



Outer Huron Avenue Safety Improvement Project

**CITY OF
CAMBRIDGE**

Department of
Transportation

Virtual Community Meeting | Tuesday, December 2, 2025

Project Team

Project Manager

Leah Grodstein *Street Design Project Manager*

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Cambridge DOT

- ***Brooke McKenna** *Transportation Commissioner*
- **Jeffrey R. Parenti, P.E., P.T.O.E, ENV SP** *Asst. Commissioner for Street Management*
- **Stephen Meuse, P.E.** *Supervising Engineer*
- ***Andreas Wolfe** *Street Design Project Manager*
- ***Jackie McLaughlin** *Communications Manager*
- ***Chaimaa Medhat** *Community Relations Project Admin*
- ***Andy Reker** *Transit Program Manager*
- **Nick Schmidt** *Transportation Program Manager*
- **Juan Avendano** *Traffic Calming Program Manager*

Cambridge DPW

- **Jerry Friedman, P.E.** *Supervising Engineer*

*Online tonight

Meeting Purpose, Outcome, & Process

Purpose

We are redesigning the section of Huron Avenue between the golf course and the Belmont town line as part of the City's Cycling Safety Ordinance. Today, we will introduce the project and ask for the public to share their experiences on Huron Ave.

Outcome

Participants in today's meeting will have a clearer understanding of the project goals, constraints, and timeline, including further engagement opportunities. City staff will learn about the transportation needs of the public from meeting participants.

Process

City staff will present a slideshow. Afterwards, there will be a Q&A period to hear feedback and respond to design questions.

Agenda

01. Project Introduction

- Cycling Safety Ordinance
- Project Limits
- Why Outer Huron?
- Project Phases and Timeline
- Quick-Build vs. Full Construction

02. Project Goals and Constraints

- Goal: Safety for All Users
- Goal: Expand the Bike Network
- What's Included

03. Roadway Design

- Existing Street Layout
- Proposed Street Layout
- Why Two-Way Separated Bike Lanes?

04. Huron Ave at Grove St

- Existing Conditions
- Huron Avenue at Grove Street Concept

05. Parking Changes

- Existing Parking Regulations
- Anticipated Parking Removal

06. Bus Stop Changes

- Existing Bus Routes and Stops
- Potential Bus Stop Improvements

07. Next Steps

- Upcoming Engagement Opportunities

08. Questions and Feedback

01. Project Introduction

Cycling Safety Ordinance (CSO)

2019

Cambridge City Council passes the Cycling Safety Ordinance (CSO)

- When streets are reconstructed as a part of the City's **Five-Year Plan for Streets and Sidewalks**, 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 CSO

- 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

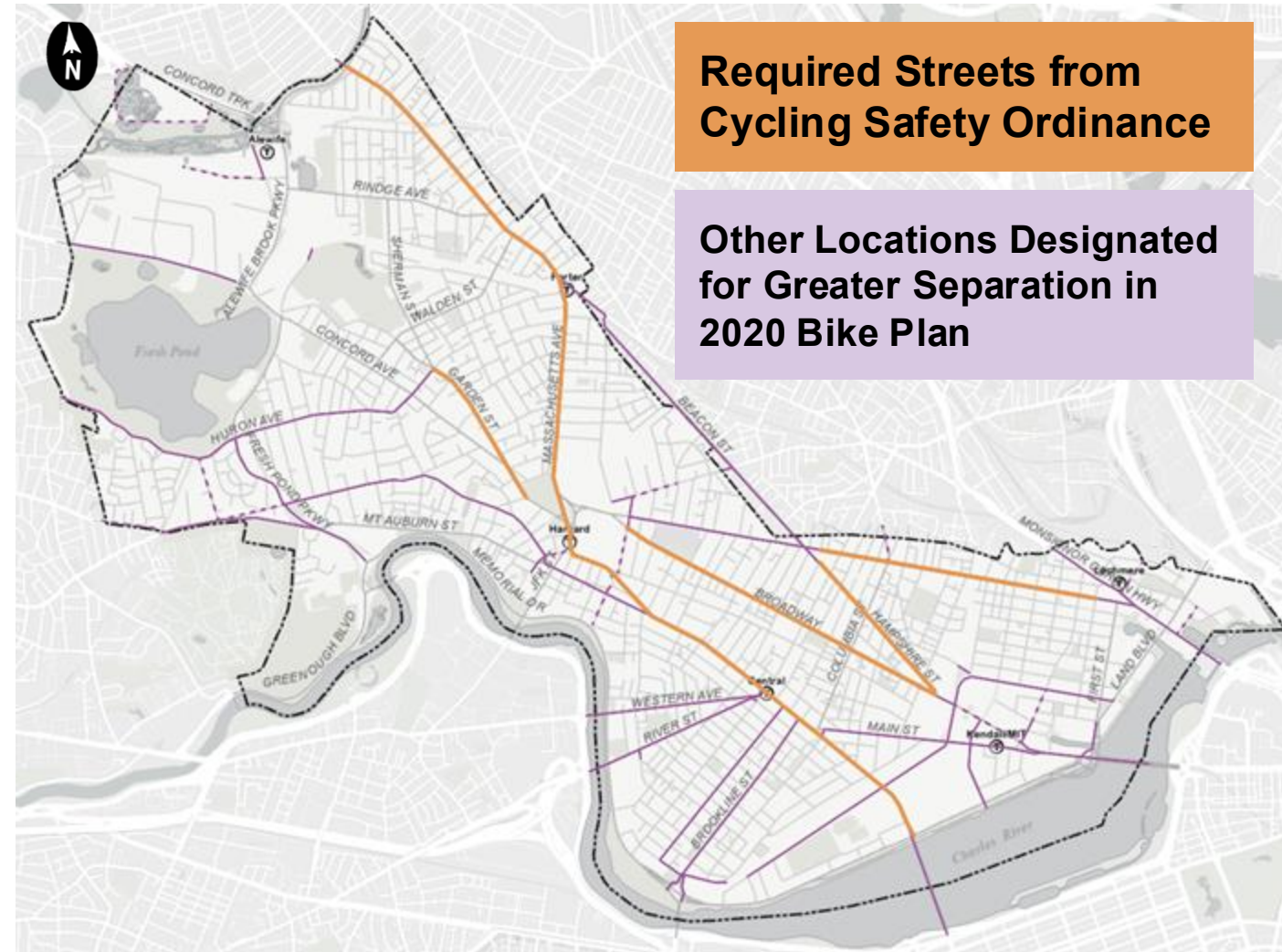
City Council sets new deadline of November 1, 2026



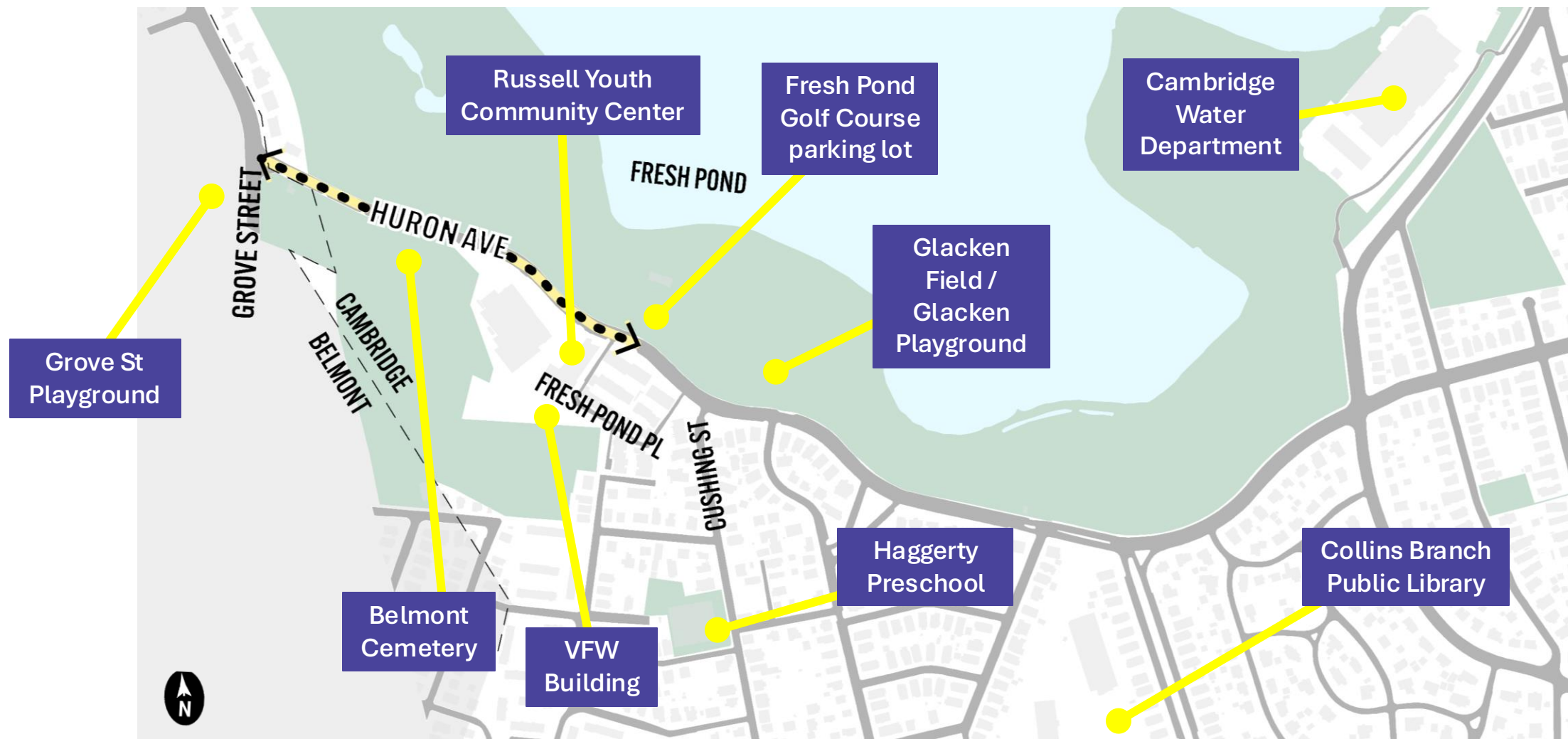
CSO Continued

The 2020 amendments require that the City install about 25 miles of separated bike lanes within five to seven years on:

- All of **Massachusetts Avenue**
 - **Broadway** from Quincy Street to Hampshire Street
 - **Cambridge Street** from Oak Street to Second Street
 - **Hampshire Street** from Amory Street to Broadway
 - **Garden Street** from Huron Avenue to Berkeley/Mason Street
- **11.6 miles** of separated bike lanes in other locations from the 2020 Bicycle Plan's Network Vision



Project Area Map



Why Huron Avenue?

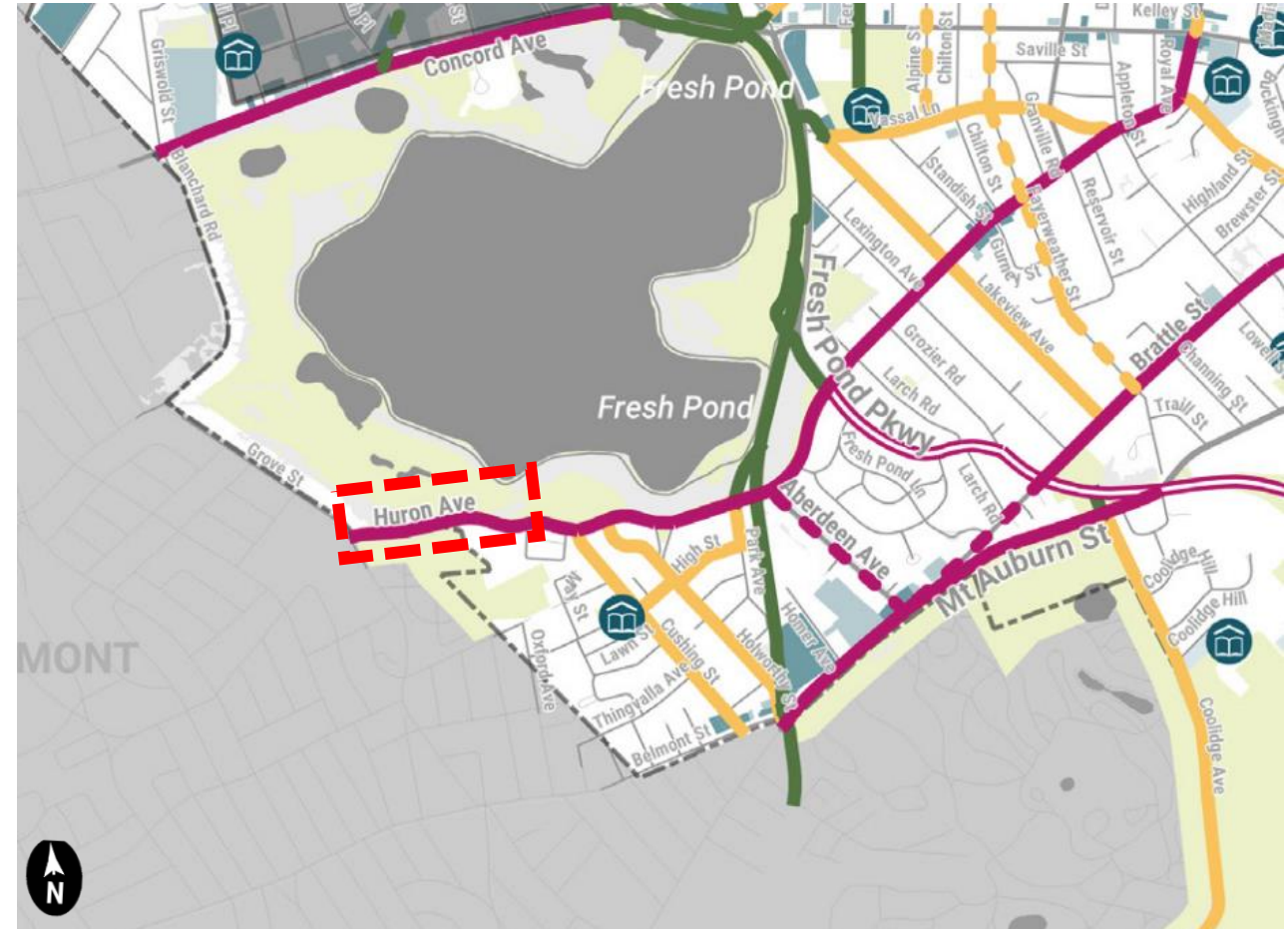
This section of Huron Ave is designated for “greater separation” to support people biking safely and comfortably.

Access

- Connects existing two-way bike lane on Huron Ave to planned bike lanes on Grove Street
- Greater separation in this area increases equitable bicycle access (according to census data)
- Safe route between Belmont and Cambridge south of Fresh Pond

Safety

- Driving speeds on Huron Ave are high and visibility can be poor



Key: --- Huron Ave --- Off-Street Path --- Greater Separation --- Lower Volume & Speed

Project Phases and Timeline

**We Are
Here!**

Phase 1: Introduction and Preliminary Feedback

City explains goals of the project and introduces conceptual designs. Community provides feedback on existing concerns and their needs

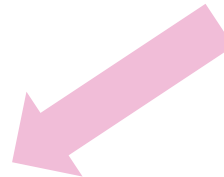
Dec 2025 – Jan 2026



Phase 2: Design Advancement

City uses feedback from Phase 1 to come up with a preferred design that meets project goals and is responsive to community input.

Winter 2026



Phase 3: Final Feedback

City presents the preferred design to the community, highlighting changes made in response to community feedback.

Community gives final comments on the preferred design.

Spring 2026



Phase 4: Installation

City finalizes design plans based on feedback received in Phase 3. City contractors install the project. City updates residents on installation via the project email list.

Summer to Fall 2026

Quick-Build vs Capital Construction

This will be a quick-build project

- Quick-build projects can be installed significantly faster than typical construction projects.
 - Within months.
- Capital Construction projects must be included in the City's Five-Year Sidewalk and Street Reconstruction Plan for funding and coordination with utilities.
 - Can take 2-5 years depending on the amount of work.
- Quick-build projects allow us to address road safety concerns *quickly*

Western Avenue is an example of a separated bike lane built by Capital Construction

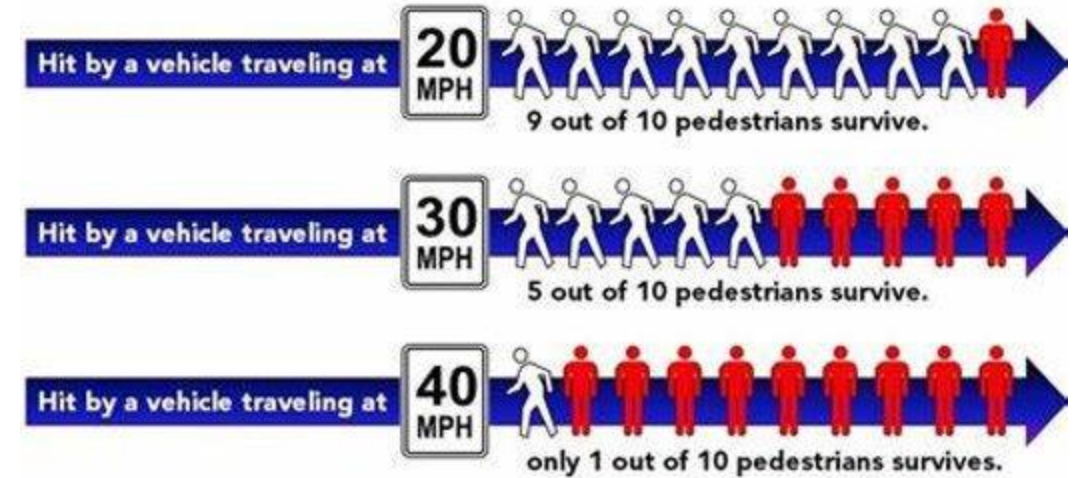


02. Project Goals and Constraints

Project Goal 1: Safety for All Users

We will accomplish this in two ways:

- Lower vehicle speeds
 - Separated bike lane projects narrow the roadway for drivers, both physically and visually
- Reduce opportunities for crashes
 - Separated bike lanes keep fast-moving traffic away from cyclists and shorten crossings for pedestrians



Speed Bracket	Speed (Eastbound)	Speed (Westbound)
50 th percentile (50% of drivers went faster)	31 MPH	29 MPH
85 th percentile speed (15% of drivers went faster)	35 MPH	33 MPH
95 th percentile speed (5% of drivers went faster)	37 MPH	36 MPH

Table 1: Speed data collected September 10-12, 2024, 72-hour average, just East of Grove Street

Project Goal 2: Expand the bike network

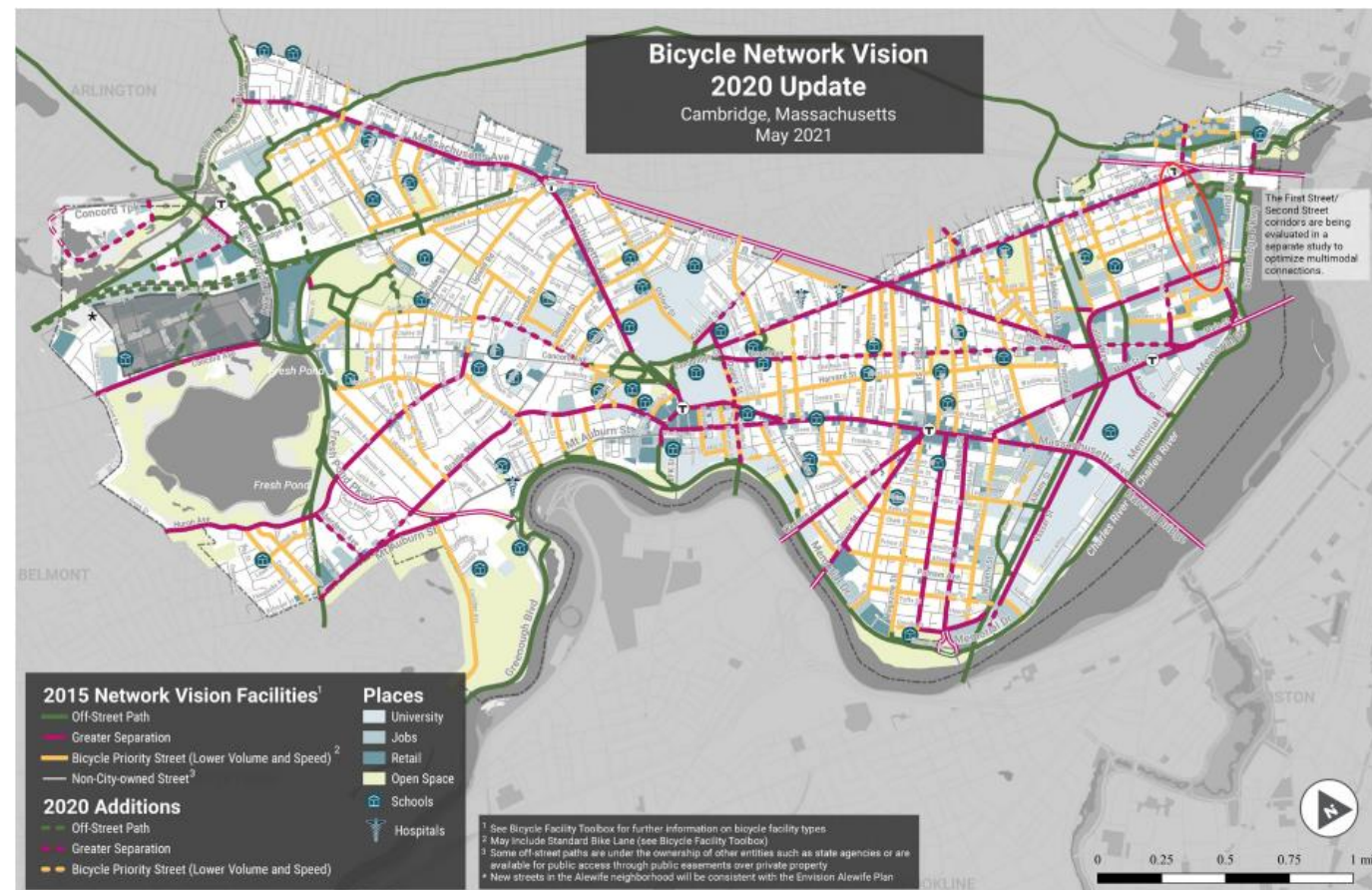
Cambridge will be a place where bicycling is **equally available** to everyone, all **destinations can be reached by bike**, and streets are designed to accommodate bicycling for people of **all ages, abilities, and identities**

- Streets lacking proper infrastructure often have lower ridership
- Other Cycling Safety Ordinance projects have led to more people biking

Bicycle Ridership on Huron Ave Today

Location	Direction of Travel	Peak	All Day
Huron Ave by Belmont Cemetery	Westbound	15	66
	Eastbound	23	83

Bike volumes collected September 10-12, 2024 (72 hour average)



Learn more at cambridgema.gov/2020bikeplanupdate

What is Included?

Definitely

- Protected bike lanes
- Some parking removal
- Narrowing of travel lanes
- Repaving streets
- Turn lane consolidation

Could Be

- Changes to parking regulations
- Bus stop changes

Not Included

- Curb changes
- Utility, lighting, or stormwater work
- New traffic signals
- New crosswalks
- Speed humps or raised crosswalks
- Sidewalk expansion

03. Roadway Design

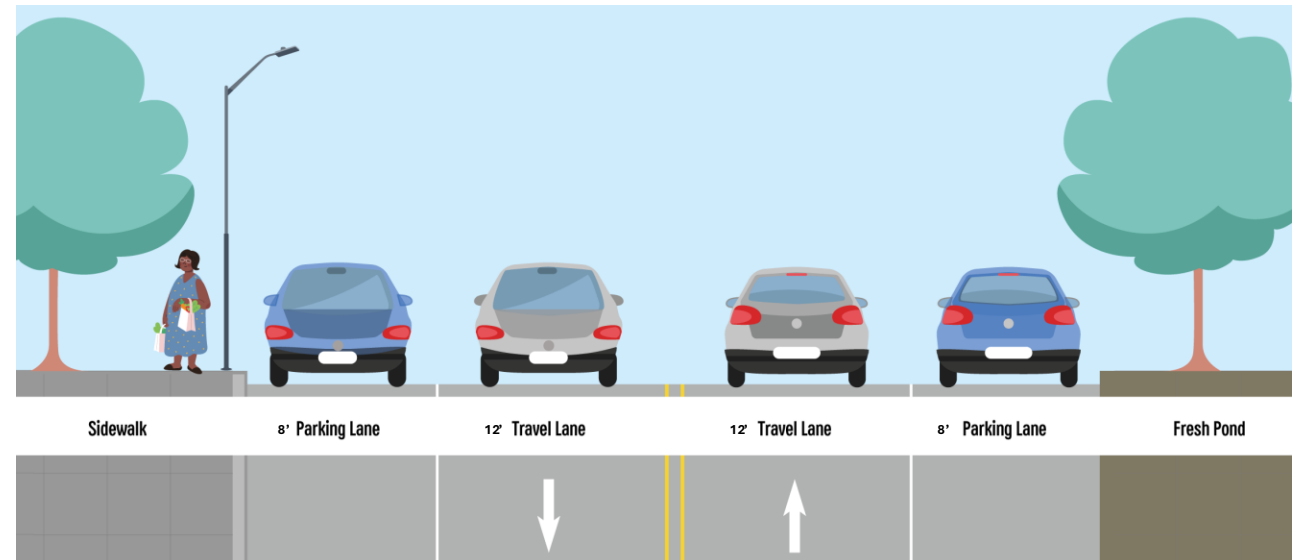
Existing Street Layout

Huron Ave does not have all ages and abilities bicycle facilities

- Some sections have painted lanes with no separation
- Most sections have shared lane markings, with no designated space for people biking
- Parking is on one or both sides of the street
- Travel lanes are wide and markings are faded

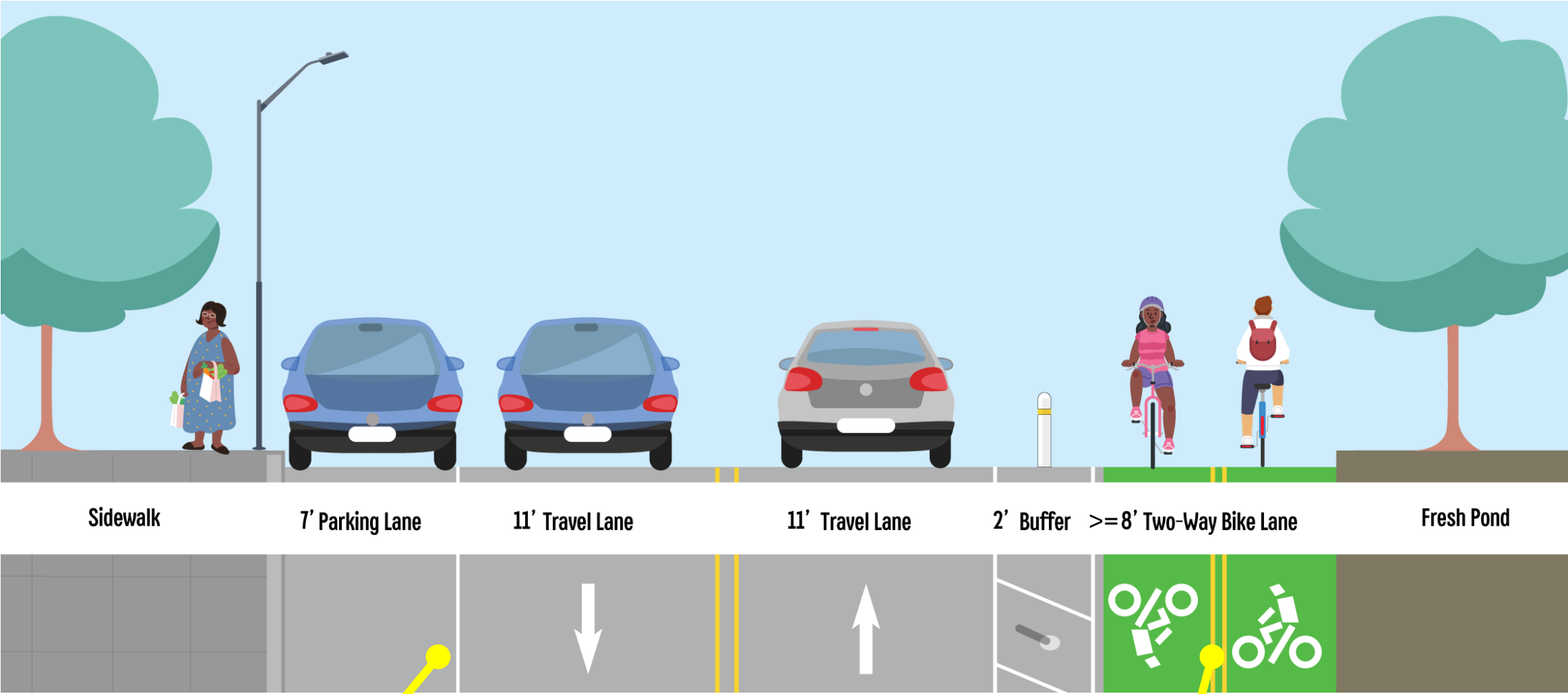


Image: Existing bike lanes on Huron Ave



Existing Huron Ave layout between Grove St and Fresh Pond Place without any bicycle lanes

Proposed Street Layout



Parking will only fit on one side of the street

Bicycle facilities are totally separate from moving and parked cars

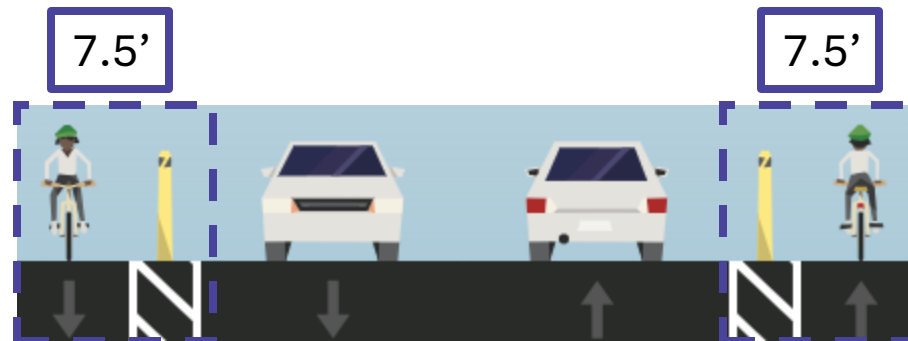
Why Two-Way Bike Lanes?

Consistency and Predictability

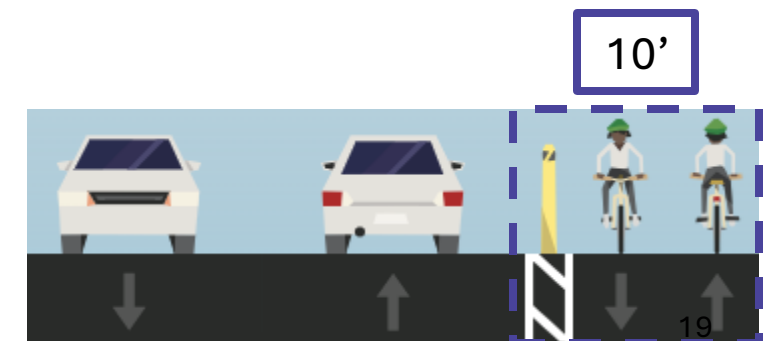
- Continues the existing two-way bike lane to a natural end point

Efficient Use of Space

- Allows preservation and addition of parking on the south side of Huron



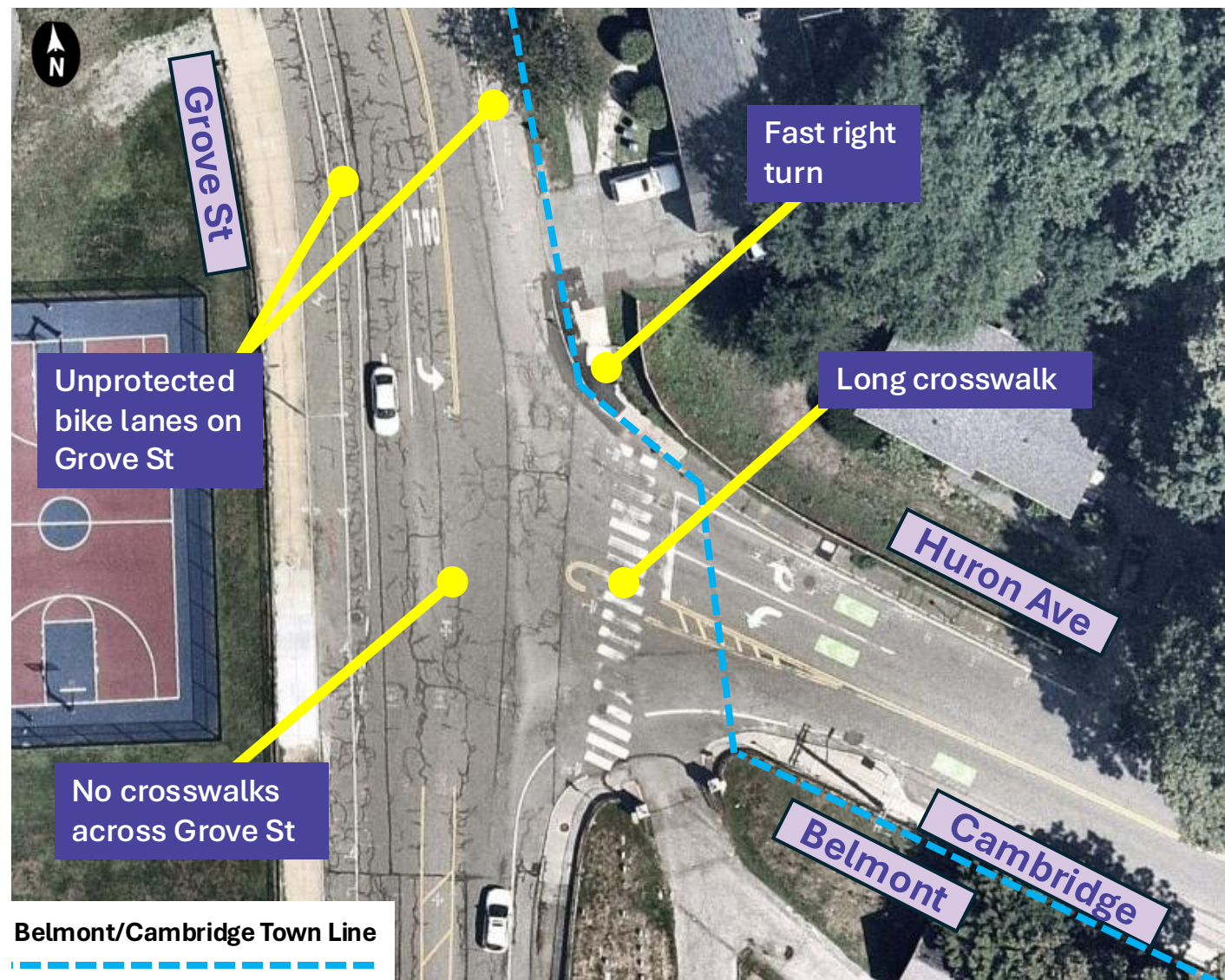
Cambridge One-Way bike lane minimums: 15 feet total



Cambridge Two-Way bike lane minimums: 10 feet total

04. Huron Ave at Grove St

Existing Conditions



Huron Ave at Grove Street Concept

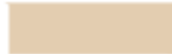
LEGEND



Existing MBTA Bus Stop



Bike Lane Marking



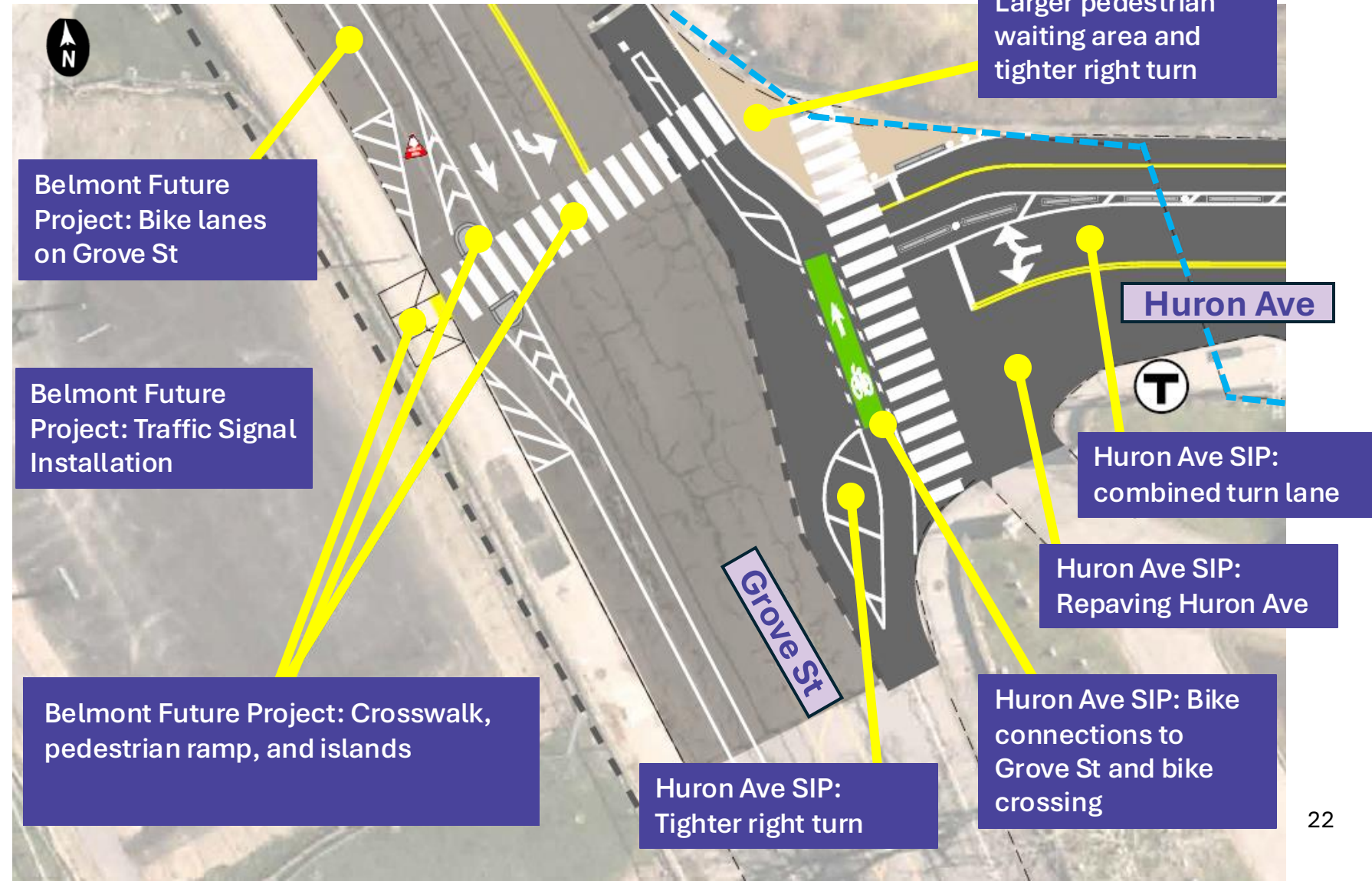
Tan Pedestrian Area



Future Project Work

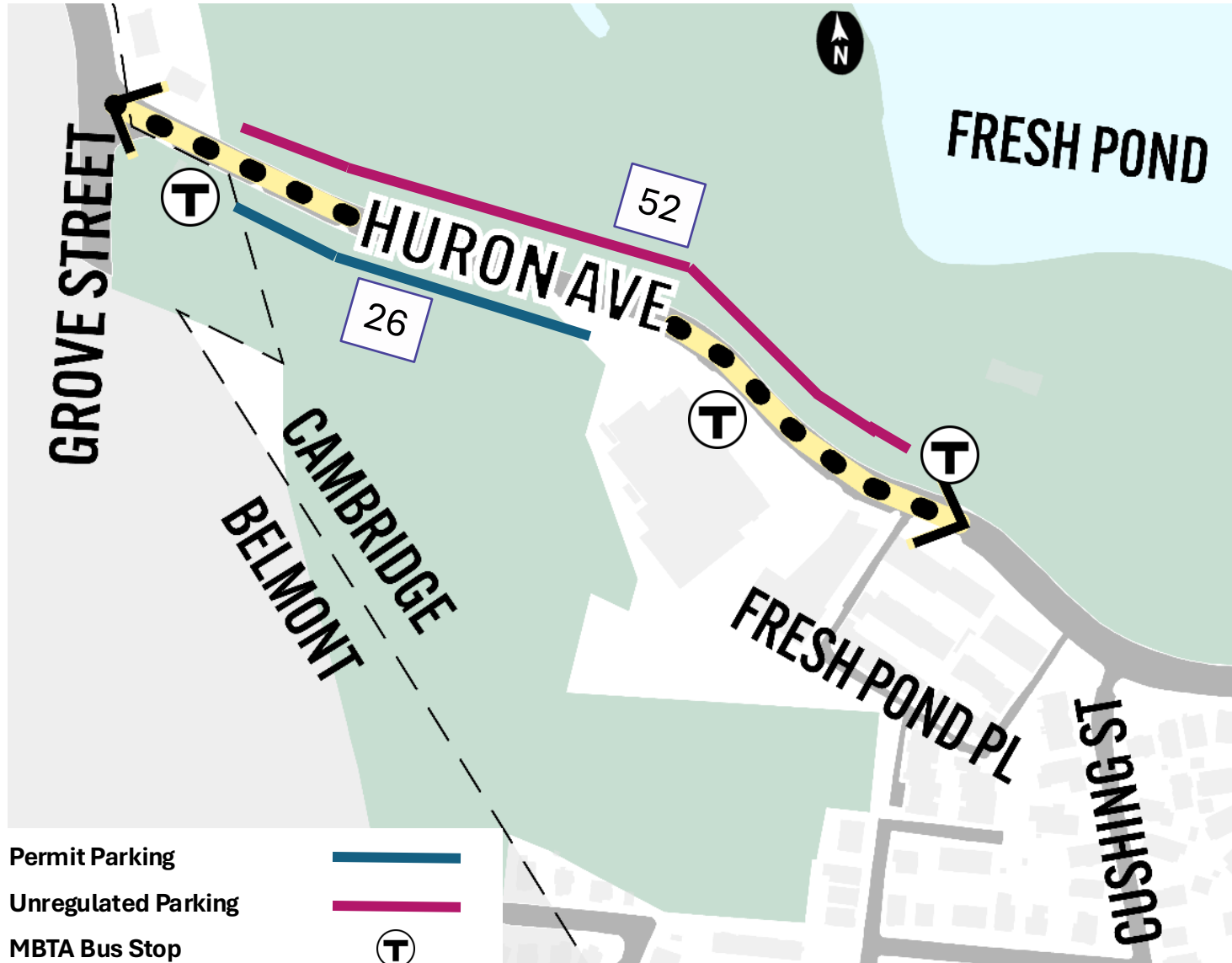


Belmont/Cambridge
Town Line



05. Parking Changes

Existing Parking Inventory



Huron Ave Parking Inventory			
	Total	Permit	Unregulated
South	26	26	0
North	52	0	52
No Accessible or Metered Parking, one loading zone.			

- **Permit Parking:** Open to Cambridge residents, visitors, and others. One week time limit.
- **Unregulated Parking:** Anyone can park for free, one week time limit.
- **Metered Parking:** Anyone can park if they pay the meter, up to two hours. Free outside of meter hours, one night limit.
- **Accessible Parking:** Open to those with a Handicap placard, no time limit.
- **Loading Zone:** Anyone can park for free for 15 minutes, commercial vehicles can load for 30 minutes.

Anticipated Parking Removal

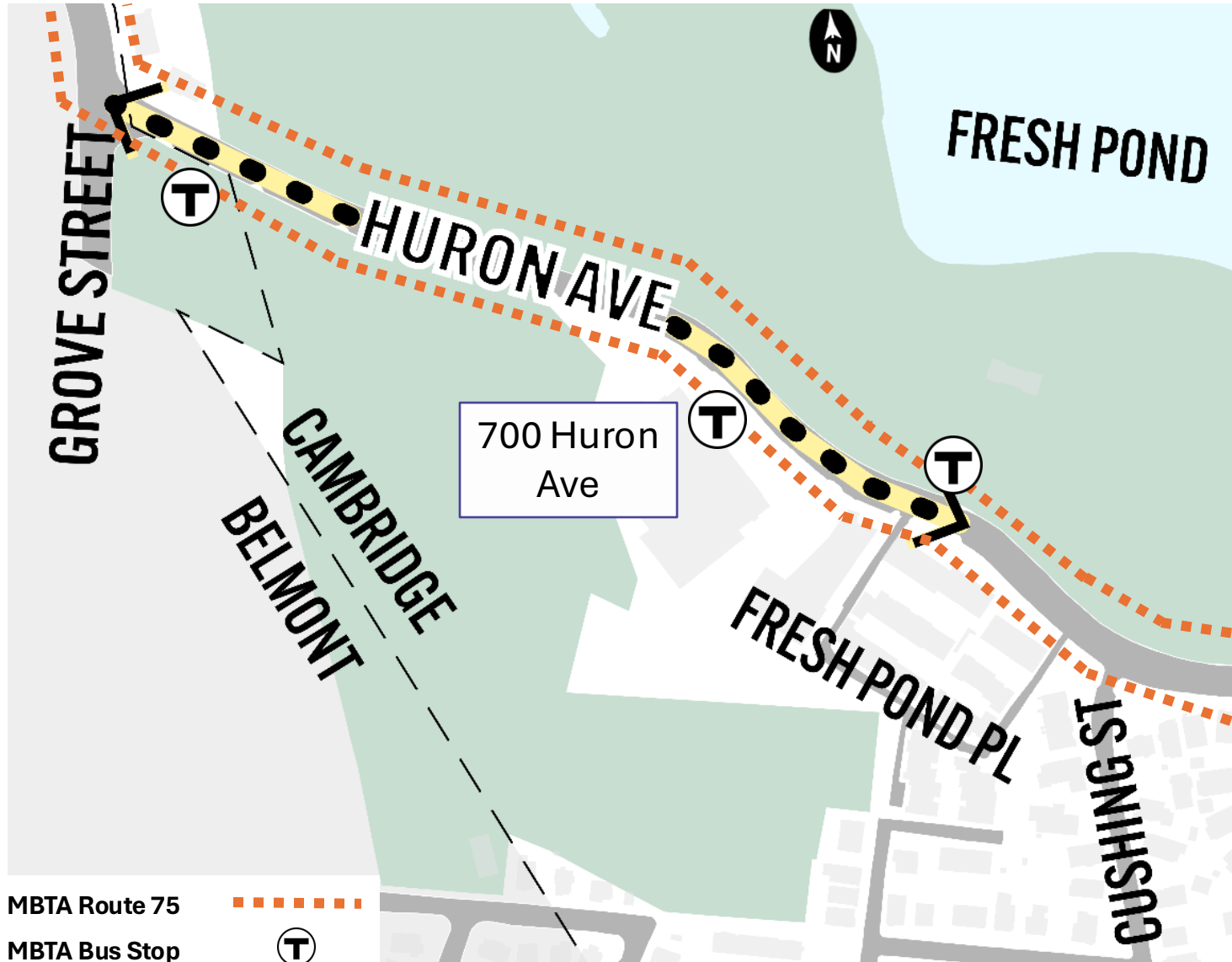


Huron Ave Parking Changes		
	Before	After
South	26	40
North	52	0
Total	78	40

- Unregulated parking will be removed on North side
- New parking added on South side
- Seeking community feedback on **parking regulations** for all remaining parking

06. Bus Stop Changes

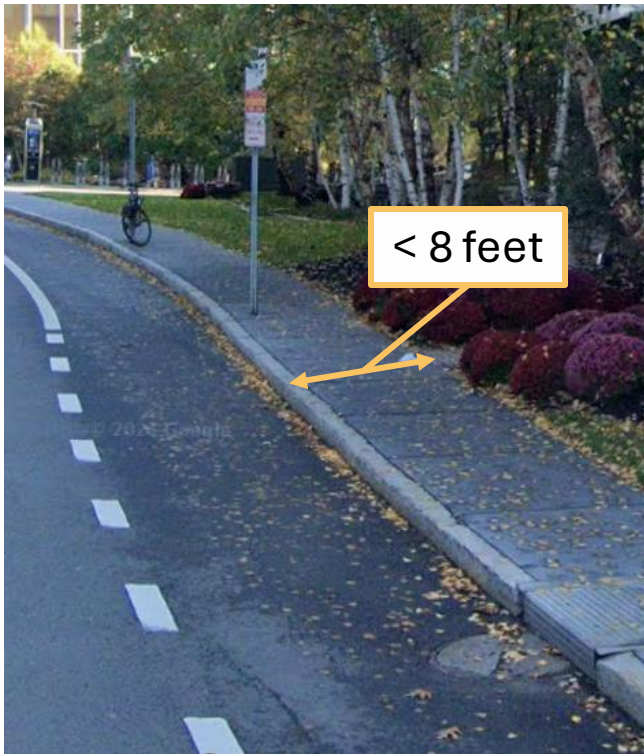
Existing Bus Routes and Stops



- MBTA Route 75 runs between Belmont Center and Harvard Square
- Route 75 is a popular connection to and from the Red Line
- Three stops within project limits
 - Huron Ave @ Grove St (inbound)
 - 700 Huron Ave (inbound)
 - Fresh Pond Golf Course (outbound)

Potential Bus Stop Improvements

Current stop at 700 Huron Ave is **not accessible** for wheelchair users.



Existing inbound bus stop, 700 Huron Ave



Proposed inbound bus stop, Russell Youth Center

Proposed stop location ~250' away has a **wider sidewalk**, is closer to a **crosswalk**, and is further from the Huron Ave at Grove St stop.

07. Next Steps

Upcoming Engagement Opportunities

Spread the word and join us at an upcoming drop-in open house!

Russell Youth Community Center Drop-In Open House:

- Tuesday, December 9 from 6:00 - 8:00 PM
 - 680 Huron Ave, Cambridge, MA 02138

Parkside Place Drop-In Open House:

- Tuesday, December 16 from 5:00 - 7:00 PM
 - Parkside Place Community Room
 - 700 Huron Ave, Cambridge, MA 02138



Design Survey Coming Soon!

Sign up for updates at camb.ma/huronsafety to be the first to know when the design survey is released and to help us better understand safety needs on Huron Ave.

08. Questions and Feedback

Questions

- We will take comment 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
- In order to allow everyone to speak, please try to limit your time to 2 minutes
- You may also contact the project manager directly to provide written or verbal feedback
- **Want to talk to the Project Manager, Leah Grodstein?**
 - Email lgrodstein@cambridgema.gov or,
 - Call 617-349-7202



Sign up for updates at camb.ma/huronsafety!