

Report to the City Council
Bicycling In and Around the Common

May 31, 1995

Outline

1. Defining the Issue

2. Making the Rules Clear Through Education and Policing

3. Improving Circulation Through Physical Improvements

Urban Design Improvements to Make Safer Multiple Use Paths

Traffic Improvements to Encourage Bicycling on Streets

4. Implementation of This Plan

Attachments

Communication from Harvard University to the City Manager

Communication from The Police Commissioner

Bicycle Enforcement/Education Policy (Police Department)

Communication from the Committee on Public Planting

1. Defining the Issue

A carefully balanced approach is needed to facilitate the movement of bicycles through this area with a primary goal of ensuring that pedestrians are safe, while supporting the orderly employment of the quiet, efficient, pollution-free mode of transport that is bicycling.

Cambridge Common and its environs, including the surrounding streets and the overpass in front of the Harvard Science Center, are protected by the Old Cambridge Historic District and are included on the National Register of Historic Places. These designations recognize the importance of the Common in the history of the American Revolution, as well as the importance of the area in the evolution of the city.

The Common is situated in the heart of one of the most active areas of the city for pedestrians, bicycles, and cars. The overpass is one of the most active pedestrian spaces in Cambridge, and faces many of the same issues as the Common in its active use as a safe route for bicycles, while needing to maintain its predominantly pedestrian-oriented environment. However, banning bicycling on the Common or on the overpass is unenforceable, and there are no alternate paths that work nearly as well for bicyclists. Taking into account these realities, a more effective strategy for making the whole system work better is to clarify the rules for everyone.

2. Making the Rules Clear Through Education and Policing

If bicycling is to be promoted successfully as an alternative to auto travel, the circulation system needs to be safe and convenient. Bicyclists need to have access to all parts of Cambridge, with the understanding that there should be clear rules, understood and respected by everyone, that result in safe walking, biking, and driving. Given this need, it can be seen that no single "bike route" through or around the Common or the overpass will be used effectively. In fact, the City does not intend to designate any such routes in Cambridge. On the other hand, it is also evident that both pedestrians and bicyclists would benefit from a more carefully designed and regulated system to make it clear who has the right-of-way.

In the attached letter from the Cambridge Police Commissioner, he states an important commitment to continue the work of the Police Department "so that all who are involved, the police, the bicyclists, and the pedestrians receive the information needed to ensure the safety of all." This commitment will be matched by a similar effort by the Harvard Police, as indicated in the attached letter from the University.

3. Improving Circulation Through Physical Improvements

Conflicts between pedestrians and bicyclists on the Common have been discussed for many years. For the last two years, City staff have been thinking about ways to improve the circulation patterns throughout the area as part of the Cambridge Common ISTEA proposal. During that process, some consideration had been given to creating a new path parallel to the main diagonal from Little Concord Avenue towards Harvard Square. However, that idea was viewed negatively by the Cambridge Historical Commission and the Cambridge Planting Committee. With the City Council's recent consideration of a ban on bicycles on the Common, it is all the more clear that a new approach is needed. Therefore, several steps have been taken in the last few weeks, including the involvement of some 20 volunteers to count bicycles and pedestrians, work by City staff to review traffic counts and street widths, and a series of working sessions to articulate this proposal.

Because the Common and the overpass are close together, the City has been meeting throughout this process with Harvard to develop a consistent approach to the two areas from a policy and urban design perspective. Please see the attached letter from Harvard to the City Manager for their viewpoint on bicycling in the area.

In order to evaluate the use of the Common and surrounding streets by bicyclists and pedestrians, counts and observational analysis were first done in 1993, in addition to the work just undertaken. Counts were performed on all paths of the Common, on Garden Street, Waterhouse, Little Concord Avenue, at the crossing of Massachusetts Avenue to Harvard Law School and the overpass (across "Thousand Island Crossing") and at the intersection of Massachusetts Ave, Shepard, and Wendell Streets. Analysis of the counts shows a high desire line of travel through the Common to the overpass (bicyclists represent approximately a quarter of the users in this section). Bicycle/pedestrian conflicts appear to occur primarily at intersection points (where two paths cross, or an entrance/exit point).

The conflicts that exist in and around the Common involve all modes of travel. There are problems both on the streets as well as on the multiple use pathways of the Common and the overpass. A broad set of improvements is needed to address these issues. In the process of solving these transportation problems, it is fortunate that the opportunity exists to make a more pleasant and attractive physical environment, as well.

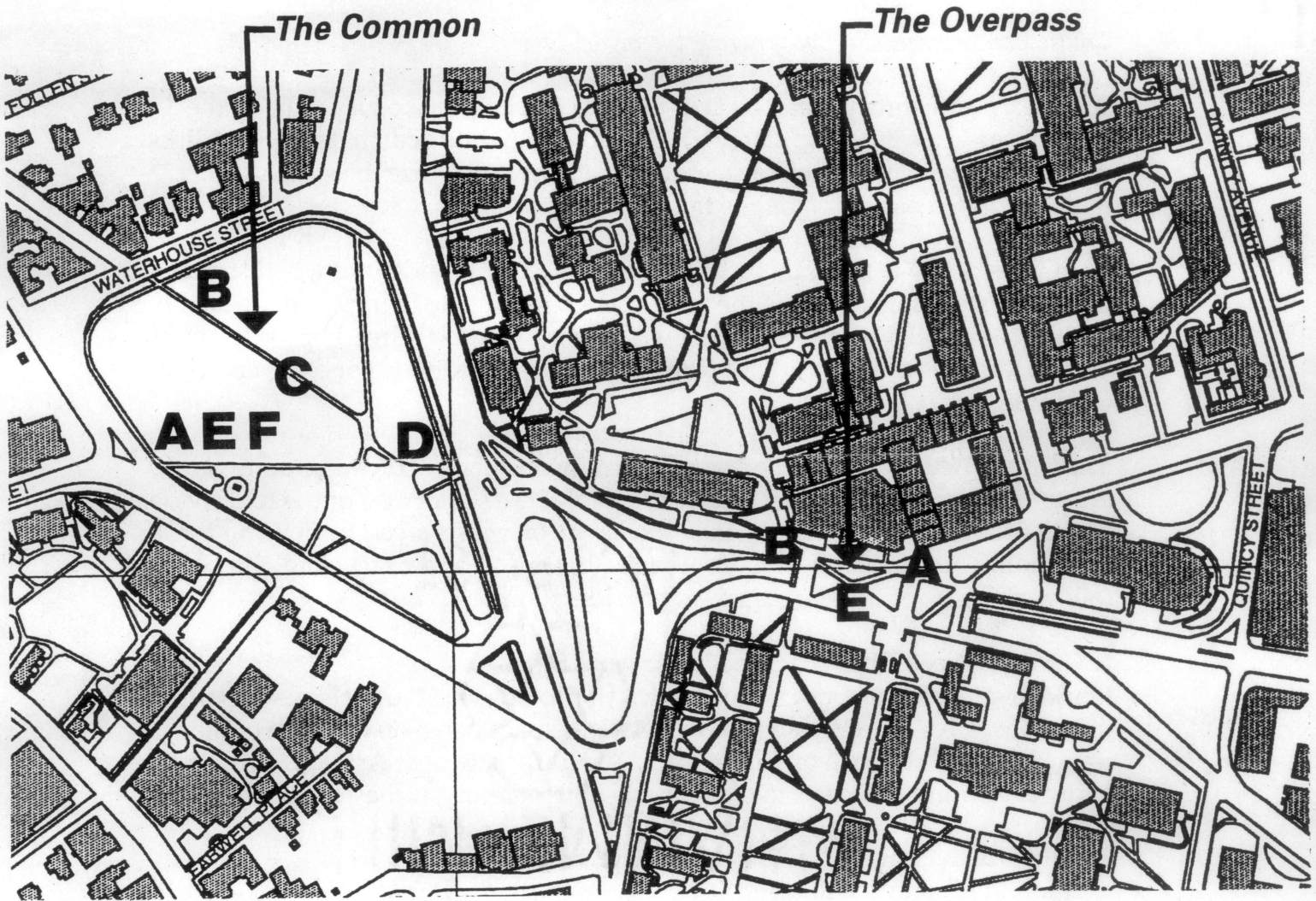
Urban Design Improvements to Make Safer Multiple Use Paths

People coming on bicycles from west of the Common wanting to go to points east (Harvard University or Broadway and Cambridge Streets) often choose the diagonal pathway through the Common for the logical reason that this is the shortest and safest way to go. It seems essential that ways be found to make the Common work for pedestrians and bicycles, while encouraging bicycles onto the streets through whatever safety improvements can be implemented.

Bicyclists continuing on to the overpass should likewise be accommodated, but within a system of signage and landscape design that gives priority to pedestrians. Again, a "bike route" through this area is infeasible: there are too many desire lines for both bicyclists and pedestrians to allow for a dedicated facility for bikes only.

A coordinated approach to these two large multi-use/shared use spaces can be created through a more detailed design study, taking as a starting point the use of the following ideas, as indicated on the plan.

- A. Creation of "Yield to Pedestrians" zones in both spaces. Use carefully placed signs to reinforce this concept.
- B. Placement of bollards at "pinch points" like the Overpass entrance and the entry to the Common aligned with Little Concord. Design a standard bollard (perhaps based upon the bollards that existed historically in the Common to control access by horses and cattle) that will be used in both spaces. Use the bollards in a standardized manner to help coordinate flows for all users.
- C. For the main diagonal path on the Common (the one aligned with Little Concord) establish the image that this is a shared path on which everyone should "keep to the right;" this could be done with a delineation of the middle of the path. For example, a granite strip down the middle could be inserted to be flush with the existing bricks.
- D. Clarify the connection from the main diagonal path to the Mass Ave crossing by paving dirt path and through signing.
- E. Use landscaping elements, including especially trees, to help define pathways in both areas. Respect the Planting Committee master plan for planting in the Common. Consider reducing paved areas overall to enhance green space.
- F. Revise path system to make it safer for everyone. Repair loose bricks, and eliminate hazardous cracks in paving.



Urban Design Improvements to Make Safer Multiple Use Paths

Traffic Improvements to Encourage Bicycling on Streets

A series of adjustments on streets in the area can help make bicycling on the street more appealing and safer, which is a worthwhile goal in itself; in addition, these improvements should also encourage bicyclists to use the streets rather than to add to congestion on the multiple use pathways.

The City's policy is to create bicycle lanes and bicycle guidelines when streets are under construction, as this is the most cost-effective way to improve the facilities for bicycle travel. The area around the Common includes already programmed bicycle facilities as well as those proposed in response to the concerns about the Common.

The City reviewed seven street segments to determine what can be done to encourage bicycling on the streets. Certain of these segments appear to provide options for improvements that may lure some bicyclists away from using the Common. Thus, in an effort to improve safety for on-street bicycling, the following changes are suggested for consideration.

1. Garden Street: Shepard Street to Arsenal Square.

Mark an edge line on both sides which will provide an 11' travel lane in both directions, a 7.5' parking lane, and a 2-4' clear space between the edge of the travel lane and the curb or parked cars. The traffic signal at Arsenal Square will allow eastbound bicyclists to cross Garden Street safely, if they so desire.

2. Concord Avenue: Follen Street to Waterhouse Street

Eastbound bicyclists will ride with traffic, and a 5' wide contra-flow bike lane can be installed between the travel lane and the parked cars. The lane would be marked and appropriate signing installed.

3. Waterhouse Street: Garden Street to Massachusetts Avenue

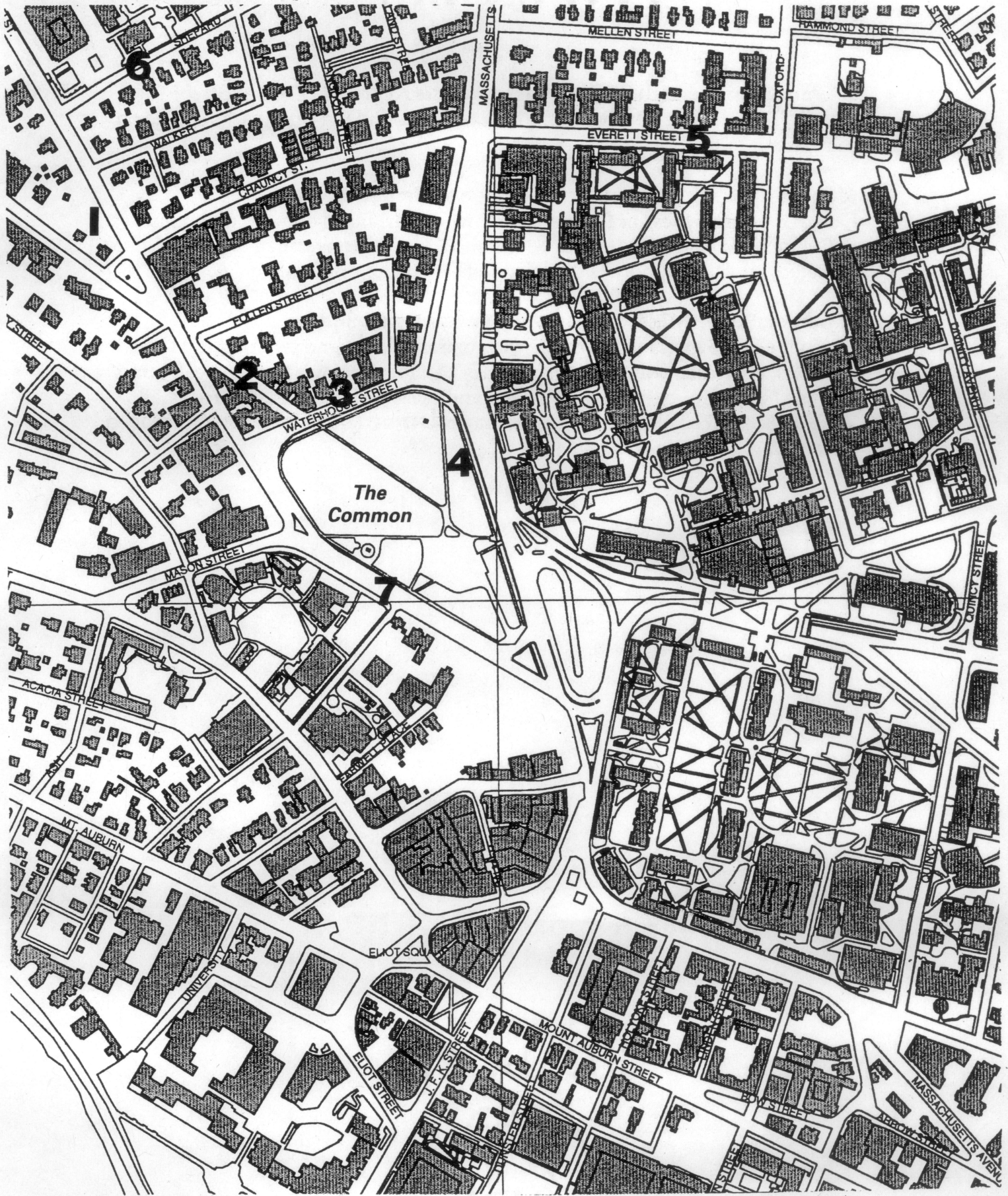
Edge lines would be marked ten feet off each curb along with a double yellow center line.

4. Massachusetts Avenue: Waterhouse Street South to Signalized Crossing to Harvard Law School

Southbound: Two travel lanes would be remarked and an edgeline installed.

About six parking spaces would be removed approaching Cambridge Street to accommodate bicyclists safely at the signal.

Northbound: There are two options. Provide a 4' bike lane from the crosswalk at Cambridge Street to Waterhouse Street. This requires adjusting travel lanes and limits the merge lane for the buses, which would have to yield to the traffic. Since traffic tends to hug the curb heading north, cyclists could enter the bike lane north of the bend. The second option would be to allow joint use by cyclists and pedestrians of the existing 10' wide sidewalk to Waterhouse Street.



Traffic Improvements to Encourage Bicycling on Streets

5. Everett and Wendell Streets: Massachusetts Avenue to Oxford Street

Install a 5' wide bike lane between the travel lane and the right parking lane on each street.

6. Shepard Street: Massachusetts Avenue to Garden Street

Due to the narrowness of the travel way when parking is allowed on both sides (5 PM to 9 AM), no marking can be installed. However, warning signs could be installed, advising motorists that bicyclists are using the street.

7. Garden Street: Massachusetts Avenue to Arsenal Square

Given the narrowness of the travel way, (4 travel lanes and two parking lanes in only 52'), the traffic volume (1100 vehicles per hour each way in the peak hours) and the number of commercial vehicles and buses, it is not possible to install edge lines or bike lanes without removing the 47 parking spaces, 2 handicapped spaces, and a loading zone.

4. Implementation of This Plan

In addition to the efforts already noted in regard to the continuing education and policing program by both the City and Harvard, there are a number of actions that can be coordinated to meet the goals for physical improvements in and around the Cambridge Common.

The first step will be to finalize the work program, building upon this document. Next, using City funds (the ISTEA program requires at least a 10% match), it will be necessary to hire a consultant to undertake an instrument survey and to create a final design, leading to contract documents to build the improvements. As the consultant proceeds, a process will be established to ensure that all segments of the community have an opportunity to review and comment on the designs.

Several public bodies will review the plan to ensure that the proposed improvements are consistent with the character of the Common. The Common is protected by its inclusion within the Old Cambridge Historic District as well as by listing on the National Register of Historic Places. The Cambridge Historical Commission must find that physical alterations to the Common are "not incongruous" with its historic character. Because Federal funding will be involved, the Massachusetts Historical Commission must make a finding of "no adverse effect" on the historically significant features of the Common.

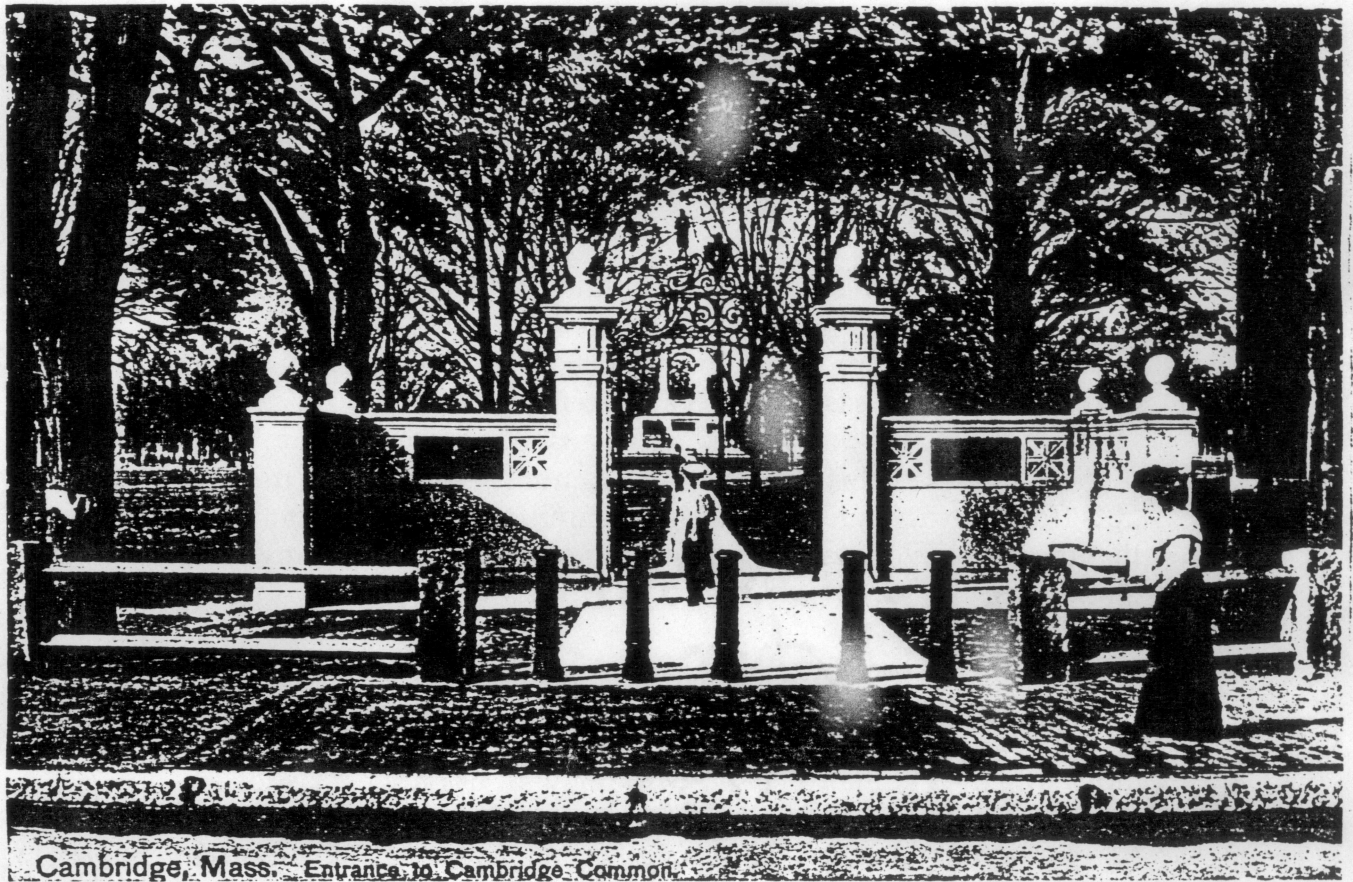
In addition, the Common has been a major focus of the Cambridge Planting Committee, which has prepared a master plan for tree planting and landscaping improvements. As summarized in the attached memorandum by the Co-Chairs of the Committee, their tree plan is community-based, with trees provided as gifts from private individuals. The Committee shares the Commission's concern that the historic landscape of the Common be respected in any planning that takes place.

In regard to the coordination of improvements at both the Common and the overpass, the relationship that has been established between City and Harvard representatives will continue. Please see the attached letter from Harvard, indicating their commitment to working with us on these issues.

In order to put all of the pieces together into a rational and environmentally sensitive whole, the ISTEA project will be a major catalyst for addressing the needs to improve paths, streets, and landscaping, not only in the Common but also throughout the related area northwest of Harvard Square.

As stated in the ISTEA proposal, "the scope of work to be covered includes the final design and implementation of a master plan which would address both the Common and its surrounding environment. The master plan would contain a comprehensive planting scheme, a reevaluation of the existing path system, and an appraisal of the historical monuments and markers, as well as specifications

for a general upgrading of the physical elements on the Common, such as the benches, lighting, trash barrels, paving, perimeter fence, signage, and planters. The overall planting scheme has already been worked out and preliminary work has been done on the pedestrian and bicycle mobility issues. By including the adjacent streets and sidewalks in the plan, the effects of the improvements can be carried into the surrounding neighborhoods and commercial areas, reinforcing the Common's connections outside of its boundaries."



As shown in this image from c. 1915, the creative use of bollards to manage circulation has an historical precedent. (Photo courtesy Cambridge Historical Commission)

Attachments

Communication from Harvard University to the City Manager
Communication from The Police Commissioner
Bicycle Enforcement/Education Policy (Police Department)
Communication from the Committee on Public Planting

HARVARD UNIVERSITY

OFFICE OF GOVERNMENT, COMMUNITY
AND PUBLIC AFFAIRS

2 GARDEN STREET
CAMBRIDGE, MASSACHUSETTS 02138
617-495-4955

May 30, 1995

Robert Healy
City Manager
Cambridge City Hall
795 Massachusetts Ave
Cambridge MA 02139

Dear Bob,

I am writing to confirm conversations between the City and Harvard resulting from the City Council's hearing on bike riding in the Common.

A great many people at Harvard ride bicycles, a mode of transportation that has enormous benefits, including reducing the need for cars on Cambridge streets. The University thus has substantial interest in supporting the City's goal of making the streets safe for bike riders. We look forward to working with the City to develop appropriate means of meeting that goal while accommodating pedestrian safety.

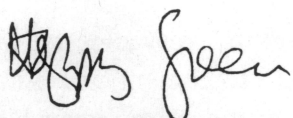
One result of our recent discussions with the City is a shared sense that the Common and the Overpass should be treated in a similar manner as both spaces have multiple uses; the overpass, in fact, is the site of the greatest concentration of pedestrian traffic within the Harvard campus. We also agree that while both spaces should be accessible to bikes that we must work to slow bikes down to ensure pedestrian safety. As you know, the Overpass, like the Common, presently has a "bikes yield to pedestrians" policy and we agree that this policy seems to continue to make sense. We've also agreed to identify potential physical changes that would decrease bike speed in both areas; for example the installation of strategically placed bollards would allow wheelchair access but slow bikes significantly.

Starting next fall, the Harvard Police, who now have responsibility for the University's existing bike safety and education program, will

also conduct an education program in each of the Houses at the Radcliffe Quad. With the support of each of the Houses, the Harvard Police will focus on Quad residents for a range of bike education issues including safe bike routes and bike safety laws. Additionally, starting next fall, Harvard shuttle buses will have increased transportation capacity for the Radcliffe Quad thus providing additional transportation options for students.

The University is committed to developing safe and effective means of meeting the needs of bicyclists and of insuring pedestrian safety. We welcome the opportunity to continue our work with the City on this effort as it is clearly of critical importance to both the Cambridge and the Harvard communities.

Sincerely,

A handwritten signature in black ink, appearing to read "Happy Green". The signature is fluid and cursive, with the first name "Happy" and the last name "Green" clearly distinguishable.

Happy Green
Director of Community Relations



City of Cambridge Police Department Office of the Commissioner

TELEPHONE
(617) 349-3300
FAX
(617) 349-3320

Perry L. Anderson, Jr.
Police Commissioner

Robert W. Healy
City Manager

May 26, 1995

Mr. Richard Rossi
Deputy City Manager
City of Cambridge
City Hall
Cambridge, Ma. 02139

RECEIVED
95 MAY 30 AM 10:18
OFFICE OF THE CITY MANAGER

Walter Boyle
Superintendent

Harold Murphy
Superintendent

David Degou
Deputy Superintendent

Michael Giacoppo
Deputy Superintendent

Yvonne Hall
Deputy Superintendent

Gloria Pimentel
Deputy Superintendent

Lt. Thomas O'Connor
Quality Control Detail

Mr. Raymond Santilli
Planning, Budget & Personnel

Mr. Frank Pasquarello
Aide to the Commissioner

Dear Sir:

The Cambridge Police Department has been working very closely with the Bicycle Committee in implementing a Bicycle Enforcement and Education Policy in the city. Attached is a copy of the departmental policy which was drafted by Sergeant Leonard DiPietro. This policy has and is being implemented so that all who are involved, the police, the bicyclists, and the pedestrians receive the information needed to ensure the safety of all.

Since January Sergeant DiPietro has been lecturing to supervisors and patrol officers about the implementation of the policy. He stressed the educational phase of the policy whereby bicyclists found in violation will be issued a warning tag and reminded of the laws pertaining to the proper operation of bicycles. This educational phase will run until May 31, 1995 at which time officers will issue a citation violation to any offender. This indoctrination of the officers continued throughout the Spring In-service session.

In addition to this the Cambridge Police Department had 5000 bright yellow "Warning tags" printed and distributed to all patrol officers. These tags are being carried by the officers and are being issued. Several City Ordinance Violation Tag Books were also obtained from the City Clerk's Office and are being given to patrol officers, especially those walking routes in Harvard and Central Squares.

Sandy Coppola, Secretary
(617) 349-3377



ADDRESS ALL COMMUNICATIONS TO
5 WESTERN AVENUE, CAMBRIDGE, MASSACHUSETTS 02139



Sergeant DiPietro is also working closely with Public Information Officer Frank Pasquarello to disseminate the information through the various media outlets. This process is ongoing and will be throughout much of the early Summer.

We will continue these efforts as the safe passage throughout Cambridge for both bicyclists and pedestrians is a vital objective of the mission of the Police Department.

Respectfully,

A handwritten signature in black ink, appearing to read "Perry L. Anderson, Jr.", with a long horizontal stroke extending to the right.

Perry L. Anderson, Jr.
Police Commissioner

INTEROFFICE CORRESPONDENCE

TO: Superintendent Harold F. Murphy **DATE:** 2/1/95

FROM: Sergeant Leonard J. DiPietro

SUBJECT: Bicycle Enforcement/Education Policy

As a result of numerous complaints regarding bicycles and bicyclists disregarding the laws of the Commonwealth and the Ordinances of the City of Cambridge, and the receipt of City Council Order 91 of 1994, I respectfully submit to you the following action plan for the education of the bicycling public and for our officers in order to implement an enforcement policy for the Department.

EDUCATION

The Community

Education must begin with the public; with the bicycling community. They must be informed as to the laws of the Commonwealth and that they must be in compliance with them. Many bicyclists are unaware that these laws and ordinances exist; and the reasons for them. The safety of the bicyclists and of pedestrians must be stressed.

I propose the following for the education process to begin:

A media campaign using the following outlets:

Cambridge Chronicle

The TAB

Boston Globe

Boston Herald

Cambridge Cable

Cambridge Cable ("Crime Time")

Local network programs (Ch. 4-5-7-38-56-Cable News-etc.)

Community Newsletters (including foreign language communications)

Local Radio stations

The business community

In addition, the School Department and other Governmental agencies of the City will be used for distribution of the educational material. Harvard University and M.I.T. will be contacted (public relations) as a major portion of bicyclists in Cambridge are college students; this will be an extremely important population to reach.

Each of these outlets will be provided with the policy program that will be put into place. It is my hope that the media outlets, ie. TV and Radio, will allow us the opportunity to "show" our program so that the bicycling population will understand the reasons for the policy.

Throughout the educational effort: SAFETY must be stressed. The fact that most bicycle injuries are the result of a disregard for existing traffic laws will be the best "selling point" for our program.

I propose that this Educational Program begin on March 1, 1995 and be a continuous one.

March 1, 1995, was selected so as to begin the program with the onset of Spring weather and the return of the majority of bicycle riding.

The Department

I propose that (all) Department officers receive training during the In-Service Training 1995. The training will begin with the week of 1/31/95. Roll Call Training will also be used upon the start of the Enforcement program.

Department officers must be made aware of the reasons for this action. The "Safety" issues should be stressed and the laws reinforced. The officers will be made aware of their options; and the use of their discretionary powers, emphasized.

The Department's Safety Officer will be responsible for the education of the children attending school in the City. He/She will develop an action plan to educate all the City's children in safe and proper bicycle operation and equipment.

ENFORCEMENT

Enforcement of the bicycle laws of the Commonwealth and the ordinances of the City of Cambridge will be a delicate one. The balance between punitive and educational enforcement will decide the success of the goals of this program.

I propose the following for an enforcement program for the Department:

Beginning April 1, 1995 and continuing through May 31, 1995, a "Warning" enforcement action be taken with bicycling violators.

With the "media blitz" beginning on March 1, the public will be informed enough to understand the laws. However, all will not be reached and others will continue to disregard safe bicycling. Those violators that Department officers take notice of should be stopped and a "Written Warning" be issued to them along with an explanation of the policy/program. (safety stressed)

The Warning card used for this purpose should be:

In a "Tag" form.

The size should be similar to a parking violation.

Unique in color to other City violation notices.

Have appropriate language to insure that the message is received and that it is an "Educational Warning".

Have a "checklist" of the common violations and a place for the officers name, date, and location of violation.

On the reverse side of the tag, have "safe bicycling tips" available for the violator.

It is my belief, and of others, that this enforcement will be the "best" action to be taken by our officers and be considered the preferred response. This warning system should provide the corrective action necessary to insure safe bicycling in the future for the violator being issued the tag.

However, each officer will have the discretionary authority to issue a citation violation under Chapter 85 Section 11B which is a \$20.00 violation issued under the City Ordinance violation provisions of Chapter 40 Section 21.

I propose that this enforcement action, a citation for the prescribed fine, not be used by Department officers until June 1, 1995. This will enable the education of the public with the program stated to continue for the period March 1- May 31, 1995.

The issuing of a violation citation should be avoided unless the violation is serious enough to warrant the issuing.

The preferred response of a violation is the Warning Tag.

RECOMMENDATIONS

That the Public Information Officer begin the process of contacting the various media outlets to publicize the fact that our Department and our City will be enforcing bicycle laws through an educational and enforcement program in order to insure the safety of all.

That the Public Information Officer contact these media outlets with the proposal of having time and space made available to the Department to "show" our program.

That the Department purchase the "Warning" tags needed for issuing a violation notice to those who violate the bicycle laws.

That the Department insure a supply of Cambridge Ordinance Violation tag books in the event that an officer must issue a citation to a violator. The category of "OTHER" will suffice for the recording of the violation on existing books, however, I propose that the City provide the category of "BICYCLE VIOLATION" on these citation books in future purchases.

That it be accepted that it will be the Department's policy of a "Warning" being the "Preferred Response" when a violation occurs.



Committee on Public Planting for the City of Cambridge

City of Cambridge

Committee on Public Planting

147 Hampshire Street
Cambridge
Massachusetts 02139
City Arborist: 617 349-4886
To leave a message for the
Committee on Public Planting:
617 349-4885

May 25, 1 995

TO: Roger Boothe
Community Development Department

FROM: Janet Burns & Phebe Leighton
Co-Chairs
Committee on Public Planting

RE: Cambridge Common Master Tree Plan

We appreciate your consideration in including the Committee's Cambridge Common Master Tree Plan in your report to the City Council on the pathways in the Common.

The tree plan envisions a diversity of new trees to revitalize this historic open space. The majority are to be specimen trees, intended to provide an opportunity for a gift to the City in a highly visible place. (There are few as appropriate sites for memorial trees.)

The plan aims to strengthen the existing planting pattern and also takes into account replacement of declining trees over time. A mass planting of new trees is at odds with our concept of incremental additions from a community-based program. Also, the scope of work for 10-12 new trees per year fits with in-house capabilities to plant and water.

The tree plan was endorsed by the Cambridge Historical Commission in April, 1994, and ten trees were planted by the Forestry Division this spring. Three Silver Lindens are memorials to James Ayres, a Cambridge resident and a writer for the Globe. Our effort to create a City Trust Fund to manage donations has been thwarted for the moment, apparently victim to legal issues not related to our situation. However, we expect to be able to establish a committee to focus on implementing the plan and on maintaining the health and beauty of the trees and other plantings on the Common.

Our Committee is concerned about any impact on trees and the historic landscape of the Common. We are also concerned about the fate of our concept for replanting the Common and request that the Committee be part of the planning process as it develops.

cc: Robert Healy, Ralph Dunphy, Charles Sullivan



14

CITY OF CAMBRIDGE
CAMBRIDGE, MASSACHUSETTS 02139

TEL. 349-4300
FAX. 349-4307

EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

June 5, 1995

To The Honorable, The City Council

In response to the Ordinance Committee's request for suggestions to reduce bicycle and pedestrian conflicts at the Cambridge Common, I am submitting the attached report prepared by City staff. The report suggests that, rather than a ban, which we feel would be unenforceable, there are a number of positive steps that can improve pedestrian safety on the Common and throughout the surrounding area, while also encouraging safer bicycle circulation and the enhancement of the environment. Recommended actions include the following:

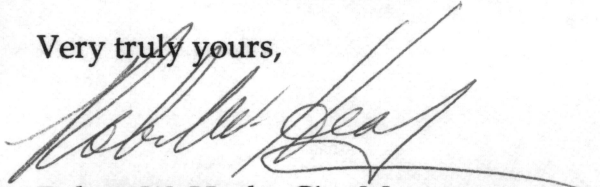
- Support a program of education and policing so that people know the rules and follow them.
- Delineate where bicyclists and pedestrians should go.
- Slow down bicycles on shared paths.
- Make the streets safer so that more bicyclists will opt to use them.

The approach outlined in the report is consistent with the commitment of \$500,000 in funds for the Cambridge Common and surrounding area that we have been approved to receive through the ISTEA (Intermodal Surface Transportation Efficiency Act) program. It is important to note the "intermodal" aspect of this proposal: the ISTEA program was conceived to make all types of travel (walking, bicycling, driving, using mass transit) work better together. That is exactly the challenge presented by the conflicts that exist in and around the Common. Another very good aspect of the ISTEA program is that it encourages municipalities to complement circulation improvements with related landscape design upgrading, which is a community goal for the Common; furthermore, the program requires that careful attention be given to the historic qualities of resources like the Common, which is, of course, a fundamental concern for all Cantabrigians.

City staff from the City Manager's Office, the Community Development Department, the Environmental Program, the Historical Commission, the Department of Traffic, Parking, and Transportation, the Police Department, and

the Public Works Department have worked together to prepare the attached materials. They have also coordinated their work with staff at Harvard so that a broadly conceived and realistic strategy can be implemented to address the variety of needs in our diverse community. Given this special opportunity to improve the situation for all users in and around the Common, I urge the Council to consider favorably the recommendations in this report, and to allow this creative and multifaceted project to go forward.

Very truly yours,

A handwritten signature in black ink, appearing to read "Robert W. Healy". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Robert W. Healy, City Manager

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Response to the Ordinance Committee's
request for suggestions to reduce
bicycle and pedestrian conflicts at the
Cambridge Common. Response to Awaiting
Report Item Number Seventeen.

In City Council,

June 5, 1995

*Referred to the
Ordinance Committee
Report - Placed on
file.*

*Copy sent to Ordinance Comm,
6/8/95 (dl)*