

What's in the Cycling Safety Ordinance

General requirements, locations where separated bike lanes must be installed, and deadlines for specific locations

2019 Cycling Safety Ordinance

- In 2019, the Cambridge City Council passed the first version of the Cycling Safety Ordinance
- This initial legislation bound the work in the 5-Year Plan to the Bicycle Network Vision (part of the Cambridge Bicycle Plan, which is currently being updated)

Result: When streets are reconstructed as a part of the 5-Year Plan, we must install bike facilities consistent with the Bicycle Network Vision.

Map is a simplified version of the final draft of the Bicycle Network Vision that will be released as a part of the Bicycle Plan Update. Dashed lines indicate changes made during the planning process for the Update.



2020 Cambridge Cycling Safety Ordinance

- In September of 2020, the City Council passed additional amendments to the ordinance
- Approximately 25 miles of separated bike lanes must be installed in the next 5 to 7 years
- The locations of the facilities are informed by the Bicycle Network Vision and specific Ordinance Requirements

Key Change: Rather than waiting for projects to come up in the 5-Year Plan, we must start working on the separated network by doing quick-build projects



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Ordinance Requirements + Timeline

General Information

Separated Bike Lane Year

- Many Ordinance deadlines are either “by May 1” or “by no later than May 1”
- For simplicity, we’re referring to all these dates as April 30
- This means that you can think of the “Separated Bike Lane Year” as beginning in May and ending in April

Annual Reporting

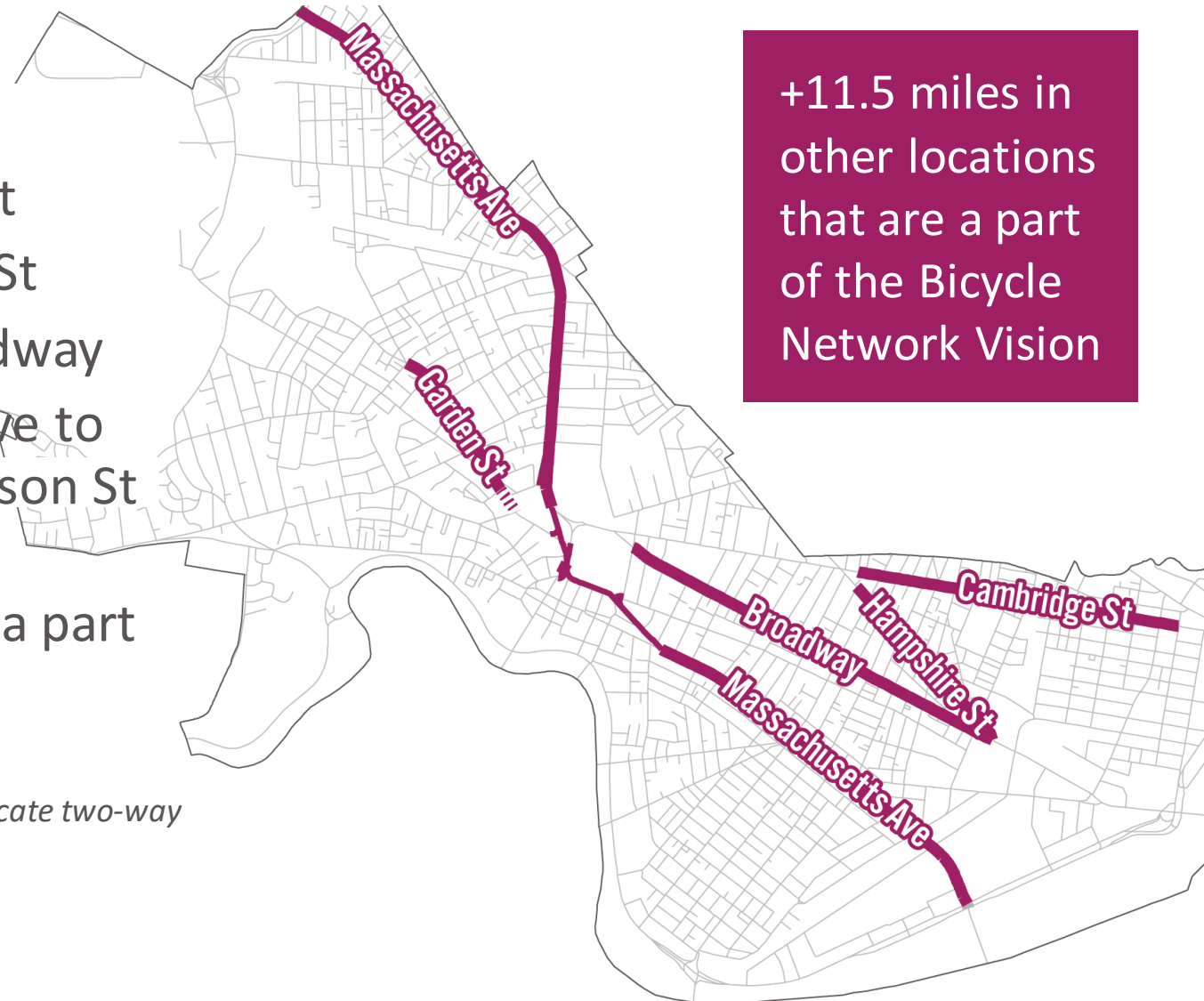
- By May 31 each year, we report to the Council the progress we’ve made during the last year and what we plan to do in the current year
- We’re also required to maintain information online about the location and length of the facilities that we’ve installed

Ordinance Requirements + Timeline

Where Separated Bike Lanes Must be Provided

- Massachusetts Ave - entire corridor
- Broadway - Quincy St to Hampshire St
- Cambridge St - Oak Street to Second St
- Hampshire St - Amory Street to Broadway
- Garden St - eastbound from Huron Ave to Berkeley St, and westbound from Mason St to Huron Ave
- 11.5 miles in other locations that are a part of Bicycle Network Vision

On the map, thin lines indicate one-way sections. Dashed lines indicate two-way sections where we must install SBLs in one direction.



Ordinance Requirements + Timeline

MassAve4

Locations on Mass Ave that have complicating factors (i.e., the two major bus stops in Harvard Square and the sections with overhead catenary wires for electric buses), including:

- A. Dudley St to Beech St
- B. Roseland St to Waterhouse St
- C. Garden St to Church St, northbound (this segment is Peabody St)
- D. Dunster St to Plympton St

On the map, the dashed line indicates a two-way section where a separated bike lane is already installed in one direction.



Ordinance Requirements + Timeline

MassAve4 (continued)

by April 30, 2021 | We must provide a report to City Council describing the impacts of installing quick-build SBLs on the MassAve4

by April 30, 2022 | After the report is submitted, we'll determine which blocks can be done with quick-build, for those that can't we need to get Council approval on a construction timeline

by April 30, 2023 | For blocks that we determine can be done as quick-builds, this is the installation deadline

by April 30, 2024 | If the City Council **does not** approve the construction timeline, we must install quick-build SBLs in all parts of the MassAve4

by date to be determined | If the City Council **approves** the construction timeline we must construct SBLs by the dates laid out in the timeline



Ordinance Requirements + Timeline

The Rest of Mass Ave

- The rest of Mass Ave includes all segments of Mass Ave, from Memorial Drive to Alewife Brook Parkway, that are not included in the MassAve4.
- The map shows segments of Mass Ave where separated bike lanes have not been installed.

by April 30, 2022 | We must install¹SBLs in every location that is a part of “The Rest of Mass Ave”

by December 31, 2022 | Central Sq exception²- if SBLs will be constructed, we have until the end of 2022 to begin design

by December 31, 2025 | If Central Sq area will be constructed, we have until the end of 2025 to begin construction

¹If we are doing construction, we’re only required to start construction by this date

¹Includes Mass Ave between Sidney St and Inman St



On the map, the dashed line indicates a two-way section where a separated bike lane is already installed in one direction.

Ordinance Requirements + Timeline

The Special4

The Special4 include:

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



by April 30, 2025 | If we have not completed these SBLs, we must provide a report to the Cambridge City Council explaining how we will get them done by April 2026

by April 30, 2026 | We must install separated bike lanes on all segments of the Special4

Ordinance Requirements + Timeline

11.5 Miles in Other Locations

- We must install 22.6 miles of separated bike lanes
 - Including the Special4 and the rest of Mass Ave
 - Not including the MassAve4
- 11.5 miles of separated bike lanes must be installed in other locations that are in the Bicycle Network Vision
- When released, the updated Cambridge Bicycle Plan will include a prioritization process for quick-build projects

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Ordinance Requirements + Timeline

11.5 Miles in Other Locations (continued)

by June 30, 2022 | Deadline to request an extension of up to 4 months if needed due to delays in public process caused by COVID-19

by April 30, 2025 | If we're opting into a one-year extension, we must give City Council a report explaining why the extension is needed

by April 30, 2026 | We must finish the installation¹ of 11.5 miles of bike lanes in "other locations"

by April 30, 2027 | If we opt in to the 1-year extension, this will be the new deadline for the 11.5 miles

by April 30, 2028 | If we install 1.25 miles of quick-build bike lanes on the MassAve4, we get a one-year extension on the 11.5 miles, and this will be the new deadline

by August 31, 2028 | If we request and receive approval on the extension related to delays in public process, this will be the new deadline for the 11.5 miles

¹If we are doing construction, we're only required to start construction by this date

How will we measure transit impacts?

Do we expect transit impacts?

- *Examine existing data on variability and delay (automated passenger counter data)*
 - *Are there specific hot spot locations we should be looking at?*
- *Will we be changing capacity?*
 - *Redesigning existing capacity vs changing capacity*
 - *example: Cambridge Street : number of lanes remained the same, signal operations did not change*

Model traffic changes

- *Vehicle delay as a proxy for transit delay*
- *Not perfect, but allows you to compare options, even if proxy isn't perfect*
- *Person delay to measure impacts, assist with prioritization*

How will we mitigate impacts to transit?

- *TSP*
 - *Bus lanes*
 - *Queue Jumps*
 - *Bus stop improvements such as better spacing, better signage, improved pavement marking treatments*
- (bus/bike lanes are not compliant with the Cycling Safety Ordinance)*

What should the TAC and riding public do have their voice heard

- *Bring voices to the City Council when there are conversations around setting priorities and policies*
- *Bring voices to individual project discussions*
e.g support for choosing transit priority over parking

Questions?

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