



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

SUSAN B. SCHLESINGER,
*Assistant City Manager for
Community Development*

To: Robert W. Healy, City Manager *§ 38*
From: Susan B. Schlesinger, Assistant City Manager for Community Development
Date: March 5, 1996
Re: Council Order #027, dated 2/5/96 re: Report on Issues Surrounding Bicycles in the City

In response to the above referenced order, I report the following:

The Pedestrian Advisory Committee has met monthly since June, 1995, or nine times to date. Its activities have included:

- Making recommendations to City officials regarding the design of Quincy Square and Lafayette Square.
 - Making recommendations to the Traffic, Parking, and Transportation Department regarding the timing of traffic signals, e.g., at Harvard Square, and other street crossing issues.
 - Meeting with the police to discuss traffic enforcement issues such as motorists running red lights and bicyclists riding on the sidewalk in the Harvard Square and Central Square business districts.
 - Working with the Department of Public Works to improve snow removal from sidewalks by improving policies, practices, public education and enforcement.
 - Noting and recommending spot improvements on sidewalks and at intersections.
- A member of the Pedestrian Advisory Committee attends each Cambridge Bicycle Committee meeting, and a bicycle committee member sits in on each pedestrian meeting. Committee members have identified many shared concerns and goals and are committed to working together to alleviate conflicts between cyclists and pedestrians and to working on shared difficulties with motorists. Specific discussions have revolved around the need to address non-motorized transportation needs in all private and public developments, and the need to think about the access each for each specific mode of transportation. Education has also been of particular interest and concern to members of both committees; this includes the school programs, maps and other information brochures published by the city, police educational efforts, etc.

The committee has educated itself on urban design, traffic calming, the Americans with Disabilities Act, the role of various City departments in pedestrian planning and maintenance of facilities, and other relevant issues.

The committee will continue to work on traffic signals, crosswalk markings, and pedestrian trouble spots and on enforcement of traffic laws. Other major activities for 1996 include developing a pedestrian plan for the city and working with the community and City officials on projects such as the Porter Square/North Mass. Ave. project, Fresh Pond Corridor, Cambridgeport Roadways, and traffic calming in the East Cambridge and Oxford Street areas.

Please also find attached a copy of a response to a previous Council Order regarding bicycle registration.



CITY OF CAMBRIDGE

ENVIRONMENTAL PROGRAM

57 Inman Street • Cambridge MA 02139 • 617.349.4604

To: Robert W. Healy, City Manager
From: Elizabeth Epstein, Director, Environmental Program
Date: September 26, 1995
Re: Council Order #35, dated 5/22/95 re: Feasibility of Reinstating the Requirement that Residents License Bicycles Kept in Cambridge

Bicycle registration is carried out in many states, cities and towns around the country. It is primarily a tool for identifying and returning stolen vehicles. Bicycle registration is not a proven tool for enforcement, as the registration applies to the vehicle, rather than the rider.

Bicycle Registration in Cambridge

State Statute regulates the registration of bicycles (Ch. 85 Sect. 11A), and dictates exactly how such a program is carried out if adopted by a city or town. The section is adopted by a vote of the city council, and requires that every resident of the city who owns a bicycle register the bicycle with the police department, who is responsible for administering the registration program. The police furnish a registration plate or decal with the register number for each bicycle; rental bicycles would also need to be registered, and all bicycle sales within the city would need to be reported to the police.

The cost of the registration is governed by this statute as well, as is the cost of a fine. The initial .25¢ cap was included in the statute until 1981, when the statute was amended to the cost being .25¢ unless otherwise voted by city council action, but in no event being greater than \$2.50. Violations of the registration provision are punishable by a fine of one dollar (\$1.00).

As indicated by the response by the Law Department, the City Council adopted this section in 1942. Since there is no record of it ever having been rescinded, it is still in effect. It should be noted that the statute governs the registration of bicycles (i.e. the vehicles), not the licensing of operators (i.e. persons riding bicycles).

Attached is a copy of the Massachusetts state statute regarding bicycle regulations.

Experience in other cities and states

Investigation concerning the experience of other states or municipalities with the registration of bicycles has gleaned the following.

City examples

Palo Alto, CA and Evanston, IL have ordinances requiring that bicycles owned by residents be registered with the police.

- The most important reason cited for the bicycle registration program is the ability to capture and return stolen vehicles. Police in Palo Alto cited bicycle theft as a serious problem.
- Registration cost is .50¢ in Evanston and \$2.00 in Palo Alto.

- The Palo Alto Police Department keeps a computer database of all bicycles registered, which has proven to be an enormous help in returning recovered bicycles. The cost associated with this program is not covered by income received through licensing.
- The police work with bicycle shops to try to get people to register bicycles when they are purchased. In Palo Alto, bicycles can also be registered at all Fire Stations during certain hours. The Fire Department personnel are also responsible for bicycle safety education in public schools and they teach children about the importance of registering bicycles.
- In Evanston, traffic violations by bicyclists warrant a ticket similar to that of ordinance violations. Enforcement does not rely on the registration requirement. Most bicyclists receive a verbal warning unless there is a flagrant safety violation.
- In Palo Alto, bicyclists who violate traffic laws are treated in the same manner as motorists and receive the same kind of ticket (although it does not affect their driving records for motor vehicles). Police officers may or may not note the registration number of a bicyclist; bicyclists are asked for personal identification and the officers attempt to verify information on the spot. They noted that tickets go to the person, not to the vehicle. The police feel that because there is enforcement, people tend to follow the rules of the road.

State example

Minnesota has a voluntary state-wide registration program that is administered by the Department of Public Safety.

- Bicycle registration costs \$10.00 for a three-year license. The Department of Motor Vehicles also does bicycle registration. People can also register at bike shops and some municipal offices. The administering agent or office receives \$1.00 per bicycle registered.
- A state-wide data base is administered by the Department of Public Safety.
- It is estimated that there are 2.6 million bicycles in the state, and approximately 4% of those are registered.
- The income generated is approximately \$150,000/year and the costs of administering the program amount to \$100,000 per year. The remainder goes to safety education programs.
- The program benefits cited are:
 - * Identification and return of recovered stolen bicycles
 - * Accident victim identification (particularly for children who do not usually carry identification)
 - * As a mechanism for monetary contribution specifically for bicycle-related programs.
- Those administering the program indicated that they feel the system works and the benefits are seen because the program and database are state-wide.

Conclusion.

Bicycle registration, while not a proven tool for enforcement purposes, is a helpful tool for identifying and returning stolen bicycles, identifying one sector of roadway users for "rules of the road" education, and providing a source of some funds for bicycle education and facilities programs.

laws relative to retirement systems. Accepted by City Council, June 21, 1938. Approved by the Mayor, June 23, 1938.

Provisions of Section 1 of Chapter 367, Acts of 1936, the same being, "An act establishing a six-day week, so-called, for certain public employees and persons employed in public works." Accepted by City Council, September 22, 1936. Approved by Mayor, September 24, 1936.

Chapter 262. Acts of 1937

Shall an act of the General Court passed on the current year entitled, "An act to authorize the placing of the office of chief of the fire department of the City of Cambridge under Civil Service Laws" be accepted? Yes — 22,592; No — 5,409; Blanks — 12,922.

Chapter 426. Acts of 1938

An act providing for one day off in every six days for police officers of certain cities and towns. Adopted by City Council, September 27, 1938. Approved by Mayor, September 29, 1938.

Chapter 484. Acts of 1938

"Shall the City Council of the City of Cambridge adopt a measure in accordance with the provisions of the Housing Authority Law (St. 1938, C.484) appropriating public funds and making contributions (in the form of tax exemptions or otherwise) in aid of low rent housing projects?" Yes — 16,873; No — 11,993; Blanks — 11,924.

Chapter 152. Acts of 1939

An act requiring action of city councils accepting provisions of law permitting absentee voting at regular city elections to be taken at least ninety days before the first election to which such provision will apply. Accepted by City Council on April 8, 1941. Approved by Acting Mayor on April 10, 1941.

Chapter 425, Section 54, Acts of 1939

Amending Chapter 33 of General Laws, the same being "An act revising the military laws of the Commonwealth." Accepted by City Council on December 23, 1941. Approved by Mayor on December 26, 1941.

Chapter 380, Acts of 1941

The same being "An act further regulating liens for, and the collection of, water rates and charges," amending Sections 42A, 42B, 42C, 42D, 42E and 42F of Chapter 40 of General Laws, Tercentenary Edition. Accepted by City Council, January 26, 1942. Certificate filed in registry on January 30, 1942.

Chapter 368. Acts of 1941

The same being "An act relative to annual vacations for certain employees of certain cities and towns," amending Section 111 of Chapter 41 of General Laws, Tercentenary Edition. Accepted by City Council on January 26, 1942.

Chapter 710. Acts of 1941

The same being "An act relative to the registration and operation of certain bicycles," inserting Section 11A of Chapter 85 of General Laws, Tercentenary Edition. Accepted by City Council on February 2, 1942.

REVISED LAWS

Secs. 122-127 of Chapter 102 of the Revised Laws of Massachusetts.

In relation to smoke nuisance. Accepted May 14, 1907. Approved by Mayor May 16, 1907.

GENERAL LAWS

Chapter 32 (Secs. 56-59 inclusive.) General Laws

Relative to pensions of Spanish and World War Veterans. Accepted by Mayor on April 18, 1921.

City of Cambridge Police Department

Interoffice Correspondence

To: Lieutenant Steven Williams

From: Sergeant Leonard J. DiPietro

Subject: City Council Order/s #013 & #027

Date: 2/16/97

Regarding the two council orders dealing with bicycle enforcement/education the following have been the actions taken by this Department:

- Sergeant Leonard DiPietro attends the monthly Bicycle Committee meetings
- An Education/Enforcement policy was developed last year (1995) for our Department (see attached document)
- In-Service training (1995) was conducted regarding this policy
- Warning Tags were given to each officer for a "preferred response" to observed bicycle law violations
- 2 known City Ordinance Violation citations were issued and dismissed by judges at court (per statute ; citations must be issued in this manner for violations)
- An education "Media Blitz" has been scheduled for the Spring 96 by our Department
- When the Department's 'Internet Web Page' is completed, there will be a message about our Department's policy regarding bicycle law



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
57 Inman Street,
Cambridge, Massachusetts 02139

Susan E. Clippinger
Director

Administration	349-4700
Parking Violations	349-4705
Resident Parking	349-4701

February 28, 1996

TO: Robert Healy, City Manager

FROM: Susan E. Clippinger, Director *SEC*

SUBJECT: Council Order #027 dated 2/5/96

RE: Report on Issues Surrounding Bicycles in the City

Currently bicycles are not allowed to be ridden on sidewalks in the two business districts of Harvard Square and Central Square.

The Traffic, Parking and Transportation Department has the authority to ban bicycle riding on sidewalks via the Department's regulatory authority.

Regulations are most effective when combined with enforcement. New regulations also require a mechanism for educating people about the change. Voluntary compliance with a regulation banning bicycle riding on sidewalks would be greatly facilitated where bicycle lanes and guidelines exist on the street.

Traffic, Parking and Transportation will be meeting with Community Development, Police and the Bicycle and Pedestrian Committees to develop a program that ties regulations, enforcement and education and the creation of bicycle lanes and guidelines into a recommended program.

CC: C. Seiderman
H. Murphy



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

SUSAN B. SCHLESINGER
*Assistant City Manager for
Community Development*

ELIZABETH EPSTEIN
*Deputy Director for
Community Development*

To: Robert W. Healy, City Manager
From: Susan B. Schlesinger, Assistant City Manager for Community Development
Date: May 28, 1996
Re: Council Order #040, dated 4/22/96 re: Pedestrian and Bicycle Issues

588

In response to the above referenced order, I report the following:

The Community Development Department's Division of Transportation and Environmental Planning continues to implement the Bicycle and Pedestrian Mobility Program as outlined in the Vehicle Trip Reduction Ordinance. Division staff work closely with other city departments, the Cambridge Bicycle Committee and the Pedestrian Advisory Committee. As stipulated in the VTRO, comprehensive bicycle and pedestrian plans are under development. The plans are currently in draft form and are being reviewed and refined by city departments and the two committees with completion anticipated within six months.

a. Bicycle lanes are established on city streets in accordance with national guidelines. The lanes are covered under existing state regulations, which define them as exclusively for the use of bicyclists (motor vehicles and pedestrians may not travel in a bicycle lane). Bicyclists must continue to operate as they would traveling on a street without bicycle lanes, following all the rules of the road. Attached is a brochure that is distributed to the public explaining how the lanes function along with safe travel information. Technical guidelines about bicycle facilities, including bicycle lanes, are included in the draft bicycle plan discussed above.

b. An ad hoc task force including representatives from the bicycle committee, the pedestrian committee, the Department of Traffic, Parking & Transportation, and the CDD Division of Transportation and Environmental Planning is currently looking at the regulations concerning bicycle riding on sidewalks and plan to propose revisions by the end of the summer. The proposed revisions to the existing ordinance will be forwarded to the Director of Traffic, Parking & Transportation after consultation with the full bicycle and pedestrian committees and solicitation of comments from the public at large.

*Environmental and
Transportation
Planning Division*

City Hall Annex
57 Inman Street
Cambridge, MA 02139
617 349-4604
Fax: 617 349-4633



City of Cambridge Police Department

TELEPHONE
(617)349-3300

FAX
(617)349-3320

Harold F. Murphy, Jr.
Acting Police Commissioner

Robert W. Healy
City Manager

May 1, 1996

David Degou
Acting Superintendent

Michael Giacoppo
Deputy Superintendent

Yvonne Hall
Deputy Superintendent

Thomas O'Connor
Deputy Superintendent

Gloria Pimentel
Deputy Superintendent

Lt. Ronald Ellis
Quality Control

Lt. Steven Williams
Community Relations

Mr. Raymond Santilli
Planning, Budget
& Personnel

Mr. Frank Pasquarello
Aide to the Commissioner

Mr. Robert W. Healy
City Manager

subject: City Council Order #40, dated 4/22/96

Sir:

For the past several years, Sergeant Leonard DiPietro has been working with Ms. Cara Siederman on bicycle issues throughout the City. Both Sergeant DiPietro and Sergeant Paul Sugrue of the Bicycle Patrol Unit are designated as the Police Department representatives in order to develop a comprehensive bicycle program for the City.

Harold F. Murphy, Jr.
Harold F. Murphy, Jr.
Acting Police Commissioner

cc., Acting Supt. David Degou, Operations Division
Lieutenant Steven Williams, Community Relations Section
Sergeant Leonard DiPietro, Juvenile Unit
Sergeant Paul Sugrue, Bicycle Patrol Unit

Cambridge 150th

• 1846 - 1996 •

Anniversary

RECEIVED
96 MAY -2 AM 10:32
OFFICE OF THE CITY MANAGER

Help make Cambridge a safer, healthier place to live.

What You Need to Know . . .

Motorists:



- ❖ Watch for and yield to pedestrians. It's the law.
- ❖ Before you park, check to see if a bicyclist is present, whether there is a bicycle lane or not. Wait for any bicyclist to pass before opening your door.
- ❖ Double parking is dangerous and illegal, regardless of whether bicycle lanes are present. It creates a hazard to yourself and others, and you may be ticketed, even if you stopped "just for a minute."

Pedestrians:



- ❖ Don't step in front of moving traffic, including bicycles.
- ❖ Remember, always look both ways before crossing the street.
- ❖ Pedestrians should always cross at the corner.

Bicyclists:



- ❖ Obey all traffic laws.
 - ♦ Stop at all red lights and stop signs.
 - ♦ Yield to pedestrians.
 - ♦ Use lights at night.
 - ♦ Ride in the direction of traffic.
- ❖ Whenever you change lanes, first look behind you, signal to the driver behind you, and then proceed with caution, just as you would in a car.
- ❖ Protect yourself by wearing a helmet, fitted tightly and flat against your forehead.
- ❖ Bicyclists turning left should either signal, move left and turn like a car or cross the intersection straight, stop and turn to walk or bicycle across.

What's a Bicycle Lane? . . .

♦ Bicycle lanes are exclusively for bicycles. They are marked by solid white lines, diamond symbols, arrows, and bicycle stencils on the roadway. Motor vehicles are not allowed to travel in the bicycle lanes. However, vehicles will be traveling across bicycle lanes to exit and enter parking spaces and to turn right. The bicycle lanes are dashed before intersections to indicate the possible presence of turning vehicles and to warn cyclists to be careful.

♦ The diamond symbol, in general, indicates an exclusive use lane. It is used in other circumstances as well, such as a carpool lane on the highway. Bike lanes promote an orderly flow of traffic by establishing areas reserved for bicycles and lanes to be occupied by motor vehicles. It is not safe to walk or jog in a bicycle lane, just as it is not safe to do so in the street.

Use Caution at Intersections . . .

- ❖ Everyone should be cautious at intersections. Even though you may have the right of way, other road users may not see you.
- ❖ Motorists should not turn in front of a cyclist. If you are turning right, slow down, and merge behind. If you are turning left, wait until the oncoming cyclist has cleared the intersection.
- ❖ Motorists should not treat the bicycle lane as a second lane. Even if you are turning right, do not merge across a bicycle lane until you are close to the intersection where the dashed lines are. Always remember to look for and yield to bicyclists.
- ❖ Bicyclists going straight at an intersection and pedestrians crossing with the light have the right of way. Motorists should wait for the bicyclist or pedestrian to cross before turning.
- ❖ Right turn on red means come to a complete stop. Yield to both vehicles and pedestrians, and then proceed.

◇ Did you know . . .

- ◆ Adults are generally safer riding on the road rather than on the sidewalk.
- ◆ All children under the age of 13 are required by law to wear a helmet when operating a bicycle. It's a good idea for everyone.
- ◆ 20% of annual household income is devoted to owning and operating an automobile. Source: Rodale Press
- ◆ Bicyclists and motorists are equally often at fault in vehicle-bicycle accidents. Most accidents occur when one operator ignores a traffic rule.
- ◆ It is illegal to bicycle on the sidewalk in the Central or Harvard Square business districts.
- ◆ Over half of the bicycles stolen in Cambridge weren't locked. . . Always lock your bicycle!
- ◆ 40% of American adults are almost completely sedentary. Walking and bicycling can make a major contribution to the nation's health because they are time-efficient and are easily incorporated into daily life. Source: Federal Highway Administration.
- ◆ Walking and bicycling regularly help prevent coronary heart disease, obesity, hypertension, diabetes, osteoporosis, and depression.

Drive Safe. Bike Smart. Walk Wise.

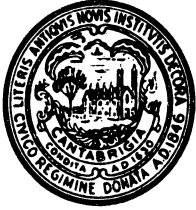
A Common Sense Guide to Traveling in Cambridge

Drive Safe.
**Bike Smart.**
Walk Wise.

New! Bicycle
Lane Information!

Bicycles, pedestrians, and cars share our roads. We also share the same laws. Use your common sense so we can all . . .

Drive Safe. Bike Smart. Walk Wise.



EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

CITY OF CAMBRIDGE
CAMBRIDGE, MASSACHUSETTS 02139

TEL. 349-4300
FAX. 349-4307

June 10, 1996

To The Honorable, The City Council:

In response to Awaiting Report Item Nos. 7 and 14, regarding pedestrian and bicycle issues in the City, Assistant City Manager for Community Development Susan Schlesinger submits the following reports.

Very truly yours,

Robert W. Healy
City Manager

RWH/mec
attachments

Consent Agenda #5

5-381(b)

Relative to Awaiting Report
Item Numbers Seven and
Fourteen, regarding pedestrian
and bicycle issues in the City.

7/29/96 Reported to
City Council See
Com. Rep #61
see order adopted

In City Council June 10, 1996

Referred to Environment
Bicycle and Pedestrian
Advisory Committee