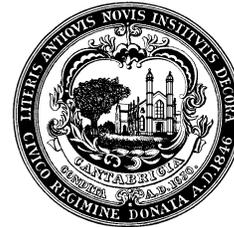


# Commission for Persons with Disabilities

51 Inman Street · Cambridge, MA · 02139-1732  
617-349-4692 voice · TTY via 711 · 617-349-4766 fax

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Avril dePagter  
Chair

Mary Devlin  
Secretary

Loring Brinckerhoff  
Jerry Friedman  
Robert Goss  
Keisha Greaves  
Valerie Hammond  
Nicole Horton-Stimpson  
Danielle Jones-McLaughlin  
Deepti Nijhawan  
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, April 13, 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   | 2 min.  |                    |
| <i>If needed, alternates named</i>   |         |                    |
| 2. Announcements   | 2 min.  | CCPD staff / Board |
| 3. Approval of March 9 Minutes   | 2 min.  | CCPD Board         |
| <i>See page 4 of agenda packet</i>   |         |                    |
| 4. Nominations for Chair & Secretary   | 5 min.  | CCPD Board         |
| <i>Elections will be held at the May meeting</i>   |         |                    |
| 5. CCPD Retreat Follow-Up  | 60 min. | CCPD Board         |
| <i>Working Group Reports on Getting Started</i>  |         |                    |
| Community Outreach, Film Series, Updating Documents, Social Media, Housing, New Resident & Advisory Board Member Packets |         |                    |
| 6. Public Works Update   | 5 min.  | Jerry Friedman     |
| 7. Staff Report  | 5 min.  |                    |
| 8. Public Input  | 5 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, May 11**

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 April 13, 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\\_CINs1QLPQ7K0hCAcZhNXmg](https://cambridgema.zoom.us/webinar/register/WN_CINs1QLPQ7K0hCAcZhNXmg)

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: **819 0376 4105**

**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!

# Minutes for Thursday, March 9, 2023 CCPD Meeting

Online via Zoom

Meeting was called to order at 5:31 pm

## Present:

Members: Loring Brinckerhoff, Avril dePagter (Chair), Mary Devlin (Secretary), Jerry Friedman, Robert Goss, Valerie Hammond, Stelios Gragoudas, Keisha Greaves, Nicole Horton-Stimpson, and Dan Stubbs

Staff: Kate Thurman

Guest speakers: Andreas Wolfe, Cambridge Department of Traffic, Parking & Transportation (TPT)

## Minutes:

The February 9, 2023 minutes were unanimously approved.

## Presentation on Hampshire Street Project

- Andreas Wolfe of the Dept. of Traffic, Parking & Transportation (TPT) shared an update on the Hampshire Street Project (see attached presentation “Hampshire Street Safety Improvement Project: Inman Square to Broadway” for more information)
- Project runs from Inman square to Broadway, Broadway to Portland St in multiple sections
- Andreas reviewed the overview of the proposed design including parking options, accessible spaces, loading zones, and bus stops. He reminded us that entire length has a bike lane
- The proposal includes the removal of an accessible spot outside the DPW building on Hampshire, although the one in the parking lot will remain which anyone can use and an accessible space will be added on Elm St.
- Concern raised about non-placard holders using accessible spots and any recourse available.
  - It was recognized this is a problem throughout the city. People may call the non-emergency police number (617-349-3300) to report vehicles illegally parked in disability parking spots.
- Comment made to keep a disability parking spot close to the S&S Deli for patrons.
  - S&S was involved in the plan and also have accessible spots on their parking lot.
- Question asked about converting a metered spot in one section to an accessible spot.
  - The parking is floating so there are concerns about navigation for people who need accessible parking. TPT will look at the sections from Elm to Medeiros to see if there is the possibility of creating an additional spot.

## Public Works Update:

- Jerry reported that a working group is being developed for a bike lane project on Mass Ave to the Arlington line. Dan Stubbs will represent the CCPD on the group.
- Reflectors have been retrofitted on some of the bike lanes as requested by a member of the CCPD.

## Chair’s Report

- Avril reported that the retreat is confirmed for April 1 from 1 – 5pm at Dan’s office with gathering at noon for lunch and informal networking. Transportation will be available from the senior center in Central Square for those who want it.
  - Reminder that everyone must Covid test in the morning.
  - Agenda for the retreat has been sent out to members.

- A packet of information with current by-laws and original ordinance will be sent out for members to review prior to the retreat.
- A question was asked about what members would like to get out of the retreat.
  - People want to learn more about the history of the Commission; another wants to know about the background and interests of the other members; a suggestion was made that we include the development of a social media campaign for the Commission to communicate our mission and activities out to the community.
- There was a discussion about members' terms and how terms will be renewed.
- Names of potential new Commission members have been submitted to the City Manager for approval. There is a hope that the members will be in place in time for the retreat.

## Staff Report

- Kate attended a meeting with Mayor Siddiqui and Sara Minkara, the U.S. State Department Special Advisor on International Disability Rights. Sara is gathering best practices regarding the rights and inclusion of people in disabilities that are in place around the U.S. with the hope of sharing them with other countries, and particularly less developed ones where disability rights are lacking.
- Kate shared the work of CCPD staff and Commission members with Sara, who was particularly interested in learning about the City's Language Justice Initiative.

## Old Business

- None

## New Business

- Robert shared that Open Arts is looking for people to share their expertise.

Meeting adjourned at 7:00 PM.

Respectfully submitted,  
Mary Devlin, Secretary

# **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](https://cambridgema.gov/cycling-safety-ordinance)



11  
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.**

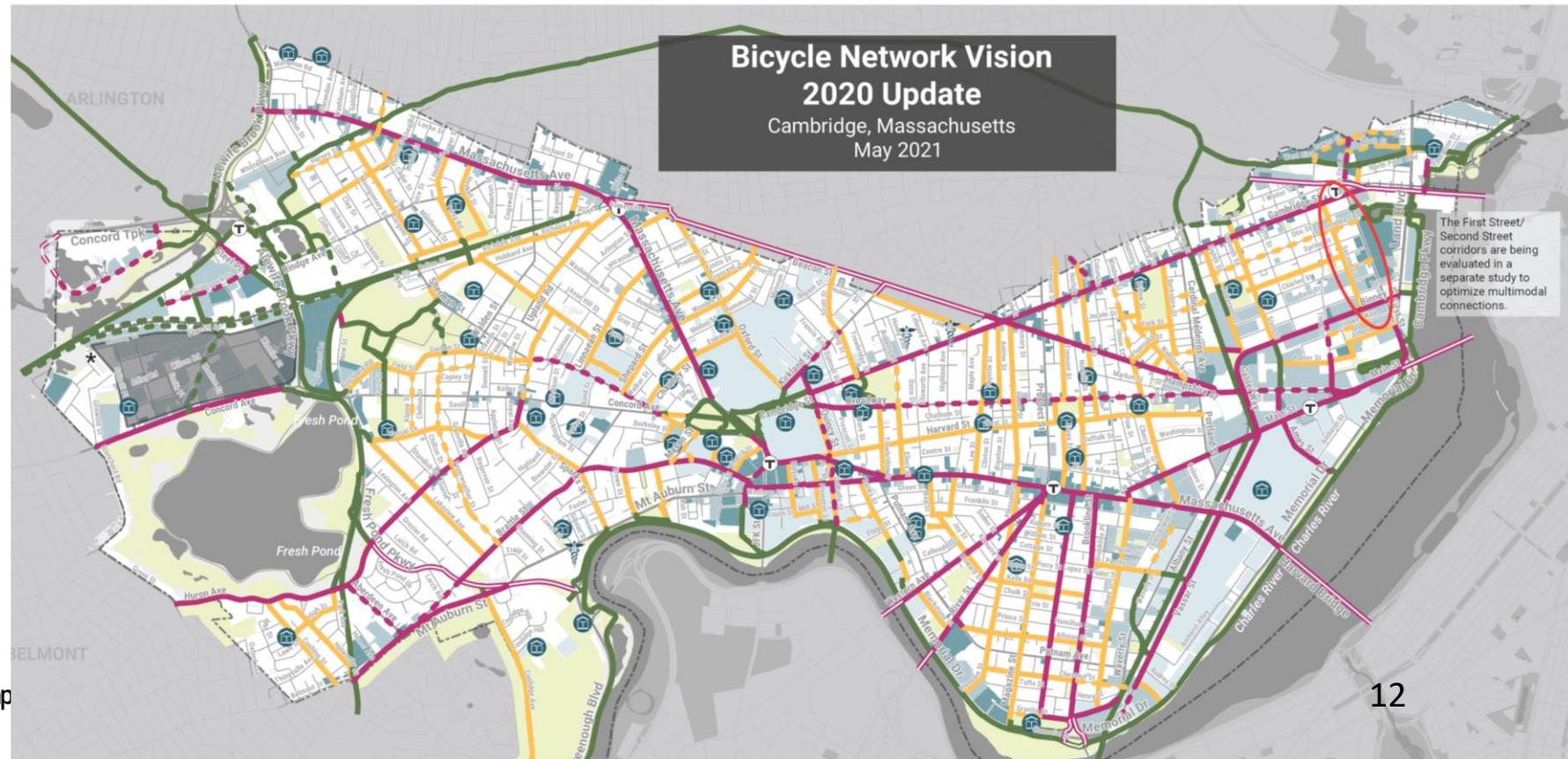
A safe, comfortable network that connects important destinations throughout the City helps more people choose to bicycle if they want.

## Map Key:

Off-street paths in green

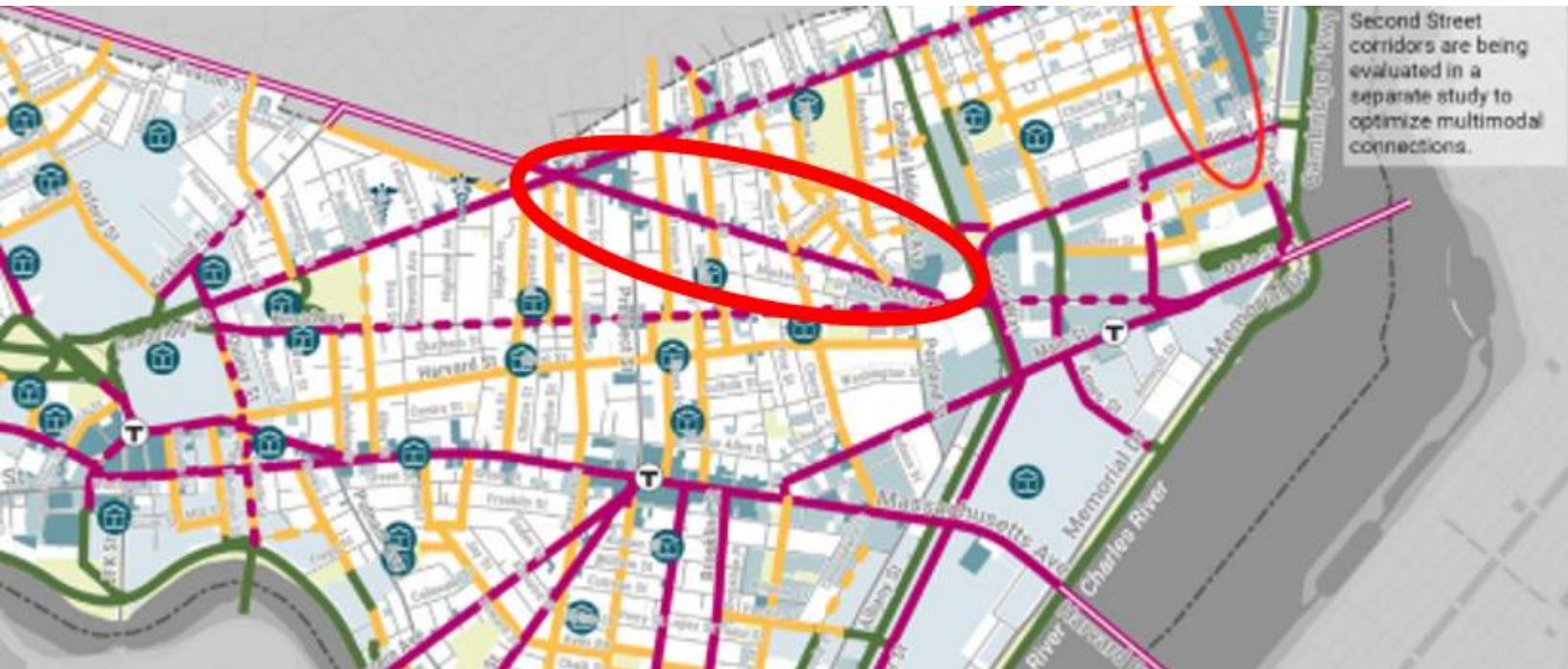
“Greater separation” in purple

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](https://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



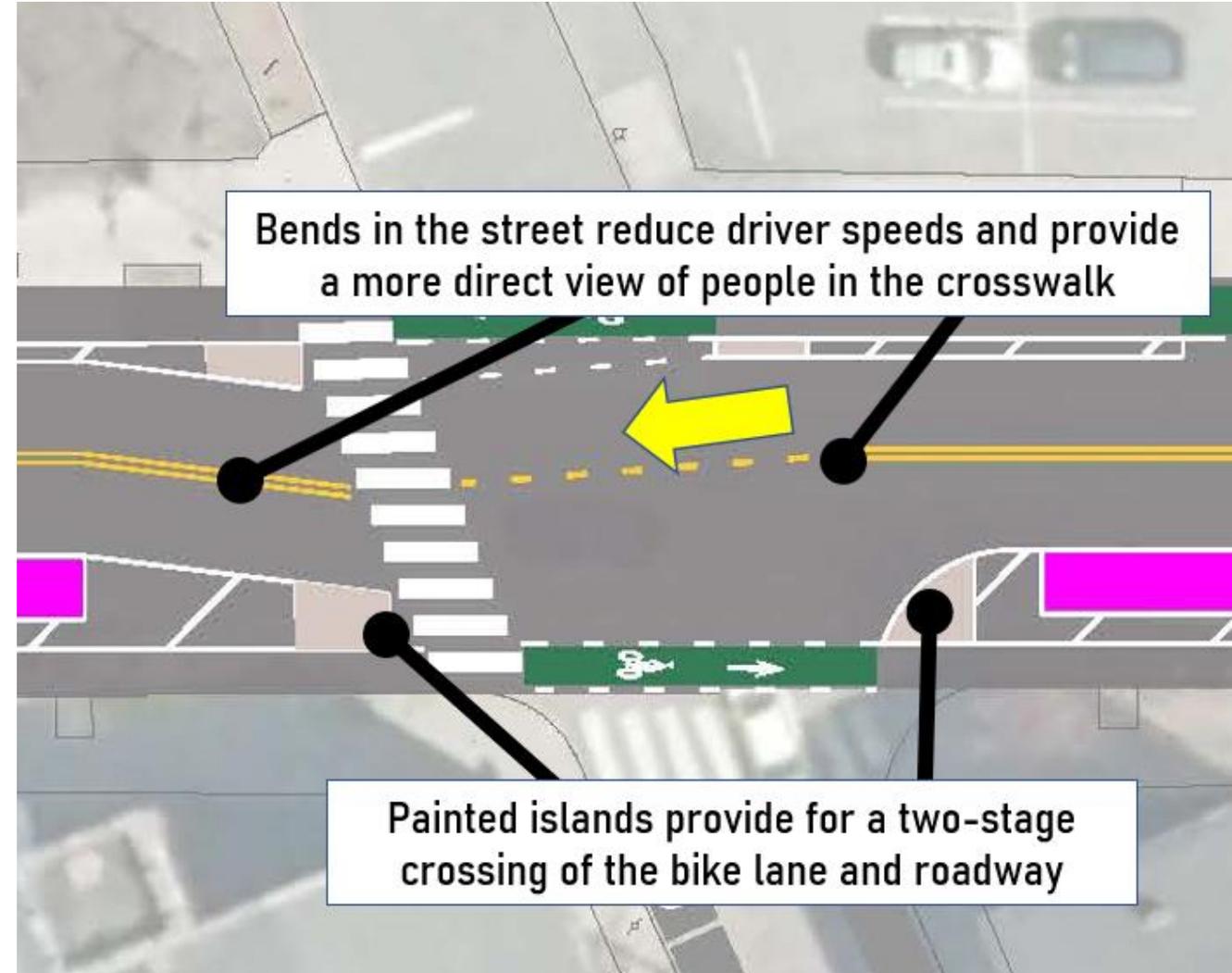
The A-pillar next to a car's front windshield can block the view of 10 people crossing the street (Source: [www.philkotse.com](http://www.philkotse.com))

## 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



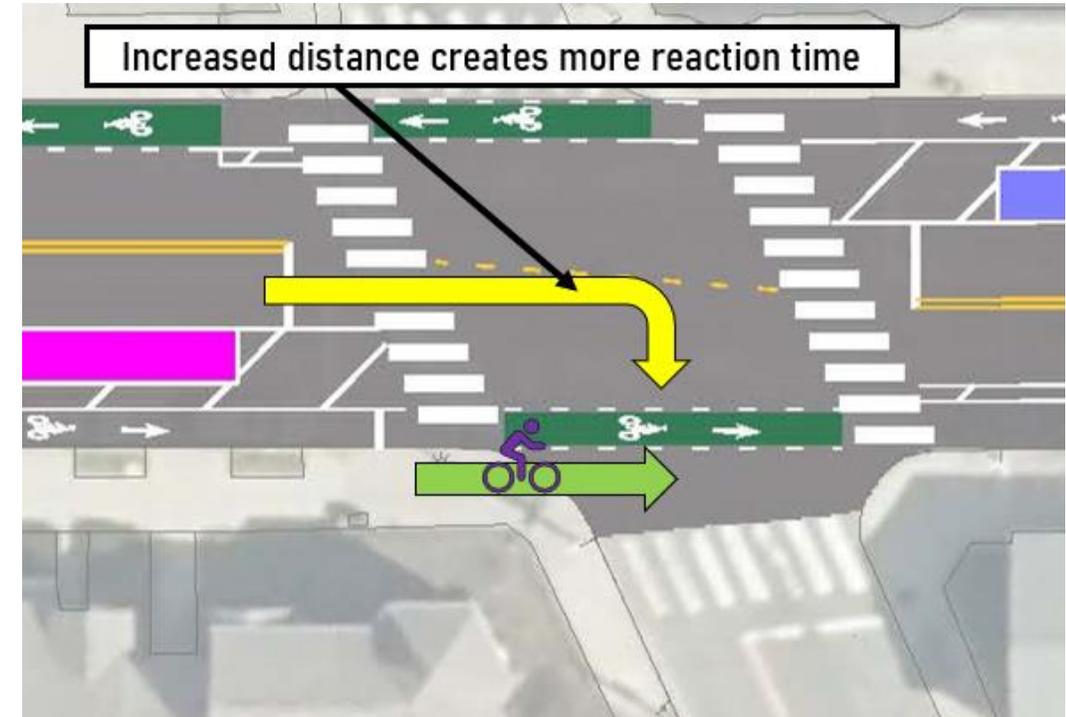
## Key Feature – Separated Bike Lanes

# 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

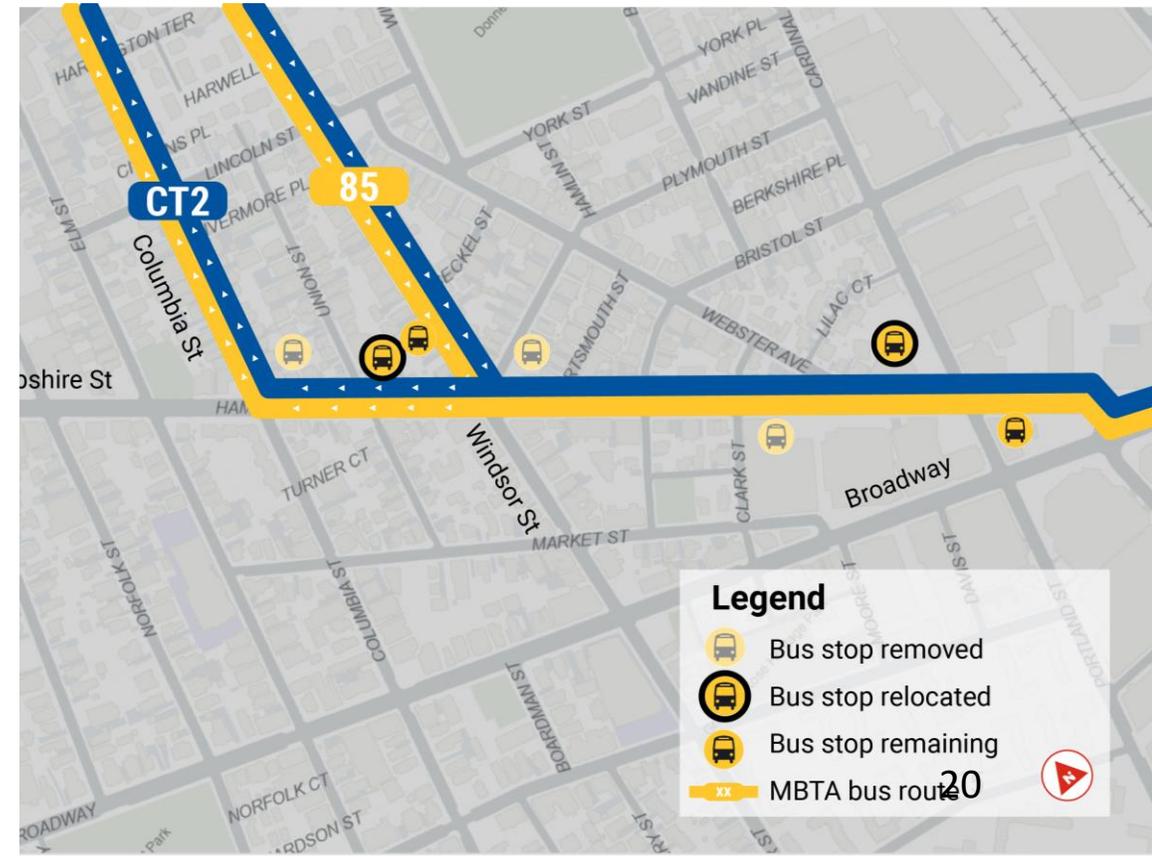
The 85 bus will stop at two locations in each direction along Hampshire St:

- 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



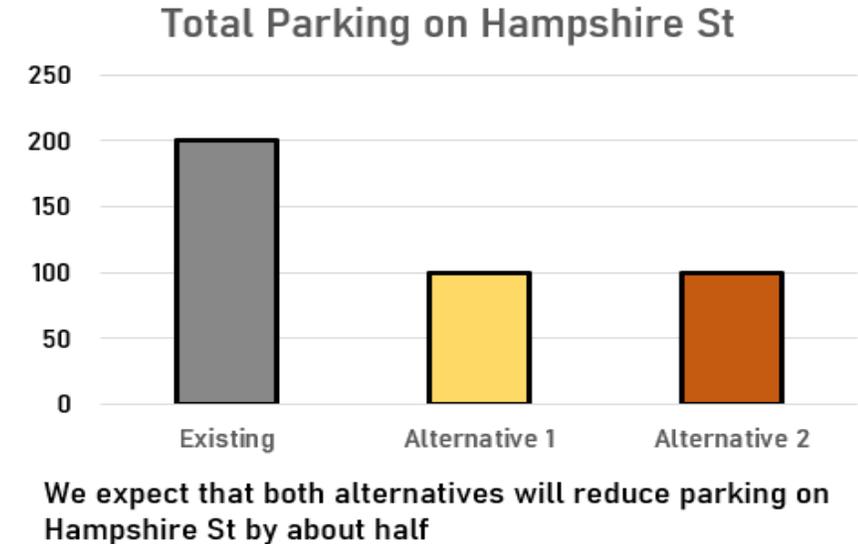
# Key Feature – Parking Regulation Changes

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

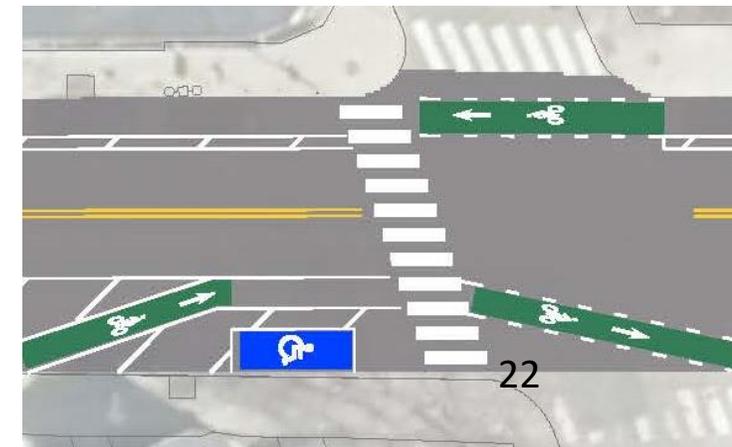
- At these locations, the bike lane will lose its separation from traffic
- All other types of parking must “float” off the curb

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

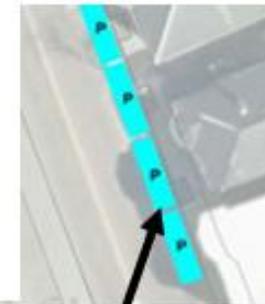
- We'll post all these slides and a survey online following the meeting
- We'll combine features of both options based on what you tell us, both tonight and in the coming months
- We'll share a plan based on your feedback later this spring or early this summer

# Project Options

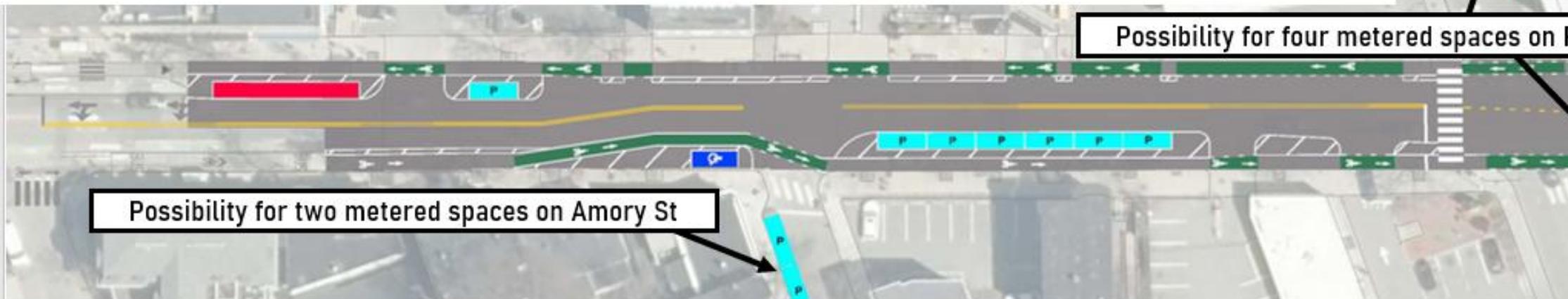
## Inman St to Prospect St

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

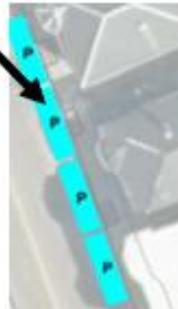


### Option 1

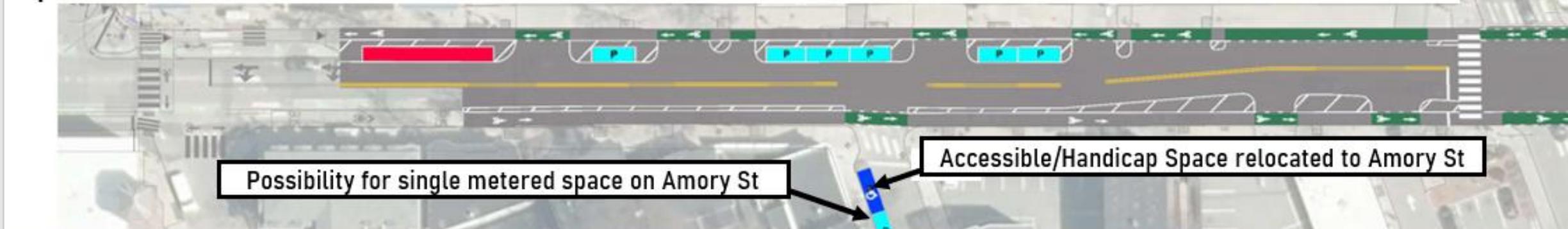


Possibility for four metered spaces on Prospect Street

Possibility for two metered spaces on Amory St



### Option 2



Possibility for single metered space on Amory St

Accessible/Handicap Space relocated to Amory St



# 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)

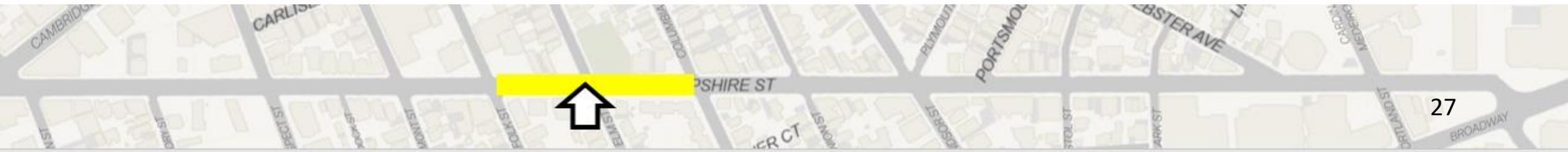
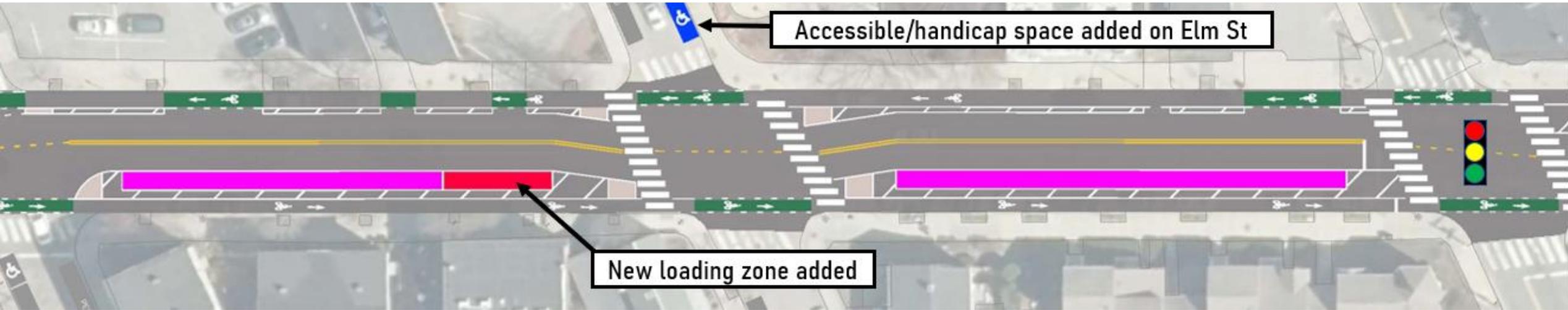


# Project Options

## 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

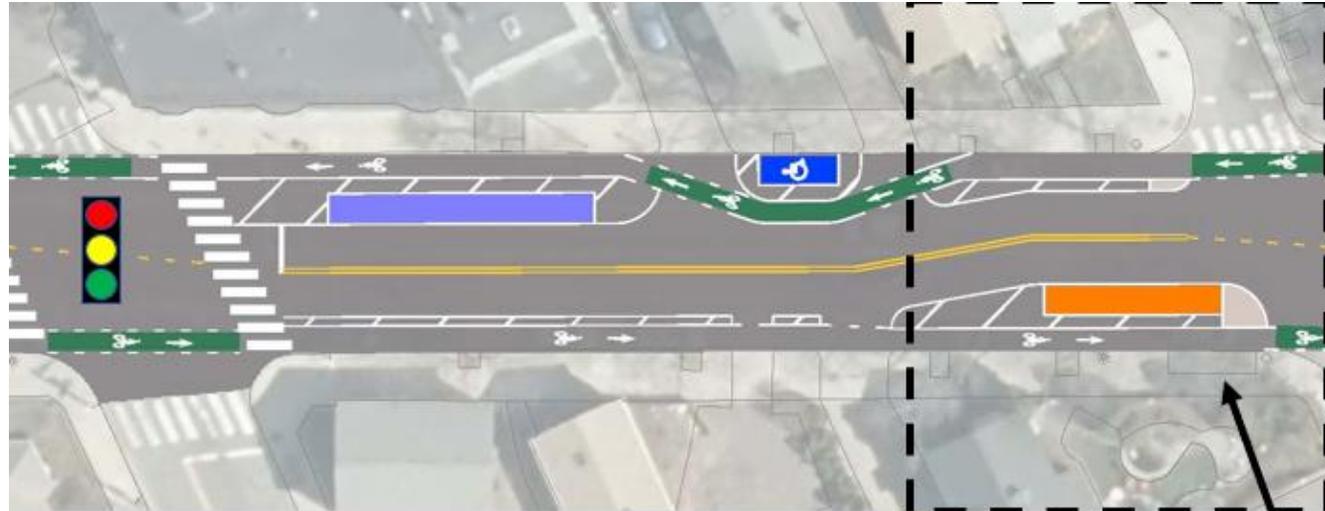


# Project Options

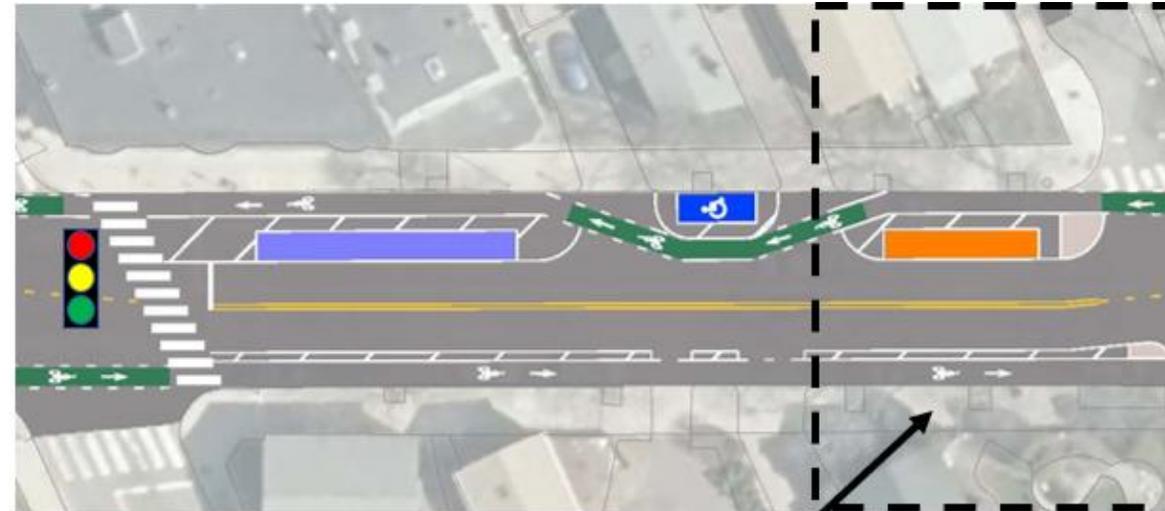
## Columbia St to Union St

-  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



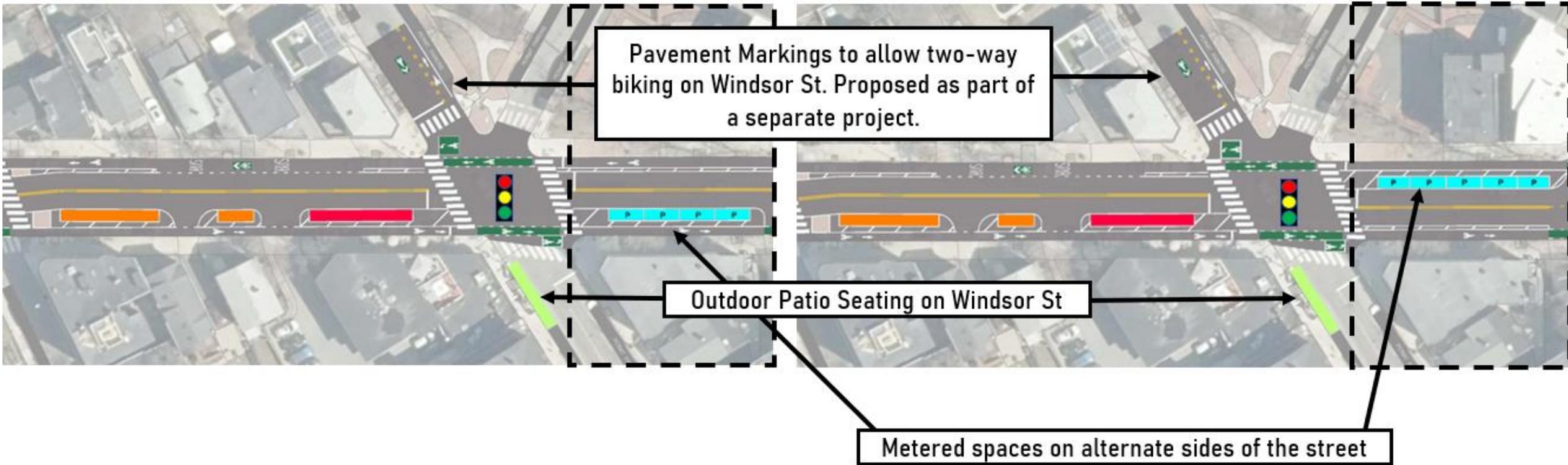
# Project Options

## 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

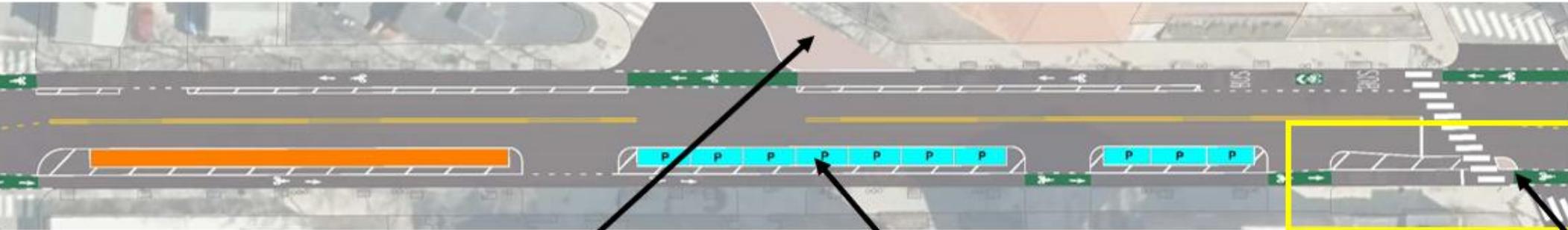


# Project Options

## 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

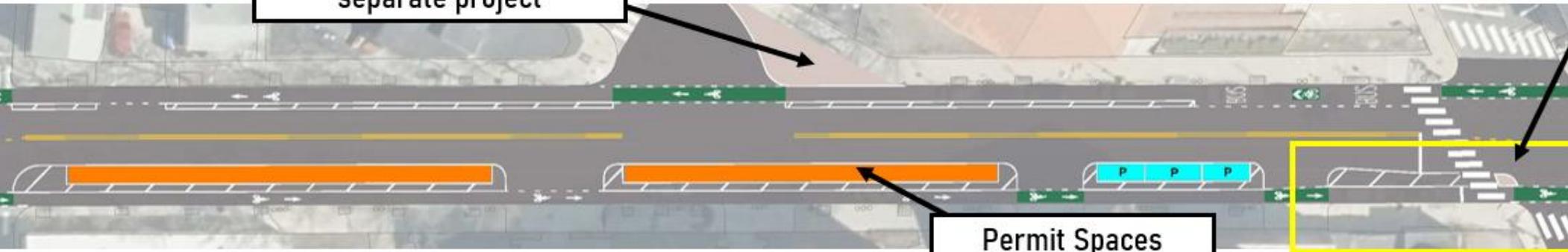


Changes to Webster Ave intersection as part of a separate project

Metered Spaces

Coordination with a private development project

Option 2



Permit Spaces

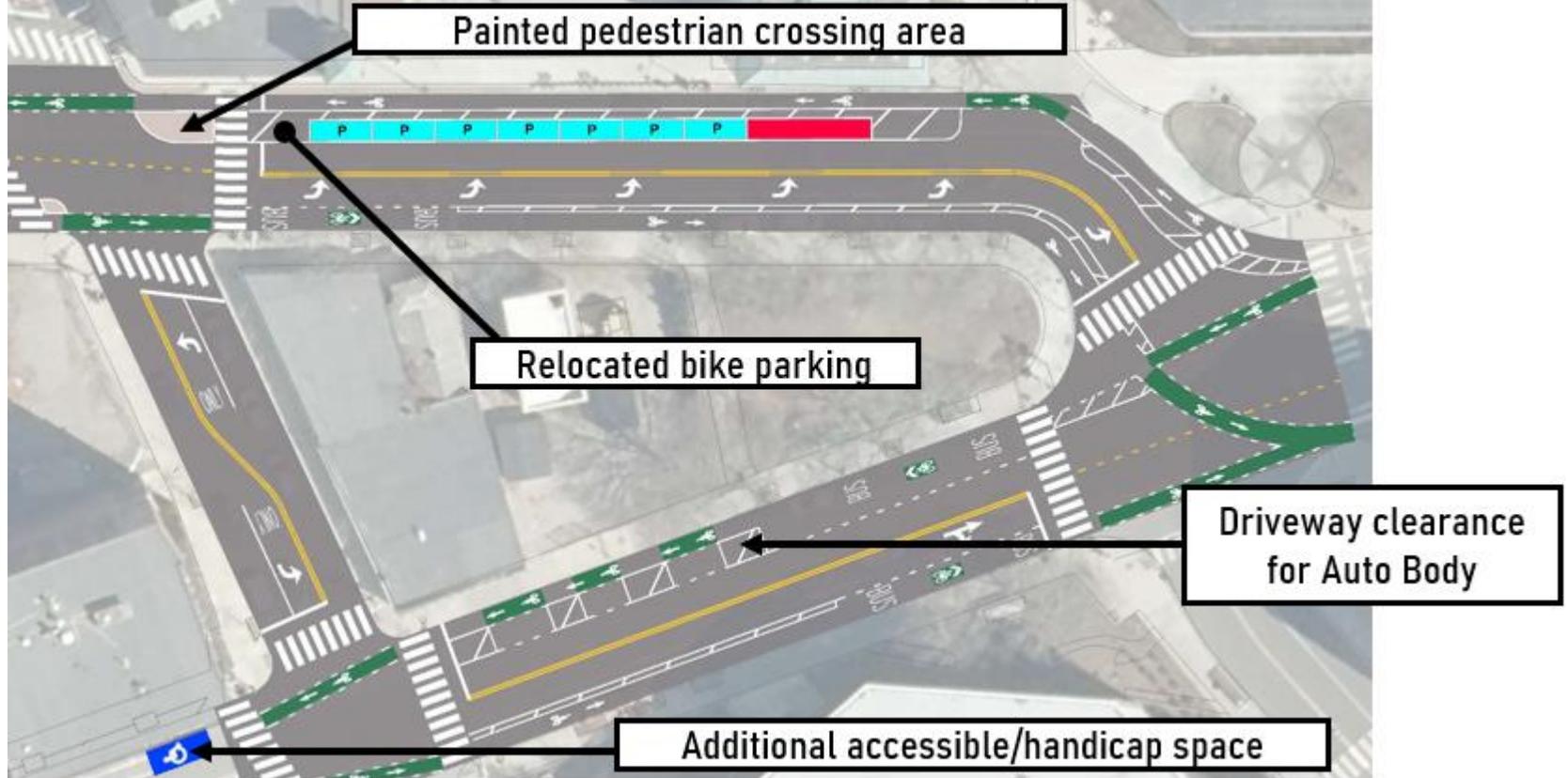


# Project Options Hampshire Street at Broadway

-  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



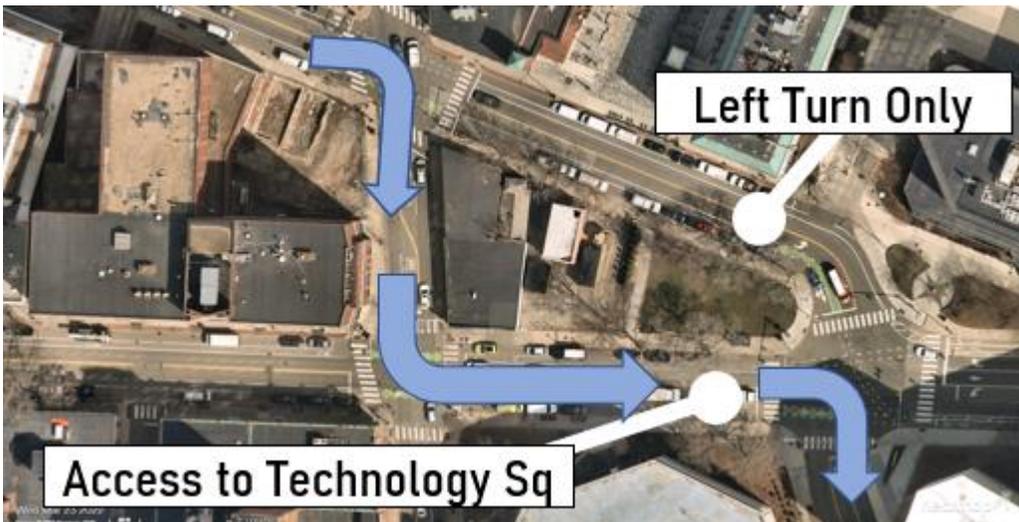
# Key Feature – Traffic Circulation Changes Hampshire St at Broadway

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](mailto:awolfe@cambridgema.gov)

[www.cambridgema.gov/HampshireStSafety](http://www.cambridgema.gov/HampshireStSafety)