

City of Cambridge

# Commission for Persons with Disabilities

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Philibert Kongtcheu  
Chair

Gary Dmytryk  
Secretary

Loring Brinckerhoff  
Avril de Pagter  
Mary Devlin  
Jerry Friedman  
Stelios Gragoudas  
Valerie Hammond  
Nicole Horton-Stimpson  
Jackie Jones  
Daniel Stubbs

Rachel Tanenhaus  
Executive Director/  
ADA Coordinator

Kate Thurman  
Project Coordinator

**The next meeting of the Cambridge Commission for Persons with Disabilities  
will be held online via Zoom on Thursday, June 10, 2021 at 5:30 PM**

PLEASE MAKE EVERY EFFORT TO JOIN BY 5:30 PM

## AGENDA

**\*Please keep your microphone muted when you are not speaking\***

- |   |         |  |
|---|---------|--|
| 1. Introductions  | 2 min.  |  |
| <i>If needed, alternates named</i>  |         |  |
| 2. Membership Q&A with City Leadership  | 25 min. | Arthur Goldberg, Deputy City Solicitor<br>Ellen Semonoff, Assistant City Manager<br>for Human Services |
| 3. DHSP Update  | 15 min. | Nicole Horton-Stimpson   |
| 4. CCPD Discussion  | 15 min  | CCPD staff / Board   |
| 5. Approval of May Minutes  | 2 min.  | CCPD Board   |
| <i>See page 4 of this agenda packet for May minutes</i>                                     |         |  |
| 6. Announcements  | 2 min.  | CCPD staff / Board   |
| 7. Executive Director's Report  | 10 min. | Rachel Tanenhaus   |
| 8. Chair's Report   | 10 min. | Phil Kongtcheu   |
| 9. Old Business   | 3 min.  | CCPD staff / Board   |
| 10. New Business  | 3 min.  | CCPD staff/ Board  |
| 11. Public Input  | 3 min.  | general public   |
| <i>See pages 2&amp;3 of this agenda packet for instructions on providing public comment</i> |         |  |

**CART/closed captioning will be provided for this meeting.**

Captions can be turned on within the Zoom platform. Additionally, you may stream CART in a separate URL at <http://bit.ly/CCPDCART>  
(captions will not appear until the meeting has started)

The City of Cambridge Commission for Persons with Disabilities, does not discriminate, including on the basis of disability. The Commission for Persons with Disabilities will provide auxiliary aids and services, written materials in alternative formats, and reasonable modifications in policies and procedures to persons with disabilities upon request.

**The next CCPD meeting will be held online on Thursday, July 8**

Due to the pandemic, CCPD is not meeting in person for the foreseeable future.

Members of the public: See instructions on following pages on how to watch the CCPD meeting and provide public comment via Zoom

## Instructions on How to Join the June 10, 2021 CCPD Meeting as a Member of the Public

### Join Online:

Registration is required in order to view the meeting or to participate in public comment.

Register online at [https://cambridgema.zoom.us/webinar/register/WN\\_RF24N-juSUiKruwNLS02CA](https://cambridgema.zoom.us/webinar/register/WN_RF24N-juSUiKruwNLS02CA)

After registering, you will receive a confirmation email containing information about joining the webinar. For more information regarding Zoom technology visit:

<https://www.cambridgema.gov/Departments/citycouncil/zoomonlinemeetinginstructions>

### Join by Phone:

If you do not have access to the internet, you may also call into the meeting using a phone by dialing any of the following numbers and entering the Webinar ID (registration is not required). For higher quality, dial a number based on your current location:

+1 301 715 8592

+1 312 626 6799

+1 929 436 2866

+1 253 215 8782

+1 346 248 7799

+1 669 900 6833

When prompted, enter the webinar ID: **828 2943 9257**

NOTE: your microphone will be automatically muted until you are called on to speak during the public comment period of the meeting. See instructions on the following page for how to “raise your hand” in order to indicate that you would like to provide public comment.

## Instructions for Providing Public Comment During CCPD Meetings via Zoom

Anyone wishing to address the Cambridge Commission for Persons with Disabilities (CCPD) during the Public Comment section of the agenda may indicate that by "raising their hand" virtually within the Zoom platform. The host (CCPD staff) will call on members of the public to speak in the order in which their hands were raised. Please note that while you may raise your hand at any point during the meeting, you will not be called on to speak until the Public Comment period of the meeting.

To raise your hand:

- On a Mac or PC:
  - Click “raise hand” in the webinar control panel
  - Alternatively, you may use the keyboard shortcut to raise and lower your hand:
    - Windows: press “Alt+Y”
    - Mac: press “Option+Y”
  - When you are called on by the host to speak, you will be prompted to unmute your microphone (you must unmute yourself, as the host does not have the ability to unmute individuals).
  - After you have spoken or once your 3 minutes are up, your microphone will be muted by the host
- If you are calling in by phone:
  - Press \*9 to raise and lower your hand
  - When you are called on to speak during the public comment period, you will need to press \*6 to unmute yourself (press it again to mute yourself)
    - Note: your phone number will be visible to only the host of the meeting (CCPD staff). Because your name will not be displayed, we will call on you when it’s your turn to comment by using the last four (4) numbers of your phone number to identify you. For example, “The person calling in from the number ending in ####, you may now provide public comment.”
    - After you have spoken or once your 3 minutes are up, your microphone will be muted by the host

**Once they have the floor, members of the public are asked to identify themselves**, and each speaker is limited to not more than three (3) minutes. Although the public comments should, whenever possible, address one or more items on the agenda for that particular meeting, if time permits, the Chair may allow a speaker to comment on matters that may not directly address an item on the agenda, but do concern the Commission.

Thank you for your patience as we work together to make virtual meetings accessible for everyone!

Draft

Cambridge Commission for Persons with Disabilities

## Minutes for Thursday, May 13, 2021

Online via Zoom

Meeting was called to order at 5:30 pm

### **Present:**

Members: Phil Kongtcheu, Avril de Pagter, Dan Stubbs, Loring Brinckerhoff, Valerie Hammond, Gary Dmytryk, Nicole Horton-Stimpson, Mary Devlin, Jackie Jones

Absent: Stelios Gragoudas

Staff: Rachel Tanenhaus and Kate Thurman

Guest Speaker: Kathy Watkins, City Engineer

### **Presentation on DPW's Five Year Street and Sidewalk Plan**

Kathy Watkins, City Engineer, gave her annual presentation on the Department of Public Works (DPW) Five Year Street and Sidewalk Plan, which can be viewed online at [bit.ly/2021DPW5YearPlan](https://bit.ly/2021DPW5YearPlan). This plan for street and sidewalk reconstruction projected to happen within the next five years is updated each year with input from other departments, including CCPD.

The City started the annual Five Year Plan about ten years ago primarily to address accessibility for people with disabilities. The plan has since expanded and now focuses on Complete Streets, which takes into account all users: pedestrians, cyclists, individuals with disabilities, drivers, etc. The City has a strong commitment to Vision Zero, which is the goal of having zero serious crashes or fatalities on streets and sidewalks.

The City passed an ordinance a few years ago requiring the construction of existing separated bike lanes on streets when those streets are reconstructed. This ordinance was recently expanded to include quick build options for expanding the bike lane network, meaning that separated bike lanes can be created even when streets are not under construction.

Streets scheduled in the Plan to undergo work within 1-2 years are likely to have construction relatively soon, but construction on streets listed later in the Plan will be dependent on future budgets.

About 1.5 years ago, DPW staff conducted a full accessibility check of all the sidewalks in Cambridge and identified which have excess cross-slopes, tree points, driveways with cross slopes, and/or poor paving conditions. Additionally a few years ago, DPW conducted an equity examination of their projects, to be sure that street and sidewalk work wasn't being conducted more frequently in neighborhoods with the most resources. DPW is committed to providing equitable service to neighborhoods experiencing disparities due to racism and poverty.

About \$13.5 million is invested in the Complete Streets program each year. An additional \$230 million will be used over the next five years for larger utility projects with a lot of sidewalk work, such as reconstructing River Street.

DPW has a ten year plan outlining priorities for the sewer separation capital program. There are regulatory requirements for sewer separation in order to improve water quality in both Alewife Brook and the Charles River. In heavy rains, pipes that hold both sewer and storm water fill up. Instead of backing up into people's homes, the overflow goes to the rivers.

With the sewer separation projects that have been completed, the amount of sewage that goes to the Charles River has been reduced by 98% and to Alewife Brook by 85%.

DPW has a budget of \$800,000 per year for miscellaneous sidewalk work. These funds are used to address complaints received on smaller areas, such as a single curb ramp or missing bricks, etc. If anyone notices an accessibility issue on a sidewalk, please reach out to Kate and Rachel at CCPD so they can report it with priority (email [ccpd@cambridgema.gov](mailto:ccpd@cambridgema.gov) or call 617-349-4692).

Miscellaneous sidewalk funds were used to redo a section of sidewalk by 51 Inman St. (DHSP building) and 344 Broadway (City Hall Annex). The sidewalk was previously brick that was in terrible shape, and DPW has since replaced it with a concrete walking surface and brick edging. These funds are used for projects without plans for full reconstruction. A second annual contract for \$150,000 provides for more spot repairs. Thus, between these two contracts, \$950,000 goes to making these smaller accessibility improvements.

The Five Year Plan takes into account many factors, including accessibility, tree canopy, climate change, Vision Zero , etc. (For a full list of criteria taken into account, see the plan at [bit.ly/2021DPW5YearPlan](https://bit.ly/2021DPW5YearPlan)). One of the most successful changes the City has made has been adding curb extensions around existing street trees in order to maintain wheelchair accessibility around them. The City has also embraced raised crosswalks so wheelchair users don't have to ramp down into crosswalks and then back up onto sidewalks. Raised crosswalks also help with traffic calming.

DPW generally uses concrete for the primary walking surface of sidewalks, with brick decorative edging on the sides. However, when replacing sidewalks, the City replaces the existing material with like material. For example, old brick sidewalks are reconstructed with wire cut, uniform bricks with concrete under them to prevent upheaval.

Street and sidewalk reconstruction plans also account for accessible transit; for example, DPW is careful to ensure that sidewalks abutting MBTA bus stops provide accessible routes to both the front and back entrances of the buses.

New street trees are only planted when a minimum of four feet of clear sidewalk is maintained adjacent to the tree. Because not all sidewalks are wide enough for this, DPW will, upon request, plant trees on private property within 20 feet of the sidewalk.

Maintaining accessibility in construction zones is a priority for DPW. They work with contractors to ensure that work zones remain accessible, but it's often a struggle. Please report any accessibility issues at construction zones to CCPD and a DPW enforcement officer will be sent out to the site to ensure an accessible route.

Jackie noted the difficulty in crossing Rindge Avenue at Jerry's Pond (opposite the Rindge Towers) and that a new project is planned for that area, including boardwalking. She said that the MBTA bus has a very tight turn to get into that parking lot. Kathy said that the Jerry's Pond area has been flagged as an issue and that DPW is looking at a number of improvements there, including sidewalk work.

When asked why brick is still being used, Kathy explained that DPW has significantly changed the brick sidewalk detail, including modifications to the asphalt base in order to reduce settlement and get better surface quality over time. She noted that the old bricks are not acceptable and are no longer used. Additionally, DPW has been really successful at shifting to a hybrid model with concrete walking surface and decorative brick edging on many of the larger commercial streets with heavy foot traffic.

Nicole noted that a large contingency of residents are concerned with keeping the brick and do not think about accessibility.

Gary asked why the shared streets initiative that started at the beginning of the pandemic has ended. In the initiative, certain streets were selected to be shared streets, with cyclists and pedestrians free to use the road, and cars expected to travel very slowly.

Kathy reported that people saw it as a significant benefit for cyclists, but much less so for pedestrians. Some streets work better than others. They have received feedback from residents who loved the shared streets and others who hated it. She said that the program would need a lot of tweaks and interventions to be really effective and to be able to address the concerns that people were raising. It wasn't something the City could continue effectively at that point.

Mary noted that there are still many places with old sidewalk repairs around tree roots where accessibility is difficult. Kathy noted that curb bump outs are done during full reconstruction and very rarely as stand-alone projects. They did add a curb bump out on McGee Street near a school; this was done as a stand-alone project because that single curb extension around the tree had a really transformative impact on accessibility. The sidewalk was otherwise accessible. DPW evaluates such obstructions on a case by case basis.

### **Minutes:**

A motion to approve the April meeting minutes was seconded and passed unanimously.

### **Nominations & Elections**

Gary was nominated for Secretary and Phil was nominated for Chair.

Elections were held and Gary and Phil were unanimously elected for Secretary and Chair, respectively.

### **Chair's Report:**

Phil said there was a delay in planning the board retreat, so it is being postponed and will not be held on May 22.

Gary mentioned the possibility of holding the retreat when it's again safe to meet in person. A few members asked that remote participation continue to be offered, respecting both members who wish to remain remote and those who opt to join in person.

Phil reminded members of the sub-committees:

- Youth and education
- Updating board-related documents
- Fundraising and advocacy

Avril asked about the Open Meeting Law (OML) and its impact on whether or not sub-committees can meet on their own and communicate with one another, etc.

Phil explained that members may meet and be in touch about board matters so long as the group of members does not constitute a quorum. Thus, up to five members can meet and work on projects with one another.

Nicole added that there can be no decision or policy making outside of public meetings, but that sub-committees may meet on their own (with five or fewer members) and then report back to the whole board at our monthly public meeting. Votes must be taken in open meetings.

Phil noted that all Commission members received an email last month from the City Solicitor regarding the use of Google Groups as a means of communication. He said he started the Google Group because it was the easiest and simplest way to be in touch with everyone. He said he mentioned the Google Group to Rachel and Kate and then received an email from the City Solicitor a few days later explaining that Google Groups when used to communicate with a quorum of the Commission violate open meeting law (OML).

Phil said that he wrote to the state Attorney General's Office about Google Groups and OML compliance because he was taken aback by the City Solicitor's email. He noted that this issue required a lot of time and energy from him and that he didn't understand the harm that was being done and why it was necessary to go through all of this. He said that he really needed to be given a little bit of support and not be dragged into things that, to him, do not seem to be an issue. Phil

said he was very glad to have clarification on the OML now. Phil reported that the law allows for the use of Google Groups to share documents, but that there can be no deliberation or presenting of opinions since it is comprised of the whole board.

Nicole asked if there was going to be discussion about this or feedback sought from CCPD members. She noted that the City has some very clear boundaries and guidelines regarding Google and the ability for employees to use it. She said, however, that she can understand that from the perspective of commission members it may not make sense. Nicole has done a tremendous amount of work with the City Solicitor's Office, as well as with her supervisor and Ellen Semonoff, Assistant City Manager for Human Services. She reported that they are very clear about not allowing employees to use Google Groups, so it's not something that's specific to this situation. Nicole noted that the School Department's entire platform is on Google, which she was unable to access. Nicole ended up having to be assigned school email addresses in order to participate and work with the schools. She said that there may be other platforms that will work better and without violating OML.

Jackie also explained that the City is very particular about Google. She spoke about her appreciation for Phil's passion and energy that he brings to the table and that she doesn't want him to lose any energy to this, suggesting that putting his passion toward initiatives that the Commission can actually move forward. She proposed finding another way and not using Google Groups.

Phil responded that members received an official letter from the City Manager saying that the Commission can actually use the Google Group to send notices and messages, but not to deliberate. Phil said that CCPD's enabling ordinance makes it very clear what his duties as Chair are and that time and time again when he cites something from the ordinance or bylaws, it causes friction with City staff.

Jackie said that no matter what's in the bylaws or ordinance, the best interests of the people the Commission represents should be at the forefront. She said that as long as everything the Commission does is for the people it represents, then Phil will have full support of the board. Jackie said there has to be a spirit of acceptance and love in order to move projects forward and effect change. She also noted that the pandemic has been very difficult and that people are often not themselves because of it.

Phil agreed that the ordinance is a true embodiment of really serving the people that we represent and said that raising funds is a priority for him.

Gary suggested we have a separate session to discuss more about what Michael Stein said on the Convention on the Rights of Persons with Disabilities (CRPD) at the April meeting.

Nicole said that what Jackie said speaks true to why CCPD members have all volunteered to be on this board: to better the lives of people in Cambridge both with and without disabilities. Nicole would like to have very clear reasons why the board would look at bringing Michael Stein in to do something and then for a vote to be held on whether or not to move forward with those reasons.

Nicole suggested having a meeting to help the board focus on structure and what the possibilities are for various projects and work. This would allow all members to have the information and be on the same page. She said that the board needs alignment. She feels that she doesn't have all the information she needs in order to weigh in on things. For example, Nicole noted that the fundraising piece would be new to her, so she would like clarity on parameters around that. She also said that there were a few things that Michael Stein said with which she disagreed; she would like clarity around why he would come again to a meeting so she can better inform herself of what his role would be.

Nicole added that if the board continues to use the Google Group, members need really clear structure and definition around what it can and cannot be used for. It's important to have clarity and structure in place so that the board doesn't get caught up in processes that could have been avoided.

Jackie said that she has the same concerns as Nicole.

Phil said that the information Nicole is requesting has been submitted to the board several times. He noted that fundraising is one of the core duties of the board as written in the enabling ordinance. Phil said that it is a core mission of the commission even if it has not been done in the past.

Nicole commented on what a difficult year it has been for everyone and also noted that everyone learns differently. She suggested pausing to think about where everyone is coming from. Nicole said that she is not aware of everything that needs to be considered for fundraising to occur and that the board has to have alignment in order to move forward.

Phil responded, saying that he has done his best to share all the information all the time in writing and really communicating that here. He said that he is willing to communicate again when a specific point is raised on why.

Rachel said that Arthur Goldberg, the OML expert in the Law Department, may be able to come to a CCPD meeting in order to clarify OML regulations and answer questions from members. She also said we could invite Ellen Semonoff to a meeting if members would like the opportunity to ask her questions about City policies and procedures, etc.

Rachel also informed the board that she reviewed and submitted a letter of support for a MA Architectural Access Board variance being requested by the City for City Hall. Specifically, they are renovating the elevator and accessible restrooms. The elevator has to be taken out of service for renovation; during that time, there will be no public meetings held in City Hall and accommodations will be made for employees and visitors who require the use of elevators.

Phil asked Nicole to speak about her work at the June meeting and said that other members can also do a “show and tell.”

Meeting adjourned at 7:16 PM.

Respectfully submitted,  
Kate Thurman





# Five Year **Sidewalk and Street** Reconstruction Plan

April 2021

# 5 YEAR PLAN | TABLE OF CONTENTS

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## INTRODUCTION | COMPLETE STREETS

Complete Streets are **streets for everyone**. They are designed and operated to enable **safe access for all users**. Pedestrians, bicyclists, motorists, and public transportation (transit) users of all ages and abilities are able to safely move along and across a Complete Street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They help buses run on time and make it safe for people to walk to and from train stations.

More sidewalks and bicycle facilities are included in Complete Streets, which provide **increased accessibility for pedestrians and cyclists**.

During design and construction of Complete Streets, the City's goal is to communicate projects with neighborhoods, facilitate an integrated design process, minimize disruption to community life, and provide reasonable access for all users during reconstruction.

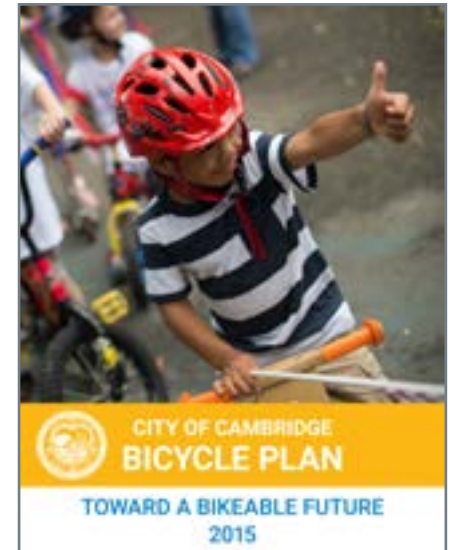
# INTRODUCTION | BICYCLE ORDINANCE

In 2019, the Cambridge City Council passed a **Cycling Safety Ordinance** to support the City's commitment to Vision Zero and the construction of a connected network of permanent separated bicycle lanes across the City. The 2020 amendments to the Ordinance aim to **increase the rate that protected bike lanes are created in the City** by adding ambitious requirements for the installation of approximately 25 miles of separated bike lanes within the next six to eight years.

Under the Ordinance, whenever improvements are made under the City's Five Year Sidewalk and Street Reconstruction Plan, **the improvements shall be consistent with the Cambridge Bicycle Plan**. If improvements are made to a segment of the separated bicycle network, a permanent separated bicycle lane shall be installed along that segment.

Improvements do not include routine maintenance, repairs, restriping of the road surface, or emergency repairs to the surface of the roadway.

[www.cambridgema.gov/streetsandtransportation/policiesordinancesandplans/cyclingsafetyordinance](http://www.cambridgema.gov/streetsandtransportation/policiesordinancesandplans/cyclingsafetyordinance)





# INTRODUCTION | VISION ZERO

On March 21, 2016, the Cambridge City Council unanimously passed resolutions put forth by the City Manager to formally adopt Complete Streets and Vision Zero policies, showing that the City is committed to achieving these goals, assuring safe access for all users.



**Vision Zero calls for the elimination of fatalities and serious injuries resulting from traffic crashes**, and emphasizes that they can and should be prevented. The City of Cambridge is the 17th city in the U.S. to commit to a Vision Zero policy.



# PRIORITIES | CONSTRAINTS

Projects are constrained when:

- Budget predictions are uncertain.
- Sewer separation/storm water management project schedules are uncertain.
- Future street condition assessments change.
- Utility failure, repair, or replacement is not considered.
- Severe winter conditions lead to higher-than-expected levels of deterioration on streets.



The Department of Public Works (DPW) will review the Five Year Plan on an annual basis. The variables and constraints are significant, and thus the annual revisions may need to reflect these uncertainties.

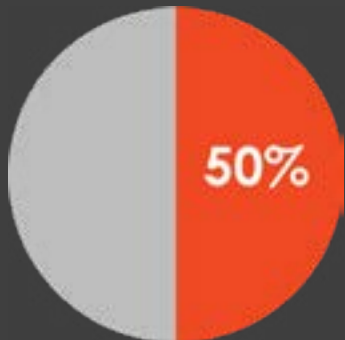


# PRIORITIES | HIGH PRIORITY AREAS



Reconstruct sidewalks and streets in poor condition in **High Priority Areas**:

- Areas within a 150-foot buffer of parks, major squares, libraries, schools, youth centers, senior housing, and senior centers.
- Areas within a 40-foot buffer of bus routes.
- Major thoroughfares to maintain the structural integrity of streets under heavy traffic.
- Streets on Cambridge Bicycle Plan's Bicycle Network Vision.
- Priorities identified by the Commission for Persons with Disabilities.



Just over 50% of City sidewalks and streets are located outside High Priority Areas. These corridors serve residential connections and need to be maintained to the extent that funding allows.



Approximately 20% of street and sidewalk funding will be reserved for areas located outside High Priority Areas.

# PRIORITIES | HIGH PRIORITY AREAS



Projects are evaluated in coordination with the **Cambridge Bicycle Plan** to identify streets with non-existent or inadequate bicycle facilities, particularly where reconstruction could improve route connectivity and continuity for cyclists. The Plan is set to be updated in 2021.

For more information, visit: [www.cambridgema.gov/CDD/Transportation/bikesincambridge/bicyclenetworkplan](http://www.cambridgema.gov/CDD/Transportation/bikesincambridge/bicyclenetworkplan)



# PRIORITIES | SIDEWALK CONDITIONS



Each block of sidewalk received a rating between 0 (excellent) and 35 (poor) based on the following criteria:

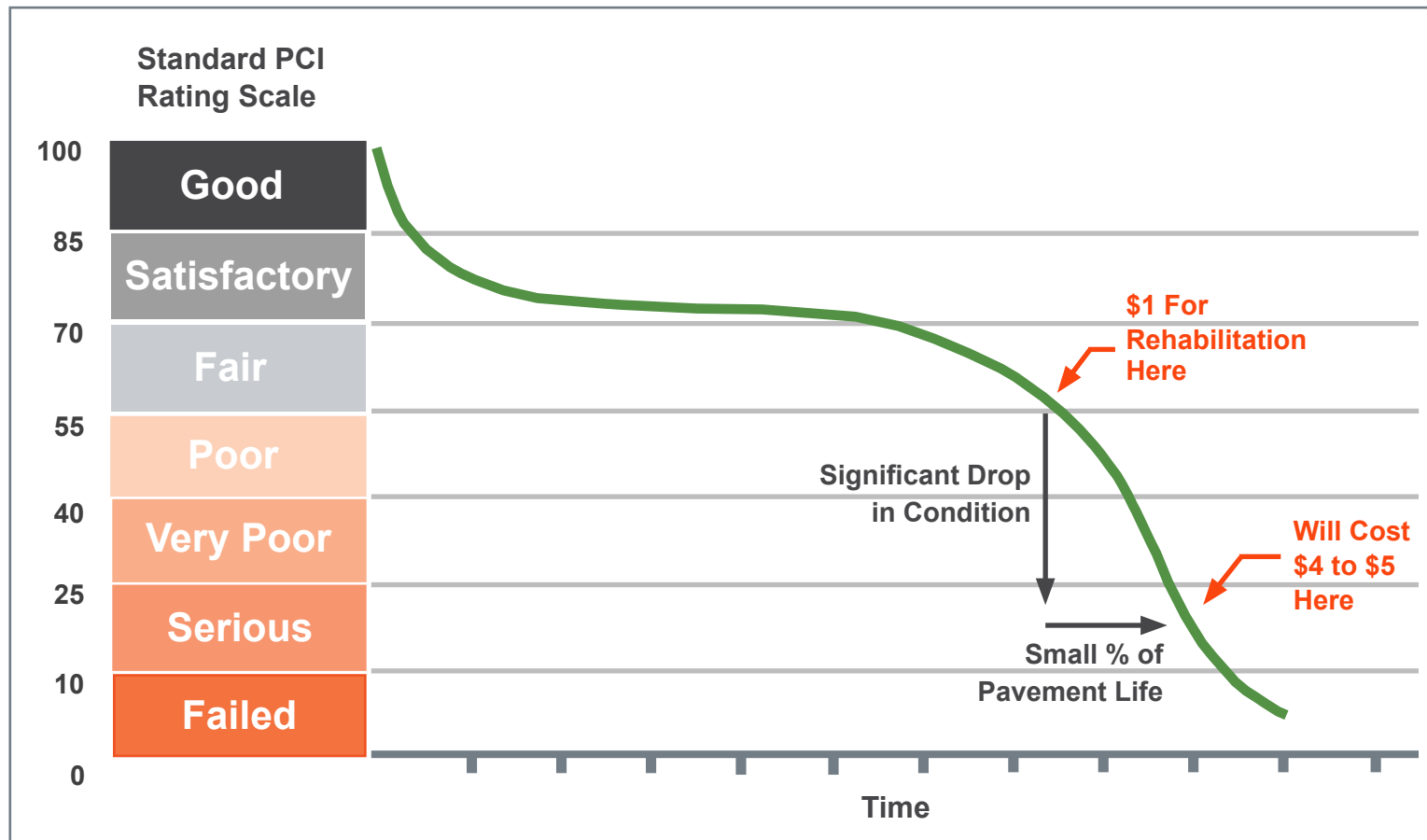
- Driveway conditions
- Cross-slope
- Trees or other obstructions
- Overall structural condition

# PRIORITIES | PAVEMENT CONDITIONS



New street condition assessments are completed every three years and the plan is updated accordingly.

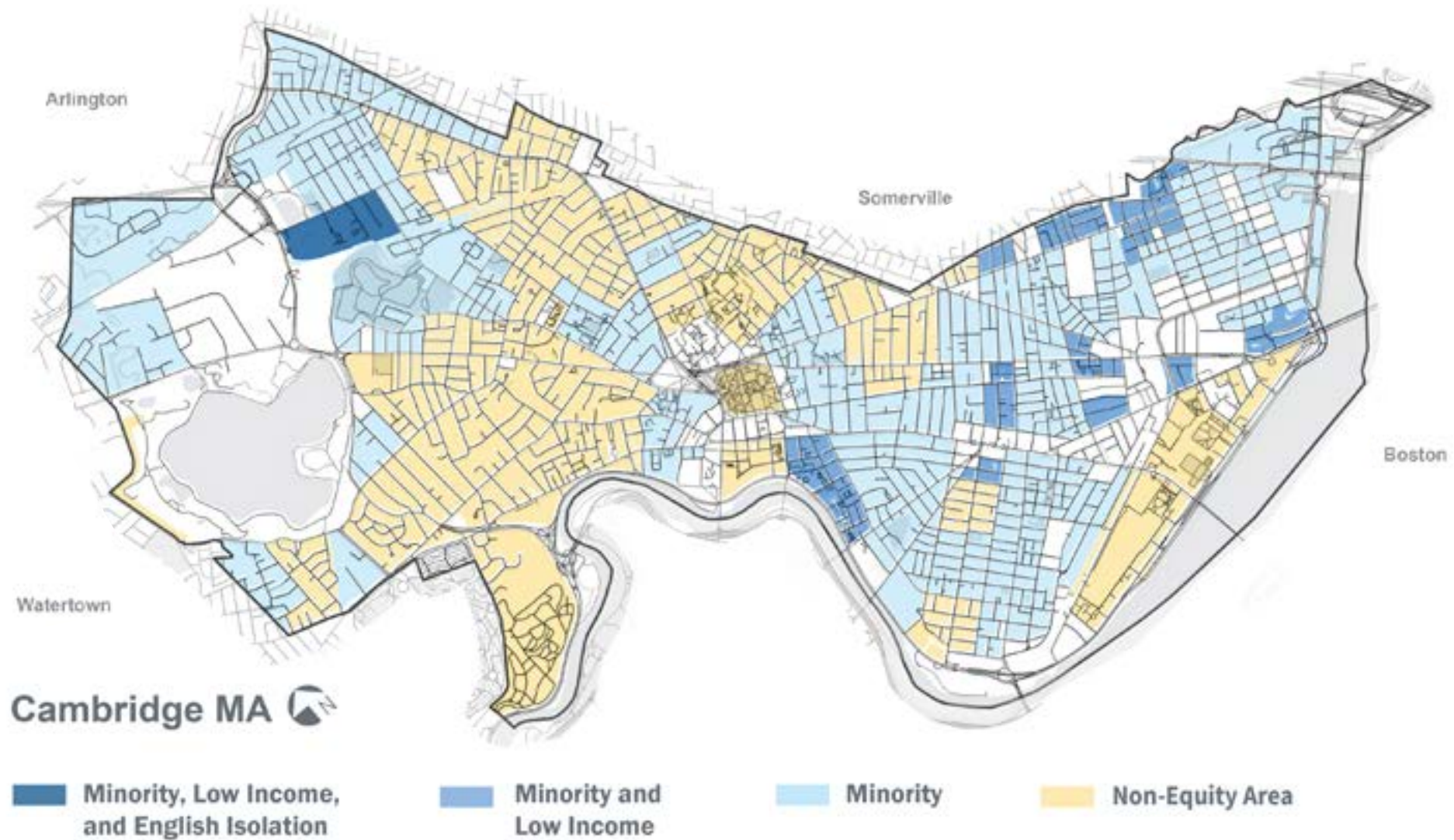
# PRIORITIES | PAVEMENT CONDITIONS



Based on the Pavement Condition Index (PCI), the City's average rating is 66.2. The average is holding steady year to year. A combination of capital construction and maintenance have resulted in a decrease of \$2.4 million in the backlog of repairs.

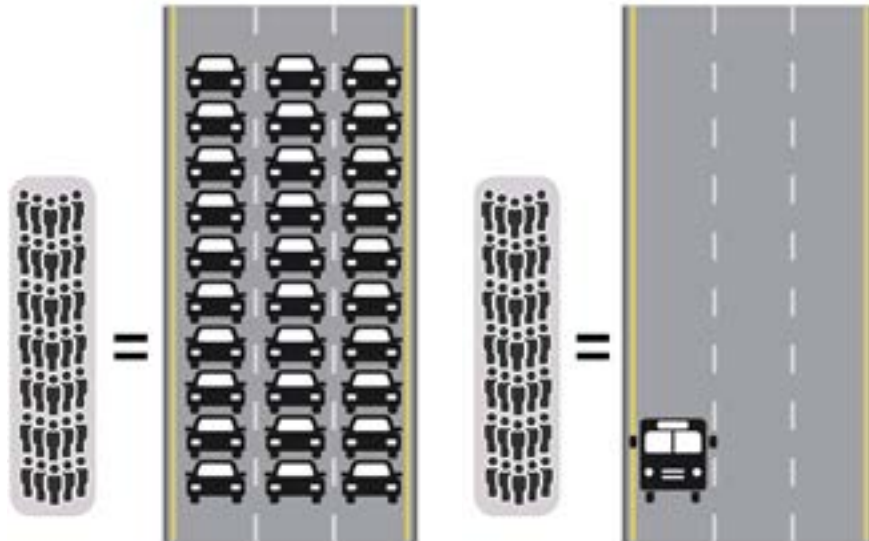


# PRIORITIES | EQUITY



The Five Year Plan considers many factors beyond condition, including ensuring that infrastructure in neighborhoods across the City is equitably maintained.

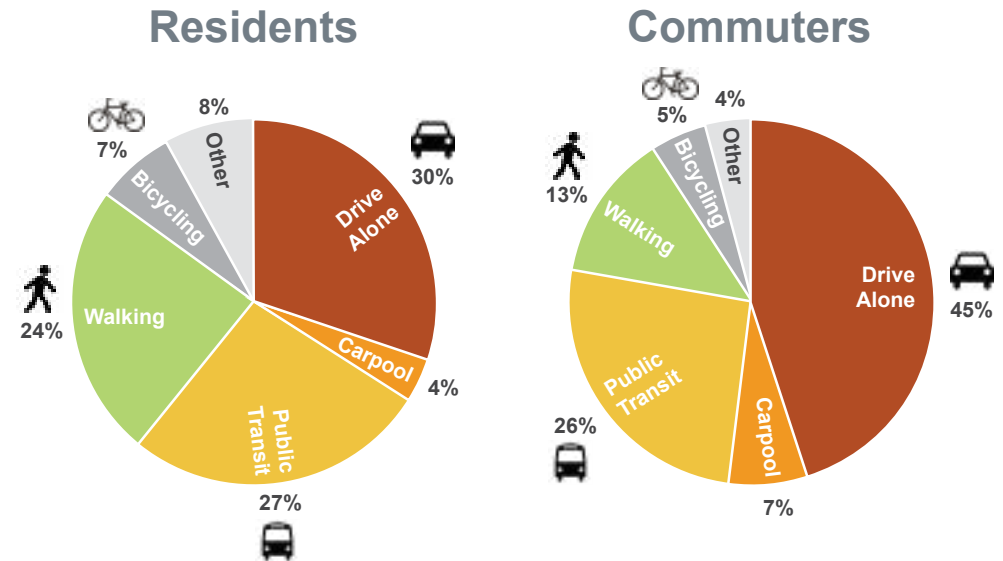
# PRIORITIES | TRANSIT



The graphics above illustrate the same number of people in cars versus in a bus.



## Cambridge Commuting: Getting Around



## Benefits of good transit access:

- A sustainable and efficient mode of transportation that moves people safely compared to driving in private automobiles.
- In some cases, more people on the road may be on buses than in private cars.
- Dense economic and commercial centers thrive (e.g., Kendall Square).

# 5 YEAR PLAN | SCOPE OF WORK

Our approach emphasizes **streets designed and operated for everyone**. The following elements allow pedestrians, bicyclists, motorists, and transit users of all ages and abilities to safely move along and across **Complete Streets**.



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Accessibility: Ensure pedestrian ramps and sidewalks are accessible for all, and implement universal design



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Vision Zero: Eliminate fatalities and serious injuries resulting from traffic crashes



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Transit: Provide accessibility of bus stops and prioritization of transit



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Bicycle network: Support people of all ages and abilities to bike safely throughout the City



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Street trees & green infrastructure: Reduce urban heat island and improve water quality

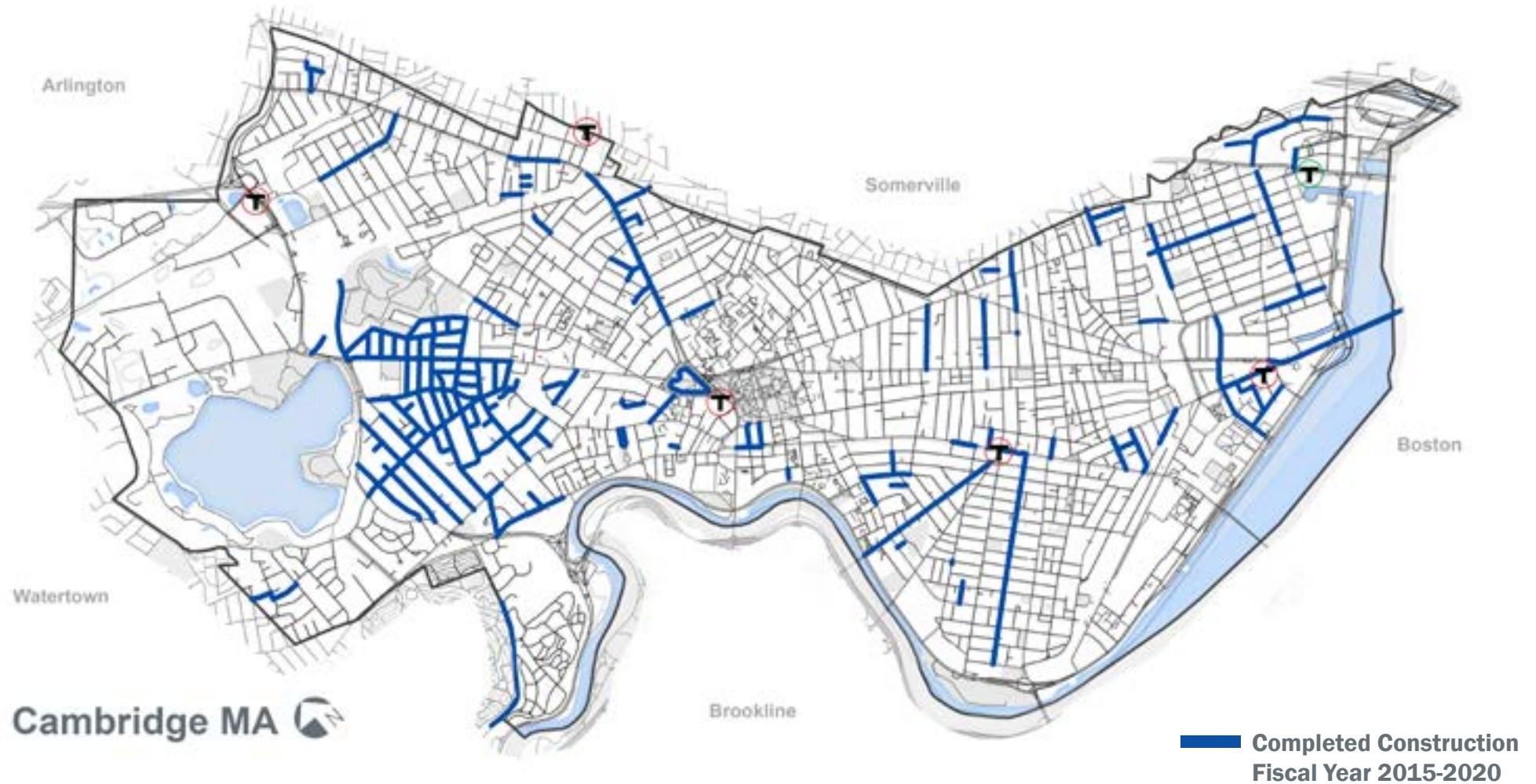


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Infrastructure: Maintain and improve City infrastructure; coordinate with private utilities to facilitate upgrades



# 5 YEAR PLAN | COMPLETED STREETS



# 5 YEAR PLAN | **PLANNED CONSTRUCTION**





# 5 YEAR PLAN | FUNDING

Each year, approximately **\$13.5 million** is spent on the Complete Streets Program:

- \$2.5 million comes from the State (Chapter 90)
- \$6 million comes from the City budget
- \$5 million per year starting in 2022 to further implementation of separated bike lanes

Due to more demand than **funding** or **ability to construct**, the City must identify streets:

- In high priority locations that benefit the most people
- That have overlapping needs/benefits
- That prioritize accessibility, active transportation, and safety
- That maintain infrastructure

In addition to the Complete Streets funding summarized above, the City allocated **\$232 million** for the following projects in this year's plan:

- \$38 million for Central Square improvements
- \$6 million for Eliot Street improvements
- \$9 million for Inman Square improvements
- \$45 million for Kirkland Street improvements
- \$80 million for The Port improvements
- \$54 million for River Street reconstruction



# PROGRAMS | SEWER SEPARATION & STORMWATER

The City has an ongoing Five Year Capital Program for sewer separation, stormwater management and infrastructure renewal. The City is committed to **restoring** and **enhancing streets, sidewalks, and bicycle facilities** as an integral part of the Capital Program. These projects are subject to change in the schedule due to financial, legal, environmental, and level of service considerations.





# PROGRAMS | SEWER SEPARATION & STORMWATER

Twenty-five years of major investment in sewer and stormwater infrastructure and maintenance has had a **significant, positive impact on improving the water quality** of discharges to receiving waters.

The amount of Combined Sewer Overflows to the Charles River and Alewife Brook have **significantly decreased** over the past two decades: Charles River by 98%, Alewife Brook by 85%. In the Lower Charles, **water quality has improved from a grade of D to a B**. This is a significant accomplishment, but the work is not done to reach the goal of a swimmable Charles River.



Investment in infrastructure over a long period of time provides a more reliable system that better serves residents, who experience fewer backups, reduced flooding, and fewer emergency repairs.

To view the Ten Year Sewer and Drain Infrastructure Plan, visit: [www.cambridgema.gov/theworks/tenyearplan](http://www.cambridgema.gov/theworks/tenyearplan)

# PROGRAMS | SEWER SEPARATION & STORMWATER

Since the 1800s, thousands of hours of engineering and hundreds of millions of dollars of construction have been allocated to realize a more efficient and environmentally friendly system.



1931



2016

- Sewer separation continues today, and the City's collection system currently includes approximately 113 miles of sanitary sewer, 99 miles of stormwater drains, and 40 miles of combined sewer.
- Approximately 55% of the collection system owned and maintained by Cambridge has been separated — much work remains.
- Over 270 illicit connections have been removed, reducing this sewage going untreated to the river.
- Projects involve intense construction and typically include rebuilding roadways and sidewalks.



# PROGRAMS | STREET & SIDEWALK


Street and sidewalk construction projects generally include:


- Paving
- Sidewalk and pedestrian ramps
- Traffic calming
- Street trees
- Stormwater management and green infrastructure
- Bike and transit improvements

The City actively maintains and ensures safe, accessible City-owned street and sidewalks by:


- Conducting pothole repairs
- Paving streets through Miscellaneous Patch Contract
- Removing sidewalk obstructions, such as botanical, bicycle, signs, etc.
- Enforcing snow and ice removal


**TOOLBOX DESIGN ELEMENTS**  
 STREET & SIDEWALK RECONSTRUCTION






**Raised Crosswalks**  
 [at side streets]





**Flexi Pave**  
 [at trees]







**Curb Extensions & Ramps**  
 [for accessibility]







**New Sidewalks**  
 [brick & concrete]






**New Tree Plantings**





**Sidewalk Construction**



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# PROGRAMS | MISCELLANEOUS SIDEWALK

- Budget: \$800,000 per year
- Program is used to address discrete sections of sidewalk throughout the City.
- Repairs typically a block in length, but can be as small as one panel.
- Priority given to sidewalks and curb cuts in High Priority Areas, and as identified by **Commission for Persons with Disabilities and the DPW**.
- The DPW makes smaller repairs throughout the year to maintain accessibility across the City.
- Portion of Miscellaneous Sidewalk Program funding reserved for **sidewalks and curb cuts** where access is of acute importance.
- If you know of a location that is a critical access issue and is not addressed in the Five Year Plan, please contact the Commission.



## Cambridge Commission for Persons with Disabilities

**Rachel Tanenhaus**, Executive Director  
**Kate Thurman**, Disability Project Coordinator  
51 Inman Street, Second Floor  
Cambridge, MA 02139  
ccpd@cambridgema.gov  
Voice: 617-349-4692 / TTY: 617-492-0235  
Fax: 617-349-4766  
[www.cambridgema.gov/disabilities](http://www.cambridgema.gov/disabilities)

# PROGRAMS | CLIMATE CHANGE

Our climate is changing, bringing more severe storms, more extreme floods, and more intense heat waves. Through projects in the Five Year Plan, we have opportunities to implement resiliency strategies, ranging from green infrastructure to improved drainage to additional tree plantings.

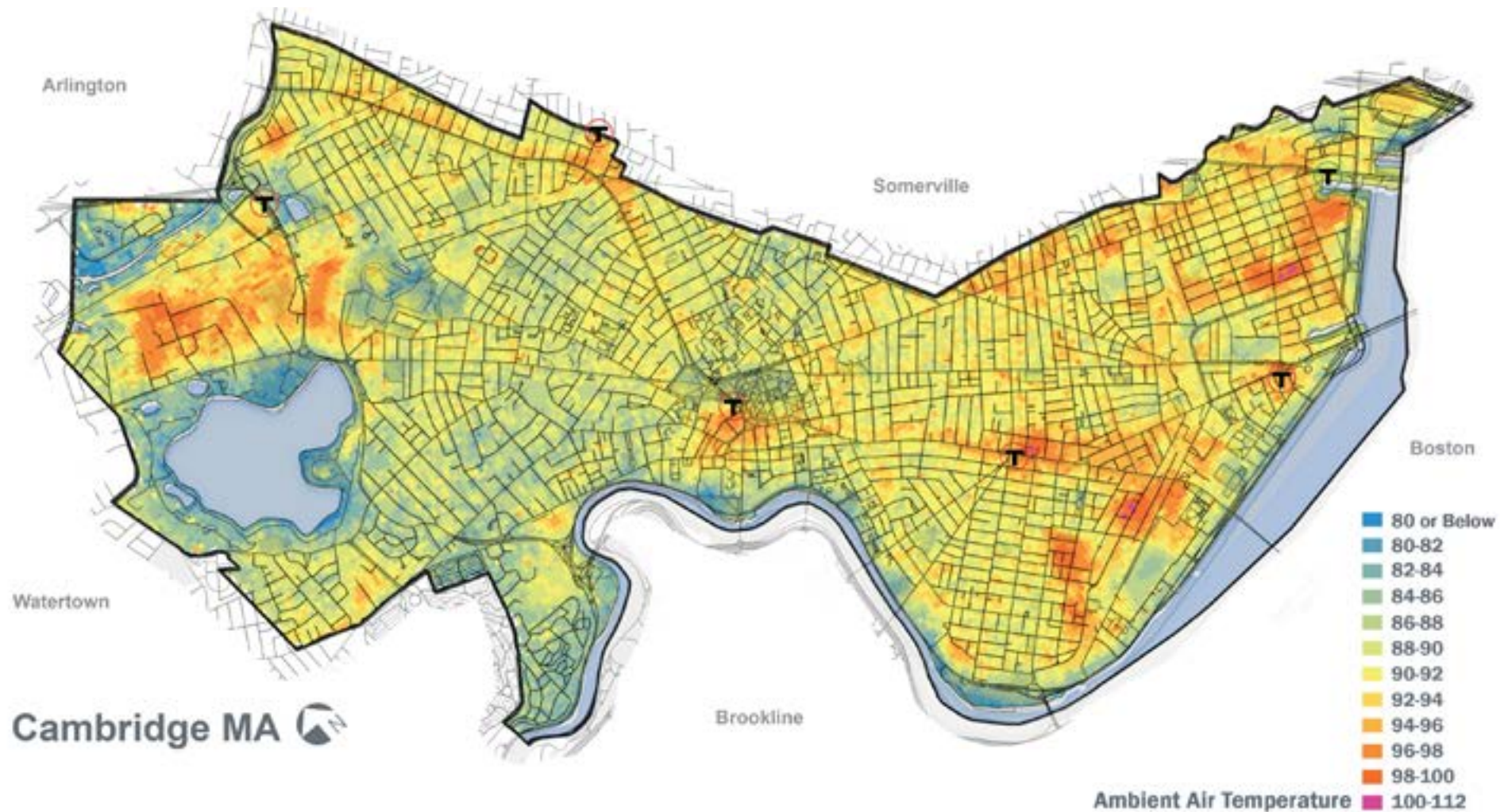


*Courtesy photo:  
Chicago Heat  
Wave of 1995*





# PROGRAMS | CLIMATE CHANGE



The Urban Heat Index (UHI) shows the “feels-like” temperature based on a 90-degree day with 46% humidity. Factors, such as increasing temperatures and tree canopy loss, are increasing the “feels-like” temperature over time. Young children and older residents are most at risk of heat-related illness.



# PROGRAMS | HEALTHY FOREST - HEALTHY CITY

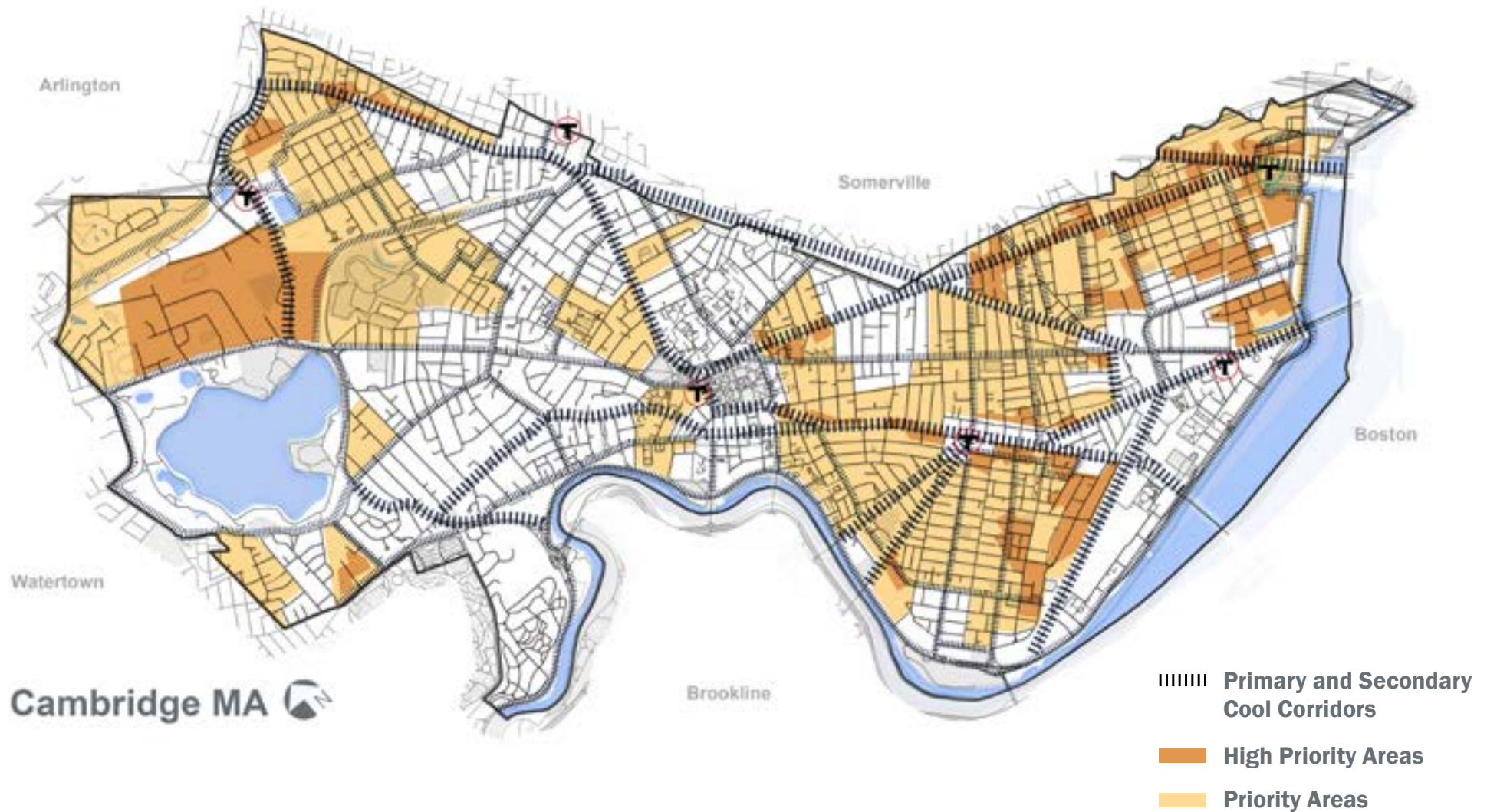
A healthy urban forest is a vital part of a healthy city. Trees - whether they are on streets and in parks, on private properties and campuses - help us lower sidewalk temperatures in the summer, reduce home cooling costs, improve air quality, and support a living ecosystem.

The City maintains over 19,000 trees and has developed an Urban Forest Master Plan to guide the development of the urban forest into the future. The goals are: increase canopy cover where lacking; enhance canopy cover in the public realm to create “cool corridors”; and incentivize each landowner to increase canopy cover.



The images above show the cooling impact on a 90-degree day relative to streetscape. As the tree canopy increases, the “feels like” temperature decreases. It is our common responsibility to plant and maintain trees every year to sustain our urban forest and foster a healthy city.

# PROGRAMS | **HEALTHY FOREST - HEALTHY CITY**



The map shows the priority planting areas through the City on both public and private properties. The City is committed to increasing the tree canopy on streets and sidewalks through our construction projects.



# DESIGN | PEDESTRIAN RAMPS



Pedestrian ramps are a critical element of the accessible sidewalk. The details of the design and construction have a significant impact on their usability.

- All new pedestrian ramps, including landing areas, will be concrete and include tactile warning strips.
- All slopes will meet ADA/AAB requirements.
- All new pedestrian ramps will be designed to:
  - Minimize ponding
  - Locate ramps as close to the intersection as possible

The best design for pedestrian crossings, particularly on narrow side streets, may be a modified raised crosswalk that:

- Allows pedestrians to cross the street without having to ramp down.
- Reduces the risk of ponding.
- Keeps the crossing more in line with the sidewalk.

# DESIGN | PEDESTRIAN ACCESS



## MID-BLOCK CROSSINGS

These are generally not used, unless the blocks are especially long or there is an especially large pedestrian flow.



## 4-WAY INTERSECTIONS

Unless site conditions warrant a different treatment, four crosswalks and eight pedestrian ramps should be provided.



## 'T' INTERSECTIONS

At least one crosswalk and two pedestrian ramps are required for accessible path of travel along the main corridor. Site conditions are considered to determine if crosswalks should be provided.

# DESIGN | SIDEWALK MATERIALS



Concrete and wire-cut brick without beveled edges, placed on a smooth asphalt base, will be utilized as the sidewalk materials of choice throughout the City. Concrete is the material most frequently used in the city (~70%) and provides a relatively inexpensive, durable, and easy-to-maintain accessible sidewalk.

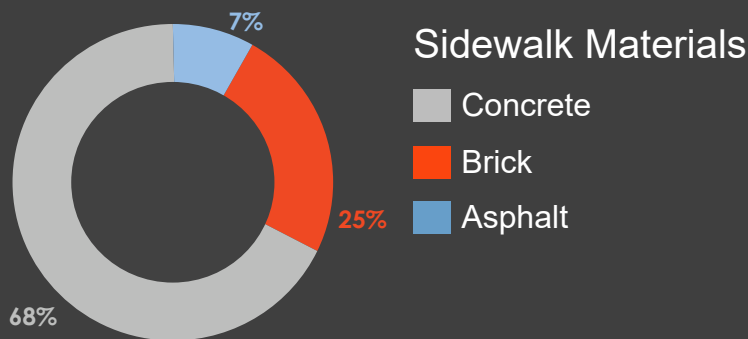
The City policy is to replace existing sidewalks with the same material at no cost to the property owner. However, during construction, property owners are contacted and may choose to change the sidewalk material. On larger projects, a more unified approach to sidewalk materials has been implemented as part of a community process.

## Historic Districts

The DPW works collaboratively with the Historic Commission to ensure that sidewalk reconstruction work is appropriate and not incongruous to the district.

## Standard Details

For more information, visit: [www.cambridgema.gov/theworks/ourservices/engineering/Resources/standarddetails](http://www.cambridgema.gov/theworks/ourservices/engineering/Resources/standarddetails)

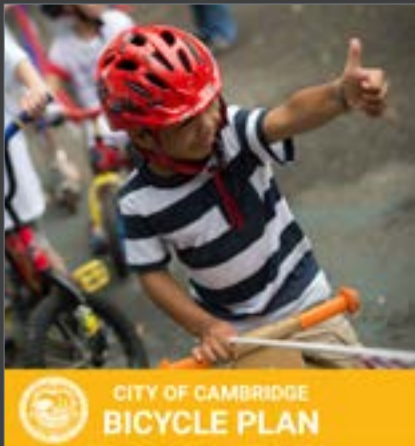




# DESIGN | BICYCLE FACILITIES



Photo courtesy of  
Nichol Figueiredo



## Bicycle Facilities

Many sections of Cambridge are well served by bicycle-friendly infrastructure, but there are still significant gaps and areas in need of improvement. Improvements for bicycling are considered in all projects undertaken by the City.

The design of bicycle facilities will be guided by the **Cycling Safety Ordinance** and the **Bicycle Plan**. The fundamental guiding principle for this Plan is to enable people of all ages and abilities to bicycle safely and comfortably throughout the City.

# DESIGN | TRANSIT

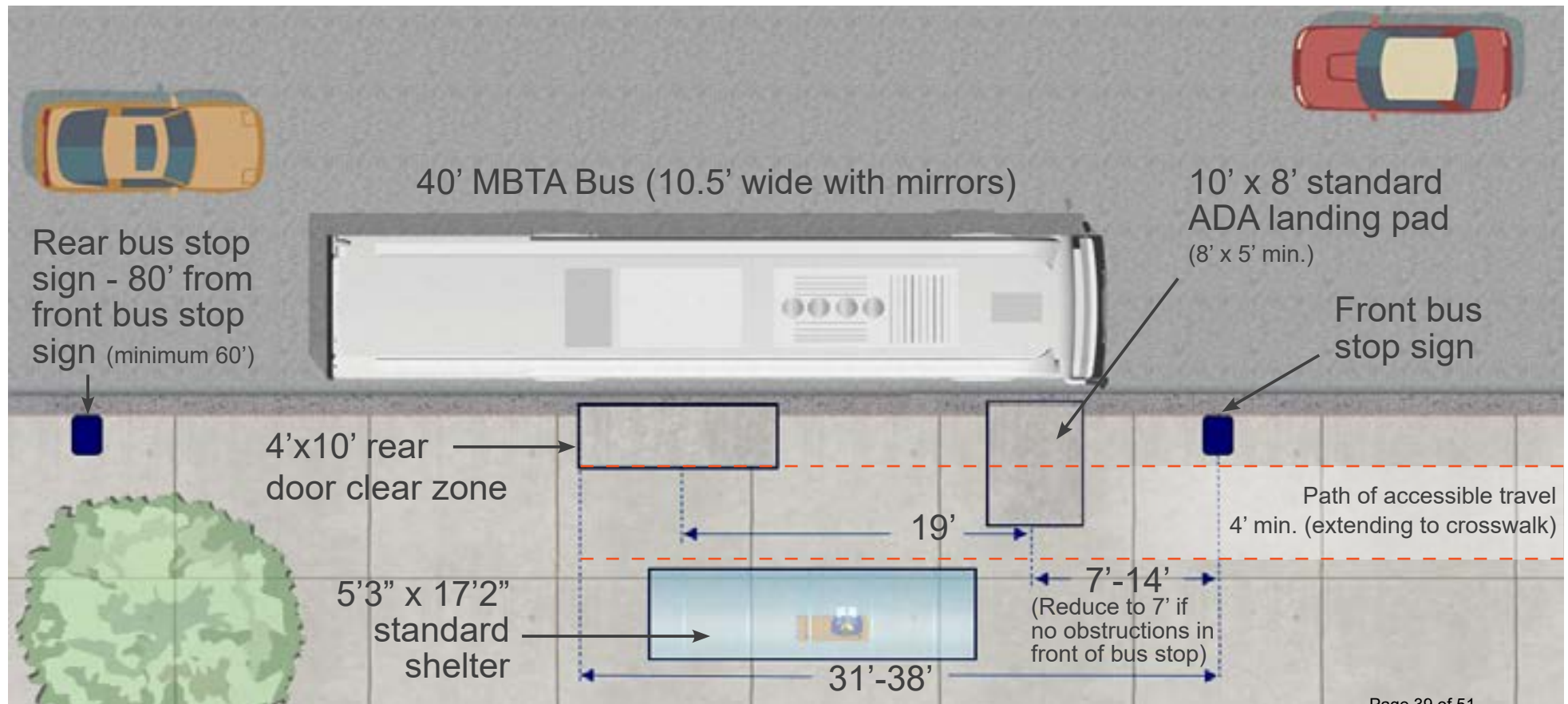
Transit considerations include:

## Priority

The City performed a bus delay and reliability assessment to explore options for transit priority (e.g., dedicated lanes) in roadway projects where there are expected benefits.

## Accessibility

The City developed a bus stop standard to ensure accessibility and also provide amenities when appropriate.



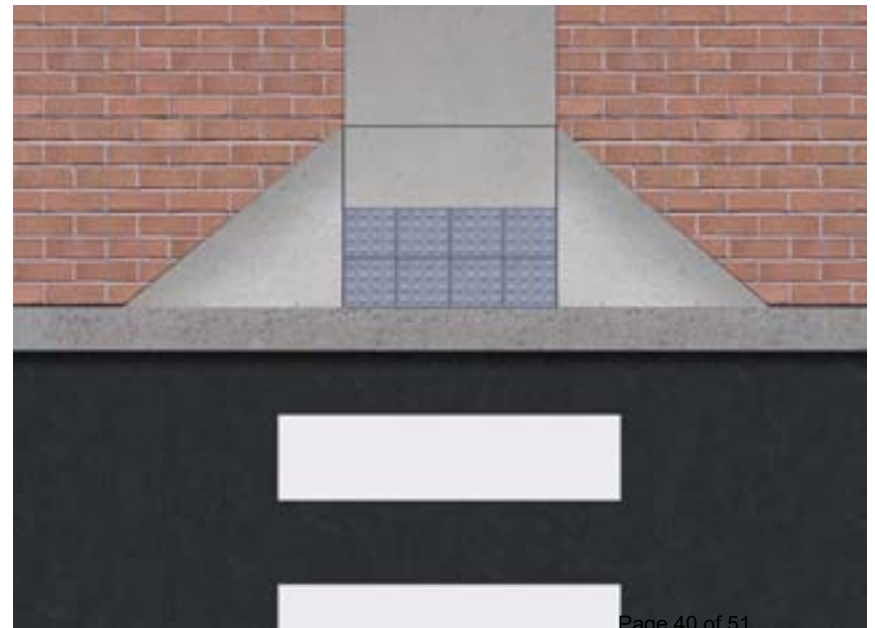


# SCOPE | NEW CONSTRUCTION

## City Projects

Below are the requirements specific to all City construction projects in the public Right-of-Way. The goals of these requirements are to meet state and federal regulations, maximize **accessibility improvements**, and minimize the extent to which work has to be reconstructed in the future.

- New sidewalks (concrete or brick) will **meet ADA/AAB requirements**.
- Roadway paving that abuts pedestrian ramps will include the **reconstruction of abutting non-compliant pedestrian ramps**.
- **15 Foot Rule:** To minimize the need for non-compliant transition segments between old and new sidewalks, if a compliant segment within 15 feet of the end of proposed new work is identified, work will be extended to the compliant segment.
- If a significant portion of sidewalk on a given side of a block is reconstructed, the **entire sidewalk on that side should be compliant**.





# SCOPE | NEW CONSTRUCTION

## Private Utilities

Below are the requirements specific to all street and sidewalk reconstruction projects constructed by private utilities within the City public Right-of-Way.



- Sidewalk construction subsequent to utility work will meet ADA/AAB requirements.
- Roadway paving (subsequent to utility work) that abuts pedestrian ramps, will include the reconstruction of abutting non-compliant pedestrian ramps.
- If a full block of sidewalk is being reconstructed, due to utility work, a Professional Engineer must submit a stamped design prior to construction, and a certification of compliance after construction is complete.
- If more than 30 feet of contiguous sidewalk, a curb cut, or a driveway is being constructed due to utility work, a survey and design will generally be required. Survey and design requirements will be determined by the DPW based on the specific location.
- In lieu of final restoration, payments made by utility companies (Street Preservation Offset Fees) will include the complete cost of necessary sidewalk restoration.

# SCOPE | NEW CONSTRUCTION



## Private Entities

Requirements specific to street and sidewalk reconstruction projects constructed by private entities within the City of Cambridge public Right-of-Way will adhere to the same requirements as City projects in addition to the below requirements:

- If a full block of sidewalk is being reconstructed, a Professional Engineer must submit a stamped design prior to construction and a certification of compliance after construction is complete.
- If more than 30 feet of sidewalk, a curb cut, or a driveway is being constructed, a survey and design will generally be required. Survey and design requirements will be determined by the DPW based on the specific location.



# SCOPE | STREET TREES

## Existing Street Trees

Existing street trees will be protected during construction and the sidewalks will be carefully evaluated to ensure adequate accessible routes through the neighborhood.

## New Tree Plantings

The City Arborist will review each street and sidewalk project to determine tree planting opportunities, with a goal of 20-foot spacing, evaluating the location of overhead and underground utilities, proximity to intersections, site lines, building setbacks, locations of entrances, etc.

- On **narrow sidewalks** (less than 8 feet wide), a minimum of 4 feet of sidewalk width will be retained adjacent to new trees.
- On **wider sidewalks** (8 feet wide or greater), a minimum of half of the overall sidewalk width will be retained for pedestrians.

## Back of Sidewalk Trees

The Arborist will work with residents interested in back of sidewalk tree plantings.



## Goals

- **Protect existing** street trees during construction.
- Increase the number of street trees while maintaining **accessible sidewalks**.



# SCOPE | GREEN INFRASTRUCTURE

Stormwater discharges are contributing to at least 55% of impairments to Massachusetts' assessed waters. The goal is to **improve the water quality** of stormwater before discharging to outfalls at the Alewife Brook and Charles River.

The City is incorporating green infrastructure on projects, as conditions and space allow.



*Installation of site infiltration system at Longfellow Park.*

## Types of Improvements

- Porous asphalt
- Infiltrating catch basins
- Rain gardens/bio basins
- Site infiltration

## Siting Evaluation

- Soil conditions
- Groundwater
- Space constraints
- Maintenance

# SCOPE | TRAFFIC SIGNALS

## Accessible Pedestrian Signals (APS)

APS works in conjunction with visual pedestrian signals to provide additional information to pedestrians, including pedestrians who are blind or visually impaired. APS typically uses a combination of auditory and vibrotactile information to alert pedestrians as to when they should cross the street.

The City is implementing APS at new and existing signalized intersections. The Traffic Department consults with the Commission for Persons with Disabilities to prioritize location.

## Signal Control Cabinets

Traffic signal control cabinets mounted on poles do not meet accessibility requirements as they are not detectable to pedestrians who are blind or visually impaired. In coordination with construction projects and in High Priority Areas, control cabinets are moved to ground mounted locations.





# CONSTRUCTION | PEDESTRIAN ACCESS



Where pedestrian routes are closed, alternate pedestrian routes shall be provided.



The Manual on Uniform Traffic Control Devices (MUTCD), published by the U.S. Department of Transportation/Federal Highway Administration, includes specific requirements for pedestrian access in work zones.



Whenever possible, work should be done in a manner that does not create a need to detour pedestrians from existing routes or crossings.



# CONSTRUCTION | BICYCLE ACCESS

Construction sites must:

- Maintain bicycle access through construction sites at all times. Where maintaining bike lanes is not possible:
  - Ensure adequate space for bicycles in travel lane.
  - Post “*Bicycles May Use Full Lane*” signs.
- Place all road signs outside the bicycle lanes.
- Use asphalt as a temporary surface.
- Place asphalt around edges for a smooth and uniform transition.
- Provide advance notice and smooth transition when steel plates are required.
- Spray paint the edges pink and post caution signs where raised castings are exposed.



# CONSTRUCTION | TRANSIT



Communicate closely with the Massachusetts Bay Transportation Authority (MBTA) on any impact (diversions) to transit routes.


- Hold monthly interdepartmental meetings with the MBTA.
- Coordinate with the DPW and MBTA service planning staff as needed.

During construction, routes and stops may be moved.

- Communicate relocated bus stops to the public via notices and signage.
- Ensure accessibility at temporary stops.



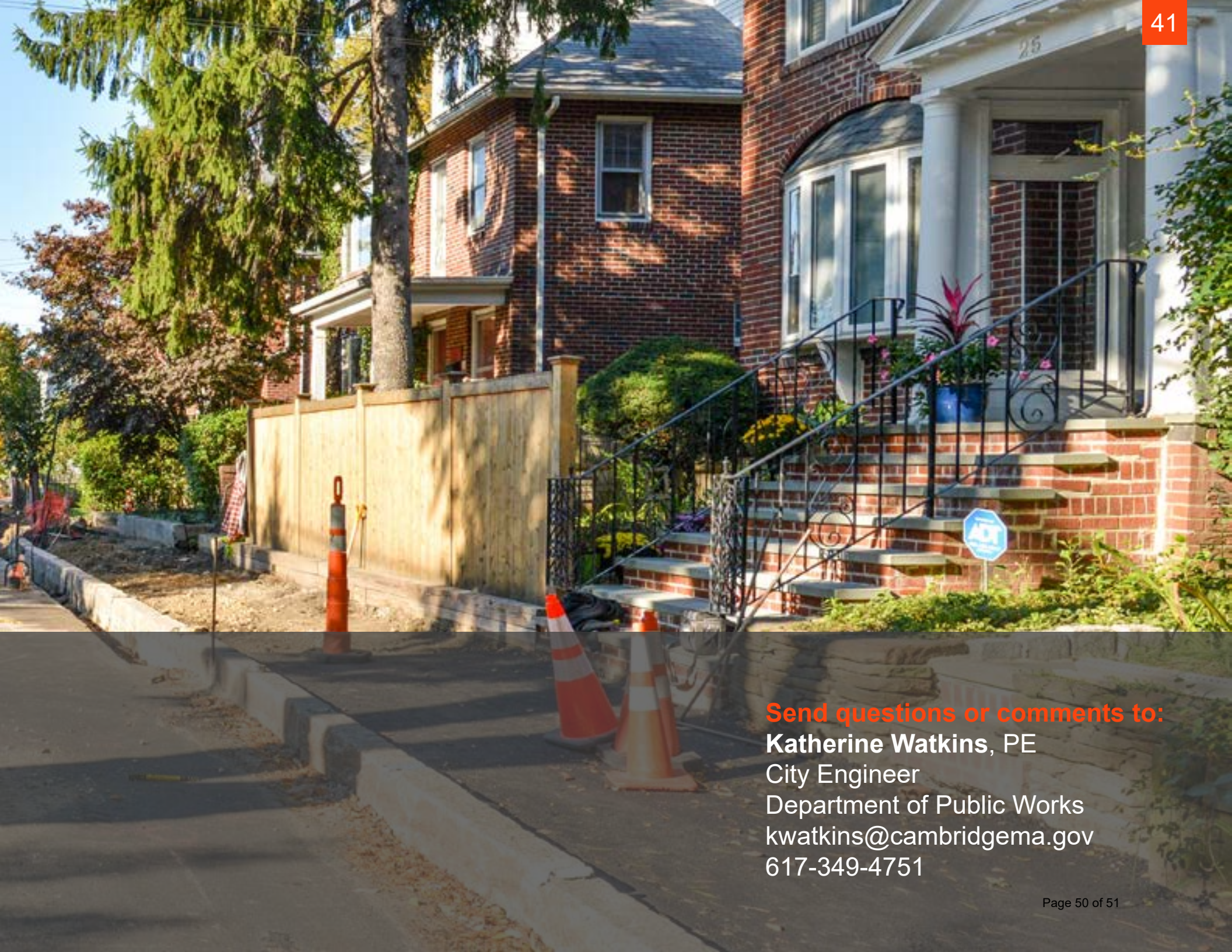
## NEXT STEPS | CONCLUSION



The Five Year Plan is a living document that will be updated regularly. As part of that process, the DPW will:

- Review the plan annually with the Commission for Persons with Disabilities and Pedestrian, Bicycle, and Transit Committees.
- Update the pavement condition and sidewalk condition data and corresponding maps.
- Annually update the Five Year Plan to account for the changing conditions of our streets and sidewalks.





**Send questions or comments to:**  
**Katherine Watkins, PE**  
City Engineer  
Department of Public Works  
[kwatkins@cambridgema.gov](mailto:kwatkins@cambridgema.gov)  
617-349-4751





**For more information:**

City of Cambridge  
Department of Public Works  
147 Hampshire Street  
Cambridge, MA 02139  
617-349-4800

[www.cambridgema.gov/theworks/fiveyearplan](http://www.cambridgema.gov/theworks/fiveyearplan)

*Photos & Graphics by Kleinfelder*



# Department of Human Service Programs

Through the pandemic until now...



# Who is DHSP?

- <https://www.finditcambridge.org/>
- Programming includes Adults, Families and seniors
- Focus on Children and Youth
  - Community Schools
  - Youth Centers
  - Childcare
  - King Open Extended Day Program

# What is the Inclusion Initiative?

- Coaching for staff working in Afterschool and Summer Programming
- Assessment including observation of students with high level needs
- Provision of additional staff when deemed necessary
- Inclusion Training
- Library of resources and supplies
- Online resources

# Pandemic response

able to retain all staff

## **Virtual Programming**

- Virtual Afterschool Options by grade bands
- Community Connection

## **Family Support Initiative**

- Partnered with schools to provide virtual classroom support
- Provided info sessions for families
- Provided individualized support to youth afterschool to support social/emotional needs



# School Data (2019-20/2020-2021)

- Total Enrollment – 7236/6818
- Percentage with Disabilities – 22.1%/23.1%
- White – 40.9%/40.9%
- African America – 22.6%/22.8%
- Hispanic – 14.1%/13.8%
- Asian – 12.9%/12.3%
- Multi-Race, Non-Hispanic – 9.1%/9.8%

# Fall/Spring on the Fields

- Free in-person outdoor programming for JK-8 graders
- Activities included – games, sports and crafts
- M-F 2:30p-6:00p
- Fields included – Donnelly, Hoyt, Rindge and Russell

# Summer Programming

- CYP (Youth Programs)
  - Frisoli
  - Moses
  - Gately
  - Russell
- CS (Community Schools)
  - Haggerty
  - Amigos
  - KLO
  - C-port
  - King
- Collaboration Camps with CPS
  - FMA
  - King Open
  - Morse
  - Peabody



# Hiring

- [https://www2.cambridgema.gov/viewjoblisting.cfm?Job\\_ID=2532](https://www2.cambridgema.gov/viewjoblisting.cfm?Job_ID=2532)