



Mid-Mas Ave Safety Improvement Project Community Meeting

Wednesday, May 27, 2021 | 7:00 p.m. | Zoom

Cycling Safety Ordinance Overview

2019: Cambridge City Council Passed the Cycling Safety Ordinance

Requires the construction of separated bike lanes when streets are being reconstructed as a part of the City's Five-Year Plan for Streets and Sidewalks and they have been designated for "Greater Separation" in the Bicycle Network Vision



Image: A separated bike lane in Brattle Sq; Credit: Kyle Klein

Cycling Safety Ordinance Overview - Continued

2020: Cambridge City Council Passed Amendments to the Cycling Safety Ordinance

The amendments set ambitious requirements for the installation of approximately 25 miles of separated bike lanes within the next five to seven years

The location of these facilities will be informed by both the Cambridge Bicycle Network Vision and specific requirements in the Ordinance



Cycling Safety Ordinance Overview - Continued

In general, the amendments to the Ordinance require the installation of separated bike lanes on:

- all of Massachusetts Ave;
- Broadway from Quincy St to Hampshire St;
- Cambridge St from Oak St 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; and
- 11.6 miles of separated bike lanes in other locations that are a part of Bike Network Vision



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

Mid-Mass Ave Project Details



Project Area

Massachusetts Ave between Trowbridge St and Inman St



Project Goals

- Improve safety for people biking on Mass Ave
- Improve safety for people walking when crossing Mass Ave
- Improve safety for transit riders with enhanced markings and signage at bus stops
- Identify opportunities to accommodate the loading needs of businesses
- Implement changes in line with our Vision Zero Action Plan and meet the requirements of the Cambridge Cycling Safety Ordinance



Work to Date

Mid-March - Community Engagement

We invited community members to weigh in on key decisions about the project including where parking should remain

Mid-April - Repaving

The Department of Public Works has repaved selected sections of the project area to ensure that the pavement is consistent and comfortable for people biking



Top Image: Posters on Mass Ave asking community members for their feedback
Bottom Image: A section of Mass Ave that has recently been repaved

Key Changes - Separated Bike Lanes

- Separated bike lanes (SBLs) are being added in both directions

Separated Bike Lane Safety Benefits

- Dedicated space for biking
- Vertical separation between people on bikes and people in cars
- Shorter crossing distances for people walking

Separated Bike Lane Other Benefits

- Increased comfort for people biking
- Increased comfort for people driving as they know where to expect people biking



Key Changes - High-Visibility Signs at Bus Stops

- The Traffic, Parking, and Transportation Department will be adding additional signs to bus stop poles to help people with low vision locate bus stops



Pavement Markings + Parking Regulations

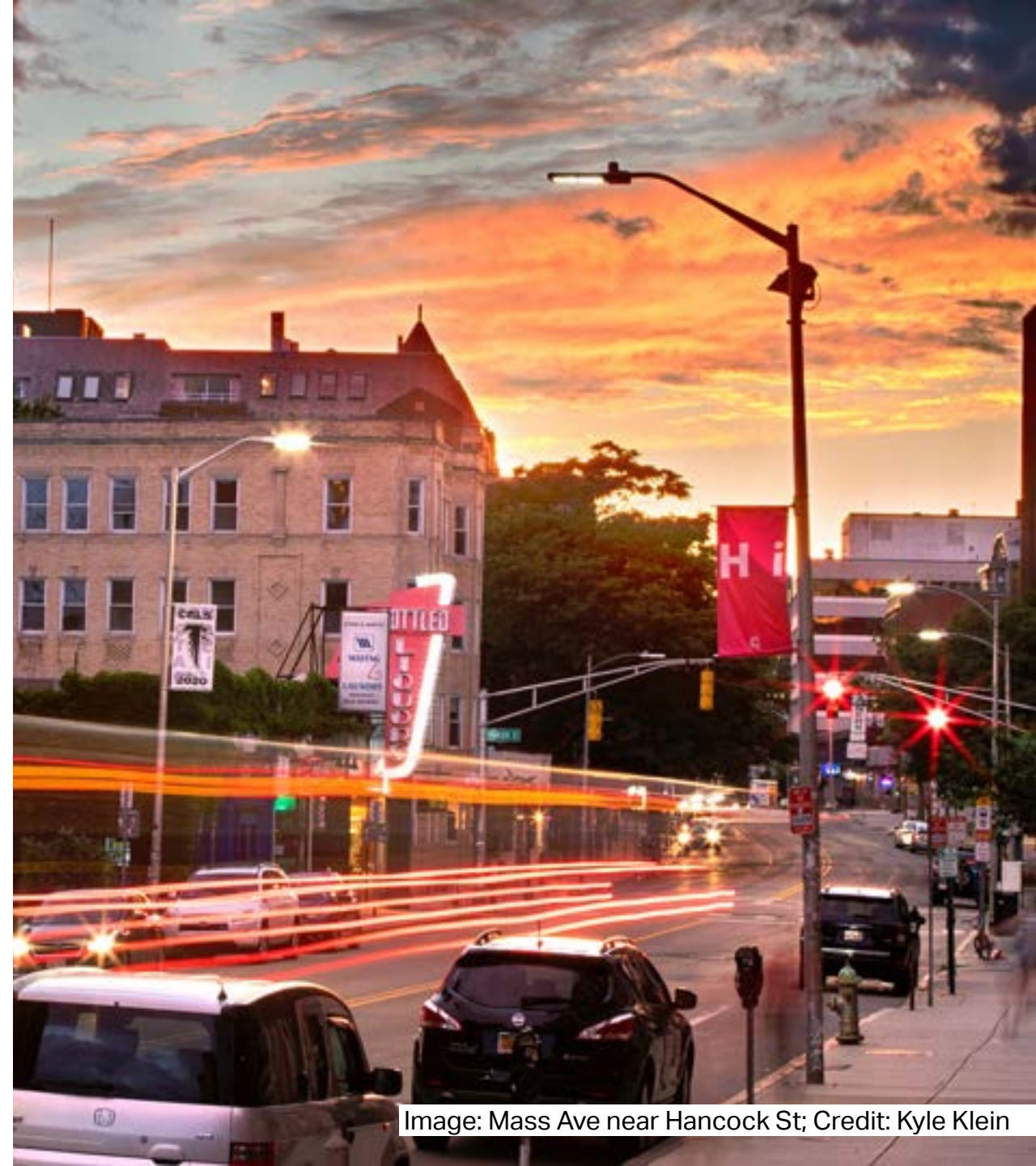
We will be providing information about the pavement marking plans and parking regulation changes

Mass Ave Parking Regulations

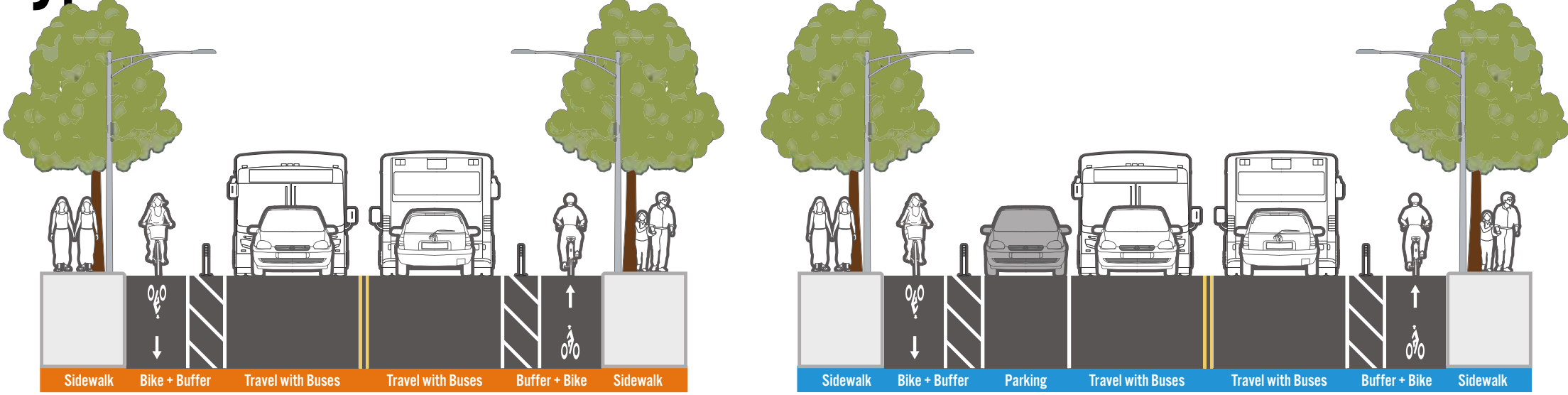
Based on community feedback, we are keeping parking on the south side between Bay St and Sellers St

Side Street Parking Regulations

Based on community feedback, we have proposed a number of changes to the parking regulations on side streets

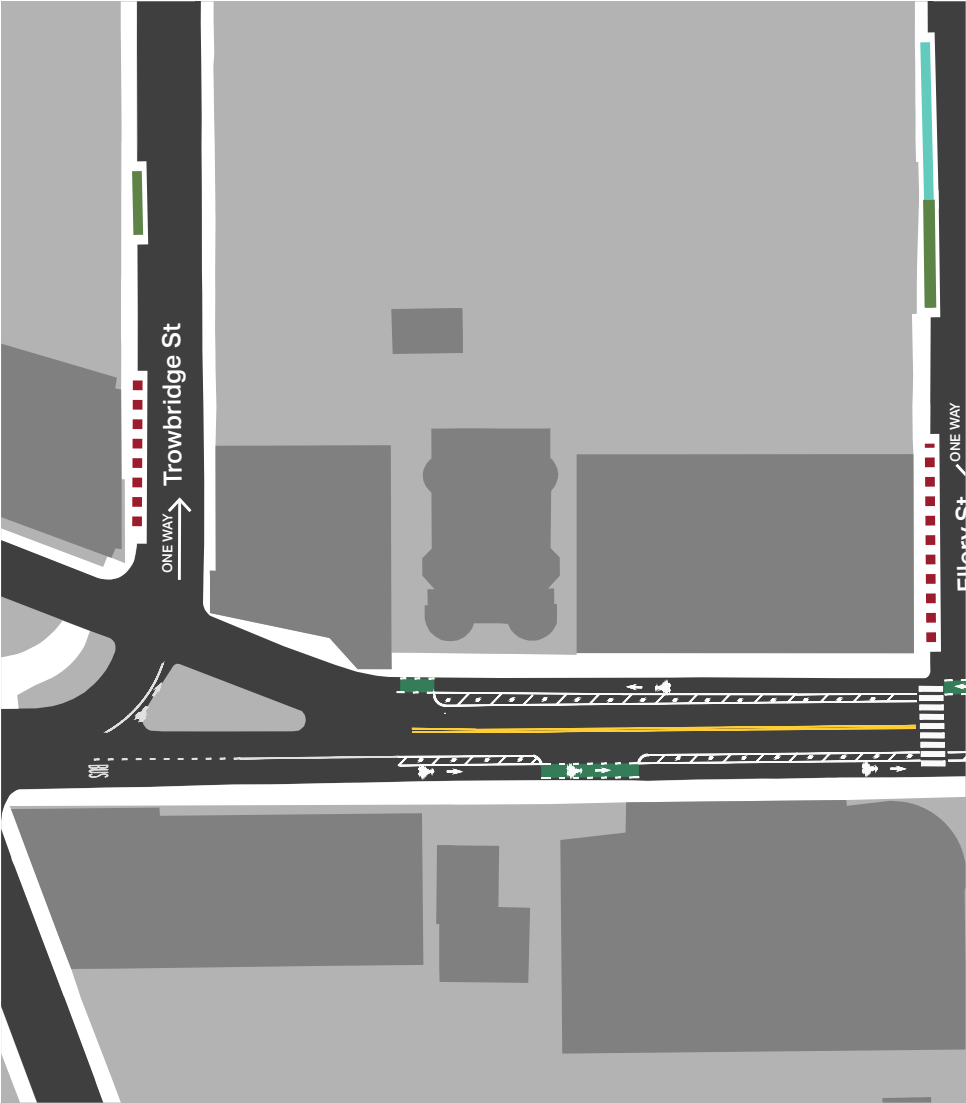


Typical Cross Sections



The map shows the location of the Mid-Mass Ave Safety Improvement Project in Cambridge, Massachusetts. The project area is highlighted in orange and blue, corresponding to the cross sections shown above. The map includes labels for several streets: Trowbridge St, Ellery St, Dana St, Bay St, Hancock St, Lee St, Clinton St, Bigelow St, Doyle Way, Inman St, Green St, and Sellers St.

Trowbridge St to Ellery St



General Improvements

- Separated bike lanes in both directions
 - Increased safety and comfort for people biking

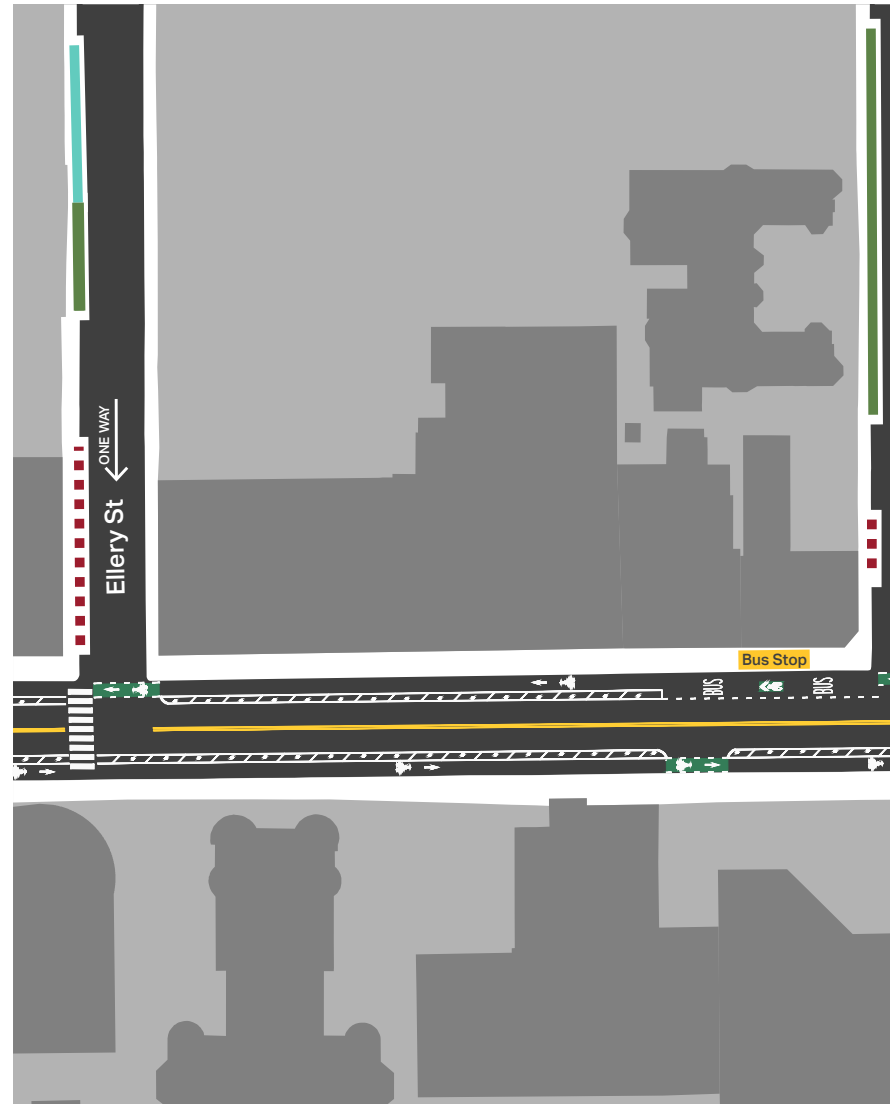
Parking Changes on Mass Ave

Before	After
■ 2-hr meter: 12 spaces	■ 0 spaces

Parking Changes on Trowbridge St

Before	After
■ Unrestricted: 2 spaces	■ 2-hr meter: 2 spaces
■ Loading: 40 feet	■ Loading: 40 feet

Ellery St to Dana St



General Improvements

- New high-visibility signs at the bus stop
- Separated bike lanes in both directions
 - Shorter crossing distances for people walking
 - Increased safety and comfort for people biking

Parking Changes on Mass Ave

Before

- 2-hr meter: 18 spaces
- Loading: 60 feet
- Disability: 1 space
- Bus: 1 stop

After

- 0 spaces
- Bus: 1 stop

Parking Changes on Ellery St

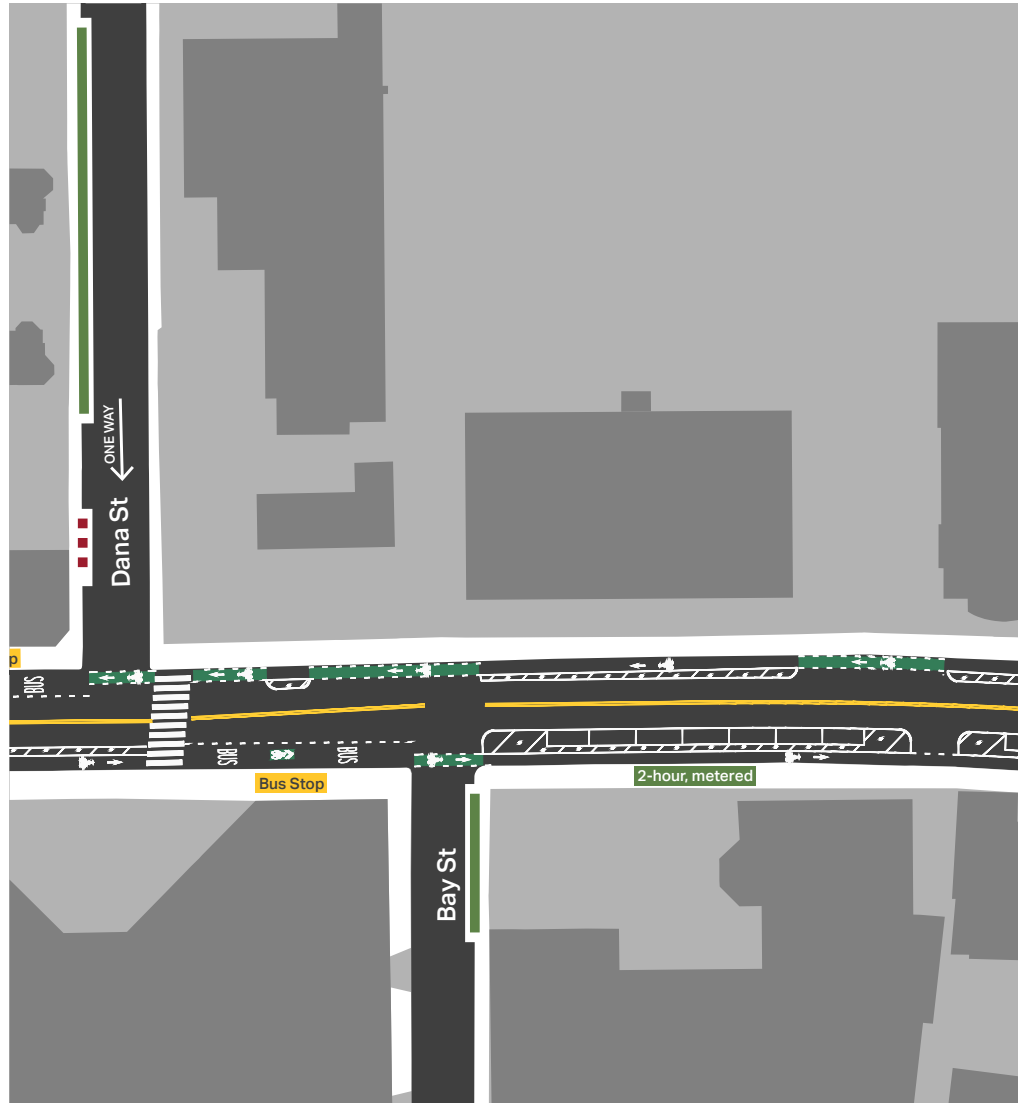
Before

- Permit Only: 3 spaces
- Unrestricted: 5 spaces
- Loading: 20 feet

After

- Permit Only: 3 spaces
- 2-hr meter: 2 spaces
- Loading: 80 feet

Dana St to west of Hancock St



General Improvements

- New crosswalk signs at Dana St
- New high-visibility signs at the bus stop
- Separated bike lanes in both directions
 - Shorter crossing distances for people walking
 - Increased safety and comfort for people biking

Parking Changes on Mass Ave

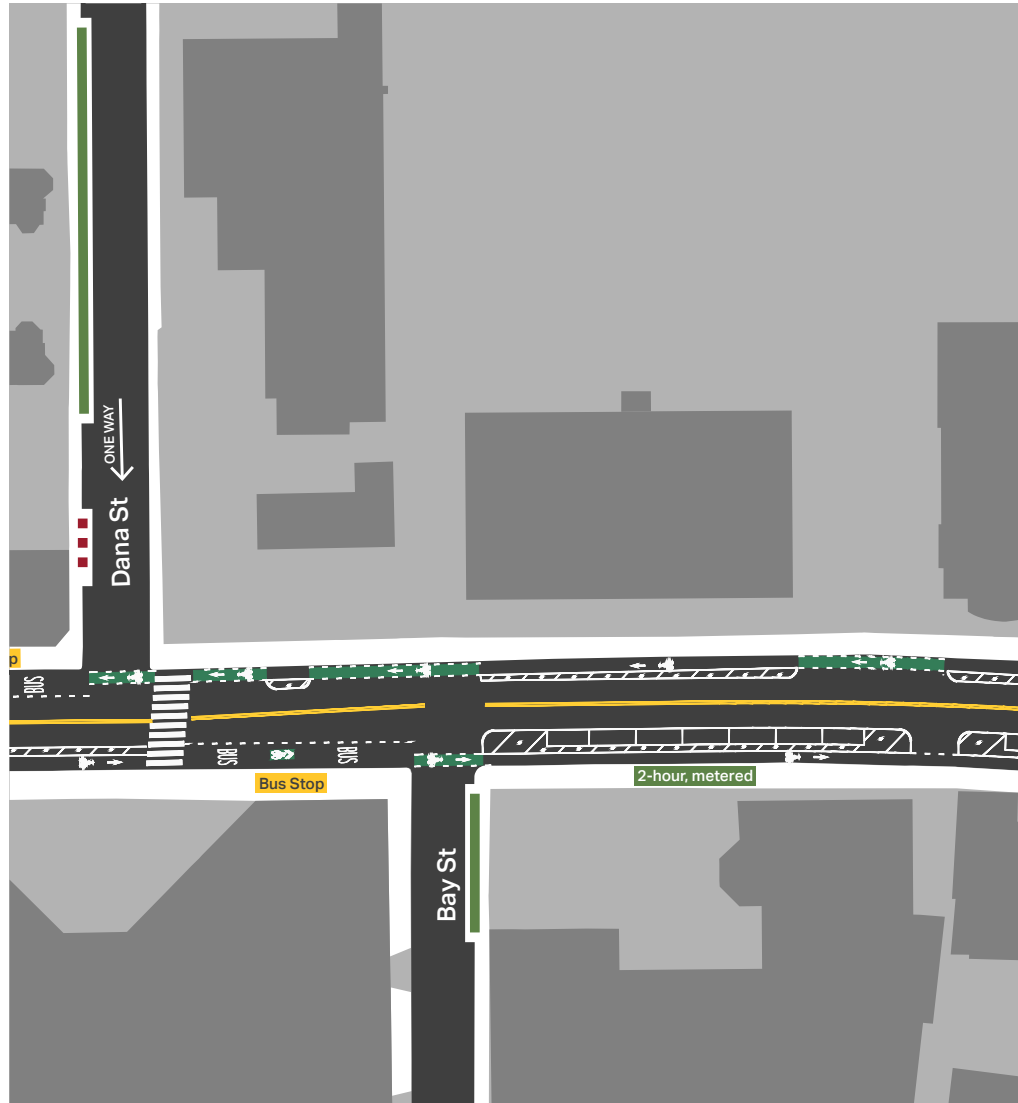
Before

- 2-hr meter: 10 spaces
- Bus: 1 stop
- Loading: 30 feet

After

- 2-hr meter: 7 spaces
- Bus: 1 stop

Dana St to west of Hancock St - Continued



Parking Changes on Dana St

Before

— Permit Only: 6 spaces

After

— 2-hr meter: 6 spaces

■ Loading: 20 feet

Parking Changes on Bay St

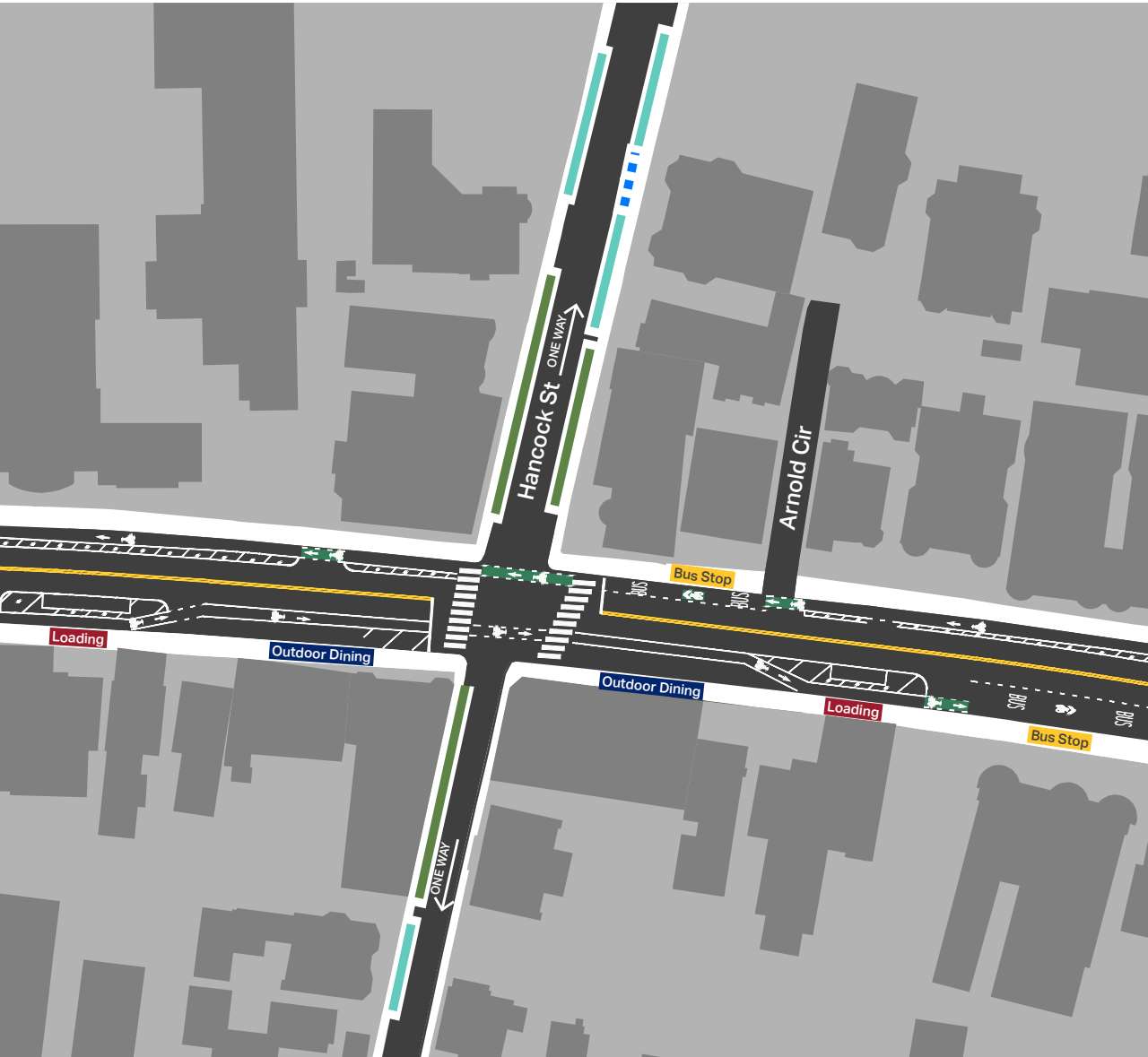
Before

— 0 spaces

After

— 2-hr meter: 3 spaces

west of Hancock St to Lee St - Interim



- This is a temporary plan until we have more information about outdoor dining

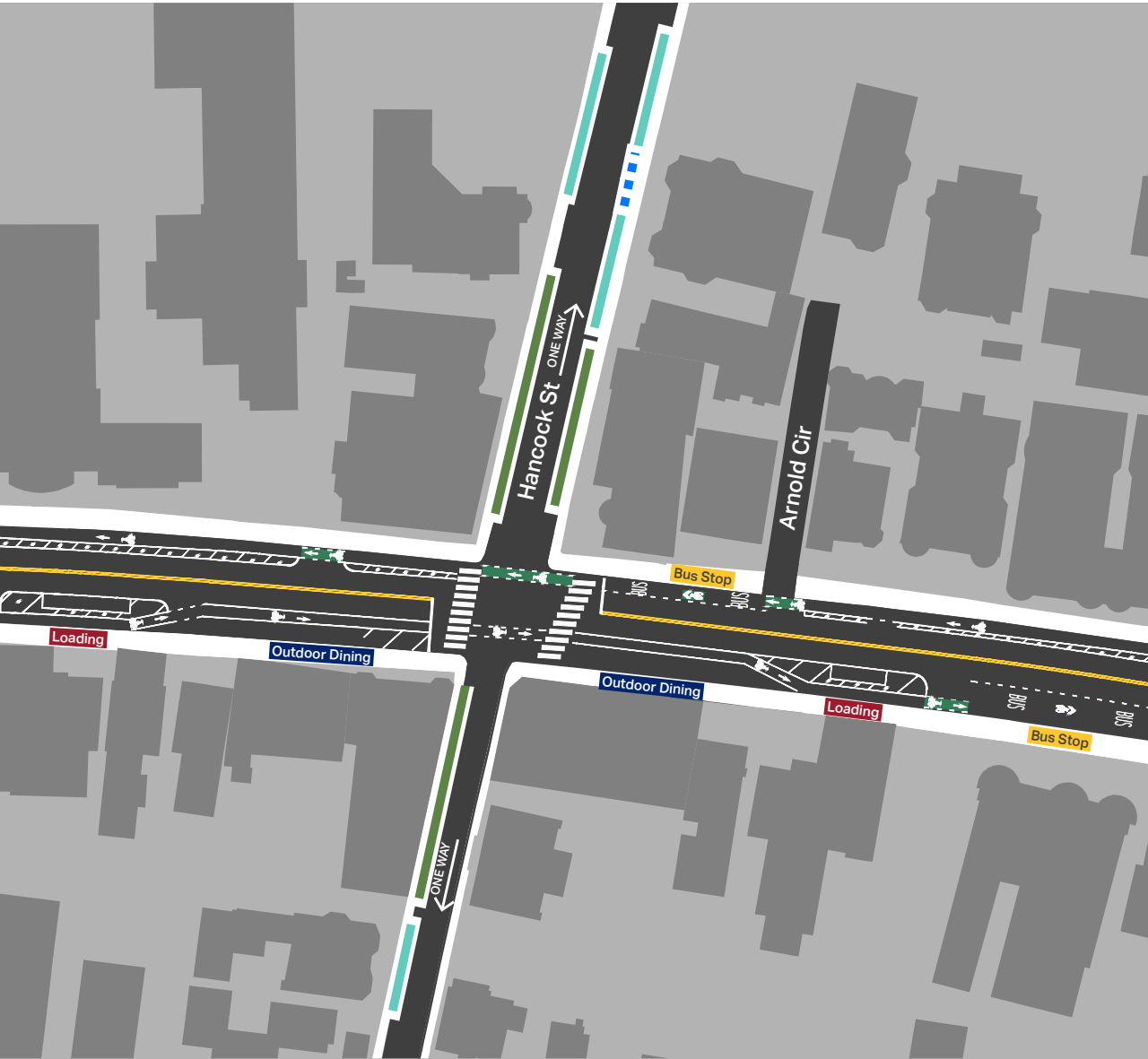
General Improvements

- New high-visibility signs at bus stops
- Separated bike lane northbound and a standard bike lane next to the outdoor dining areas
 - Increased safety and comfort for people biking

Outdoor Dining

- We do not yet know the future of outdoor dining
- We have an interim plan for the area until further decisions are made

west of Hancock St to Lee St - Interim Continued



Parking Changes on Mass Ave

Before (with Outdoor Dining)

- ■ Loading: 120 feet
- ■ Bus: 2 stops
- ■ Outdoor Dining
- 2-hr meter: 16 spaces

After

- ■ Loading: 60 feet
- ■ Bus: 2 stops
- ■ Outdoor Dining

Parking Changes on Hancock St (north)

Before

- 2-hr meter: 6 spaces
- Permit Only: 9 spaces
- ■ Disability: 1 space
- ■ 2-hour: 4 spaces

After

- 2-hr meter: 10 spaces
- Permit Only: 9 spaces
- ■ Disability: 1 space

Parking Changes on Hancock St (south)

Before

- Permit Only: 6 spaces

After

- Permit Only: 2 spaces
- 2-hr meter: 5 spaces

Lee St to Sellers St



General Improvements

- New crosswalk signs at Clinton St
- Separated bike lanes in both directions
 - Shorter crossing distances for people walking
 - Increased safety and comfort for people biking

Parking Changes on Mass Ave

Before

After

- 2-hr meter: 14 spaces
- 2-hr meter: 8 spaces
- Disability: 1 space
- Loading: 40 feet

Lee St to Sellers St - Continued



Parking Changes on Lee St

Before

■ 2-hr meter: 8 spaces

■ Permit Only: 9 spaces

After

■ 2-hr meter: 8 spaces

■ Permit Only: 9 spaces

Parking Changes on Clinton St

Before

■ Permit Only: 8 spaces

After

■ Permit Only: 5 spaces

■ 2-hr meter: 3 spaces

Parking Changes on Sellers St

Before

■ 2-hr meter: 7 spaces

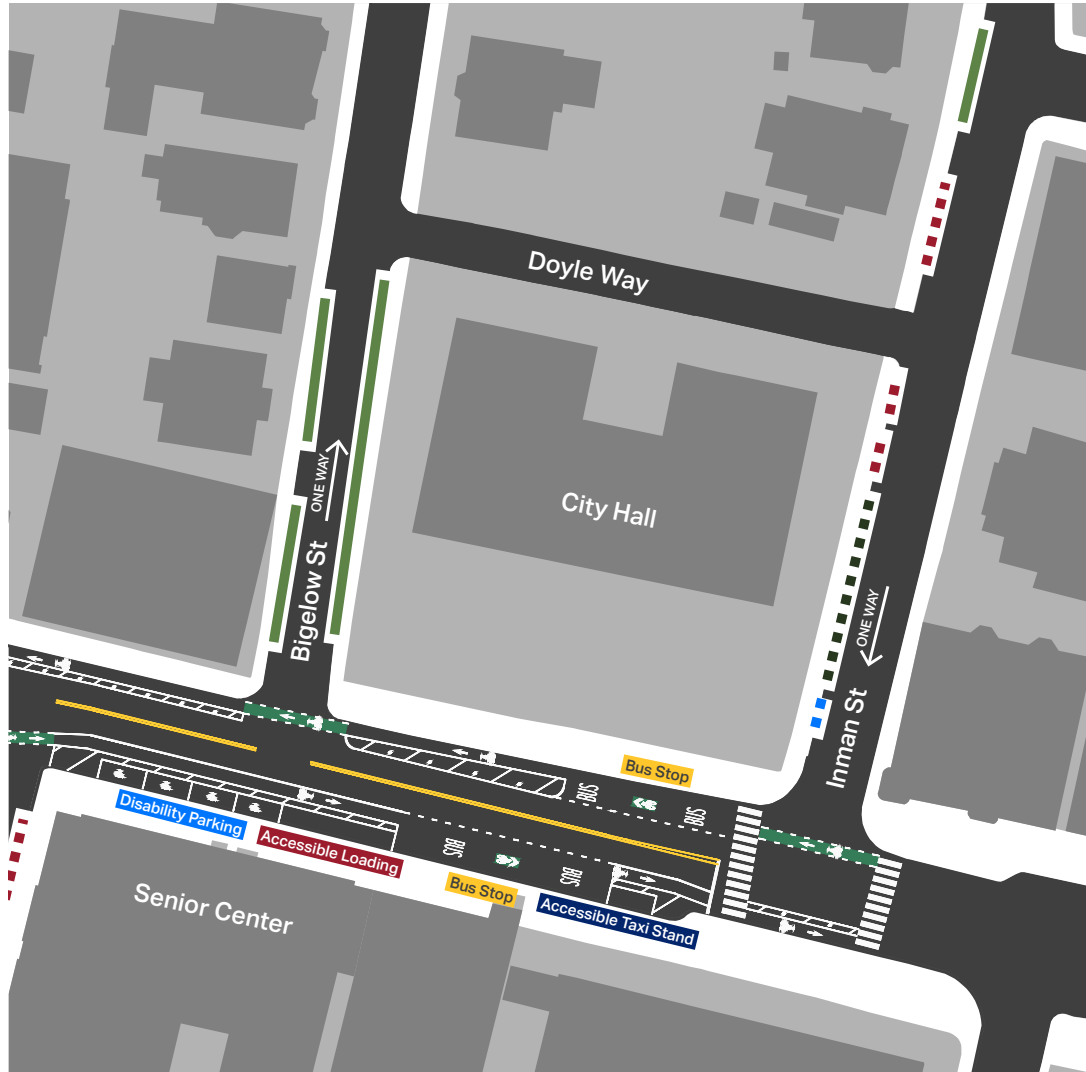
■ ■ Loading: 40 feet

After

■ 2-hr meter: 7 spaces

■ ■ Loading: 40 feet

Sellers St to Inman St



General Improvements

- New high-visibility signs at bus stops
- Separated bike lanes in both directions
 - Increased safety and comfort for people biking

Bus Stop In Front of City Hall

- The bus stop will remain in the current location, at the signalized intersection

Parking Changes on Mass Ave

Before

- Disability: 5 spaces
- Accessible Loading: 100 feet
- Accessible Taxi Stand: 1 space
- Bus: 2 stops
- 1-hr meter: 8 spaces

After

- Disability: 4 spaces
- Accessible Loading: 40 feet
- Accessible Taxi Stand: 1 space
- Bus Stop: 2 stops

Next Steps - Community Feedback

- We will post the meeting materials and a recording of the meeting online
- We will collect comments via a feedback form and email

Possible Changes Before Implementation

- Curb regulations
 - We can make further changes to the types of parking (not locations), for example we could change a 2-hour meter to be a 30-minute meter or a loading zone
- Signs and Pavement Markings
 - We can make small modifications to the pavement marking plans
 - We will also replace faded signs as we make other sign changes in the project area



Next Steps - Implementation

- Pride crosswalks will be reinstalled before June 12
 - We have purchased more durable materials so that the crosswalks will last longer
- We will consolidate feedback and make appropriate changes to the signs and pavement markings
- We will anticipate being able to implement the project before the end of June (all work is weather-dependent)



Left Image: Pride crosswalks at the intersection of Mass Ave and Inman St; Credit: Kyle Klein

Right Image: A TP+T Engineer with samples of the more durable materials that will be used for the crosswalks