

How Policies Shape Street Design

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).



Brattle Street Safety Improvement Project 2023

Policies That Support This Work

- Vision Zero
- Cambridge Bicycle Plan
- Envision Cambridge



How Policies Shape Street Design

The Bicycle Network Vision & The Cycling Safety Ordinance

Huron Ave and 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 project contributes toward the 11.6 miles planned on additional streets in the Bicycle Network Vision.

Why Outer Huron?

- In this section speeds are high and visibility is poor.
- It improves equitable access to Cambridge's bike network.
- It fills a key gap in the cycling network and connects protected bike lanes to Belmont.



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



Scan to
view the
2020 Bicycle
Network Vision



Brattle Street Safety Improvement Project 2023

What's Happening on Outer Huron

Project Area and What to Expect

Project Area



What to Expect

Separated bike lanes

The existing separated bike lanes on Huron Ave will be extended to Grove Street and protected from traffic by vertical barriers.

Relocated bus stops and loading zones

MBTA Route 75 bus stops and loading zones may be moved to better align with the new street layout.

Reduced parking

Parking on the side of the road closest to Fresh Pond will be removed to allow for the roadway changes. Parking regulations may also change.

How This Project Will Move Forward

Project Timeline and Phases

Project Phases

Phase 1 Introduction

We share the project goals, early data, and a draft street design. Community feedback on safety, mobility, parking, and loading needs will be gathered through online surveys, public meetings, and in-person open houses.

Time Estimate: Now

Phase 2 Design Advancement

We will use the feedback from Phase 1 to come up with a preferred design that meets project goals and is responsive to community feedback.

Time Estimate: Winter 2026

Phase 3 Final Feedback

We will present the preferred design to the community, highlighting changes that were made in response to community feedback. There will be opportunities at virtual and in-person meetings to give final comments on the preferred design.

Time Estimate: Spring 2026

Phase 4 Installation

We will finalize the plans using Phase 3 feedback and coordinate with other departments and contractors on the installation schedule. The project will be installed, and updates will be shared.

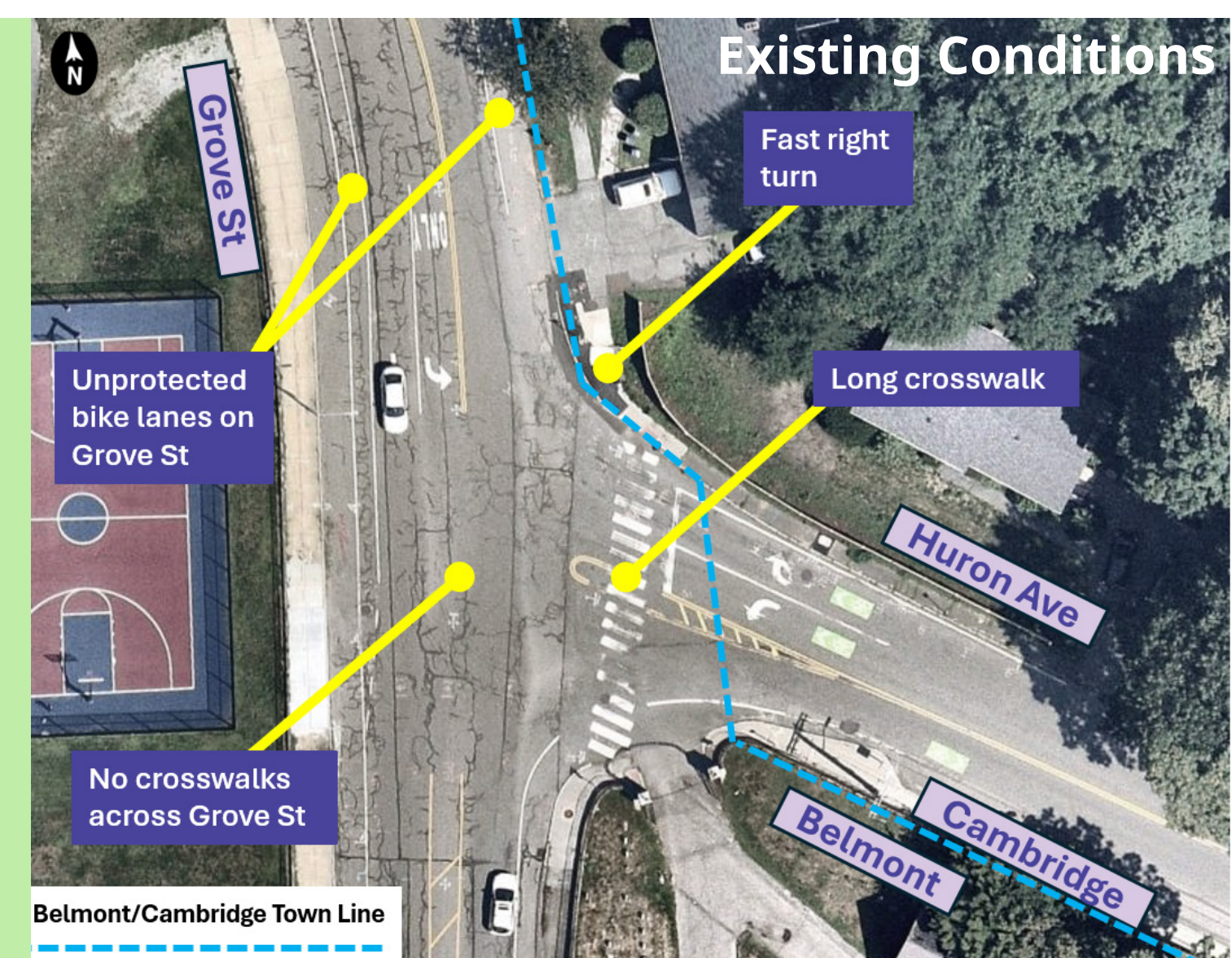
**Time Estimate:
Summer/Fall 2026**

Street Design Shaped by Community Feedback

The project roll plan shows our draft design. Feel free to leave feedback and suggestions with the post-its! Make sure to take a look at these three areas:

Huron Ave at Grove St

Review the roll plan to see some possible safety improvements at this intersection. Tell us if these changes will help you feel safer, or what you'd like to see.



Parking Regulations

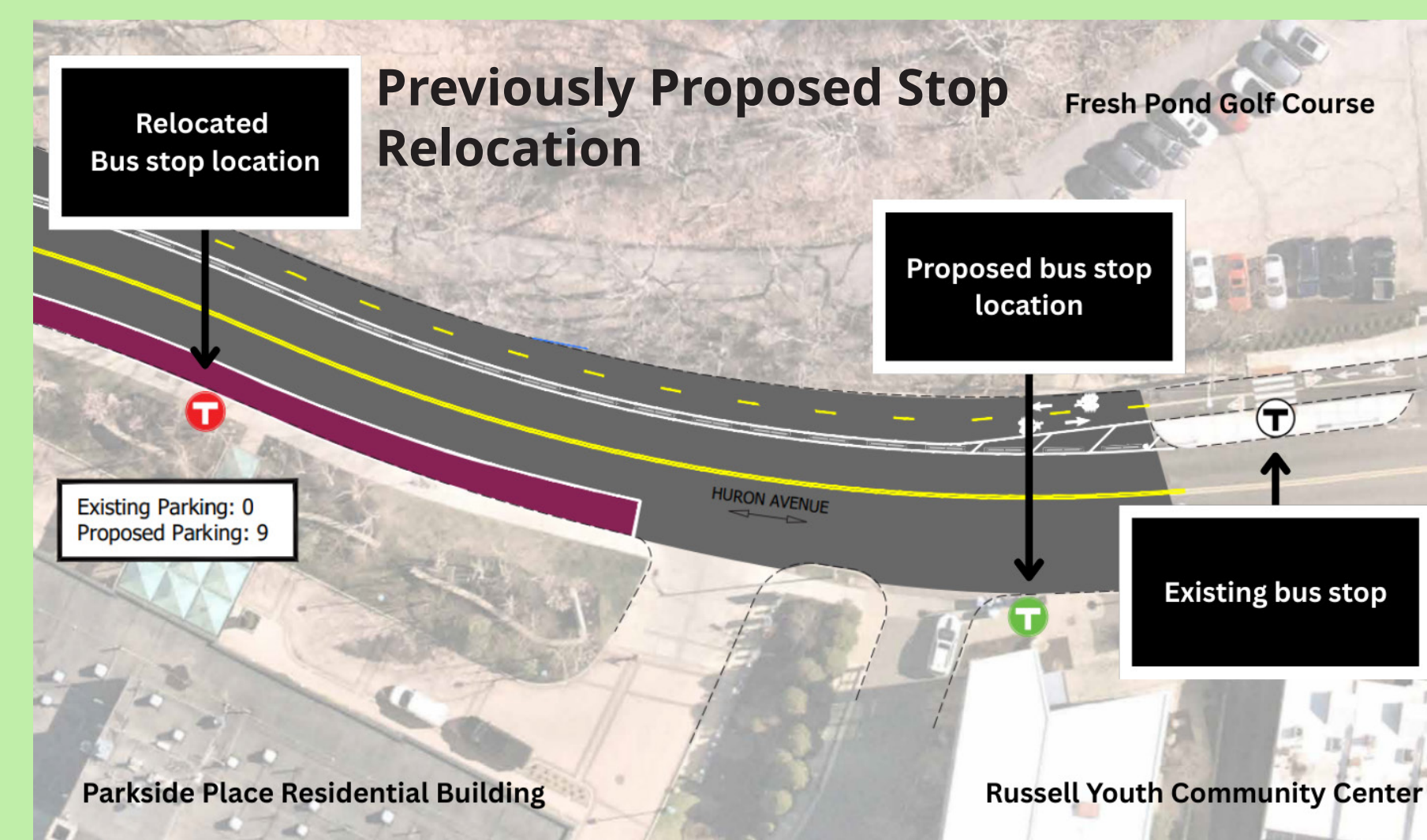
We can fit about 26 parking spots on the south side of Huron Ave for this project. Tell us which kinds of parking you'd most like to see. Parking options are, **Unregulated**, **Permit**, **Metered**, **Loading Zone**, or **Disability parking**.



Update: Bus Stop Accessibility

In response to community feedback, we will not relocate the 700 Huron Ave bus stop to the Youth Center to preserve the existing loading zone. We will explore other accessible locations and provide an update in the next phase.

Please tell us your experience using this bus stop.

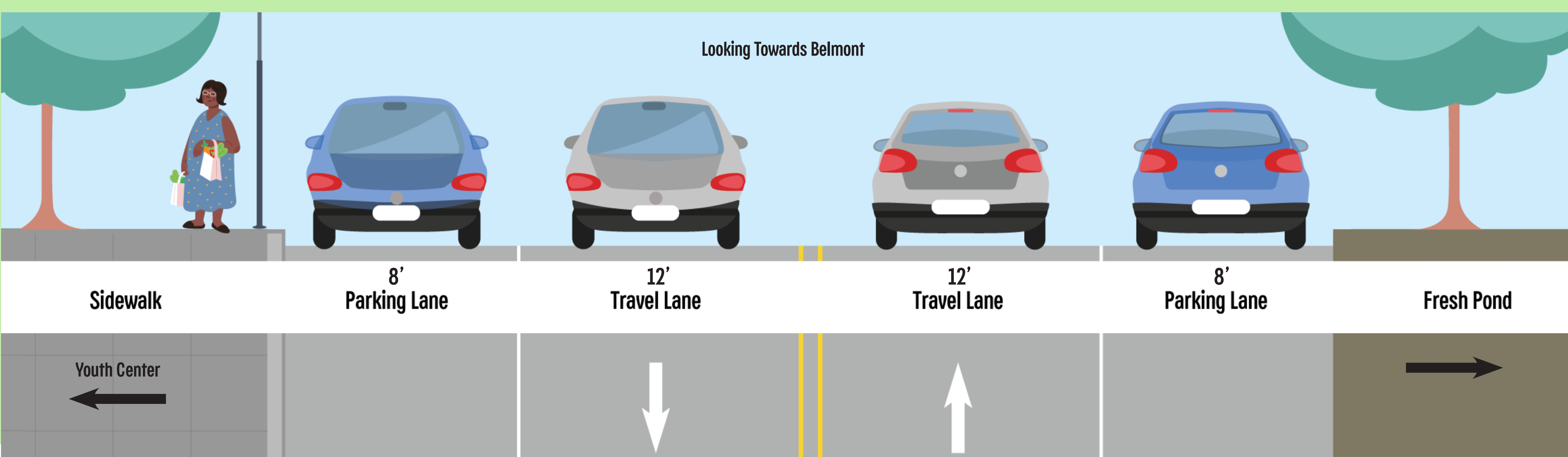


What Design Changes are Coming

Current and Proposed Street Layout

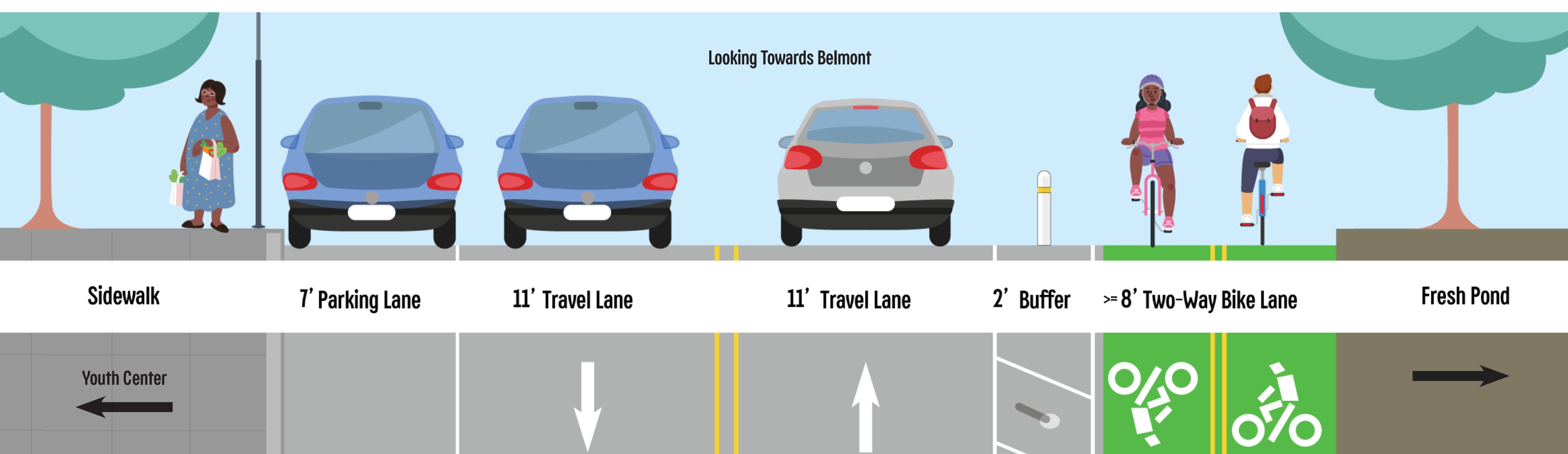
Current Street Layout

- This area of Huron Ave has no designated space for bicycling
- Parking is on both sides of the street
- Travel lanes are 12'
- Half of drivers travel above 30 MPH in this area



Proposed Street Layout

- Two-way bike lanes on the Fresh Pond Reservation (north) side separated by physical barriers
- One parking lane on the south side of the street
- Narrower street, reducing vehicle speeds and improving safety



Ways to Stay Involved



Take the Survey!

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



Sign up for Emails

Scan the QR code to join our mailing list and get updates 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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