

GETTING AROUND CAMBRIDGE²⁰²²



**HEALTHY AGING
PROGRAM
GETS ROLLING**

**CHARGED UP
FOR EV INCREASE**

**SCENIC
STROLL
THROUGH
KENDALL**

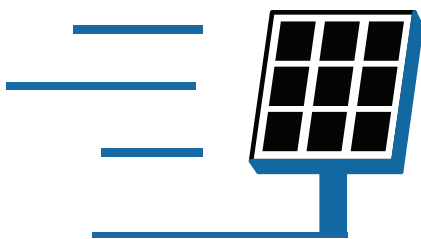
ACTIVITY PAGE

Getting Around CDD Services & Programs!

Go Solar!

When it comes to solar energy, the sky's the limit! There are many easy and low-cost opportunities to save money (and the planet) with solar energy.

Scan the QR code or visit SunnyCambridge.org to learn more.



Bluebikes Income Eligible Program

Discounted Bluebikes memberships are available!

Scan to see if you qualify or email Bluebikes@Cambridgema.gov for more information.



Where to get a Zero-balance CharlieCard



Learn where to get a free zero-balance CharlieCard in Cambridge!

Cambridgema.gov/CharlieCards



Our Parks, Our Plan

What does your dream park look like? Visit to learn about how we're planning for the future of Cambridge parks and lend your voice.

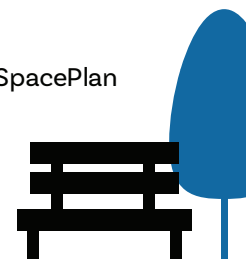
Cambridgema.gov/OpenSpacePlan



Public Space Lab

We're thinking outside the sandbox. Learn about Public Patios, play streets, and share your ideas.

Cambridgema.gov/PublicSpaceLab



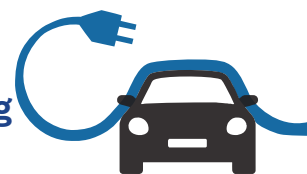
Utility Bill Checkups

Confused about your electricity bill? Find out what energy and money-saving programs are best for you with a free bill check-up from All in Energy!

Allinenergy.org/BillCheckup



EV Charging Stations



Use an electric vehicle to get around Cambridge or thinking about buying one?

We want to hear from you!
Cambridgema.gov/ElectricVehicles



GETTING AROUND CAMBRIDGE 2022

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Reserved Space
for Electric
Vehicle
Charging Only
Violators Subject to Fine/Tow

2HR Time Limit
8AM - 6PM
4HR Time Limit
6PM - 10 PM

Electric Vehicles
Still Required To
Purchase Time at
Pay Machine



WHY DO WE NEED ELECTRIC VEHICLE CHARGING INFRASTRUCTURE?

Why do we need Electric Vehicle (EV) charging infrastructure? In 2018, EVs made up just 3% of the passenger-vehicle market. By 2025, researchers predict that 10% of cars on the road in the U.S. will be EVs. In March 2021, over 122,000 new EVs were sold in the U.S., setting a record. Electric vehicles are responsible for far fewer pollutants than typical gas or diesel cars.

While some homes in Cambridge have driveways where residents can charge their electric vehicles, many people will need to charge vehicles elsewhere. Without convenient ways to charge electric vehicles, people may be reluctant to make the switch.

The City of Cambridge has installed 31 EV chargers at 17 stations in municipally-owned parking lots across Cambridge. The City is also launching a pilot program on municipal streets located next to public

parks: Upland Road, Tudor Street, Norfolk Street, and Pemberton Street. These locations were chosen because the parks have existing

electrical infrastructure located nearby, making it easier to connect publicly available charging ports. In addition to municipally installed chargers, there are privately-owned charge ports available to the public at Porter Square Shopping Center, Massachusetts Institute of Technology parking lots, the CambridgeSide, and some of Boston Properties' commercial developments.

Additionally, the recently-passed infrastructure bill, known as the Build Back Better Act, includes tax credits for the purchase of new EVs. The federal government will subsidize up to \$12,500 off the purchase of a new EV. With a typical EV sticker price around \$40,000, that's about 31% of the cost paid for by the new tax credit. We think this will increase the number of registered electric vehicles in Cambridge.

The Commonwealth of Massachusetts has a policy to phase out the sale of new conventional gasoline powered vehicles by 2035. The plan is similar to an existing plan in California, as well as goals set by the state of New Jersey. The City of Cambridge is committed to planning and installing EV charging infrastructure to help the state meet the goals laid out in their MA Decarbonization Roadmap report, which you can find here: mass.gov/info-details/ma-decarbonization-roadmap

To see existing EV charging ports in Cambridge and elsewhere, check out some of the following links:

- plugshare.com
- evgo.com
- afdc.energy.gov/stations



WHAT ARE THESE NEW LANES ON OUR STREETS?

SEPARATED BIKE LANES ARE IMPROVING SAFETY THROUGHOUT CAMBRIDGE

The City of Cambridge is expanding its bike lane network to ensure that safe facilities are available throughout the city. Separated bike lanes feature a physical barrier between the person biking and adjacent vehicle traffic. In Cambridge, we use two primary methods to build out separated bike lanes: “Construction” and “Quick-Build.” Some recent examples of “construction” projects in the Cambridge include Western Ave and Binney Street. These projects often take many years, and when finished, provide a great asset to the neighborhoods they serve. A less time-consuming build-out method to construction is “quick-build.” Examples of recent quick-build projects include two sections of Mass Ave, one in North Cambridge and another in Mid-Cambridge between Central and Harvard Square. Quick-build projects allow us to try out safety improvements by using paint and flex posts. We can update this kind of project after it is built, based on feedback and safety needs. For example, after installing a quick-build project on South Mass Ave near MIT in 2019, we were able to see in real-time needed changes. For that project, we are adding more separation to the existing bike lane and making other improvements for safety and efficiency on the street this year.



Photo, top, by Kyle Klein.



WHAT IS THE MASSAVE4?

SAFETY IMPROVEMENTS ON MASS AVE BETWEEN PORTER AND HARVARD SQUARES



To improve safety consistent with the Cambridge Bicycle Plan and the Cycling Safety Ordinance, the City of Cambridge is installing separated bike lanes on Mass Ave. These separated bike lanes will be installed on:

- All of Massachusetts Ave
- Broadway from Quincy Street to Hampshire Street
- Cambridge Street from Oak Street to Second Street
- Hampshire Street from Amory Street to Broadway
- Garden Street, eastbound from Huron Ave to Berkeley Street, and westbound from Mason Street to Huron Ave
- Other locations that are a part of the Bicycle Network Plan

Some of the sections along Mass Ave are more complicated than others, and the Cycling Safety Ordinance identify these as the “MassAve4.” They include:

- Two major bus stops in Harvard Square (Plympton St. to Garden St)
- Two sections with overhead bus wires (Dudley St. to Beech St. and Roseland St. to Waterhouse St)

Timeline for Installation of MassAve4

FALL 2021: Survey of land uses and data collection. Meetings with the MBTA about overhead wires and other needs.

FALL 2021 - SPRING 2022: Assessment of the street, sidewalk and utilities. Goal is to understand the scope and estimated cost of construction. Develop design concepts, understanding that it will likely not be the same for each block.

FALL 2021 - SPRING 2022: Community meetings

APRIL 2022: Propose a recommended implementation strategy and schedule to the City Council

The City of Cambridge values community feedback on these projects and is committed to a robust community engagement process. Each project provides an opportunity to improve safety for all users of the road. As a Vision Zero community, Cambridge is focused on using a data driven approach to eliminating serious injuries and deaths on our streets.





TAKING A STROLL THROUGH KENDALL SQUARE



*By Amina Dadou, Glocal
Challenge Intern, Community
Development Department*

I enjoy taking long strolls and the space and environment can truly enhance that experience. This is why I like to walk in Kendall Square! I love heading there after finishing work to grab my evening coffee.

Setting foot into Kendall feels like a scene from a movie. The stacked stories of buildings with their lights falling gently on the streets, embracing the crowd of families and friends going out for dinner in a cascade of soft evening lights is truly breathtaking. I enter Kendall Square from Main Street. I'll usually continue my way down Main Street until I reach Galileo Galilei Way.

Here you will find a narrow path that winds around several chairs (the Grand Junction path). It's a perfect place to sit, catch a breath, read a book, or just enjoy the beautiful scenery for a few minutes.

After resting for a bit, I make my way down Galileo Galilei Way to go onto Broadway and continue walking.

As I come to end my stroll in Kendall, I take a left onto Third St and towards the Broad Canal where I watch the sun set off in the distance behind the trees.

HEALTHY AGING & CYCLING PROGRAM LAUNCHES IN CAMBRIDGE





On a warm Friday afternoon in the fall of 2021, I'm riding a yellow Lemond Buenos Aires road bike down the Alewife Greenway Bike Path in North Cambridge, leading a stately caravan of bicycles. Three of the bikes behind me are borrowed from the City of Cambridge Safe Routes to School program. They are Isla Bikes hybrids, piloted by a motley trio of Cantabridgians, the sum of whose ages surpasses two hundred. Eva, whose petite stature belies her ample determination, is taking up cycling for the first time in her seven plus decades, despite an injury, which makes walking nearly impossible. Crystal, a mere octogenarian, is returning to the saddle after an unnerving encounter with a dog the previous season, building back her confidence within the safety of numbers. Ron, the most experienced rider (and social butterfly) of the three, is here for the congenial company of fellow cyclists in our weekly jaunt around town.

This unlikely team has gathered under as part of Cambridge's brand-new Healthy Aging & Cycling Program, a collaboration between the City of Cambridge Community Development Department and the Council on Aging, which was created to support older adults in getting out and about on two wheels for transportation, as well as for recreation. In the past, various organizations across the United States have worked to provide opportunities in the form of one-off workshops or occasional clinics for older adults to engage with cycling, but it was clear in these efforts that more consistent programming was desperately needed – a single afternoon clinic could do relatively little to build confident, safe riders.

Without building a foundation of balance and strength, older adults returning to bicycling are particularly susceptible to falls and injuries. Therefore, the Healthy Aging & Cycling Program seeks to take a ground-up approach in reintroducing older riders to the human-powered vehicle, while taking into consideration the wide range

“The Healthy Aging and Cycling program is incredible – a friend of mine who’s been struggling with mobility is taking it and it’s been life changing for him. He’s making remarkable progress toward being able to swing a leg over the bike gathering dust in his basement and putter around town. I’m so proud to live in a city that offers this kind of programming!” – A.N.

of physical ability and skill amongst our participants ages 55-85+.

Organized into three progressive phases, this comprehensive biking program is designed to prepare older adults for cycling more regularly by addressing three main barriers identified through a survey of 50 older adults in Cambridge: 1) physical ability, 2) fear of motor vehicle traffic, and 3) access to bicycles.

Here’s what our Healthy Aging & Cycling Program Includes:

POWER PEDAL

In our twice-weekly Power Pedal classes, made possible through a Cambridge in Motion mini-grant, participants focused on core exercises to build the strength, flexibility and balance needed for urban cycling under the expert instruction of fitness trainers Cindy Sullivan and Hua Chin.

ON-BIKE CLINICS

Our On-Bike clinics, staffed by experienced instructors from Massachusetts Bicycle Coalition (MassBike), took us to the St. Peter’s basketball courts abutting Danehy Park where, bikes in hand, we practiced a

range of skills, with special consideration for the needs of older riders: mounting and dismounting the bikes, improving agility and reaction-time, and mastering maneuvers while maintaining balance.

WEEKLY GROUP RIDES

The culmination of these sessions was our weekly group ride, continuing to build confidence while learning to navigate the complexities of urban cycling with relaxed and enjoyable rides through the city.

For participants seeking camaraderie beyond Cambridge's programming, older adults can opt to sign up for a "Bike Buddies" contact list, which provides the opportunity to connect with potential Cambridge-based riding partners. "At the Council on Aging, we work to promote the health and independence of Cambridge seniors through a variety of programs and services, including the Healthy Aging & Cycling series," said Alicia Johnson, Cambridge Senior Center Director. "The workshops are a wonderful opportunity for older adults to connect with peers and exercise while learning how to ride a bike safely."

Bicycling provides well-known mental and physical health benefits and is also a convenient and equitable form of transportation that enables access to a wide variety of services and activities. Providing resources and education specific to older adults will have lasting impact on the community's livability: expanding the City's capacity to empower all residents to choose sustainable methods of transportation. In the future, we hope to incorporate spin classes and a series offering test rides of adaptive bicycles for those with specialized physical considerations.

The response to the Healthy Aging & Cycling program was overwhelmingly positive. By the end of the year, a total of 120 residents had participated in some or all three units of the program. As one participant put it: "I loved this class... it is easy to become invisible as an older person in our community and it meant a lot to me. Although I still have not figured out how to get my bike up and down my stairs in my 2nd floor apartment, I feel more empowered as a bicyclist and as a person... Thank you so much!"

For more information on the Healthy Aging & Cycling Program or to join the Bike Buddies list, contact Adi Philson, Mobility Education Coordinator: aphilson@cambridgema.gov or 617-349-6021. You can also participate in archived Power Pedal classes on our YouTube channel at [youtube.com/CDDat344](https://www.youtube.com/CDDat344).



PARTICIPANT TESTIMONIALS

“ *I have a nice bike that I haven't used in 3-4 years. I want to use it but at this point the prospect intimidates me. In my situation, I could not have dreamed up a better program to get me back on my bike. This class gives me the confidence that I am doing the right physical work towards that goal. I'm not sure I could have done this on my own. I feel like after this class, I will be able to get on my bike knowing it's safe. I'm so grateful for this course. You've thought of everything I need to start biking again.”* – P.P.

“ *...one of the most beneficial things to come through Zoom this difficult year. Immediately after the first one I noticed improvement, including with bicycle posture and greatly diminished to vanished aches, etc. And the benefits built in the ensuing weeks. The exercise plans for non-class days, and the availability of the recordings ... are much appreciated as well.”* – A.M.

“ *In my seventh week of Power Pedal, I am considering this program preventative physical therapy. Few of us would do two hours a week of strengthening, flexibility, balance, with some cardio on our own...I have been a Cambridge resident for nearly 50 years. The bike is my only form of transportation and I rely on it year-round for groceries, medical appointments, and visiting family that lives locally. The exercise routine with emphasis on balance, strength, and flexibility is a terrific resource for fitness and safety.”* – M.K.



WHAT IS THE PARKING POLICY STUDY?

Cambridge is considering updating its parking rules and needs to understand how people might be affected by any future changes. A parking policy study will evaluate how well the parking regulations fulfill the City's goals for traffic, greenhouse gas emissions, climate resilience, housing, economic development, and social equity.

The first step is to engage with you, the people who live and work in Cambridge, to provide information about parking and

current regulations in the city. We need to learn from you about the specific needs you experience now and expect in the future and ensure that you have a chance to share thoughts on planning and policies. Together we can develop a plan for how to analyze parking policies.

Once we've learned about the community's needs and experience, we'll review the current parking regulations to see what could be changed. These regulations might include zoning, the Parking and

Transportation Demand Management Ordinance, the Commercial Parking Ordinance, the residential permit program, metered spaces, or how curb is used.

Based on this analysis and community comments, we will propose possible changes to parking policies. Then we'll work with more community feedback to create a final list of recommended changes to parking policies.

For more information on this project, contact Stephanie Groll, sgroll@cambridgema.gov.

GREEN LINE EXTENSION

OPENED IN MARCH 2022



The MBTA is constructing the Green Line Extension to extend the Green Line from a new Lechmere station in North Point to neighborhoods in Somerville and Medford. Testing started in November 2021 and the MBTA opened the Lechmere and Union Square stations to passengers in March 2022. The other stations in Somerville and Medford will open at later dates in 2022.

The new Lechmere Green Line station is at O'Brien Highway and North First Street. This station has entrances from North First and East Streets, a busway on Water Street, and a Pedal-and-Ride bicycle parking area. This station is close to East Cambridge and the CambridgeSide shopping center. The new Union Square station is at Prospect Street and Webster Street in Somerville. This station has entrances on Prospect and Allen Streets

and some limited bike parking. This station is close to Inman Square.

After opening, the MBTA will continue testing trains on the Green Line Extension in Somerville and Medford. You will see trains running out-of-service as we get closer to opening day for stations in East Somerville, Gilman Square, Magoun Square, Ball Square, and near Tufts University. Visit [MBTA.com/glx](https://www.mbta.com/glx) for more information.



ACTIVITY PAGE



This is a sketch of the City Hall. Color it in and see your drawing come to life!

Cambridge Transportation Word Search

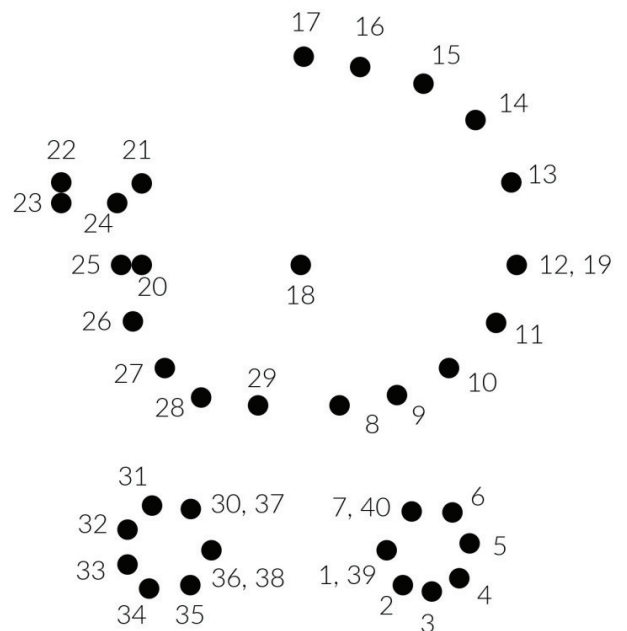
Search for the 12 words listed below and circle them.

Words appear straight across and down.

VWNKX I YGMOZ FKGQGVM MYDD J I K
 J ZNULXTOLFQMVBF OY IGLK I VBS
 HCABEULWALKWB X I YLQGMLXLKS
 OGADQGANRYP SCBHDPBN JORBS O
 YIEPVFMKOYZECMAGCAMBRIDGE
 VXMUOX J FFPXITWISCOOTERHTN
 ZBTRANSPORTATIONKD JGVLLVZ
 YGTTTTYBYHGPNPCABUEMZMPTS V
 ZRURRNHMWBMTFBGLPARKSOJMN
 ZOAGFAREVWWYKUYUHWPDHSVAK
 LRICFQIUGGGBXSMEYBFSMOJXO
 CCCMQYPNFGZSLXQBJUFNUXFVK
 ARMNCSBAVDLSVNR IOSGEEBXC S
 DEXLQPIGGTDYHXHKZLXTDGERO
 QEXCGAKAJHBTLSIEYAGHDEIYW
 XBYBDOEXMCRNZUASBNBOCZEC I
 YBKLPOFARMHQYSJNRECUWXABL
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 PJXKTGEHOIUTTI PLOOUJPEYXM
 BQRDPMTACPFXS NSTOPSI GNGDN
 YGVDYGBKNMKZVAAACULHWWXIG
 RDZAKEKXNJZAVBQPDFSUUOROP
 XLIFQTSVBAJNGLUNTOWCDFWRU
 HZWWDNWLIZTNEETCYVRPVRHF

- | | | | |
|----------------|-------------|-----------|-----------|
| TRANSPORTATION | SUSTAINABLE | CAMBRIDGE | BLUEBIKES |
| STOP SIGN | BUS LANES | SCOOTER | PARKS |
| TRAIN | WALK | BIKE | BUS |

Connect the dots in numerical order to draw a special vehicle!





GETTING AROUND CAMBRIDGE 2022