



Rendering of Proposed Design of the Cambridge Street Safety Improvement Project

Cambridge Street Safety Improvement Project

Virtual Information Session
April 29, 2026

**CITY OF
CAMBRIDGE**

Department of
Transportation

In collaboration with: The Department of Public Works

Project Team

Project Manager

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Design Consultants

- **Kleinfelder Inc**
 - Kate Ackerson, P.E., MBA*
- **Toole Design Group**

Meeting Purpose, Outcome & Process

Purpose

We are creating a new design for Cambridge Street as part of the City's Cycling Safety Ordinance. Today, we will share project updates and updated project designs.

Outcome

Participants of today's meeting will have a clearer understanding of what to expect with the Cambridge Street Safety Improvement Project, including how to provide feedback.

Process

City staff will present a slide show and then have a question-and-answer session for public input. In the coming months, there will be more opportunities to be involved in different ways, including more information regarding construction impacts and updates to the project design.

Agenda

01. Project Background

- Cycling Safety Ordinance (CSO)
- Separated Bike Lane Network

02. Project Updates

- Project Area, Sections and Timeline
- Utility Work and Construction Scope
- Sections A (Oak St to Willow St) & C (Fulkerson St to Second St) Updates
- Section B (Willow St to Fulkerson St) Updates

03. Project Design

- Section A, Prospect St to Willow St, Final Design
- Section C, Fulkerson St to Second St, Draft Design

04. Parking Impacts

- Overview of Parking Impacts
- Side-Street Parking Changes
- Parking feedback and working with businesses

05. Next Steps

- Timeline
- Questions + Feedback

01. Project Background

Cycling Safety Ordinance Overview

2019

Cambridge City Council passes the Cycling Safety Ordinance

- The Ordinance requires the City to construct separated bike lanes if the street has been designated for “Greater Separation” in the Bicycle Network Vision.

2020

Cambridge City Council passes amendments to the Cycling Safety Ordinance

- Requirement for the City to install about 25 miles of separated bike lanes by April 30, 2026, including quick-build projects not on the Five-Year Plan.

2024

City Council sets new deadline of November 1, 2026



Cycling Safety Ordinance Overview

The Ordinance requires the City to install separated bike lanes on:

- All of Massachusetts Ave
- **Broadway** from Quincy St to Hampshire St
- **Cambridge St** from Oak St to Second St
- **Garden St** from Huron Ave to Berkeley St/ Mason St
- **Hampshire St:** from Amory St to Broadway

It also requires **11.6 miles** of separated bike lanes in other locations identified in the 2020 Bicycle Network Vision.

Learn more at:
cambridgema.gov/cycling-safety-ordinance

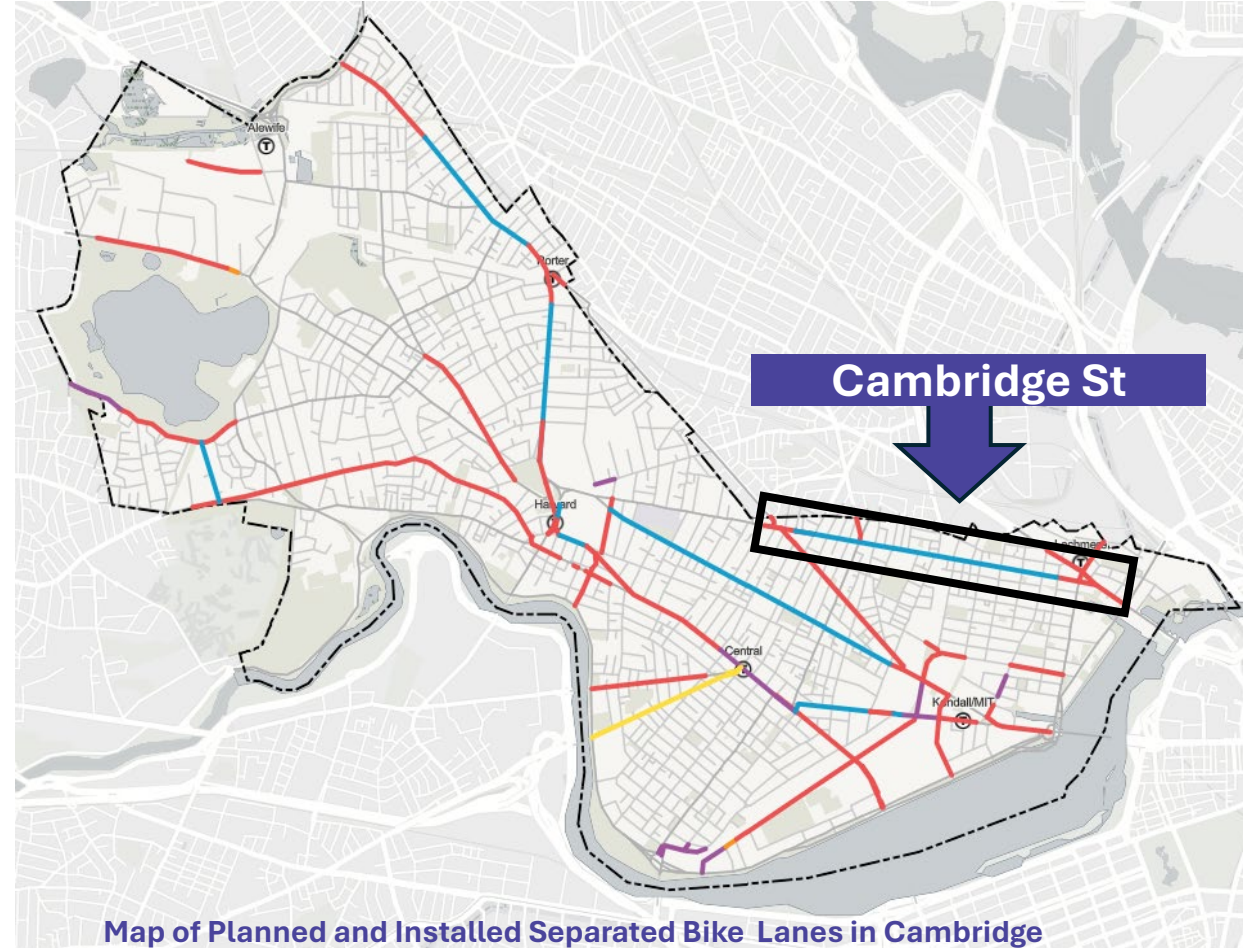


The Separated Bike Lane Network

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

Learn more at:

cambridgema.gov/cycling-safety-ordinance



Map Key:

Project Not Yet Started

Project Started- Community Engagement Ongoing

Plans Complete, Installation Not Started

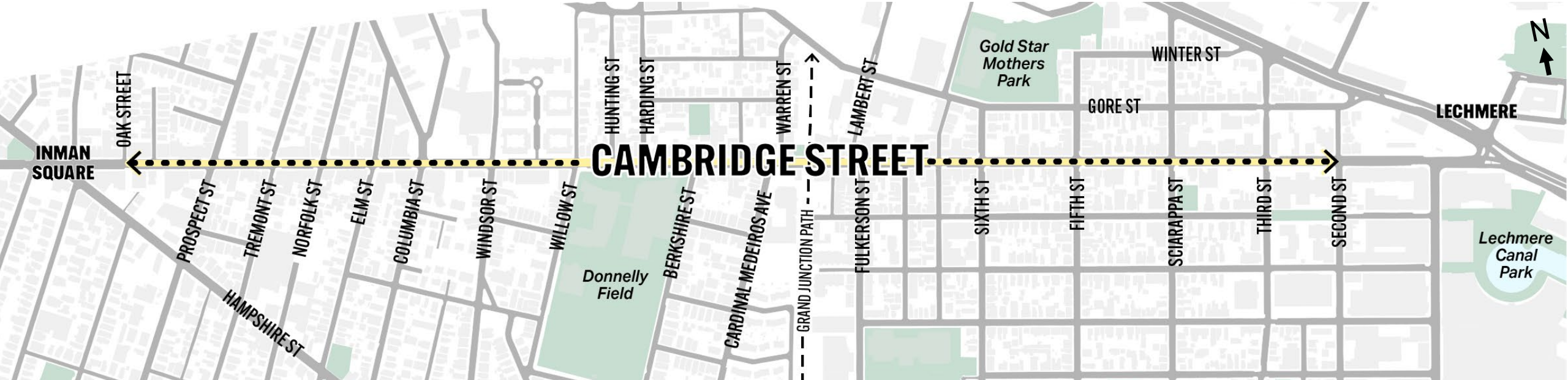
Project Complete

02. Project Updates

All Sections

Project Area

Cambridge Street: From Oak St to Second St



Project Status

Oak St to Prospect St: Complete

Section A: Prospect St to Willow St

Section B: Willow St to Fulkerson St

Section C: Fulkerson St to Second St



Project Timeline

This Meeting's Focus

SECTION A

- 1 Today**
 - Final tweaks and adjustments
 - Installation and Construction Planning
- 2 Fall 2026-Spring 2027**
 - Construction Starts
- 3 Fall 2027**
 - Target Construction End

Quick Update

SECTION B

- 1 Today**
 - Outreach and Preliminary Design
 - Project Scoping and Budgeting
- 2 2026-2027**
 - Continued design and outreach
 - Early action roadway repairs and utility work
- 3 Late 2027**
 - Begin construction

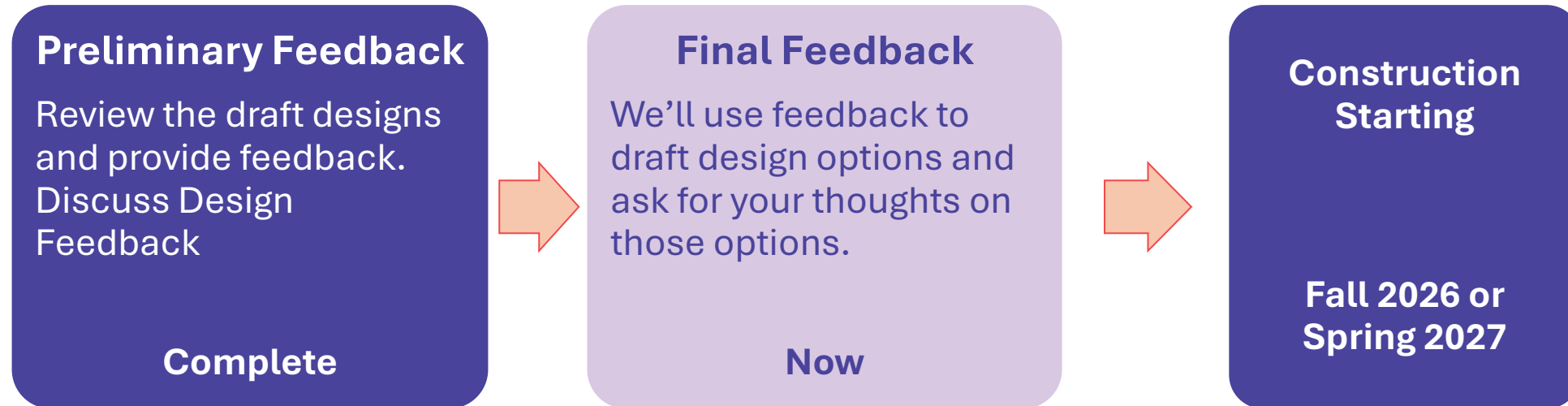
This Meeting's Focus

SECTION C

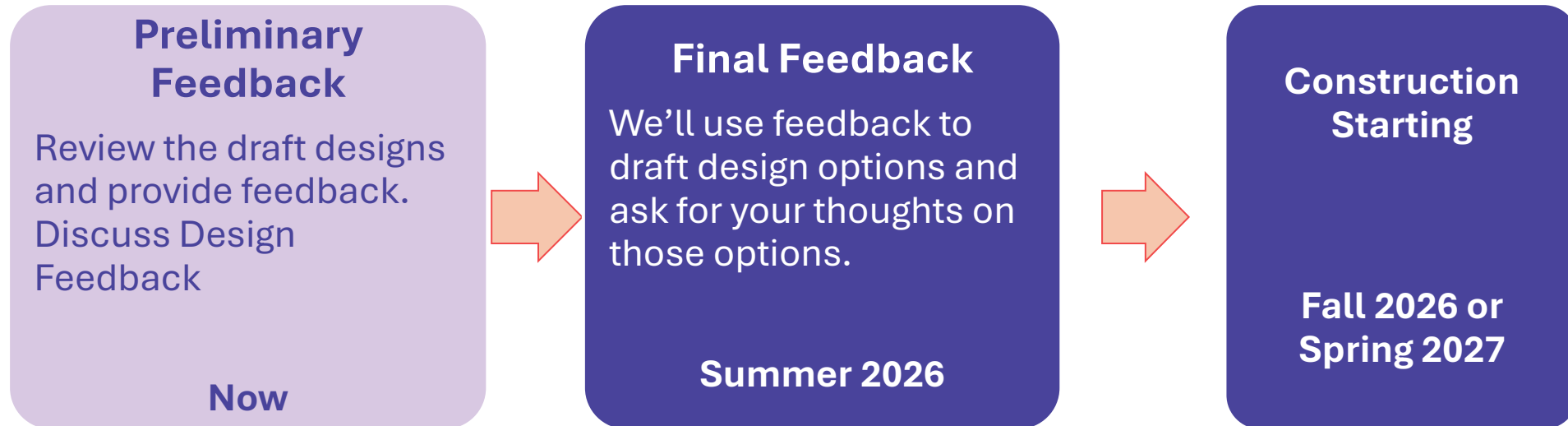
- 1 Today**
 - Draft design, feedback.
- 2 Summer 2026**
 - Final tweaks and adjustments
- 3 Fall 2026-Spring 2027**
 - Construction Starts
- 4 Fall 2027**
 - Target Construction End

Section A – Prospect St to Willow St
Section C – Fulkerson St to Second St

Updated Schedule: Section A, Prospect St to Willow St



Updated Schedule: Section C, Fulkerson St to Second St



Construction Scope Comparison

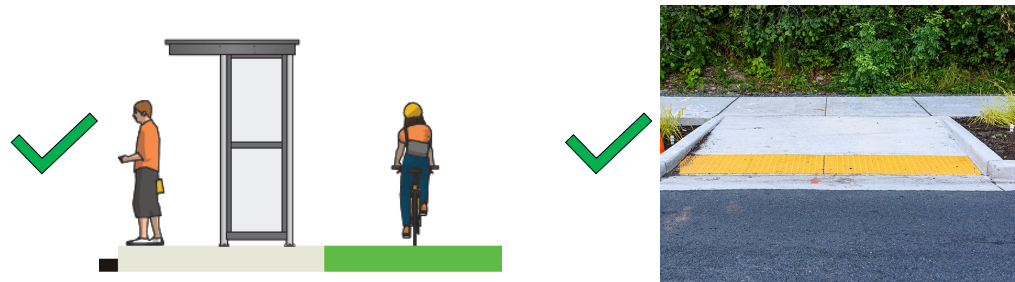
Section A vs. Section C

Section A	Section C
<p>Existing Condition No bike separation. Worst pavement condition on corridor.</p>	<p>Existing Condition No bike separation. Poor pavement, better than Section A.</p>
<p>Pavement Full roadway reconstruction in parts. Deep mill and pave elsewhere.</p>	<p>Pavement Deep mill and pave only.</p>
<p>Utilities Gas and water upgrades. Non-copper water services to be replaced.</p>	<p>Utilities Some relocations, as necessary. Non-copper water services to be replaced.</p>
<p>Design Floating bus stops, moving curbs, some quick-build.</p>	<p>Design Mostly quick-build, some curbs, no floating bus stops.</p>

Construction Scope Comparison

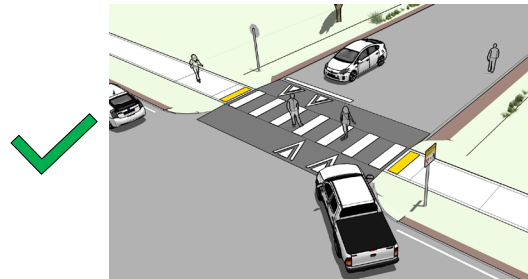
Section A

Section C



Floating Bus Stops

Retrofit Curb Ramps



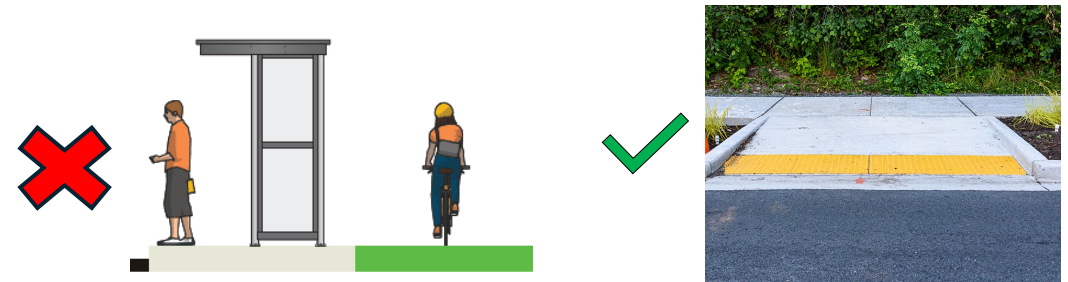
Raised Crosswalks



Flex-Posts and Precast Barriers

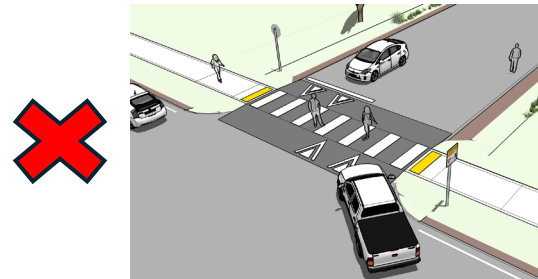


Full Depth Reconstruction



Floating Bus Stops

Retrofit Curb Ramps



Raised Crosswalks



Flex-Posts and Precast Barriers



Full Depth Reconstruction

Section B Updates – Willow St to Fulkerson St

Section B - What We're Working On

Pavement Restoration

- **Pavement samples collected.** Evaluating the cost and scope of paving (deep vs. conventional mill and pave).

Signalization Work

- **Installing new traffic signal at *Cardinal Medeiros Ave and Cambridge St.*** Requires significant utility coordination and design work than typical quick-build.
- **Bicycle lanes will be designed** between Cardinal Medeiros and Lambert/Fulkerson

Street Design near King Open School

- **Design considerations are needed to accommodate school buses and retain parking.** Evaluating construction options.

Timeline

- **Resources are focused on Sections A and C.** Section B work will follow once design of A and C are complete.

03. Project Design

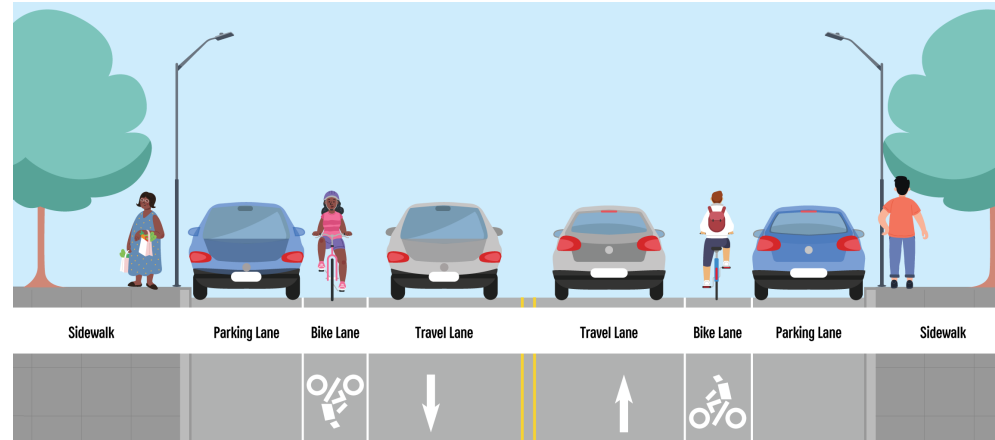
03. Project Design

Section A – Prospect St to Willow St, Final Design

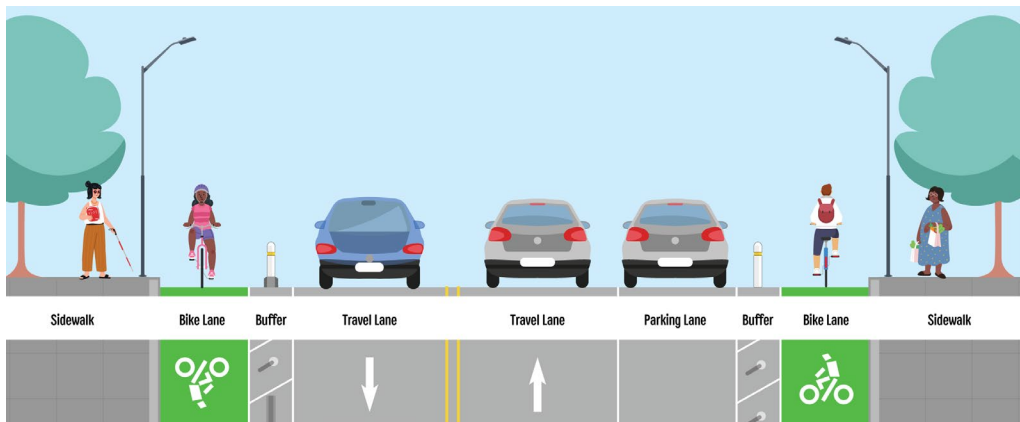
Typical Street Layout

- Parking on one side

Current Street Layout

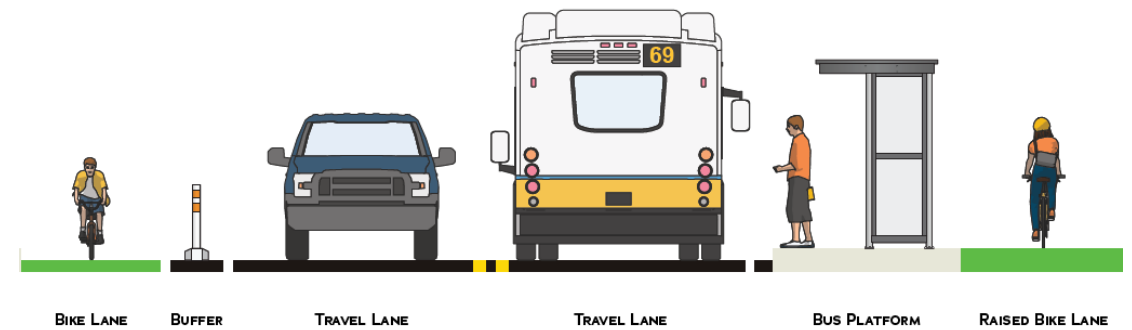


Proposed Layout

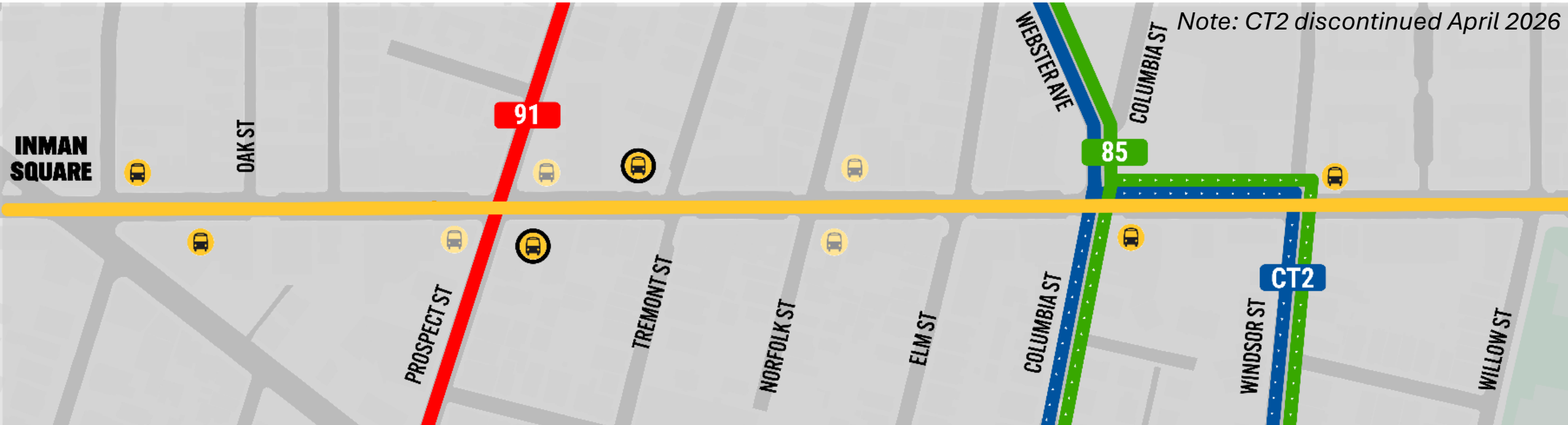


Proposed Layout at Bus Stops

Bus Boarding islands in parking lane at bus stops







Changes to Bus Stop Locations



Section A

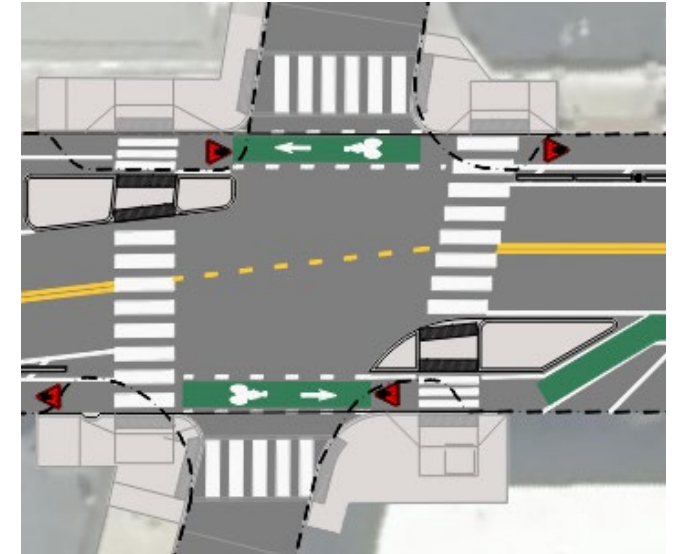
- **Eastbound:** Stop at Prospect St moves across Prospect St. Stop at Norfolk St is eliminated
- **Westbound:** Stops at Norfolk St and Prospect St are combined into one stop at Tremont St

Legend

-  Bus stop removed
-  Bus stop relocated
-  Bus stop remaining
-  MBTA bus route

Pedestrian Safety Improvements

- **Raised side-street crossings**
- **Raised corners** to slow vehicle speeds when turning into and out of side streets
- **Shorter crossing distances:** Each potential conflict can be handled separately (i.e., cross bike lane, then vehicle lanes)
- **Improvements to sight lines** at crossing locations
- **Visually narrowed roadway** for drivers, encouraging lower speeds and higher yielding rates at crosswalks



Raised crosswalks with corner islands at Elm St



Completed Raised Crosswalk

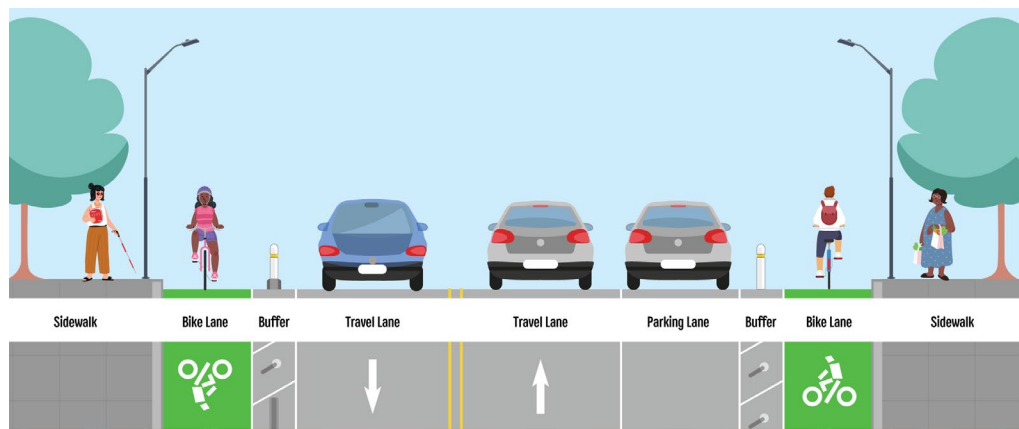
Seasonal In-Street Dining

Dining is temporary during warmer months

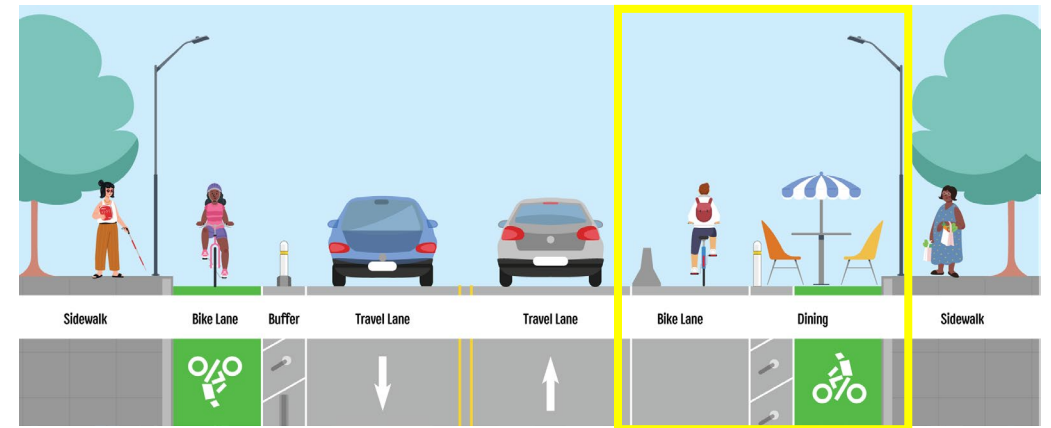
- Outdoor patio furniture set up in bike lane
- Parking lane becomes bike lane
- Parking is removed for dining
- Jersey barriers protect both people biking and people dining

When the dining is removed in the winter, the street will revert to its typical layout and parking restored

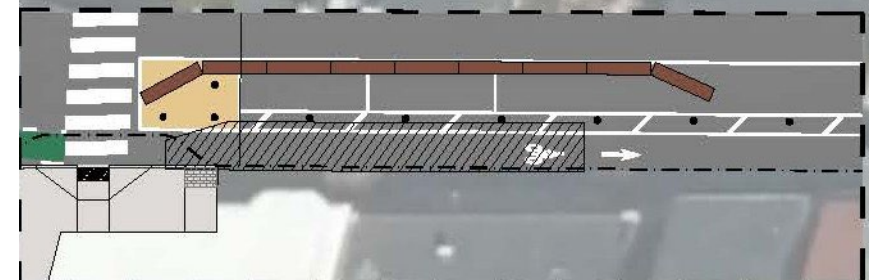
Typical Layout



In-Street Dining Layout



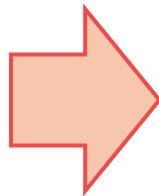
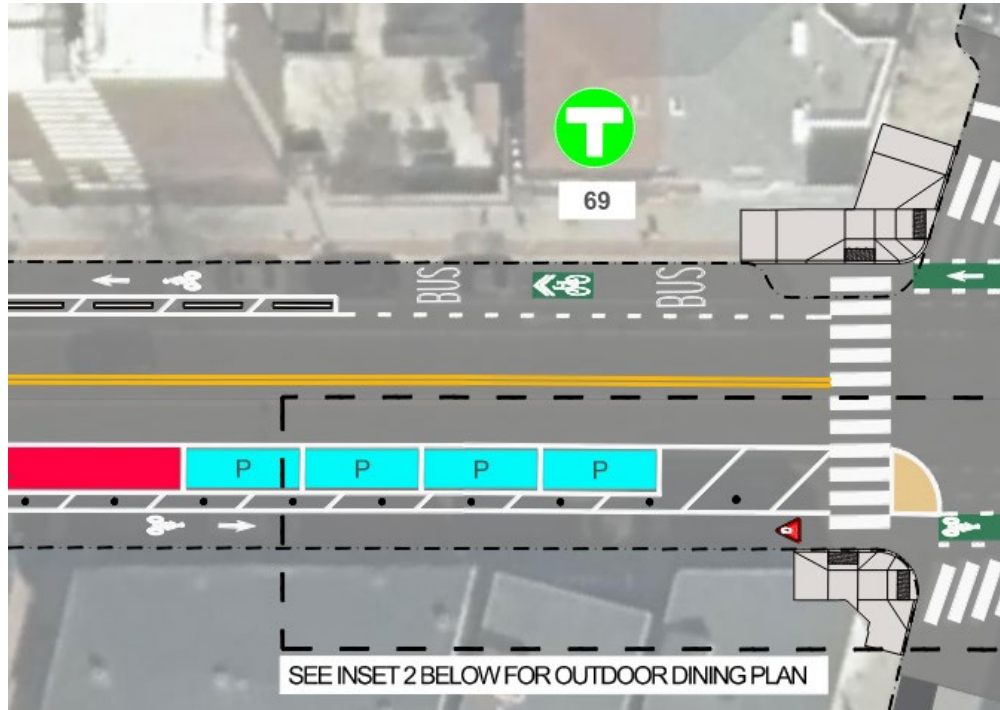
INSET 1: OUTDOOR DINING PLAN



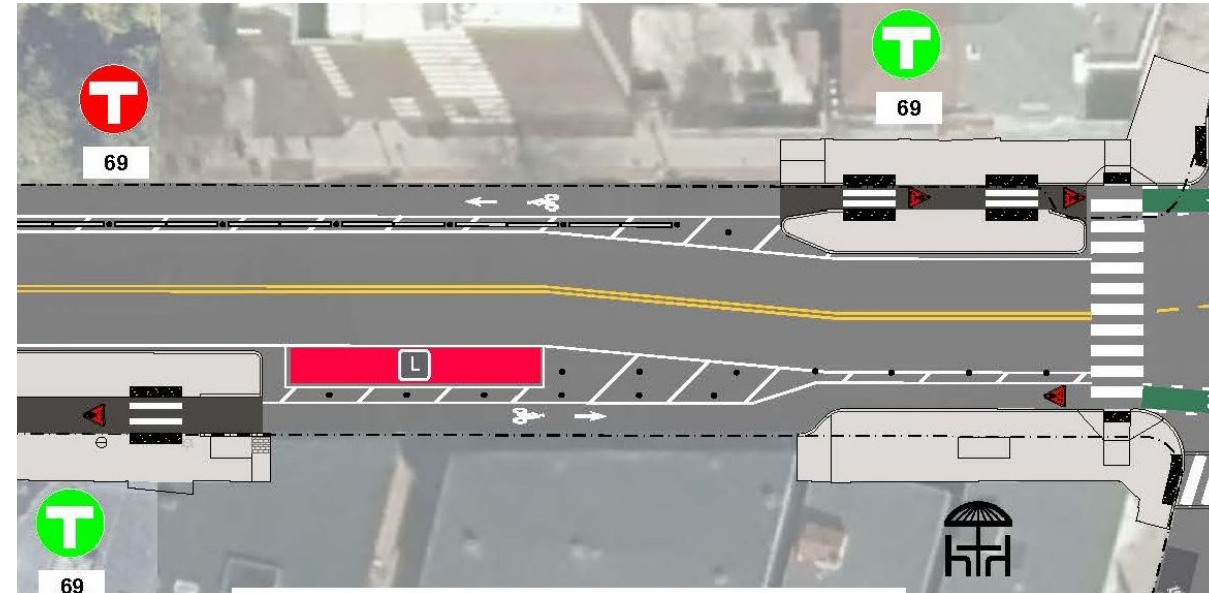
Outdoor dining location overhead plan

Revised Tremont St Design

Previous Design



Updated Design

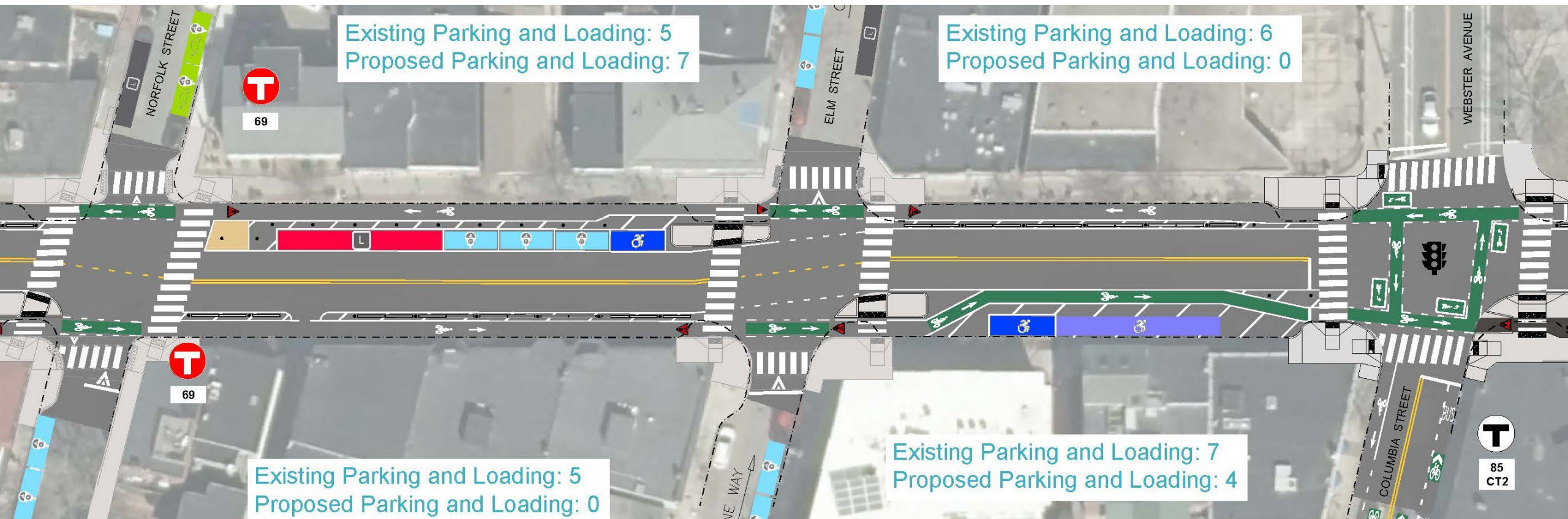


- Bus boarding island
- Loss of three parking spaces
- Expanded sidewalk that keeps outdoor dining possible

Design: Norfolk St to Webster Ave

Overview

- Raised crosswalks at Elm St completed 2025
- Roadway paving throughout
- Bus stop at Norfolk St consolidated, relocated



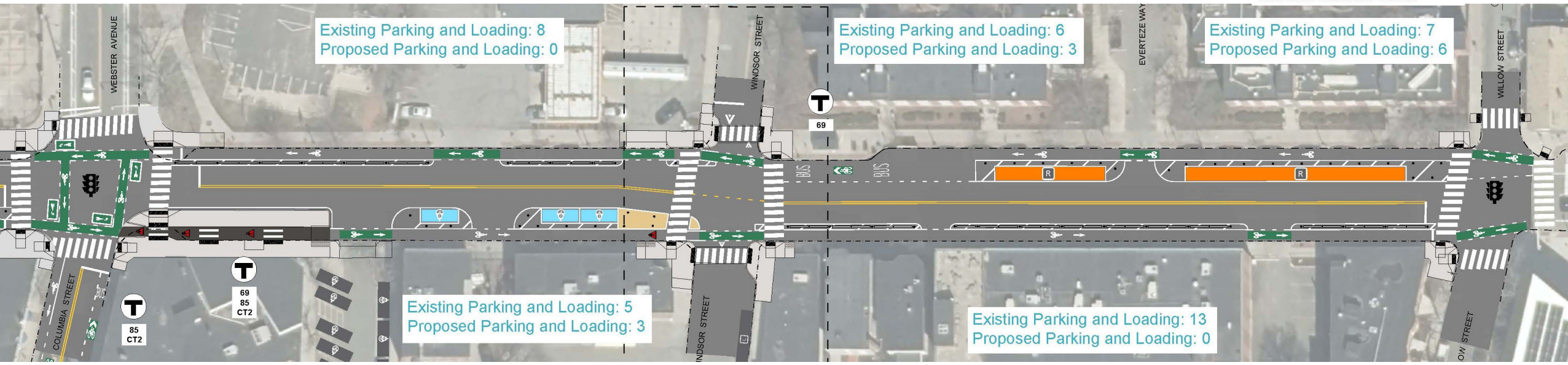
Project Design: Webster Ave to Willow St

Overview

- Replaced traffic signal arm at Columbia St/Webster Ave
- Floating bus stop at Columbia St/Webster Ave. Quick-Build bus stop at Windsor St
- *City considering future design for Windsor St that would be implemented as part of separate project*



INSET 2: FUTURE WINDSOR STREET DESIGN

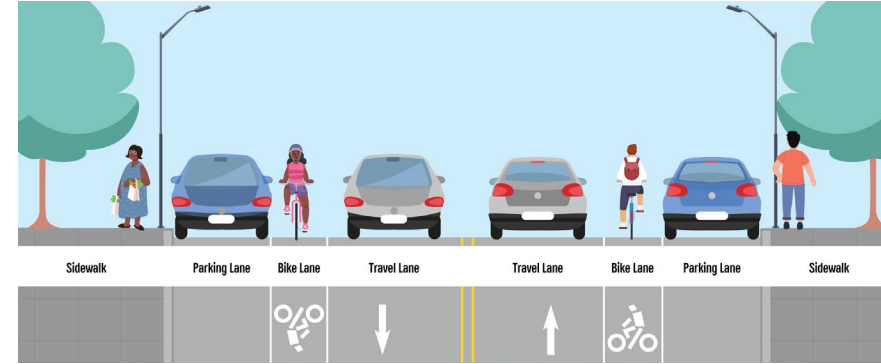


03. Project Design

Section C – Fulkerson St to Second St, Draft Design

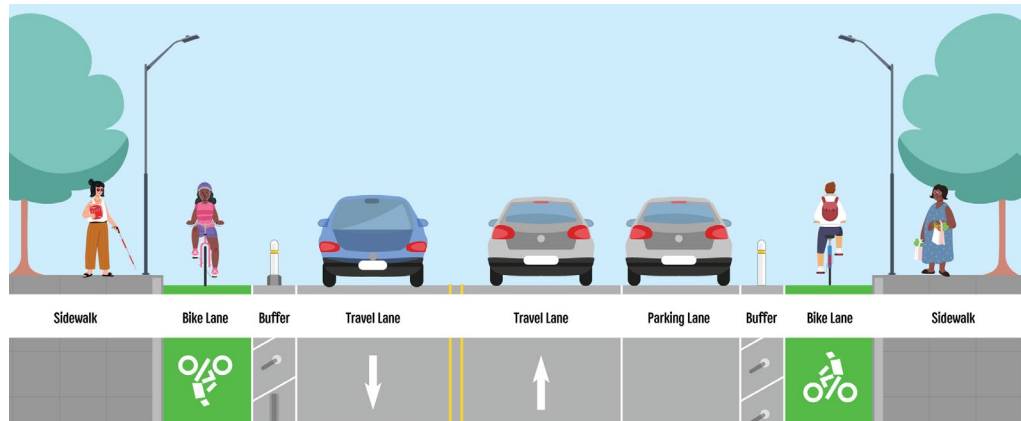
Typical Street Layout – Section C

Current



Proposed

Parking on one side

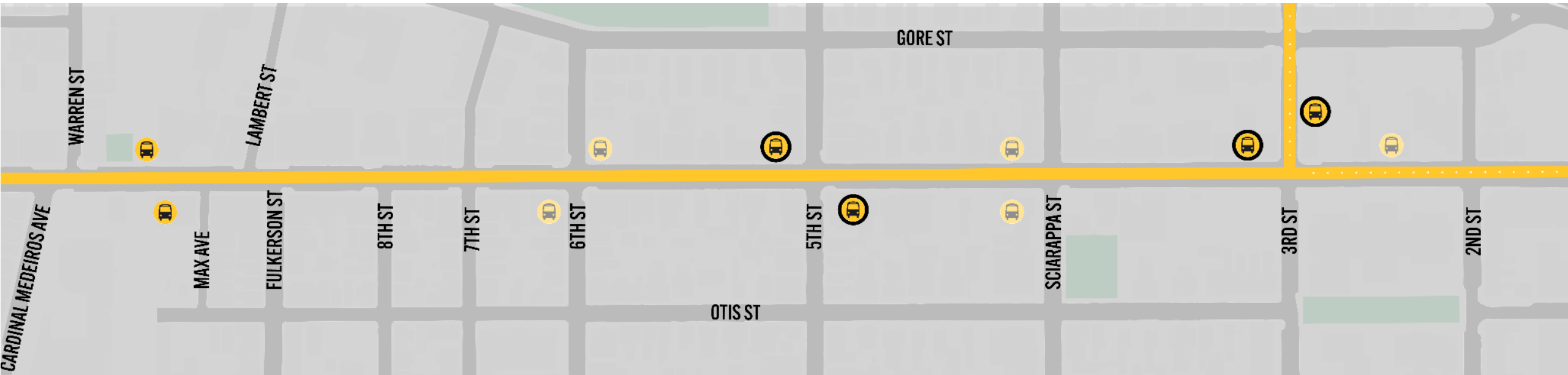


Proposed at Bus Stops

Quick-build, no bus islands







Changes to Bus Stop Locations



- **Eastbound:** Sixth St moves to Fifth St, Sciarappa St moves to Third St
- **Westbound:** Three stops at Second, Sciarappa and Sixth consolidated to two at Third and Fifth

Reminder: Section C is in DRAFT design. What do you think of these proposed changes?

Legend

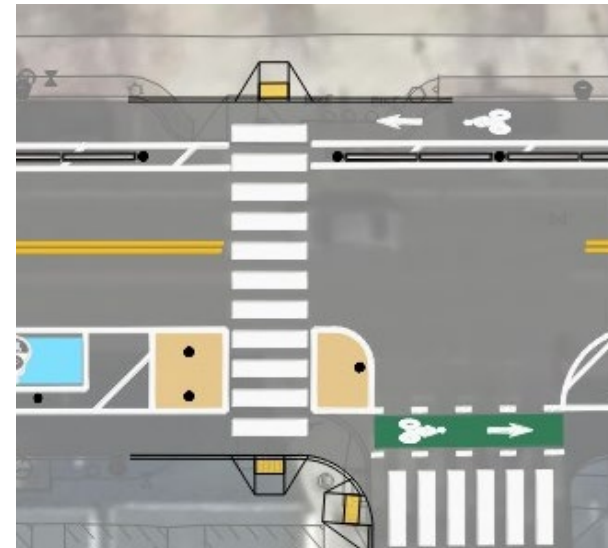
-  Bus stop removed
-  Bus stop relocated
-  Bus stop remaining
-  MBTA bus route

Pedestrian Safety Improvements

- Painted crossing islands (instead of constructed as in Section A)
- Shorter crossing distances: Each potential conflict can be handled separately (i.e., cross bike lane, then vehicle lanes)
- Improvements to sight lines at crossing locations
- Visually narrowed roadway for drivers, encouraging lower speeds and higher yielding rates at crosswalks



Example painted crossing island

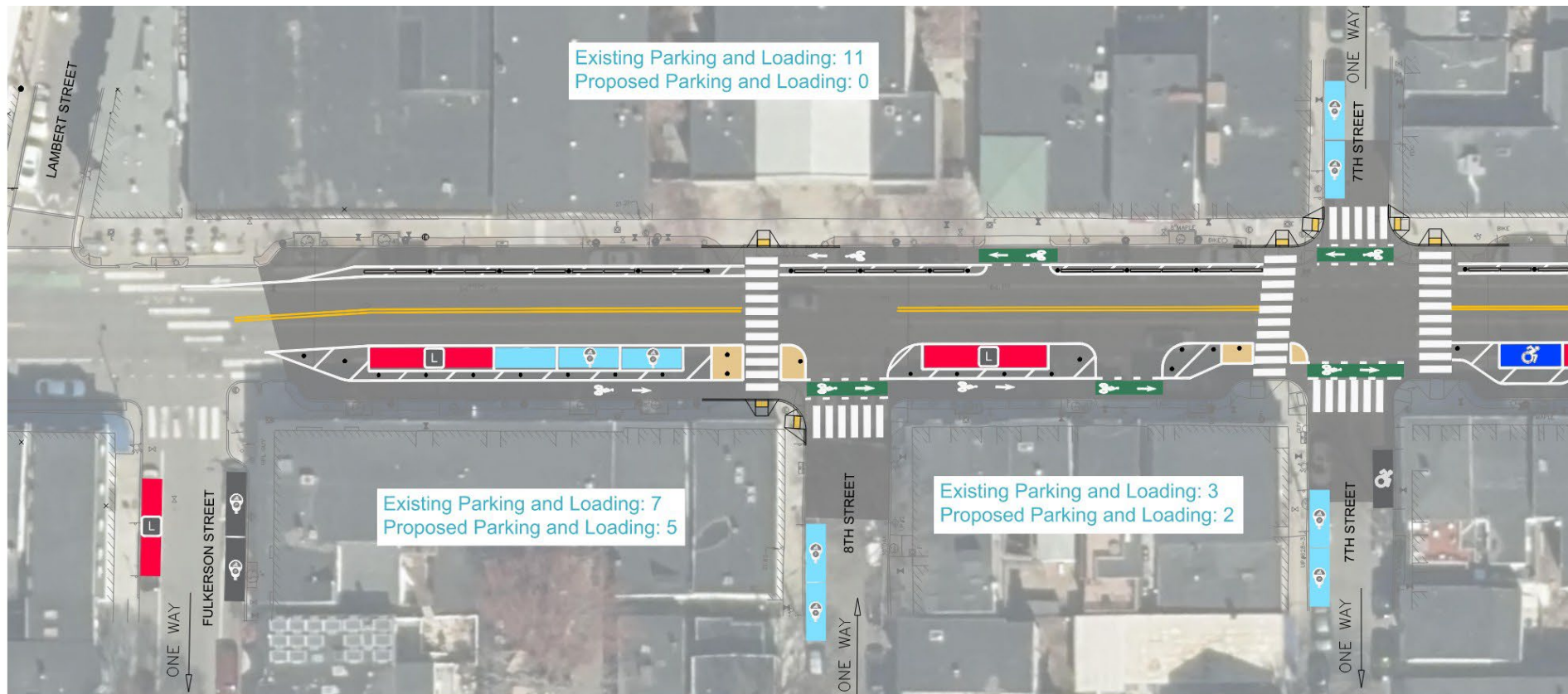


Example of shortened crossing distance at 8th St

Design: Fulkerson St to Seventh St

Overview

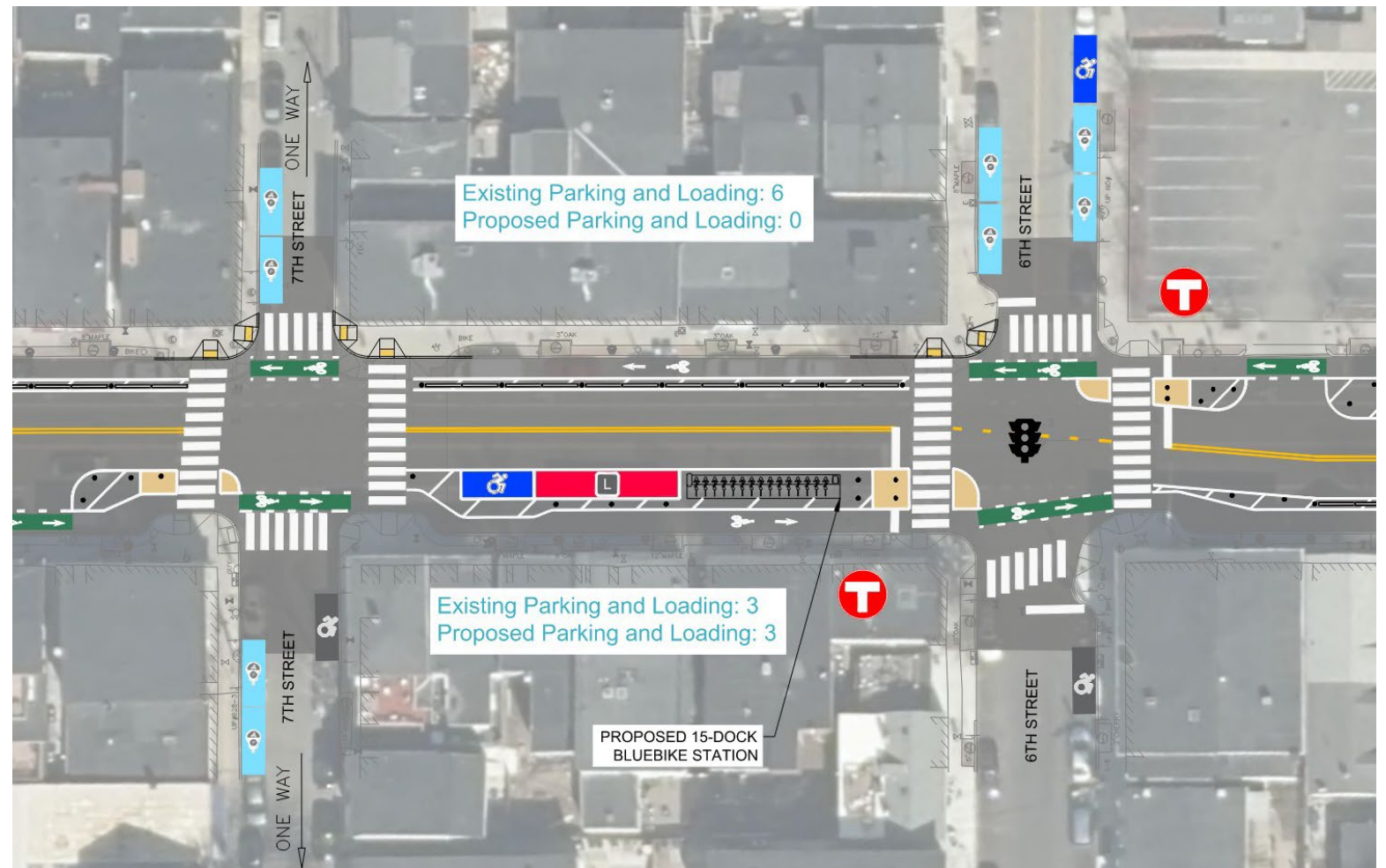
- South side parking
- “Quick-Build” Crossing islands
- Parking changes on side streets



Design: Seventh St to Sixth St

Overview

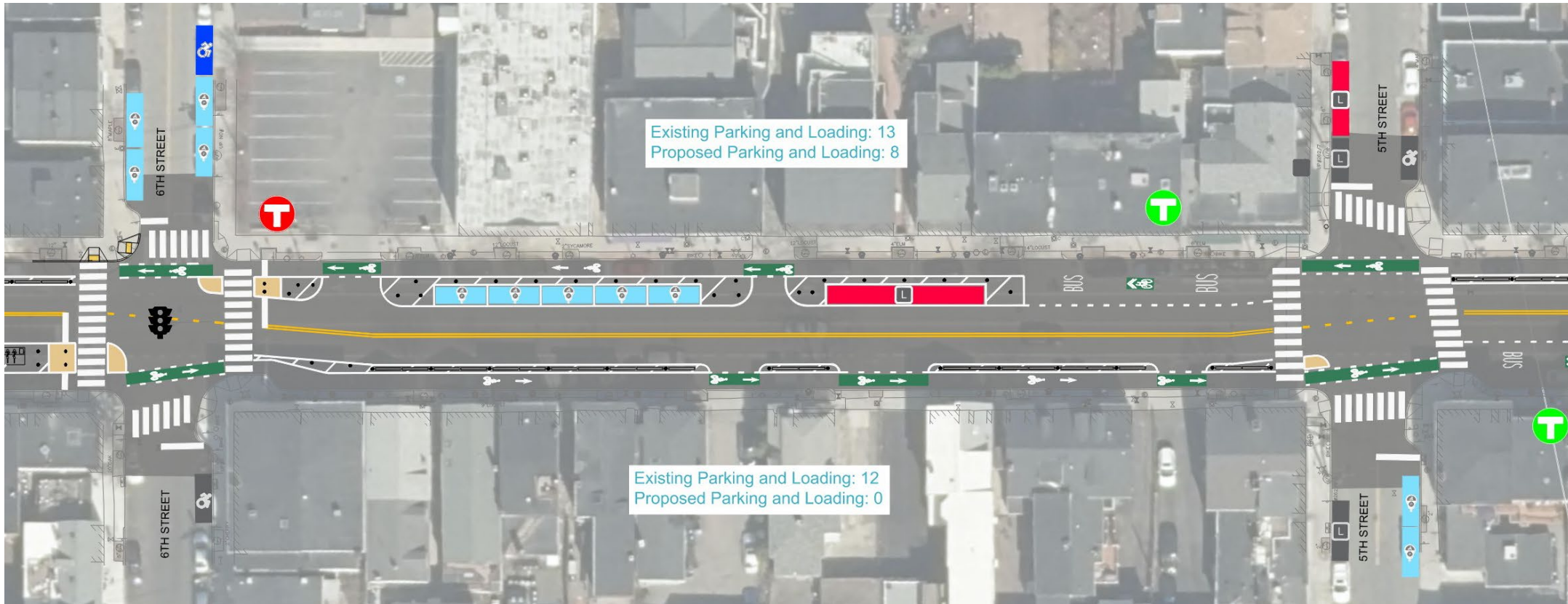
- South side parking
- First option for Bluebikes station
- Parking changes on side streets



Design: Sixth St to Fifth st

Overview

- North side parking
- Parking changes on side streets

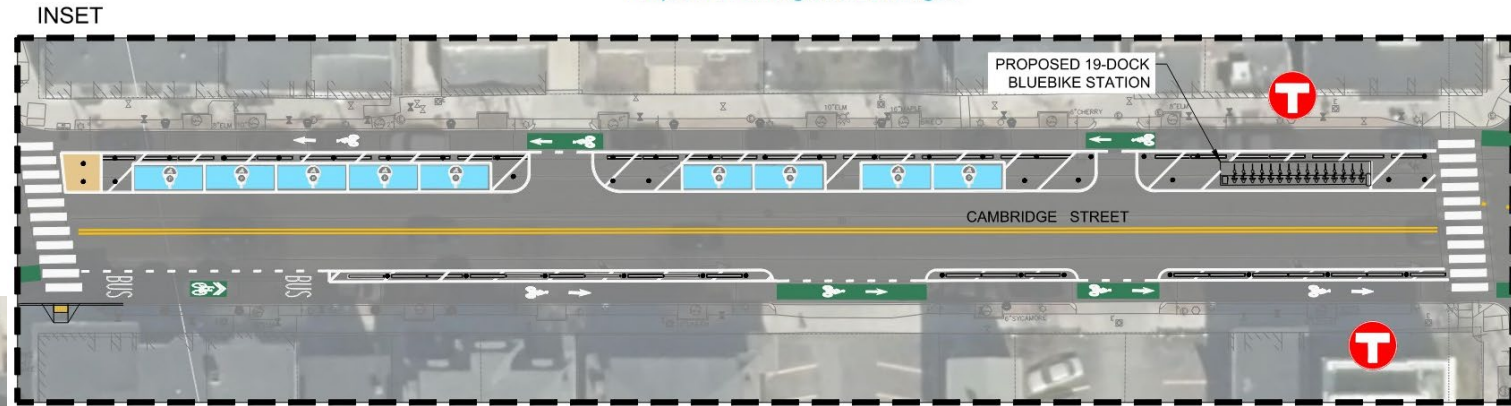


Design: Fifth St to Sciarappa St

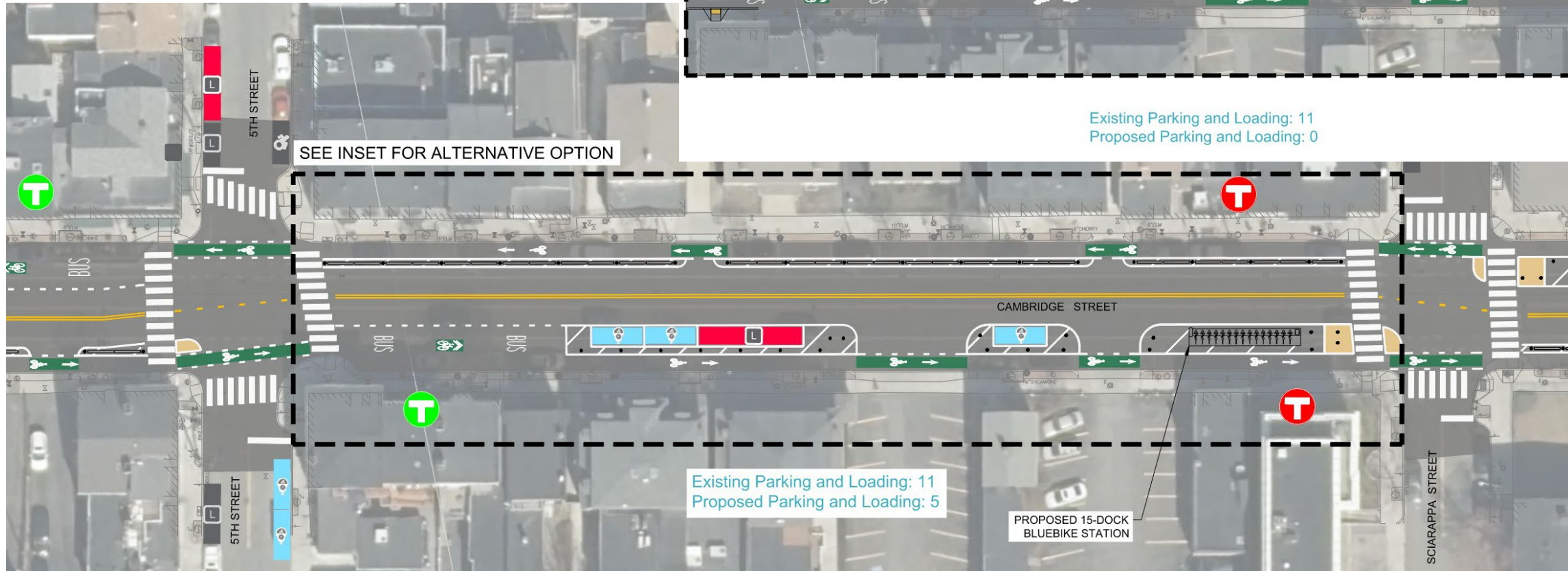
Overview – 2 Options

- North side parking or south side parking
- Parking changes on side streets
- Second option for Bluebikes

Existing Parking and Loading: 13
Proposed Parking and Loading: 9



Existing Parking and Loading: 11
Proposed Parking and Loading: 0



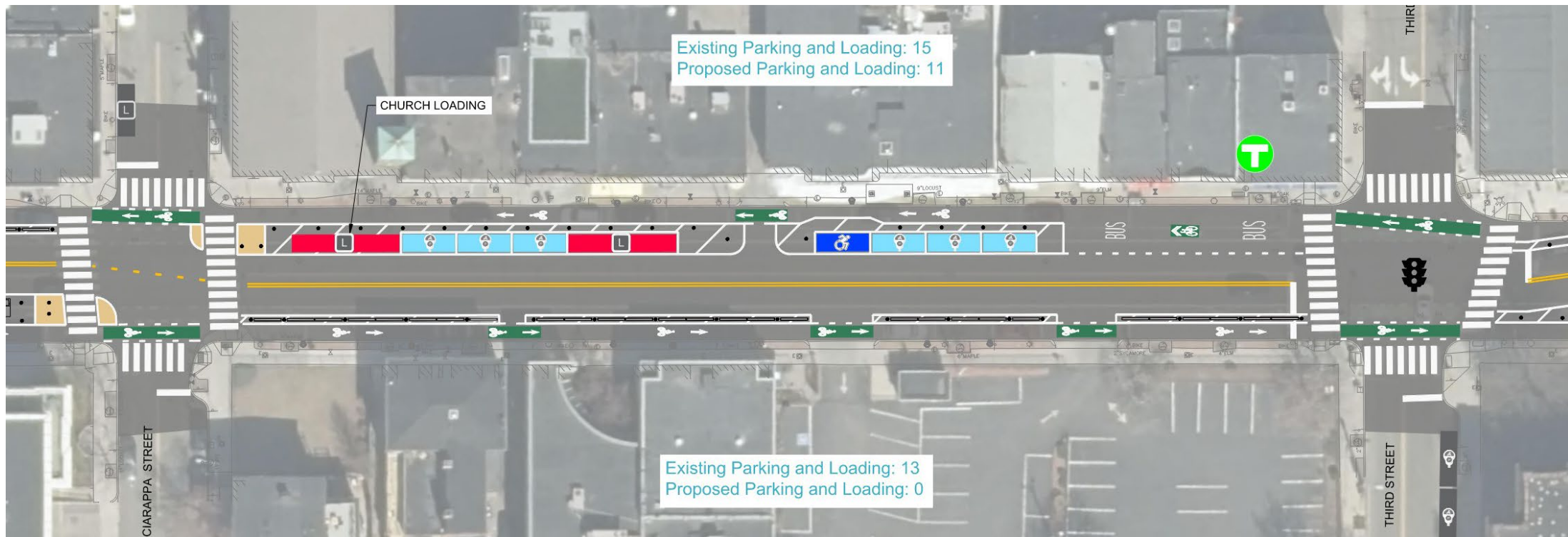
Existing Parking and Loading: 11
Proposed Parking and Loading: 5

PROPOSED 15-DOCK
BLUEBIKE STATION

Design: Sciarappa St to Third St

Overview

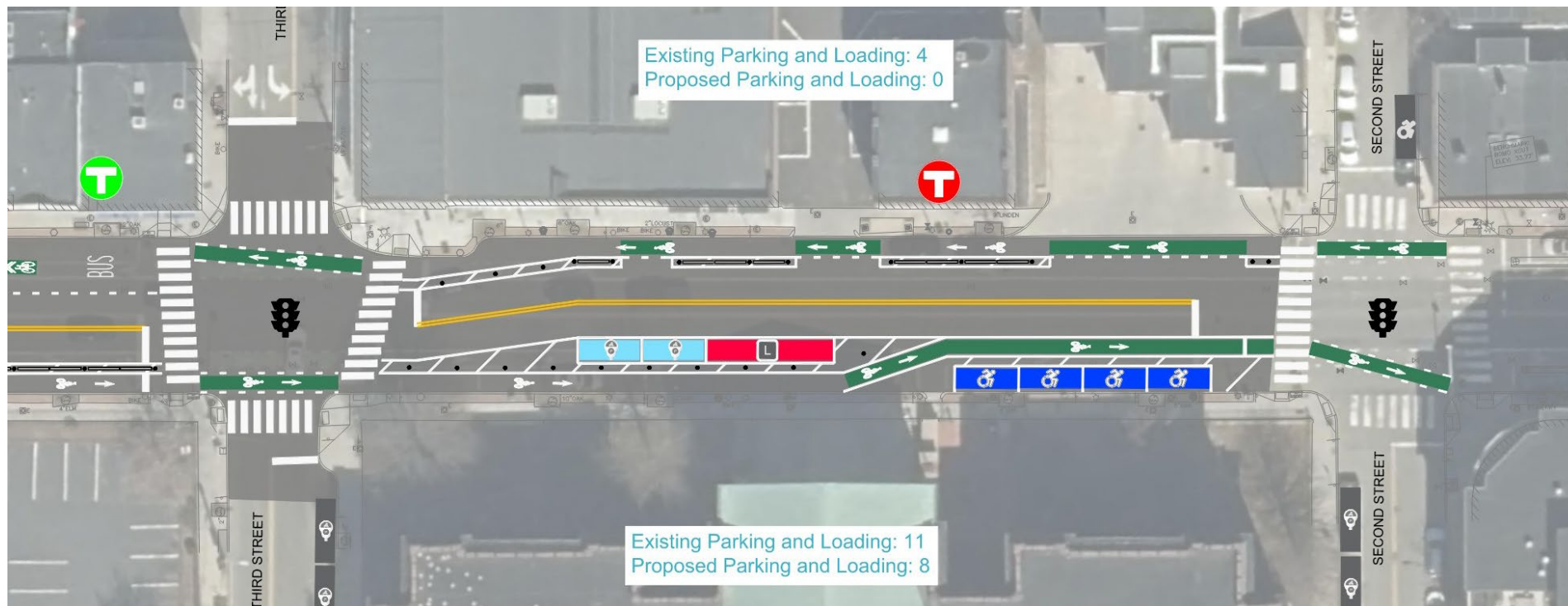
- North side parking



Design: Third St to Second St

Overview

- South side parking
- Disability parking



04. Parking Impacts

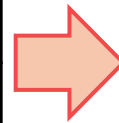
Updated Parking Impacts – Section A

Prospect St to Willow St

- Loading locations moved outside of dining areas. Seasonal meter numbers are now lower.
- Three more spaces removed for floating bus stop at Tremont St
- **Note:** Meters installed on side-streets throughout the project area

Existing Number of Spaces by Type	
1-Hour or 2-Hour Metered Parking	67
Loading Zones	8*
Part-time meter/loading	2
Accessible/Disability Parking	4
Resident Permit Parking	13

*Length varies. Assumes 20ft of loading per 1 space.



Proposed Number of Spaces by Type	
2-Hour Metered Parking	6,10**
Loading Zones	8*
Accessible Loading	3*
Accessible/Disability Parking	2
Resident Permit Parking	9

**Winter amount. Summer amount is reduced for outdoor dining.

Side-Street Parking – Section A, Prospect St to Willow St

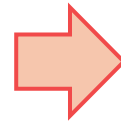
Types of Spaces	# of Spaces w/Changes*
Permit Parking Change	-10
Unrestricted Parking	-6
Non-Metered Timed Parking	-5
Accessible/Disability Parking	+2
EV Parking	+2**
Metered Parking	+16
Total Number of Spaces with Changes	21

*See roll plan for location of changes

**Loss of 1 existing space for EV charger (3 to 2)

Parking Impacts – Section C, Fulkerson St to Second St

Existing Number of Spaces by Type	
Metered Parking	100
Loading Zones*	17
Accessible/Disability Parking	4



Proposed Number of Spaces by Type**	
Metered Parking	19-24
Loading Zones*	15-17*
Accessible/Disability Parking	6

**Length varies. Assumes 20ft of loading per 1 space.*

***See roll plan for location of changes*

Side-Street Parking – Section C, Fulkerson St to Second St

Types of Spaces	# Spaces w/Changes*
Permit Parking Change	-14
Unrestricted Parking	-2
Loading Zone	+1 (20ft)
Metered Parking	+14
Accessible/Disability	+1
Total Number of Spaces with Changes	16

**See roll plan for location of changes*

Parking Feedback - Working with Businesses

What guides parking policy?

- Cambridge St is a commercial street. Most parking is either loading or metered.
- **Designated loading zones will increase.** Many businesses requested direct loading access.
- **Visitors can stay parked at meters after meter enforcement ends.** This is important for restaurants and bars.
- **Side-street parking changes** improve business operations.

Getting Feedback:

Meet Business

Understand needs and customer base. Listen and take notes.



Share Design

Talk through impacts. Ask what changes will impact them most.



Offer Support

Make changes to parking regulations that are consistent with business type and needs.

05. Next Steps

Section C: Design Feedback Form

- Currently being developed and will be released soon. Join the project email list (***scan QR code for easy access!***) or visit the project website for updates.



Meet with the Project Team

- Schedule a one-on-one conversation with the project team to share feedback or ask questions.
 - Contact awolfe@cambridgema.gov to coordinate a time.

Questions & Feedback

How to Participate

- We will take comments in the order hands are raised
- If calling in, dial *9 to raise your hand / *6 to unmute
- Additional questions can be asked using the Q+A function
- To allow everyone to speak, please try to limit your time to 1-2 minutes
- Please be respectful to attendees and City staff
- Avoid personal attacks and foul language

Answering Questions

- Approximately every 15 minutes, we will provide answers to questions
- The meeting is scheduled to end at 8:00 p.m.
 - Contact awolfe@cambridgema.gov for any lingering questions or feedback.