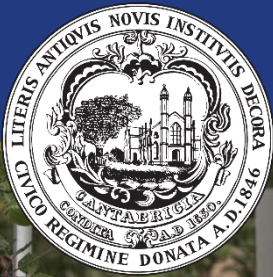


City of Cambridge

Second Annual Cycling Safety Ordinance Progress Report

Year Two: May 1, 2021 to April 30, 2022





Introduction

Cambridge's Cycling Safety 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" from May 1 through April 30. This second annual report:

- Details improvements made in Separated Bike Lane Year 2 (from May 1, 2021, to April 30, 2022).
- Outlines the work planned for Separated Bike Lane Year 3 (from May 1, 2022, to April 30, 2023).
- Counts mileage totals as indicated in the Cycling Safety Ordinance. Quick-build projects are counted in the year when they are installed, and capital construction lanes are counted in the year that construction starts.

Separated Bike Lane Construction Summary

- In Year 1, we completed 4.12 miles of separated bike lanes.
- In Year 2, we completed 2.11 miles of separated bike lanes and designed another .56 miles.
- In Year 3, we plan to install the .56 miles of separated bike lanes designed in Year 2, and to install or start construction on an additional 3.67 miles, for a total of 4.23 miles.

In Year 3, we also plan to start public engagement on the Hampshire Street corridor and to set up a stakeholder working group for the Cambridge Street corridor. We do not anticipate installation of either the Hampshire Street or Cambridge Street project during Year 3.

Cycling Safety Ordinance Background

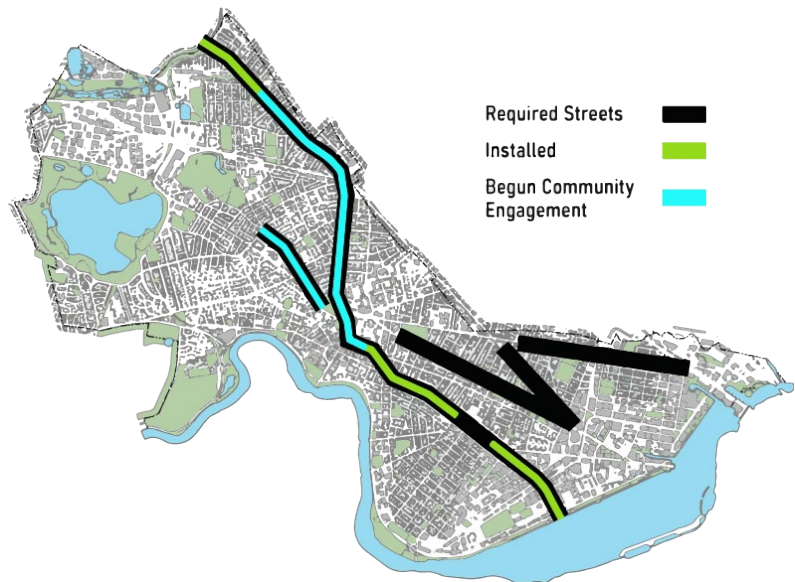
In 2019, the Cambridge City Council passed the Cycling Safety Ordinance. The Ordinance requires the construction of separated bike lanes when streets that have been designated for greater separation in the Bicycle Network Vision are being reconstructed as a part of the City's Five-Year Plan for Streets and Sidewalks.

In 2020, the Council passed amendments to the Cycling Safety Ordinance, setting 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.

In general, the amendments to the Ordinance require 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

Streets that the Cycling Safety Ordinance requires the installation of separated bike lanes on.



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

The Ordinance distinguishes between quick-build and construction. Quick-build methods include pavement markings, flex-posts, signage, and signal changes. Construction involves more extensive changes, including potentially moving curbs and/or removing medians. Work becomes more complex any time we dig into the ground, and construction projects may include work on the infrastructure (e.g., water, drainage and sewer pipes, traffic signals) that we have underground.

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.



Mid-Mass Ave. Safety Improvement Project

Work Completed During Separated Bike Lane Year 2: May 1, 2021 through April 30, 2022

Completed Quick-Build Projects and Initiated Capital Construction Projects

| Street | From/To | Direction | Mileage | Status |
|-------------------------|--|------------|-------------------|--|
| Massachusetts Avenue | Dudley St to Alewife Brook Parkway | both | 0.90 miles | Complete |
| Massachusetts Avenue | Cambridge St to Waterhouse St | northbound | 0.06 miles | Complete |
| Massachusetts Avenue | Plympton St to Bow St | northbound | 0.06 miles | Complete |
| Massachusetts Avenue | Trowbridge St to Pleasant St | both | 0.92 miles | Complete |
| Somerville Avenue | White St to City Line | both | 0.12 miles | Complete |
| Massachusetts Avenue | Church St to JFK St | southbound | 0.05 miles | Capital project: Construction has begun on the Harvard Square Kiosk and Plaza Project. |
| Total for Year 2 | | | 2.11 miles | |

Several projects were designed during Year 2 but were not installed by the April 30 deadline. We expect to install these projects in 2022. See “Work Planned in Separated Bike Lane Year 3” for a list of these projects.

MassAve4 Progress

In the Cycling Safety Ordinance, sections of Massachusetts Avenue that have complicating factors were identified and are now referred to as the “MassAve4” (see adjacent map). These complications are two major bus stops in Harvard Square and two sections of the street with overhead bus wires.



The City completed an [impacts analysis](#) (as required in the Cycling Safety Ordinance) and submitted the analysis to the City Council on April 30, 2021. Since the submission of this analysis, the City has conducted further analysis and public engagement around the MassAve4. In April 2022, the City submitted a report to the City Council with recommended approaches and timelines for the installation of separated bike lanes on these four segments. [The full report can be found here](#). The recommended projects are now included in the City's 5 Year Capital Plan, including \$40 million for Harvard to Alewife Brook Parkway and \$15 million for the Harvard Square bus stops.

In summary, the report recommends implementing bike lanes through:

- Partial construction for the segments of Massachusetts Avenue with overhead MBTA bus wires and median – the segment from Dudley Street to Beech Street and the segment from Roseland Street to Waterhouse Street. “Partial construction” would remove the center median except at key pedestrian crossing locations and install flex posts or curbed bike lane separation.
- Full construction for the Harvard Square bus stops – the segment of Massachusetts Avenue from Church Street to Garden Street and the segment from Plympton Street to Dunster Street. “Full construction” would allow for bike lanes to be raised to sidewalk level and for bus stop islands to be placed next to the curb.



Dudley Street to Alewife Brook Parkway Separated Bike Lanes

Work Planned for Separated Bike Lane Year 3: May 1, 2022 through April 30, 2023

It is important to note that the workplan laid out here for the upcoming year reflects the best of our knowledge at the time of this report and is subject to change. There are various factors that can impact implementation schedules, including the need for extended community engagement and coordination with utility work or other construction.

Designed During Year 2

The following projects were designed during Year 2 but were not installed by the April 30 deadline. We expect to install these projects before the end of the 2022 construction season. The mileage will be recorded in Year 3.

| Street | From/To | Direction | Mileage | Status |
|----------------------|-------------------------------|------------|------------------|---|
| Massachusetts Avenue | Roseland St to Beech St | Both | 0.41 miles | Community engagement has begun. Anticipated completion summer 2022. |
| Massachusetts Avenue | Memorial Drive to 77 Mass Ave | northbound | .12 miles | Plans and outreach complete. Anticipated completion by June 2022. |
| Massachusetts Avenue | 33 Mass Ave to Memorial Dr | northbound | .03 miles | Plans and outreach complete. Anticipated completion by June 2022. |
| Total | | | .56 miles | |

Planned for Year 3

The following projects are planned for Year 3.

| Street | From/To | Direction | Mileage | Status |
|------------------|--|-----------|-------------------|---|
| Cambridge Street | Oak St to Prospect St | eastbound | .08 miles | Community engagement will begin soon. Anticipated completion by fall 2022. |
| Main Street | Portland St to Albany St | both | .20 miles | Plans related to Planning Board Special Permit 375 are complete. Construction anticipated to begin by April 30, 2023. |
| Brattle Street | Mason St to Sparks St | both | .32 miles | Community engagement has begun. |
| Garden Street | Huron Ave to Mason St | both | 1.25 miles | Community engagement has begun. |
| Huron Avenue | Glacken Field to Fresh Pond Pkwy | both | 1.06 miles | Glacken Field Project plans are complete. Construction anticipated to begin by April 30, 2023. |
| River Street | Memorial Dr to Mass Ave | eastbound | .68 miles | River Street Reconstruction Project community engagement in process. Beginning of construction anticipated by April 30, 2023. |
| Holworthy Street | Cambridge-Watertown Greenway to Belmont St | both | .08 miles | Belmont Street Reconstruction Project plans are complete. Beginning of construction anticipated by April 30, 2023. |
| Total | | | 3.67 miles | |

Total Planned Year 3 Projects: 4.23 miles

In Year 3, we also plan to start public engagement on the Hampshire Street corridor and to set up a stakeholder working group for the Cambridge Street corridor. We do not anticipate installation of either the Hampshire Street or Cambridge Street project during Year 3.