

Policy and Planning Background

Street Design in Cambridge

What Guides Our Street Design

We design for people of all ages and abilities. This includes:

- People who may not have access to a car.
- Safe and accessible facilities, including bike lanes, that can be used by a wide range of people.

The focus is on moving people and goods, not their vehicles.

- Biking and riding transit are more efficient uses of limited street space.
- Keep access for trucks and local deliveries, but safely.

What is a Quick - Build Project?

- Quick-build projects allow us to make improvements to our streets more quickly.
- Involves no construction or coordination with utility companies.
- Fewer impacts to residents during implementation.
- More limited toolbox (i.e. no changes to curbs, drainage, or sidewalk materials).



Policies That Support This Work

- Vision Zero
- Cambridge Bicycle Plan
- Envision Cambridge



Policy and Planning Background

The Bicycle Network Vision & The Cycling Safety Ordinance

The Cycling Safety Ordinance

The Cycling Safety Ordinance (CSO), passed by the Cambridge City Council, requires Cambridge to install about 25 miles of separated bike lanes by November 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)

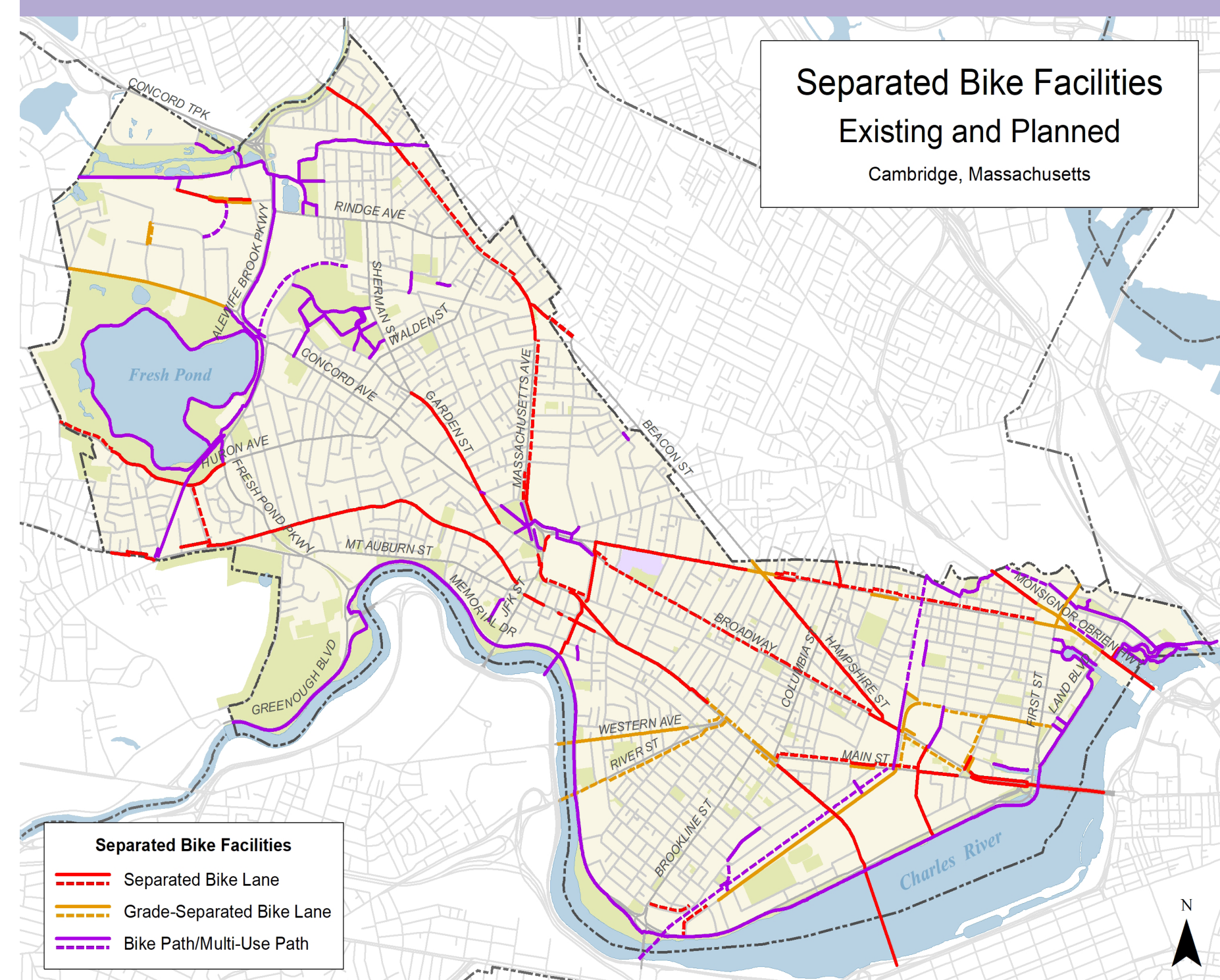


Scan to learn more about the CSO

What is the Cambridge Bicycle Plan?

- A vision for a city where all streets and destinations are accessible by bike.
- Bike lanes and other infrastructure is designed for people of all ages and abilities.

cambridgema.gov/2020bikeplanupdate



Brattle Street Safety Improvement Project 2023

Project Overview

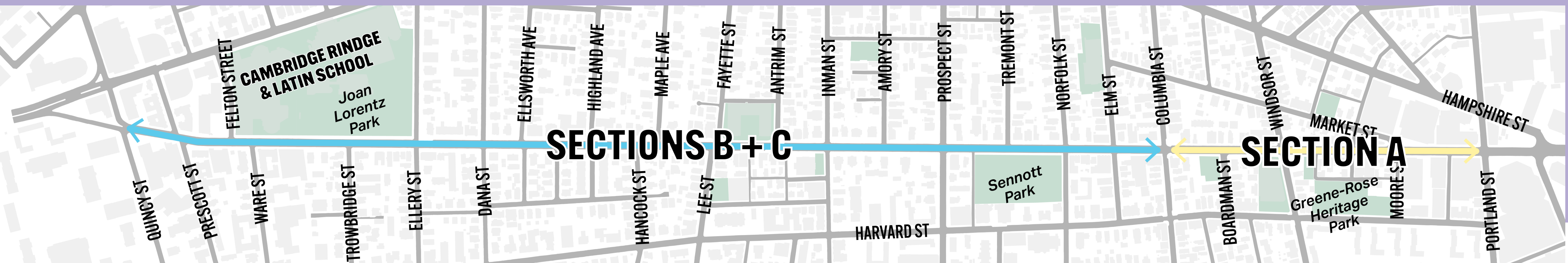
Timeline and What to Expect

Project Area

Section A: Columbia St to Portland St
Section B+C: Quincy St to Columbia St

Project Timeline

Section A: Installation 2025
Section B+C: Installation 2026



What To Expect

Separated bike installation

Bike lanes along the curb, separated from vehicles by white flex-posts or other physical barriers.

Changes for people walking and taking the bus

Bus stop locations may change, and pedestrian safety enhancements will improve crosswalks.

Reduce parking

We haven't finished design, but we hope to maintain about 40% of the current spaces with parking on one side of the street. Learn more about parking at Station 3.

Intersection Daylighting

Flex-posts and other physical barriers will be installed near intersections to improve visibility for drivers and people walking.

Photo on right: Example of intersection daylighting, which improves visibility for all users.

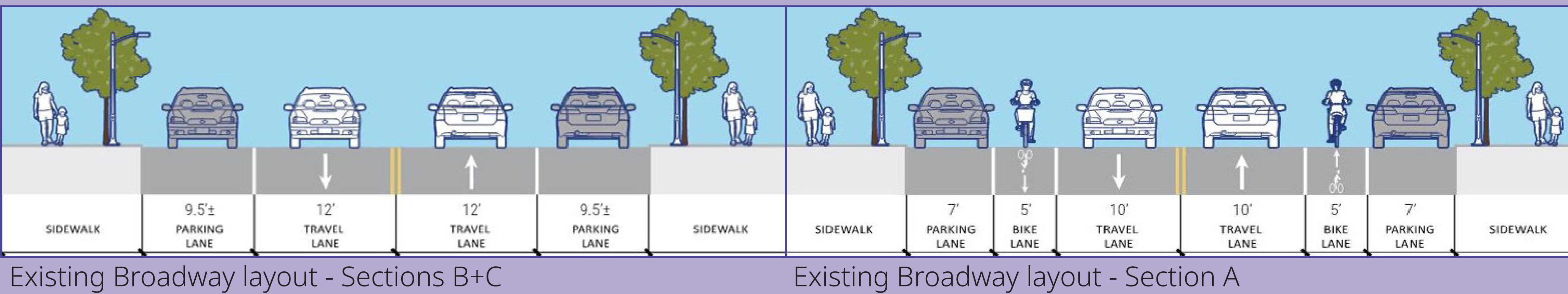


Project Overview

Current and Proposed Street Layout

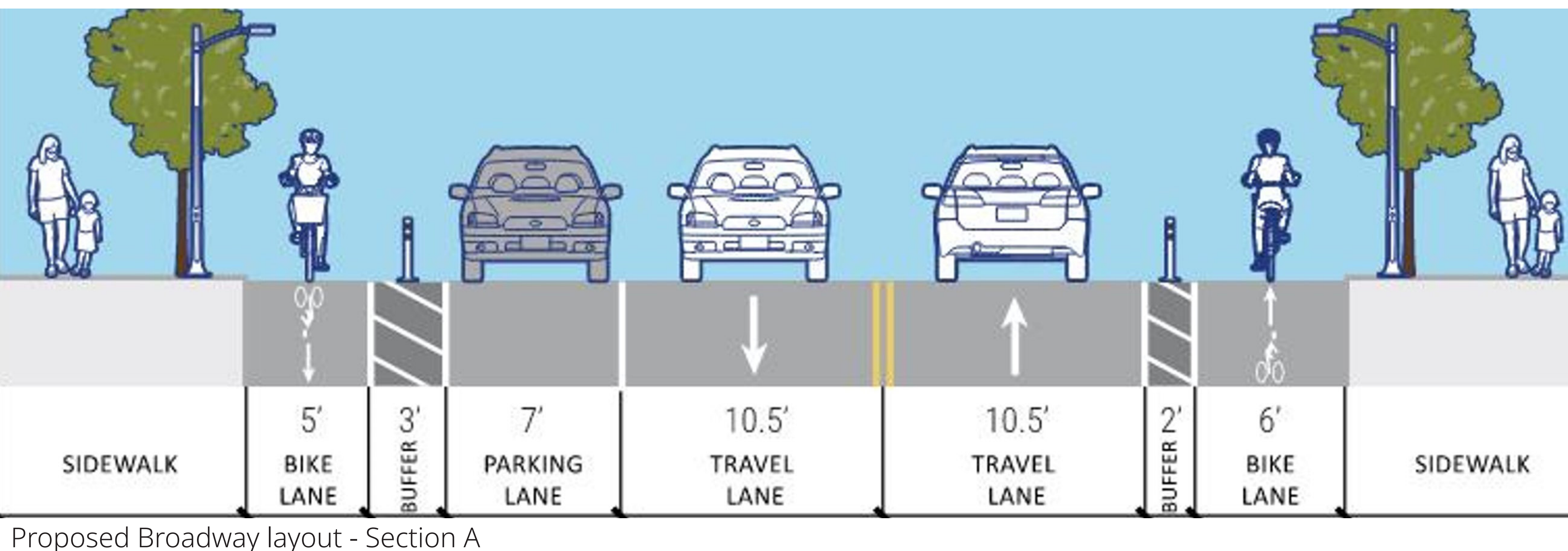
Current Street Layout

- Some sections have painted bike lanes with no separation.
- Most sections have shared bike lane markings, with no designated space for people biking.
- Parking is on both sides of the street.



Proposed Street Layout and Improvements

- Bike lanes in each direction separated by white flex- posts or other physical barriers.
- Street parking will alternate sides.
- Narrower street, reducing vehicle speeds and improving safety.



Ways to Share Feedback



Take the Survey!

Scan the QR code and fill out our Design Feedback Survey for Section A.



General Project Feedback Form

Scan the QR code and give us general feedback on the project.



Visit The Project Website

To learn more about the project, access high-resolution images and maps of the design, stay updated on events and the project timeline, scan the QR code.

Contact The Project Manager

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