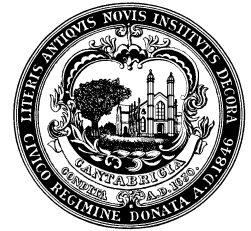


Commission for Persons with Disabilities

51 Inman Street · Cambridge, MA · 02139-1732

617-349-4692 voice · 617-492-0235 TTY · 617-349-4766 fax



Avril dePagter
Chair

Mary Devlin
Secretary

Loring Brinckerhoff
Jerry Friedman
Robert Goss
Stelios Gragoudas
Keisha Greaves
Valerie Hammond
Nicole Horton-Stimpson
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, March 9, 2023 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
<i>If needed, alternates named</i> | 2 min. | |
| 2. Announcements | 2 min. | CCPD staff / Board |
| 3. Approval of March 9 Minutes
<i>See page 4 of agenda packet</i> | 2 min. | CCPD Board |
| 4. Presentation on Hampshire St.
Project
<i>See page 7 of agenda packet</i> | 45 min. | Dept. of Traffic, Parking &
Transportation Staff |
| 5. Public Works Update | 10 min. | Jerry Friedman |
| 6. Chair's Report
<i>Updates on CCPD Retreat Planning</i> | 10 min. | Avril dePagter |
| 7. Project Coordinator's Report | 5 min. | Kate Thurman |
| 8. Old Business | 3 min. | CCPD staff / Board |
| 9. New Business | 3 min. | CCPD staff / Board |
| 10. Public Input
<i>See pages 2&3 of this agenda packet for instructions on providing public comment</i> | 5 min. | general public |

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, April 13

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

Instructions for Joining the March 9, 2023 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_qIjCYTzaRA-4asmvFgw8Q

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:

+1 309 205 3325
+1 312 626 6799
+1 646 931 3860
+1 929 436 2866
+1 301 715 8592
+1 669 900 6833

+1 719 359 4580
+1 253 215 8782
+1 346 248 7799
+1 386 347 5053
+1 564 217 2000
+1 669 444 9171

When prompted, enter the webinar ID: **820 3243 2362**

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 speak during the public comment period on the agenda.

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 (CCPD)

Minutes for Thursday, February 9, 2023 CCPD Meeting

Online via Zoom

Meeting was called to order at 5:31 pm

Present:

Members: Loring Brinckerhoff, Avril dePagter (Chair), Jerry Friedman (DPW rep), Robert Goss, Keisha Greaves, Nicole Horton-Stimpson, and Dan Stubbs

Absent: Mary Devlin, Stelios Gragoudas, and Valerie Hammond

Staff: Rachel Tanenhaus and Kate Thurman

Guest speakers: Cambridge Police Department Commissioner Christine Elow and Deputy Superintendent John Boyle

Minutes:

The January 12, 2022 minutes were unanimously approved.

Report on Mental Health Related Initiatives & Training in the Police Department

- Commissioner Christine Elow & Deputy Superintendent John Boyle reported
- Due to the investigation by the District Attorney, details are not able to be spoken about regarding the death of Sayed Faisal
- The Cambridge Police Department (CPD) has started to post more detailed reports on social media related to mental health calls
- Trauma informed police training, clinical support unit with social workers, youth diversion program to keep them out of the criminal justice system
- 1995 elder crisis coordinator
- SafetyNet led by Dr. Jamie Barrett along with Cambridge Police Department Youth & Family Services Unit, Cambridge Health Alliance, Department of Human Services and the Cambridge Public Schools
- FSJ Unit Domestic Violence Unit – encompasses the Family Justice Group, Social Justice Unit and Clinical Support Unit.
- De-escalation Training
- Community Outreach Programs – work directly with the homeless population, homeless court set up in Central Square – instead of having to get all the way to the court in Medford, able to facilitate resources for them
- Officer Dean – De-escalation and Procedural Justice Study – treating people with respect and dignity, communicating in a transparent way led to improved relationships with the police
- Crisis response team from the Cambridge Health Alliance to help in the field regarding mental health
- Required Trainings – reform bill, POST commission, cultural competence, trauma informed policing – teaches to be empathic with a trauma informed approach

Additional information & resources were mentioned in response to questions:

- Crisis prevention/intervention - data regarding the clinical support unit (they will come back together with Dr. Barrett to talk more and report back out)
- CHA Mobile response team
- Cambridge Community Response Team

- HEART Program – community-led proactive public safety program that aims to address the immediate needs of people in conflict or crisis
- The Cambridge 911 center employs a social worker in the emergency call center to assist with mental health related calls
- 988 services – Suicide & Crisis Line
- Body cameras – council order moving forward, police department wants body cameras and the city seems to want them as well, but there is a process
- Non-lethal equipment – Cambridge police officers carry pepper spray and batons on her belt. They do not currently carry Tasers
- The CPD will be piloting a grant-funded program in which social workers will co-respond to certain emergency situations along with police
- Question regarding disability population – Crisis intervention, have this panel come to talk
- The CPD does not currently have any wheelchair accessible vehicles (WAV). In the event they need to transport a wheelchair user who is unable to transfer into police vehicles, the call Professional Ambulance. The possibility of getting a WAV for the department was discussed.
- Is any of the training done by advocates? Yes – Christine will report back and include the curriculum
- ADAPT - Authorized Databases and Police Technology
- 6th street Police station is accessible

Public Works Update:

- Rachel and Jerry are working on new urban design guidelines. A set of coherent guidelines that are intended for larger developments, street scape, sidewalks, etc. Focus on how people engage with space.
 - Wayfinding
 - An eye towards inclusion in what we want in our design guidelines
- Due to the mild winter, the City has so far been able to save money on snow removal and construction has been able to continue throughout the winter
- McGrath Highway, the state of the road is difficult to maneuver and is a safety concern

Chair's Report

- Avril reported on the CCPD member retreat:
 - It will be held in person on Saturday, April 1 from 1-5:00 PM
 - Members and staff are asked to test for Covid that morning and to wear a mask unless unable to due to a health condition or disability
 - It will be held at Dan's office in Boston, which is fully accessible and has several rooms that can be used for breakout groups
 - Kate will look into the possibility of providing transportation
 - Items that will be discussed include:
 - Commission roles vs. staff roles
 - Member contributions, community outreach, school relationships, board relationships
 - CART will be provided

Executive Director's Report

- Rachel reported that MassHealth members will be receiving eligibility paperwork that must be filled out and returned in order to continue their health coverage. Make sure that MassHealth has your most up to date contact info with any updated "life" information. This was put on hold during the pandemic, and is now resuming. Members who do not return their completed paperwork will lose their coverage.
- Other cities are reaching out to inquire about how Cambridge does things

- Rachel has been providing a lot of technical assistance to supervisors who are requesting support in responding to an increasing number of telework reasonable accommodation requests

Old Business

- None

New Business

- There was an article in the February 6th Boston Globe written by Henry Smith, who along with his pregnant wife, was given prenatal information that included the use of the “R” word. MGH websites were quickly updated to remove this outdated, offensive term

Meeting adjourned at 6:56PM

Respectfully submitted,
Nicole Horton-Stimpson

Hampshire Street Safety Improvement Project Inman Square to Broadway

Cambridge Commission for Persons with Disabilities
March 9, 2023 | 6 p.m. | Zoom

Agenda

- Project Introduction
- Project Goals and Key Features
- Design Options
- Feedback and Next Steps

Project Introduction

Project Limits

Hampshire St – Inman Square to Broadway
Broadway– Portland St Hampshire St



Hampshire Street Safety Improvement Project Limits

Broadway from Hampshire St to Portland St
Added to project February 2023

The Cycling Safety Ordinance requires separated bike lanes on Broadway. Adding this segment to the Hampshire Street project makes it easier to design the Broadway/Hampshire intersection

Cycling Safety Ordinance Overview

2019: City Council Passed the Cycling Safety Ordinance

- Requires construction of separated bike lanes when streets are being reconstructed as a part of the City's **Five-Year Plan for Streets and Sidewalks** and when they have been designated for "Greater Separation" in the Bicycle Network Vision

2020: City Council Passed Amendments to the Ordinance

- The amendments set ambitious requirements for the installation of approximately 25 miles of separated bike lanes within the next five to seven years.
- The location of these facilities is informed by both the Cambridge Bicycle Network Vision and specific requirements in the Ordinance.



Image: A separated bike lane on Brattle St;
Credit: Kyle Klein

Cycling Safety Ordinance Overview - Continued

In general, the amendments to the Ordinance require the installation of separated bike lanes on:

- All of Massachusetts Ave;
- Garden St, eastbound from Huron Ave to Berkeley St, and westbound from Mason St to Huron Ave;
- Broadway from Quincy St to Hampshire St;
 - **Tonight we'll also share plans for Broadway between Portland St and Hampshire St**
- Cambridge St from Oak St to Second St;
- Hampshire St from Amory St to Broadway; and
- 11.6 miles of separated bike lanes in other locations within the Bicycle Network Vision

Learn more at
cambridgema.gov/cycling-safety-ordinance



Image: A person riding a bicycle on Ames Street; Credit: Kyle Klein

Cambridge Bicycle Plan: Creating a Network

We are creating a bicycle network that is **safe, comfortable, connected, and people-centered.**

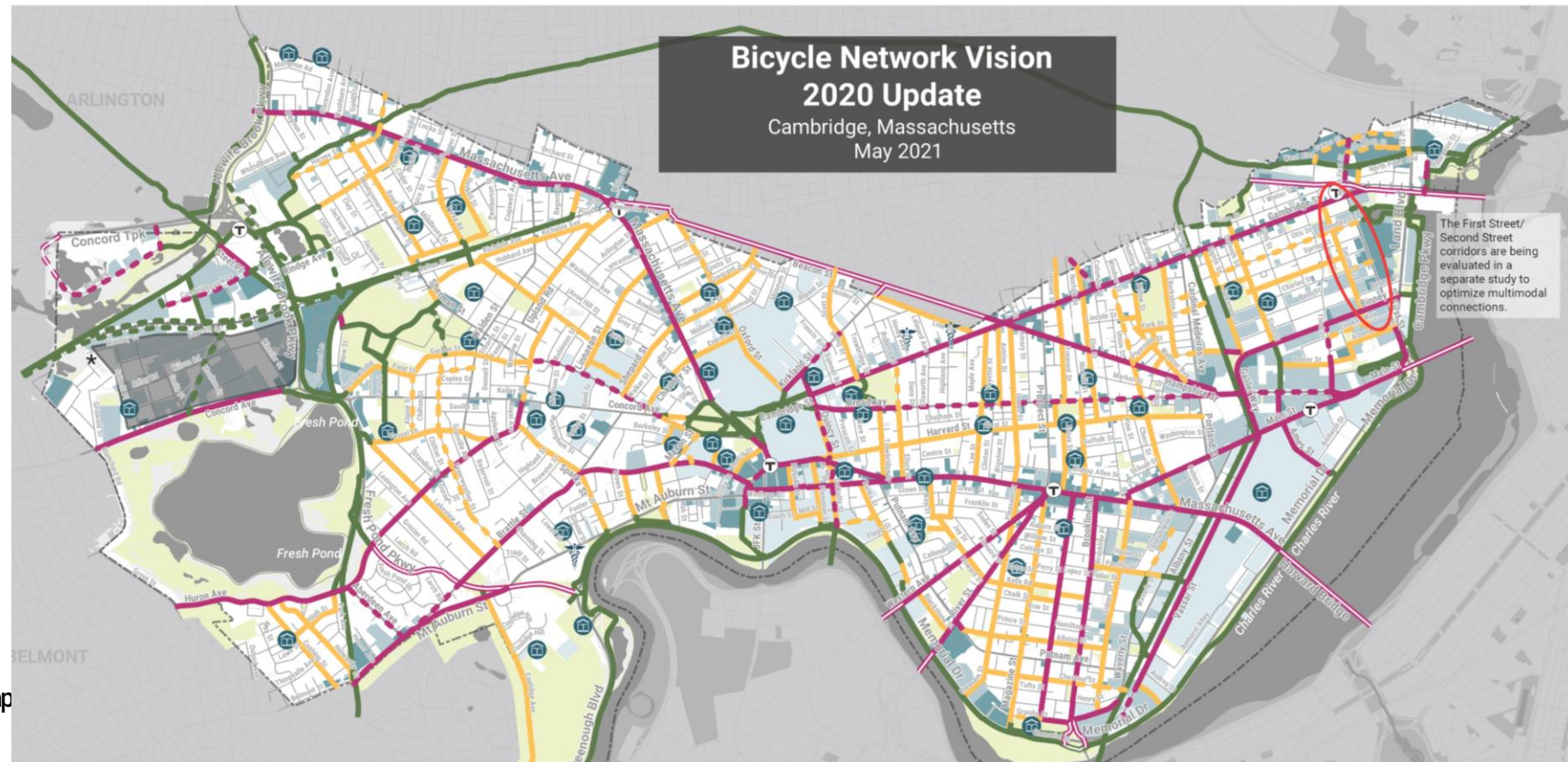
A safe, comfortable network that connects important destinations throughout the City helps more people choose to bicycle if they want.

Map Key:

Off-street paths in green

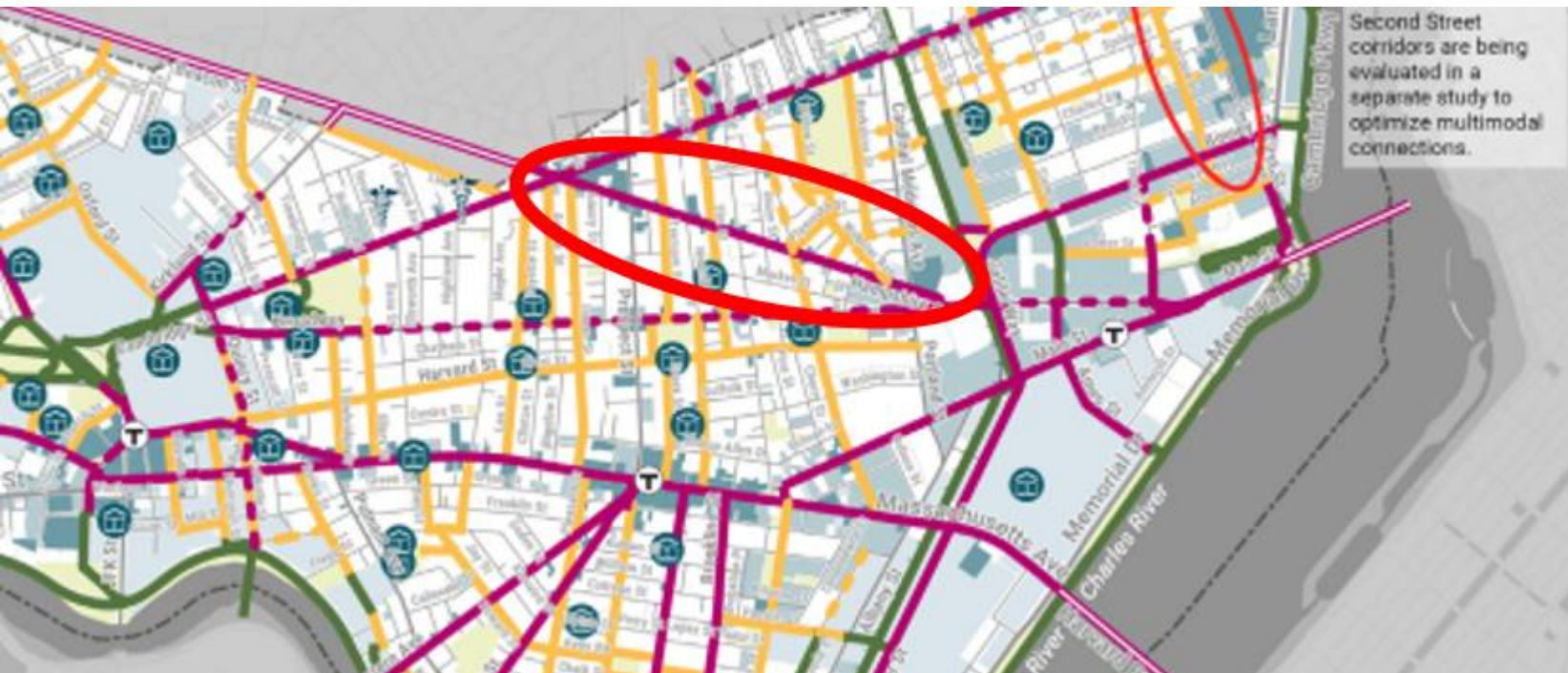
“Greater separation” in purple

Bicycle priority streets (low volume and speed) in yellow



Hampshire Street in the Cambridge Bicycle Plan

- Hampshire Street is one of the city's busiest streets for biking
- It is a key crosstown and regional connection
- The Cambridge Bicycle Plan calls it out greater separation



Learn more at
cambridgema.gov/2020bikeplanupdate

Project Goals and Key Features

Project Goals

Improve Safety for People Walking

We heard a lot of feedback that crossing Hampshire St is difficult

- Parked vehicles obscure driver's view of people crossing
- The skewed angle of intersections along the street worsens existing driver blind-spots

We'll discuss what we are doing to address these issues in the coming slides



Parked cars block a driver's view of people at the crosswalk



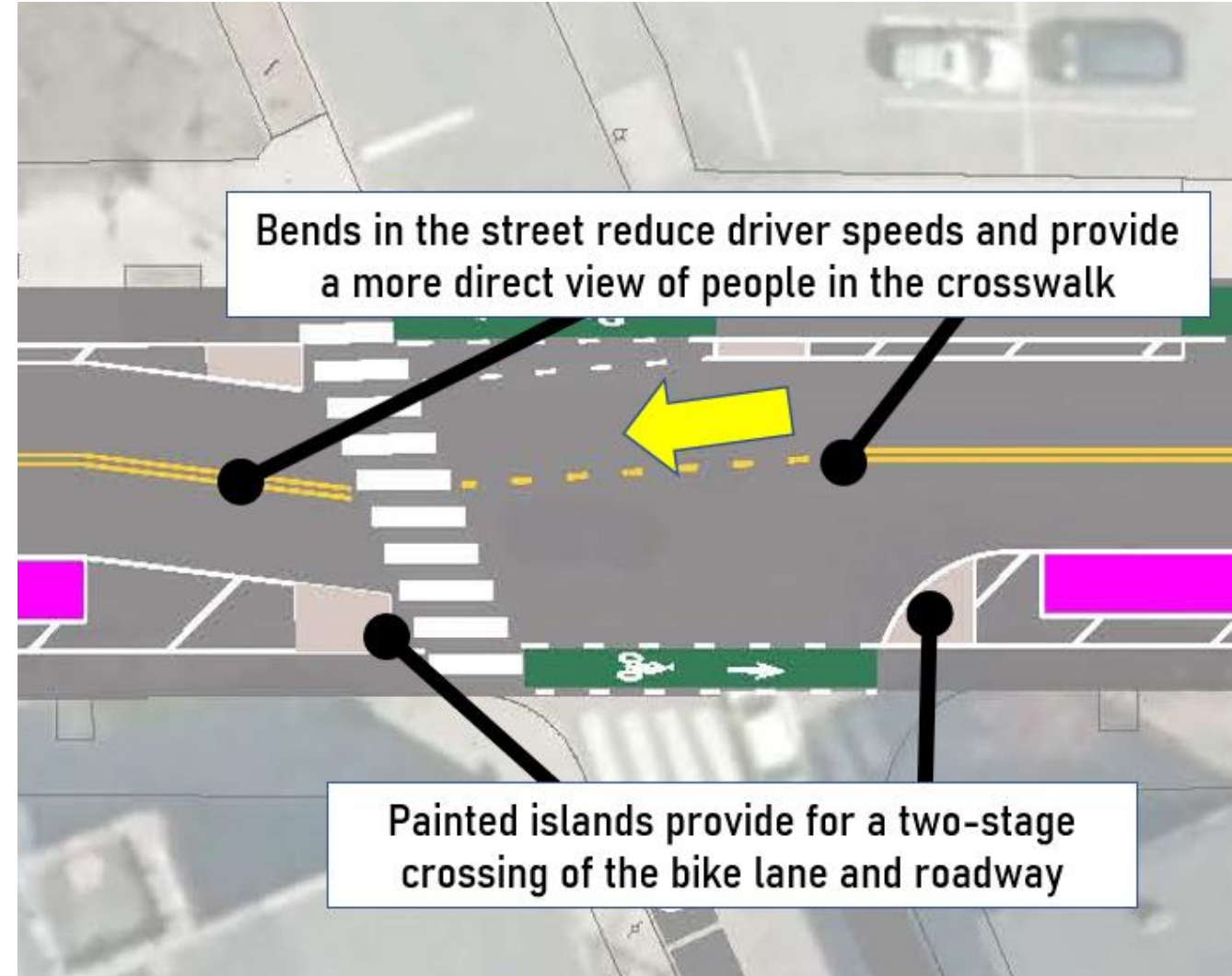
The A-pillar next to a car's front windshield can block the view of 10 people crossing the street (Source: www.philkotse.com)

Key Features

Improve Safety for People Walking

Here's what we're doing:

- Improving crosswalk visibility for drivers
- Adding bends (chicanes) that will slow drivers down
- Painting pedestrian islands to allow people to cross the street in stages



Example of a crossing island of Cambridge Street. On Hampshire St, we'll paint this area tan.

Project Goals

Improve Safety for People Biking

Hampshire Street is a key city corridor for people biking

- More people bike than drive on Hampshire St during the morning and evening rush hour in the peak direction
- We've received a lot of support for separated bike lanes on Hampshire St.

Crash data on Hampshire Street suggests that bicyclists are disproportionately injured on Hampshire St, compared to other users. The main causes of these crashes were:

- Drivers turning across the bike lane without yielding to oncoming bike traffic, known as a “right/left hook”
- Drivers opening their car door into the path of a bicyclists



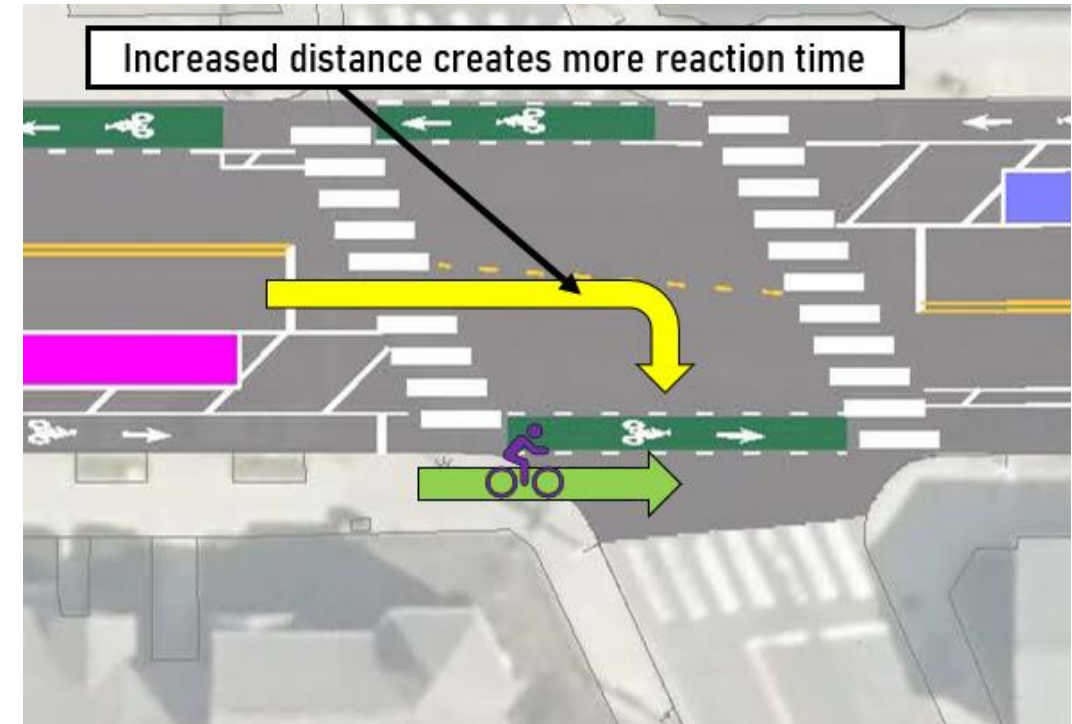
Key Feature – Separated Bike Lanes

Improve Safety for People Biking

Separated bike lanes improve safety for bicyclists in a variety of ways, including:

- Adds more time for drivers and bicyclists to react when turning
 - Removes the threat of dooring
 - Improve visibility of bicyclists at side-street crossings
- Increases comfort of biking for people of all ages and abilities

Separated bike lanes, before & after:



Separated bike lanes increase the time and distance that people have to react when a driver turns across the bike lane

Project Goals

Improve Transit Reliability and Accessibility

Improve stop spacing consistent with MBTA guidance

- Suggested stop spacing is 1,000 to 1,300 feet apart
- Current stop spacing is less than 1,000 feet. Most stops are 500 to 700 feet apart

Create more accessible bus stop locations

- We've identified locations with fewer barriers for people with disabilities (including, deploying the bus's ramp)
- Some stops are lengthened to better accommodate bus movements

Improve bus reliability

- We will relocate bus stops to the far side of the intersection
- Fewer stops overall improves bus travel times



Key Feature – Bus Stop Consolidation

Improve Transit Reliability and Accessibility

We've proposed relocating bus stops. Benefits include:

- New stops will have fewer obstacles to deploying a bus ramp, better serving people with specific boarding needs
- Faster and more efficient bus trips due to improved stop spacing

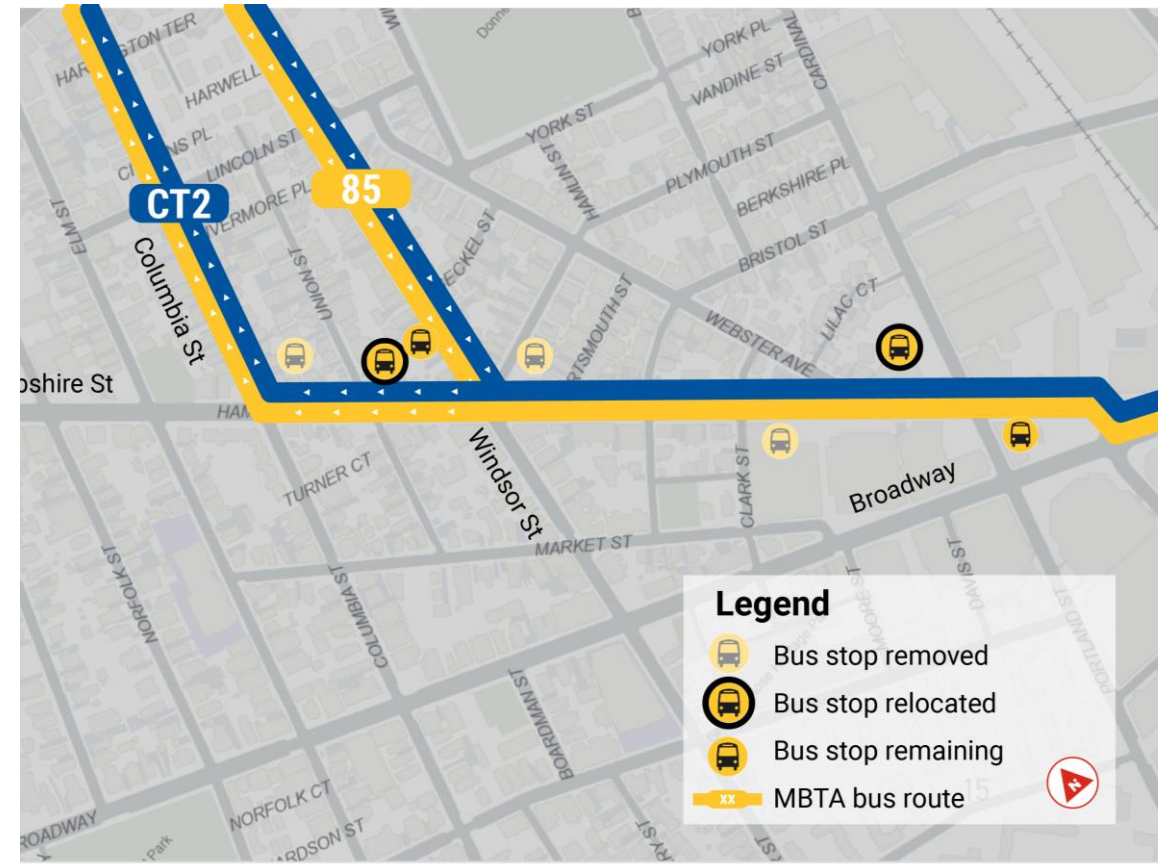
The 85 bus will stop at two locations in each direction along Hampshire St:

- At Windsor St
- At Cardinal Medeiros Ave/Portland St

This will reduce the total number of stops. Removed stops include:

- Both sides of Hampshire St at Bristol St
- Westbound on Hampshire St at Columbia St

We will relocate the westbound stop at Hampshire St/Cardinal Medeiros Ave to the other side of Cardinal Medeiros Ave



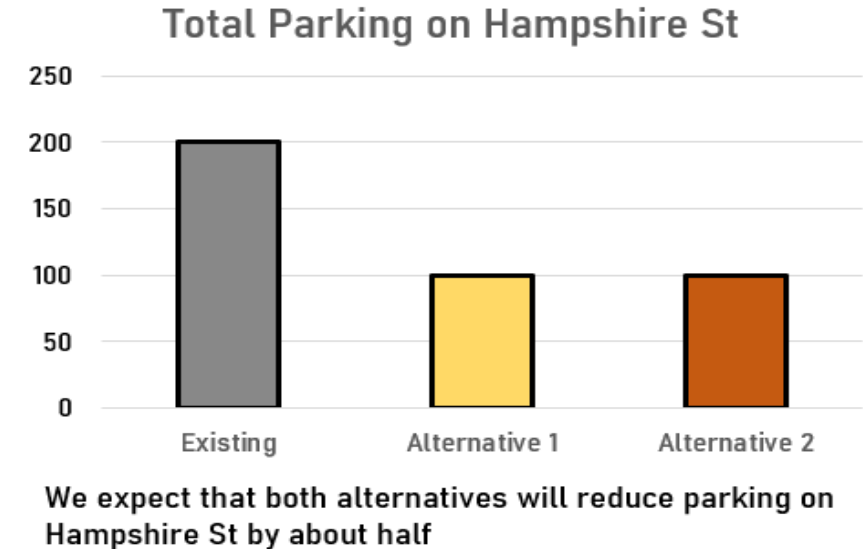
Key Feature – Parking Regulation Changes

This project will require changes to parking regulations. You'll see the proposed regulations for each section on the coming slides.

- We'll regulate parking to best meet how people use the street
- We want your feedback on changes to parking

Overall, we need to reduce the total number of parking spaces by about 50%.

- The exact number of spaces will depend on which option is chosen
- We'll adjust regulations to make the best use of limited supply



Key Feature – Curbside Accessible/Handicap Parking

We are identifying locations where we can add accessible/handicap parking

- We will discuss this further with the Cambridge Commission for Persons with Disabilities on Thursday, March 9

We are keeping accessible parking against the curb

- At these locations, the bike lane will lose its separation from traffic
- All other types of parking must “float” off the curb

Some changes to the locations of accessible/handicap parking are needed

- We’re adding new spaces at Elm St and Hampshire St and at Broadway St and Portland St
- We’ll lose the accessible/handicap space on Hampshire St in front of DPW
 - The existing space inside the DPW lot will remain



Accessible/Handicap parking will remain against the curb, with the bike lane to the left of parking



Design Options

Overview of Proposed Design

We have two primary choices for where parking goes on each block

- Option 1: Parking on south side of the street
- Option 2: Parking on north side of the street

Some blocks only have one option

- These sections have unique factors that affect where we can put parking, such as driveways

We can mix and match options

- Where needed, parking can switch between the two sides of the street
- Based on your feedback, we'll create a revised plan

Next Steps: Getting toward a final design

- We'll post all these slides and a survey online following the meeting
- We'll combine features of both options based on what you tell us, both tonight and in the coming months
- We'll share a plan based on your feedback later this spring or early this summer

Project Options

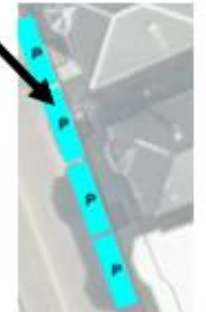
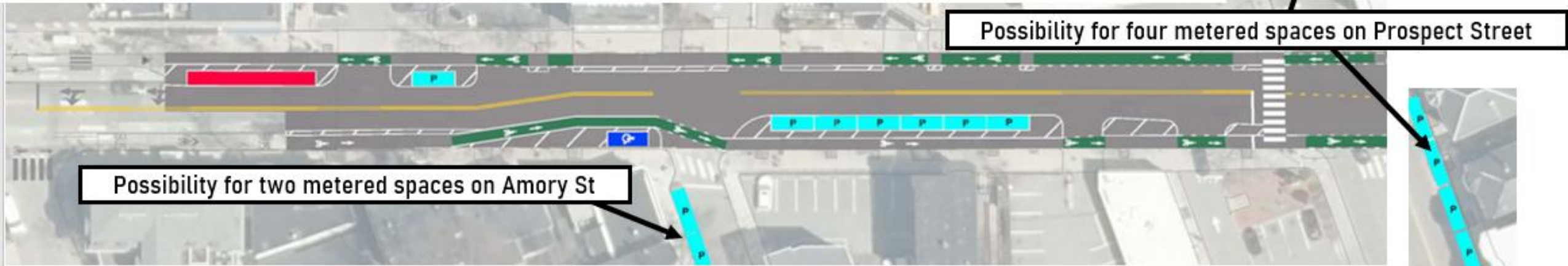
Inman St to Prospect St

BICYCLE CONFLICT MARKINGS
PAINTED PEDESTRIAN ISLAND

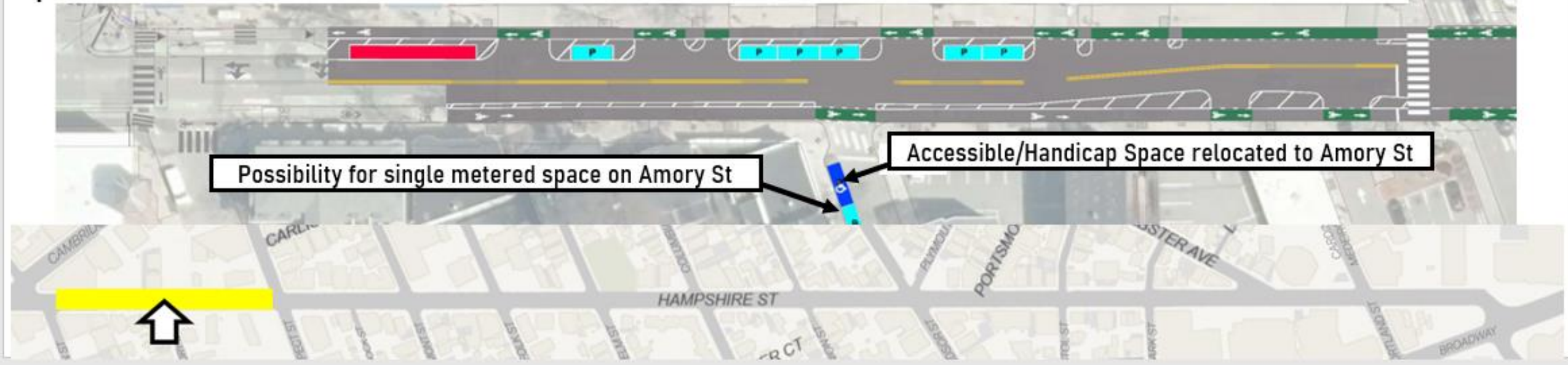
- ACCESSIBLE SPACE
- METERED PARKING
- PERMIT PARKING ONLY
- 30-MIN NON METERED PARKING
- LOADING
- NON-PERMIT PARKING
- OUTDOOR DINING
- EXISTING PARKING



Option 1



Option 2



Project Options

Prospect St to Norfolk St

Option 1

- ACCESSIBLE SPACE
- METERED PARKING
- PERMIT PARKING ONLY
- 30-MIN NON METERED PARKING
- LOADING
- NON-PERMIT PARKING
- OUTDOOR DINING
- EXISTING PARKING
- BICYCLE CONFLICT MARKINGS
- PAINTED PEDESTRIAN ISLAND



Accessible/handicap space retained in DPW lot

On-Street accessible/handicap space removed

Option 2



Morning loading, afternoon meters (three spaces)

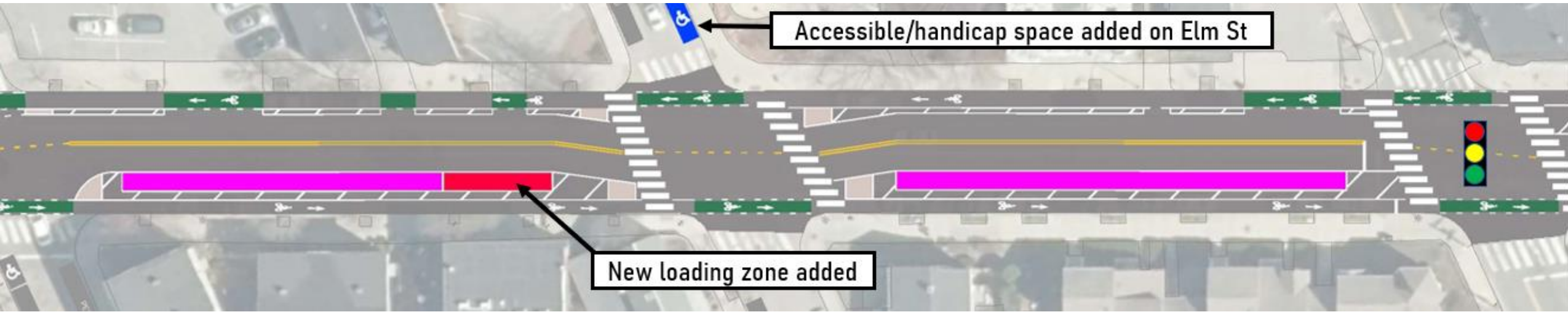


Project Options

Norfolk St to Columbia St

- ACCESSIBLE SPACE
- METERED PARKING
- PERMIT PARKING ONLY
- 30-MIN NON METERED PARKING
- LOADING
- NON-PERMIT PARKING
- OUTDOOR DINING
- EXISTING PARKING
- BICYCLE CONFLICT MARKINGS
- PAINTED PEDESTRIAN ISLAND

Single Option



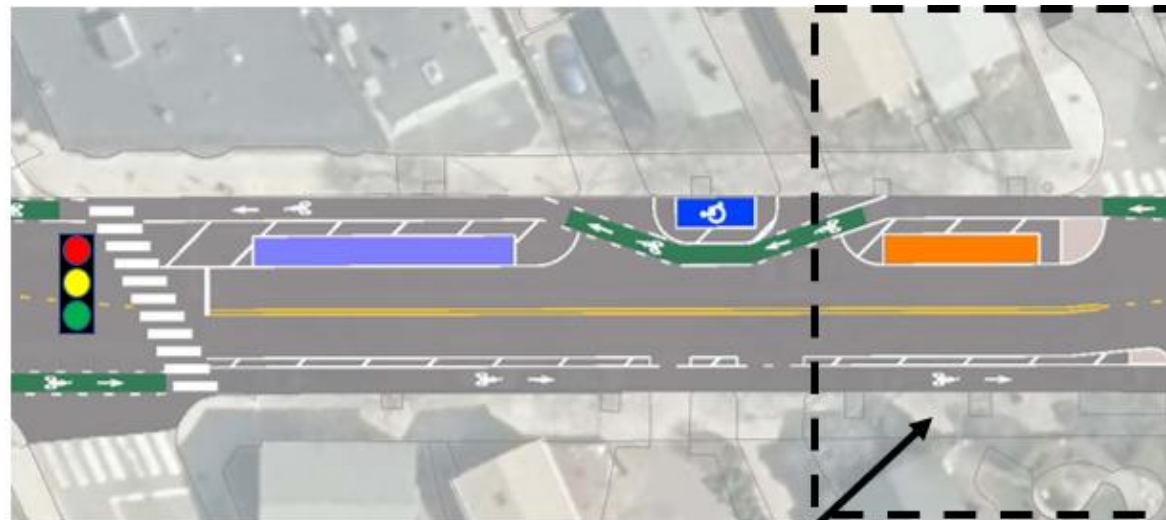
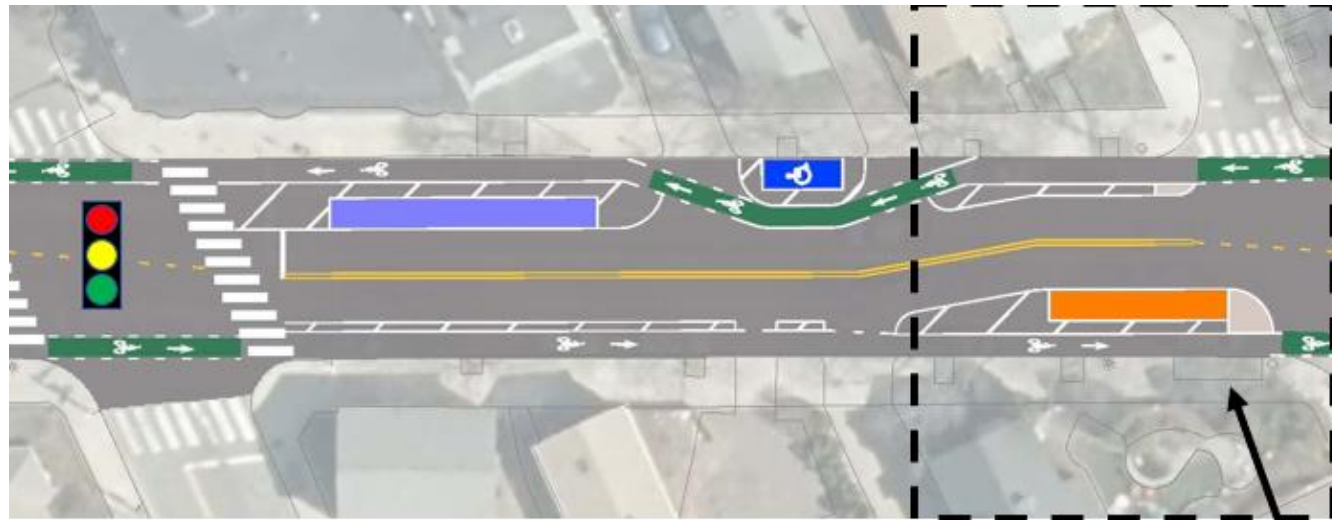
Project Options

Columbia St to Union St

-  ACCESSIBLE SPACE
-  METERED PARKING
-  PERMIT PARKING ONLY
-  30-MIN NON METERED PARKING
-  LOADING
-  NON-PERMIT PARKING
-  OUTDOOR DINING
-  EXISTING PARKING
-  BICYCLE CONFLICT MARKINGS
-  PAINTED PEDESTRIAN ISLAND

Option 1

Option 2



Permit parking on alternate sides of the street



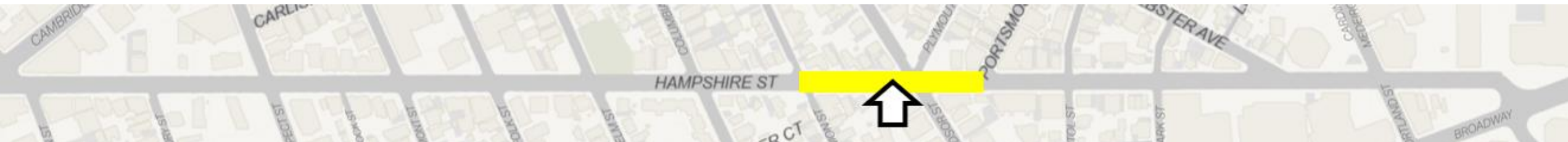
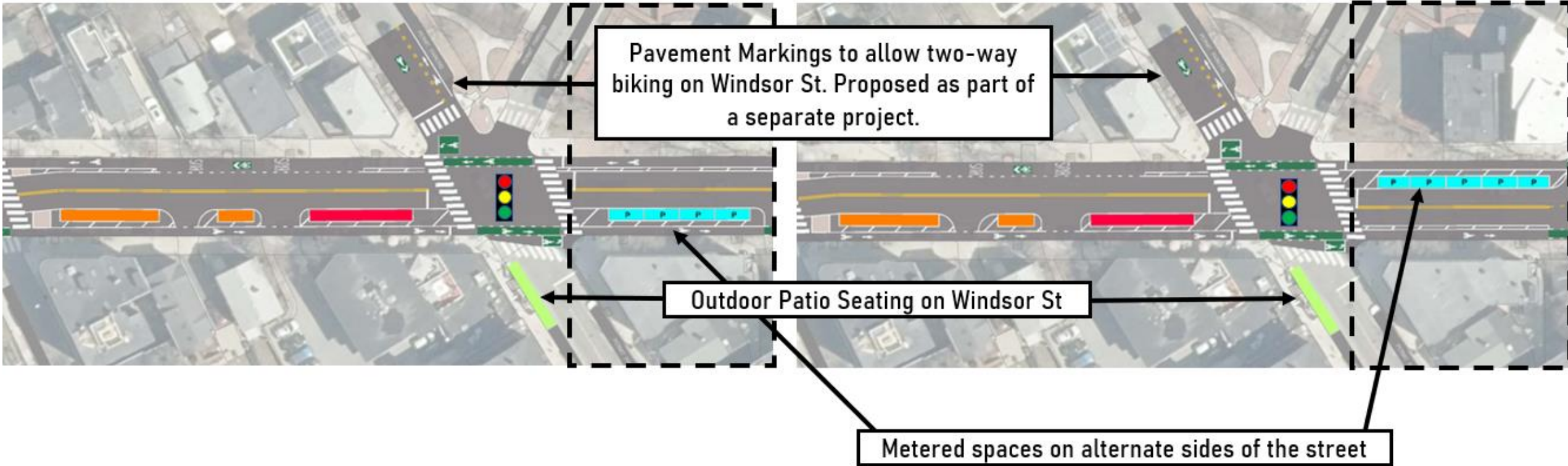
Project Options

Union St to Portsmouth St

-  ACCESSIBLE SPACE
-  METERED PARKING
-  PERMIT PARKING ONLY
-  30-MIN NON METERED PARKING
-  LOADING
-  NON-PERMIT PARKING
-  OUTDOOR DINING
-  EXISTING PARKING
-  BICYCLE CONFLICT MARKINGS
-  PAINTED PEDESTRIAN ISLAND

Option 1

Option 2



Project Options

Portsmouth St to Clark St

-  BICYCLE CONFLICT MARKINGS
-  PAINTED PEDESTRIAN ISLAND
-  ACCESSIBLE SPACE
-  METERED PARKING
-  PERMIT PARKING ONLY
-  30-MIN NON METERED PARKING
-  LOADING
-  NON-PERMIT PARKING
-  OUTDOOR DINING
-  EXISTING PARKING

No street parking on this section

- With street parking, the width of the street would be too narrow
- Frequent driveways create challenges for adding parking between Bristol St and Clark St



This section of Hampshire St is one foot narrower than the rest of the street.

Single Alternative

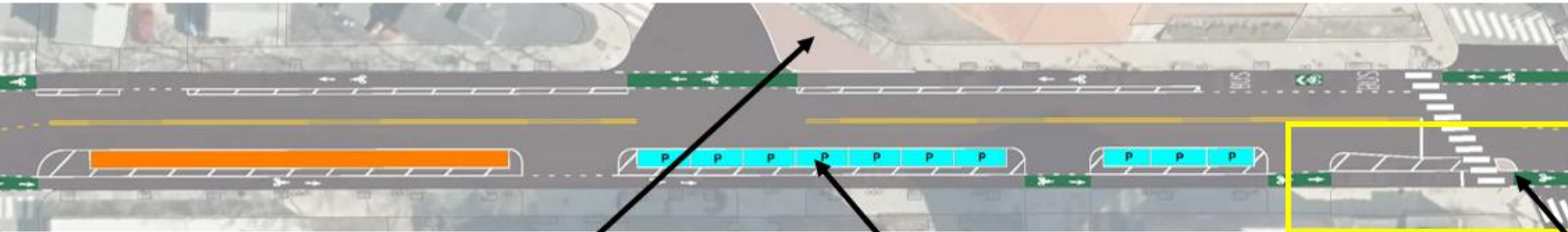


Project Options

Clark St to Cardinal Medeiros Ave/Portland S

- ACCESSIBLE SPACE
- METERED PARKING
- PERMIT PARKING ONLY
- 30-MIN NON METERED PARKING
- LOADING
- NON-PERMIT PARKING
- OUTDOOR DINING
- EXISTING PARKING
- BICYCLE CONFLICT MARKINGS
- PAINTED PEDESTRIAN ISLAND

Option 1

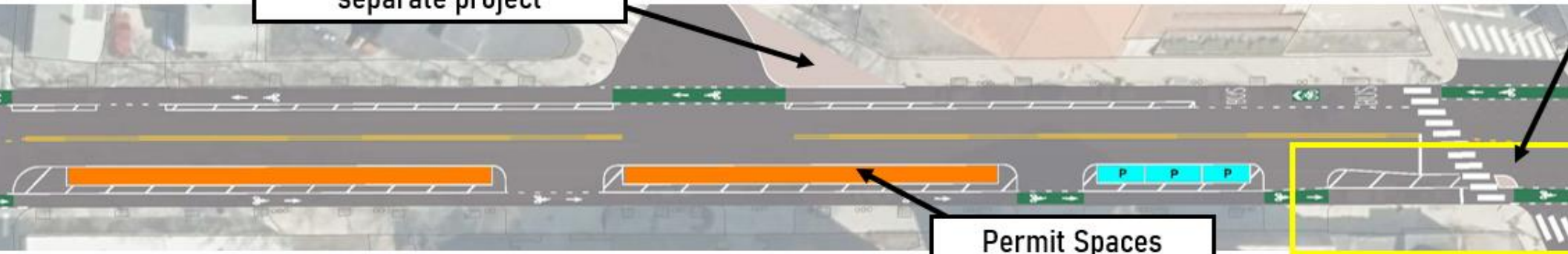


Changes to Webster Ave intersection as part of a separate project

Metered Spaces

Coordination with a private development project

Option 2





Permit Spaces

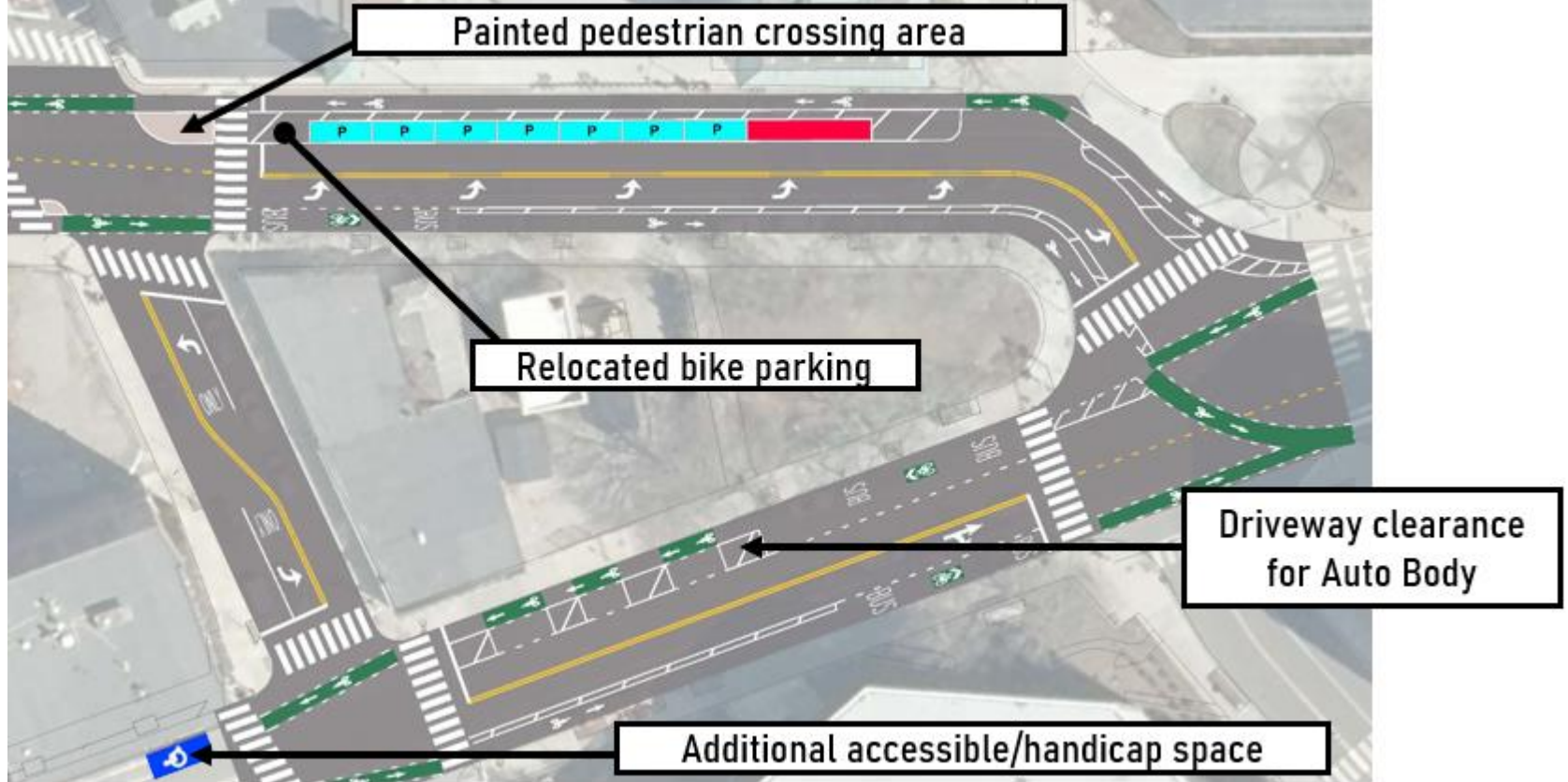


Project Options Hampshire Street at Broadway

-  ACCESSIBLE SPACE
-  METERED PARKING
-  PERMIT PARKING ONLY
-  30-MIN NON METERED PARKING
-  LOADING
-  NON-PERMIT PARKING
-  OUTDOOR DINING
-  EXISTING PARKING

-  BICYCLE CONFLICT MARKINGS
-  PAINTED PEDESTRIAN ISLAND

Single Option



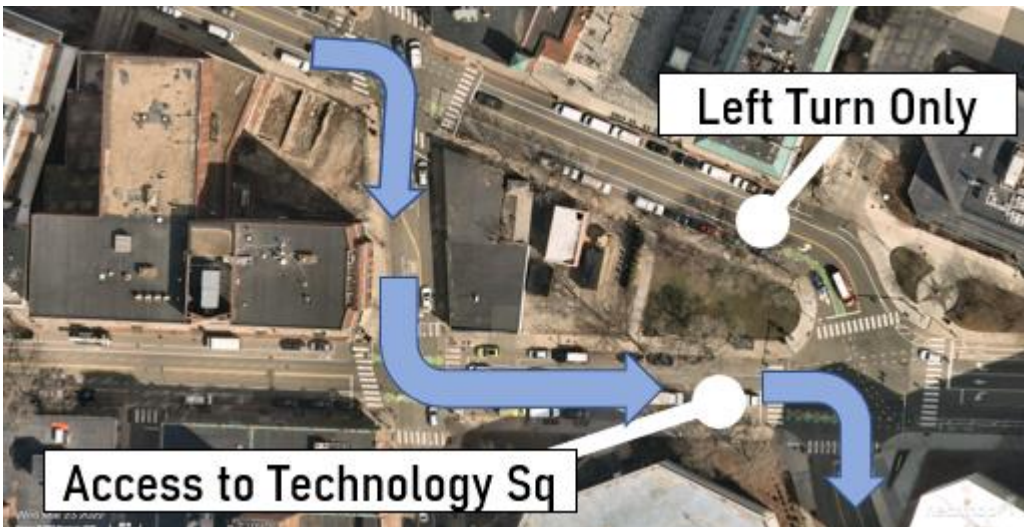
Key Feature – Traffic Circulation Changes Hampshire St at Broadway

We are proposing to change traffic patterns at the intersection of Hampshire St and Broadway

- This will reduce the number of lanes on Hampshire St at Broadway from 2 to 1
- Motorists will only be able to turn left

Most traffic already turns left

- Access to Technology Square is still allowed via Portland St and Broadway



Today



Proposed



Project Schedule

Late Spring, 2023: Community Open House #2

Early Summer, 2023: Final Community Meeting

Summer 2023: Project Implementation

Questions + Comments

Contact Information

Andreas Wolfe

Street Design Project Manager

617-349-9162

awolfe@cambridgema.gov

www.cambridgema.gov/HampshireStSafety