



City of Cambridge

Executive Department

YI-AN HUANG
City Manager

CMA 2025 #154
IN CITY COUNCIL
June 16, 2025

To the Honorable, the City Council:

Please find attached the fifth annual Cycling Safety Ordinance (CSO) Progress Report submitted by Cambridge Department of Transportation Commissioner, Brooke McKenna.

Of note, this year's report includes a status update on the Grand Junction Path. This is in response to the new requirement included in the CSO amendment passed earlier this year, and in response to Awaiting Report 25-003, which asked for a report back to the City Council with a update on the status and timeline for the completion of the Grand Junction Multiuse Path and how implementation between Gore Street and Little Binney could coincide with Phase 2 of the CSO implementation on Cambridge Street.

Specifically, as mentioned in the Grand Junction Update on page 18, the original timeline for the project has been extended due to Eversource transmission main work along the future route of the path. In addition, the MBTA has changed its position on the path in recent years, slowing down its review of our designs and changing expectations around the clearances required between the path and the rail lines, as well as suggesting the City explore grade separation at the major intersections where the railroad crosses City streets. Grade separation is not feasible and is unnecessary.

As a result of the MBTA change in position the City has been seeking to establish a high-level leadership conversation with the MBTA for a number of months. This conversation has yet to happen, but we continue to work on this as we try to resolve these difficult issues.

Very truly yours,

Yi-An Huang
City Manager



City of Cambridge

Fifth Annual Cycling Safety Ordinance Progress Report

Separated Bike Lane Year Five:
May 1, 2024 to April 30, 2025

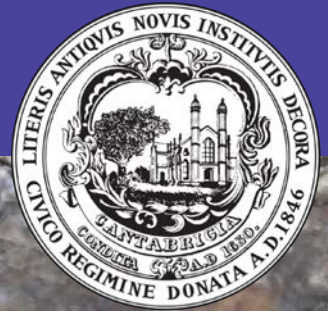


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Learn More

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 fifth annual report:

- Details separated bike lane progress made in Separated Bike Lane Year 5 (from May 1, 2024 to April 30, 2025).
- Outlines the work planned for Separated Bike Lane Year 6 (from May 1, 2025 to April 30, 2026).
- Preliminarily outlines work planned for Separated Bike Lane Year 7 (from May 1, 2026 to November 30, 2026).

New information shared in this year's report includes:

- Information about safety improvement projects, engagement activities and parking impacts.
- An overview of related reports and work conducted during Separated Bike Lane Year 5.
- Work planned for Separated Bike Lane Year 6.
- Updated CSO deadlines and requirements based on changes made by the City Council in 2024.
- Updates on Working Groups for the Broadway and Cambridge St Safety Improvement Projects.
- Updates on future projects, including work planned for Year 7 (May 1, 2026 to November 30, 2026).

Installation Summary*

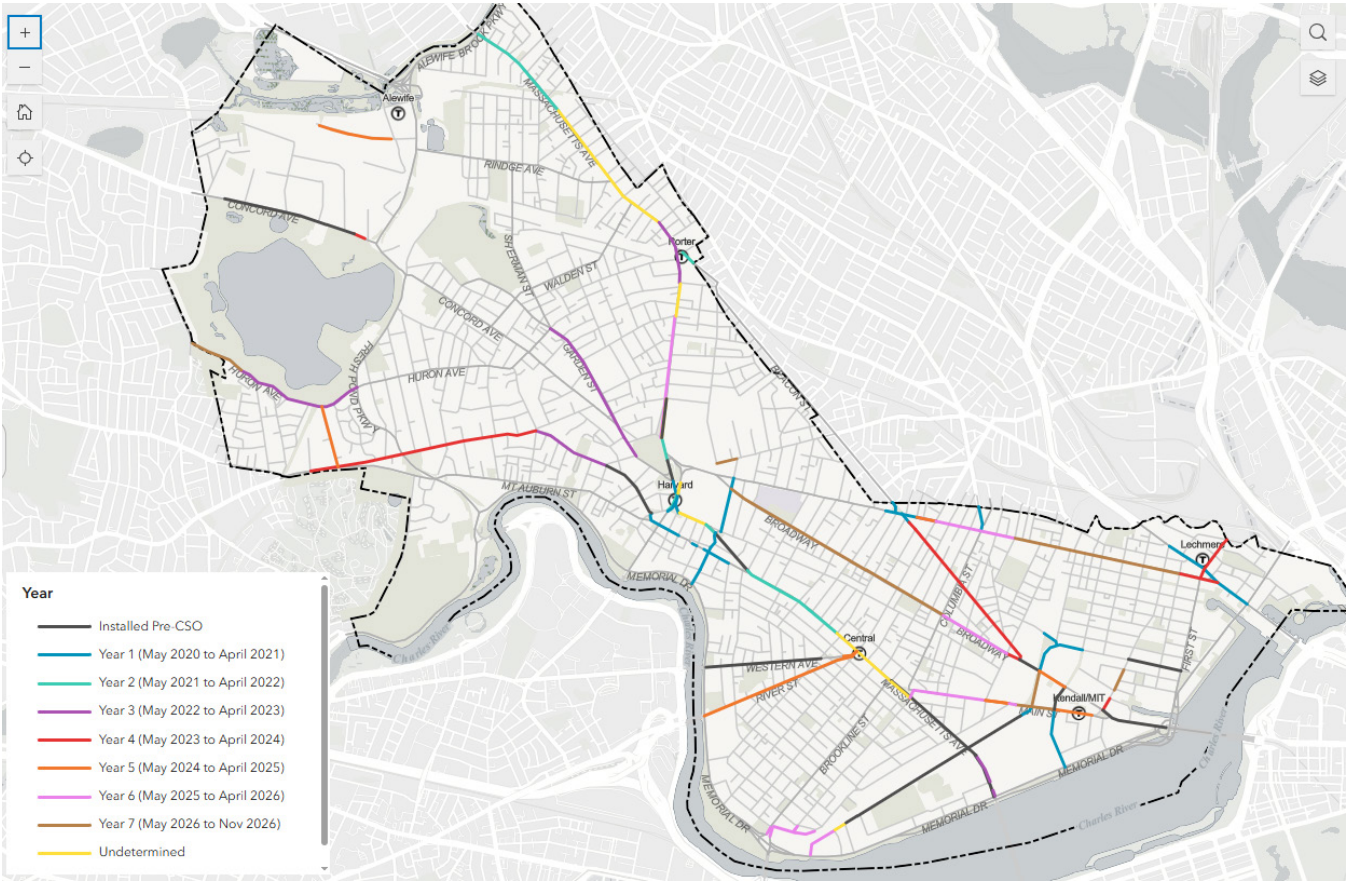
- In Year 1, we completed or started construction on **4.19 miles** of separated bike lanes.
- In Year 2, we completed or started construction on **2.15 miles** of separated bike lanes.
- In Year 3, we completed or started construction on **3.67 miles** of separated bike lanes.
- In Year 4, we completed 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 plan to install or start construction on **2.61 miles** of separated bike lanes.
- In Year 7, we plan to install or start construction on **4.86 miles** of separated bike lanes.**

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

***Partial Estimate for Year 7*

FIGURE #1

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





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

Background

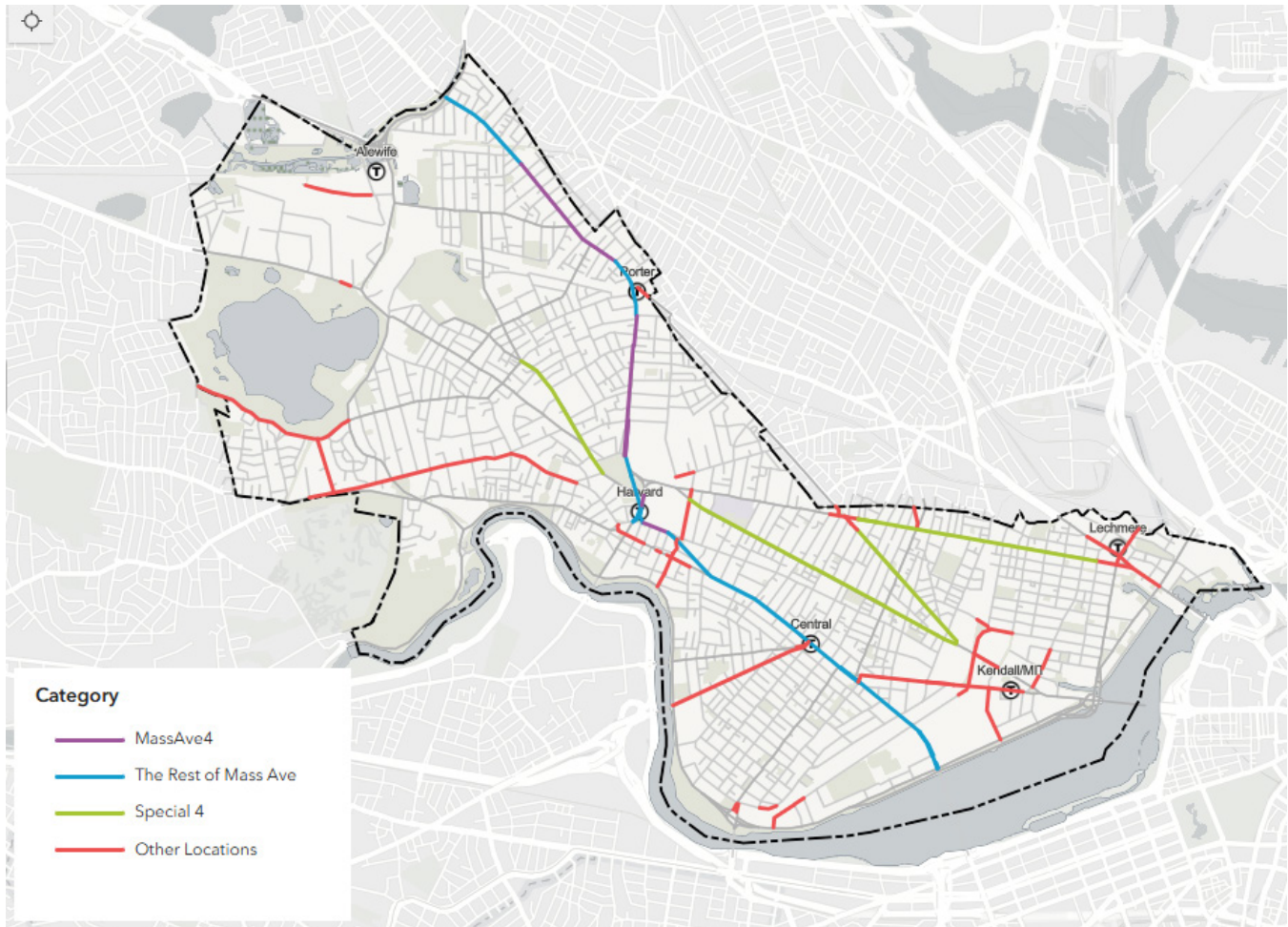
In 2019, the Cambridge City Council passed the Cycling Safety Ordinance. The Ordinance requires that the City construct separated bike lanes on streets designated for “greater separation” in Cambridge’s Bicycle Network Vision, if the street is being reconstructed as part of the City’s Five-Year Plan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

FIGURE #2

Map of streets where the Cycling Safety Ordinance requires the installation of separated bike lanes. The CSO requires an additional 11.6 miles to be installed in locations from the Bicycle Network Vision.



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 we 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 will introduce a few projects that rely on a mix of constructed and quick-build materials, referred to as "Quick-Build Plus", such as median removal on a short section of Main St, and enhanced designs on sections of Broadway and Cambridge St. This projects include more design complexity, but less than a typical construction project.

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 5: May 1, 2024 to April 30, 2025

Project Installation & Construction

Between May 1, 2024 and April 30, 2025 (Separated Bike Lane Year 5), we installed or began construction on 1.90 miles of separated bike lanes, bringing our total to 16.12 miles since May 1, 2020.

Summary Table: Projects Completed in Year 5

Street	From/To	Category	Project Type	Miles	Status
Aberdeen Avenue	Huron Avenue to Mt. Auburn Street	Other Locations	Quick-Build	0.51	Work started. Completion anticipated for May 2025.
Cambridgepark Drive	200 Cambridgepark Drive to 125 Cambridgepark Drive	Other Locations	Quick-Build	0.1	Complete
Main Street	Albany Street to Portland Street (westbound)	Other Locations	Quick-Build	0.08	Complete
Main Street	Portland Street to Albany Street (eastbound)	Other Locations	Construction	0.08	Complete
Main Street	Ames Street to Hayward Street	Other Locations	Quick-Build	0.31	Complete
River Street	Memorial Drive to Mass Ave Avenue (eastbound)	Other Locations	Construction	0.68	Work started in 2022, to be complete by end of 2026
Western Avenue	Mass Ave to Green Street (Southbound)	Other Locations	Construction	0.06	Work started in 2022, to be complete by end of 2026
Cambridge St	Prospect St to Oak St	Special 4	Quick-Build	0.08	Complete
Total Mileage				1.90 miles	

Project Highlights

CAMBRIDGE PARK DRIVE SEPARATED BIKE LANE INSTALLATION

Length: 0.23 miles

Category: Other Locations

Status: Completed Fall 2024

In the Fall of 2024, we added a separated bike lane to Cambridgepark Drive (eastbound) between the end of the street and Steel Place. We also striped a marked bike lane on Cambridgepark Dr between Steel Place and the Alewife Brook Parkway multi-use path crossing at Alewife Station. Prior to the project, a separated bike lane already existed in the westbound direction. This project narrowed travel lanes, chicaned the road, and added parking. We are also adding a rectangular rapid flashing beacon (RRFB) at Cambridgepark Dr and Alewife Station. As of April 2025, the RRFB is planned for installation in 2025.

Parking Impacts:

- Four spaces were added overall by swapping some spaces to the other side of the street.
- Four spaces, 2 on each side of the street, were converted from 2-hour parking to loading.
- One handicap/disability parking spot relocated.

Engagement Highlights:

- Survey and Feedback Form.
- Neighborhood flyering.
- Coordination and additional project outreach through the Alewife Transportation Management Association (TMA), including newsletter distribution and targeted emails to property managers through the city's Transportation Demand Management (TDM) reporting mailing list.
- Two options were presented to the community. Strong support for Option 2, which added parking and moved some parking to the other side of the street.

Project Plans: www.cambridgema.gov/-/media/Files/Traffic/2025projects/cambridgeparkdr/cambridgeparkdriveconcept2southsideparking

MAIN STREET (VARIOUS SECTIONS)

Length: Two separate sections totaling .47 miles

Category: Other locations

The City installed separated bike lanes on two separate sections of Main St in 2024.

Main St - Portland St to Albany St

Separated bike lanes were added to Main St as part of the [Ragon Institute Development Project](#). This included a fully constructed raised bike lane in the eastbound direction and a quick-build lane in the westbound direction.

Parking Impacts:

- 12 metered spaces removed on the south side of Main St as part of the redevelopment.
- Meters replaced with a pick up and drop off zone near the new building's Main entrance
- Parking retained on the north side of the street in front of commercial areas

Main St - Ames St to Galaxy Park

The city installed quick-build bike lanes on Main St in the Fall of 2024 in the heart of Kendall Square, on Main St between [Ames St and Galaxy Park](#). The project retained parking on both sides of the street with minimal change to the overall number of parking spaces. Parking space regulations were updated throughout the area to reflect changing land uses and business needs.

Parking Impacts:

- Total number of parking spaces reduced from 45 to 43.
- Three handicap/disability parking spaces added in area formerly used for sightseeing trolley parking.
- One meter replaced with additional hotel valet parking.
- Total loading reduced from 30 spaces to 7, with most spaces put back into service as metered parking and 5 spaces added for pick up and drop off near the MBTA station.

Engagement highlights:

- Open House in October 2024 to share designs with the general public.
- Outreach with the MIT Community, Cambridge Redevelopment Authority (CRA), Kendall Square Association and the Charles River Transportation Management Authority (TMA), who runs the EZ-Ride bus service.



New Crossing Island on Aberdeen Ave, May 2025..

ABERDEEN AVE - HURON AVE TO MOUNT AUBURN ST

Length: 0.51 miles

Category: Other Locations

Status: Work has started. Completion anticipated for June 2025.

The City began work on the Aberdeen Ave Safety Improvement Project in April of 2025. Work completed so far includes the construction of a new crossing island across Aberdeen Ave at Mt Auburn St. Street repaving is expected to occur in May 2025, with the remainder of the project being installed in June 2025. The project includes installing separated bike lanes on the length of Aberdeen Ave adjacent the existing street median and new signal timing at both ends of Aberdeen Ave to create signal controlled access to adjacent bicycle facilities on Mt Auburn St and Huron Ave.

Parking Impacts: There were no changes to parking associated with this project.

Engagement highlights:

- Community Open House in May 2024.
- Virtual Community Meeting in the Fall of 2024.
- Neighborhood Flyering

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Project website: www.cambridgema.gov/MtAuburnAberdeen.

Community Engagement and Outreach Highlights

New Flexible Parking Corridor Rules

In December 2024, the PTDM Ordinance, Zoning Ordinance, and Commercial Parking Space Permits Ordinance were updated to make it easier for property owners along Flexible Parking Corridors to share parking spaces. Flexible Parking Corridors are designated streets in the City of Cambridge that have more flexible rules for off-street parking, making it easier to share and better utilize existing parking. They are the corridors identified in the 2020 Bike Plan Network for Greater Separation and bus priority corridors. The goal of Flexible Parking Corridors is to reduce the impact of on-street parking removal as we build our bike and bus networks. A complete bike and bus network will reduce demand for parking in the long-term. Flexible Parking Corridors create simpler rules for who is allowed to park in existing parking lots and garages along those streets.

Changes to three ordinances created Flexible Parking Corridors in the City, including:

1. The Parking and Transportation Demand Management (PTDM) Ordinance,
2. The Zoning Ordinance, and
3. The Commercial Parking Space Permits Ordinance.

Flexible Parking Corridor Website: <https://www.cambridgema.gov/streetsandtransportation/flexibleparkingcorridors>

Cycling Safety Ordinance (CSO) Advisory Group Work

The Cycling Safety Advisory Group advises the City on outreach, engagement, and evaluation for Cycling Safety Ordinance projects. Members include representatives from City boards and business associations.

Since its first meeting in March 2023, the Group has met 13 times. The CSO Advisory Group in the last year:

- Provided input on the implications and communications surrounding the timeline extension of the CSO as well as the introduction of PTDM and zoning changes (Flexible Parking Corridors).
- Reviewed and provided input on plans for the forthcoming roadway safety audit program .
- Reviewed and provided advice about communications and outreach for the "Street Code."

Safety Improvement Project Working Groups

In Year 5, community engagement efforts were significantly strengthened by the active involvement of Working Group members in both the Broadway Safety Improvement Project and the Cambridge Street Safety Improvement Project. These groups convene whenever there are updates to project designs, offering critical input and guidance throughout each project's development. Meetings are open to the public to promote transparency and inclusivity.

The primary role of the Working Groups is to provide feedback on design elements such as parking layouts, loading zones, bike lanes, crosswalks, and bus stops. In addition to design input, members help identify project concerns, collaborate on potential solutions, and foster the exchange of information among a wide range of stakeholders—including residents, business owners, patrons, and City staff. Their support plays a key role in promoting constructive dialogue and building community trust throughout the planning process.

Cambridge Street Working Group Highlights:

- The Cambridge Street Working Group met four times during Year 5, including one in-person site walk.
- Meetings primarily focused on Section A of the project design.
- The Working Group includes 15 members, representing a diverse range of stakeholders such as small business owners/representatives, people who bike, people who drive, and residents along Cambridge Street.

Broadway Working Group Highlights:

- The Broadway Working Group met two times during Year 5, in addition to a site walk and third meeting in May 2025 (Year 6).
- Meetings primarily focused on Section A of the project design.
- The Working Group includes 13 members, representing a diverse range of stakeholders such as small business owners/representatives, people who bike, people who drive, and residents along Broadway.

Work Planned for Separated Bike Lane Year 6: May 1, 2025 to April 30, 2026

Project Installation & Construction

By April 30, 2026 (the end of Separated Bike Lane Year 6), we plan to install or begin construction on 3.64 miles of separated bike lanes, bringing the total to 19.76 miles since May 1, 2020.

Summary Table: Projects Planned for Year 6

Street	From/To	Category	Project Type	Miles	Status
Cambridge St	Prospect St to Willow St	Special 4	Quick-Build +*	0.65	Under Design
Broadway	Portland St to Columbia St	Special 4	Quick-Build	0.60	Final Design
Main St	Portland St to Sidney St Extension	Other Locations	Quick-Build	0.60	Final Design
Main St	Technology Square to Albany St	Other Locations	Quick-Build	0.05	Final Design
Third St	Munroe St to Potter St	Other Locations	Construction	0.20	Enabling Utility Work Underway
Vassar St	Amherst Alley to Memorial Drive	Other Locations	Quick-Build	0.40	Final Design
Waverly St	Henry St to Brookline St	Other Locations	Quick-Build	0.16	Design Complete
Massachusetts Avenue	Waterhouse St to Linnean St	Mass Ave	Partial Construction	0.98	Under Construction
Total Miles:				3.64 miles	

QuickBuild+: Quick-Build project with minor construction

Upcoming Projects

In year 6, we plan to install 3.64 miles of separated bike lanes.

- Special 4: 1.25 miles
- Other Locations: 1.41 miles

Below we provide more information on the work planned for Year 6 in more detail.

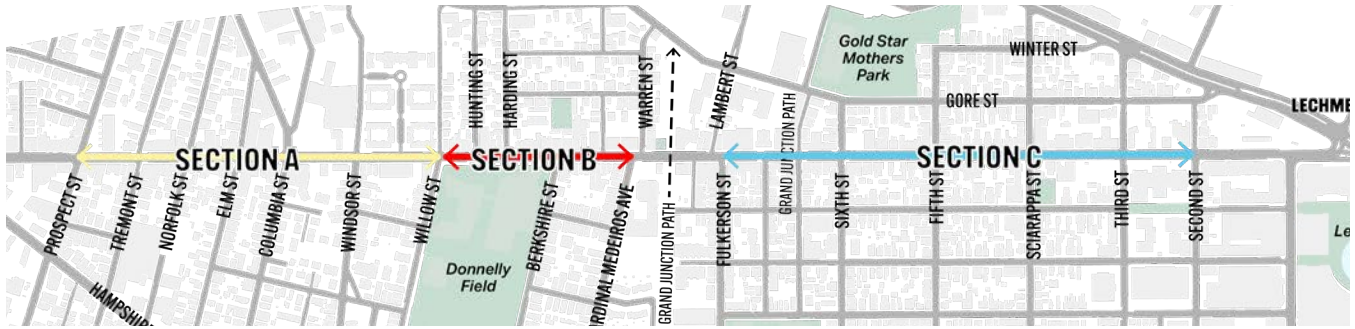


Cambridge Street, 2025 by Kyle Klein.

SAFETY IMPROVEMENT PROJECT ON CAMBRIDGE STREET

In Year 6 we plan to continue installation and outreach for the [Safety Improvement Project on Cambridge Street](#). For Cambridge St, the city is deploying a unique method of project delivery, referred to as Quick-Build +. This project includes normal quick-build elements, such as markings and flex-posts, in addition to curb work at select locations. 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.



Oak Street to Prospect St: Complete

A small part of Section A is already complete between Oak St and Prospect St. This work was done early in 2025 (April) to allow for dining patios to be deployed sooner.

Section A (Prospect St to Willow St):

Staff shared a draft design with the community in the Fall of 2024. We completed feedback in Winter of 2025, and plan to share an updated design in the Spring of 2025. Construction is estimated to begin in the Fall of 2025 during Separated Bike Lane Year 6.

Section B (Willow St to Cardinal Medeiros Ave):

We began design work on this section, but then paused due to issues associated with right-of-way permitting. We expect to relaunch this design in 2026.

Section C (Fulkerson St to Second St):

Design of Section C has not begun. We expect to begin implementation in Separated Bike Lane Year 7.

Cardinal Medeiros Ave to Fulkerson St (Grand Junction):

A draft design for this section was last shared with the Grand Junction Working Group in June 2022. We plan to begin construction of the on-street portion of the Grand Junction on Cambridge St Separated Bike Lane Year 7, including signalization of the intersection of Cardinal Medeiros Ave and Cambridge St at the same time as the rest of the project.

BROADWAY

The [Broadway Safety Improvement Project](#) is also broken into three Sections. Section A (Portland St to Columbia St) is planned for separated Bike Lane Year 6.



Staff released a draft plan in January 2025 and solicited feedback from the community. We hosted an open house on May 1st, 2025 to share our preferred design. Work is anticipated to begin in June 2025.

Section B (Columbia St to Ellery St):

We expect to begin implementation in Separated Bike Lane Year 7. Community engagement will begin in late 2025.

Section C (Ellery St to Quincy St):

Design work is underway. We expect to begin implementation in Separated Bike Lane Year 7. Community engagement will begin in Summer 2025. For Section C, we developed a preferred concept and presented that to the Project Working Group in May 2025. The design will include a two-way bike lane adjacent to Joan Lorentz Park, using Quick-Build + construction, similar to Cambridge St.

Broadway Outreach and Community Engagement

In November 2024, the City of Cambridge called for members to serve on the Broadway Safety Improvement Project Working Group. Following, the City announced the project in January 2025 by the following means:

From January to the end of April of 2025, we:

- Hosted one virtual community meeting, two open houses, and two working group meetings
- Sent more than 7,000 postcards to addresses in the project area
- Posted 3 A-Frames with project information along Broadway
- Posted more than 50 laminated signs with project information on street signs across Broadway
- Created, distributed, and placed Open House flyers at the City Hall Annex Building for all engagement opportunities
- Distributed a Section A design survey and collected community feedback
- Advertised a second Open House with the updated Section A design in May at the Community Art Center with flyers, social media posts, and daily email updates from the City

MAIN STREET

On Main St, we will add an additional 0.60 miles of separated bike lanes between Sidney St Extension and Portland St. Staff shared a preferred design with the community in April of 2025. This new design incorporated additional feedback from the community. Installation is planned for Separated Bike Lane Year 6.

In Year 5, the City reintroduced the project to the community through:

- Virtual Community Meeting
- More than 6,000 postcards shared with residents and business owners
- Two In-Person Drop-By Information Sessions (at the Pisani Center and on Main Street)
- Posters on the corridor, including information about the engagement opportunities

VASSAR STREET SAFETY IMPROVEMENT PROJECT

The city will install 0.40 miles of separated bike lanes between Memorial Drive and Amherst Alley. These lanes will connect to the sidewalk-level separated bike lanes east of Amherst Alley. Design work and the community feedback process are underway. Installation is planned for Separated Bike Lane Year 6.

WAVERLY ST (FUTURE BU BRIDGE TO GRAND JUNCTION CONNECTOR)

The city will install 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.

This project will upgrade existing on-street bike lanes to separated lanes by narrowing adjacent travel lanes. No changes to vehicle operations are planned. [Click here for a link to the plans.](#)

In Separated Bike Lane Year 5, we reviewed plans with the Department of Conservation and Recreation (DCR). We plan to begin installation in Separated Bike Lane Year 6. [Learn more here.](#)

GRAND-JUNCTION MULTI-USE PATH

The Grand Junction Multi-use Path is proposed to run in or adjacent to the Grand Junction corridor alongside the existing rail tracks from Waverly Street to Gore Street in Cambridge. It will provide a continuous, off-road pathway for residents, schoolchildren, workers and visitors to stroll, jog, or bike, connecting several neighborhoods with each other, with commercial areas, and would connect eventually with regional resources such as the Charles River, Green Line Extension and the Somerville Community Path. Through the years, the city has received several commitments from MIT and others for space and funding to complete the design and construction of the path, in addition to city bond funding.

The City began a public engagement process for the design of the Grand Junction path starting in 2019 and has held two public meetings and a virtual open house, several working group meetings to engage the public in design ideas, public art and show progress on the design of the multi-use path. The path design has been brought through the conceptual design phase and nearly to the 75% final design phase.

Looking Ahead:

Due to design delays and the imminent construction by Eversource of the Greater Cambridge Energy project, the construction of the multi-use pathway will not happen in the timeframe previously anticipated when the project began. The Eversource project will begin construction soon and will be placing a high voltage line within the pathway alignment between Binney Street and Gore Street. This work is anticipated to be finished sometime after 2028. Given the timing of the CSO implementation on Cambridge Street in 2025-26, the construction of the multi-use path will happen well after that project so elements of the project on Cambridge St will move forward on a quicker timeframe. Other sections of the pathway to the south could be constructed sooner if agreement with MBTA can be reached.

CENTRAL SQUARE: MASSACHUSETTS AVENUE BETWEEN SIDNEY STREET AND BIGELOW STREET

We plan to construct separated bike lanes on the section of Massachusetts Avenue between Sidney Street and Bigelow Street through Central Square. This will be one element of a major capital project that will upgrade the overall streetscape. The project will include:

- Upgrading sidewalks and crosswalks.
- Improving bus stops.
- Urban design and landscape improvements.
- Rehabilitating existing public and private utilities.
- Full-depth reconstruction of the roadway.

The project will engage the community and be designed to work in harmony with adjacent projects at Carl Barron Plaza and River Street. During Separated Bike Lane Year 5, the City's Department of Public Works has been coordinating with other City departments to develop a scope for the design process. A Request for Proposal will be submitted to the City's Engineering Services consultants this summer, and a designer services contract should be awarded by the fall. FY23 included a \$5M appropriation to support the design, and a \$45M appropriation to support the construction is anticipated in FY26.

Anticipated work over the next year includes evaluation of the City's utilities to determine the existing conditions and coordination with private utility companies regarding repairs or replacements they may need to complete ahead of the City's construction project. The project is on track to begin construction by December 31, 2025. The City also anticipates advertising the opportunity to join the project's working group. DPW has begun investigations of the sewer and drainage systems and those will continue over the next few months.

Rehabilitation work on the sewer and drainage system will start in the Fall 2025.

CYCLING SAFETY ORDINANCE MASS AVE PARTIAL CONSTRUCTION AND MASS AVE HARVARD SQUARE, FORMERLY THE MASSAVE4 PROGRAM: YEAR 5 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 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.

Cycling Safety Ordinance Year 5 Progress Update

During Year 5 of the Cycling Safety Ordinance, City staff and the City's engineering consultants conducted detailed traffic operations analyses, evaluated the condition of the City's utilities, and coordinated with private utility companies, the MBTA, Harvard University, the Cambridge Historical Commission, and held virtual and in-person public meetings and events, and progressed designs to begin construction between Waterhouse Street to Linnaean Street in 2025 while finalizing the designs for the rest of the corridor. Year 6 activities and activities planned for Year 6 are described in more detail in the following sections.

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 three 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 Street
- **Phase 2** – Mass Ave from Linnaean Street to Dudley Street
- **Phase 3** – Mass Ave from Dudley Street to Alewife Brook Parkway

During Year 5 of the Cycling Safety Ordinance, the City has been evaluating the existing surface and subsurface infrastructure, conducting traffic analyses, and identifying potential improvements.

Summary of Year 5 Activities

- Collected additional traffic data and performed traffic operational analysis 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 background information and diving into the details of the corridor.
- Held meetings with Cambridge 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 Linnaean Street** – Progressed from concept and detailed engineering design and construction bid. Construction activities to support the Phase 1 implementation will begin in 2025. Activities through late 2025 will include median removal between Waterhouse Street and Roseland Street and upgrades to affected utilities. The existing median will be replaced by a painted median which will allow for more flexibility to manage traffic around construction work zones. Concurrently, the street design will be progressing through the detail design process. In 2026, construction activities will transition to surface reconstruction.
 - **Linnaean Street to Dudley Street** – Concept development is in progress and will transition to detailed design in 2025.
 - **Dudley Street to Alewife Brooke Parkway** – Concept development is in progress and will transition to detailed design in 2025.
- 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, removal of the electric trolley infrastructure and the renovation of the North Cambridge Bus Facility

Planned Year 6 Activities

While continuing many of the Year 5 activities, the following activities are planned for Year 6:

- 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.
- Continue Waterhouse Street to Linnaean Street Phase 1 construction.
- Complete final surface design of Waterhouse Street to Linnaean Street.
- Advance designs for Linnaean Street to Dudley Street and Dudley Street to Alewife Brooke Parkway.

HARVARD SQUARE

The concept to 50 percent design phase had 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. During Year 5, additional field investigations were conducted, and detailed designs of public utilities were advanced. The Department of Transportation is coordinating reviews of proposed street design changes with Cambridge public safety departments.

Summary of Year 5 Activities

- Performed sewer and stormwater pipe inspections.
- Performed Ground Penetration Radar (GPR) to locate critical underground infrastructure.
- Collected samples of the pavement and subbase to evaluate existing conditions.
- Coordinated with Cambridge public safety and other City departments to review the 50 percent design.
- Coordinated with Harvard University's Transportation, Engineering and Utility Departments
- Coordinated with the MBTA regarding bus operations, ridership, and Red Line infrastructure.
- Coordinated with the City's kiosk and plaza construction projects.
- Coordinated with Eversource regarding necessary upgrades to gas infrastructure.

Planned Year 6 Activities

While continuing many of the Year 5 activities, the following activities are planned for Year 6:

- Hold meetings with Cambridge committees, the public, various City departments, and stakeholders.
- Continue to coordinate with Cambridge public safety to review the 50 percent design.
- Complete roadway and pedestrian scale lighting designs to ensure adequate street lighting

for the proposed streetscape and to replace inadequate and deteriorating streetlights and electrical connections

- Develop 90 percent design phase 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. An application was submitted in June 2023.
- 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) *

Year 6 Plans for the Mass Ave Partial Construction and Mass Ave Harvard Square Projects

These projects have a significant amount of work planned for Year 6. 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.

DECISION MAKING PROCESS FOR REMAINING CSO CORRIDORS

To meet the requirements of the Cycling Safety Ordinance, city staff were required to identify 11.6 miles of separated bike lanes on the City's 2020 Bicycle Network Vision to install or begin construction before the ordinance deadline. This required staff to identify new projects not currently planned or committed to as part of other commitments, including developer commitments and other projects already underway.

In Summer 2025, the City will release a news story and accompanying story map illustrating the process used to select the final segments of separated bike lanes needed to achieve the 25-mile goal. The next section of this report will outline in detail the preliminary plans for the remaining corridors.

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

In addition to work planned for Year 6, we are able to provide an preliminary update on work planned for Year 7, the final Year of the Ordinance. In Year 7, we plan to install or begin construction on 4.86 miles of separated bike lanes.

Summary Table: Projects Planned for Year 7

Street	From/To	Category	Project Type	Miles	Status
Cambridge St	Prospect St to Willow St	Special 4	Quick-Build +*	1.46	Planned for 2026
Broadway	Portland St to Columbia St	Special 4	Quick-Build and some Quick-Build+	2.01	Planned for 2026
Main St	Portland St to Sidney St Extension	Other Locations	Quick-Build	0.18	Planned for 2026
Galileo Galilei Way	Broadway to Main Street	Other Locations	Quick-Build+	0.26	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 Pl to Grove St	Other Locations	Quick-Build	0.51	Planned for 2026
Mt. Auburn St	Coolidge St to Brattle St	Other Locations	Quick-Build	0.19	Planned for 2026
Garden St	Huron Ave to Mason St	Other Locations	Quick-Build	N/A	Planned for 2026
Mass Ave	Bigelow St to Sidney St	Mass Ave	Construction	0.88	Planned for 2026
Mass Ave	Linnean St to Alewife Brook Pkwy	Mass Ave	Construction	2.90	Planned for 2026
Total Miles:				4.86 miles	

QuickBuild+: Quick-Build project with minor construction

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.

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



0.98 of 2.5 miles installed or under construction

PAST 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 Street to Garden Street and Plympton Street to Dunster Street). Partial construction timeline approved for Dudley Street to Beech Street and Roseland Street to Waterhouse Street.

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. The Central Square project is contributing to the last 12% since it is a full construction project.



2.94 of 3.64 miles installed or under construction

PAST 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).

FUTURE DEADLINES:

- **By December 31, 2025:** Begin construction of Central Square separated bike lanes (between Sidney Street and Inman Street).

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

A horizontal progress bar with a dark blue fill and a white outline. The bar is partially filled, representing 39% completion. The percentage '39%' is displayed in white text on the right side of the bar.

39%

2.89 of 7.45 miles installed or under construction

In April 2024, the City Council amended the requirements for the Special4. Separated bike lane installation will resume on the Special4 in Separated Bike Lane Year 6.

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.

A horizontal progress bar with a dark blue fill and a white outline. The bar is mostly filled, representing 79% completion. The percentage '79%' is displayed in white text on the right side of the bar.

79%

9.01 of 11.41 miles installed or under construction

In Separated Bike Lane Year 6, we plan to install or begin construction on another 1.41 miles in other locations.

FUTURE DEADLINES:

- **By November 30, 2026**, We must install 11.6 miles of separated bike lanes in other locations and 25 miles total across the City of Cambridge



Total: 13.85 of 25 miles installed or under construction