

City of Cambridge

~~37.~~

Amended Calendar Item #13

IN CITY COUNCIL

~~March 16, 1998~~

March 23, 1998

COUNCILLOR DAVIS
COUNCILLOR BORN
MAYOR DUEHAY
VICE MAYOR GALLUCCIO
COUNCILLOR REEVES
COUNCILLOR RUSSELL
COUNCILLOR SULLIVAN
COUNCILLOR TOOMEY
COUNCILLOR TRIANTAFILLOU

WHEREAS: On March 3, 1998, there was a roundtable discussion of the City's traffic and transportation programs; and

WHEREAS: There was a presentation by City staff which included a discussion of context, transportation policy objectives and programmatic goals (See attached materials); and

WHEREAS: The members of the City Council in attendance identified the priorities set forth below:

Trucks:

Decide on a strategy to mitigate truck traffic.

Traffic:

Examine traffic impact of new development.

Develop understanding of traffic trends and issues.

Gather more data about traffic in Cambridge through traffic counts, etc.

Pedestrian Safety:

Develop pedestrian plan to address pedestrian safety and improve walkability in the City.

Review specifications and design of sidewalks.

Clarify procedure for addressing constituent concerns about a particular intersection or problem.

Improve construction mitigation strategies for parking/traffic problems during construction; now therefore be it

ORDERED: That this order and the accompanying material be referred to the Government Operations meeting of April 8, 1998 to update its goals and to continue working with the City Staff and to report back to the full City Council with recommendations as to goals and priorities for the City Council.

In City Council March 23, 1998.

Adopted as amended by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

A handwritten signature in cursive script that reads "D. Margaret Drury". The signature is written in black ink and is positioned to the right of the text "A true copy;".

ATTEST:-

D. Margaret Drury
City Clerk



City of Cambridge

~~37~~

Original Calendar Item #13

IN CITY COUNCIL

~~March 16, 1998~~

March 23, 1998

COUNCILLOR DAVIS
COUNCILLOR BORN
MAYOR DUEHAY
VICE MAYOR GALLUCCIO
COUNCILLOR REEVES
COUNCILLOR RUSSELL
COUNCILLOR SULLIVAN
COUNCILLOR TOOMEY
COUNCILLOR TRIANTAFILLOU

WHEREAS: On March 3, 1998, there was a roundtable discussion of the City's traffic and transportation programs; and

WHEREAS: There was a presentation by City staff which included a discussion of context, transportation policy objectives and programmatic goals (See attached materials); and

WHEREAS: The members of the City Council in attendance identified the priorities set forth below:

Trucks:

Decide on a strategy to mitigate truck traffic.

Traffic:

Examine traffic impact of new development.

Develop understanding of traffic trends and issues.

Gather more data about traffic in Cambridge through traffic counts, etc.

Pedestrian Safety:

Develop pedestrian plan to address pedestrian safety and improve walkability in the City.

Review specifications and design of sidewalks.

Clarify procedure for addressing constituent concerns about a particular intersection or problem.

Improve construction mitigation strategies for parking/traffic problems during construction; now therefore be it

ORDERED: That this order and the accompanying material be referred to the Traffic and Transportation Committee for that committee to continue working with the City Staff and to report back to the full City Council with recommendations as to goals and priorities for the City Council.



City of Cambridge

37.

IN CITY COUNCIL

March 16, 1998

COUNCILLOR DAVIS
COUNCILLOR BORN
MAYOR DUEHAY
VICE MAYOR GALLUCCIO
COUNCILLOR REEVES
COUNCILLOR RUSSELL
COUNCILLOR SULLIVAN
COUNCILLOR TOOMEY
COUNCILLOR TRIANTAFILLOU

WHEREAS: On March 3, 1998, there was a roundtable discussion of the City's traffic and transportation programs; and

WHEREAS: There was a presentation by City staff which included a discussion of context, transportation policy objectives and programmatic goals (See attached materials); and

WHEREAS: The members of the City Council in attendance identified the priorities set forth below:

Trucks:

Decide on a strategy to mitigate truck traffic.

Traffic:

Examine traffic impact of new development.

Develop understanding of traffic trends and issues.

Gather more data about traffic in Cambridge through traffic counts, etc.

Pedestrian Safety:

Develop pedestrian plan to address pedestrian safety and improve walkability in the City.

Review specifications and design of sidewalks.

Clarify procedure for addressing constituent concerns about a particular intersection or problem.

Improve construction mitigation strategies for parking/traffic problems during construction; now therefore be it

ORDERED: That this order and the accompanying material be referred to the Traffic and Transportation Committee for that committee to continue working with the City Staff and to report back to the full City Council with recommendations as to goals and priorities for the City Council.

CHARTER RIGHT EXERCISED BY COUNCILLOR TOOMEY.

City Council Transportation Policy Roundtable Discussion

March 3, 1998

Agenda

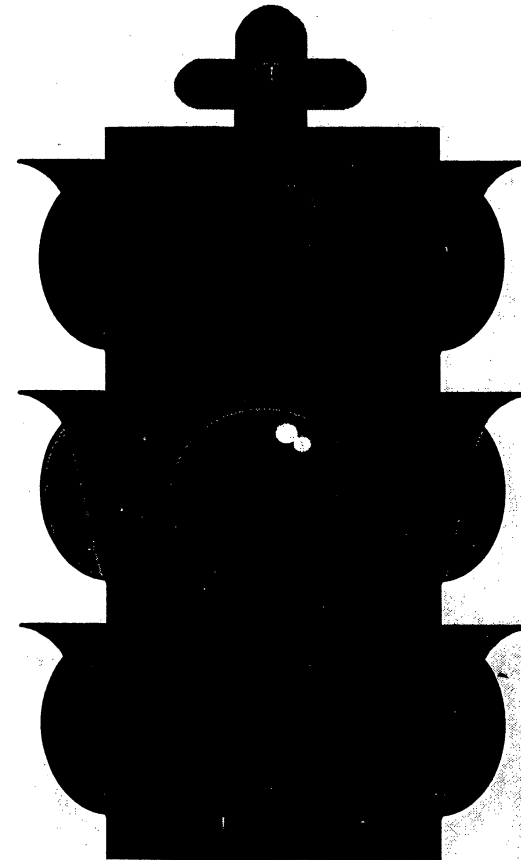
- | | | |
|----------------------------------|-----------|---------|
| 1. Introduction | Bob Healy | 5 min. |
| 2. City Presentation | | 20 min. |
| Transportation Context | | |
| Policy Objectives | | |
| Programmatic Goals | | |
| Draft Transportation Policy Goal | | |
| 3. Discussion | | |

**Cambridge City Council
Transportation Roundtable
March 3, 1998**

Slide Show Presentation
(photo slides not included)

1. Setting the Context

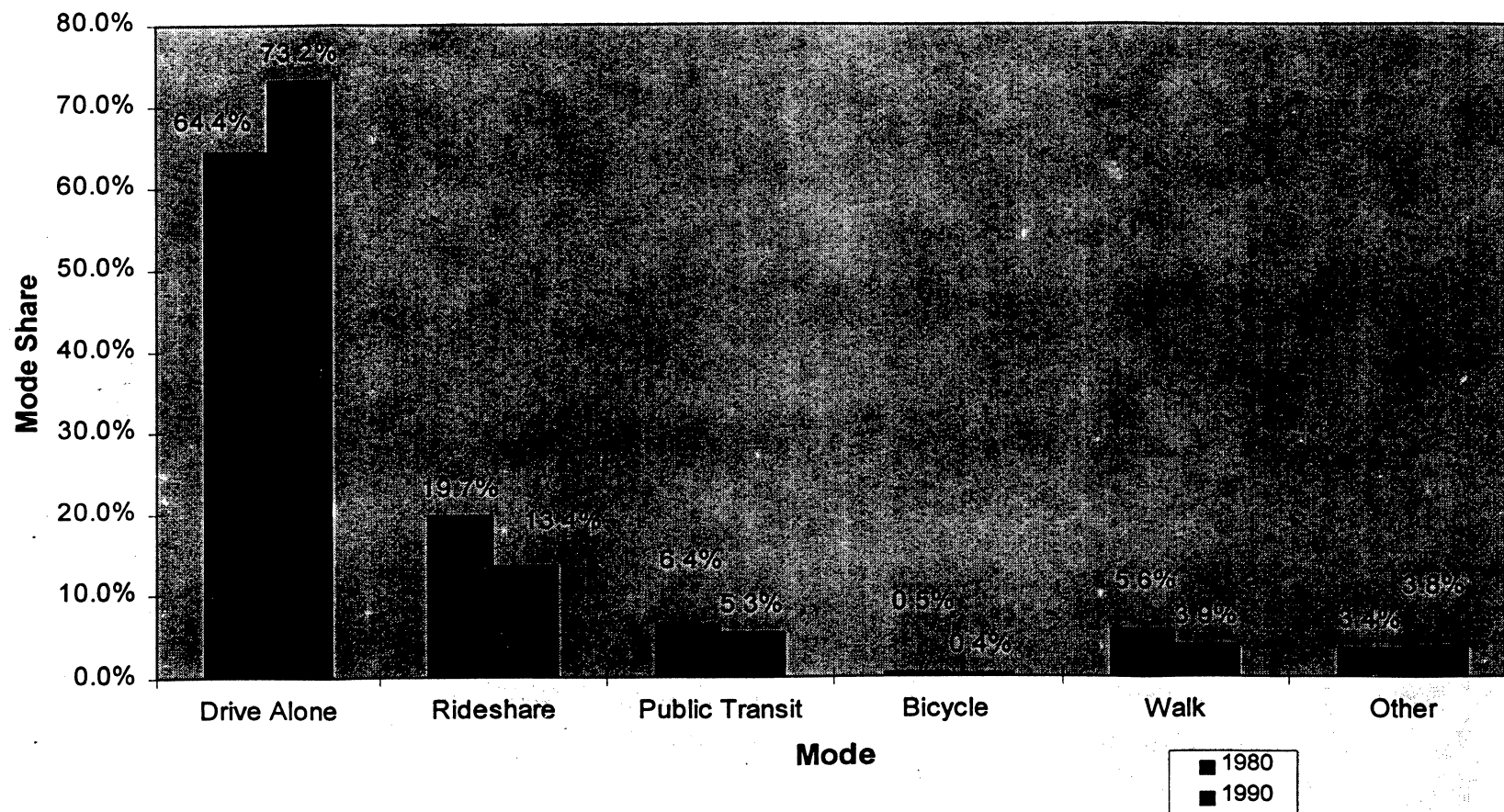
- ◆ Trends in Transportation
 - our region is not in conformance w/ federal clear air act
 - 30% of air pollution comes from transportation



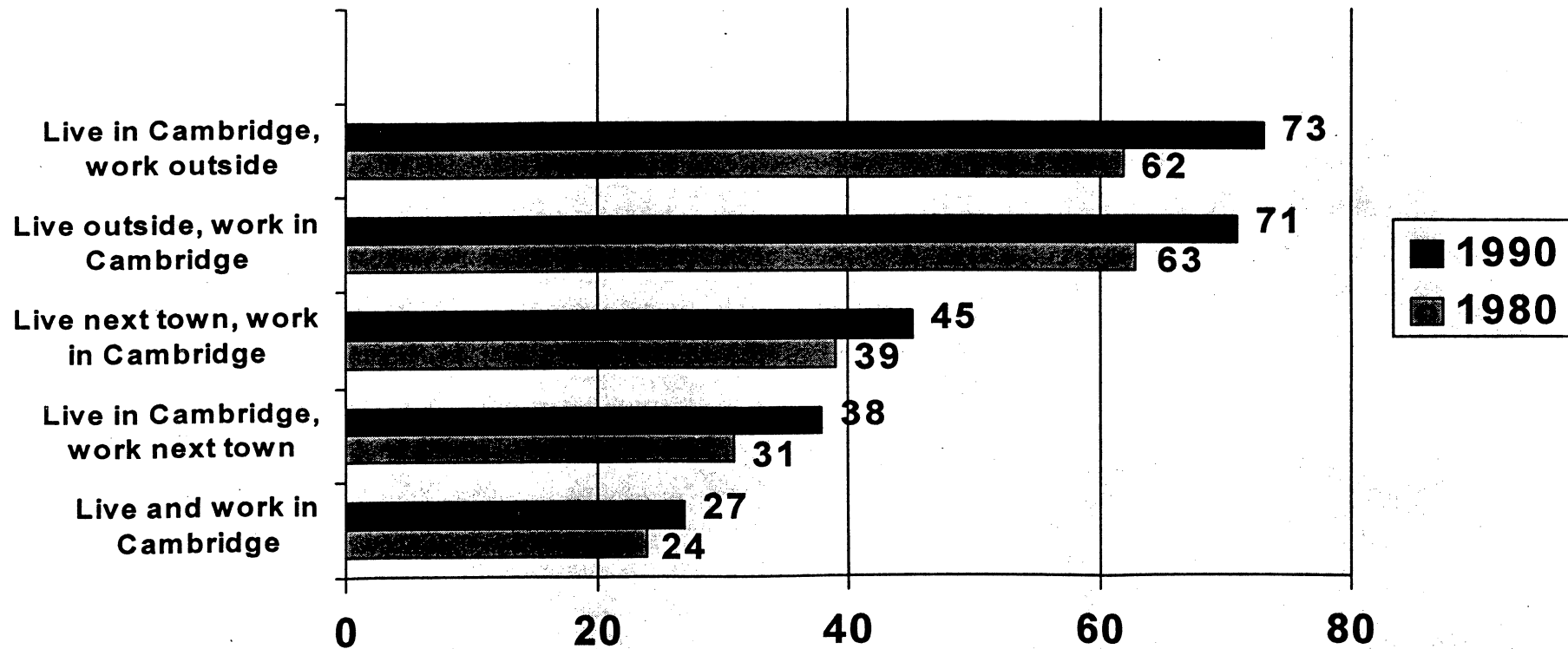
Change in Commuting Characteristics 1983-1995

- ◆ Average work trip length up 37%
- ◆ Average work travel time up 14%
- ◆ Average work trip speed up 20%
- ◆but only 20% of all trips are work related and non-work trips are also growing

Changes in Travel Mode (all purposes)



Work Trips - % Drive Alone



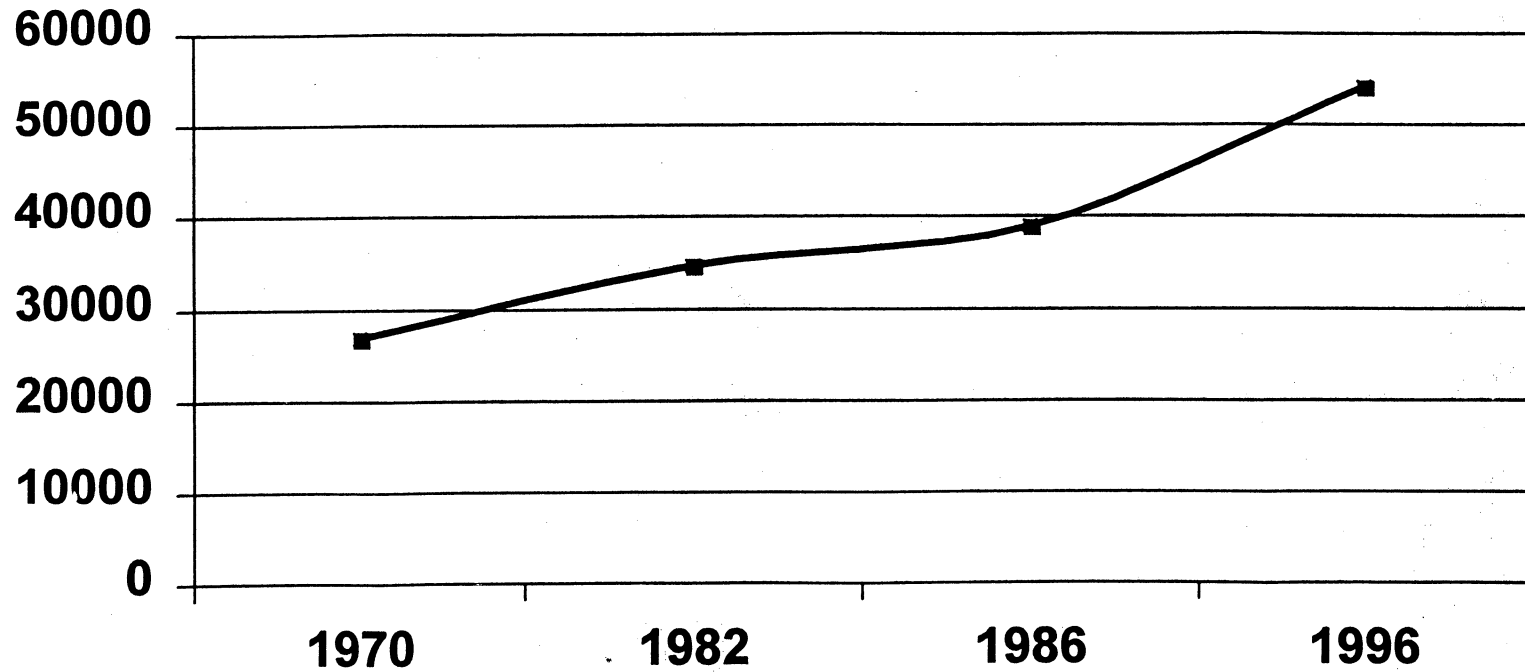
Work Trips - % Drive Alone

- ◆ The greater the distance between work and home the higher the probability that a person will commute by car
- ◆ Sprawl contributes to the increase in traffic, congestion, noise and pollution

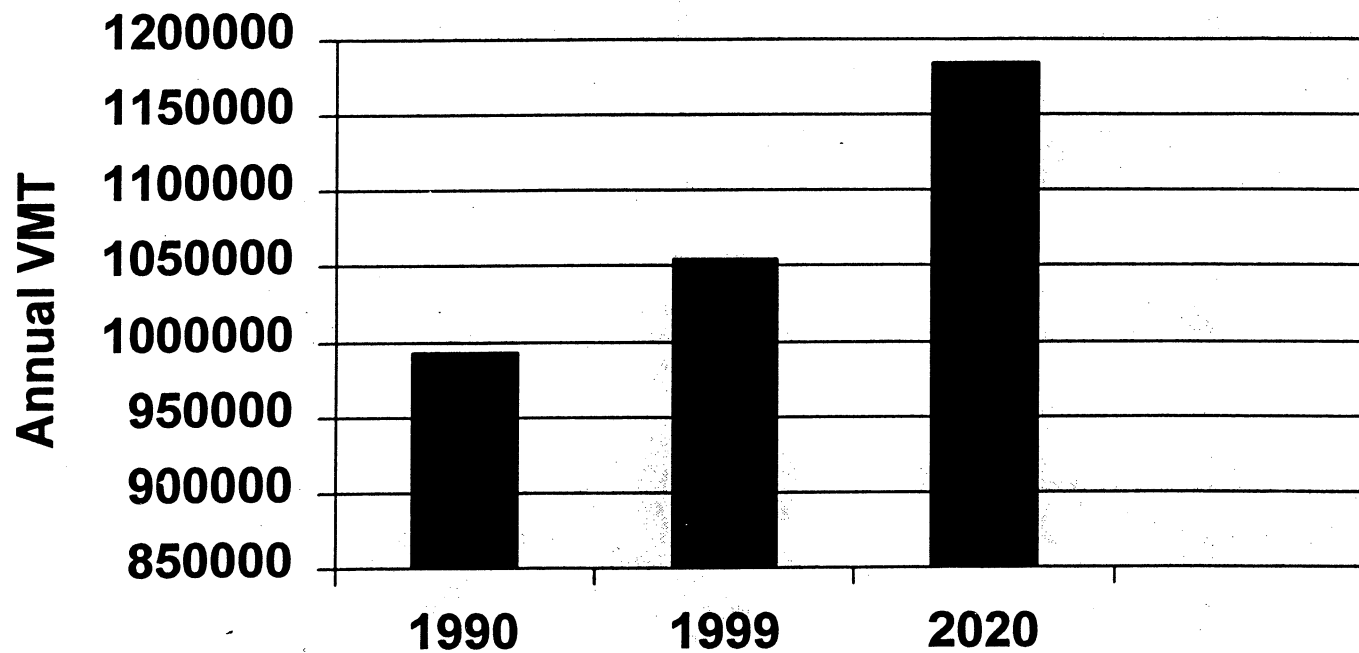
Cambridge Traffic Trends

- ◆ the number of vehicles registered in Cambridge continues to rise
- ◆ state transportation models indicate that traffic volumes in Cambridge are increasing and will continue to rise

Vehicles Registered In Cambridge



Estimated Cambridge VMT



Source: CTPS, 1997

Cambridge Traffic Trends (cont'd)

- ◆ recent counts indicate that traffic volumes have increased on some streets while they have decreased on others
- ◆ a comprehensive count will soon be taken which can be compared with prior year's counts and help us understand local trends better

Mass. Ave. Traffic Trends

| <i>Location</i> | <i>Year</i> | <i>Daily Volume of Vehicles (24 hours)</i> | <i>Annual % Change (since last count)</i> |
|---|--------------------------|--|---|
| Massachusetts Avenue East of Sidney Street | 1985 | 22150 | |
| | 1994 | 18248 | -2.0 |
| | 1997 | 21968 | +6.8 |
| | Change between 1985-1997 | | -0.1 |
| Massachusetts Avenue Near Alewife Brook Pkwy | 1972* | 32800 | |
| | 1981* | 32055 | -0.3 |
| | 1987* | 31403 | -0.3 |
| | 1997** | 26968 | -1.4 |
| | Change between 1972-1997 | | -18.0 |

* = South of Magoun St.

** = South of ABP

2. Transportation Goals

- ◆ meet mobility needs
- ◆ promote safety
- ◆ reduce negative impacts of transportation

3. Policy Objectives

- ◆ provide adequate and safe facilities
- ◆ promote non-SOV travel
- ◆ limit impact of new development
- ◆ introduce non-polluting technologies
- ◆ educate the public about travel options and safety
- ◆ enforce safe travel behavior

4. Programmatic Goals

◆ Regional efforts

- participate in Urban Ring planning process
- ensure completion of regional truck study
- participate in regional pedestrian and bike planning processes
- influence regional transportation planning and funding through MPO, MAPC and other regional agencies

Programmatic Goals (cont.)

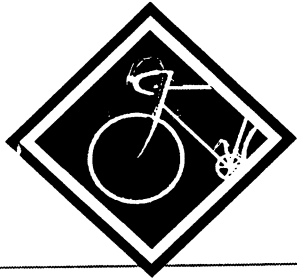
◆ Local efforts

- build facilities that serve all modes
- traffic calming
- pedestrian initiatives (signal timing, high visibility crosswalks, curb extensions, pedestrian plan, etc.)
- bike initiatives (bike lanes and guidelines, bike facility design document, etc.)
- introduce alternative fuel vehicles into city fleet and secure local refueling options

Programmatic Goals (cont.)

◆ Local efforts (cont.)

- implement innovative laws and regulations (parking and PTDM ordinance)
- work with developers on TDM and mitigation strategies
- collect data regularly about traffic in Cambridge (cordon count, project counts, etc.)
- implement outreach and education programs
- enforce safe travel behavior and traffic regulations



CITYBIKE

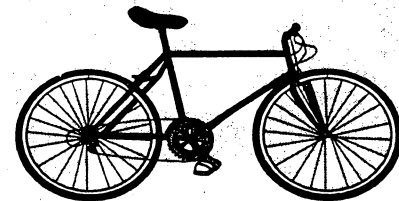
- Late For A Meeting?
 - Looking For Some Exercise?
 - Want To Help The Environment?

Then next time you need to travel on City business

TAKE A CITYBIKE!!

CITYBIKES (and helmets) can be found at these City buildings (look for signs showing exact location):

- 57 Inman Street (Community Development)
- Lombardi Building (Inspectional Services)
- Department of Public Works
- Water Department
- 51 Inman Street (Human Services)



and don't forget to wear a helmet!!

5. Where Do We Go from Here?

- ◆ get policy guidance from city council
- ◆ influence regional policy and funding
- ◆ implement programmatic goals
- ◆ track progress and measure effectiveness
- ◆ continue to innovate

**City of Cambridge
Transportation Policy Goal
Draft**

The City's transportation systems must meet the mobility needs of the residents, businesses and institutions within the City. These transportation systems should provide the broadest possible array of options for moving people and goods with particular emphasis on enhancing modes other than single occupant vehicles.

The City's transportation facilities and its education and enforcement programs must promote safety.

The City's transportation programs must reduce the negative impacts of transportation such as air pollution, noise and congestion. These programs should support a safe and vibrant City protected from excessive vehicle trips and inappropriate speeds.

3/2/98

TRANSPORTATION GOALS IN FY99 BUDGET

The overarching goals of the City administration include several which relate to transportation. These include:

- Maintain a high quality of life for the residents and businesses of Cambridge.
- Plan and manage physical change in a manner that best supports the overall diversity of the City.
- Ensure public safety; effectively manage the public right of ways for safe vehicular and non-vehicular use.
- Develop and implement a sound capital/infrastructure improvement program.

Department-specific goals, to be included in the FY99 Submitted Budget, include:

COMMUNITY DEVELOPMENT

- Educate residents about travel safety and the costs and benefits of various travel modes; develop and disseminate informational and promotional materials through a variety of outreach mechanisms.
- Reduce congestion and air pollution caused by motor vehicles through planning efforts to improve transit, implementation of Transportation Demand Management (TDM) Program measures, and introduction of alternative fuel vehicles.
- Plan and implement transportation improvements to enhance safety and encouraging walking, bicycling and public transportation use.
- Work with representatives from the community, state agencies and other city departments to implement major transportation planning projects.
- Involve community in creation of environmental and transportation policies and design.

TRAFFIC, PARKING & TRANSPORTATION

The Department's overall goals are to: increase public safety; to support the needs of residents, businesses, institutions and other City departments; to enhance customer service; and to increase efficiency of Departmental operations and procedures.

- Improve pedestrian safety by maintaining the existing "walk/don't walk" signals in working order and continuing a replacement program which will result in a decrease of repairs, and by rebuilding intersections with increased space for pedestrians.

- Increase the efficiency of the Department by continuing to modify permit and work order functions to improve customer service and make street closing and street obstruction permits available with minimal trips to City departments.
- Increase safety on our streets by increased use of highly durable reflective pavement markings for center lines, crosswalks, parking lots. Durable reflective pavement markings have a 3-6 year lifetime; paint has a life less than 1 year.
- Increase safety on our streets by defining space allocated for vehicles and bicycles in the travel lane.
- Provide residential on-street parking for residents, their visitors and providers of services to residents, and issue the permits in a timely and cost effective manner during our annual 3 months issuance period. Reduce parking permit abuse.
- Provide short-term on-street parking in business districts by enforcing parking meter violations and by maintaining all parking meters.

POLICE

- Provide law enforcement and public safety services to the citizens of Cambridge.
- Increase pedestrian safety, bicycle safety and driver safety awareness and to reduce motor vehicle accidents by enforcing vehicle code violations and identifying high accident areas.
- Promote the safe operation of bicycles through education. The Police Department's efforts are part of a larger program being implemented citywide in conjunction with the City's Bicycle Committee.

PUBLIC WORKS

- Improve pedestrian safety by replacing sidewalks and roadways in poor condition.
- Maintain accessibility for persons with disabilities throughout the City.
- Decrease number of failed utility connections and patches.
- In conjunction with Community Development and Inspectional Services, improve coordination with private development projects impacting the City's infrastructure (sidewalks, sewers, roadways).
- Demonstrate management and expense control related to all work requests for sidewalk and street repair, including pothole patching.
- Maintain and improve the street cleaning activity for both streets and squares within the City of Cambridge.
- Continue to maintain rapid response to all snow-related events while concurrently tracking all expenses associated with snow removal.

LICENSE COMMISSION

- Investigate hackney complaints and make contact with all complainants expeditiously.
- Increase accessible taxicabs operating in Cambridge to promote access of taxi transportation to all Cambridge citizens.

HD

37

Whereas: On March 3, 1998, there was a roundtable discussion of the City's traffic and transportation programs ~~held~~ and

Whereas: There was a presentation by City staff which included a discussion of context, transportation policy objectives and programmatic goals and (see attached materials)

Whereas: The members of the City Council in attendance identified the ^{problems} ~~issues~~ set forth below ~~to be~~ of special concern:

insert

- Trucks: decide on a strategy
- Traffic from new development
- Concerns about existing traffic
- Need for more data about traffic in Cambridge - traffic counts, etc.
- Procedure for addressing constituent concerns about a particular intersection
- Specifications and design of sidewalks - new walks are cracking.
- Improved construction mitigation for parking/traffic problems during construction.
- Procedure for achieving City Council consensus as to traffic priorities.
- Pedestrian plan; new streets to be

Ordered: That this order and the accompanying material be referred to Transportation Committee ^{continued working w/ the City staff and to} with for that committee to ^{report} ~~make~~ back to the

full City Council with recommendations as
to goals and priorities for the City Council

12/25/87

~~TRAFFIC PRIORTIES SET AT
MARCH 3. 1998 ROUNDTABLE~~

Trucks: decide on a strategy mitigate truck traffic.

Examine traffic impact from new development.

Concerns about existing traffic.

Develop understanding of traffic trends and issues. Gather more data about traffic in Cambridge through traffic counts, etc.

Clarify procedure for addressing constituent concerns about a particular intersection or problem.

Review specifications and design of sidewalks.

Improve construction mitigation strategies for parking/traffic problems during construction.

Develop procedure for achieving City Council consensus as to traffic priorities.

Develop pedestrian plan to address pedestrian safety and improve walkability in the City.

Traffic
Plan

City Council Transportation Policy Roundtable Discussion

March 3, 1998

Agenda

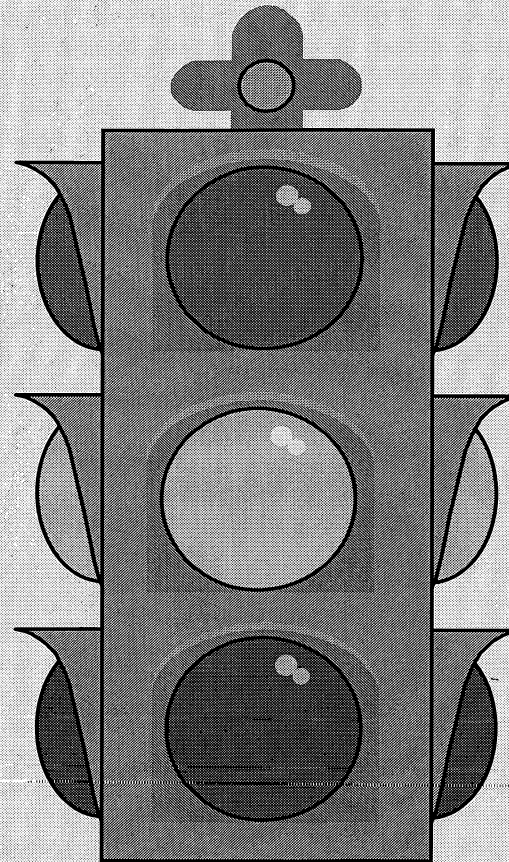
- | | | |
|----------------------------------|-----------|---------|
| 1. Introduction | Bob Healy | 5 min. |
| 2. City Presentation | | 20 min. |
| Transportation Context | | |
| Policy Objectives | | |
| Programmatic Goals | | |
| Draft Transportation Policy Goal | | |
| 3. Discussion | | |

**Cambridge City Council
Transportation Roundtable
March 3, 1998**

Slide Show Presentation
(photo slides not included)

1. Setting the Context

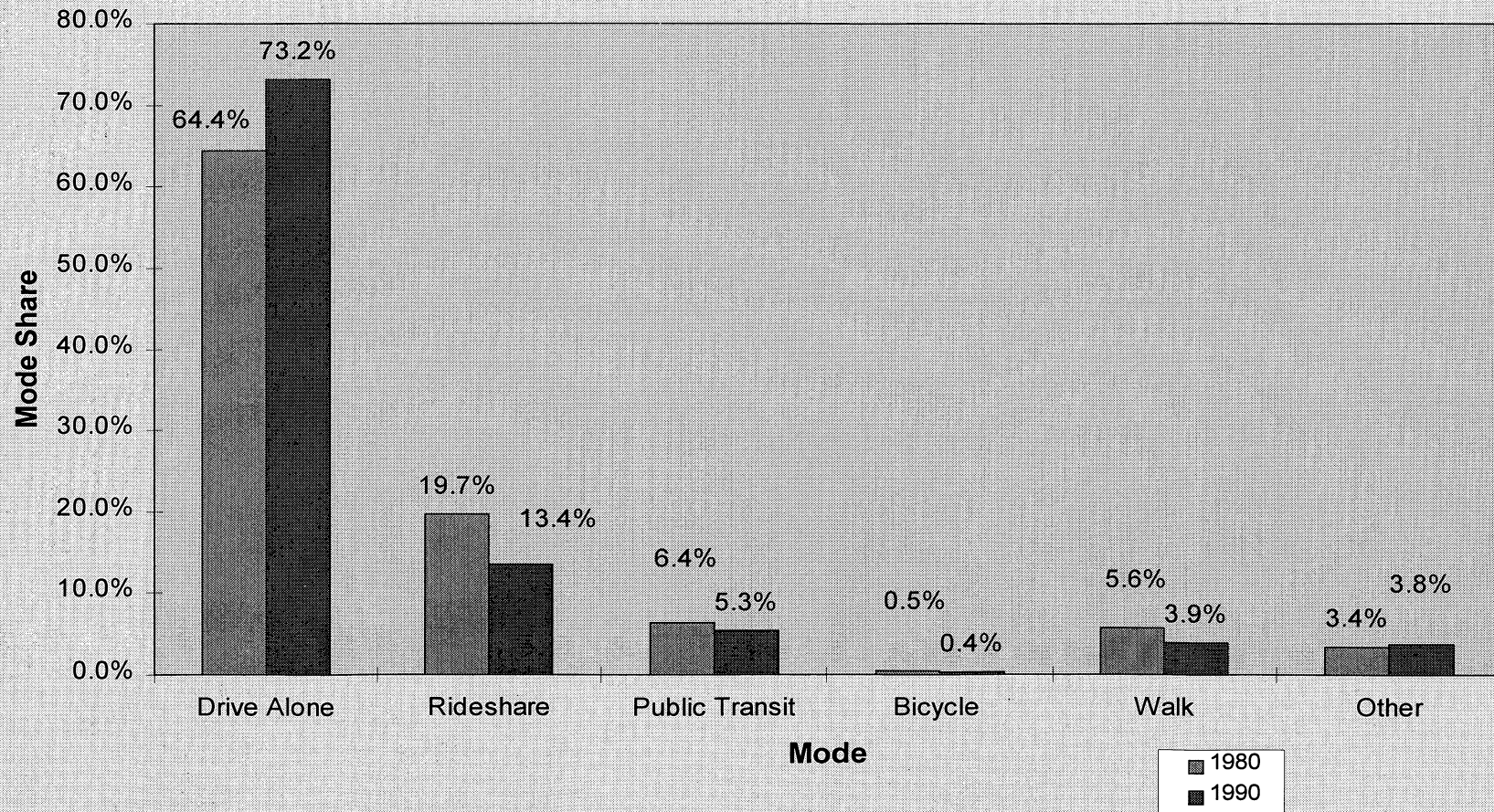
- ◆ Trends in Transportation
 - our region is not in conformance w/ federal clear air act
 - 30% of air pollution comes from transportation



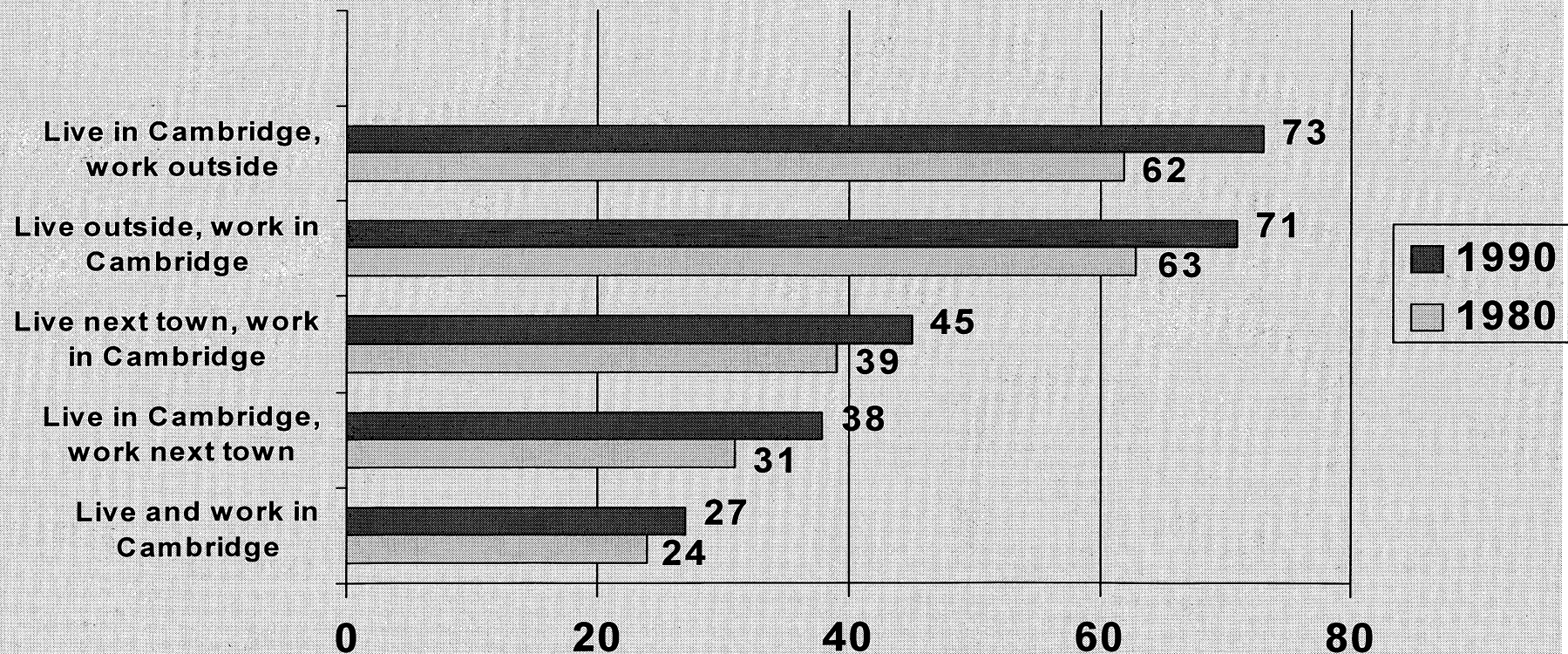
Change in Commuting Characteristics 1983-1995

- ◆ Average work trip length up 37%
- ◆ Average work travel time up 14%
- ◆ Average work trip speed up 20%
- ◆but only 20% of all trips are work related and non-work trips are also growing

Changes in Travel Mode (all purposes)



Work Trips - % Drive Alone



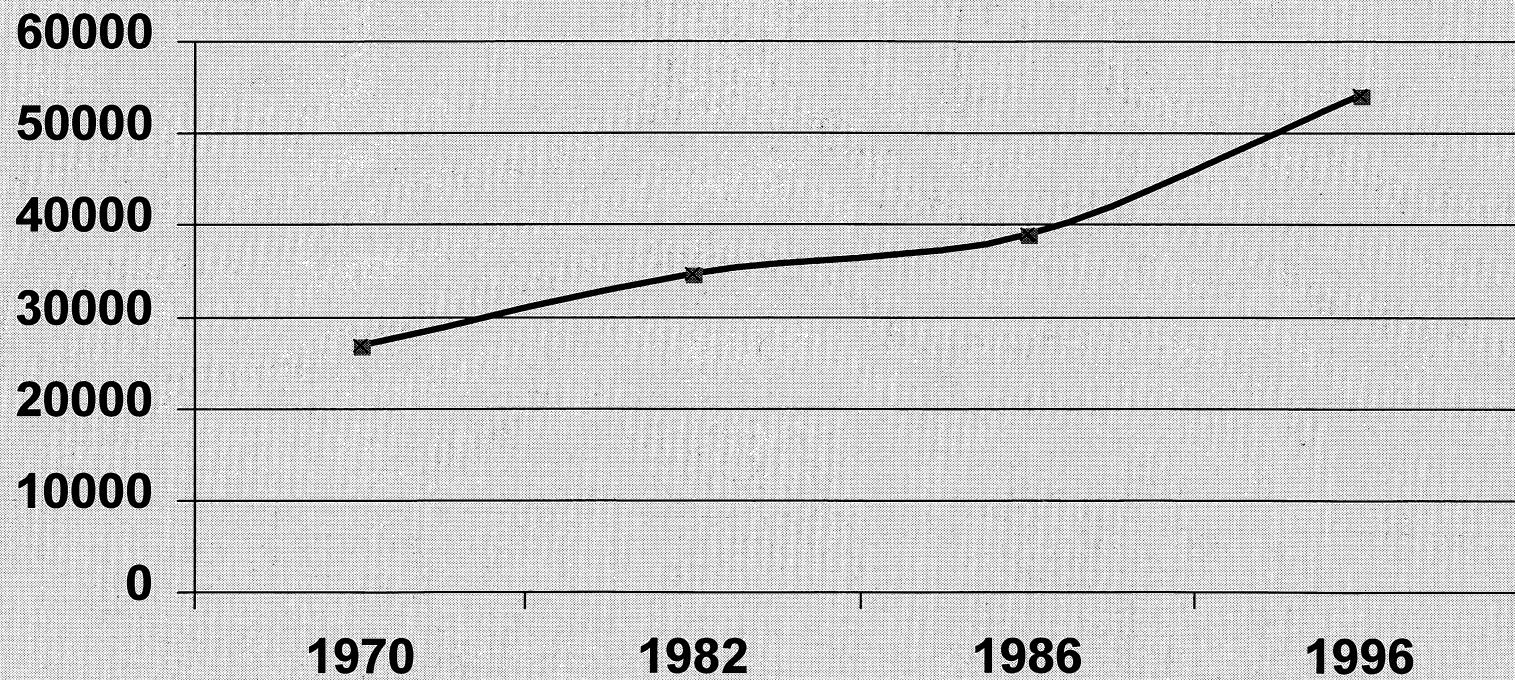
Work Trips - % Drive Alone

- ◆ The greater the distance between work and home the higher the probability that a person will commute by car
- ◆ Sprawl contributes to the increase in traffic, congestion, noise and pollution

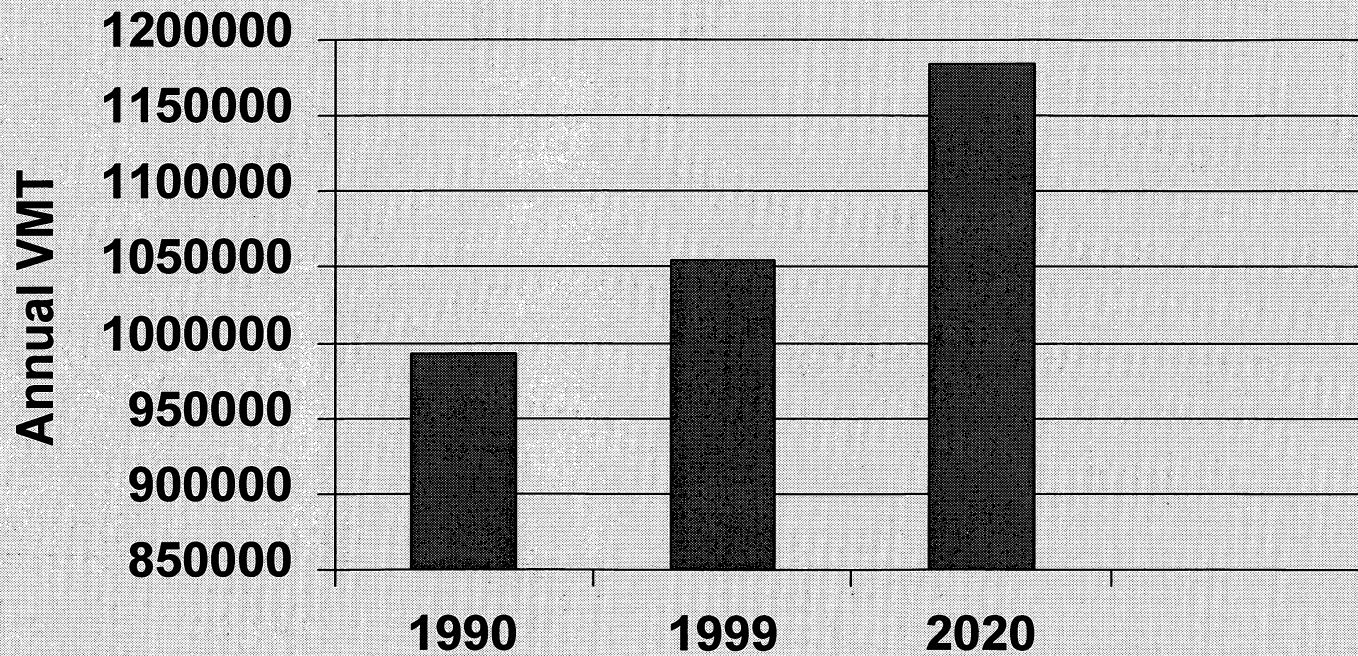
Cambridge Traffic Trends

- ◆ the number of vehicles registered in Cambridge continues to rise
- ◆ state transportation models indicate that traffic volumes in Cambridge are increasing and will continue to rise

Vehicles Registered In Cambridge



Estimated Cambridge VMT



Source: CTPS, 1997

Cambridge Traffic Trends (cont'd)

- ◆ recent counts indicate that traffic volumes have increased on some streets while they have decreased on others
- ◆ a comprehensive count will soon be taken which can be compared with prior year's counts and help us understand local trends better

Mass. Ave. Traffic Trends

| <i>Location</i> | <i>Year</i> | <i>Daily Volume of Vehicles (24 hours)</i> | <i>Annual % Change (since last count)</i> |
|---|--------------------------|--|---|
| Massachusetts Avenue East of Sidney Street | 1985 | 22150 | |
| | 1994 | 18248 | -2.0 |
| | 1997 | 21968 | +6.8 |
| | Change between 1985-1997 | | -0.1 |
| Massachusetts Avenue Near Alewife Brook Pkwy | 1972* | 32800 | |
| | 1981* | 32055 | -0.3 |
| | 1987* | 31403 | -0.3 |
| | 1997** | 26968 | -1.4 |
| | Change between 1972-1997 | | -18.0 |

* = South of Magoun St.

** = South of ABP

2. Transportation Goals

- ◆ meet mobility needs
- ◆ promote safety
- ◆ reduce negative impacts of transportation

3. Policy Objectives

- ◆ provide adequate and safe facilities
- ◆ promote non-SOV travel
- ◆ limit impact of new development
- ◆ introduce non-polluting technologies
- ◆ educate the public about travel options and safety
- ◆ enforce safe travel behavior

4. Programmatic Goals

◆ Regional efforts

- participate in Urban Ring planning process
- ensure completion of regional truck study
- participate in regional pedestrian and bike planning processes
- influence regional transportation planning and funding through MPO, MAPC and other regional agencies

Programmatic Goals (cont.)

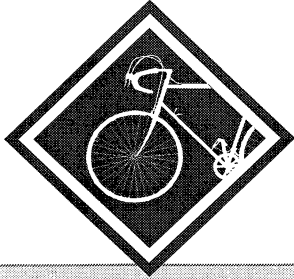
◆ Local efforts

- build facilities that serve all modes
- traffic calming
- pedestrian initiatives (signal timing, high visibility crosswalks, curb extensions, pedestrian plan, etc.)
- bike initiatives (bike lanes and guidelines, bike facility design document, etc.)
- introduce alternative fuel vehicles into city fleet and secure local refueling options

Programmatic Goals (cont.)

◆ Local efforts (cont.)

- implement innovative laws and regulations (parking and PTDM ordinance)
- work with developers on TDM and mitigation strategies
- collect data regularly about traffic in Cambridge (cordon count, project counts, etc.)
- implement outreach and education programs
- enforce safe travel behavior and traffic regulations



CITYBIKE

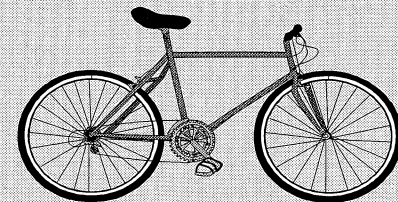
- Late For A Meeting?
 - Looking For Some Exercise?
 - Want To Help The Environment?

Then next time you need to travel on City business

TAKE A CITYBIKE!!

CITYBIKES (and helmets) can be found at these City buildings (look for signs showing exact location):

- 57 Inman Street (Community Development)
- Lombardi Building (Inspectional Services)
- Department of Public Works
- Water Department
- 51 Inman Street (Human Services)



and don't forget to wear a helmet!!

5. Where Do We Go from Here?

- ◆ get policy guidance from city council
- ◆ influence regional policy and funding
- ◆ implement programmatic goals
- ◆ track progress and measure effectiveness
- ◆ continue to innovate

**City of Cambridge
Transportation Policy Goal
Draft**

The City's transportation systems must meet the mobility needs of the residents, businesses and institutions within the City. These transportation systems should provide the broadest possible array of options for moving people and goods with particular emphasis on enhancing modes other than single occupant vehicles.

The City's transportation facilities and its education and enforcement programs must promote safety.

The City's transportation programs must reduce the negative impacts of transportation such as air pollution, noise and congestion. These programs should support a safe and vibrant City protected from excessive vehicle trips and inappropriate speeds.

3/2/98

TRANSPORTATION GOALS IN FY99 BUDGET

The overarching goals of the City administration include several which relate to transportation. These include:

- Maintain a high quality of life for the residents and businesses of Cambridge.
- Plan and manage physical change in a manner that best supports the overall diversity of the City.
- Ensure public safety; effectively manage the public right of ways for safe vehicular and non-vehicular use.
- Develop and implement a sound capital/infrastructure improvement program.

Department-specific goals, to be included in the FY99 Submitted Budget, include:

COMMUNITY DEVELOPMENT

- Educate residents about travel safety and the costs and benefits of various travel modes; develop and disseminate informational and promotional materials through a variety of outreach mechanisms.
- Reduce congestion and air pollution caused by motor vehicles through planning efforts to improve transit, implementation of Transportation Demand Management (TDM) Program measures, and introduction of alternative fuel vehicles.
- Plan and implement transportation improvements to enhance safety and encouraging walking, bicycling and public transportation use.
- Work with representatives from the community, state agencies and other city departments to implement major transportation planning projects.
- Involve community in creation of environmental and transportation policies and design.

TRAFFIC, PARKING & TRANSPORTATION

The Department's overall goals are to: increase public safety; to support the needs of residents, businesses, institutions and other City departments; to enhance customer service; and to increase efficiency of Departmental operations and procedures.

- Improve pedestrian safety by maintaining the existing "walk/don't walk" signals in working order and continuing a replacement program which will result in a decrease of repairs, and by rebuilding intersections with increased space for pedestrians.

- Increase the efficiency of the Department by continuing to modify permit and work order functions to improve customer service and make street closing and street obstruction permits available with minimal trips to City departments.
- Increase safety on our streets by increased use of highly durable reflective pavement markings for center lines, crosswalks, parking lots. Durable reflective pavement markings have a 3-6 year lifetime; paint has a life less than 1 year.
- Increase safety on our streets by defining space allocated for vehicles and bicycles in the travel lane.
- Provide residential on-street parking for residents, their visitors and providers of services to residents, and issue the permits in a timely and cost effective manner during our annual 3 months issuance period. Reduce parking permit abuse.
- Provide short-term on-street parking in business districts by enforcing parking meter violations and by maintaining all parking meters.

POLICE

- Provide law enforcement and public safety services to the citizens of Cambridge.
- Increase pedestrian safety, bicycle safety and driver safety awareness and to reduce motor vehicle accidents by enforcing vehicle code violations and identifying high accident areas.
- Promote the safe operation of bicycles through education. The Police Department's efforts are part of a larger program being implemented citywide in conjunction with the City's Bicycle Committee.

PUBLIC WORKS

- Improve pedestrian safety by replacing sidewalks and roadways in poor condition.
- Maintain accessibility for persons with disabilities throughout the City.
- Decrease number of failed utility connections and patches.
- In conjunction with Community Development and Inspectional Services, improve coordination with private development projects impacting the City's infrastructure (sidewalks, sewers, roadways).
- Demonstrate management and expense control related to all work requests for sidewalk and street repair, including pothole patching.
- Maintain and improve the street cleaning activity for both streets and squares within the City of Cambridge.
- Continue to maintain rapid response to all snow-related events while concurrently tracking all expenses associated with snow removal.

LICENSE COMMISSION

- Investigate hackney complaints and make contact with all complainants expeditiously.
- Increase accessible taxicabs operating in Cambridge to promote access of taxi transportation to all Cambridge citizens.

City Council Transportation Policy Roundtable Discussion

March 3, 1998

Agenda

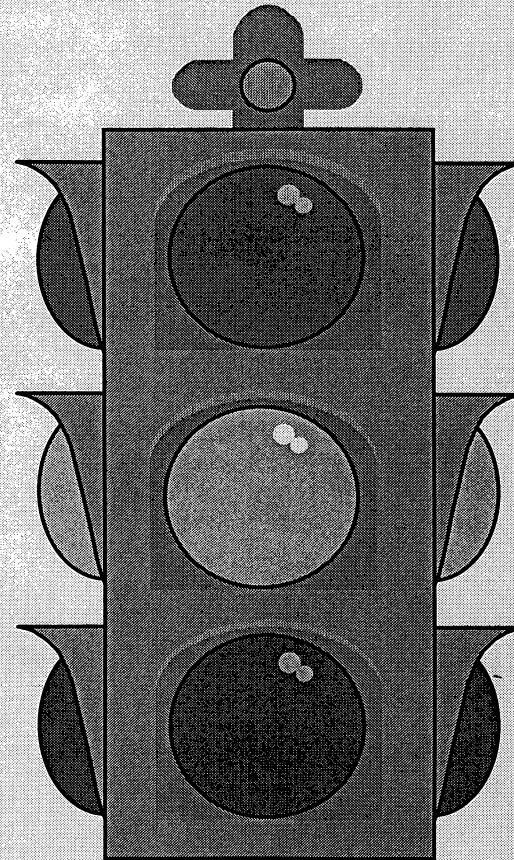
- | | | |
|----------------------------------|-----------|---------|
| 1. Introduction | Bob Healy | 5 min. |
| 2. City Presentation | | 20 min. |
| Transportation Context | | |
| Policy Objectives | | |
| Programmatic Goals | | |
| Draft Transportation Policy Goal | | |
| 3. Discussion | | |

**Cambridge City Council
Transportation Roundtable
March 3, 1998**

Slide Show Presentation
(photo slides not included)

1. Setting the Context

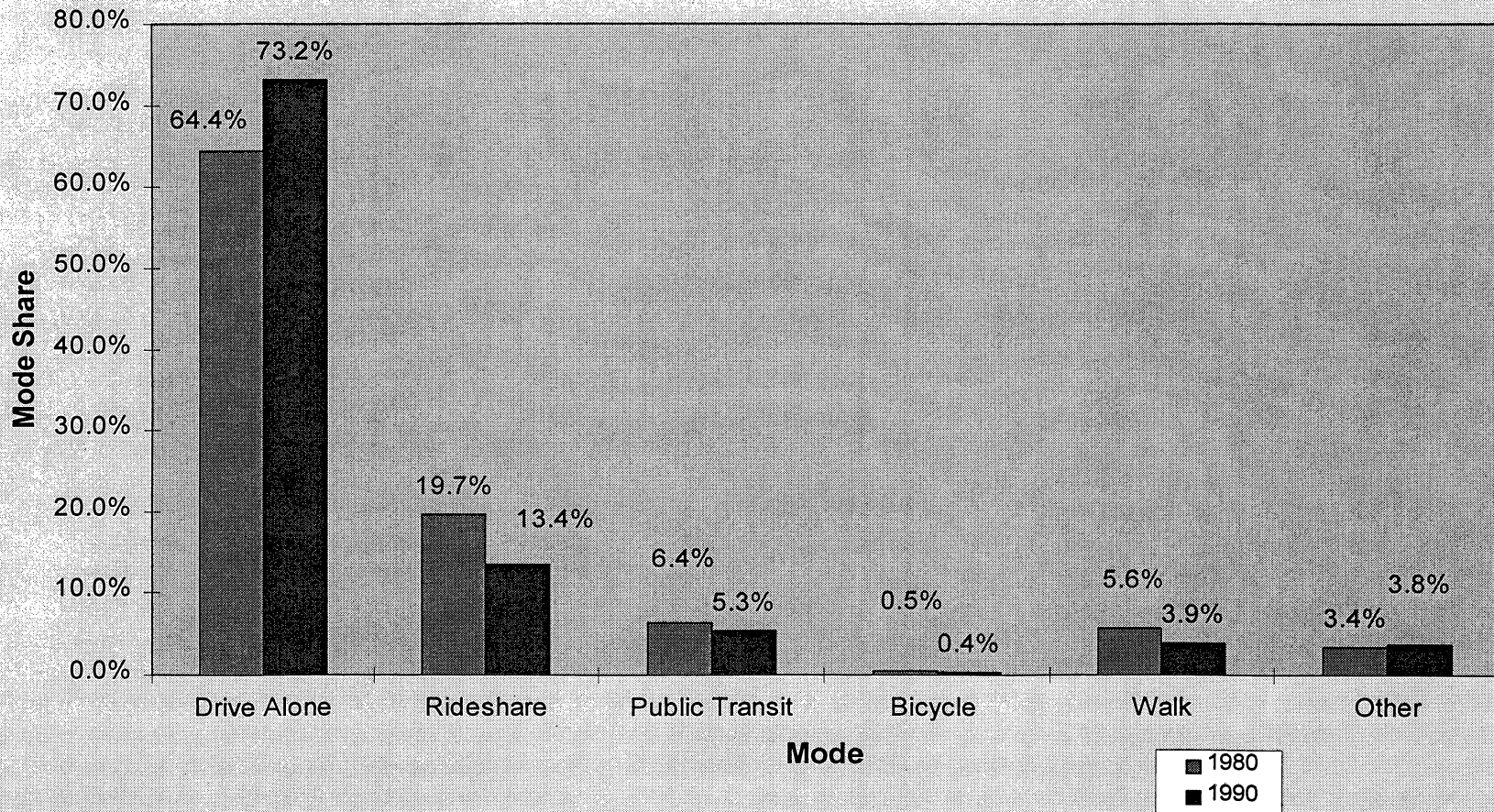
- ◆ Trends in Transportation
 - our region is not in conformance w/ federal clear air act
 - 30% of air pollution comes from transportation



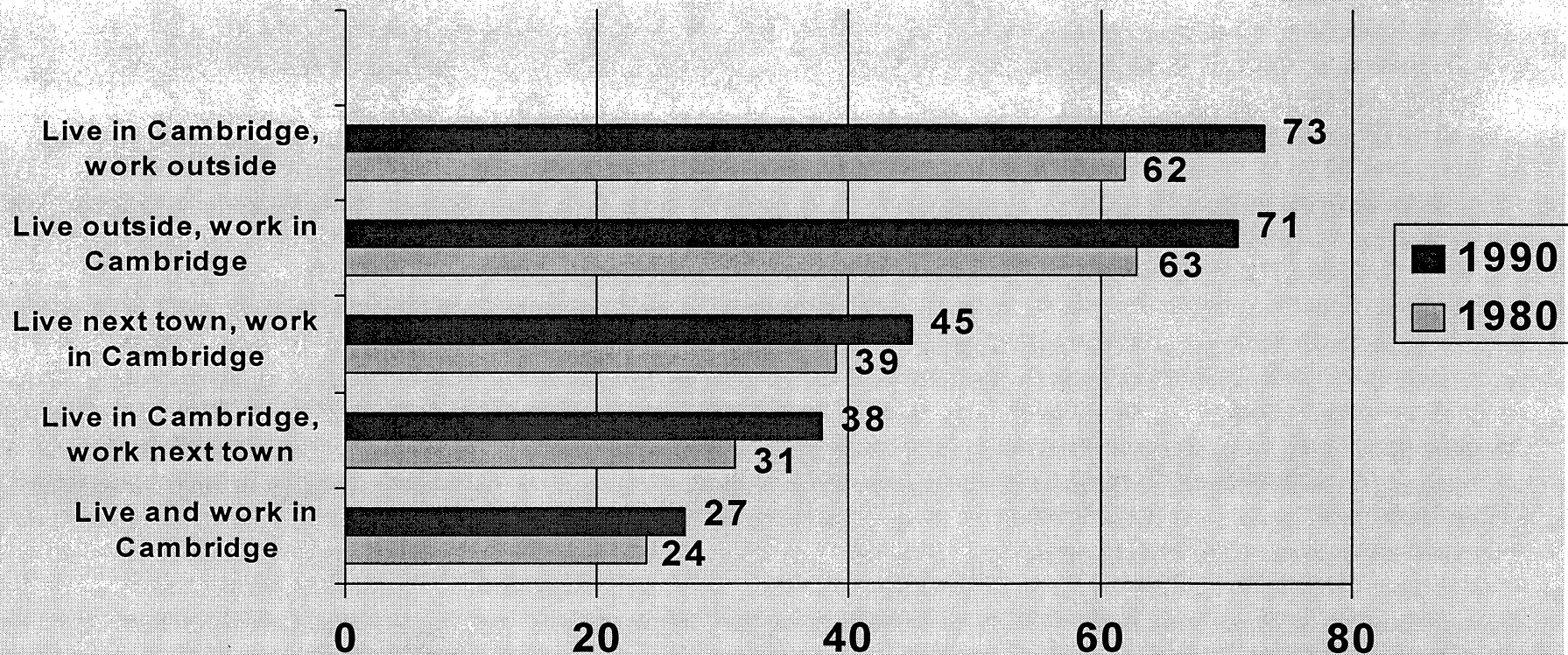
Change in Commuting Characteristics 1983-1995

- ◆ Average work trip length up 37%
- ◆ Average work travel time up 14%
- ◆ Average work trip speed up 20%
- ◆but only 20% of all trips are work related and non-work trips are also growing

Changes in Travel Mode (all purposes)



Work Trips - % Drive Alone



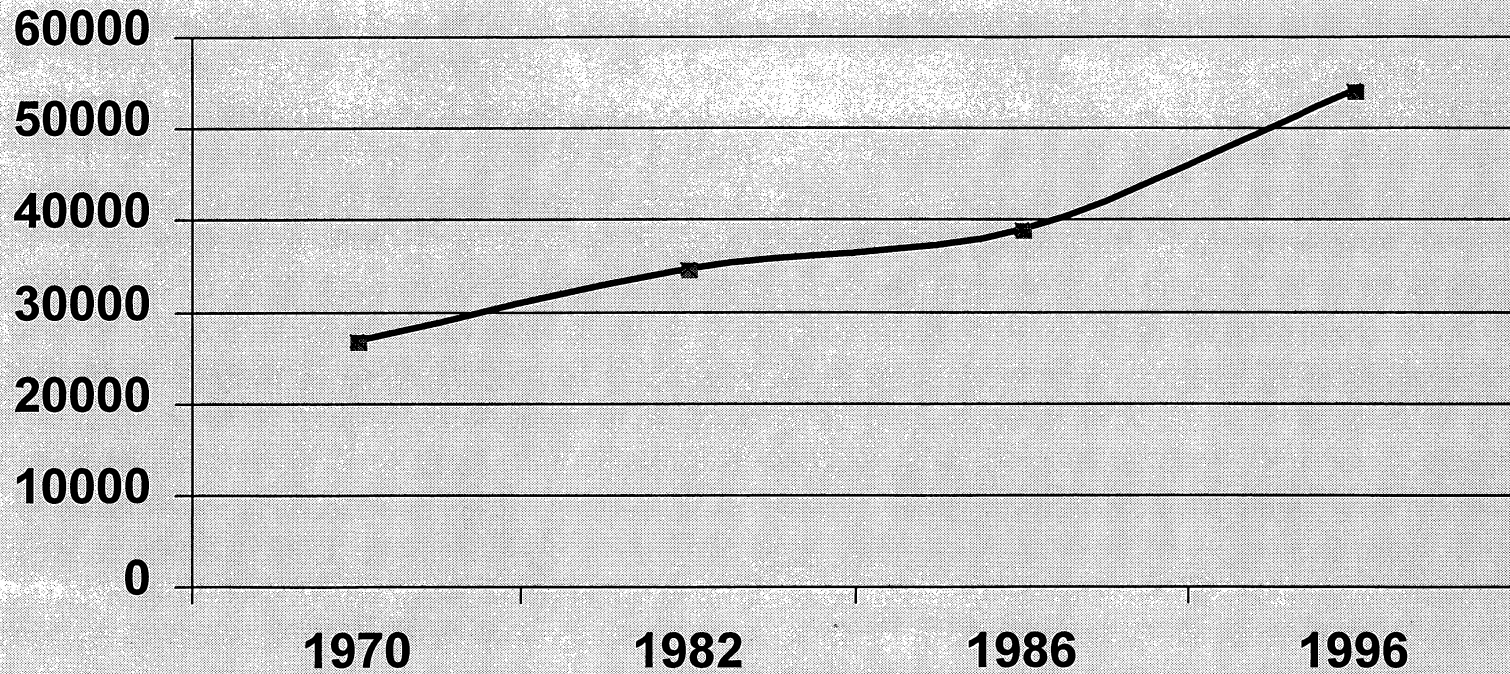
Work Trips - % Drive Alone

- ◆ The greater the distance between work and home the higher the probability that a person will commute by car
- ◆ Sprawl contributes to the increase in traffic, congestion, noise and pollution

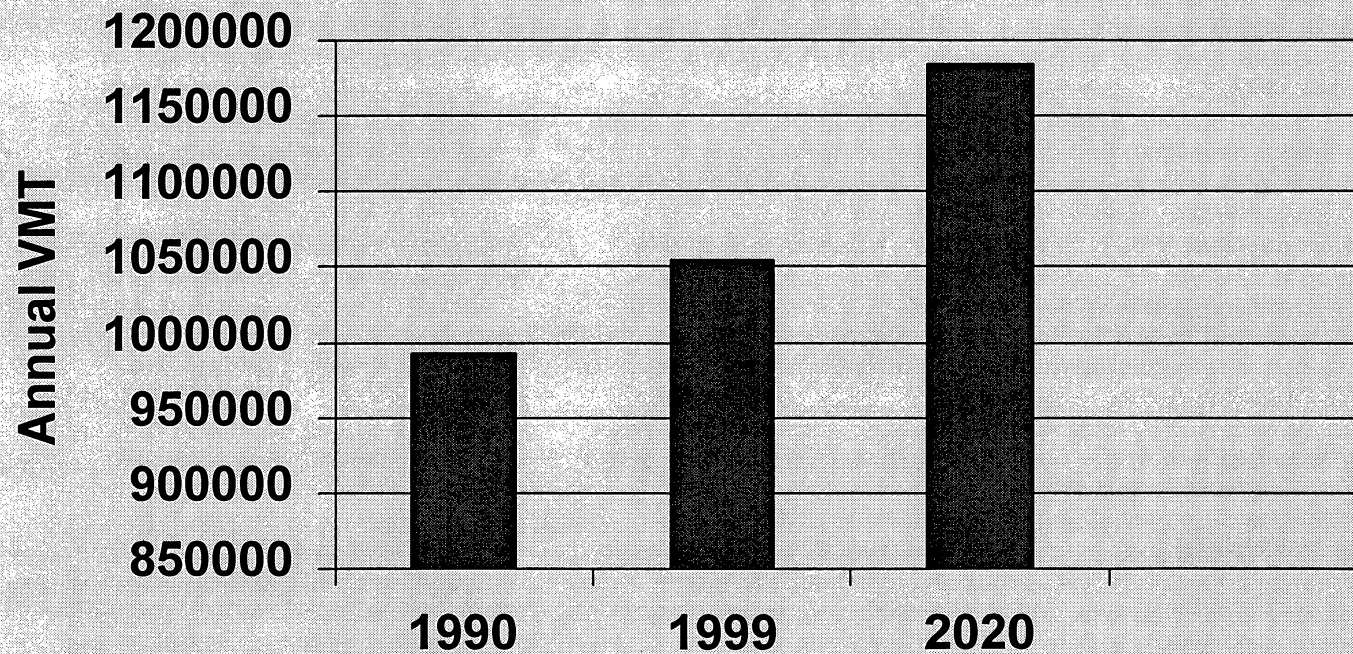
Cambridge Traffic Trends

- ◆ the number of vehicles registered in Cambridge continues to rise
- ◆ state transportation models indicate that traffic volumes in Cambridge are increasing and will continue to rise

Vehicles Registered In Cambridge



Estimated Cambridge VMT



Source: CTPS, 1997

Cambridge Traffic Trends (cont'd)

- ◆ recent counts indicate that traffic volumes have increased on some streets while they have decreased on others
- ◆ a comprehensive count will soon be taken which can be compared with prior year's counts and help us understand local trends better

Mass. Ave. Traffic Trends

| <i>Location</i> | <i>Year</i> | <i>Daily Volume of Vehicles (24 hours)</i> | <i>Annual % Change (since last count)</i> |
|---|-------------|--|---|
| Massachusetts Avenue East of Sidney Street | 1985 | 22150 | |
| | 1994 | 18248 | -2.0 |
| | 1997 | 21968 | +6.8 |
| Change between 1985-1997 | | | -0.1 |
| Massachusetts Avenue Near Alewife Brook Pkwy | 1972* | 32800 | |
| | 1981* | 32055 | -0.3 |
| | 1987* | 31403 | -0.3 |
| | 1997** | 26968 | -1.4 |
| Change between 1972-1997 | | | -18.0 |

* = South of Magoun St.

** = South of ABP

2. Transportation Goals

- ◆ meet mobility needs
- ◆ promote safety
- ◆ reduce negative impacts of transportation

3. Policy Objectives

- ◆ provide adequate and safe facilities
- ◆ promote non-SOV travel
- ◆ limit impact of new development
- ◆ introduce non-polluting technologies
- ◆ educate the public about travel options and safety
- ◆ enforce safe travel behavior

4. Programmatic Goals

◆ Regional efforts

- participate in Urban Ring planning process
- ensure completion of regional truck study
- participate in regional pedestrian and bike planning processes
- influence regional transportation planning and funding through MPO, MAPC and other regional agencies

Programmatic Goals (cont.)

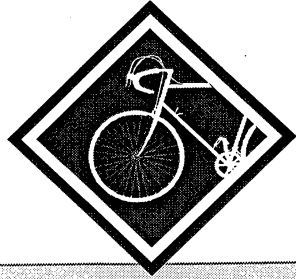
◆ Local efforts

- build facilities that serve all modes
- traffic calming
- pedestrian initiatives (signal timing, high visibility crosswalks, curb extensions, pedestrian plan, etc.)
- bike initiatives (bike lanes and guidelines, bike facility design document, etc.)
- introduce alternative fuel vehicles into city fleet and secure local refueling options

Programmatic Goals (cont.)

◆ Local efforts (cont.)

- implement innovative laws and regulations (parking and PTDM ordinance)
- work with developers on TDM and mitigation strategies
- collect data regularly about traffic in Cambridge (cordon count, project counts, etc.)
- implement outreach and education programs
- enforce safe travel behavior and traffic regulations



CITYBIKE

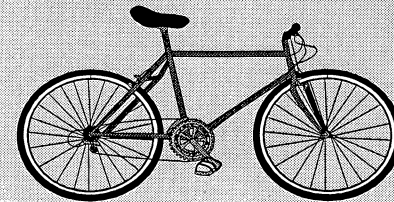
- Late For A Meeting?
 - Looking For Some Exercise?
 - Want To Help The Environment?

Then next time you need to travel on City business

TAKE A CITYBIKE!!

CITYBIKES (and helmets) can be found at these City buildings (look for signs showing exact location):

- 57 Inman Street (Community Development)
- Lombardi Building (Inspectional Services)
- Department of Public Works
- Water Department
- 51 Inman Street (Human Services)



and don't forget to wear a helmet!!

5. Where Do We Go from Here?

- ◆ get policy guidance from city council
- ◆ influence regional policy and funding
- ◆ implement programmatic goals
- ◆ track progress and measure effectiveness
- ◆ continue to innovate

**City of Cambridge
Transportation Policy Goal
Draft**

The City's transportation systems must meet the mobility needs of the residents, businesses and institutions within the City. These transportation systems should provide the broadest possible array of options for moving people and goods with particular emphasis on enhancing modes other than single occupant vehicles.

The City's transportation facilities and its education and enforcement programs must promote safety.

The City's transportation programs must reduce the negative impacts of transportation such as air pollution, noise and congestion. These programs should support a safe and vibrant City protected from excessive vehicle trips and inappropriate speeds.

3/2/98

TRANSPORTATION GOALS IN FY99 BUDGET

The overarching goals of the City administration include several which relate to transportation. These include:

- Maintain a high quality of life for the residents and businesses of Cambridge.
- Plan and manage physical change in a manner that best supports the overall diversity of the City.
- Ensure public safety; effectively manage the public right of ways for safe vehicular and non-vehicular use.
- Develop and implement a sound capital/infrastructure improvement program.

Department-specific goals, to be included in the FY99 Submitted Budget, include:

COMMUNITY DEVELOPMENT

- Educate residents about travel safety and the costs and benefits of various travel modes; develop and disseminate informational and promotional materials through a variety of outreach mechanisms.
- Reduce congestion and air pollution caused by motor vehicles through planning efforts to improve transit, implementation of Transportation Demand Management (TDM) Program measures, and introduction of alternative fuel vehicles.
- Plan and implement transportation improvements to enhance safety and encouraging walking, bicycling and public transportation use.
- Work with representatives from the community, state agencies and other city departments to implement major transportation planning projects.
- Involve community in creation of environmental and transportation policies and design.

TRAFFIC, PARKING & TRANSPORTATION

The Department's overall goals are to: increase public safety; to support the needs of residents, businesses, institutions and other City departments; to enhance customer service; and to increase efficiency of Departmental operations and procedures.

- Improve pedestrian safety by maintaining the existing "walk/don't walk" signals in working order and continuing a replacement program which will result in a decrease of repairs, and by rebuilding intersections with increased space for pedestrians.

- Increase the efficiency of the Department by continuing to modify permit and work order functions to improve customer service and make street closing and street obstruction permits available with minimal trips to City departments.
- Increase safety on our streets by increased use of highly durable reflective pavement markings for center lines, crosswalks, parking lots. Durable reflective pavement markings have a 3-6 year lifetime; paint has a life less than 1 year.
- Increase safety on our streets by defining space allocated for vehicles and bicycles in the travel lane.
- Provide residential on-street parking for residents, their visitors and providers of services to residents, and issue the permits in a timely and cost effective manner during our annual 3 months issuance period. Reduce parking permit abuse.
- Provide short-term on-street parking in business districts by enforcing parking meter violations and by maintaining all parking meters.

POLICE

- Provide law enforcement and public safety services to the citizens of Cambridge.
- Increase pedestrian safety, bicycle safety and driver safety awareness and to reduce motor vehicle accidents by enforcing vehicle code violations and identifying high accident areas.
- Promote the safe operation of bicycles through education. The Police Department's efforts are part of a larger program being implemented citywide in conjunction with the City's Bicycle Committee.

PUBLIC WORKS

- Improve pedestrian safety by replacing sidewalks and roadways in poor condition.
- Maintain accessibility for persons with disabilities throughout the City.
- Decrease number of failed utility connections and patches.
- In conjunction with Community Development and Inspectional Services, improve coordination with private development projects impacting the City's infrastructure (sidewalks, sewers, roadways).
- Demonstrate management and expense control related to all work requests for sidewalk and street repair, including pothole patching.
- Maintain and improve the street cleaning activity for both streets and squares within the City of Cambridge.
- Continue to maintain rapid response to all snow-related events while concurrently tracking all expenses associated with snow removal.

LICENSE COMMISSION

- Investigate hackney complaints and make contact with all complainants expeditiously.
- Increase accessible taxicabs operating in Cambridge to promote access of taxi transportation to all Cambridge citizens.

ORDERED: That this order and the accompanying material be referred to the Traffic and Transportation Committee for that committee to continue working with the City Staff and to report back to the full City Council with recommendations as to goals and priorities for the City Council.



City of Cambridge

37.

IN CITY COUNCIL

March 16, 1998

COUNCILLOR DAVIS

WHEREAS: On March 3, 1998, there was a roundtable discussion of the City's traffic and transportation programs; and

WHEREAS: There was a presentation by City staff which included a discussion of context, transportation policy objectives and programmatic goals (See attached materials); and

WHEREAS: The members of the City Council in attendance identified the priorities set forth below:

Trucks:

Decide on a strategy to mitigate truck traffic.

Traffic:

Examine traffic impact of new development.

Develop understanding of traffic trends and issues.

Gather more data about traffic in Cambridge through traffic counts, etc.

Pedestrian Safety:

Develop pedestrian plan to address pedestrian safety and improve walkability in the City.

Review specifications and design of sidewalks.

Clarify procedure for addressing constituent concerns about a particular intersection or problem.

Improve construction mitigation strategies for parking/traffic problems during construction; now therefore be it

Consent Order #37

Cal. 13

S-205

Councillor Davis re: roundtable discussion
of the City's traffic and transportation
programs.

In City Council March 16, 1998
CHARTER RIGHT EXERCISED BY
COUNCILLOR TOOMEY.

3/23/98

ORDER ADOPTED

As Amended.

Referred to

Government Operations Comm.

Sent to C. Russ. pht.