

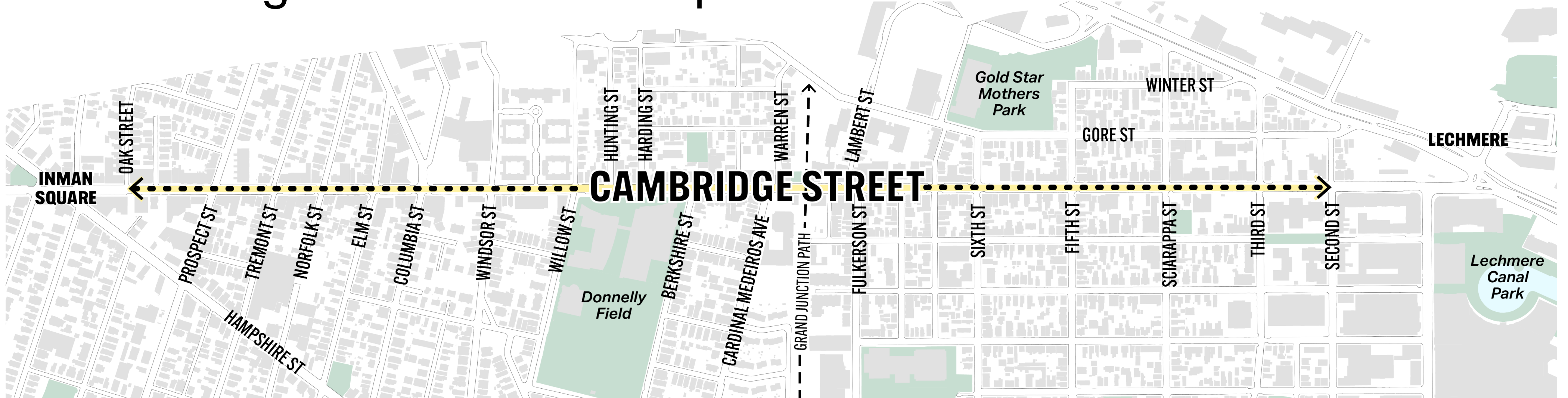
# Safety Improvement Project Coming to Cambridge Street

## The City will make changes to Cambridge Street:

- ▶ Change the layout of the street with new pavement markings, traffic signs, and flex posts.
- ▶ Reduce the number of on-street parking spaces by about half.
- ▶ Add separated bike lanes: move bike lanes to be along the curb and separate them from moving vehicles with white flex posts.
- ▶ Reconstruct curb ramps for accessibility.
- ▶ Accommodate outdoor street dining.
- ▶ Evaluate changes to improve bus service.

## Project Limits:

- ▶ Cambridge Street: Inman Square to Second Street



## Upcoming Virtual Community Meeting

Want to know more? On **December 12, 2023**, we are hosting a community meeting via Zoom. We will present more detailed information and give you a chance to provide us with more feedback.

### Learn More:

[cambridgema.gov/CambridgeStSafety](https://cambridgema.gov/CambridgeStSafety)

Project website:



### Contact the Project Team

Andreas Wolfe | Stephen Meuse

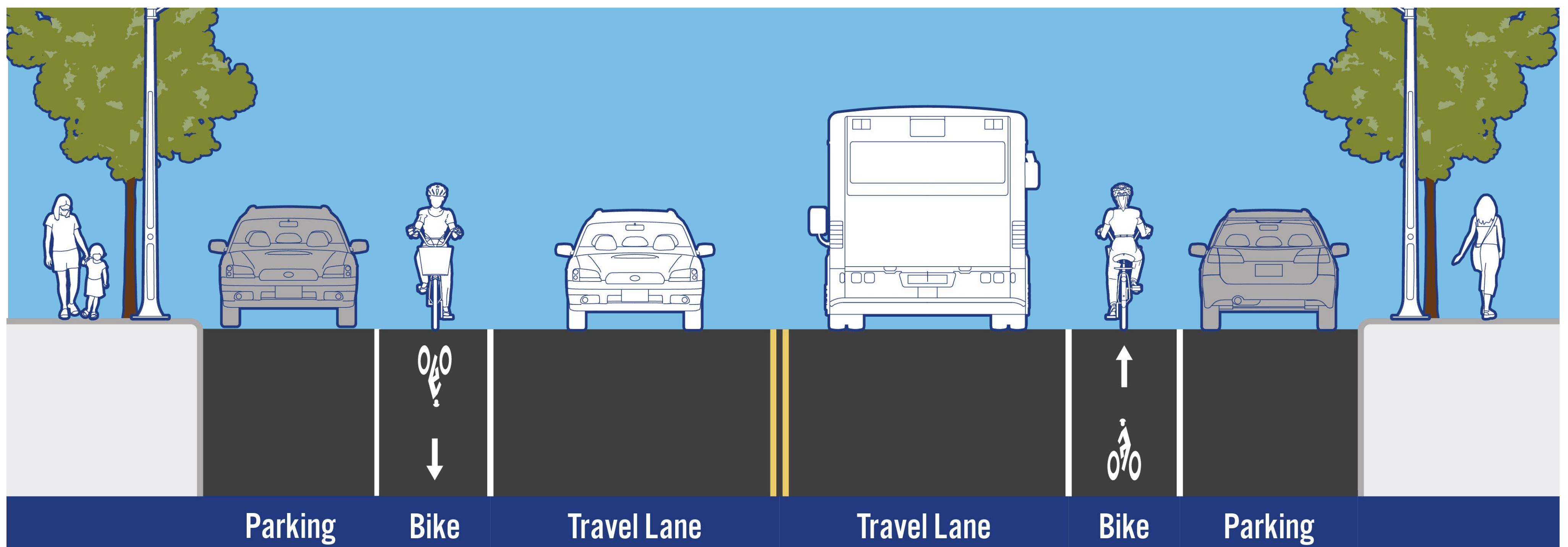
[cambridgestreet@cambridgema.gov](mailto:cambridgestreet@cambridgema.gov)



City of Cambridge  
Traffic, Parking, + Transportation

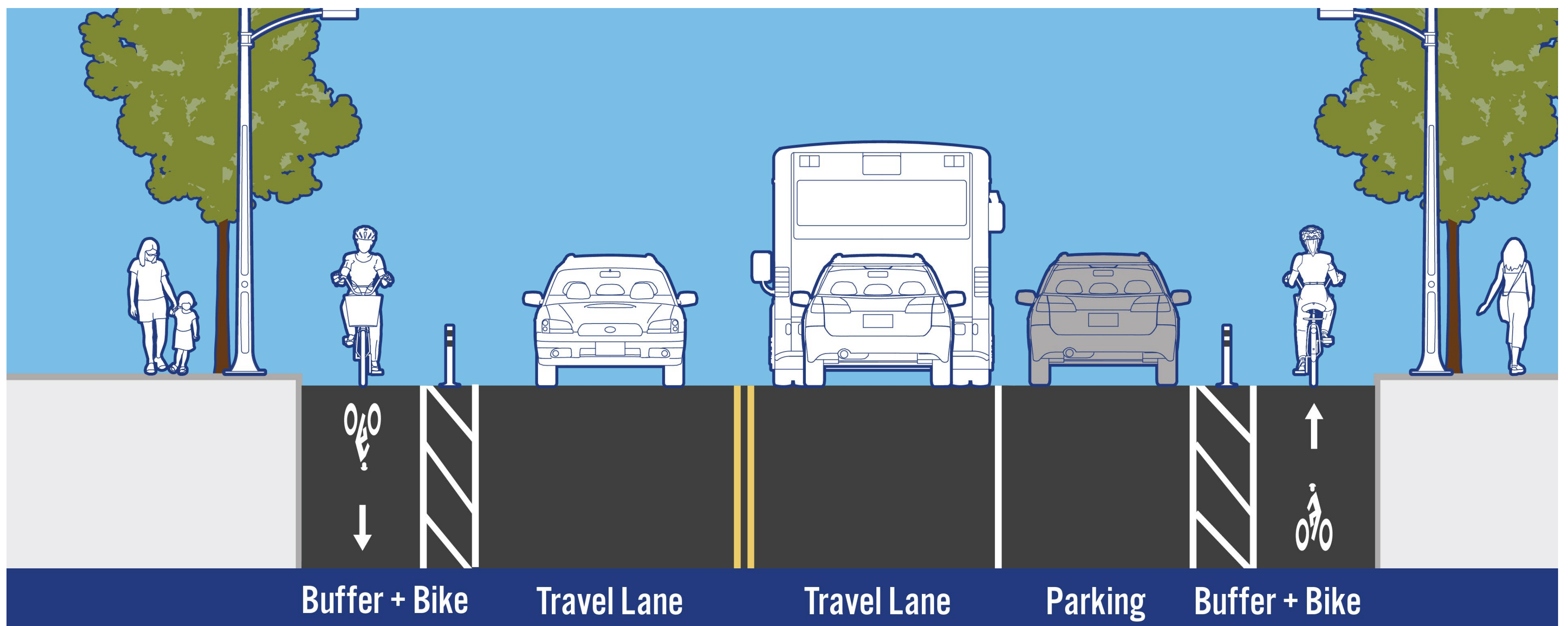
# Safety Improvement Project on Cambridge Street

## Current Street Layout



- ▶ Parking on both sides
- ▶ Bike lanes are not separated
- ▶ One lane in each direction, with buses in mixed traffic

## What Will the Street Look Like After Changes?



- ▶ People biking will ride between parking and the sidewalk.
- ▶ Parking on one side of the street (parking can change sides).  
**The street will have about half as many parking spaces.**

## Learn More

[cambridgema.gov/CambridgeStSafety](https://cambridgema.gov/CambridgeStSafety)

## Contact the Project Team

Andreas Wolfe | Stephen Meuse  
[cambridgestreet@cambridgema.gov](mailto:cambridgestreet@cambridgema.gov)

Project website:



City of Cambridge  
Traffic, Parking, + Transportation

# Safety Improvement Project on Cambridge Street

## Improve Safety for People Walking

- ▶ Shorten crossing distances with painted pedestrian crossing islands
- ▶ Reconstruct curb ramps for accessibility
- ▶ Consider changes to signal timing to benefit pedestrians
- ▶ Reduce vehicle speeds with added traffic calming



Example of a pedestrian crossing island with a separated bike lane

## Improve Access to Transit

- ▶ Evaluate new, more accessible bus stop locations
- ▶ Consider opportunities to reduce bus delays



Current bus stop locations make it challenging for the bus to reach the sidewalk. This can be a barrier for people who use mobility aids

## Learn More

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

## Contact the Project Team

Andreas Wolfe | Stephen Meuse  
[cambridgestreet@cambridgema.gov](mailto:cambridgestreet@cambridgema.gov)

Project website:



City of Cambridge  
Traffic, Parking, + Transportation

# Safety Improvement Project on Cambridge Street

## Improve Safety for People Biking

Separated bike lanes improve safety for bicyclists by:

- ▶ Adding more time for drivers and bicyclists to react when turning
- ▶ Removing the threat of dooring
- ▶ Improving visibility of bicyclists at side-street crossings



Separated bike lanes provide increased comfort and safety for people of all ages and abilities

## Safer, more comfortable bike lanes:

- ▶ Help people travel around their neighborhoods and run local errands quickly, safely, and conveniently
- ▶ Give people who want to bike an opportunity to use bikes for trips they might otherwise make by car
- ▶ Help us get closer to **"Vision Zero"**—our commitment to eliminating transportation-related deaths and serious injuries in Cambridge

## Learn More

[cambridgema.gov/CambridgeStSafety](https://cambridgema.gov/CambridgeStSafety)

## Contact the Project Team

Andreas Wolfe | Stephen Meuse  
[cambridgestreet@cambridgema.gov](mailto:cambridgestreet@cambridgema.gov)

Project website:



City of Cambridge  
Traffic, Parking, + Transportation

# Safety Improvement Project on Cambridge Street

## Community Feedback Timeline

Phase 1: Introduction	Phase 2: Design Feedback	Phase 3: Final Feedback
Feedback on existing conditions, parking needs, priorities.	We'll use Phase 1 feedback to draft design options, and ask for your thoughts on those options.	We use Phase 2 feedback to create a single design, then gather your thoughts on final adjustments to those plans.
<b>Fall 2023 to Winter 2024</b>	<b>Late Winter to Spring 2024</b>	<b>Spring to Summer 2024</b>

## We Want to Hear About Your Experiences on Cambridge Street

Talk with staff about the project. Let them know how you use the street.

- ▶ Do you live, work or travel along the street?
- ▶ How do you get here? By car? Bike? Foot? Bus?
- ▶ How can we make Cambridge Street safer and support the needs of the neighborhood?

**Find a staff person to talk to or leave a sticky note on the long table.**

## Learn More

[cambridgema.gov/CambridgeStSafety](https://cambridgema.gov/CambridgeStSafety)

## Contact the Project Team

Andreas Wolfe | Stephen Meuse  
[cambridgestreet@cambridgema.gov](mailto:cambridgestreet@cambridgema.gov)

Project website:



City of Cambridge  
Traffic, Parking, + Transportation

# 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 safely and 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:

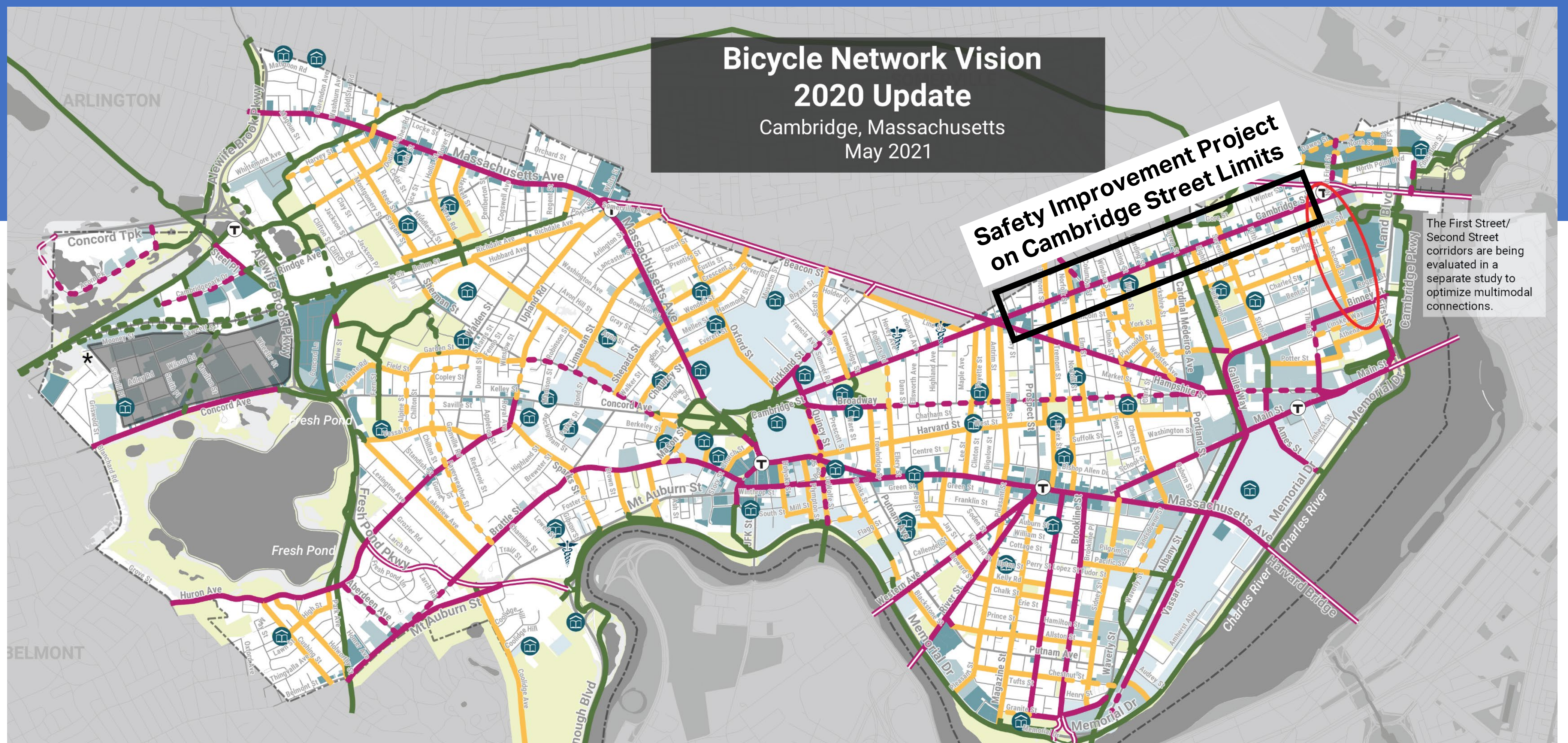
- Moving people slowly is moving people safely.
- It is more important to make our streets safer than to eliminate delays for people driving.

## Policies that support this work

- Vision Zero
- Cambridge Bicycle Plan
- Envision Cambridge



# 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.

## 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

[cambridgema.gov/CambridgeStSafety](https://cambridgema.gov/CambridgeStSafety)

## Contact the Project Team

Andreas Wolfe | Stephen Meuse

[cambridgestreet@cambridgema.gov](mailto:cambridgestreet@cambridgema.gov)

Project website:



City of Cambridge  
Traffic, Parking, + Transportation  
traffic, parking, + transportation