

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)

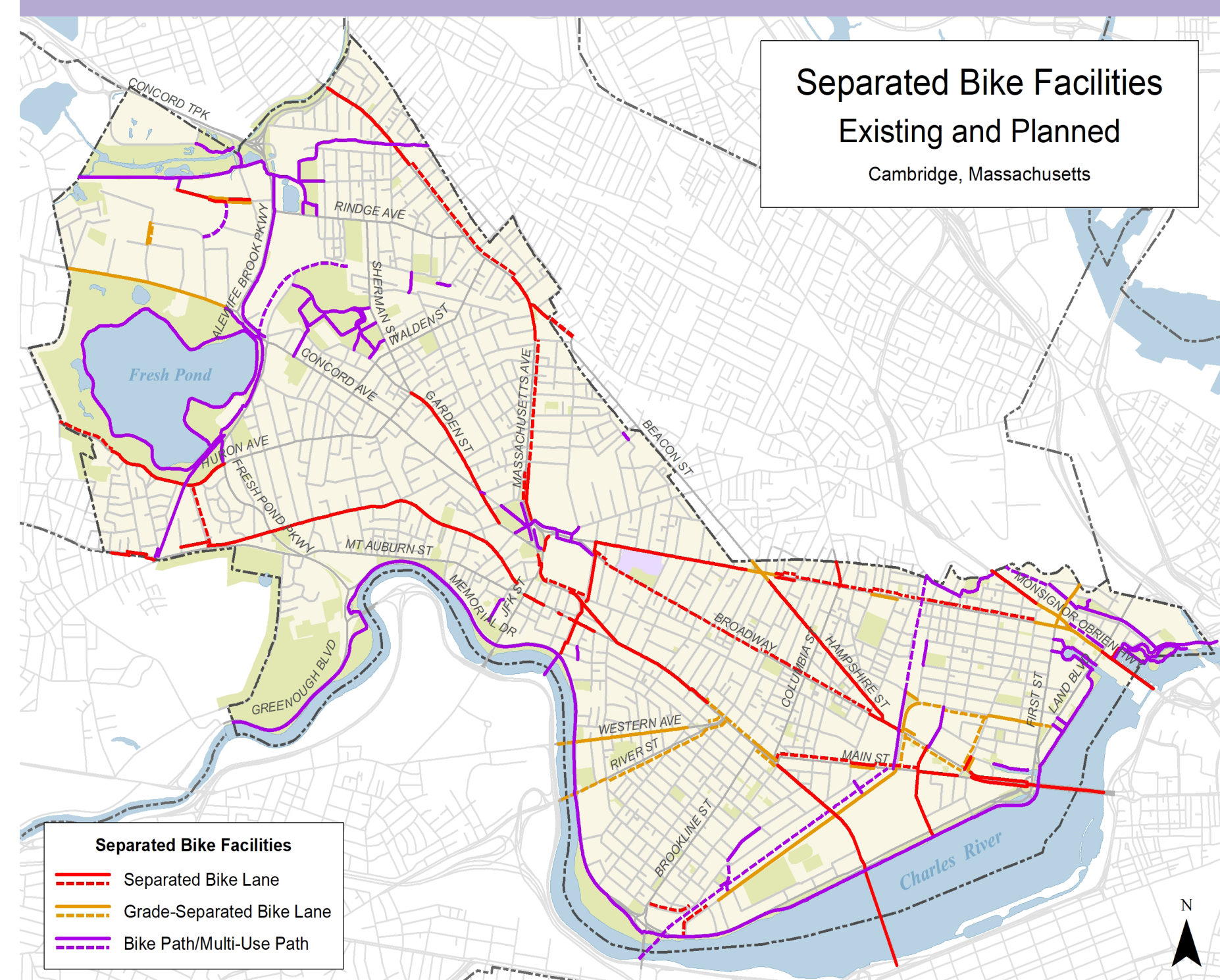


Scan to
learn more
about the CSO

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

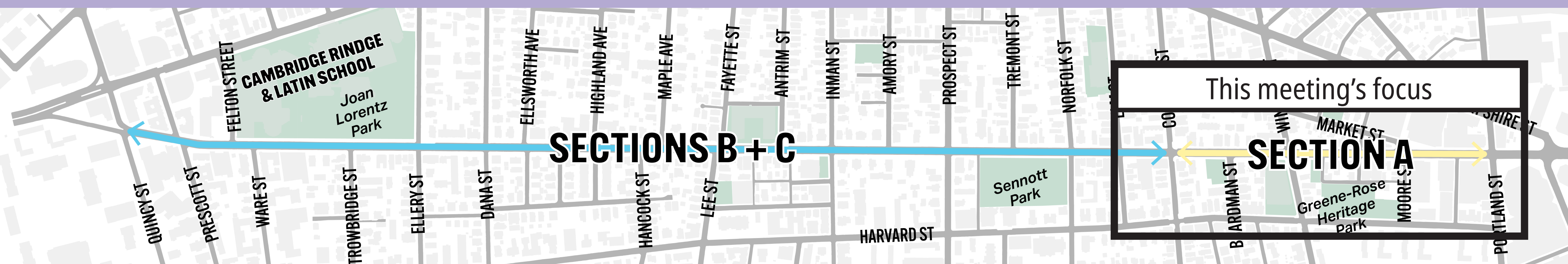
Section A: Columbia St to Portland St

Section B+C: Quincy St to Columbia St

Section A Timeline

May 2025: Roadway paving begins, side-street parking changes installed.

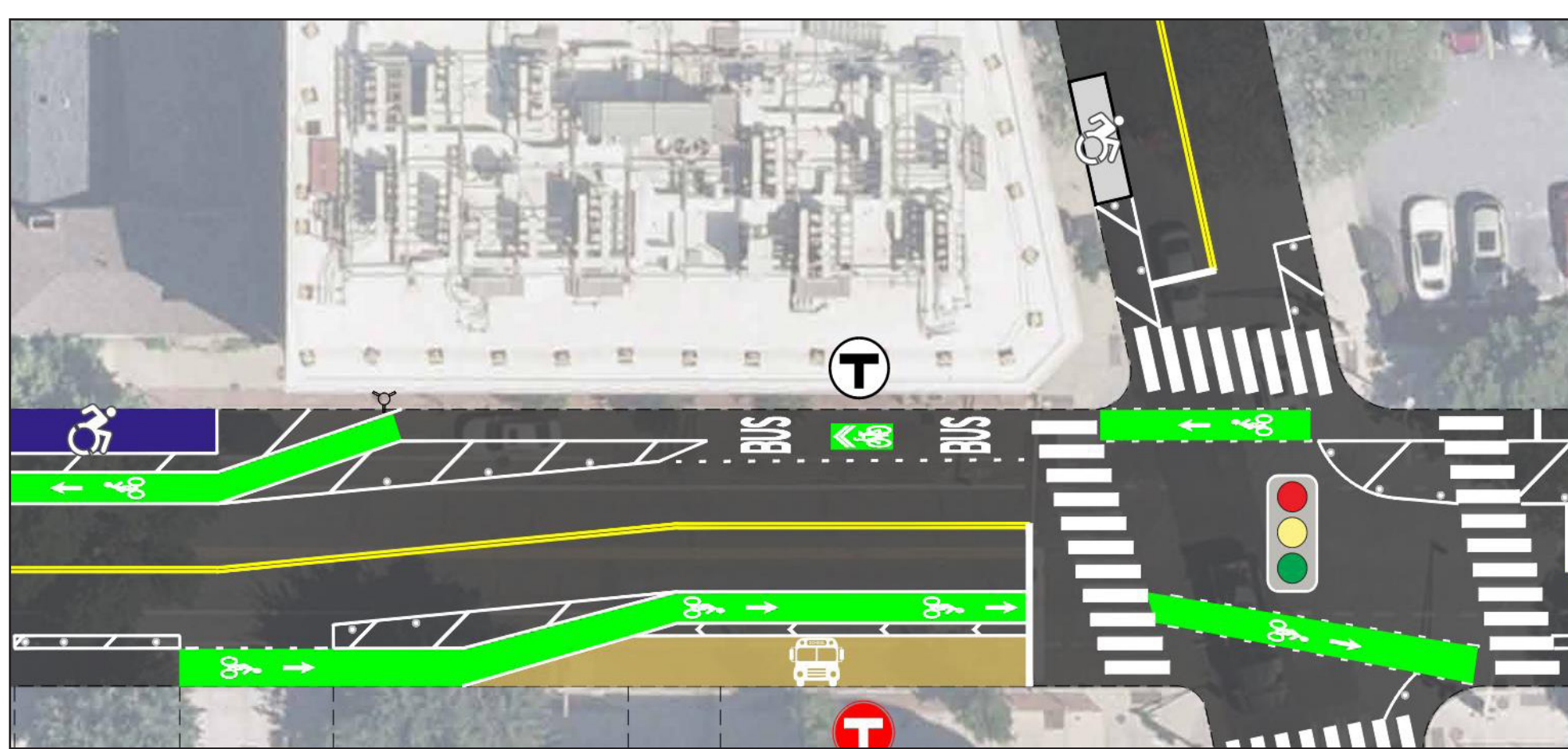
June-July 2025: Project Install.



Recent Changes to the Project Design

Modifications to the Street Layout

- Use of “quick-build” curb extensions, which improve pedestrian safety and visibility
- Improved pick-up/drop off for school buses



Example of a location where the project design changed. Location: Windsor St at Broadway.

Addressing Parking Concerns

We are reducing on street parking, with 41 of the 89 existing spaces retained in the updated design. In response to community feedback, we made some changes:

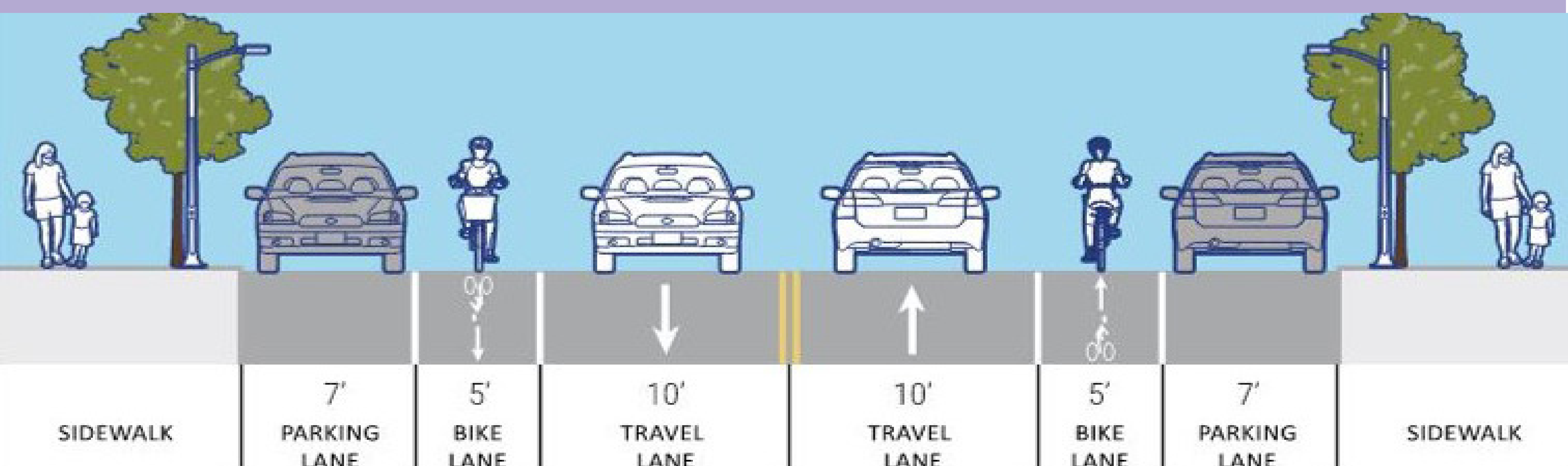
- Added accessible/handicap parking.
- Changed meter and loading locations based on feedback from businesses.
- Adjusted city rules to allow for more sharing of off-street privately owned parking.

Project Overview

Current and Proposed Street Layout

Current Street Layout

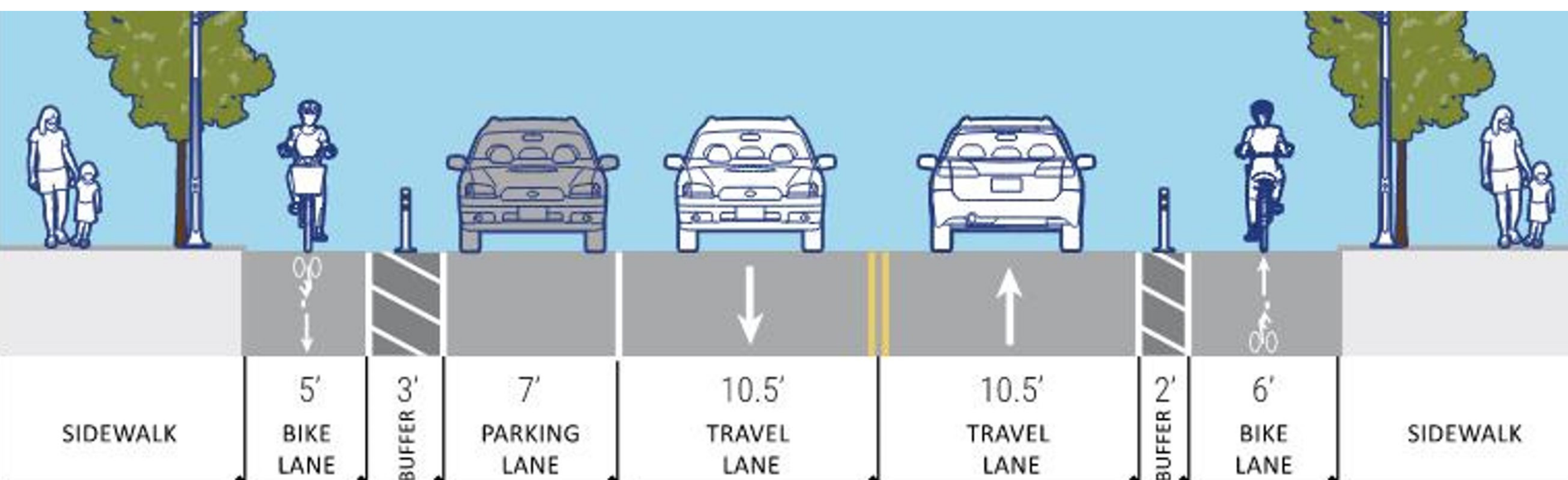
- Painted bike lanes with no separation.
- Parking on both sides of the street.



Existing Broadway layout - Section A

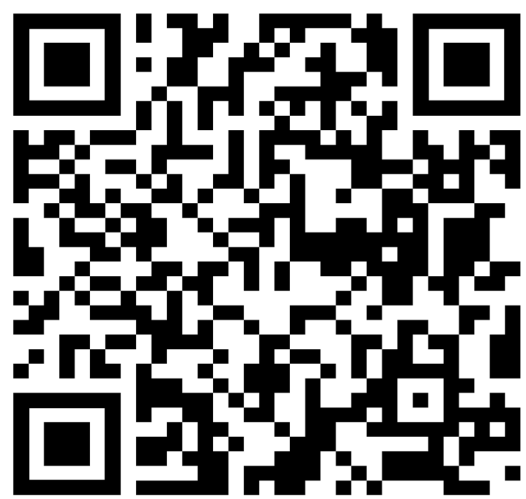
Proposed Street Layout and Improvements

- 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.



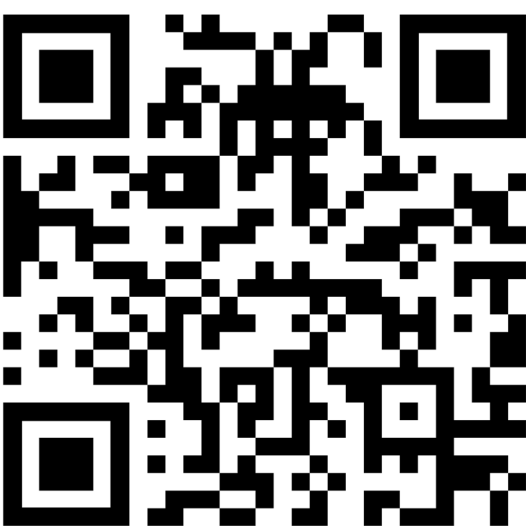
Proposed Broadway layout - Section A

Stay Updated



Sign Up For the Mailing List

Receive updates about installation schedule, and work impacts.



Visit The Project Website

Keep in touch by visiting the project website. Updates for Sections B+C are coming soon.



Subscribe to City Daily Updates

A great way to stay involved with all city news, the Daily Update email goes out every day at 7 pm and will provide information when major events with this project and other CSO projects are happening.

Contact The Project Manager

Andreas Wolfe

Street Design Project Manager
awolfe@cambridgema.gov
617 - 349 - 9162

