

THE CAMBRIDGE LIFE



Celebrating Diversity, Enriching Lives

THE TRANSPORTATION ISSUE • FALL 2024

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Unwavering
Commitment
to Vision Zero

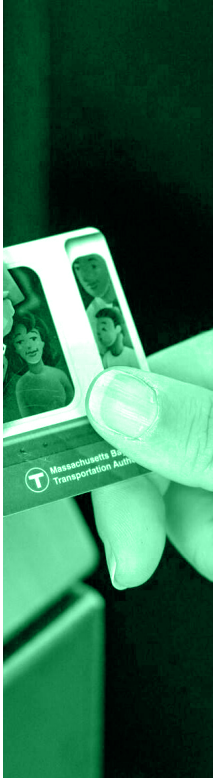
Stronger Vehicle
Safety Regulations
Proposed

Prioritizing
Travel by
Public Transit

Building Out A
Separated Bicycle
Lane Network



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Message from the City Manager

We live in a connected urban landscape and how we travel from one place to another is foundational to how we live our lives. Whether we are commuting to work, buying groceries, visiting friends, or shuttling children, transportation is the line between where we are and where we need to go. And we all deserve to be able to travel safely, efficiently, and sustainably.


In Cambridge, there is a lot to celebrate. We have been named the most walkable city in the country. Walk Score went as far as recognizing Cambridge as a “Walker’s Paradise” and a “Biker’s Paradise” with the highest scores for each category in Massachusetts. According to PeopleforBikes’ latest ratings, Cambridge ranked #2 out of 604 medium-sized U.S. cities (50K to 300K) for bicycling, behind only Davis, California. We are rich in public transit options including five Red Line stops, a newly revamped Green Line station at Lechmere, Commuter Rail, 26 MBTA bus routes, and multiple publicly-accessible shuttles.

Yet there are also many concerns. Traffic and congestion have increased since the pandemic.

As we have added more modes of transportation, our streets have become more complex to navigate. While we have made cycling safer, we have seen three cyclists die on our streets between June and September 2024, leaving holes in our community and a reminder that there is so much more work to do. And we continue to hear from our seniors and residents with disabilities that it’s harder to travel around the city or receive services.

This issue highlights how we are seeking to balance the competing challenges on our streets. There aren’t simple answers, but I hope these stories show how we are continuing to work to make travel safer, more efficient, and more sustainable for all our residents.

Sincerely
Yi-An Huang

A handwritten signature in black ink, appearing to read 'Yi-An Huang', with a stylized flourish at the end.

Unwavering Commitment to 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, embracing the City's commitment to 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 was just the 17th city in the United States to commit to a Vision Zero policy.

The foundation for the Action Plan is data-driven decision-making, with the City seeking to identify the fundamental causes of traffic crashes, injuries, and fatalities and developing creative and implementable solutions to prevent such incidents. This includes evaluating our successes—and remaining challenges—so that we can do even better in the future.

Putting Vision Zero principles into practice, the City of Cambridge has implemented a series of measures, including:

- **Lowering speed limits** throughout the City in recent years as part of a larger strategy around traffic calming and safety.

In December 2016, the City reduced the baseline citywide speed limit from 30 MPH to 25 MPH. In March 2018, through the Safer Squares initiative, the City further reduced speed limits from 25 MPH to 20 MPH in the areas known as the “squares” that feature denser populations and in higher-use business districts.



In addition, between 2019 and 2021, the City implemented Residential Safety Zones on most streets primarily utilized for local access within residential neighborhoods, reducing the speed limit from 25 MPH to 20 MPH.

- **Not allowing turns on red** at all city-owned traffic signals. This action—passed by the City Council and made standard at all intersections in November 2022—is part of our commitment to prioritize safety, reduce crashes, and enhance the overall efficiency of the city's transportation network. Throughout 2023, City staff added 225 “No Turn on Red” signs at intersections to align with Vision Zero principles, completing the City's installation of such signs at City-owned intersections citywide. Allowing turns on red shifts a driver's attention to finding the quickest way through the intersection and away from being aware of other road users around them. When drivers don't have the option to make right turns at red lights, the likelihood of collisions with oncoming traffic, cyclists, and pedestrians is diminished.

- **Improving safety for all modes in City Squares**, which represent the centers of social and economic life in Cambridge. As a result, we have prioritized creating a safe environment and improved operations for all users of the squares, especially people walking, biking, and taking transit. This included the design and construction of an improved and safer Inman Square. Porter Square has also seen simplified signal operations, more attractive functioning of the jug handle for cyclists turning left onto Somerville Avenue, and better pedestrian crossings.

Ongoing safety improvements in Harvard Square include a protected bike lane for northbound cyclists, clearer crosswalk markings, and a shorter crosswalk between the Kiosk and the Coop. Additional changes involve reducing vehicle traffic to one lane in each direction, and eliminating the cyclist-driver merge towards Porter Square.

Additional safety improvements have recently been completed in Kendall Square and Lechmere (as part of the Green Line Extension and development of the North Point District). Addi-

tional enhancements are currently ongoing in Central Square.

- **Expanding the City's network of separated bike lanes** via first-of-its-kind legislation. The Cambridge Cycling Safety Ordinance sets ambitious requirements for installing about 25 miles of separated bike lanes.

- **Implementing the Cambridge Truck Safety Ordinance**, which requires Class 3 or above motor vehicles, trailers, semi-trailers, or semi-trailer units with 1) a Gross Vehicle Weight Rating over 10,000 pounds, 2) that can travel more than 15 MPH, 3) that is being used by a City vendor under a City Contract, and 4) is worth more than \$10,000 be outfitted with side guards, convex mirrors, cross-over mirrors, and safety decals.



Prioritizing Travel by Public Transit

For each street redesign project, the City thoroughly considers dedicated bus lanes and traffic signal priority. Through City policies and plans, City staff and departments are directed to make changes that prioritize travel by public transit.

In 2014, 2018, and 2022, the City studied bus delays and unreliability on most bus routes in Cambridge. In the 2018 study, City staff identified locations of concern where bus delays and unreliability were high. The 2022 study identified whether locations of concern still existed after the MBTA Better Bus Project changed bus routes.

In locations of concern, City departments will consider installing dedicated bus lanes and prioritizing signals for buses. This may mean:

- Restricting parking and loading to specific hours of the day or all day.
- Dedicating a travel lane to buses only
- Relocating bus stops to allow buses to move more quickly through signalized intersections.
- Giving more time at signals for directions that buses travel, especially when buses are delayed.
- City staff are researching additional ways to give priority on City streets to buses.

The same approach has been applied to the MBTA and its Transit system. City staff work closely with, and advocate for, improvements to the Red Line and Green Line, while ensuring increased safety, overall reliability, and equity.



Refining Protocols Following Serious Crashes

Since Cambridge's adoption of Vision Zero in 2016, the City has had a protocol in place to respond to fatal traffic crashes. Soon after a fatality, a multi-disciplinary team of staff from departments across the City will conduct a site visit to evaluate the crash location to evaluate opportunities for short- and long-term improvements.

For example, after fatal crashes occurred in Harvard Square, short-term improvements included the accelerated installation of a quick-build separated bicycle lane on Mass Ave between Harvard Yard and the Out of Town News Kiosk, and the elimination of a travel lane on Mass Ave in front of the COOP in advance of capital construction projects. A fatal crash in Inman Square accelerated a redesign and reconstruction of the entire square, with the City investing approximately \$10.4 million in the greater area. Work included a new lighting system, traffic signal systems, accessibility improvements, and other upgrades.

The City is now developing an enhanced Safety Audit program to formalize the evaluation of locations where fatal or serious crashes occur, as well as proactively identifying, assessing, and mitigating intersections in need of safety improvements. This will include evaluating crash

histories, identifying a prioritized list of intersections, and developing a plan to make ongoing improvements. At this point, the framework is still under development and subject to change. Additional information is expected to be provided in the fall of 2024.

In order to prioritize the work, City staff is examining the crash histories at intersections across the City. The analysis is initially focused on City-owned intersections because necessary changes can be made internally. State-owned intersections are among the highest crash locations within our borders. However, we are analyzing those locations independently of City-owned locations and will work closely with state agencies in a parallel effort to address safety on state-owned roads.

For each intersection evaluated, a technical memo explaining the audit process, findings, proposed improvements, and timelines for implementation will be prepared. The final report will be published on the City's Vision Zero website.

The City is also in the process of refining its methodology for weighting and ranking crash data. Raw data shows a simplistic view regarding many crashes because it does not account for a variety of important factors, including the involvement and/or injury of vulnerable road users, severity of injuries, and involvement of large vehicles.



City Manager Huang Proposes Stronger Vehicle Safety Regulations



In the last ten years, there have been 23 fatal crashes on roads under City and State jurisdiction. Of these, seven of the eight crashes that resulted in a bicyclist's death involved a truck.

In response to this, City Manager Huang and other local elected officials testified at a MassDOT hearing on regulations for the State's Act to Reduce Traffic Fatalities at the State House in mid-July.

This builds on efforts by Cambridge, Boston, Somerville, and Newton that enacted truck safety requirements for vendors. For example, Cambridge's Truck Safety Ordinance, adopted in November 2020, applies to vehicles over 10,000 pounds used by City vendors under contracts exceeding \$10,000. With some exceptions, eligible vehicles must have side guards, convex mirrors, cross-over mirrors, and safety decals.

Below is an excerpt from City Manager Huang's testimony supporting proposed amendments to vehicle safety regulations, which would require vehicles over 10,000 pounds that are leased, pur-

chased, or contracted by the state to be equipped with lateral protective devices, convex mirrors, crossover mirrors, and backup cameras. He advocates for strong regulations with minimal vehicle exemptions:

"The legislature's passage of An Act to Reduce Traffic Fatalities in 2022 was an important step forward in making our streets safer for all road users, particularly the most vulnerable users. I am happy to be here today to support MassDOT's regulatory changes implementing important aspects of this law.

These changes are sorely needed for state-owned and operated trucks and this regulation change will be a very solid step in the right direction to prevent serious crashes involving these trucks and vulnerable road users. Eventually, this should be a national standard for all trucks licensed to drive on our roads, as has been the case in Europe and other countries for more than 20 years.

Research on side guards, conducted by the Volpe National Transportation Systems Center, showed that—during the five-year period reviewed —

“We hope that the adoption of these regulations can be the first step in a coordinated effort towards universal requirements for sideguards & other safety equipment.”

nearly half of bicyclists and more than one-quarter of pedestrians killed by a large truck first impacted the side of the truck. And, a UK study of trucks with sideguard devices showed a 61 percent reduction in fatal crashes with cyclists.

According to federal data, large trucks make up 4% of all registered vehicles. Yet despite truck drivers being among the most well-trained drivers, trucks are involved in 10% of pedestrian and bike fatalities. In dense urban areas, these statistics are even higher. In the past ten years, we have lost seven cyclists — trucks were involved in every one of these crashes. This is part of a greater story about rising crashes and fatalities involving vulnerable road users in the state and nationally.

As you all may be aware, this reality has recently hit us close to home once again in Cambridge where tragically, within a span of only a few weeks, two people riding bikes were killed in crashes with trucks. In both instances, the cyclists were traveling in the same direction as the trucks and were killed when the trucks turned right. While both these crashes are still under investigation, it is likely that sideguards and

crossover mirrors on the trucks could have helped prevent these tragedies completely, or avoided the fatal outcomes. The cost of these tragedies is far too great—for those losing their lives and their families and for our communities.

These regulations should be as strong as possible, and I would ask you to adopt them as drafted without significant changes. Specifically, that section 4.10(7), ‘continue to minimize the number of vehicles that will be exempted from these regulations.’ Further, I would strongly encourage you to apply these regulations to all contracts funded under Chapter 90. It is essential that as many trucks as possible on our roads are equipped with this important safety equipment. The Commonwealth is in a unique position to ensure these safety improvements improve the lives of vulnerable road users across the State. I would also ask that appropriate resources be allocated to ensure enforcement of the regulations is as robust as possible.

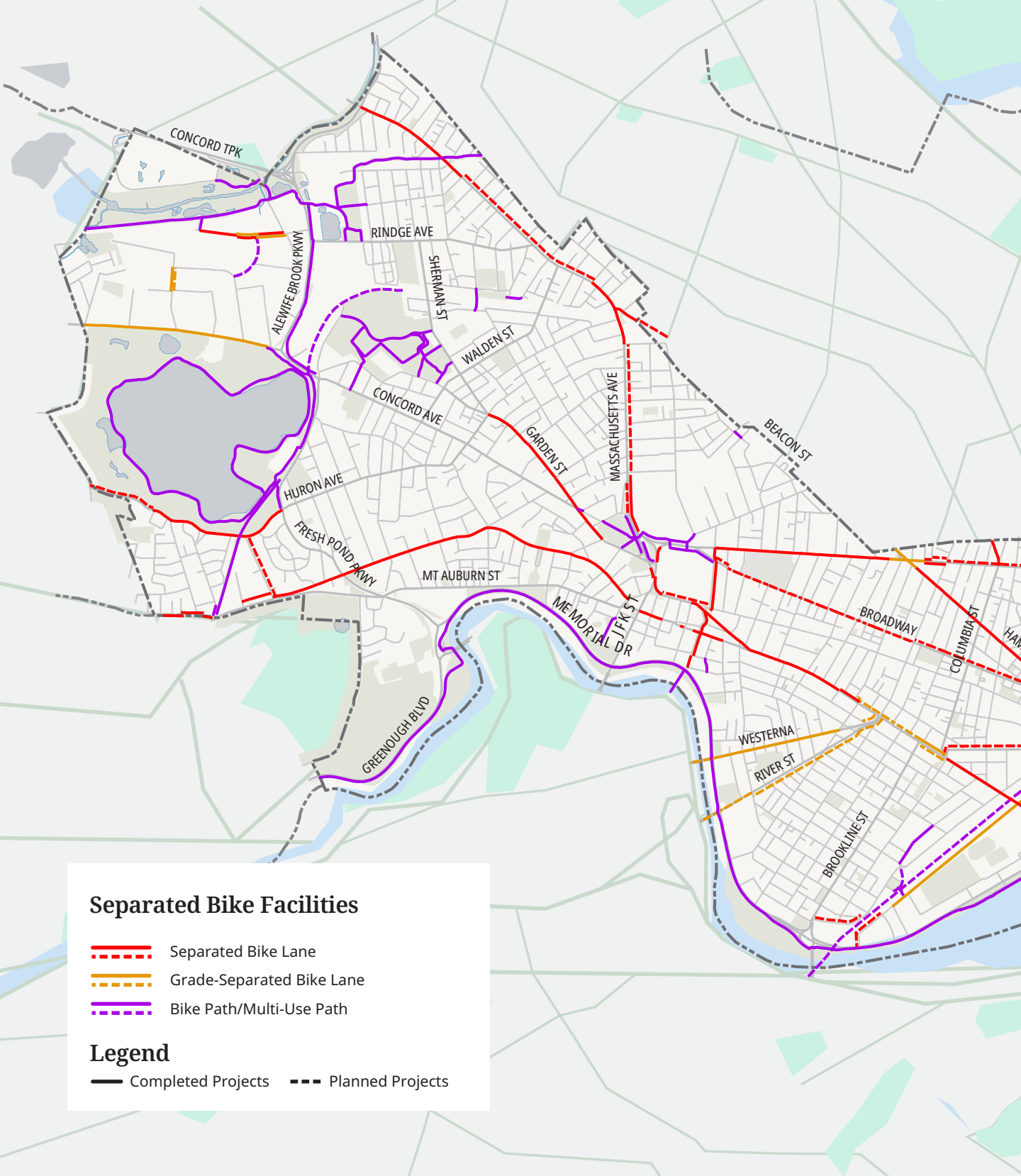
We hope that the adoption of these regulations can be the first step in a coordinated effort towards universal requirements for sideguards & other safety equipment. We look forward to working together to ensure everyone is safe on our streets, and we can all get where we are going safely.

Thank you for listening today and helping to create safer streets."

Cambridge will continue pushing for change by teaming up with other cities, state agencies, our elected officials, and both local and national safety advocates to achieve significant changes in federal truck safety regulations.

“While trucks may be an unavoidable part of urban life, we must find ways to reduce their all too frequent deadly impact.”

Building Out A Separated Bicycle Lane Network





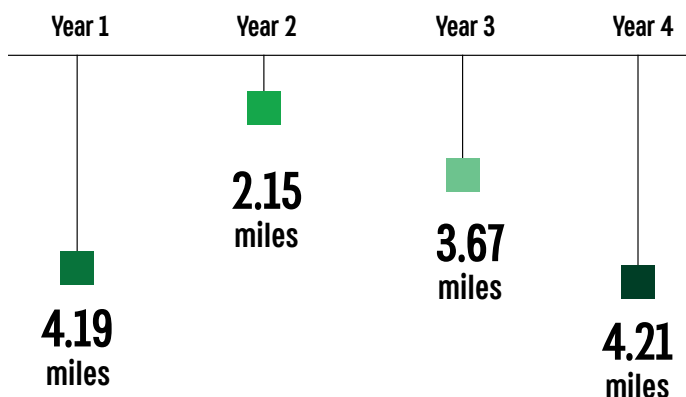
Scan the QR code to view full project details

More and more people are bicycling in Cambridge. Bluebikes, which represents ridership throughout each day (not just during commute hours), reached its highest number of trips in 2022. The percentage of Cambridge residents bicycling to work is at an all-time high of 9 percent, with 9.5 percent of commuters to Kendall Square going by bike. The number of child cyclists has also increased.

Cambridge's Cycling Safety Ordinance—first-of-its-kind legislation—sets ambitious requirements for the installation of about 25 miles of separated bike lanes. As of May 2024, 13.77 of 25 miles had been installed or was under construction—surpassing the separated bike facilities installed over the prior seven years (pre-ordinance) by more than 2.5 miles.

Later this fall, the City is looking into the passage of amendments to the Parking & Transportation Demand Management Ordinance & the Zoning Ordinance to allow for the sharing of off-site parking with nearby properties, if necessary, to mitigate the loss of parking resulting from the installation of separated bicycle facilities due to implementation of the Cycling Safety Ordinance. To access our Cycling Safety Ordinance Projects you can visit: <https://camb.ma/csomap>

Yearly Milestones in Separated Bike Lane Installations: A Four-Year Overview



Commuter Meets Environmental Engineer:

Public Works' Diane Stokes



Day after day, Cambridge resident and environmental engineer Diane Stokes biked along Massachusetts Avenue, dropping off and picking up her daughter from school, while consciously and subconsciously noting pain points in her commute. Her analytical mindset and field expertise made her acutely aware of even the smallest inconveniences along this major City artery.

Mass Ave, stretching approximately 3.5 miles through Cambridge, is notorious for its transportation challenges. But Stokes, a seasoned commuter, is at the center of effecting change.

As the Director of Engineering Services in the Department of Public Works, she has led the engineering design efforts of Cambridge's Mass Ave Partial Construction Project since its inception. This project, in fulfillment of the 2019 Cycling Safety Ordinance, aims to create a street infrastructure that accommodates all modes of transportation while supporting the needs of local businesses along the corridor.

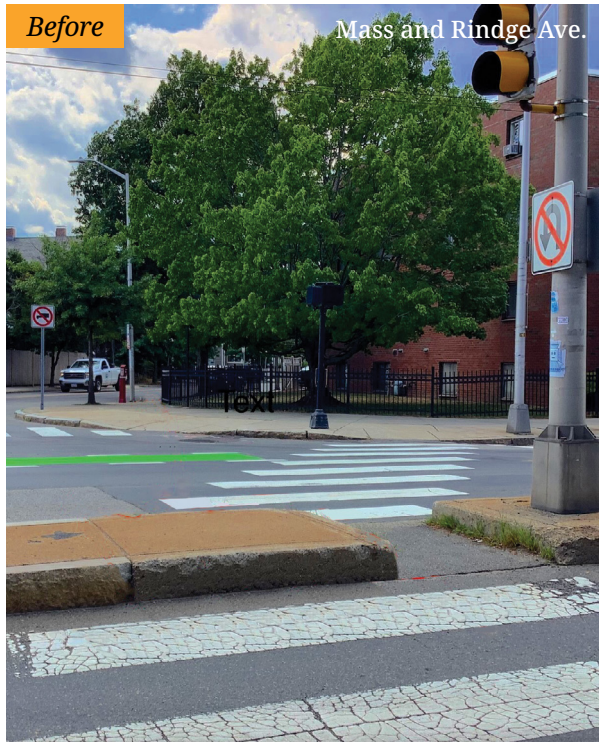
For Kathy Watkins, the Commissioner of Public Works, approaching Stokes to drive this colossal undertaking was a clear choice. Stokes' local commuter perspective and experience with large multidisciplinary infrastructure projects made her

the ideal candidate.

In her signature work boots, work pants, and bohemian headband, Stokes' passion for engineering — and its many interconnected challenges—is unbridled. When Stokes joined the Cambridge DPW team in 2014, she immediately got involved with the Western Avenue Reconstruction Project, which was initiated to address flooding and enhance the safety and aesthetics of the thoroughfare.

"Every time I ride down the cycle track [on Western Ave] now, I look at the condition of the pavement and check on Riverside Place," said Stokes about the short, narrow, and flat dead-end street off Western Ave, characteristics that make collecting surface runoff challenging. The design was altered to locate the catch basins in the middle of the road with a slight slope towards the center. "[Riverside Place] has actually been considered for some of the shared street designs that they're doing now, so that's really satisfying."

From her consistent travel, Stokes discovered early on that the bus frequency along Mass Ave wasn't reliable enough—one of the issues the project aims to address — so she resorted to primarily walking and biking. By biking, Stokes identified areas on Mass Ave where she felt



unsafe biking in the street without separated bike lanes.

In preparation for the project, Stokes also intentionally began driving more to experience Mass Ave traffic patterns at all times of day. This allowed her to pinpoint more choke points (such as where a left-turn lane needed to be extended), where the biggest conflicts between bikes and right-turning vehicles occur, and where additional crosswalks are needed due to frequent pedestrian crossings.

Stokes said her “user perspective” helped the team better understand the project’s needs and focus their efforts. She emphasized the importance of evaluating underground infrastructure and developing a surface design that can be constructed over existing subsurface conditions.

“I love the role I have of bridging the gap between engineering and streets and sewer maintenance,” said Stokes.

Acknowledging that there are many competing priorities in the City, Stokes said the team paid immense attention to phasing the project and determining its funding strategy over several fiscal years. The first phase of construction will focus on utility repairs between Roseland Street

and Waterhouse Street, with the project expected to begin in early 2025.

Stokes’ observations and community engagement highlight the value of employees who both work and live in the City. Their firsthand experiences and multiple touchpoints greatly enhance their ability to tackle transformative projects.

“

We’re not just fixing today’s problems; we’re looking to the future, 25, even 100 years out. We’re building this for the next generation.”

E-bikes Now Part of Region's Bluebikes Fleet

In December 2023, Cambridge joined Boston, Somerville, Everett, Brookline, and system sponsor Blue Cross Blue Shield of Massachusetts in welcoming 750 next-generation e-bikes into the region's Bluebikes bicycle fleet. The integration of these new e-bikes grew the overall Bluebikes fleet to 5,000 bikes across 500 regional stations in the summer of 2024.

As the region's bikeshare system, Bluebikes has expanded steadily since its introduction in 2011. Usage has increased, especially in the warmer months between April and October.

Bluebikes' e-bikes, which are manufactured by Lyft and were named one of TIME's 100 Best Inventions of 2022, feature a smooth ride with pedal-assist technology, a single gear transmission, a long-lasting battery with a 60-mile range, a user-friendly interface LCD screen, and safety

upgrades such as LED light and reflective paint for increased visibility.

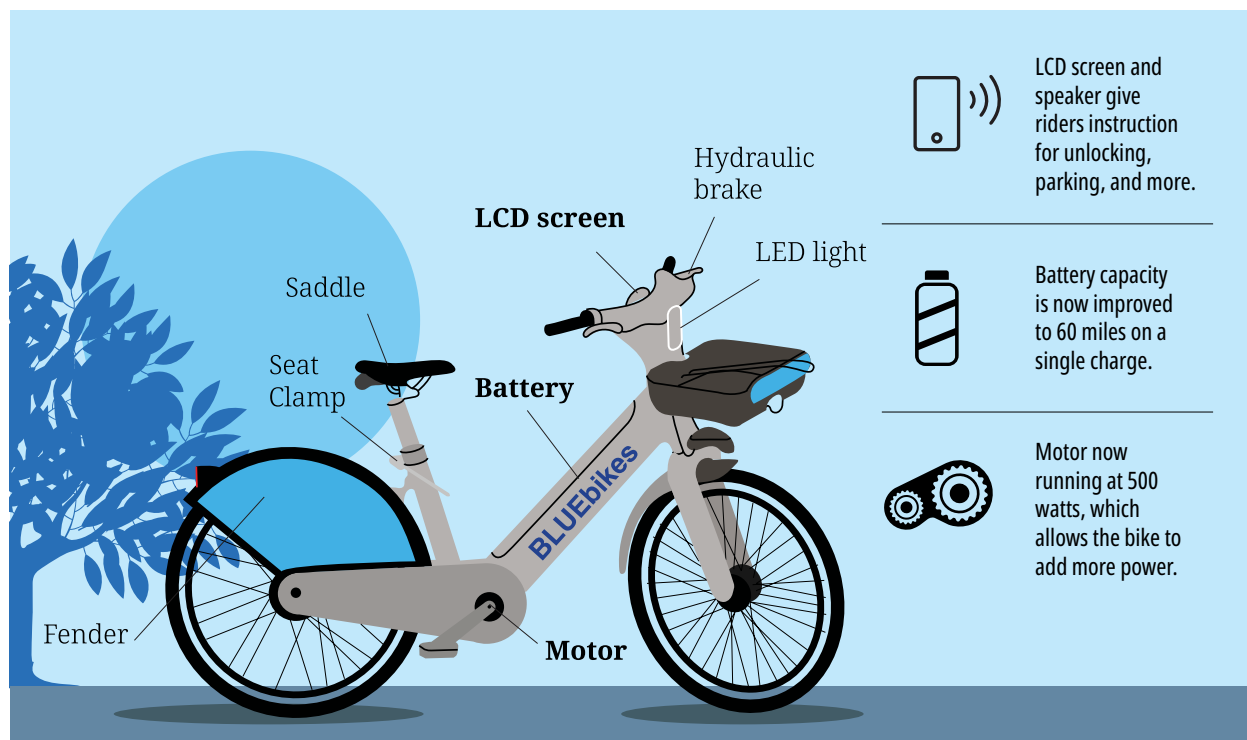
Did You Know?

The most popular Bluebike stations in the region are all located in Cambridge. According to the most recent data, the MIT at Mass Ave/Amherst Street, Central Square at Mass Ave/Essex Street, and Harvard Square at Mass Ave/Dunster stations had the most total trips of all Bluebike stations.

You can access a Bluebikes Station Suggestion Map on: <https://camb.ma/bbsuggestions>



Scan & register to attend free bike workshops



Recognized as One of the Country's Best Cities to Bike



PeopleforBikes creates annual City Ratings to celebrate cities that have dedicated work in recent years to make biking better in their communities. According to their latest ratings, Cambridge ranked #2 out of 604 medium-sized U.S. cities (50K to 300K) for bicycling, behind only Davis, California.

According to PeopleforBikes:

"The city of Cambridge saw one of the largest improvements in City Ratings scores in recent years. In 2019, Cambridge passed the Cycling Safety Ordinance (CSO), one of the strongest Complete Streets mandates in the nation, to require the creation of safe biking routes. In 2020, the city set a timeline to have 25 miles of those routes completed by 2026. By relying on quick-build projects, using bollards and flex posts to create separated bike infrastructure, Cambridge has made substantial progress on the goals outlined in the CSO."

“

According to the latest ratings, Cambridge ranked #2 out of 604 medium-sized U.S. cities.”

This is not the first time Cambridge has been on the map for PeopleForBikes. In 2023, the redesign of Inman Square was recognized by the organization as one of the Best New Bike Lanes in the country. In 2015, Western Avenue was named #1 in America's 10 best new bike lanes. According to their site, *"If every rebuilt street in the United States looked like Western, we'd be on our way to making biking so good that almost every American would choose to do it regularly."*

The City's Pedestrian-Centric Policies and Infrastructure

The Cambridge Pedestrian Committee is a key resource in the City's mission to enhance accessibility and walkability. With 23 members, including representatives from the Department of Public Works (DPW), the Police Department, and the Traffic, Parking, and Transportation Department (TPT), the committee is a collaborative force working to shape a more pedestrian-friendly Cambridge. Members are appointed by the City Manager, bringing together a diverse range of perspectives to address the unique challenges of navigating the City on foot.

The committee's responsibilities are broad, ranging from advising on roadway design to developing policies that prioritize pedestrian safety. Their work touches on crucial issues like traffic signal timing, sidewalk standards, and the enforcement of traffic laws. Additionally, the committee identifies areas in the city where walking is difficult and makes recommendations to improve these spaces. This proactive approach ensures that pedestrian needs are central to City planning and development.

A significant part of the committee's efforts is aligned with **Cambridge's Five-Year Plan for Streets and Sidewalks**, a comprehensive initiative to improve citywide accessibility. Led by the DPW, and in collaboration with other City departments, the plan includes critical upgrades to pedestrian infrastructure. **These improvements range from enhancing crosswalks and pedestrian ramps to installing raised crosswalks that help slow down vehicles and make street crossings safer for everyone.** Such projects reflect Cambridge's commitment to creating a more accessible environment for all residents, regardless of their mobility needs.

In addition to its monthly meetings, which are open to the public, the Pedestrian Committee often forms smaller subcommittees to dive deeper into specific issues. These focused groups

allow for thorough discussions and detailed analysis, ensuring that complex topics receive the attention they deserve.

The work of the Cambridge Pedestrian Committee is integral to the City's broader vision of inclusivity and accessibility. By advocating for and implementing pedestrian-centric policies and infrastructure, the committee makes Cambridge a healthier, more vibrant community for everyone. Their efforts, alongside the city's ongoing initiatives, are vital in establishing Cambridge as a model for walkable urban living.



Equity and Accessibility Are Central to City's Transportation Goals

Traveling the bustling streets of Cambridge should be a safe and enjoyable experience for everyone, whether taking a stroll, running errands, or commuting to work. Our thoroughfares should be inviting to all people. As such, equity and accessibility are paramount transportation focuses for the City.

Launched in September 2024, the new Income-Eligible Reduced Fare Program offers riders with low income aged 18–64 nearly 50 percent off all MBTA buses, subway, Commuter Rail, and paratransit (The RIDE) fares. Applications are available in multiple languages online at **mbta.com/income-eligible** and at five locations throughout the MBTA service area.

For seniors and residents with disabilities, Cambridge's Door2Door Transportation program provides rides to local non-emergency medical appointments and weekly grocery trips—all for a voluntary donation. Additionally, the MassHealth Transportation Program offers rides to medical appointments for eligible members whose doctors have submitted a PT-1 form, while The RIDE supports paratransit for non-medical trips. More information on accessing these services is available at **<https://camb.ma/ccpdtransport>**

Beyond public transit, the City encourages bicycling as a sustainable, equitable mode of travel. Bluebikes, including e-bike options, offer discounted monthly and annual memberships for low-income residents enrolled in the Income-Eligible Program.

Ensuring that the City remains accessible to all residents requires careful planning and dedicated advocacy. That's where Cambridge's various committees—the Pedestrian, Bicycle, and Transit committees—step in. These volunteer groups of residents, supported by City staff, are leading the charge to make commuting and accessing Cambridge a pleasure for all.



Bluebikes & Bike Education Transportation Coordinator

Community Development's
Tenzin Choephel

As the Active Transportation Coordinator for the Community Development Department, Tenzin Choephel's roles span everything from Bluebikes operations, bicycle education for Cambridge youth, grant writing, and much more.

A **"huge advocate for transportation equity,"** Choephel is proud that his work reaches so many people and appreciates how hard Cambridge works as a city to create access to transportation opportunities.

"Bluebikes is such an affordable option, especially with the income eligible memberships that we offer," Choephel said. *"When we put out a new Bluebikes station, there are people lined up to use the station once it's installed. It almost gives you chills because it shows people really care about this. People reach out to us and tell us 'It's amazing that there's a station right by my apartment now,' Or 'I don't have to drive every day.'"*

Prior to joining the City of Cambridge, Choephel was a technology teacher in Boston. He has always been excited about working with students and appreciated the impact teachers made on his life. Outside of the classroom, Choephel enjoyed biking around the greater Cambridge area.

When a job posting for Active Transportation Coordinator opened up in Cambridge, Choephel viewed it as a natural fit for his skills and interest.



He went on to join the team in December 2022.

"Two of the things I love most are biking and education," he said.

The City of Cambridge is proud to offer bicycle education workshops throughout the year, free to those who work or live in Cambridge. All classes are paid for by the City of Cambridge and every participant receives one free helmet each year.

Tenzin is the City lead for the Safe Routes to School on-bike training program, which provides youth education in all Cambridge public elementary and middle schools: 2nd grade pedestrian training, 4th grade classroom bicycle training, and 6th grade on-road bicycle training. The pedestrian lessons teach the importance of safe walking behaviors and the basic elements of pedestrian infrastructure. The bicycle safety lesson includes how to correctly fit a helmet, rules of the road, safely navigating intersections and roadway obstructions, and basic bicycle maintenance.

Blending his past as a teacher with his current responsibilities, Choephel particularly enjoys helping children who are newer riders.

"I've taught so many students how to ride a bike," said Choephel. *"Some of the sweetest moments I've ever encountered in my work involve students who*



know how to bike and their friends don't. They're cheering them on from the sidelines and want their friends to succeed, so they can all bike to the park together. When it clicks, it's awesome."

If you have just moved here to Cambridge, want to become a cyclist, learn more about bike safety, need a helmet, or are interested in talking Bluebikes or bicycling, Tenzin looks forward to connecting with you. Email him anytime at: tchoephel@cambridgema.gov

“Bluebikes is such an affordable option, especially with the income eligible memberships that we offer”

Investing in Electric Vehicle Charging Stations

The City recognizes the importance of Electric Vehicle (EV) infrastructure along with other sustainable modes of transportation such as walking, biking, and taking public transportation. By supporting a network of electric vehicles supply equipment (EVSE) throughout Cambridge, **the City can help facilitate the switch from vehicles that run on fuel to vehicles that run on electricity.**

There are nearly 40 City-owned chargers throughout Cambridge, and we are currently working to expand our network of EV chargers. The City has a goal to increase access to electric vehicle chargers and to reduce greenhouse gas emissions. Installing electric vehicle chargers helps us achieve these goals. We have identified several potential sites for installation in 2024 and 2025.

The City also has a pilot permit program to allow residents who do not have access to off-street parking to charge electric vehicles. Through an online application, residents can learn more about the annual permit, its cost, requirements, and areas eligible for the application. Note: If you live within 1/8 mile of an existing city-owned street side EV charging station, you are not eligible for the pilot application.

Finally, the Right-to-Charge law that is specific to the City of Cambridge and was signed by the Governor in December 2022, is designed for owners of units in Condo and multi-family buildings. The law gives owners the right to install EV charging in their building at the owner's expense. EV charging systems must be installed by a licensed and qualified electrician or contractor.

Updated Sidewalk and Street Reconstruction Plan



In May 2023, the City's Five Year Plan for Sidewalk and Street Reconstruction was updated. This comprehensive plan is intended to help design streets that safely accommodate all users—pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

The plan incorporated several priorities:

- **The condition of streets and sidewalks.**
- **Priority being given to areas close to parks, major squares, libraries, youth centers, elderly housing, and senior centers, as well as those close to bus routes or subject to heavy traffic.**
- **The designation of High Priority Areas as defined by the Bicycle Vision Network.**

■ Transit locations

■ Funds available from both the City & the State.

The Five-Year Plan, reviewed annually, empowers utility companies to plan for projects such as street and sidewalk reconstruction, significantly reducing the need for repeatedly opening streets and sidewalks.

In the FY2025 (fiscal year), \$17 million will be spent on the Complete Streets Program with \$13 million from the City budget and \$4 from the State. Of the \$13 million from the City, \$5 million will be allocated to further build out separated bike lanes. This is supplemented by other capital investments that have gone into project improvements in Central Square, Inman Square, The Port, and River Street.

Police Use Education & Enforcement to Improve Compliance



The Cambridge Police Department (CPD) conducts education and enforcement with the goal of reducing harm to those traveling in and through the City and educating all roadway users about safety as part of CPD's and the City's commitment to Vision Zero. Locations for education and enforcement are determined by collision data, community feedback, and in coordination with other City agencies.

Areas of enforcement focus include speeding, impaired operation, turn restrictions, trucks

operating on restricted ways, bicycle lane violations, bicycle violations, bus lane violations, distracted driving, and redlight/stop sign violations. Additionally, CPD is annually awarded grant funds that allow officers to focus on any risk-taking behavior endangering the safety of bicyclists and/or pedestrians. Educational efforts around traffic and road safety also focus on hot spots and traffic infractions that frequently contribute to serious injury crashes and traffic congestion.

Parking Permit Renewal Season

Beginning December 1, 2024, Cambridge residents can renew their Resident and Visitor Parking Permits online at www.cambridgema.gov/rpp. Permits will not be mailed until January 2025. Residents cannot renew permits in-person until January 2, 2025. Residents must renew their parking permits by March 31, 2025.



Scan the QR code or visit <https://camb.ma/streetcodeQR> to download the street safety resource guide now.



Multilingual Highlights



ENGLISH

Top Highlights in This Edition of The Cambridge Life

Transportation is an important part of what makes Cambridge the vibrant, lively city it is. More people are choosing to walk, bike, bus, and take the subway. In this issue, read about Cambridge's commitment to improving infrastructure. Learn how the City is prioritizing safety, equity, accessibility, and education. And meet some of the people behind the scenes leading this work!



Scan QR code for full edition

AMHARIC

በዚህ የካምብሪጅ ህይወት እትም ውስጥ የቀረቡ ዋና ዋና ነጥቦች

የትራንስፖርት ስርዓት ካምብሪጅ ደማቅ፣ ዋቅ ያለች ከተማ እንድትሆን የሚያደርጋት ወሳኝ እካል ነው። ብዙ ሰዎች የእግር ጉዞ ማድረግ፣ ብስክሌት መንዳት፣ በእውቶቡስ መጓዝ፣ እና የምድር ውስጥ ባቡር መጠቀም እየመረጡ ነው። በዚህ እትም፣ ካምብሪጅ መሠረተ ልማትን ለማሻሻል ስላላት ቁርጠኝነት ያገብበች ከተማ ለደህንነት፣ ለፍትሃዊነት፣ ለተደራሽነት፣ እና ለትምህርት እንዴት ቅድሚያ እየሰጠች እንደሆነ ይወቁ። እናም ይህን ሥራ ከሚመሩት ከትዕይንቶቹ በስተጀርባ ካሉ ከእንዳንድ ሰዎች ጋር ይተዋወቁ!



ለሙሉ እትም የQR ኮድን ያንሱ

ARABIC

أبرز الموضوعات في هذه الطبعة من ذا كامبريدج لايف

تُعد وسائل المواصلات جزءًا مهمًا من العناصر التي تجعل كامبريدج مدينة نابضة بالنشاط والحياة. يختار المزيد من الأشخاص المشي وركوب الدراجات والحافلات ومترو الأنفاق. في هذا العدد، اقرأ عن التزام كامبريدج بتحسين البنية التحتية. تعرّف على كيفية إعطاء المدينة الأولوية للسلامة والمساواة وإمكانية الوصول والتعليم. وقابل بعض الأشخاص وراء الكواليس الذين يقودون هذا العمل.



امسح رمز الاستجابة السريعة ضوئيًا للحصول على الإصدار الكامل

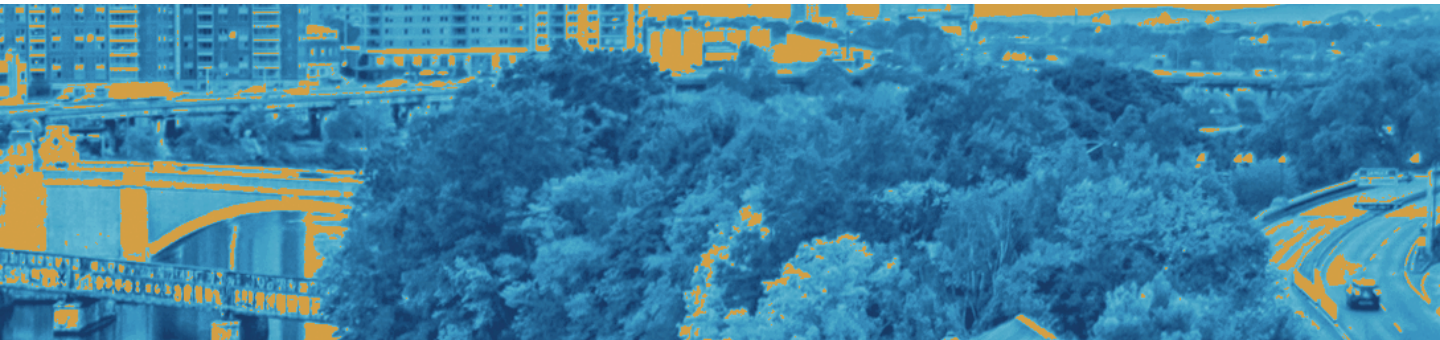
BANGLA

The Cambridge Life-এর এই সংস্করণে উপ হাইলাইটগুলি

পরিবহন একটি গুরুত্বপূর্ণ অংশ যা কেমব্রিজকে প্রাণবন্ত, প্রাণোচ্ছল হিসাবে গড়ে তুলেছে। আরও বেশি মানুষ হাঁটতে, বাইক, বাস এবং সাবওয়ে ব্যবহার করতে পছন্দ করছে। এই সংখ্যায়, অবকাঠামো উন্নয়নে কেমব্রিজের অঙ্গীকার সম্পর্কে পড়ুন। সিটি কীভাবে তার নিরাপত্তা, সমদর্শিতা, অ্যাক্সেসযোগ্যতা এবং শিক্ষাকে অগ্রাধিকার দিচ্ছে তা জানুন। এবং এই কাজের নেতৃত্বদানকারী নেপথ্যে থাকা কিছু লোকের সাথে সাক্ষাৎ করুন



সম্পূর্ণ সংস্করণটি পেতে QR কোডটি স্ক্যান করুন



SPANISH

Lo más destacado de esta edición de The Cambridge Life

El transporte es una parte importante de lo que hace que Cambridge sea una ciudad vibrante y animada. Cada vez más gente opta por caminar, montar en bicicleta, coger el autobús o desplazarse en metro. Lee este número para conocer el compromiso de Cambridge con la mejora de la infraestructura. Descubre cómo prioriza la ciudad la seguridad, la igualdad, la accesibilidad y la educación. ¡Y conoce a algunas de las personas que dirigen esta labor entre bastidores!



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CHINESE

本期《剑桥生活》内容提要

交通是剑桥的重要组成部分，交通让这座城市生机勃勃、充满活力。现在，越来越多的人选择步行、骑自行车、乘坐公交车和地铁。本期，您将看到剑桥市政府在改善基础设施方面所做的努力，了解市政府如何将安全、公平、无障碍和教育放在首位，并认识一些引领这项工作的幕后人员！



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HAITIAN CREOLE

Pwen Esansyèl nan Edisyon sa a: The Cambridge Life

Transpò se yon pati enpòtan nan sa ki fè Cambridge yon vil dinamik, anime konsa. Gen plis moun ki chwazi mache, monte bisiklèt, monte bis, epi pran tren. Edisyon sa konsantre sou angajman Cambridge pou amelyore enfrastrikti yo. Aprann kijan vil la priorize sekirite, ekite, aksesibilite, ak edikasyon. Epi rankontre kèk nan moun ki kanpe dèyè sèn nan e k ap dirije travay sa a!



Eskane kòd QR pou edisyon konplè a

PORTUGUESE

Compromisso contínuo de Cambridge com a habitação acessível

Nesta edição, veremos os bastidores de alguns dos programas inovadores da cidade de Cambridge e o impacto que estão a ter na comunidade. Saiba como a cidade está a ajudar as famílias a satisfazer as suas necessidades básicas, a construir uma comunidade e a investir em novos projetos. Leia estas e várias outras histórias para ver a dedicação da cidade ao bem-estar geral, à segurança e à vitalidade de Cambridge.



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THE CAMBRIDGE LIFE

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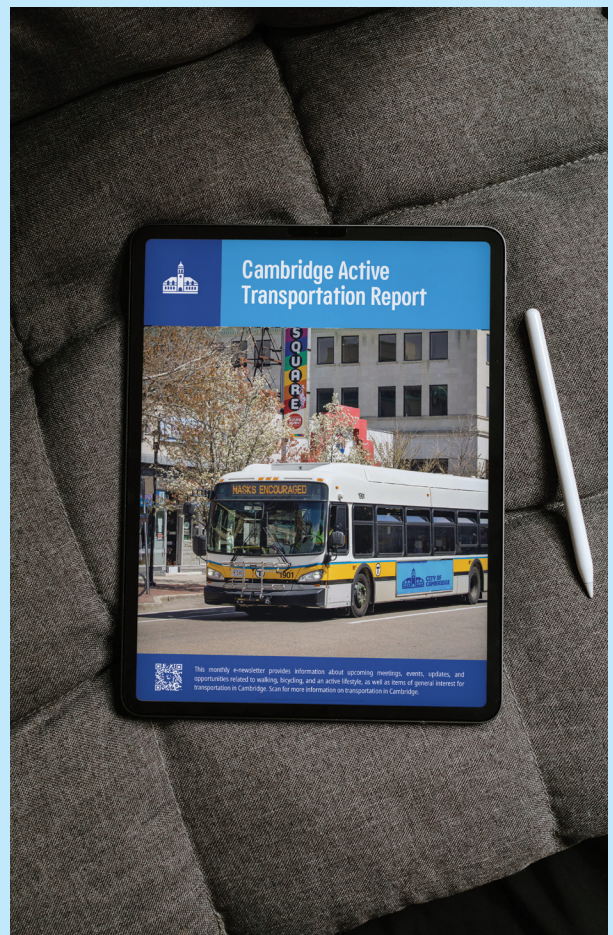


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Councillor Patricia M. Nolan
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