



City of Cambridge

Committee Report #1

IN CITY COUNCIL

February 3, 1997

COUNCILLOR DAVIS

ORDERED: That the City Manager be and hereby is requested to forward a progress report to the City Council regarding the plan and timeline for the educational program on safe bicycling in the city.

In City Council February 3, 1997

Adopted 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".

ATTEST:-

D. Margaret Drury
City Clerk

City of Cambridge

AMENDED REPORT

The Traffic and Transportation Committee held a public meeting on Wednesday, January 22, 1997 in the Sullivan Chamber at six o'clock and fifteen minutes p.m.

Present at the meeting were Councillor Henrietta Davis, Chair of the Committee; Mayor Sheila Russell; Councillors Francis H. Duehay and Michael Sullivan; Vice Mayor Kathleen Born; Deputy City Clerk Donna P. Lopez; Richard Rossi, Deputy City Manager; Susan Schlesinger, Assistant City Manager for Community Development; Susan Rasmussen, Director of Environmental and Transportation Planning, Community Development Department; Cara Seiderman and Rosalie Anders, Community Development Department; Ronnie Watson, Police Commissioner; Officer Sughrue; and Sue Clippinger, Director of Traffic, Parking and Transportation.

Councillor Davis stated that the purpose of the meeting was to discuss bicycle riding on city sidewalks. The City Council, she stated, was concerned with the safety of both bicyclists and pedestrians. The Pedestrian Advisory Committee has been meeting since June on this matter, she said. Councillor Davis stated that the committee would first hear from the city departments on the progress that has been made on this issue.

At this time the committee heard from Richard Rossi, Deputy City Manager, who stated that all departments that have responsibility about bicycles are working together with citizen groups on this issue.

Ms. Schlesinger, Assistant City Manager for Community Development, stated that her department had an Environment and Development Division which came about due to the Vehicle Trip Ordinance to help to move residents out of the single person transportation mode. She stated that the City is trying to retrofit the roads to widen the streets for bicycles. There are many conflicts on transportation such as cars versus bicycles; pedestrians versus bicyclists. We are asking people to change their behavior. The Pedestrian and Bicycle Committees have worked together to develop policies regarding bicycles on sidewalks. They met nine times, she stated, and had a lot of conflict to resolve and came up with their recommendations. She outlined the three areas of concern:

1. Education - More needs to be done to educate residents and students in schools and universities as to where they can and cannot drive;
2. Enforcement - Resources to implement the educational plan; and
3. Regulations.

The committee heard from Sue Clippinger, Director of Traffic, Parking and Transportation, who stated that the Traffic Regulations will be revised to include the State Law regarding riding bicycles. She stated that the business districts, which ban bicycle riding on the sidewalks, were being considered for expansion. The new areas being considered were:

Inman Square	Massachusetts Avenue, from Harvard Square to Porter Square
Porter Square	All of Massachusetts Avenue
Huron Village	All of Cambridge Street

She stated that the normal process to change the regulations will be followed which requires the regulation to be advertised thirty days before being implemented.

The committee heard from Police Commissioner Ronnie Watson who stated that issues the Police Department was concerned with were education, bike safety and alternative routes. He stated that the age must be determined for the restricted areas. Education must be done quickly, preferably one year before the restricted age, he said. The education will be done at the schools, all the schools need to be done before the end of June, he said. He stated that the colleges also need to be targeted. Commissioner Watson stated that the enforcement procedures need to be developed. He informed the committee that a new citation system is in the process of being developed as well as a computer tracking system. He raised the issue of how will parents be notified. The Police Department, he stated, will start issuing warnings and in June, we will start issuing citations. Harvard University and Massachusetts Institute of Technology are actively involved in the process, he said.

Councillor Davis stated that Pat Murphy, Deputy Superintendent of Schools, will work on the educational plan at the school level.

Mayor Russell informed Ms. Clippinger that she felt Concord Avenue, Huron Avenue, Massachusetts Avenue and Rindge Avenue should be added to the restricted areas. She said that these areas should be looked at carefully.

Councillor Davis opened the meeting to the public. The committee heard from Charles Bahne, 224 Concord Avenue, a Pedestrian Committee member, who stated that a lot of progress has been made, but we need a structure. He suggested the wording for the restricted area should be "specific business districts." He stated that the recommendation was not to totally ban bikes on sidewalks, the recommendation allows for streets to be listed. A regulation, he stated, is not enough. We already have a regulation for the business districts of Harvard Square and Central Square. We need enforcement of the regulation and education, he said. The city is trying harder and signs have been posted in Central Square and Harvard Square banning bicycle riding, but it is not enough, he said. Mr. Bahne said that the signs are not visible and the wording is not clear. He said that enforcement by the Police Department had not reduced the problem even though citations have been issued. We need officers on the street, he said. Mr. Bahne stated that a full-time new staff position was needed for the first two years to coordinate the city agencies. He stated that additional input was needed from the Traffic, Parking and Transportation Department to expand the streets that are banned.

The committee heard from Michael Halle, 2 Westacott Court, member of the Bicycle Committee, who stated that it was important to get all different viewpoints in order to find solutions to the problems. He said that people's behavior needs to be changed.

The committee heard from Douglas Kline, 10 Mellon Street, member of the Bicycle Committee, who stated that this is a side effect of government's failure to provide bicycle riding on streets. He said that this is a symptom, not an origin. Mr. Kline said that the bicycle has been a practical mode of transportation for a century. There is a great need for education, he said. Mr. Kline said that people think roads belong to motorists. He was opposed to the extension of the business districts because they have existed and are not working. He felt it was premature to plan to add streets to the restricted areas.

The committee heard from Astrid Dodds, 73 Wendell Street, member of the Pedestrian Committee, who stated that it was very discouraging that the issue of bicycle riding in the Cambridge Common was not addressed. She stated that the city wants to talk about bicycle safety rather than pedestrian safety. Ms. Dodds stated that we have to work at the state level. The Drivers Manual language should be changed. Bicyclists, she stated, are yelled at by motorists to get on the sidewalk. She favored the addition of a full-time position to coordinate the agencies. She stated that the committee was not consulted about the size of the signs. She stated that paragraph four on page eight of the recommendations relative to a ban on all adult sidewalk cycling was never proposed by the committee.

The committee heard from Bette Davis, 13 Maguire Street, member of the Pedestrian Committee, who stated that sidewalk implies to walk. If bicycles are on sidewalks, it should be an exception. She stated that there is a danger to bicyclists in the street. Bicycles on sidewalks, she said, are intimidating to the elderly.

The committee heard from Bill Ayers, 1221 Cambridge Street, who stated that there is a discourteous attitude. He complained about students blocking sidewalks with bikes in Inman Square. We need foot patrolmen, he said. He requested the Police Department to pay more attention to the Inman Square area.

The committee heard from Erik Olick, 97 Fayerweather Street, member of the Bicycle Committee, who stated that he was appearing as a resident and was in favor of the recommendations. He told the committee that he was a lawyer who rode his bike and obeyed the law. This was an environmentally sound move and was consistent with the Vehicle Trip Ordinance, he said. Mr. Olick stated that he hoped that his safety is as important as that of a pedestrian. He felt there was a need for enforcement. Mr. Olick commended the city for the installation of bicycle lanes.

The committee heard from Arvella Sarazen, 15 Lambert Street, who stated that children need to walk their bikes on sidewalks. She stated that seniors are intimidated by bikes on sidewalks.

The committee heard from Lavonne Davidson, 287 Harvard Street, who stated that the rules need to be enforced regarding no bicycles riding on the sidewalks. She said that she felt that the state law needs to be changed. Ms. Davidson said that bicycles are not registered, licensed or insured. She felt that the fine should be more than \$20.00. Going through stop lights, she felt was a deliberate intent to hit pedestrians. She urged immediate enforcement.

The committee heard from Bill Jones 160 Norfolk Street, who stated that the signs are terrible. He urged the committee to stop snow-balling and ban bicycles on sidewalks.

The committee then heard from Tom Reisz, a member of the Pedestrian Committee, who stated that children should not ride their bikes on the street. Central Square should not have bikes on the sidewalk, except for children, he said. He felt that children should not ride their bikes on sidewalks that are crowded with pedestrians. He felt it was a complex problem and it depends on how you are going to set the age limit for the children.

The committee heard from Rebecca Hall, 67B Walker Street, who stated that we do not need to fight amongst ourselves. Pedestrians, she said, are here based on fear.

The committee heard from Peter Desnoyers, 162 Pleasant Street, a member of the Bicycle Committee, who stated that the installation of the signs are the basic form of education; if there were signs that you could actually see. He said that on the issue of age you do not have to be old to hurt someone. He felt that twelve may be a good age to have the children banned from riding their bikes on sidewalks.

The committee heard from Robert LaTremouille, 875 Massachusetts Avenue #31, who stated that the state statute has been unchanged for twenty-five years. He cited from Section 9.19 of the Traffic Regulations that states it is illegal to ride on the sidewalk. He asked why the law cannot be implemented. He stated that the state law prohibits bicycle riding on sidewalks in business districts. He distributed a communication to the committee which is attached as **ATTACHMENT A**.

The committee heard from Edmund Hamann, 106 Holworthy Street, who stated he was a pedestrian and took public transportation. Regulations, he stated, should benefit pedestrians first and bicyclists second. Bicyclists and pedestrians are environmentally friendly, he said.

The committee heard from Talitha Fabricius, 53 Ellery Street, member of the Bicycle Committee, who stated that the Traffic, Parking and Transportation Department and the Community Development Department are improving the bicycle facilities and bicycle lanes.

The committee heard from Robert Winters, 366 Broadway, who stated that sidewalk bicycling is one of the biggest issues. He stated that prior to the Americans with Disabilities Act (ADA) you needed to find a driveway in order to get on the sidewalk. Mr. Winters stated that to eliminate the conflicts the city does not need to give equal separate facilities for both pedestrians and bicyclists.

The committee heard from Vici Casana, 87 River Street, who stated that bicyclists riding on sidewalks are reckless and a lot are not students. She said that the city is zealously promoting bicycling and should be discouraging bad bicycling. There is a lack of enforcement, she said. She said that the bikes maybe ridden on sidewalks outside of business districts, the section is vague and should be defined by communities. She said that the Special Act of 1961 which established the Traffic and Parking Department gave power to the Director of Traffic and Parking and urged the City Council to vote on Chapter 455, Section 9. She urged funding for a full-time coordinator to establish communication between the pedestrians and bicyclists. She felt the age issue of children should be considered separately. She urged that the signs should be bigger and more visible. She stated that she supported a total ban of bicycles on the sidewalk then list exceptions, with fines to be given out. She supported enforcement and education.

The committee heard from Bruce Sylvester, 453 Franklin Street, who stated that bikes on sidewalks need to be walked. He said the signs that say "Yield to Pedestrian" insinuate it is alright to ride on sidewalks. He stated that based on the statistics from the Police Department only 12 violations were issued in Central Square which represents one violation was issued every 2 1/2 days.

The committee heard from James Williamson, 17 Perry Street, who stated that the problem is the adults, not the kids. We could use a picture of a bike being walked on a sidewalk like Santa Monica uses. He stated that the city is on the verge of sanctioning the riding of bicycles on the sidewalk. Mr. Williamson stated that bicycle riding on sidewalks in business districts was prohibited and there was no reason why this had to be explained. He stated that police officers were riding bicycles on the sidewalk in Harvard Square while enforcing the regulation.

The committee heard from Fred Reece, 9 Woodrow Wilson Court, who asked if there was a law against mobile wheelchairs on sidewalks. Ms. Astrid Dodds responded that people in wheelchairs are considered pedestrians by state law. Mr. Reece responded that wheel chairs should go slower on sidewalks.

Mr. Reece stated that the issue of age should be addressed. He stated that once training wheels come off, the kids go crazy. Education, he said, should be started in kindergarten and should be targeted to safety and the regulations. Enforcement should be more stringent, he said.

The committee heard from Doug Willen, 183 Spring Street, member of the Bicycle Committee, who stated that people, both seniors and kids, in East Cambridge are in favor of bicycle lanes on Cambridge Street to provide safe passage. He stated that respect can be encouraged, however, it cannot be enforced.

The committee heard from Vice Mayor Born who thanked the Pedestrian Advisory Committee and the Bicycle Committee for their work on this issue. She stated that people are afraid to walk on sidewalks because of bicycles being ridden on sidewalks in congested areas. She stated that she was a cyclist twenty years ago and never rode on Massachusetts Avenue, she used alternative routes. She stated that people are short cutting by using sidewalks and that she had no sympathy for them if they were issued a fine. Vice Mayor Born stated that she would rather see more bike lanes than two lanes of cars. She stated that we need to make things safer for both pedestrians and bicyclists except for certain areas. She informed the committee that on Trinity Way in Cambridge, England, bikes were not even allowed to be walked. If we have a bicycle lane, we should have it in an area where it can be enforced, she said. She stated that business districts should be designated and posted in order to make people feel empowered.

The committee heard from Councillor Duehay who thanked the city officials, all the volunteers and the committees for their work on this issue. He stated that it is a complex issue and that there is a seriousness of purpose. It was good to have the viewpoints of all parties concerned heard. We need safer bike lanes, but the alternative such as joggers and rollerbladers have not been mentioned. Councillor Duehay stated that we want pedestrians to feel safe walking around the city and to use public space safely. He urged the discussions to continue on all uses of public space. He stated that he wanted to see an Educational Plan, in writing. Regarding the issue of signs, he said that the city is blighted by signs. He stated that the Charles River is a great asset and that people feel they cannot use the Charles River.

At this time, Councillor Davis requested that the letters received by the committee be attached to this report for inclusion in the record (**ATTACHMENT B**). She thanked the committees and the city officials for their work on this issue. She stated that the vision for the future is for both bicyclists and pedestrians to be considerate of each other. Bicyclists should walk their bikes on the sidewalks. Handicapped ramps have exacerbated the problem, she said. She said that she sympathized with the fear of the bicyclists on the street who fear for their safety so they ride on the sidewalk. She stated that the safety of children riding in the street was a major concern. She urged the Police Department to take action on the issue of enforcement.

Vice Mayor Born asked what will happen now in relationship to education. Mr. Rossi stated that the comments from tonight's meeting will be evaluated. He stated that he was concerned about the effect of the education program. He suggested a longer period of time for the educational program. He stated warnings will be issued and repeated offenders will be fined. A report will be sent to the City Council, he said.

Councillor Davis asked if the goal was to promulgate the regulations and enforcement in April. Mr. Rossi responded that the expectation is to advertise and promulgate the regulation so that the police can feel confident.

Councillor Davis stated that the Education Program will prepare letters to be sent to parents on the enforcement issue.

Councillor Davis referred this matter to the full City Council together with the communications received on this matter. The meeting adjourned at eight o'clock and forty-five minutes p.m.

For the Committee,

Councillor Henrietta Davis
Chair

Robert J. La Tremouille

875 Massachusetts Avenue, #31
Cambridge, MA 02139
Telephone: 617-491-7181
Evenings and Weekends: 617-441-0909, ext. 302

ATTACHMENT A

January 22, 1997

TO THE HONORABLE, THE CAMBRIDGE CITY COUNCIL:

RE: Bicycle Savagery and the Fertile Imagination of the City Manager

I am in receipt of the City Manager's letter of January 13, 1997 concerning bicycle savagery. I would suggest this letter be considered when the City Council is evaluating the City Manager for rehire.

Please note there are two bullets in the letter. The second bullet includes a comment that Cambridge allows bicycle savages to try to kill pedestrians on sidewalks everywhere except Central and Harvard Squares. Once again, we are told that having totally unrelated definitions of Harvard and Central Square in the regulations somehow allows bicycle savagery on all sidewalks except in Harvard and Central Square.

This comment is totally unsupported in the city solicitor letters and in city regulations and thus should be considered deliberately misleading, to put it mildly. To be more exact, traffic regulations prohibit the attacks the City Manager appears to be encouraging through deceptive and misleading communication.

The City Solicitor's letter of March 3, 1995 is the more relevant of the two. It makes three points concerning laws reprinted by the city in its "green book", the published edition of its traffic regulations and supporting legislation. These points, like the city manager's transmittal, have omissions.

The second point by the City Solicitor concerns the traffic regulations. It reads as follows:

The Traffic Regulations define "vehicle" to include bicycles (Sec. 1.50) and define "street" to include sidewalks (Sec. 1.41). Article XII of the Traffic Regulations is entitled Regulations for Bicycles.

The City Solicitor fails to quote to the city council section 9.19 of the traffic regulations, quoted on page 30 of the city publication:

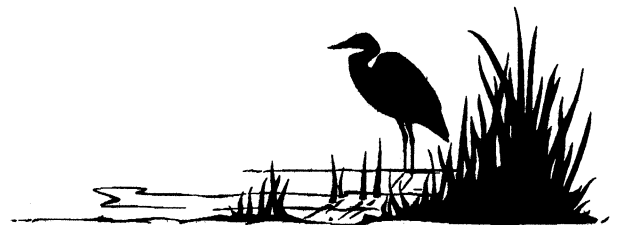
VEHICLE SHALL NOT BE DRIVEN ON A SIDEWALK

The driver of a vehicle shall not drive within any sidewalk area except at a permanent or temporary driveway.

The City Solicitor then states:

G.L. c. 85, s. 11B provides that "bicycles may be ridden on sidewalks outside business districts when necessary in the interest of safety, unless otherwise directed by local ordinance." The reference to "local ordinance", in Cambridge, should be read to mean "local traffic regulation," in light of the Special Act of Cambridge giving exclusive regulatory authority to the Director for Traffic and Parking.

The only thing complicated about the situation appears to be the deliberate action of the City Manager presenting false information to the City Council. **The city is prohibited by state law from allowing bicycles on sidewalks in business districts. The city may and has prohibited bicycles on all other sidewalks.**



The first point in the City Solicitor's letter points out Section 3 of Chapter 455, Acts of 1961, giving the traffic director certain powers. The City Solicitor does not quote Section 9 of that act which is reprinted at page 64 of the city publication. Section 9 reads as follows:

At any time after the expiration of four years from the date of acceptance of this act, such acceptance may be revoked by a two thirds vote of the city council. . . .

The two quoted sections, including the full text of Section 9, are photocopied below, directly from the city's publication.

Bicycle savagery on Cambridge sidewalks is only allowed in the fertile imagination of the City Manager. Given the very great personal harm which has been done by bicycle savages on sidewalks and which is threatened every day, this fertile imagination of the City Manager is, rather clearly, a serious deficiency in his performance in office.

Sincerely,



Robert J. La Tremouille

Sec. 9.19 VEHICLE SHALL NOT BE DRIVEN ON A
SIDEWALK

The driver of a vehicle shall not drive within any sidewalk area except at a permanent or temporary driveway.

Section 9. At any time after the expiration of four years from the date of acceptance of this act, such acceptance may be revoked by a two thirds vote of the city council. Upon such revocation, all existing rules and regulations shall remain in full force and effect until superseded by ordinances and regulations adopted in accordance with the provisions of law then applicable to said city and neither such revocation nor such adoption of superseding ordinances or regulations shall effect any act done, any right accrued, any penalty incurred or any suit, prosecution or proceeding pending, prior to said revocation or said adoption.

ATTACHMENT B

To: Henrietta Davis
From: Craig A. Kelley
Subj: Comments for Traffic Committee Meeting 22 January, 1997
Date: 22 January, 1997

Henrietta:

I cannot make tonight's Committee meeting. Please have the following comments read into the record.


"As a year-round cyclist whose primary means of transportation is a bicycle, I encourage the City to promote safe and efficient cycling throughout Cambridge.

While I do not defend reckless cyclists, including those who ride dangerously on sidewalks, I am concerned that the current bikes on sidewalks debate seems to center only on cyclists riding on sidewalks. I would be happier if an equal amount of effort were going into ensuring that the streets were safer for cyclists. Illegal doubling parking, motorists who do not yield the right of way to oncoming cyclists, motorists who make right turns on red lights without stopping and the city's many J-walkers all pose significant threats to even the most cautious of cyclists.

I hope that the City will address these cycling safety concerns with as much vigor, and at the same time, as it is tackling the issue of cyclist/pedestrian conflicts on sidewalks.

I continue to be impressed at the efforts private citizens are putting into this public safety issue and feel confident that we will find a way to make sidewalks safe for pedestrians and streets safer for cyclists."

Thank you for your assistance.



Craig A. Kelley, Esq.
6 Saint Gerard Terrace
Cambridge, MA 02140

≡ R. H. RUSSELL ≡

January 21, 1997

BY FAX and FIRST-CLASS MAIL

Editor, City Weekly
Boston Globe
135 Morrissey Boulevard
Boston, MA 02107

ATTN: City Weekly

To the City Weekly Editor:

In pondering needed controls to keep cyclists off sidewalks (City Weekly, Jan. 19, "Bicyclists too close for comfort"), the Cambridge City Council seems confused about the role of its successful program to include bike lanes on travel corridors throughout the city. By providing a safe place for cyclists, the lanes support the Council's efforts to protect pedestrians.

I cycle through Cambridge from work at least three times a week, even in winter, and can testify that bike lanes make sense for several other reasons, too. By returning streets to their intended dimensions, the lanes create more orderly driving patterns and enhance safety for all--drivers, cyclists and walkers. Moreover, bike lanes acknowledge that cyclists exist (they would anyway), and this encourages them to act responsibly. And, by encouraging responsible cycling, the city and its Council help to address gnawing environmental problems: congestion and air pollution. Finally, bicycling is great exercise.

The City Council should act quickly to enforce reasonable limits on sidewalk cyclists, while continuing to build a network of bike lanes that will be the envy of the nation.

Sincerely,


Robert H. Russell

bcc: ~~Cambridge City Council~~
~~Cambridge City Manager~~



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

ALVIN E. THOMPSON
REPRESENTATIVE
28TH MIDDLESEX DISTRICT
CAMBRIDGE

Public Service, Vice Chair
Rules Committee

ROOM 171, STATE HOUSE
TEL. (617) 722-2783

LEGISLATIVE AIDE
THOMAS W. MAZZA

City Councillor Henrietta Davis
Cambridge City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

January 27, 1996

~~Henrietta~~
Dear Councillor Davis:

Due to a prior commitment, I am unable to attend the Traffic and Transportation Committee meeting this evening at 6 p.m.

However, I am aware, through calls from constituents, of a number of problems regarding bicycles and the bicycle lanes in Cambridge. A number of accidents have occurred when people park along a street where bicycles are permitted. When exiting from their cars, drivers open the door onto a lane, resulting in a collision. I feel that the streets and avenues with bicycle lanes should be posted. And perhaps an educational leaflet should go out apprising the public of these new lanes.

Sincerely,

Alvin E. Thompson
STATE REPRESENTATIVE
28TH MIDDLESEX DISTRICT

City of Cambridge

ORIGINAL REPORT

The Traffic and Transportation Committee held a public meeting on Wednesday, January 22, 1997 in the Sullivan Chamber at six o'clock and fifteen minutes p.m.

Present at the meeting were Councillor Henrietta Davis, Chair of the Committee; Mayor Sheila Russell; Councillors Francis H. Duehay and Michael Sullivan; Vice Mayor Kathleen Born; Deputy City Clerk Donna P. Lopez; Richard Rossi, Deputy City Manager; Susan Schlesinger, Assistant City Manager for Community Development; Susan Rasmussen, Director of Environmental and Transportation Planning, Community Development Department; Cara Seiderman and Rosalie Anders, Community Development Department; Ronnie Watson, Police Commissioner; Officer Sughrue; and Sue Clippinger, Director of Traffic, Parking and Transportation.

Councillor Davis stated that the purpose of the meeting was to discuss bicycle riding on city sidewalks. The City Council, she stated, was concerned with the safety of both bicyclists and pedestrians. The Pedestrian Advisory Committee has been meeting since June on this matter, she said. Councillor Davis stated that the committee would first hear from the city departments on the progress that has been made on this issue.

At this time the committee heard from Richard Rossi, Deputy City Manager, who stated that all departments that have responsibility about bicycles are working together with citizen groups on this issue.

Ms. Schlesinger, Assistant City Manager for Community Development, stated that her department had an Environment and Development Division which came about due to the Vehicle Trip Ordinance to help to move residents out of the single person transportation mode. She stated that the City is trying to retrofit the roads to widen the streets for bicycles. There are many conflicts on transportation such as cars versus bicycles; pedestrians versus bicyclists. We are asking people to change their behavior. The Pedestrian and Bicycle Committees have worked together to develop policies regarding bicycles on sidewalks. They met nine times, she stated, and had a lot of conflict to resolve and came up with their recommendations. She outlined the three areas of concern:

1. Education - More needs to be done to educate residents and students in schools and universities as to where they can and cannot drive;
2. Enforcement - Resources to implement the educational plan; and
3. Regulations.

The committee heard from Sue Clippinger, Director of Traffic, Parking and Transportation, who stated that the Traffic Regulations will be revised to include the State Law regarding riding bicycles. She stated that the business districts, which ban bicycle riding on the sidewalks, were being considered for expansion. The new areas being considered were:

City of Cambridge

Inman Square	Massachusetts Avenue, from Harvard Square to Porter Square
Porter Square	All of Massachusetts Avenue
Huron Village	All of Cambridge Street

She stated that the normal process to change the regulations will be followed which requires the regulation to be advertised thirty days before being implemented.

The committee heard from Police Commissioner Ronnie Watson who stated that issues the Police Department was concerned with were education, bike safety and alternative routes. He stated that the age must be determined for the restricted areas. Education must be done quickly, preferably one year before the restricted age, he said. The education will be done at the schools, all the schools need to be done before the end of June, he said. He stated that the colleges also need to be targeted. Commissioner Watson stated that the enforcement procedures need to be developed. He informed the committee that a new citation system is in the process of being developed as well as a computer tracking system. He raised the issue of how will parents be notified. The Police Department, he stated, will start issuing warnings and in June, we will start issuing citations. Harvard University and Massachusetts Institute of Technology are actively involved in the process, he said.

Councillor Davis stated that Pat Murphy, Deputy Superintendent of Schools, will work on the educational plan at the school level.

Mayor Russell informed Ms. Clippinger that she felt Concord Avenue, Huron Avenue, Massachusetts Avenue and Rindge Avenue should be added to the restricted areas. She said that these areas should be looked at carefully.

Councillor Davis opened the meeting to the public. The committee heard from Charles Bahne, 224 Concord Avenue, a Pedestrian Committee member, who stated that a lot of progress has been made, but we need a structure. He suggested the wording for the restricted area should be "specific business districts." He stated that the recommendation was not to totally ban bikes on sidewalks, the recommendation allows for streets to be listed. A regulation, he stated, is not enough. We already have a regulation for the business districts of Harvard Square and Central Square. We need enforcement of the regulation and education, he said. The city is trying harder and signs have been posted in Central Square and Harvard Square banning bicycle riding, but it is not enough, he said. Mr. Bahne said that the signs are not visible and the wording is not clear. He said that enforcement by the Police Department had not reduced the problem even though citations have been issued. We need officers on the street, he said. Mr. Bahne stated that a full-time new staff position was needed for the first two years to coordinate the city agencies. He stated that additional input was needed from the Traffic, Parking and Transportation Department to expand the streets that are banned.

City of Cambridge

The committee heard from Michael Halle, 2 Westacott Court, member of the Bicycle Committee, who stated that it was important to get all different viewpoints in order to find solutions to the problems. He said that people's behavior needs to be changed.

The committee heard from Douglas Kline, 10 Mellon Street, member of the Bicycle Committee, who stated that this is a side effect of government's failure to provide bicycle riding on streets. He said that this is a symptom, not an origin. Mr. Kline said that the bicycle has been a practical mode of transportation for a century. There is a great need for education, he said. Mr. Kline said that people think roads belong to motorists. He was opposed to the extension of the business districts because they have existed and are not working. He felt it was premature to plan to add streets to the restricted areas.

The committee heard from Astrid Dodds, 73 Wendell Street, member of the Pedestrian Committee, who stated that it was very discouraging that the issue of bicycle riding in the Cambridge Common was not addressed. She stated that the city wants to talk about bicycle safety rather than pedestrian safety. Ms. Dodds stated that we have to work at the state level. The Drivers Manual language should be changed. Bicyclists, she stated, are yelled at by motorists to get on the sidewalk. She favored the addition of a full-time position to coordinate the agencies. She stated that the committee was not consulted about the size of the signs. She stated that paragraph four on page eight of the recommendations relative to a ban on all adult sidewalk cycling was never proposed by the committee.

The committee heard from Bette Davis, 13 Maguire Street, member of the Pedestrian Committee, who stated that sidewalk implies to walk. If bicycles are on sidewalks, it should be an exception. She stated that there is a danger to bicyclists in the street. Bicycles on sidewalks, she said, are intimidating to the elderly.

The committee heard from Bill Ayers, 1221 Cambridge Street, who stated that there is a discourteous attitude. He complained about students blocking sidewalks with bikes in Inman Square. We need foot patrolmen, he said. He requested the Police Department to pay more attention to the Inman Square area.

The committee heard from Erik Olick, 97 Fayerweather Street, member of the Bicycle Committee, who stated that he was appearing as a resident and was in favor of the recommendations. He told the committee that he was a lawyer who rode his bike and obeyed the law. This was an environmentally sound move and was consistent with the Vehicle Trip Ordinance, he said. Mr. Olick stated that he hoped that his safety is as important as that of a pedestrian. He felt there was a need for enforcement. Mr. Olick commended the city for the installation of bicycle lanes.

The committee heard from Arvella Sarazen, 15 Lambert Street, who stated that children need to walk their bikes on sidewalks. She stated that seniors are intimidated by bikes on sidewalks.

City of Cambridge

The committee heard from Lavonne Davidson, 287 Harvard Street, who stated that the rules need to be enforced regarding no bicycles riding on the sidewalks. She said that she felt that the state law needs to be changed. Ms. Davidson said that bicycles are not registered, licensed or insured. She felt that the fine should be more than \$20.00. Going through stop lights, she felt was a deliberate intent to hit pedestrians. She urged immediate enforcement.

The committee heard from Bill Jones 160 Norfolk Street, who stated that the signs are terrible. He urged the committee to stop snow-balling and ban bicycles on sidewalks.

The committee then heard from Tom Reisz, a member of the Pedestrian Committee, who stated that children should not ride their bikes on the street. Central Square should not have bikes on the sidewalk, except for children, he said. He felt that children should not ride their bikes on sidewalks that are crowded with pedestrians. He felt it was a complex problem and it depends on how you are going to set the age limit for the children.

The committee heard from Rebecca Hall, 67B Walker Street, who stated that we do not need to fight amongst ourselves. Pedestrians, she said, are here based on fear.

The committee heard from Peter Desnoyers, 162 Pleasant Street, a member of the Bicycle Committee, who stated that the installation of the signs are the basic form of education; if there were signs that you could actually see. He said that on the issue of age you do not have to be old to hurt someone. He felt that twelve may be a good age to have the children banned from riding their bikes on sidewalks.

The committee heard from Robert LaTremouille, 875 Massachusetts Avenue #31, who stated that the state statute has been unchanged for twenty-five years. He cited from Section 9.19 of the Traffic Regulations that states it is illegal to ride on the sidewalk. He asked why the law cannot be implemented. He stated that the state law prohibits bicycle riding on sidewalks in business districts. He distributed a communication to the committee which is attached as **ATTACHMENT A**.

The committee heard from Edmund Hamann, 106 Holworthy Street, who stated he was a pedestrian and took public transportation. Regulations, he stated, should benefit pedestrians first and bicyclists second. Bicyclists and pedestrians are environmentally friendly, he said.

The committee heard from Talitha Fabricius, 53 Ellery Street, member of the Bicycle Committee, who stated that the Traffic, Parking and Transportation Department and the Community Development Department are improving the bicycle facilities and bicycle lanes.

The committee heard from Robert Winters, 366 Broadway, who stated that sidewalk bicycling is one of the biggest issues. He stated that prior to the Americans with Disabilities Act (ADA) you needed to find a driveway in order to get on the sidewalk. Mr. Winters stated that to eliminate the conflicts the city needs to give equal separate facilities for both pedestrians and bicyclists.

City of Cambridge

The committee heard from Vici Casana, 87 River Street, who stated that bicyclists riding on sidewalks are reckless and a lot are not students. She said that the city is zealously promoting bicycling and should be discouraging bad bicycling. There is a lack of enforcement, she said. She said that the bikes maybe ridden on sidewalks outside of business districts, the section is vague and should be defined by communities. She said that the Special Act of 1961 which established the Traffic and Parking Department gave power to the Director of Traffic and Parking and urged the City Council to vote on Chapter 455, Section 9. She urged funding for a full-time coordinator to establish communication between the pedestrians and bicyclists. She felt the age issue of children should be considered separately. She urged that the signs should be bigger and more visible. She stated that she supported a total ban of bicycles on the sidewalk then list exceptions, with fines to be given out. She supported enforcement and education.

The committee heard from Bruce Sylvester, 453 Franklin Street, who stated that bikes on sidewalks need to be walked. He said the signs that say "Yield to Pedestrian" insinuate it is alright to ride on sidewalks. He stated that based on the statistics from the Police Department only 12 violations were issued in Central Square which represents one violation was issued every 2 1/2 days.

The committee heard from James Williamson, 17 Perry Street, who stated that the problem is the adults, not the kids. We could use a picture of a bike being walked on a sidewalk like Santa Monica uses. He stated that the city is on the verge of sanctioning the riding of bicycles on the sidewalk. Mr. Williamson stated that bicycle riding on sidewalks in business districts was prohibited and there was no reason why this had to be explained. He stated that police officers were riding bicycles on the sidewalk in Harvard Square while enforcing the regulation.

The committee heard from Fred Reece, 9 Woodrow Wilson Court, who asked if there was a law against mobile wheelchairs on sidewalks. Ms. Astrid Dodds responded that people in wheelchairs are considered pedestrians by state law. Mr. Reece responded that wheel chairs should go slower on sidewalks.

Mr. Reece stated that the issue of age should be addressed. He stated that once training wheels come off, the kids go crazy. Education, he said, should be started in kindergarten and should be targeted to safety and the regulations. Enforcement should be more stringent, he said.

The committee heard from Doug Willen, 183 Spring Street, member of the Bicycle Committee, who stated that people, both seniors and kids, in East Cambridge are in favor of bicycle lanes on Cambridge Street to provide safe passage. He stated that respect can be encouraged, however, it cannot be enforced.

City of Cambridge

The committee heard from Vice Mayor Born who thanked the Pedestrian Advisory Committee and the Bicycle Committee for their work on this issue. She stated that people are afraid to walk on sidewalks because of bicycles being ridden on sidewalks in congested areas. She stated that she was a cyclist twenty years ago and never rode on Massachusetts Avenue, she used alternative routes. She stated that people are short cutting by using sidewalks and that she had no sympathy for them if they were issued a fine. Vice Mayor Born stated that she would rather see more bike lanes than two lanes of cars. She stated that we need to make things safer for both pedestrians and bicyclists except for certain areas. She informed the committee that on Trinity Way in Cambridge, England, bikes were not even allowed to be walked. If we have a bicycle lane, we should have it in an area where it can be enforced, she said. She stated that business districts should be designated and posted in order to make people feel empowered.

The committee heard from Councillor Duehay who thanked the city officials, all the volunteers and the committees for their work on this issue. He stated that it is a complex issue and that there is a seriousness of purpose. It was good to have the viewpoints of all parties concerned heard. We need safer bike lanes, but the alternative such as joggers and rollerbladers have not been mentioned. Councillor Duehay stated that we want pedestrians to feel safe walking around the city and to use public space safely. He urged the discussions to continue on all uses of public space. He stated that he wanted to see an Educational Plan, in writing. Regarding the issue of signs, he said that the city is blighted by signs. He stated that the Charles River is a great asset and that people feel they cannot use the Charles River.

At this time, Councillor Davis requested that the letters received by the committee be attached to this report for inclusion in the record (**ATTACHMENT B**). She thanked the committees and the city officials for their work on this issue. She stated that the vision for the future is for both bicyclists and pedestrians to be considerate of each other. Bicyclists should walk their bikes on the sidewalks. Handicapped ramps have exacerbated the problem, she said. She said that she sympathized with the fear of the bicyclists on the street who fear for their safety so they ride on the sidewalk. She stated that the safety of children riding in the street was a major concern. She urged the Police Department to take action on the issue of enforcement.

Vice Mayor Born asked what will happen now in relationship to education. Mr. Rossi stated that the comments from tonight's meeting will be evaluated. He stated that he was concerned about the effect of the education program. He suggested a longer period of time for the educational program. He stated warnings will be issued and repeated offenders will be fined. A report will be sent to the City Council, he said.

Councillor Davis asked if the goal was to promulgate the regulations and enforcement in April. Mr. Rossi responded that the expectation is to advertise and promulgate the regulation so that the police can feel confident.

Councillor Davis stated that the Education Program will prepare letters to be sent to parents on the enforcement issue.

Councillor Davis referred this matter to the full City Council together with the communications received on this matter. The meeting adjourned at eight o'clock and forty-five minutes p.m.

For the Committee,

A handwritten signature in black ink, appearing to read "Henrietta Davis", written in a cursive style.

Councillor Henrietta Davis
Chair

Committee Report #1

5-61

A report was received for a meeting held on January 22, 1997 for the purpose of discussing bicycle riding on city sidewalks.

In City Council February 3, 1997

Report Accepted
as Amended,
Order Adopted,