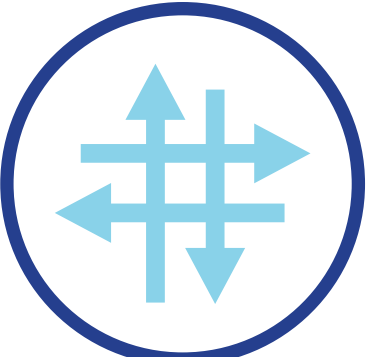


Project Background



Our Street Design Principles

Mass Ave safety improvements are based on two key principles:

Designing for people of ALL ages and abilities, including:

- 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

Rethinking vehicle congestion and delay

- Slow movement is safe movement
- Eliminating delay for people driving alone is not the top priority
- Move people and goods, not their vehicles



Backed by Policy

Many other multimodal safety policies and plans—including the Cycling Safety Ordinance—led to this project:

1. Cambridge Vehicle Trip Reduction Ordinance (1992)
2. Cambridge Growth Policy (1993/2007)
3. Complete Streets Policy (2016)
4. Vehicle Trip Reduction Ordinance
5. Parking & Transportation Demand Ordinance
6. Climate Protection Plan
7. Growth Policy Document Update
8. School Wellness Policy
9. Envision Cambridge

Cycling Safety Ordinance (2020)

- Requires the installation of separated bike lanes in certain parts of the city
- Set deadline of April 30 for quick-build projects on Mass Ave per Porter Square is the only remaining quick-build project on Mass Ave

Porter Square versus MassAve4

Porter Square and the MassAve4 are separate projects. The MassAve4 are four sections of Mass Ave that will get separated bike lanes but on a slightly longer timeframe. Porter Square from Roseland St to Beech St is not part of the MassAve4.

MassAve4:

- 1 Dudley Street to Beech Street
- 2 Roseland Street to Waterhouse Street
- 3 4 Two large bus stops in Harvard Square



Cambridge Bicycle Plan, 2020

