

Policy and Planning Background

The Bicycle Network Vision, The Cycling Safety Ordinance & Quick-Build Design

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



View the 2020 Bicycle Network Vision

What is a Quick - Build Project?

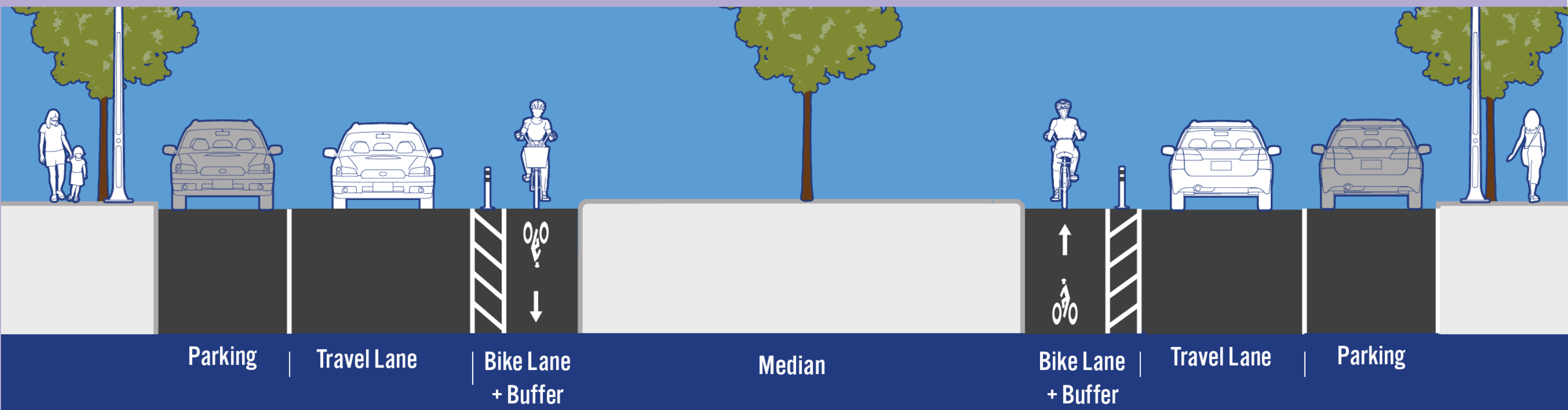
- Quick-build projects allow us to make improvements to our streets more quickly.
- Involves no construction and less coordination with utility companies.
- Fewer impacts to residents during implementation.
- More limited toolbox (i.e. no changes to curbs, drainage, or sidewalk materials).
- Easier to modify the design even after installation, for example. Flex-posts can be relocated and pavement markings can be removed and reapplied.



Proposed Street Layout

Project Overview

Street Layout: Aberdeen Ave

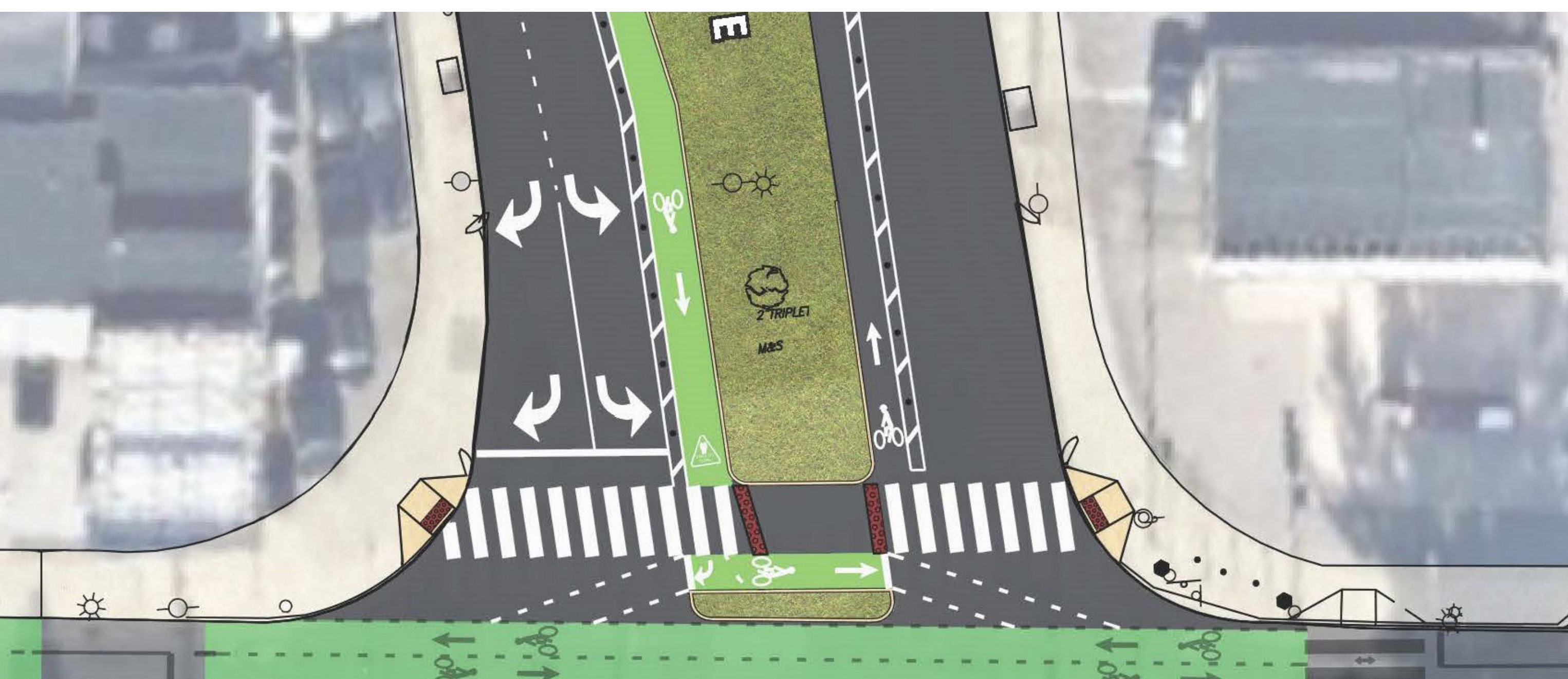


In the proposed street layout, the bike lanes are next to the median and are separated by flex posts. The design introduces narrower travel lanes, which reduce vehicle speeds.

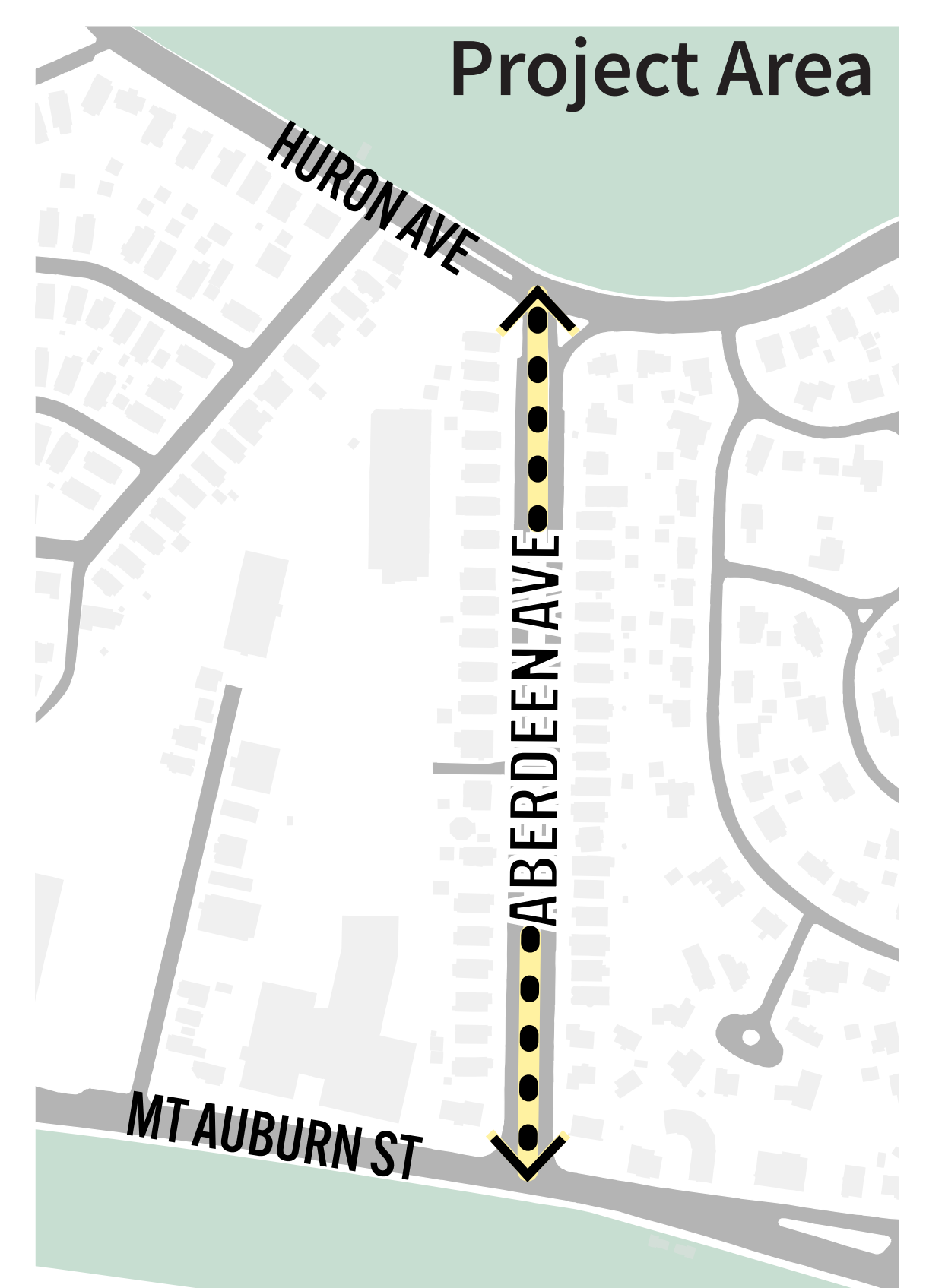
Left Side Bike Lanes are the Preferred Design

- No impacts to parking and satisfies emergency vehicle requirements - minimum 18 ft between parking and median.
- Signals at both ends to get people in and out of the bike lane safely.
- Takes advantage of fewer conflict points on the median side of the street, which is a unique feature not found on other streets in Cambridge.

Street Layout: Aberdeen Ave at Mt Auburn St



At the intersection of Mt. Auburn St and Aberdeen Ave, we are installing a pedestrian crossing island and changing how vehicle, pedestrian and bicycle traffic will flow through the intersection.



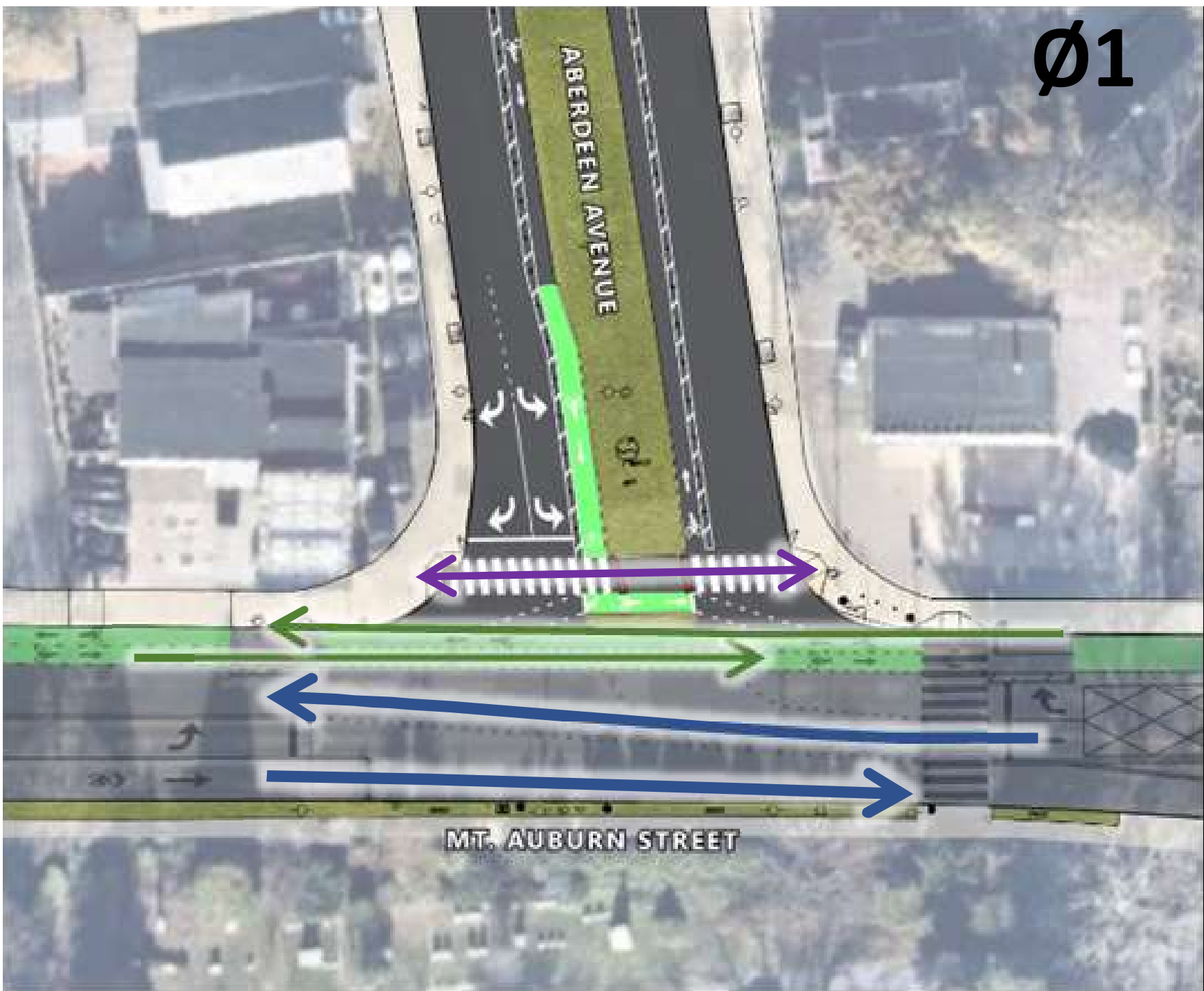
Intersection Operations

Key Design Changes

Changes to Intersection at Mt. Auburn St

- Changes to signal timing to increase efficiency.
- Modifications to how people get through the intersection to improve safety.

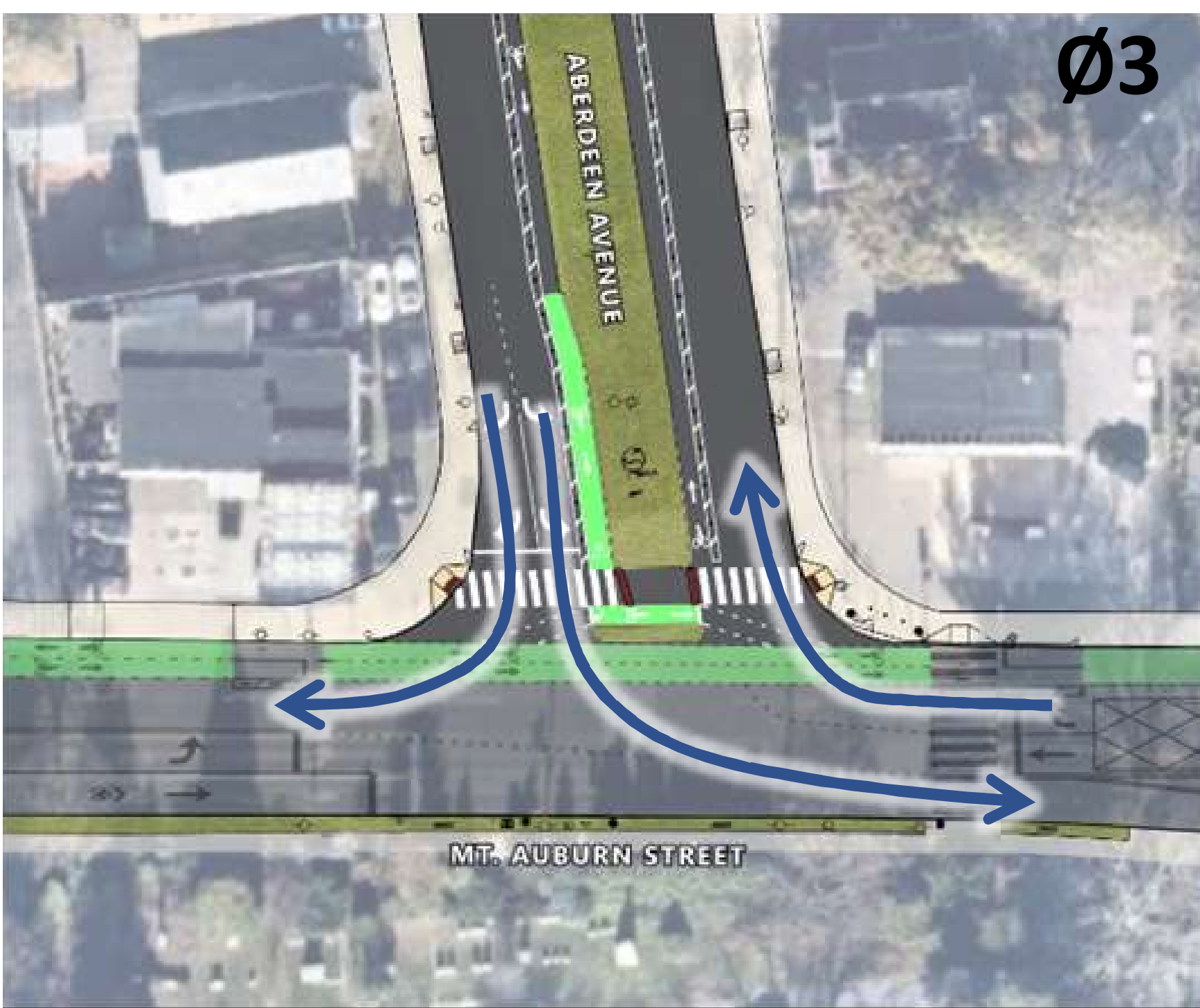
Traffic Signal Phase 1



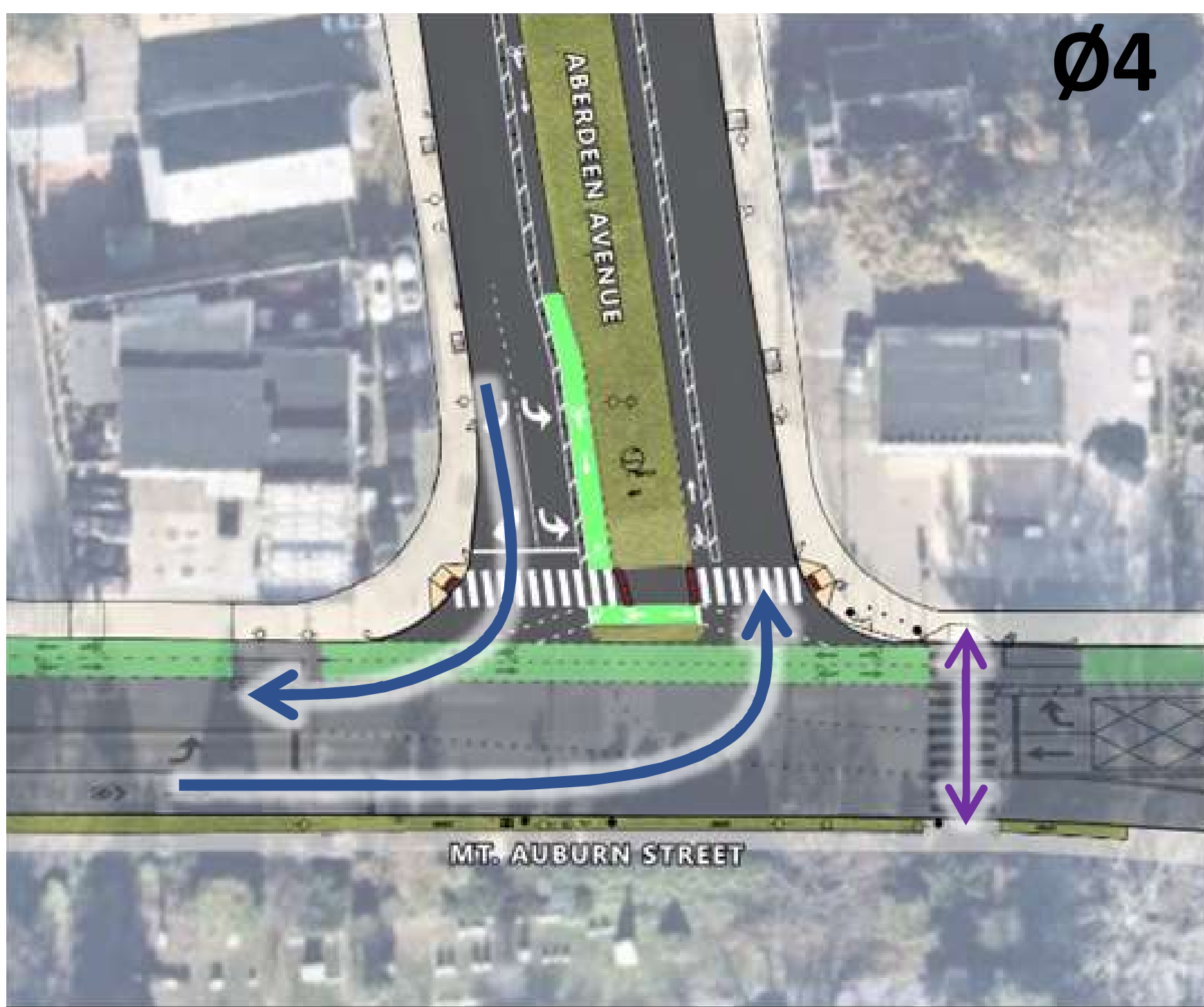
Traffic Signal Phase 2



Traffic Signal Phase 3



Traffic Signal Phase 4



Map Key

Bike

Pedestrians

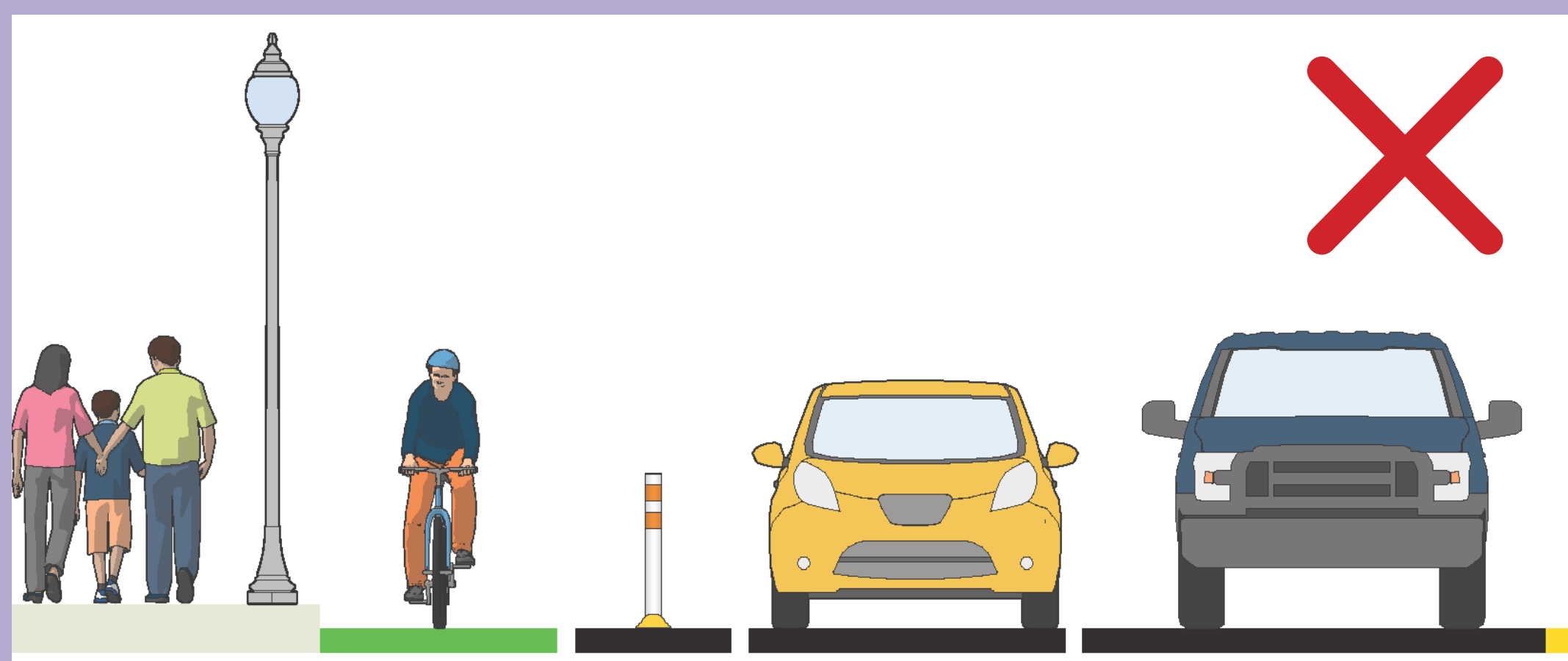
Vehicles (Including westbound bus)

Right or Left Side Bike Lanes?

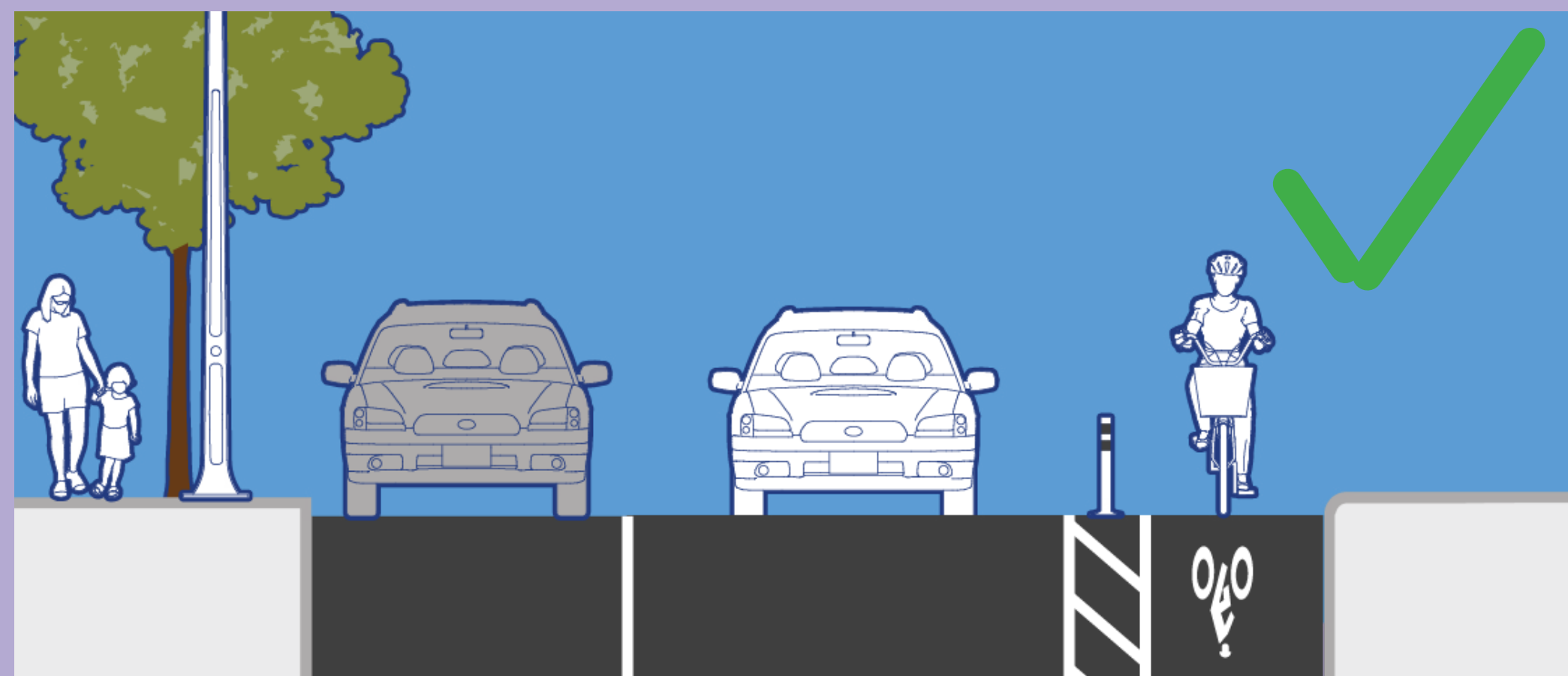
Design Considerations

Why Right-Side Separated Bike Lanes Were Not Implemented?

- Didn't meet requirements for emergency response vehicles.
- Required removal of significant parking - approximately one parking space per driveway.



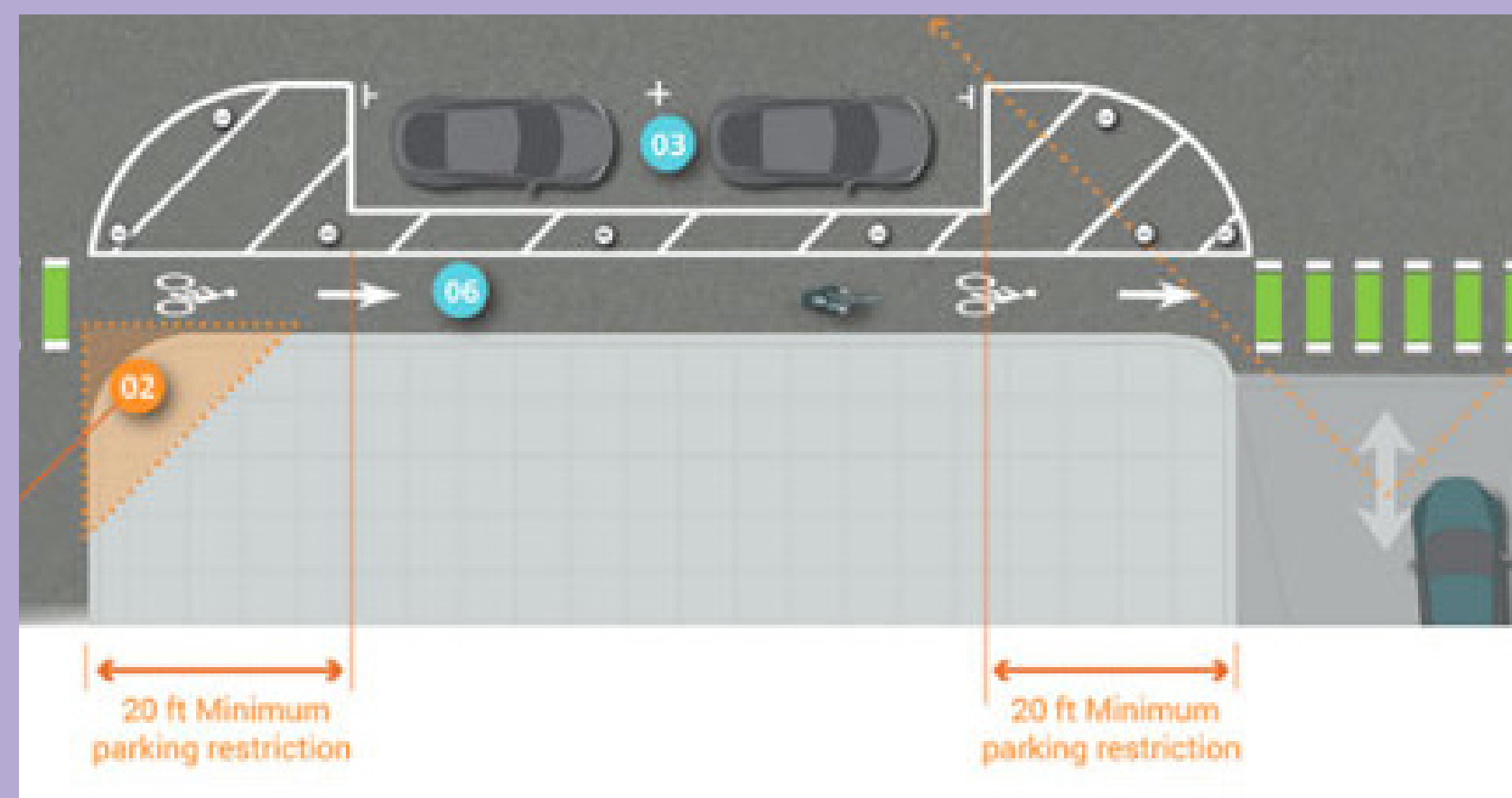
Example of a right side separated bike lane - **not advanced for consideration.**



Proposed street layout with left side bike lanes.

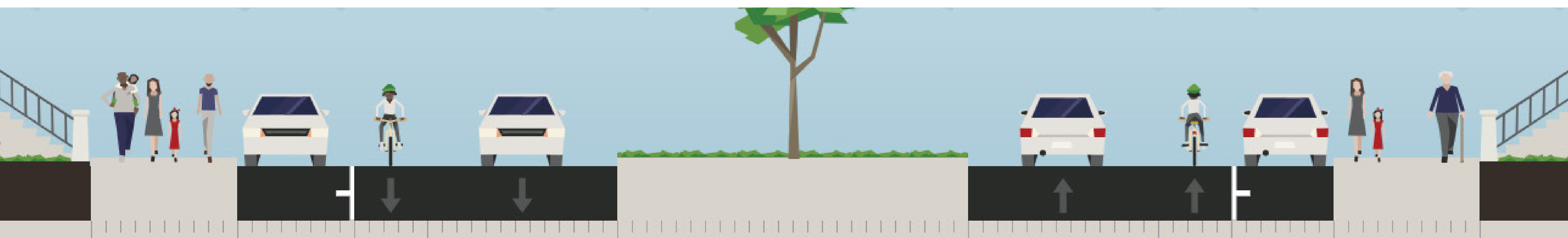


The median allows us to place bike lanes on the left side. With no driveways there, "clear zones" are not needed.



Separated bike lanes at driveways require clear zones to restrict parking.

Existing Street Layout Doesn't Meet Project Goals



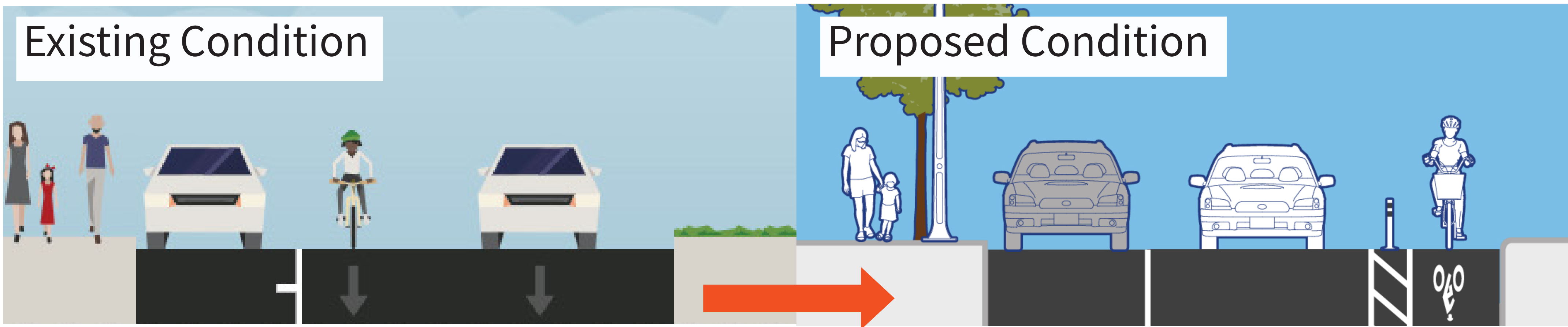
Bike lanes are next to parked cars without physical separation. There is more space for driving which encourages higher vehicle speeds. Bike lanes have no physical separation, which is required with the City's Cycling Safety Ordinance.

Vehicle Speeds and Traffic Calming

Design Considerations

Flex-Posts Narrow Street Width

- Today there is about 19 ft between parking and the median.
- We will place flex-posts 7 ft from the edge of the median.
- This narrows the driveable part of the street to about 12 ft.



The bike lane is only painted, which makes the street wider. Flex-posts narrow the street.

Narrower Streets = Slower Speeds

- Slower speeds creates a new “feel” for the street.
- Possible to pair with other safety features, such as speed humps and flashing beacons.
- We’ll use a reduced number of flex-posts than typical to address concerns we’ve heard about the proposed width.

Aberdeen Ave Speed Data (Collected September 2024)

Speed Bracket	Southbound	Northbound
50th percentile (50% of drivers went faster)	29 MPH	27 MPH
85th percentile speed (15% of drivers went faster)	33 MPH	32 MPH
95th percentile speed (5% of drivers went faster)	36 MPH	35 MPH

Staff will collect additional data after the project is installed.

Next Steps



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.



Sign Up For Updates

Get real-time updates through the project email list about construction and installation.

Contact The Project Manager

Andreas Wolfe

Street Design Project Manager
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Installation Schedule

- **Tonight (We are Here!)**
 - Presenting final design at in-person Open House.
- **Late August/Early September 2025**
 - Pavement markings installed. Work will take place overnight.
- **Mid-Fall 2025**
 - Flex-Post installation. Work will take place during the day.
- **Ongoing After Installation**
 - Adjustments to flex-posts as needed.
 - Data collection (including speed data).
 - Additional gas company obligations, such as sidewalk repairs.