

City of Cambridge

Sixth Annual Cycling Safety Ordinance Progress Report

Separated Bike Lane Year Six:
May 1, 2025 to April 30, 2026

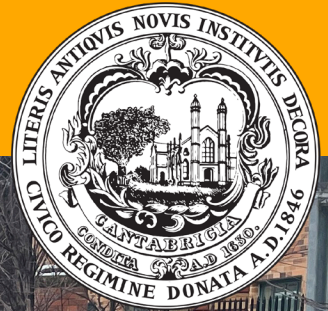


Table of Contents

Introduction	3
Installation Summary	3
Background	5
Work Completed During Separated Bike Lane Year 6: May 1, 2025 to April 30, 2026	7
Summary Table: Projects Completed in Year 6	7
Community Outreach and Engagement	8
Year 6 Project Details	10
Work Planned for Separated Bike Lane Year 7: May 1, 2026 to November 30, 2026	13
Summary Table: Projects Planned for Year 7	13
Upcoming Projects	14
Work Planned for Beyond November 30, 2026	16
Summary Table: Work Planned for Beyond November 30, 2026	16
Upcoming Projects	17
Overall Progress Toward Targets	23
MassAve Partial Construction Project	23
The Rest of Mass Ave	23
The Special4	24
Other Locations	25
Cycling Safety Ordinance Mileage Totals	25

Learn More

Want to learn more about the Cycling Safety Ordinance and related projects?

Visit www.cambridgema.gov/cso-projects

Introduction

Cambridge's Cycling Safety Ordinance sets ambitious requirements for the installation of about 25 miles of separated bike lanes between 2020 and 2026.

The Ordinance requires annual progress reports on improvements made each year. Many deadlines and timelines set out in the Ordinance follow a "Separated Bike Lane Year" between May 1 and April 30.

This sixth annual report:

- Details separated bike lane progress made in Separated Bike Lane Year 6 (from May 1, 2025, to April 30, 2026).
- Outlines the work planned for Separated Bike Lane Year 7 (from May 1, 2026, to November 30, 2026).
- Identifies all remaining work anticipated after Separated Bike Lane Year 7.

New information shared in this year's report includes:

- An overview of work completed during Separated Bike Lane Year 6 (May 1, 2025, through April 30, 2026).
- An overview of work to be completed during Separated Bike Lane Year 7 (May 1, 2026, through November 2026).
- Separated Bike Lane Year 6 community engagement and outreach milestones.
- Estimated timelines and project scopes for the remaining work anticipated beyond Separated Bike Lane Year 7.
- Updated separated bike lane mileage totals and progress toward the City's 25-mile commitment.

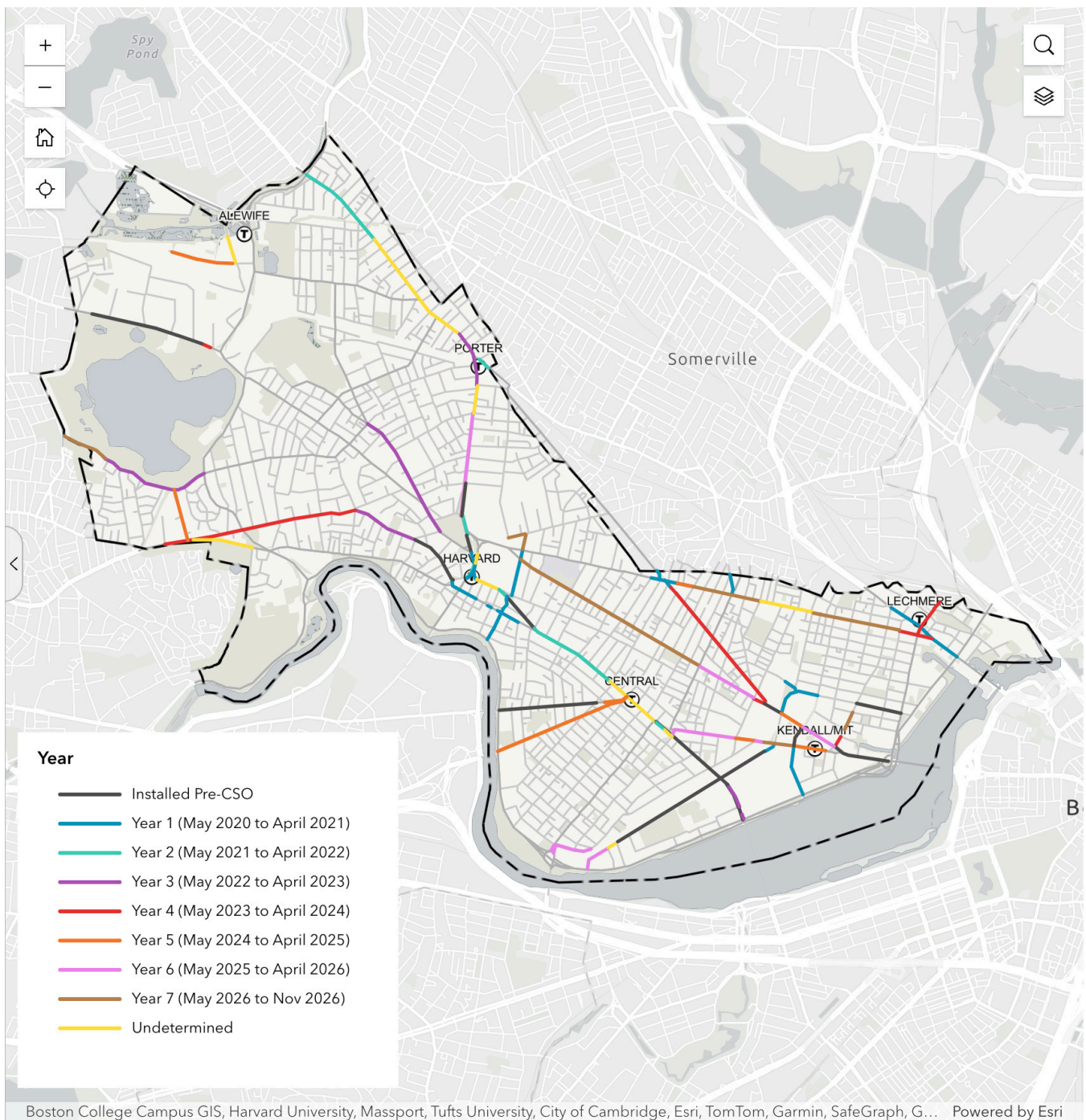
Installation Summary*

- In Year 1, we completed or started construction on **4.19 miles** of separated bike lanes.
- In Year 2, we completed or started construction on **2.15 miles** of separated bike lanes.
- In Year 3, we completed or started construction on **3.67 miles** of separated bike lanes.
- In Year 4, we completed or started construction on **4.21 miles** of separated bike lanes.
- In Year 5, we completed or started construction on **1.90 miles** of separated bike lanes.
- In Year 6, we completed or started construction on **3.28 miles** of separated bike lanes.
- In Year 7, we plan to install or start construction on **6.22 miles** of separated bike lanes.

**Mileage totals have been adjusted based on a standardized GIS measurement process*

FIGURE #1

Map of streets where we have installed, planned, or begun construction on separated bike lanes as part of the Cycling Safety Ordinance



[Click here to explore an interactive map online.](#)



Brattle Street Safety Improvement Project, October 2023 by Kyle Klein.

Background

In 2019, the Cambridge City Council passed the Cycling Safety Ordinance. The Ordinance requires that the City construct separated bike lanes on streets designated for “greater separation” in Cambridge’s Bicycle Network Vision, if the street is being reconstructed as part of the City’s Five-Year Plan for Streets and Sidewalks.

In 2020, the Council passed amendments to the Ordinance, setting ambitious requirements for the installation of approximately 25 miles of separated bikes lanes within five to seven years. The location of these facilities is informed by both the Cambridge Bicycle Network Vision and specific requirements in the Ordinance.

In April, 2024, the Cambridge City Council began discussions about an amended Cycling Safety Ordinance deadline. In October 2024, the deadline was officially extended to November 30, 2026. This modifies the previous deadline of May 1, 2026.

In general, the Ordinance requires the installation of separated bike lanes 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, eastbound from Huron Avenue to Berkeley Street, and westbound from Mason Street to Huron Avenue

The Ordinance also requires that the City install 11.6 more miles of separated bike lanes in other locations that are part of the Bicycle Network Vision.

In its requirements and timelines, the Ordinance distinguishes between Quick-Build and construction. Quick-Build methods include pavement markings, flex-posts, signage, and signal changes, and can usually be installed over a few weeks or months. The City reports Quick-Build separated bike lane mileage in the year that the project is installed.

Construction involves more extensive changes, including potentially moving curbs and/or removing medians. Work becomes more complex any time it is necessary to dig into the ground, and construction projects may include work on infrastructure that is underground (e.g., pipes, electrical and gas lines). Construction projects often take multiple years to complete, and the City reports constructed separated bike lane mileage in the year that construction begins.

In Separated Bike Lane Year 6, the City continued implementing “Partial Construction” projects, an approach introduced with the Mass Ave project in 2021 that combines construction with quick-build materials. In Year 6, this approach was expanded to Cambridge Street, Broadway Section C, and Main Street 2026. These projects require more design complexity than typical quick-build projects while involving less construction than full capital reconstruction projects.

For additional information about the Cycling Safety Ordinance, please visit www.cambridgema.gov/cyclingsafetyordinance. This page details the specific requirements and the associated timelines and provides additional links to individual Cycling Safety Ordinance projects.

Work Completed During Separated Bike Lane Year 6: May 1, 2025 to April 30, 2026

Project Installation & Construction

Between May 1, 2025 and April 30, 2026 (Separated Bike Lane Year 6), we installed or began construction on 3.29 miles of separated bike lanes, bringing our total to 18.78 miles since May 1, 2020.

Summary Table: Projects Completed in Year 6

Street	From/To	Category	Project Type	Miles	Status
Broadway	Galileo Galilei Way to Third St	Other Locations	Quick-Build	0.25	Westbound permanently installed, Eastbound temporarily installed due to future construction roadway changes (not counted)
Broadway	Portland St to Columbia St	Special 4	Quick-Build	0.60	Complete
Main St	Portland St to Sidney St Extension	Other Locations	Quick-Build	0.60	Complete
Main St	Technology Square to Albany St	Other Locations	Quick-Build	0.05	Complete
Third St	Munroe St to Potter St	Other Locations	Construction	0.20	Under Construction
Vassar St	Amherst Alley to Memorial Drive	Other Locations	Quick-Build	0.40	Complete
Waverly St	Henry St to Brookline St	Other Locations	Quick-Build	0.16	Complete
Massachusetts Avenue	Waterhouse St to Linnean St	Mass Ave	Partial Construction	0.98	Under Construction
Total Miles:				3.28 miles	

Project Highlights

COMMUNITY OUTREACH AND ENGAGEMENT

Community engagement remained a central component of the Cambridge Department of Transportation's implementation of the Cycling Safety Ordinance (CSO) during Separated Bike Year 6. **Between May 1, 2025, and April 30, 2026, the Department hosted 17 public engagement events supporting CSO-related projects.** These included in-person open houses, virtual and recorded information sessions, Working Group meetings, and Advisory Group meetings that provided residents, businesses, institutions, and other stakeholders with opportunities to learn about projects, ask questions, and provide feedback throughout the planning and design process.

In addition to public meetings and engagement events, the Department used a broad range of outreach methods to ensure community members had multiple opportunities to learn about projects and provide feedback.



Aberdeen Safety Improvement Project Open House at Mount Auburn Cemetery Chapel, August 19, 2025.

During Separated Bike Year 6, outreach efforts included:

- **17 public meetings** and engagement events
- Project-area posters and flyers to promote events
- **17,995 direct mail postcards sent** to residents and businesses
- Door-to-door flyering and surveying of businesses on impacted corridors
- Email updates to **1,732 project subscribers**
- Five online design feedback surveys generating **2,009 responses**

- Social media campaigns through the City of Cambridge's accounts
- Features in the City's Daily Update email newsletter promoting every community meeting and survey
- The expansion of the [Transportation Monthly](#) newsletter, which combines the former Transit Bulletin and Active Transportation Report into a single publication featuring updates on street projects, MBTA service changes, and sustainable transportation initiatives. The newsletter has reached **1,596 subscribers every month** since January 2026 and is actively growing.

The following public meetings were held for CSO-related projects during Separated Bike Year 6:

1. May 1, 2025 – Broadway Safety Improvement Project Open House, Community Art Center Gym
2. May 6, 2025 – CSO Advisory Group Meeting
3. May 8, 2025 – Vassar Street Safety Improvement Project Open House, MIT
4. July 29, 2025 – Broadway Safety Improvement Project Working Group Meeting
5. August 6, 2025 – Vassar Street Safety Improvement Project Virtual Open House
6. August 19, 2025 – Aberdeen Safety Improvement Project Open House, Mount Auburn Cemetery
7. August 24, 2025 – Cambridge Street Safety Improvement Project Working Group Meeting
8. November 18, 2025 – Broadway Safety Improvement Project Working Group Meeting
9. December 2, 2025 – Outer Huron Safety Improvement Project Virtual Information Session
10. December 9, 2025 – Outer Huron Safety Improvement Project Open House, Russell Youth Center
11. December 16, 2025 – Outer Huron Safety Improvement Project Open House, Parkside Place
12. January 7, 2026 – Broadway Safety Improvement Project Open House, Cambridge Rindge and Latin School
13. January 22, 2026 – Quincy-Western-Kirkland Safety Improvement Project Open House, Harvard Graduate School of Design
14. February 25, 2026 – Broadway Safety Improvement Project Working Group Meeting
15. April 7, 2026 – Cambridge Street Safety Improvement Project Working Group Meeting
16. April 16, 2026 – Broadway Safety Improvement Project Open House, City Hall Annex
17. April 29, 2026 – Cambridge Street Safety Improvement Project Virtual Information Session

BROADWAY SAFETY IMPROVEMENT PROJECT

The [Broadway Safety Improvement Project](#) is separated into three Sections. We installed Section A (Portland St to Columbia St) in separated Bike Lane Year 6. Sections B and C are planned for Year 7.



Section A (Portland St to Columbia St):

Installation complete.

Section B (Columbia St to Ellery St):

Implementation began June 2026.

Section C (Ellery St to Quincy St):

Implementation began July 2026.

BROADWAY (OTHER SECTIONS)

In Year 6, the city worked with a developer to install a Quick-Build two-way bike lane on Broadway between Galileo Gailile Way and Third St as part of the redevelopment of the Volpe Center. This two-way facility protected from vehicle traffic by jersey barriers is in place during construction. When the westbound side of the roadway is rebuilt, it will include grade separated bike lanes when finished.

MAIN STREET SAFETY IMPROVEMENT PROJECT (VARIOUS SECTIONS)



Main Street Safety Improvement Project, Post- Installation, November 2025.

In separated bike lane year 6, we added an additional 0.60 miles of separated bike lanes on Main St between Sidney St Extension and Portland St. This work officially marks the completion of the Main Street Safety Improvement Project from Sidney St Extension and Portland St.

In Year 7, separated bike lane installation will continue along the Main Street corridor, in areas not addressed by the original Main Street project. Work planned for year 7 includes:

- **Sidney St Extension between Main St and Mass Ave:** While not on Main St, this will complete the Main St connection to Mass Ave. Work was planned for Year 6, but was delayed until Year 7 due the need to upgrade signal equipment in order to implement the timing of required signal timing changes at Mass Ave. and Sidney St. Extension. Currently in Year 7, pavement markings have been installed on Sidney Street, and flex-post installation is imminent.
- **Technology Square to Ames St:** This includes removal of the existing Main St median between Vassar St and Ames St and signal timing changes at Main/Vassar and Main/Ames. Community outreach is ongoing. To clearly differentiate it from the earlier Main Street project, it is referred to as the [2026 Main Street Safety Improvement Project](#).

VASSAR STREET SAFETY IMPROVEMENT PROJECT

During Separated Bike Lane Year 6, the City installed 0.40 miles of separated bike lanes on Vassar Street between Memorial Drive and Amherst Alley. This project extends the Vassar Street cycle tracks to Memorial Drive.

WAVERLY ST/BU BRIDGE ROTARY

In Separated Bike Lane Year 6, the city installed an additional 0.16 miles of separated bike lanes on a series of streets in Lower Cambridgeport near the BU Bridge. This will also serve as the connector between the BU Bridge and the future Grand Junction Multi-Use Path entrance at Waverly St and Henry St. It includes a short section of Brookline St near the BU Rotary, Waverly St from Brookline to Henry St and a short section of Sidney St between Henry St and Waverly St.

As part of this project, the city collaborated with the Massachusetts Department of Conservation and Recreation (DCR) to install separated bike lanes on a DCR-owned roadway. DCR has also made improvements to the rotary, but this is a project separate from the Cycling Safety Ordinance. The City of Cambridge will perform snow and flex-post maintenance on this short section of DCR-owned street. [Learn more here.](#)

THIRD ST

In Separated Bike Lane Year 6, work began on the construction of 0.20 miles of separated bike lanes on Third St between Potter St and Munroe St. as part of a residential redevelopment.

Work Planned for Separated Bike Lane Year 7: May 1, 2026 to November 30, 2026

Between May 1, 2026 and April 30, 2027 (Separated Bike Lane Year 7), we will install or began construction on 6.22 miles of separated bike lanes, bringing our total to 25.24 miles since May 1, 2020.

Summary Table: Projects Planned for Year 7

Street	From/To	Category	Project Type	Miles	Status
Cambridge St	Prospect St to Willow St	Special 4	Construction	0.65	Construction to be bid late 2026
Cambridge St	Fulkerson St to Second St	Special 4	Construction	0.96	Construction to be bid late 2026
Broadway	Columbia St to Quincy St	Special 4	Quick-Build and some Construction	2.01	Planned for 2026
Main St	Technology Square to Ames St	Other Locations	Quick-Build	0.33	Planned for 2026
Kirkland St	Oxford St to Quincy St	Other Locations	Quick-Build	0.18	Planned for 2026
Quincy St	Kirkland St to Cambridge St	Other Locations	Quick-Build	0.07	Planned for 2026
Huron Ave	Fresh Pond Place to Grove St	Other Locations	Quick-Build	0.51	Planned for 2026
Mass Ave	Linnean St to Roseland St	Mass Ave	Partial Construction	0.28	Construction has begun
Mass Ave	Beech St to Dudley St	Mass Ave	Partial Construction	1.23	Construction has begun
Total Miles:				6.22 miles	

Upcoming Projects

As stated above, in Separated Bike Lane Year 7, we plan to install 6.22 miles of separated bike lanes. Below we provide more information on the work planned for Year 7 in more detail.

CAMBRIDGE STREET SAFETY IMPROVEMENT PROJECT

In Year 7 we will wrap up outreach on two major sections of the [Cambridge Street Safety Improvement Project](#) and transition towards construction. Originally envisioned as a quick-build project, pavement conditions along Cambridge Street require more significant construction to ensure the condition of the roadway in coming years. This has impacted our approach to how we can install the bike lanes along Cambridge Street. This project now includes normal quick-build elements, such as markings and flex-posts, in addition to curb work at select locations, deep milling, and full reconstruction where the roadway needs repair. This curb work will provide for an improved design, fewer parking impacts and pedestrian and transit improvements, such as bus boarding islands and pedestrian refuge islands.

This project is broken into 3 sections.



Section A (Prospect St to Willow St) and Section C (Fulkerson St to Second St):

Staff shared a final design in June 2026. Construction will be bid in the Fall of 2026. Major construction will begin in 2027 and take 1-2 years.

Section B (Willow St to Fulkerson St):

This section of the project includes signalization of the intersection at Cardinal Medeiros, Warren, and Cambridge streets, as envisioned in the Grand Junction Path design. Design is currently underway. Construction of this section is planned to follow Sections A and C. It will occur beyond the current Separated Bike Year. For more information, see the summary of work planned beyond 2026.

KIRKLAND QUINCY

In Year 7, we plan to install separated bike lanes on part Kirkland St between Oxford St and Quincy St and on Quincy St in the northbound direction only between Cambridge St and Kirkland St. This includes 0.25 miles of separated bike lane miles total.

OUTER HURON

In Year 7, we plan to begin installation of separated bike lanes on Huron Avenue between Fresh Pond Place and Grove Street. This includes 0.51 miles of separated bike lane miles total. This project includes normal quick-build elements, such as markings, flex-posts, and pre-cast concrete curbs and will include minor curb and drainage work at select locations.

BROADWAY AND MAIN STREET

Work on the Broadway Safety Improvement Project began during Separated Bike Lane Year 6 and will continue through 2026 into Separated Bike Lane Year 7, with completion anticipated before the November 2026 Cycling Safety Ordinance deadline. Similarly, the 2026 Main Street Safety Improvement Project, which covers a small section of Main Street from Technology Square to Ames Street, is expected to be completed before the end of 2026.

Work Planned for Beyond November 30, 2026

After November 30, 2026 we plan to continue construction or installation on 1.84 miles of separated bike lanes, bringing our total to 26.95 miles since May 1, 2020.

Summary Table: Projects Planned for After CSO Deadline

Street	From/To	Category	Project Type	Miles	Status
Cambridge St	Willow St to Fulkerson St	Special 4	Construction	0.50	Construction to be bid late 2026, work estimated to take 1-2 years
Mt Auburn St	Coolidge Ave to Brattle St	Other Locations	Quick-Build	0.19	
Mass Ave	Douglass St to Inman St	Mass Ave	Quick-Build	0.59	Planned for 2027
Mass Ave	Peabody St to Cambridge St	Mass Ave	Construction	0.05	
Galileo Galilei Way	Broadway to Main Street	Other Locations	Quick-Build	0.26	
Mass Ave	Plympton St to Dunster St	Mass Ave	Construction	0.12	
Steel Place	Alewife Station Access Road to Cambridgepark Drive	Other Locations	Quick-Build	0.13	Planned for Spring 2027
Total Miles:				1.84 miles	

Several project segments require additional coordination and construction activities that extend beyond the CSO implementation timeline. Factors such as utility relocations, the scale and complexity of construction, coordination with other capital projects, and permitting requirements have resulted in construction schedules that continue beyond the ordinance deadline.

There will be a Year 7 CSO Report, which will include work completed in Year 7 as well as work that goes beyond November 2026.

Upcoming Projects

After November 30, 2026 we plan to continue construction or installation on 1.84 miles of separated bike lanes. Below we provide more information on the work planned for beyond 2026 in more detail.

CAMBRIDGE ST SAFETY IMPROVEMENT PROJECT

Section B (Willow St to Fulkerson St):

This section of the project includes signalization of the intersection at Cardinal Medeiros, Warren, and Cambridge streets, as envisioned in the Grand Junction Path design. Design is currently underway. Construction of this section is planned to follow Sections A and C. It will occur beyond the current Separated Bike Year.

CENTRAL SQUARE: MASSACHUSETTS AVENUE BETWEEN INMAN ST AND DOUGLASS ST

In Separated Bike Lane Year 7, we plan to begin engagement on separated bike lanes in Central Square. This will include quick-build separated bike lanes between Inman St and Prospect St, and between Pearl St and Douglass St. Installation will begin after the CSO deadline in calendar year 2027 due to work associated with the MBTA's Central Square Renovation.

Floating bus stops are planned for Central Square as well between Prospect St and Pearl St as part of a longer-term project. Construction on this element wouldn't begin until 2028 at the earliest while the MBTA installs additional elevators in Central Square.

This represents a revised scope and approach for this section of Mass Ave. Previously, a full reconstruction of this section was planned. Changes in our understanding of how and where we can install quick build lanes, impacts of other construction has led to a faster approach that will pair quick build elements with targeted construction in key bus stop locations. Consideration of long-term reconstruction of this section of Mass Ave will be included in outer-year prioritization of the City's capital program.

MT AUBURN STREET SAFETY IMPROVEMENT PROJECT

We plan to install separated bike lanes on the north side of Mt. Auburn St from Brattle St to Coolidge Ave. Buffered bike lanes will be added on the south side of Mt. Auburn St in the project area. In order to facilitate this, one westbound travel lane will be removed on Mt. Auburn St in the project area.

Design for this project was ongoing up until the City of Cambridge closed a section of Mt. Auburn Street for safety during the demolition of the 221 Mt. Auburn Street building. Although the closure wasn't in the project area, the decision was made to pause this project until after Mt. Auburn St reopened and associated impacts to local traffic had diminished.

GALILEO GALILEI WAY

Galileo Galilei Way will be repaved once utility work has been completed for the Greater Cambridge Energy Program in the area, which will happen after the CSO deadline. At that time, the City of Cambridge plans to install quick-build separated bike lanes in both directions on Galileo Galilei Way from Broadway to Main Street. The median removal that was part of the GCEP enables us to do this work without removing turn lanes at either signalized intersection. Public outreach has not begun.

STEEL PLACE

We plan to install separated bike lanes northbound on Steel Place between the Alewife Station Access Road and Cambridgepark Drive. The southbound bike lane will remain, and protection will be added where possible. These lanes will provide a connection to the Minuteman Bikeway, Linear Park, and Fitchburg Cutoff paths near Alewife. No changes to the intersection of Steel Place and Cambridgepark Drive or the median on Steel Place are anticipated as part of this quick-build project.

Design of this project was not able to begin while the MBTA was in the process of soliciting proposals for Alewife station redevelopment. Now that there are no redevelopment plans for Alewife in the near future that will affect Steel Place, we can begin design. Design and outreach will begin in the Fall of 2026. Installation is anticipated in Spring/Summer 2027

CYCLING SAFETY ORDINANCE MASS AVE PARTIAL CONSTRUCTION AND MASS AVE HARVARD SQUARE, FORMERLY THE MASSAVE4 PROGRAM: YEAR 6 UPDATE



The Cycling Safety Ordinance identified four segments of Massachusetts Avenue where installing separated bike lanes would be challenging due to unique complicating factors which include significant underground utilities, major bus stops, a center median, and the MBTA's overhead trolley bus wires.

These four segments were collectively referred to as the MassAve4 in the ordinance. With the expanded limits of the projects, there are no longer four unique segments. The names of the projects were changed in 2023 as described below.

- Mass Ave Partial Construction (Waterhouse Street to Alewife Brook Parkway), formerly MassAve4 Segments A and B.
- Mass Ave Improvements - Harvard Square, formerly MassAve4 Segments C and D.

In April 2022, the City submitted a report to the City Council with recommended approaches and timelines for the installation of separated bike lanes in these four segments. The full report can be found [here](#).

The City's original recommended approaches for the four segments are summarized below:

- A **partial construction approach** was recommended for Segments A and B. This approach allows the center median to be removed except at key locations for pedestrian crossings, traffic signals, and traffic control. Separated bike lanes will be implemented using flex posts or pre-cast concrete curb separation. During the last year, the MBTA removed the overhead

catenary wires and is committed to working with the City to remove the catenary poles. Removal of this above ground infrastructure will provide significantly more design flexibility for curbside uses.

- A **full construction approach** was recommended for Segments C and D. Due to heavy bus stop activity and the need for bus layovers, full construction would be needed to implement separated bike lanes at the bus stop locations. The recommended project limits were Mass Ave from Plympton Street to Garden Street.

The City Council approved these recommendations, and the Mass Ave Partial Construction and Mass Ave Harvard Square Projects are now included in the City's Five-Year Capital Plan.

MASS AVE PARTIAL CONSTRUCTION: WATERHOUSE TO ALEWIFE BROOK

In 2022, the project limits were extended as described in the Year 3 update to include two segments where Quick-Build separated bike lanes were previously installed. These two segments, the section of Mass Ave near Porter Square and the section north of Dudley Street, are adjacent to Segments A and B. These extended project limits comprise a contiguous two-mile multimodal corridor bustling with retail shops, offices, restaurants and other uses and activities. Due to the projects two-mile length, construction along Mass Ave is currently planned to be implemented in four phases. Still, the concept and detailed engineering designs are being developed as one project. The phases are as follows:

- **Phase 1** – Mass Ave from Waterhouse Street to Linnaean – Median Removal
- **Phase 2** – Mass Ave from Waterhouse Street to Roseland Street - Surface Improvements
- **Phase 3** – Mass Ave from Roseland Street to Dudley Street
- **Phase 4** – Mass Ave from Dudley Street to Alewife Brook Parkway

During Year 6 of the Cycling Safety Ordinance, the City has been evaluating existing surface and subsurface infrastructure, advancing project design, conducting value engineering analyses, identifying potential improvements, and executing Phase 1 construction activities.

Summary of Year 6 Activities

- Performed programmatic analyses to have a more detailed understanding of the operational and safety impacts of the design on all users, including cyclists, pedestrians, transit customers, and motorists.
- Continued meeting with Mass Ave Partial Construction Working Group. One working group meeting was held which allowed collaboration with the working group including providing updates on the development on the design between Waterhouse to Roseland
- Held meetings with transportation committees, the public, various City departments and stakeholders.
- Developed design concepts and detailed designs.
- Developed a phased construction approach along the two-mile project:
 - **Waterhouse Street to Roseland Street** – Construction activities to support the Phase 1 implementation began in 2025. Activities included median removal between Waterhouse Street and Linnean Street and upgrades to affected utilities. The existing

median was removed and replaced by a painted median which will allow for more flexibility to manage traffic around construction work zones. Concurrently, street design is progressing through the detail design process. In 2027, construction activities will transition to Phase 2 surface reconstruction.

- **Roseland Street to Dudley Street** – Concept development is in progress and will transition to detailed design in 2026.
- **Dudley Street to Alewife Brooke Parkway** – Concept development is in progress and will transition to detailed design in 2026.
- Researched record drawings and documentation for existing infrastructure.
- Coordinated with private utility companies to determine if there were utility repairs and/or upgrades needed along Mass Ave.
- Performed various field activities (assessed existing condition of utilities and infrastructure, conducted traffic counts, reviewed locations of existing trees, and tested pavement core samples) to document and verify surface and subsurface conditions.
- Conducted and reviewed sewer and stormwater collection system inspections and identified necessary repairs.
- Worked closely with the Cambridge Water Department in conjunction with concept and design development to identify critical water main and water service replacements needed to support project design.
- Assisted the Cambridge Water Department with conducting lead and copper surveys of water infrastructure.
- Monitored progress on other construction activities within the project limits (MBTA, Eversource).
- Coordinated with the MBTA regarding bus operations, ridership, and removal of the electric trolley infrastructure.

Planned Year 7 Activities

While continuing many of the Year 6 activities, the following activities are planned for Year 7:

- Continue to meet and collaborate with the working group to advance the corridor design.
- Continue to hold meetings with Cambridge committees, the public, various City departments and stakeholders.
- Continue to develop design concepts and advance the design phases.
- Continue to evaluate sewer and stormwater collection system inspections and identify necessary repairs.
- Continue to evaluate the condition of the water distribution system and coordinate with Cambridge Water to determine the extent of upgrades needed to support project design and implementation.
- Continue to refine the phased construction approach along the two-mile project.
- Continue to monitor progress on other construction activities within the project limits (MBTA, Eversource).
- Prepare construction contract documents for a public construction bid.

- Complete Waterhouse Street to Linnaean Street Phase 1 construction.
- Complete final surface design of Waterhouse Street to Linnaean Street Phase 2 construction.
- Initiate Waterhouse Street to Linnaean Street Phase 2 construction.
- Advance concept layouts and engineered designs for Linnaean Street to Dudley Street and Dudley Street to Alewife Brooke Parkway.

YEAR 6 PLANS FOR THE MASS AVE HARVARD SQUARE PROJECTS

The original plans for segments C and D included full reconstruction with sidewalk level bike lanes behind floating bus stops. Plans continue for this approach for segment C near the bus stops at Johnston Gate. However, extensive analysis on section D have demonstrated that the street width available will not accommodate the original plan. We continue to work on a design that will best accommodate all users of the street, including public safety needs. More information on the approach to this segment will be shared in the coming year.

Previous collaborative engagement and design development efforts have identified the need to upgrade public utilities, including water, stormwater and lighting infrastructure, in addition to optimizing traffic signals to improve safety and accessibility for pedestrians, cyclists, and public transit users in this historically significant area of Cambridge. The project teams will continue advancing the designs, tracking critical path items and activities, refining construction cost estimates and construction schedules, hosting community engagement events, and developing strategies for bidding the work and implementing the construction.

Summary of Year 6 Activities

- Performed sewer and stormwater pipe inspections.
- Collected samples of the pavement and subbase to evaluate existing conditions.
- Coordinated with the City's kiosk and plaza construction projects.
- Coordinated with Eversource regarding necessary upgrades to gas infrastructure.

Planned Year 7 Activities

The following activities are planned for Year 7:

- Continue to coordinate with Cambridge public safety to review the 50 percent design for Segment C.
- Develop 90 percent design for Segment C that includes construction drawings and specifications for all engineering disciplines.
- Coordinate with the MBTA for a license to perform construction activities above and/or in the vicinity of the Red Line infrastructure.
- Evaluate traffic pattern changes that would be required around Flagstaff Park to allow for a bus boarding island at the Dawes Island bus stop
- Monitor progress on other construction activities within the project limits (kiosk and plaza construction, Eversource)

Overall Progress Toward Targets

The Cycling Safety Ordinance details specific deadlines for installing separated bike lanes on different streets. In the section below, find:

- A simplified summary of the Ordinance's requirements and deadlines.
- Details on our progress toward meeting these deadlines.

Please note, when counting mileage totals, Quick-Build miles count at the start of installation and construction miles count at the start of construction.

Mass Ave Partial Construction Project:

The Mass Ave Partial Construction Project includes Mass Ave from:

- Dudley Street to Beech Street
- Roseland Street to Waterhouse Street
- Garden Street to Church Street
- Dunster Street to Plympton Street

MASS AVE PROGRESS DURING SEPARATED BIKE LANE YEAR 6:



Total: 0.98 of 2.5 miles installed or under construction.

PREVIOUS DEADLINES:

- **Complete: By April 30, 2021:** MassAve4 Impacts Analysis due to City Council.
- **Complete: By April 30, 2022:** Construction timeline approved for Harvard Square Bus Stops (Church St to Garden St and Plympton St to Dunster St). Partial construction timeline approved for Dudley St to Beech St and Roseland St to Waterhouse St.

The Rest of Mass Ave

- This section includes all segments of Massachusetts Avenue, from Memorial Drive to Alewife Brook Parkway, that are not included in the MassAve4.



2.94 of 3.64 miles installed or under construction.

PREVIOUS DEADLINES:

- **Complete: By April 30, 2022:** Install separated bike lanes on all parts of Mass Ave that are not in the MassAve4 or Central Square Exception.
- **Complete: By December 31, 2022:** Begin design for constructed separated bike lanes between Sidney Street and Inman Street (Central Square).
- **In Progress: By December 31, 2025:** Begin construction of Central Square separated bike lanes (between Sidney Street and Inman Street). Preparatory work in Central Square is underway. The MBTA elevator project is set to begin shortly.

The Special4

The Special4 includes:

- Broadway from Quincy Street to Hampshire Street
- Cambridge Street from Oak Street to Second Street
- Hampshire Street from Amory Street to Broadway
- Garden Street, eastbound from Huron Avenue to Berkeley Street, and westbound from Mason Street to Huron Avenue

SPECIAL4 PROGRESS DURING SEPARATED BIKE LANE YEAR 6:



Total: 3.49 of 7.49 miles installed or under construction.

FUTURE DEADLINES:

- **By November 30, 2026:** New Installation Deadline as of 2024.

Other Locations

We must install 11.41 more miles of separated bike lanes in areas that are designated for greater separation in the Bicycle Network Vision.

OTHER LOCATIONS PROGRESS DURING SEPARATED BIKE LANE YEAR 6:



Total: 10.71 of 11.6 miles installed or under construction.

FUTURE DEADLINES:

- **By November 30, 2026:** New Installation Deadline as of 2024.

Cycling Safety Ordinance Mileage Totals

SEPARATED BIKE LANE YEAR 6:



Total: 19.75 of 25 miles installed or under construction.