Meeting Agenda

1. Zoom meeting protocols, minutes
2. Transportation Data
3. Public Comment
4. City Updates
5. Volpe Debrief
6. Committee Elections
7. Committee Work
8. Public Comment
9. Other Announcements

Minute taker: Helen Rose
Committee Member Instructions

• Committee members may speak and show webcam video
• Use "Raise Hand" button to help manage discussion
  • Located at the bottom of the Participants panel (See A1-2 below) OR at the bottom of the screen (see B below)
  • *9 to Raise Hand by phone
• Please stay muted unless speaking
  • *6 to mute/unmute by phone
Public Comment Instructions

• Members of the public are muted and cannot show webcam video
• Public can write questions or ask for assistance in Q&A window at any time
  • Questions may be submitted at any time and will be addressed as time allows, during discussion/comment periods
• During the Public Comment period, use the "Raise Hand" button to signal you have a question/comment. A staff member will then enable you to unmute yourself.
  • *9 to Raise Hand by phone
  • *6 to Mute/Unmute by phone
• Please be respectful! Participants will be removed for inappropriate behavior
Minutes
Transportation Data
Moving Forward 2020

Cambridge’s Journey to Work
Important Note:

The report and this presentation is based on surveys and data that covers less than 20% of people’s daily travel.

However, work commute trips are ones that have some of the biggest impacts on our transportation system.
Three groups of commuters:

- **Cambridge Workforce**: Everyone who works in Cambridge, regardless of place of residence.

- **Cambridge Labor Force**: All Cambridge residents who work, regardless of workplace location.

- **Cambridge Resident Workforce**: All Cambridge residents who work in Cambridge.
Cambridge Workforce

Everyone who works in Cambridge, regardless of place of residence.
70% live in the Inner Core

21% live in Cambridge

15% live in Boston

8% live in Somerville
Workforce Mode Split Over Time

- 2000
- 2006 - 2010
- 2012 - 2016
- 2017 - 2019

1The 2017-19 data is derived from the American Community Survey and recompiled by the CDD. All other data on this slide is derived from the CTPP.
Workforce Walking and Biking

Total Workforce (Any Mode)

Percent Walking

Percent Biking

36% of the Cambridge Workforce that lives in Cambridge, Somerville or Boston walks or bikes to work.
Cambridge Labor Force

Everyone who lives in Cambridge and works, regardless of workplace location.
Labor Force Mode Split Over Time

1The 2017-19 data is derived from the American Community Survey and recompiled by the CDD. All other data on this slide is derived from the CTPP.
86% of employed Labor Force members work in the Inner Core.

45% work in Cambridge.

29% work in Boston.
36% of the employed Cambridge Labor Force that works in Cambridge, Somerville or Boston walks or bikes to work.
Cambridge Resident Workforce

All Cambridge residents who work in Cambridge.
 Resident Workforce by Census Tract of Home Location

**Total Workforce (Any Mode)**

- 275 - 400 workers
- 401 - 600 workers
- 601 - 900 workers
- 901 - 1,200 workers
- 1,201 - 1,597 workers

**Mode Split**

- Drove Alone
- Carpool
- Public Transit
- Biked
- Walked
- Other
- Worked At Home

Town/City Boundary
Resident Workforce by Census Tract of Workplace Location

Total Workforce (Any Mode)

Mode Split

Drove Alone
Carpool
Public Transit
Biked
Walked
Other
Worked at Home
Town/City Boundary
Cambridge Employment Centers
Harvard Square/University Workers by Transit Proximity of Home Location

- 15,600 live ≤ 3mi. from a Commuter Rail station on a line that connects to Porter Sq. or South Station
- 9,400 live ≤ 3mi. from a Commuter Rail station on the Fitchburg Line
- 3,600 live ≤ 1/2 mi. from a Red Line station

Total Workers: 21,800
Live ≤ 3 mi. from any Commuter Rail Station: 18,100
Live ≤ 1/2 mi. from any T Station: 6,800
Kendall Square Workforce: 45,500 Total Workers

<table>
<thead>
<tr>
<th>Workforce Home Location</th>
<th>Workers per Square Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5 - 83</td>
</tr>
<tr>
<td></td>
<td>84 - 319</td>
</tr>
<tr>
<td></td>
<td>320 - 712</td>
</tr>
<tr>
<td></td>
<td>713 – 1,262</td>
</tr>
<tr>
<td></td>
<td>1,263 – 1,970</td>
</tr>
</tbody>
</table>

- Commuter Rail Station
- Commuter Rail
- Subway Lines
- Limited Access Highway
- Cambridge Border
- Employment Center

20% Walked or Biked
33% Took Public Transit
40% Drove Alone
Kendall Square Workers by Transit Proximity of Home Location

- 29,700 live ≤ 3mi. from a Commuter Rail station on a line that connects to Porter Sq. or South Station
- 16,300 live ≤ 3mi. from a Commuter Rail station on the Fitchburg Line
- 6,000 live ≤ 1/2 mi. from a Red Line station

100%
50%
0%

Total Workers
Live ≤ 3 mi. from any Commuter Rail Station
Live ≤ 1/2 mi. from any T Station
Pedestrian Committee Meeting

Crash Data Production and Analysis
Traffic Collisions and Crash Reports

• A Crash Call for Service (CFS) is any instance when a person in Cambridge calls to request police assistance for a traffic collision.

• A responding officer will generate a crash report if:
  • Any person was injured
  • Damage in excess of $1,000 to any one vehicle or other property.

• The Cambridge Police Department (CPD) is responsible for responding to Crash CFS on all city owned streets. Depending on jurisdiction Transit, University or State police will respond in place of CPD.
Geocoding

Non-motorist involved crashes

Motor Vehicle Only Crashes

1. Geocoding

2. Non-motorist involved crashes

3. Motor Vehicle Only Crashes

4. [Diagram of a map with a legend indicating directions and locations such as US-27A (SR-590), V01 Turning Left, V02 Strikes Trailer of V01 and Ques Under, V02 Strikes Power Pole, NE 140th Court, V02 Strikes Second Fence, and V02 Rotates to FR.]

5. [Flowchart diagram showing steps for geocoding, including Crack Location, Spill check and removal of non-numeric characters from street number field, Does the location have a street number?, Combine Street Number and Street, Does address exist?, Is the closest numbered street address within 10 of the address?, Does Intersection Exist?, Does street share a name with another street within 500 ft, if so does this address with a new suffix exist?, Assign New Address, Non-existent Address, and Appraisal Latitude and Longitude.]
Crash Diagrams
Classifying Crashes

• Crash reports contain several fields where officers can indicate whether a non-motorist was involved in a crash, if any of these fields indicates non-motorist involvement, they are manually validated referencing crash diagrams and narratives.
Crash Narratives

• Area on crash report form where an officer describes what happened prior to, during, and after the crash.

• Helpful in validating the type of crash e.g., motor vehicle only, pedestrian, cyclist, cyclist vs. pedestrian etc.

• Can be referenced to determine common causes of crashes at a location e.g., ‘dooring’ crashes, poor visibility, traffic infrastructure issue etc.
Injury Severity

• A useful metric for understanding crash injury severity is whether an involved party required transport to the hospital by Emergency Medical Services (EMS Transport).
Analyzing and Visualizing Crashes

• Geographic Attribution
  • By Address
  • By Intersection and Street Segment
  • By polygon e.g., neighborhoods, police sectors, grid cells, business districts etc.
Crash Rates, Normalization, and Weighting

- Raw crash numbers help in determining areas of high crash frequency, but do not establish the relative risk of being involved in a crash at a particular location. An intersection frequented by cyclists could have a high crash count but could be safer than another intersection with lower cyclist volume and crashes.

- Dividing crashes by vehicle, pedestrian, cyclist counts, or distance travelled can produce crash rates where risk at differing locations can be assessed on equal terms.

- Another way of determining risk is by introducing weighting, where crashes of a certain kind e.g., non-motorist crashes, crashes involving EMS transport, crashes resulting from ‘dooring’, are valued higher than other crashes.
Questions?
Public comment
Public Comment Instructions

• Use the "Raise Hand" button to signal you have a question/comment. A staff member will then enable you to unmute yourself.
  • *9 to Raise Hand by phone

• Questions can also be submitted using the Q&A button.

• Questions and Comments should be directed specifically to the meeting’s agenda items.
TP&T Updates

• City will be Installing Rapid Rectangular Flashing Beacons (RRFBs) at about 6 crosswalks
  • Bidding for contract opens April 1

• Majority of 20 MPH Safety Zone speed limit signs have been installed
  • Contract has been extended another month for the contractors to finish

• Working to procure and install speed feedback signs at key locations
  • Developing guidelines for where to deploy them

• Markings are being refreshed tonight on Cambridge St between Prospect and Hampshire (one-way section for outdoor dining)

• Bike corrals going out early- to mid-April
Other City Updates
Topic: Left-Turn into C2

1 – Baseline

EB exclusive left-turn lane into C2 garage ramp, aligned with Green Garage driveway; Median island reduced.

2 – Proposed: Left-Turn at Fifth Street

Eastbound left-turn lane at Fifth Street intersection; New break in median island, crosswalk relocation.
Topic: Kendall Way Connection to Broadway

1 – Baseline (Ped/Bike only)
Kendall Way connection to Broadway for peds and bikes only.
Parking ramp on Broadway.

2 – Proposed: Limited Access
Right-in/Right-out for trucks only at Broadway/Kendall Way Intersection.
Parking ramp on Fifth Street.
1 – Baseline
Fifth Street misalignment. Pedestrian/Bicycle crossings not visible at the intersection.

2 – Proposed
Introducing an arc / curve to Fifth Street south leg. Raised intersection treatment and all-way stop control for higher visibility of pedestrians and bicyclists and to slow down vehicles.
Topic: Potter Street Bicycle Accommodations

1 – Baseline

Potter Street with sharrows

2 – Proposed

Potter Street with two-way cycle track
1 – Baseline
Fifth Street with sharrows

2 – Proposed
Fifth Street with two-way cycle track
Figure 7
Topic: Curb Use Plan

1 – Baseline
55 spaces for on-street parking
27 spaces for active curb
= 82 total street spaces

2 – Proposed
6 spaces for on-street parking
22 spaces for short term loading
13 spaces for active curb
= 41 total street spaces
Figure D16: Street Section - Broad Canal Way West
Figure D17: Street Section - Broad Canal Way West Alternative Layout

*DIMENSIONS ARE APPROXIMATE
Committee Officer Elections

• Chair
  • Helps set Committee agendas, takes a leadership role on the Committee

• Vice-Chair
  • Helps set Committee agendas, supports and fills in for the Chair

• Secretary
  • Helps set Committee agendas, takes meeting notes
Committee Work

• Subcommittee check-in
Public Comment Instructions

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Upcoming Meetings

• April Joint Meeting – Wednesday, April 21, 5:30-7:30
  • Mid-Mass Ave
  • DPW 5-Year Plan
  • Green Infrastructure

• April Pedestrian Committee – Thursday, April 29, 6 – 8 (5th Thursday)
  • Lighting → Specific questions/concerns for City Electrician?
  • Broadway/Third St
Other Announcements
Thank You