



City of Cambridge

Committee Report #5a

IN CITY COUNCIL

March 15, 1999

ORDERED: That the City Manager be and hereby is requested to provide the City Council with a list of action steps needed to be taken by the City Council on the Pedestrian Plan.

In City Council March 15, 1999.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in cursive script that reads "D. Margaret Drury".

D. Margaret Drury
City Clerk



City of Cambridge

Committee Report #5b

IN CITY COUNCIL

March 15, 1999

RESOLVED: That the City Council go on record proclaiming the month of May as
"Commute A Better Way Month."

In City Council March 15, 1999.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in cursive script that reads "D. Margaret Drury".

D. Margaret Drury
City Clerk



City of Cambridge

Committee Report #5c

IN CITY COUNCIL

March 15, 1999

ORDERED: That the City Manager be and hereby is requested to provide funding for the implementation of a pilot program utilizing portable signaling devices, such as flags and/or paddles, at a crosswalk located in the middle of Massachusetts Avenue in Central Square and in Huron Village for pedestrian crossings.

In City Council March 15, 1999.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in black ink that reads "D. Margaret Drury".

D. Margaret Drury
City Clerk



City of Cambridge

Committee Report #5d

IN CITY COUNCIL

March 15, 1999

ORDERED: That the City Manager be and hereby is requested to implement a “**Crosswalk of the Month Program**” which would require all departments to review problem at the “Crosswalk of the Month” with suggestions for improvement to reinforce behavioral change by bicyclists, motorists, pedestrian and all other parties concerned.

In City Council March 15, 1999.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in cursive script that reads "D. Margaret Drury".

D. Margaret Drury
City Clerk



City of Cambridge

Committee Report #5e

IN CITY COUNCIL

March 15, 1999

ORDERED: That the City Manager be and hereby is requested to make a recommendation for acquiring portable traffic signs (such as the speed signal) to get the message to motorist coming into Cambridge about pedestrian and bicycle safety.

In City Council March 15, 1999.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

A handwritten signature in black ink that reads "D. Margaret Drury".

ATTEST:-

D. Margaret Drury
City Clerk

ORDERED: That the City Manager be and hereby is requested to provide the City Council with a list of action steps needed to be taken by the City Council on the Pedestrian Plan.

The motion -

Carried.

Councillor Davis asked when the final Pedestrian Plan will be ready. Ms. Anders responded around the week of May 18th.

Councillor Davis stated that the Outreach Committee needs to pump up "Commute a Better Way Day." Publicity should begin at the beginning of the month, she said. Councillor Russell suggested that a program be instituted in the schools. Councillor Davis suggested that the City vehicles display the City's bumper sticker of "Drive Nicely."

Councillor Davis suggested that May be proclaimed "Commute a Better Way" Month. Councillor Russell sang a jingle "May is Commute a Better Way." Ms. Anders stated that Bike to Work Week also occurs in May. Both events, Bike to Work Week and Commute a Better Way, would capitalize on the publicity.

Councillor Davis submitted the following motion:

RESOLVED: That the City Council go on record proclaiming the month of May as "COMMUTE A BETTER WAY MONTH".

The motion -

Carried.

Councillor Davis suggested that the Pedestrian Plan be presented at this time. A more detailed explanation of the plan for the public could be presented at the Senior Center in an effort to bring all interested parties together. Ms. Anders stated that there are activities planned such as Pedestrian Quiz with a chance to win a pair of sneakers. Councillor Russell stated that the Senior Center has a walkers' club called "The Energetics." The Energetics could do a demonstration. She suggested that Donna Johnson be contacted. Councillor Davis suggested high school students, roller bladders and bicyclists also be involved to do demonstrations.

Councillor Davis asked how many persons were on the Outreach Committee. Ms. Anders responded there are four members.

Councillor Davis asked if the Pedestrian Plan could be modified or changed and updated over time. Ms. Anders responded that the Pedestrian Plan will be printed in loose-leaf format so that the plan can be updated. This is a good method to keep the text of the Pedestrian Plan active, she said. She further stated that all city departments will have to agree on the changes. Councillor Davis stated that she was not comfortable with the changes made to the newsbox ordinance because city departments had not seen the changes. Could this Pedestrian Plan have helped in the newsbox situation, asked Councillor Davis. Ms. Anders stated that the focus on the newsbox changes were on legal issues and the issues were unique.

Councillor Davis asked what kind of training would be available on the Pedestrian Plan so that departments are connected. Ms. Seiderman stated that departments need to be aware of the implementation issues. Councillor Russell suggested the Permit Streamlining Committee be involved. She stated that there are implementation issues with any plan.

Ms. Seiderman informed the committee of the flag or paddle street crossing idea. At crosswalks umbrella stands are placed on both sides of the intersection. In the umbrella stands are either flags or paddles that have written on them the word "STOP." When a pedestrian comes to an intersection they take a flag or paddle from the umbrella stand and signal motor vehicles to stop. They cross the street and place the flag or paddle in the umbrella stands on the other side of the street. Councillors Davis and Russell though this was a great idea. Ms. Seiderman stated that the pilot program should be used at unsignalized intersections only such as the intersection in the middle of Massachusetts Avenue.

Councillor Russell submitted the following motion:

ORDERED: That the City Manager be and hereby is requested to providing funding for the implementation of a pilot program utilizing portable signaling devices, such as flags and/or paddles, at a crosswalk located in the middle of Massachusetts Avenue in Central Square and in Huron Village for pedestrian crossings.

The motion –

Carried.

Councillor Davis submitted the following motion:

ORDERED: That the City Manager be and hereby is requested to implement a "Crosswalk of the Month Program" which would require all departments to review problem at the "Crosswalk of the Month" with suggestions for improvement to reinforce behavioral change by bicyclists, motorists, pedestrians and all other parties concerned.

The motion –

Carried.

Councillor Davis suggested that this “Crosswalk of the Month” Program be started in May also.

Councillor Davis stated that the issue of curb cuts and walkway size has an impact on the pedestrian friendly walkways. She asked if this issue was addressed in the Pedestrian Plan. Ms. Anders stated that curb cuts are addressed in the Pedestrian Plan. Councillor Davis stated that the Osco Drug on River Street is an example of an unfriendly pedestrian sidewalk. Councillor Davis stated that the City could have protected walkways.

Mr. Bowles, 40 Bigelow Street, stated that it would be interesting to see if there are cities that do not have the same issues as Cambridge. Ms. Seiderman stated that she attends many conferences and they have the same issues, but the difference is the degree.


Councillor Davis submitted the following motion:

ORDERED: That the City Manager be and hereby is requested to make a recommendation for acquiring portable traffic signs (such as the speed signal) to get the message to motorist coming into Cambridge about pedestrian and bicycle safety.

The motion –

Carried.

At six o'clock and forty minutes p. m. the meeting adjourned.

For the committee,

Councillor Henrietta Davis,
Chair

Cambridge Pedestrian Plan Table of Contents

- 1.0 Introduction**
- 1.1 Purpose of the Plan**
- 1.2 Why Cambridge Promotes Walking**
 - A. Federal, State, Regional, and Municipal Mandates, Policies, and Programs
 - B. Cambridge Growth Policies
 - C. Walking and Health.....
- 2.0 Analysis/Context**
- 2.1 The Role Walking Plays in Cambridge**
- 2.2 The Pedestrian realm**
 - A. What Is Urban Design?
 - B. What Is the Pedestrian Realm?
- 2.3 The Cambridge Pedestrian Realm**
 - A. Historical Background
 - B. The Cambridge Pathway System.....
 - C. Private Spaces
 - D. Public Spaces
 - E. Streets
 - F. Campuses
 - F. Open Spaces
- 3.0 Pedestrian Design Guidelines**
- 3.1 State and Federal Guidelines.....**
 - A. Manual of Uniform Traffic Control Devices
 - B. Americans with Disabilities Act
- 3.2 The Pedestrian Path of Travel**
 - A. Sidewalk Zones.....
 - B. Sidewalk Width
 - C. Sidewalk Construction
 - D. Vehicular Curb Cuts
 - E. Sidewalks Furniture and Amenities

4.0 Traffic Issues and Operations.....

- A. Levels of Service**
- B. Children, People with Disabilities, and the Elderly**
- C. Special Locations**
- D. Measures for Treating the Pedestrian-Vehicle Interface**

4.2 Vehicle Volumes and Speeds

- A. Street Width and Lane Width**
- B. Sightlines**
- C. Curves and turning Radii**
- D. Slip Lanes.....**

4.3 Separate Pedestrian Pathways.....

- A. Paths through Block Interiors**
- B. Pedestrian Overpasses and Underpasses**
- C. Skyways**
- D. Walkways/Bikeways**
- E. Pedestrian Malls/Auto-Restricted Zones**

4.4 Crosswalks.....

- A. Pavement Markings**
- B. Signs**

4.5 Traffic Signals.....

- A. Pedestrian Signal Phases**
- B. Right Turn on Red**
- C. Pushbutton-Activated Signals**
- D. Unsignalized Intersections**

4.6 Other Intersection Issues.....

- A. Stop Sign Intersections**
- B. Mid-Block Crossings on Collectors and Minor Arterials**
- C. Signing and Lighting**
- D. Barriers**
- E. Illegal Parking**

4.7 Traffic Calming.....

- A. Curb Extensions**
- B. Traffic Circles: Rotaries and Roundabouts**
- C. Chicanes**
- D. Landscaping Treatments**
- E. Speed Tables/Raised Crosswalks**

- F. Barriers
- G. Emergency Vehicles

4.8 Parking Lots.....

5. 0 Complements to Walking.....

5.1 Transit Access.....

- A. What Exists
- B. What Are the Gaps?

5.2 Delivery Services.....

5.3 Taxi Escort Services.....

6.0 Cambridge Plan

6.1 Street Classification

6.2 Major Nodes

- A. Central Square
- B. Harvard Square
- C. Inman Square
- D. Kendall Square and Environs
- E. Porter Square

6.3 Spines

- A. Mass. Ave
- B. Cambridge Street

6.4 Other Major Commercial Areas

- A. Alewife Area
 - B. Lechmere/North Point
-

6.5 Neighborhoods

6.6 Pedestrian Network

- A. Paths, Routes through the City
- B. Recreational Areas

7.0 Policies, Regulations, and Standards

7.1 Sidewalk Cleanliness

- A. Litter
- B. Dogs
- C. Pigeons

7.2 Sidewalk Maintenance.....

- A. Vegetation
- B. Snow and Ice

7.3 MDC Sidewalks

8.0 Implementation and Process.....

8.1 Implementation.....

- A. Cambridge Pedestrian Committee
- B. Coordination among City Departments and with Other Agencies
- C. Public Education
- D. Enforcement of Traffic Laws
- E. Building effective Constituencies

8.2 Process of Implementation

- A. Oversight.....
- B. Inventory of Pedestrian Problem Spots
- C. Conclusion

9.0 Appendices.....

Appendix I-Definitions

Appendix II-Vehicle Trip Reduction Ordinance.....

Appendix III-Transportation Cost Comparison.....

Appendix IV-Cambridge Households with Cars.....

Appendix V- Street Classification System

Appendix VI- Traffic Regulations Related to Pedestrians and Bicyclists

Appendix VII- LOS-Definitions for Pedestrians and for Motor Vehicles

Appendix VIII-Pavement Marking Plan for Standard Crosswalk Intersections

Appendix IX- Wheelchair Ramp Standards.....

Appendix X-Sidewalk Construction Specifications.....

Appendix XI-Crosswalk Specifications for Inlays.....

Appendix XII-Fixed Obstacle Adjustment Factors for Walkways.....

Appendix XIII-Physical Activity and Fitness

Appendix XIV- Pedestrian Accidents with Automobiles in Cambridge, 1989-1991

ATTACHMENT B
City Council Transportation Committee -- March 3, 1999
The Cambridge Pedestrian Plan

Why has a pedestrian plan be written?

The pedestrian plan is an important component of the City's pedestrian program, which was established in the Vehicle Trip Reduction Ordinance. It sets out in a single document City policies related to pedestrians. The plan was a collaborative effort among the City departments concerned with pedestrian issues and the Cambridge Pedestrian Committee. The process of creating the plan was an opportunity for those involved to re-examine and revise policies and procedures related to pedestrians.

What does the plan contain?

The plan discusses the reasons that walking is an important mode of travel in Cambridge and why increasing the amount that people walk benefits the city. It discusses the components of the pedestrian realm: sidewalks, streets, open space, public and private buildings, and how to make these components work well for people on foot. It provides standards for sidewalk, crosswalk, and street design; describes the City's traffic signal policies; and looks at various traffic calming measures and explains the City traffic calming program. The plan also includes recommendations to improve pedestrian facilities in Cambridge business districts and elsewhere.

It does not contain an intersection-by-intersection plan for pedestrian improvements because it would be impossible to keep such a detailed project list up-to-date. Instead the plan provides guidelines that can be used to develop solutions to problems at specific locations.

How will the plan be used?

As the City carries out street and sidewalk work and other infrastructure changes, the departments involved will use the plan to ensure that the changes provide the best possible pedestrian environment. City staff will also use the plan in working with the community on neighborhood improvements. The plan will be given to developers to help them understand how to build projects that are pedestrian-friendly. The plan will guide the work of the Cambridge Pedestrian Committee and help City staff establish work priorities.

How can the plan be changed?

The plan will be printed in loose-leaf form so that it can be changed as we continue to gain experience in how to make Cambridge more walkable. Changes will go through a process similar to the process used to develop the plan. Relevant City departments and the pedestrian committee will incorporate public comments when making future revisions of the plan. The Community Development Department's Environmental and Transportation Planning Division is responsible for publication of the plan. For more information, call Rosalie Anders at 349-4604.

Pedestrian Initiatives Update - July 1, 1998-March 1, 1999

Engineering

Current traffic calming projects

- Third St. traffic calming—to be constructed in summer, 1999
- Columbia St. traffic calming—to be constructed in 1999
- Huron Village—community process in progress
- Sheridan Square—design work is beginning—community meeting in March or April
- Brookline St.—first community meeting about traffic calming measures planned for Spring 1999
- Fayerweather St. —working with neighborhood on traffic calming project—anticipate construction in 2000
- Huron Ave./Huron Village---working with neighborhood on traffic calming project—anticipate construction in 2000
- Concord Ave.—anticipate construction in 2000
- Various small curb extension projects, e.g., Charles St., Fulkerson St. Other major pedestrian improvement projects in process

Other major projects

- Mass. Ave. to Memorial Drive—construction expected in 2000
- Mass./Memorial Drive intersection and along Memorial Drive—planning underway
- Fresh Pond Parkway—construction underway (sewer in first phase)
- Cambridge St.—community process underway
- North Mass. Ave.—to be done with sewer project
- Porter Square—to be done with sewer project
- North Cambridge RR crossing

Planning for pedestrian infrastructure improvements

Transportation planning is coordinated through monthly interdepartmental meetings. Most pedestrian improvements take advantage of infrastructure projects such as roadway repaving, sewer work and school reconstruction project to reconstruct roadways and sidewalks in a more pedestrian-friendly way. Some pedestrian reconstruction projects are done independently based on need, neighborhood input, speed studies, etc.

Other pedestrian engineering projects

Pedestrian plan being laid out by graphic designer for publication; final layout expected to be done March 10.

Ongoing review of pedestrian issues related to new development continues. Examples: North Point, Kendall Square area

Sidewalk repair—ongoing by DPW

Enforcement

Legislation related to red light enforcement. Unlike many enforcement efforts, cameras at intersections has been shown to have a permanent positive impact on motorist behavior. Legislation has been filed (House 2582) and referred to the Committee on Public Safety. Need to work with legislators to develop constituency for passage.

Crosswalk legislation was filed by Representatives Wolf, Toomey, and Barrios (House 3358) to strengthen the crosswalk law. It has been referred to the Committee on Public Safety. Need to work with legislators to develop constituency for passage.

Continued police enforcement of traffic violations by motorists and cyclists

Snow and ice on sidewalks--Increased enforcement by Traffic and Parking as well as DPW

Education—in process

New Pedestrian Committee outreach subcommittee will meet for the first time on March 2. Work with them to develop outreach to motorists, parents, etc.

Barrels or stanchions in crosswalks are popular and seem to encourage motorists to stop. Issues related to stanchions being hit, space requirements for barrels, however.

Portable electronic notice sign with driving tips

Publications FY 99

Postcards to residents

Continue with newspaper column

Continue to distribute maps

Publish summary of pedestrian plan

Sidewalk snow flyer sent to property owners and people receiving parking permits

Commute a better way day

Explore collaboration with Boston on education

Continued presence at events in Cambridge

City of Cambridge

In City Council March 15, 1999

The Traffic and Transportation Committee conducted a public meeting on Wednesday, March 3, 1999 at five o'clock and forty minutes p. m. in the Sullivan Chamber.

The purpose of the meeting was to discuss the proposed Pedestrian Plan.

Present at the meeting were Councillor Henrietta Davis, Chair of the Committee, Councillor Sheila Russell, Rosalie Anders and Cara Seiderman from the Environmental and Transportation Planning Division of the Community Development Department, Donna P. Lopez, Deputy City Clerk.

Councillor Davis opened the meeting by asking what is the Pedestrian Plan. Ms. Rosalie Anders from the Community Development Department, responded that the Pedestrian Plan is a component of the pedestrian program, which was established in the Vehicle Trip Ordinance. She stated that the City has to commit to writing a pedestrian plan. Various city departments, including Traffic, Parking and Transportation, Public Works, the Police Department and the Pedestrian Committee, were involved in writing the plan. The design process of the layout has been one aspect that has delayed the plan. The City is working toward putting a logo on the plan. Ms. Anders and Ms. Seiderman distributed the following information to the committee:

- ❖ Table of Contents of the Pedestrian Plan; (**ATTACHMENT A**)
- ❖ Questions and answers regarding the Pedestrian Plan (**ATTACHMENT B**); and
- ❖ Pedestrian Initiatives Update – July 1, 1998 – March 1, 1999 (**ATTACHMENT C**).

Councillor Davis asked who was the audience for the Pedestrian Plan. Ms. Anders responded all city departments, pedestrians, motorists and bicyclists.

Councillor Russell asked does the Pedestrian Committee like the curb extensions. Ms. Anders responded that people think they are helpful. The curb extensions prevent cars from parking at the corner, she said.

Councillor Davis inquired if the City Council should review, approve and adopt the Pedestrian Plan. Ms. Cara Seiderman, Community Development, stated that the Vehicle Trip Ordinance requires the City to have a Pedestrian Plan. Ms. Anders stated that it would be good publicity for the City Council to adopt the Pedestrian Plan.

Councillor Davis submitted the following motion:

S-18/13
Committee Report #5

A report from Councillor
Davis, Chair of the Traffic
and Transportation Committee,
for a hearing held on March 3,
1999, for the purpose of discussing
the proposed Pedestrian Plan.

In City Council March 15, 1999

Report Accepted
5 Orders Adopted -