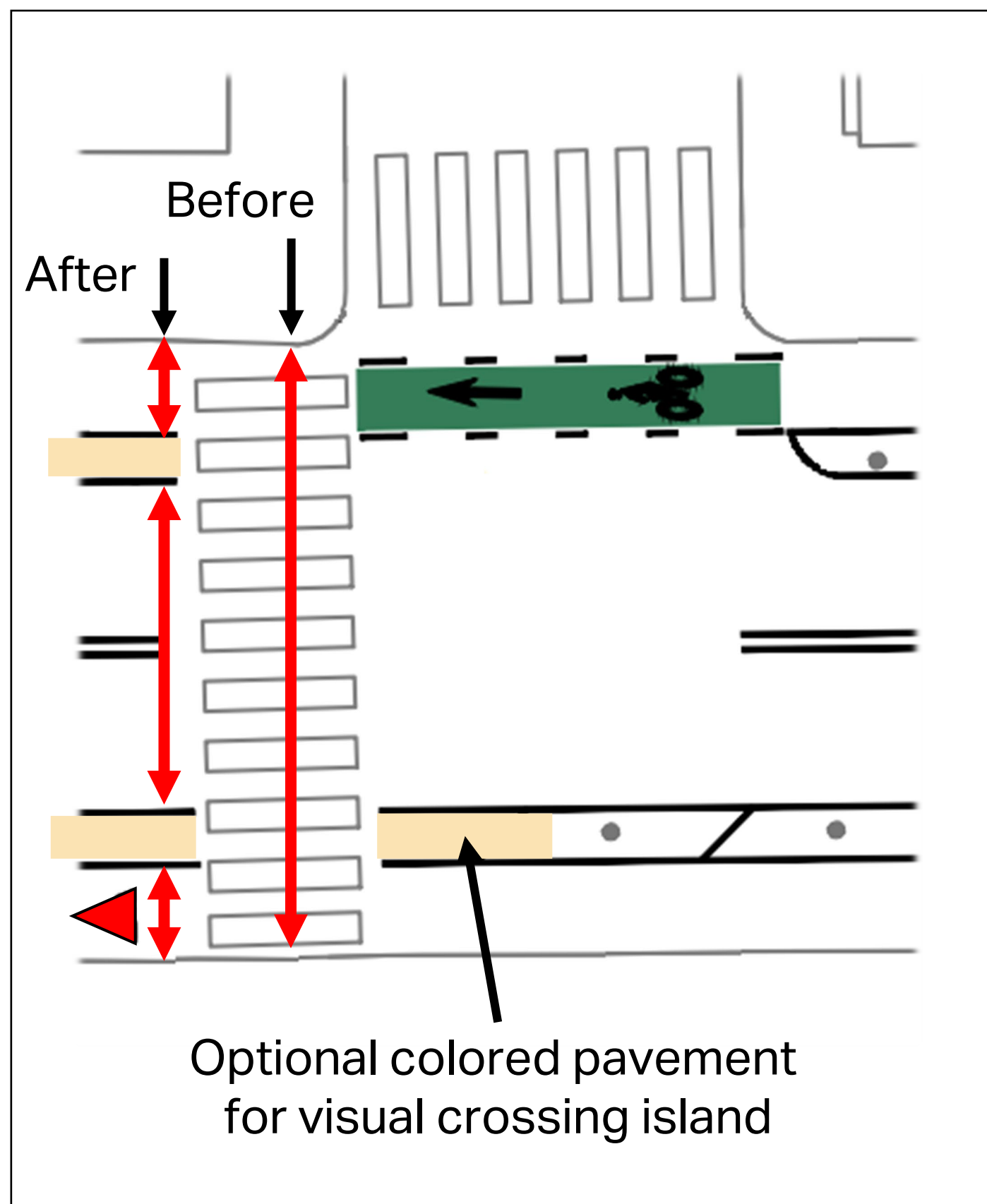
- People biking and driving are each provided dedicated travel space
- The bike lane has physical separation from the vehicle lane (i.e., curb, flex post)

## 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](http://www.cambridgema.gov/MainStreetSafety)

## Contact the Project Manager

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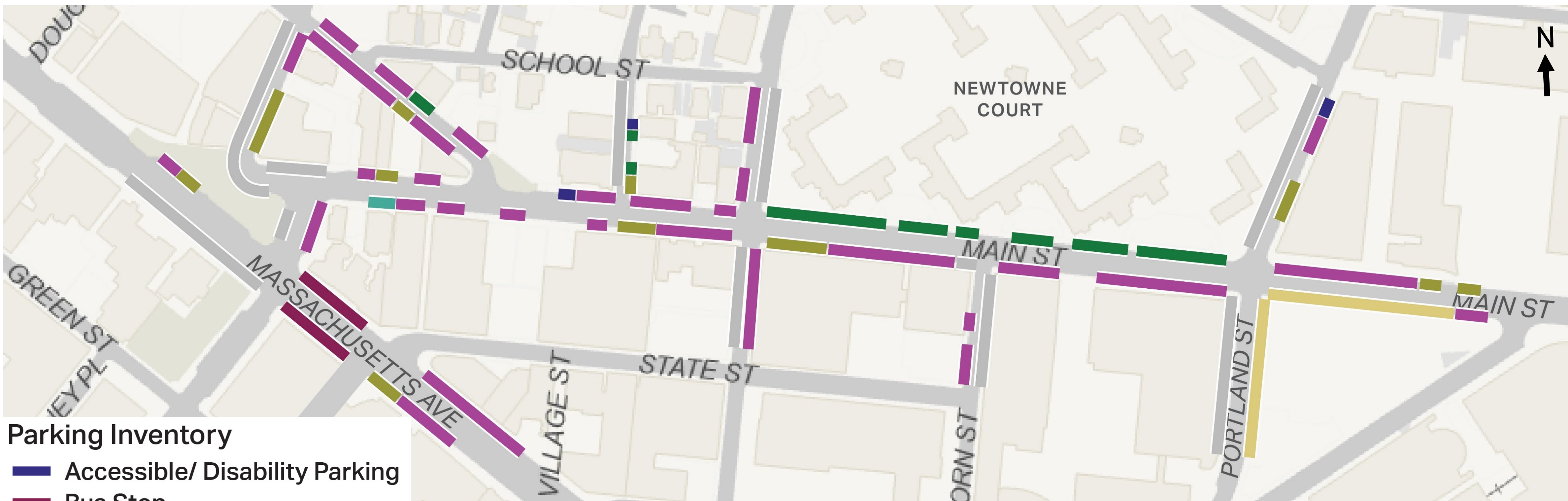
Project website:





# Main Street Safety Improvement Project

## Parking and Loading



- There are approx. 190 parking and loading spaces near the project area
- About 90 of the spaces are on Main Street and Sidney Street Extension
- Most parking along Main Street and Sidney Street Extension is metered ~ 52 metered spaces
- Permit parking is concentrated near residential buildings and homes ~ 32 permit parking spaces
- **To install the project, we will need to remove about half of the spaces (about 45-50)**
  - We need the extra space to add bike lane buffer areas
- We need to know what type of parking is important and at what times during the day



Image: Main Street near Cherry Street

What types of parking and loading do you use along Main Street?

What types of parking and loading are important to keep? Where should they be located?

At what time is each parking type needed?

## Learn More

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## Contact the Project Manager

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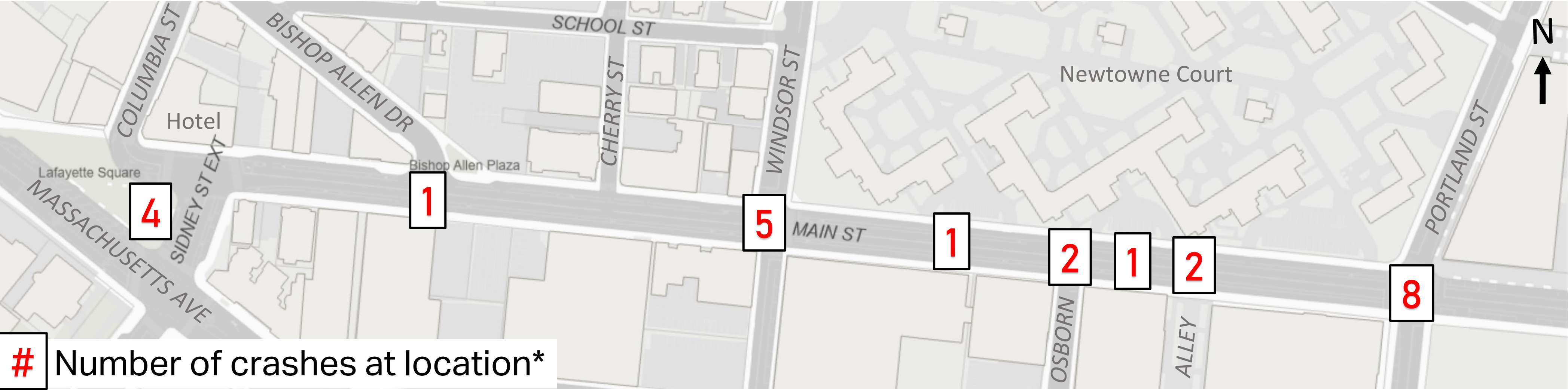
Project website:





# 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

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.

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.**

## 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

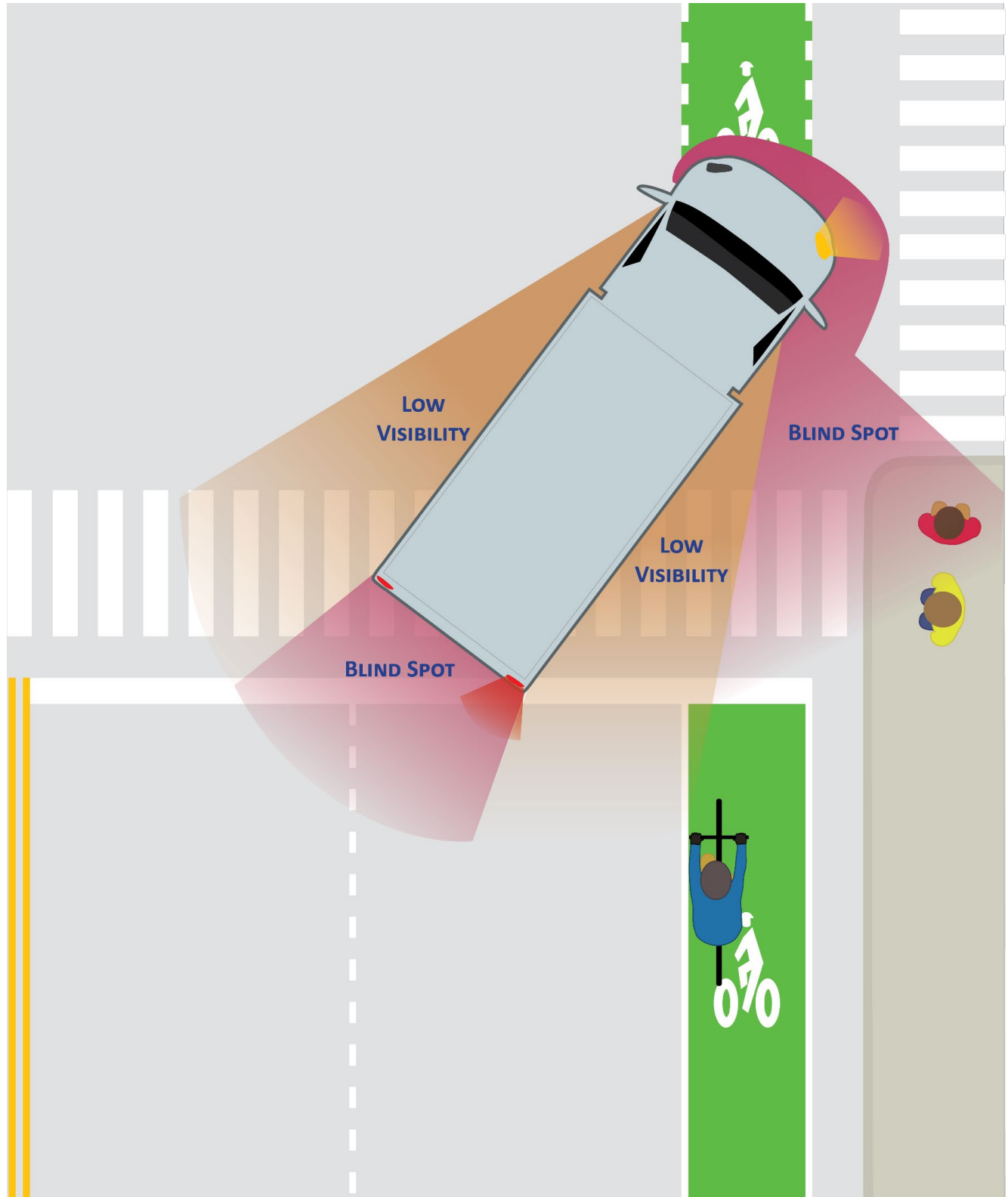


Image: Blind and low visibility spots for turning trucks

## 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](http://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

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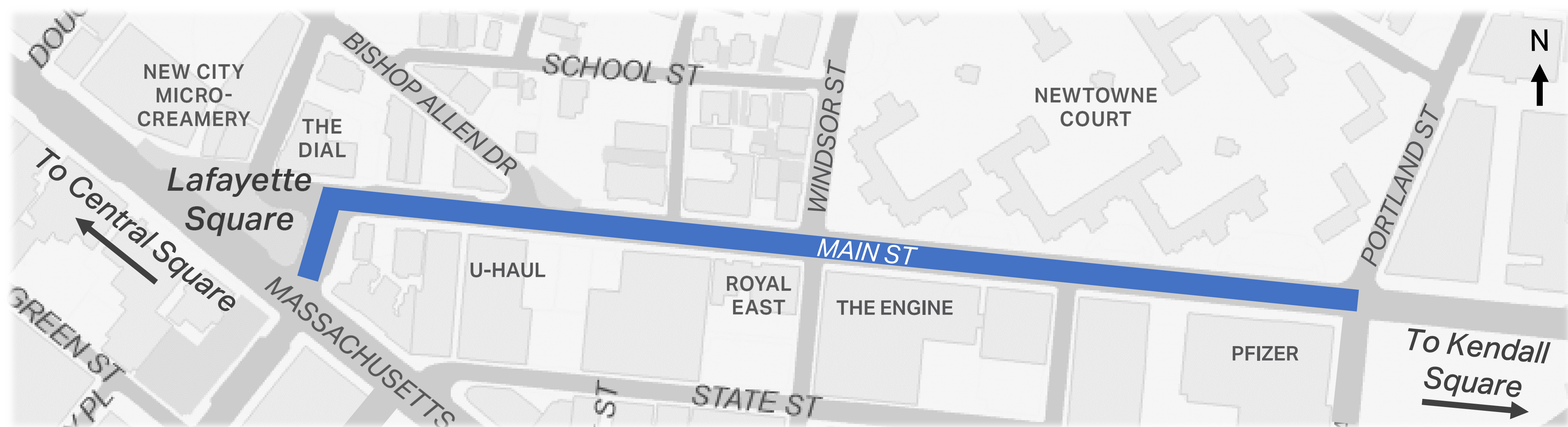


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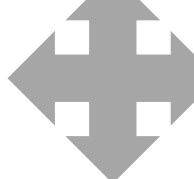


# Main Street Safety Improvement Project



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-  Installing separated bike lanes in both directions
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-  Changing parking and loading locations and number of spaces
-  Addressing safety at intersections

## Join us **TODAY** to learn more about the project

We do not yet have a design for the project and the feedback period has just begun. Stop by, chat with us, and help us identify transportation concerns along Main Street.

### Where:

Plaza/seating area at the Intersection of Main Street and Bishop Allen Drive

### When:

4:30 p.m. to 6:30 p.m.

Don't have time? Visit the project website:

[www.cambridgema.gov/MainStreetSafety](http://www.cambridgema.gov/MainStreetSafety)

Project website:



### Contact the Project Manager

Stephen Meuse | [smeuse@cambridgema.gov](mailto:smeuse@cambridgema.gov) | 617-349-4713