

## JANUARY 2026 MEETING AGENDA

**The Cambridge Commission for Persons with Disabilities (CCPD) is holding a meeting online via Zoom on January 8, 2026 from 5:30 – 7:00 PM**

**PLEASE MAKE EVERY EFFORT TO JOIN BY 5:30 PM**

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

Danielle Jones-McLaughlin  
*Acting Chair*

Nieta Greene  
Cecelia Cobb  
Asherah Davis  
Deepti Nijhawan  
Emma Pan  
Erum Sattar  
Zach Solomons  
Jim Wilcox

Rachel Tanenhaus  
*Executive Director/  
ADA Coordinator*

Kate Thurman  
*Deputy Director/  
Assistant ADA Coordinator*

Maya Friedrich  
*Administrative Assistant*

- 1. Introductions** (2 min)
- 2. Announcements** (2 min) – CCPD Staff/Board
- 3. Approval of October Minutes** (2 min) – CCPD Board  
*See pages 4-18 of this packet*
- 4. Presentation on Snow Removal** (45 min) – TJ Shea & Brian McLane, *Department of Public Works*  
*See pages 19-44 of this packet*
- 5. Vote on Letter of Support** (10 min) – CCPD Board  
*CCPD Board will vote on approval of letter in support for an MA Affordable Housing Trust 10% accessible housing requirement (pg. 45-46)*
- 6. Chair's Report** (5 min) – Danielle Jones-McLaughlin
- 7. Staff Report** (10 min) – Rachel Tanenhaus
- 8. Public Works Update** (10 min) – Jim Wilcox, *Engineer, Department of Public Works*
- 9. Public Input** (4 min) – General Public  
*See pages 2&3 of this agenda packet for instructions on providing public comment*

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

Captions can be turned on within the Zoom platform or streamed in a separate URL at

<https://bit.ly/CCPDcaptioning>.

(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 on  
Thursday, February 12, 2026 from 5:30-7:00 PM.**

Members of the public: See instructions on pages 2 & 3 on how to watch the CCPD meeting and provide public comment via Zoom

Approved 2/12/2026

Cambridge Commission for Persons with Disabilities (CCPD)

# Minutes for Thursday, January 8, 2026 CCPD Meeting

Online via Zoom

Meeting was called to order at 5:34 p.m.

## Present:

**Members:** Cecelia Cobb, Asherah Davis, Nieta Greene, Danielle Jones-McLaughlin, Emma Pan, Erum Sattar, Zach Solomons, Jim Wilcox

**Absent:** Deepti Nijihawan

**Staff:** Rachel Tanenhaus, Maya Friedrich, Kate Thurman

**Other:** Superintendent of Streets TJ Shea, Department of Public Works (DPW); Assistant Superintendent of Streets Brian McLane, DPW; Deputy Superintendent (DS) Buckowe Yam

## Announcements:

- Rachel welcomed new board members and acknowledged former board member Avril dePagter's service (Avril stayed on our board until her successor was appointed). Rachel also acknowledged Emma's generous collaboration with CCPD staff as we interviewed and selected new board members.
- Kate announced that Ellen Semonoff, who served as the director of the Cambridge Department of Human Service Programs (DHSP) for over 30 years, retired today. Kate also shared that while CCPD has been a part of DHSP we will now be a part of the Equity and Inclusion department, although we are not yet planning to move our physical office. The Equity and Inclusion department also houses the Women's Commission, the Human Rights Commission, the LGBTQ+ Commission, and several other commissions focused on intersectional equity.

## Presentation on Snow Removal:

TJ Shea and Brian McLane from the Department of Public Works (DPW) reported (see attached slides for more details):

- TJ noted that the presentation is slightly outdated because it was supposed to happen in December but most of the information is still correct.
- Cambridge typically receives 50—55 inches of snow each winter and the amount of snowfall is trending downward. Due to limited snowfall, there have been few snow-related parking bans in the last few years. The most recent year with significant parking bans was 2015 and even that year had only 4 parking bans (see slide 4 of presentation for more data).
- Current forecast predicts that temperatures in Southern New England this winter will be slightly above average with slightly below average snowfall. The forecast also predicts an active start to the winter (more snow at the beginning), which has appeared accurate so far. There also may be "inside runners", meaning that storm systems may travel west of us and put us on the "wet" side. Larger storms might also occur later this season.
- TJ emphasized that snow coordination is not solely a role of DPW and that they coordinate with many other city agencies including the Cambridge Police Department, Fire Department, Public Schools, Transportation, and others (see slide 7 for a longer list).
- DPW coordinates parking bans with the Department of Transportation (DOT) and Cambridge Police Department (CPD) before notifications go out through a [public communications system called CodeRed](#). Parking bans are also announced on City social media accounts and [the Snow Center city website](#).

- When parking bans are implemented, the City coordinates public garages where residents can park their cars for free (see slide 9).
- In addition to removing snow from City of Cambridge streets, DPW and other City crews are responsible for clearing other areas such as sidewalks abutting City properties, bus stops, City-owned parking lots, and bike lanes.
- While property owners are responsible for clearing snow from sidewalks abutting their properties, the Department of Human Services (DHSP) manages a residential exemption program where income-eligible elderly and disabled residents can receive assistance clearing their sidewalks. This program is managed by [the Council on Aging \(COA\)](#).
- TJ discussed challenges associated with snow-clearing on narrow one-way streets and in bike lanes and explained the necessity of using different machines to reach these areas. He emphasized that bike lanes vary in size so different pieces of equipment are used depending on the type of lane. While DPW manages snow-clearing for some of Cambridge's bike lanes, some lanes are managed by private universities and the Department of Transportation.
- Snow hauling usually occurs when the City receives 6 inches of snow or more, and sometimes under other special conditions. During a nighttime operation involving in-house crews and contractors, snow is hauled up to dumping locations in Danahy Park and in Allston. Snow from East Cambridge and Cambridgeport is usually dumped at the Allston location, which the City coordinates with Harvard.
- The City has many unique snow removal vehicles, and most are made overseas, so parts can be difficult to acquire when they need to be replaced. While the City tries to keep all machines in good condition, they may be decommissioned if DPW must wait for replacement parts.
- DPW monitors and addresses compliance with the City's sidewalk clearing requirements. Compliance officers check to ensure snow is shoveled and ice is cleared and address violations with property owners. DPW prefers to educate property owners rather than issue fines, but they do issue fines when problems are not taken care of. Ice must be removed immediately, and snow must be cleared by 1 p.m. if it falls overnight or within 8 hours if it falls during the day.
- If someone notices an icy or snowy sidewalk, they can report it through [the SeeClickFix program link](#) on the City website. DPW gathers requests through this portal and can then efficiently dispatch crews to examine and address issues. Citations are issued daily and, after they are issued, officers go back to make sure that the problems are being addressed. Last year, DPW received around 1200 complaints and issued just 600 citations, demonstrating that they try to educate people rather than immediately issue citations.
- The continuity of other DPW services may be interrupted when it snows, because the crews that clear snow are the same as those who fill potholes, clean city buildings, pick up trash and perform other services for the City.
- Dead ends and private ways are not owned or maintained by the City, as DPW snow removal vehicles do not enter these areas. Many people are not aware that these areas are not City property, so getting property owners to clear them properly can be a challenge.
- The City does not clear disability parking spots unless they abut City properties.
- While the use of items such as chairs or household equipment to save snow-cleared parking spots is prohibited, DPW has not seen the same widespread use of "space savers" in Cambridge as in Boston so their removal is not prioritized.
- Brian discussed the City's two main practices of managing ice and snow on roads and sidewalks, including anti-icing and de-icing:
  - Anti-icing involves a product that is put down before snowfall. This product is either rock salt or brine, which is a straight liquid form of rock salt. Brine is usually the best option for anti-icing, because it works like a cooking spray, creating a protective layer on the road to prevent snow from sticking and making it easier to plow. Rock salt is not effective until it melts and needs to interact with snow to begin melting, so it is a better option for de-icing existing snow. Brine is also better for the environment than rock salt, as it is less corrosive and less harmful to waterways. The City has three trucks ranging from 500-900 gallons that can pre-treat streets with brine before storms.

- De-icing involves removal of snow from roadways during active or past storms. In these cases, rock salt is generally preferred over brine because it is more efficient to put out. The rock salt the City uses involves a mix of an agricultural byproduct (sugar) and magnesium and is pre-mixed at the distributor.
- All trucks are being rebuilt this year with new parts so the City will be prepared for future storms.
- During an active snowstorm (usually 3 or more inches of snow) the city is split into several sections which each have one piece of DPW owned snow-removal equipment and one piece of contractor equipment (see slide 23 for section map). There are five sections, which each have a snow crew and an additional group that handles main roadways and ensures that cars, emergency vehicles and other vehicles can get through the streets.
- The [Snow Center website](#) contains all the City's snow-related communications and information. The City also posts snow communications on [X/Twitter](#), [CodeRed](#), and [Facebook](#). The best way to report any snow-related issues to the City is through [SeeClickFix](#).
- A board member expressed concerns about enforcement of snow-clearing around Alewife station, although they are aware the Massachusetts Bay Transportation Authority (MBTA) is responsible for sidewalks there. She has noticed a lack of snow removal around the station and has almost fallen several times. She also expressed similar concerns about the sidewalks between her inclusionary apartment building and the adjacent park, which involve both public and private entities.
  - TJ said DPW has conversations with the MBTA, Cambridge Department of Transportation (DoT) and the Massachusetts Department of Conservation and Recreation (DCR) about how to keep the paths around Alewife maintained and cleared. He recommended reporting all concerns through SeeClickFix, even in areas where other public entities are responsible, because DPW can reach out to and collaborate with the appropriate parties and can create a record of the problem.
- A staff member expressed concerns about brick sidewalks on Inman Street near Central Square, which were extremely hazardous during the ice storm earlier this week and required pedestrians to walk in the street.
  - TJ said the abutting property owners are most likely responsible for clearing these sidewalks and recommended using SeeClickFix to report them.
- A board member asked what efforts have been made to inform the public about SeeClickFix.
  - TJ and Brian explained that DPW has posted information about SeeClickFix on social media platforms such as X/Twitter and Facebook, and that these posts received a lot of traction and positive responses. The posts mainly described the different things the program can be used to report (such as graffiti, missed trash pickup, etc.) and emphasized that you do not need an app to access the website and can make reports from a web browser.
  - The board member suggested a modest advertising campaign to create more awareness about SeeClickFix.
- A board member suggested creating communications or programming to educate homeowners on their responsibility to clear sidewalks and create awareness about how this benefits people with disabilities.

## Approval of October Minutes:

- The October 2025 CCPD meeting minutes were approved with the following amendments (7 members in favor, one abstention from Cecelia Cobb):
  - Add "2025" to the minutes date in the title
  - Clarify whether Kate attended the October meeting

## Vote on Letter of Support:

The board reviewed a letter drafted by CCPD (see attached) expressing support for a policy that would require the State Affordable Housing Trust Fund to require 10% of units in new developments to be built to accommodate people with disabilities.

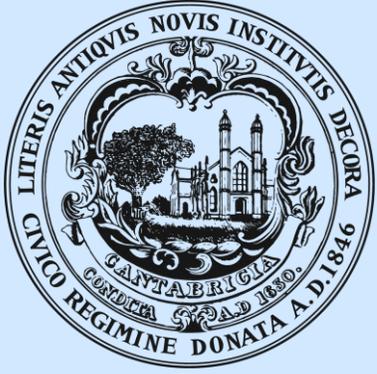
- Rachel pointed out that Danielle’s last name should be hyphenated
- A board member said they would prefer for the whole CCPD Board to sign the letter rather than just the Chair. Rachel said this is something to consider for similar types of support letters in the future but would require consent from each individual board member (we are missing someone tonight, so this is not feasible).
- The board voted unanimously to send the letter to the Executive Office of Housing and Livable Communities (EOHLC) with the amendment to hyphenate Danielle’s last name.

## **Public Comment:**

None.

Meeting adjourned at 7:01 p.m.

Respectfully submitted,  
Maya Friedrich



# City of Cambridge

## Winter Operations





# Agenda

- 03** 2024-2025 Summary
- 04** Historical Data
- 06** Weather Outlook
- 07** Storm Coordination
- 08** Parking Bans
- 10** Accessibility
- 18** Specialty Equipment
- 22** Anti-Icing/De-Icing

# 2024-25 Season Event Summary

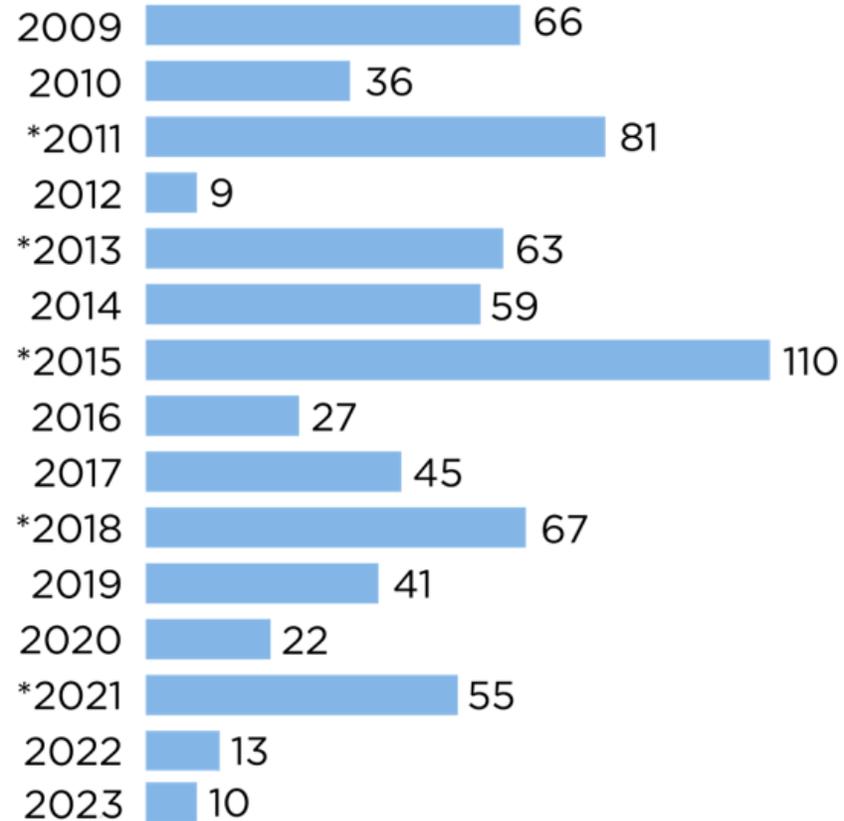
- ▶ 25.4" of snow
- ▶ 4858 tons of salt
- ▶ 30,000 Gallons of Brine
  
- ▶ 15 salting events
- ▶ 3 plow events
- ▶ 2 hauling events



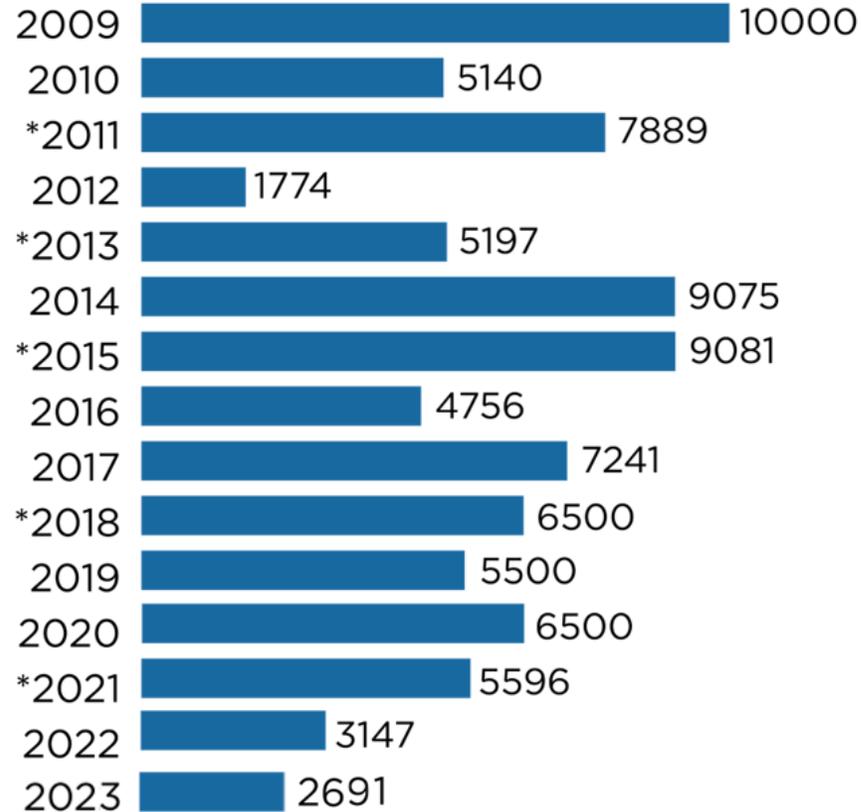
# Historical Data

\* Indicates a year where we have had at least one blizzard

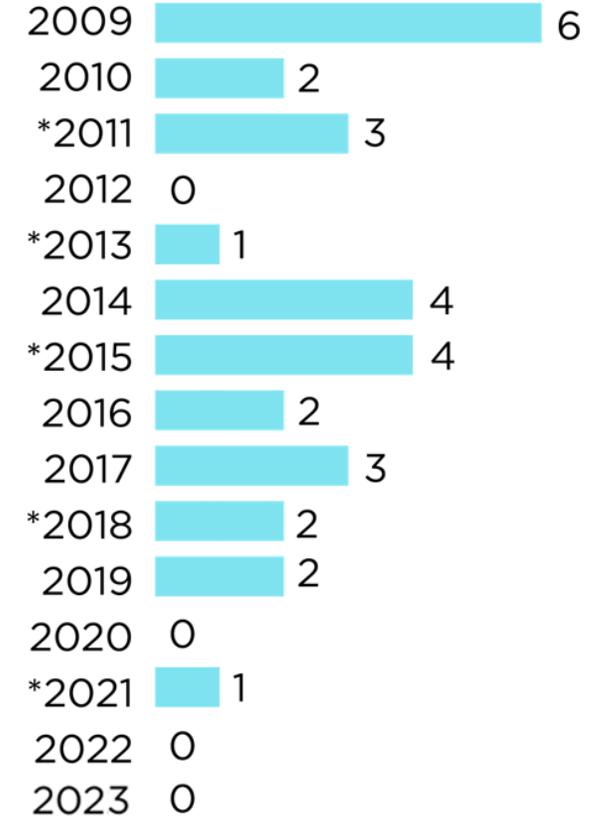
## Snowfall (Inches)



## Salt Tons



## Number of Parking Bans



# Preparing for Winter Weather Outlook

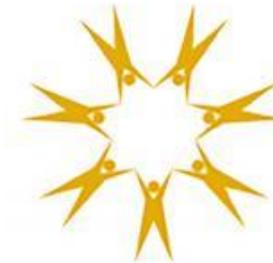
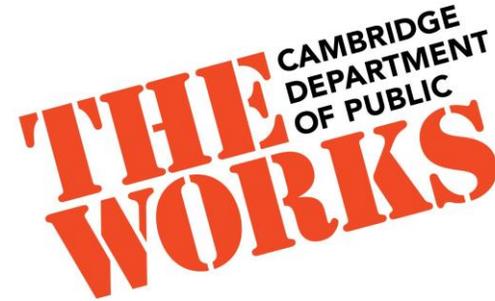


# Precipitation Outlook

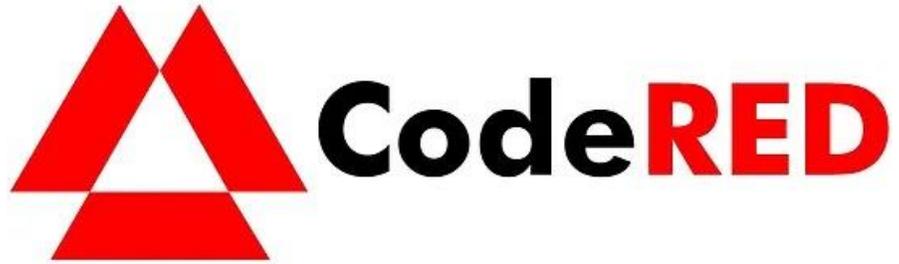
- Temperatures slightly above normal across Southern New England
- Snowfall slightly below normal for most of New England
- Could be an active start to winter
- Potential for inside runners (storm tracks west of the coast)
- Large storms possible as throughout winter
- High variability through winter, could be wild.

# Citywide Storm Coordination

- DPW
- City Manager's Office
- Police Department
- Fire Department
- Cambridge Public Schools
- Dept of Human Services
- Transportation Department
- Water Department
- Electrical
- Inspectional Services
- Emergency Communications



Department of  
Human Service Programs



## Parking Ban

- Declaring the ban
  - Notification and Communication
    - Snow Center
    - CodeRED
    - Social Media
  - Towing Operations
    - Supervision
    - Coordination
  - Street assessment
    - Traffic and DPW
  - Lifting the Ban

# Snow Emergency Parking

**52 Oxford St**  
*(Harvard)*

**First St Garage**  
*(City)*

**Green St Garage**  
*(City)*

**Cambridgside**  
*(Private)*

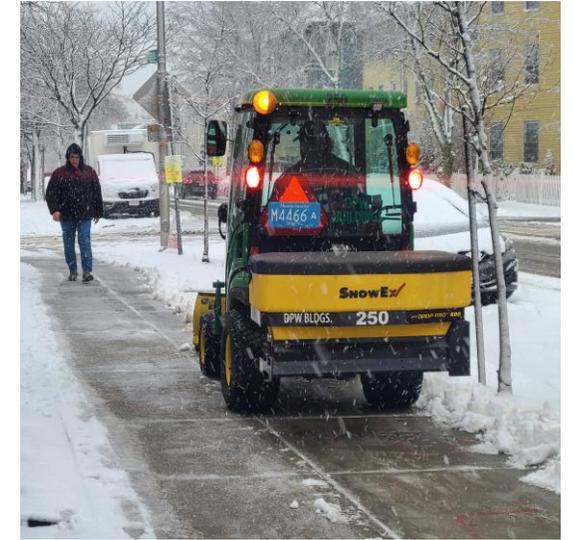
**One Kendall Square Garage**  
*(Private)*



# Public Transportation Accessibility

## Bus Stops/Ramps

- ▶ Cambridge Street
- ▶ Massachusetts Avenue
- ▶ Concord Avenue
- ▶ Mount Auburn Street
- ▶ Western Avenue
- ▶ River Street
- ▶ Huron Avenue
- ▶ Rindge Avenue
- ▶ Broadway
- ▶ Prospect Street
- ▶ Pearl Street
- ▶ Brookline Street
- ▶ Green Street
- ▶ Granite Street
- ▶ Aberdeen Ave
- ▶ Magazine Street
- ▶ Putnam Ave – Western to Brookline
- ▶ Bigelow Street
- ▶ Inman Street
- ▶ Webster Street
- ▶ Windsor Street
- ▶ Garden Street
- ▶ Main Street
- ▶ Kirkland Street
- ▶ Quincy Street
- ▶ Columbia Street
- ▶ Hampshire Street



## Pedestrian Operations



30+ miles of City-Cleared Sidewalks/ Curb Ramps



Abutting schools, public buildings, public open space



City-owned parking lots and garages



Residential exemption program

# School/Public Safety Access



# Protected and Raised Bike Lanes

- Challenging
- Timing
- Messaging
- Responsibility



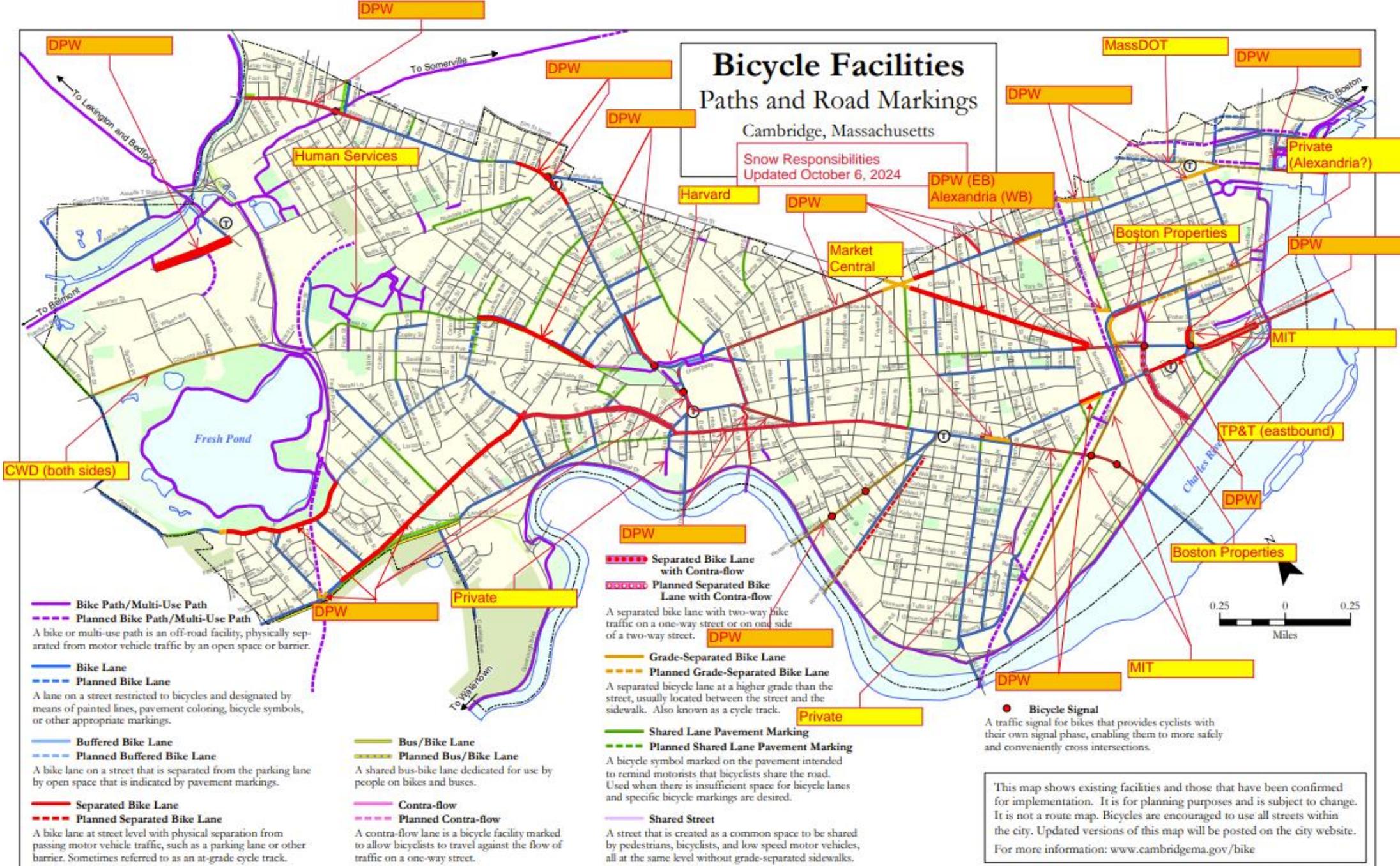
# Bike Facilities and Snow Removal

- The number of bike facilities are increasing every year
  - Newest bike lanes on Aberdeen, Broadway, Main Street
- Each has different needs in terms of snow removal
- In some cases, these facilities are part of “quick build” projects and present challenges in terms of maintenance during snow season
- Snow removal in bike facilities is a shared responsibility between
  - DPW
  - DHSP
  - Transportation
  - Private Developments
  - Universities

# Bicycle Facilities Paths and Road Markings

Cambridge, Massachusetts

Snow Responsibilities  
Updated October 6, 2024



**Bike Path/Multi-Use Path**  
 - - - - - Planned Bike Path/Multi-Use Path  
 A bike or multi-use path is an off-road facility, physically separated from motor vehicle traffic by an open space or barrier.

**Bike Lane**  
 - - - - - Planned Bike Lane  
 A lane on a street restricted to bicycles and designated by means of painted lines, pavement coloring, bicycle symbols, or other appropriate markings.

**Buffered Bike Lane**  
 - - - - - Planned Buffered Bike Lane  
 A bike lane on a street that is separated from the parking lane by open space that is indicated by pavement markings.

**Separated Bike Lane**  
 - - - - - Planned Separated Bike Lane  
 A bike lane at street level with physical separation from passing motor vehicle traffic, such as a parking lane or other barrier. Sometimes referred to as an at-grade cycle track.

**Bus/Bike Lane**  
 - - - - - Planned Bus/Bike Lane  
 A shared bus-bike lane dedicated for use by people on bikes and buses.

**Contra-flow**  
 - - - - - Planned Contra-flow  
 A contra-flow lane is a bicycle facility marked to allow bicyclists to travel against the flow of traffic on a one-way street.

**Separated Bike Lane with Contra-flow**  
 - - - - - Planned Separated Bike Lane with Contra-flow  
 A separated bike lane with two-way bike traffic on a one-way street or on one side of a two-way street.

**Grade-Separated Bike Lane**  
 - - - - - Planned Grade-Separated Bike Lane  
 A separated bicycle lane at a higher grade than the street, usually located between the street and the sidewalk. Also known as a cycle track.

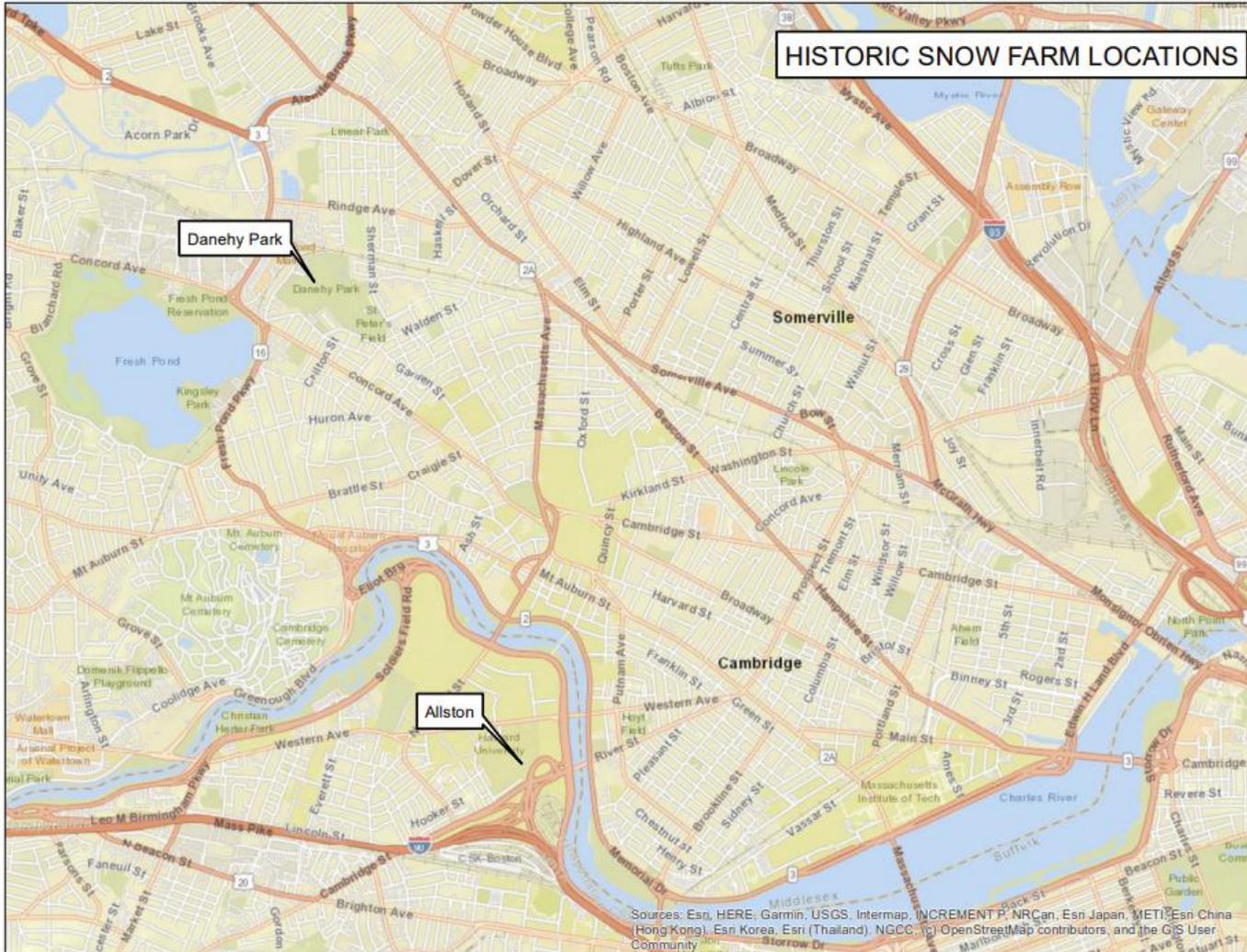
**Shared Lane Pavement Marking**  
 - - - - - Planned Shared Lane Pavement Marking  
 A bicycle symbol marked on the pavement intended to remind motorists that bicyclists share the road. Used when there is insufficient space for bicycle lanes and specific bicycle markings are desired.

**Shared Street**  
 - - - - -  
 A street that is created as a common space to be shared by pedestrians, bicyclists, and low speed motor vehicles, all at the same level without grade-separated sidewalks.

**Bicycle Signal**  
 A traffic signal for bikes that provides cyclists with their own signal phase, enabling them to more safely and conveniently cross intersections.

This map shows existing facilities and those that have been confirmed for implementation. It is for planning purposes and is subject to change. It is not a route map. Bicycles are encouraged to use all streets within the city. Updated versions of this map will be posted on the city website. For more information: [www.cambridgema.gov/bike](http://www.cambridgema.gov/bike)

# Snow Hauling



# Specialty Equipment

## Sidewalk/Bike Lanes

- Holder sidewalk tractor
- Wacker Neuson sidewalk tractor
- Multihog tractor
- Bobcat skid steer



# Ticketing/Fines

Snow Season	# of Complaints Received
2016-2017	1068
2017-2018	933
2018-2019	591
2019-2020	695
2020-2021	758
2021-2022	970
2022-2023	223
2023-2024	403
2024-2025	1270
<b>Total:</b>	<b>6911</b>

Snow Season	# of Citations Issued
2016-2017	546
2017-2018	166
2018-2019	210
2019-2020	326
2020-2021	223
2021-2022	274
2022-2023	83
2023-2024	188
2024-2025	578
<b>Total:</b>	<b>1828</b>



## Challenges

- Continuity of Services
- Dead Ends
- One-way Streets
- Handicap Parking
- Space savers





# Anti-Icing & De-Icing





# Anti-Icing with Brine

The brine solution is applied in liquid form to the roadway before anticipated snow or ice and prevents snow and ice from bonding with the street surfaces. Unlike granular salts which can bounce off roadways or get stuck on top of snow and ice, brine begins working immediately once it comes into contact with precipitation.



# De-Icing

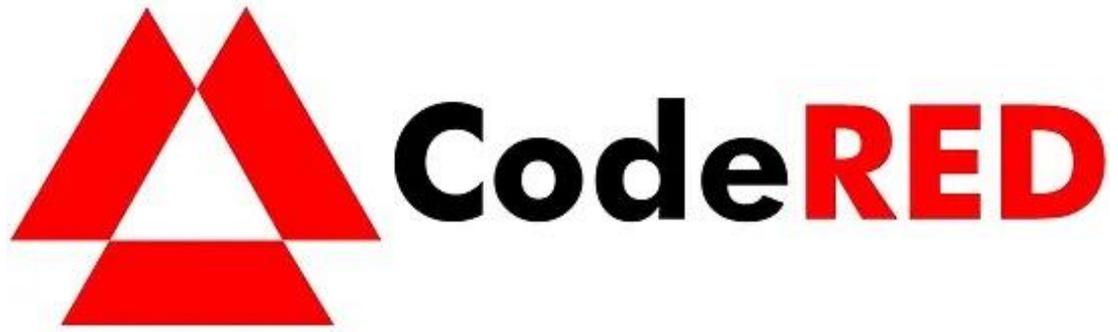
During and after a storm, we work to de-ice the roads, bike lanes, and sidewalks. We remove the ice and snow from the surface of the road by plowing and applying additional materials to the surface of the roads. This helps to loosen the ice and snow from the pavement, while also lowering the freezing point of water.



## Materials Used

- Rocksalt
- Magnesium Chloride
- Pre-mix





# Visit Cambridge Snow Center for More Updates

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

CITY OF CAMBRIDGE

Quick Links ▾ Subscribe Translate ▾

Services ▾ I Want To ▾ Departments ▾ Search

Home > Snow Center

Parking Transportation Streets & Sidewalks Shoveling Resources

## SNOW CENTER

Last Updated at April 4, 7:38 AM

- Parking Ban**  
NOT IN EFFECT
- Libraries**  
REGULAR HOURS
- City Offices**  
REGULAR HOURS
- Trash and Recycling**  
ON SCHEDULE
- Human Service Programs**  
REGULAR SCHEDULE

Contact Us

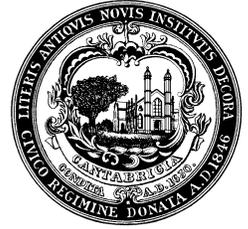


# Questions?



City of Cambridge  
**Commission for Persons with Disabilities**  
51 Inman Street · Cambridge, MA · 02139-1732  
617-349-4692 voice · Relay via 711

---



Danielle Jones-McLaughlin  
*Interim Chair*

Nieta Greene  
Cecelia Cobb  
Asherah Davis  
Melissa Miguel  
Deepti Nijhawan  
Emma Pan  
Erum Sattar  
Zach Solomons

Rachel Tanenhaus  
*Executive Director/  
ADA Coordinator*

Kate Thurman  
*Deputy Director/  
Assistant ADA Coordinator*

Maya Friedrich  
*Administrative Assistant*

January 8, 2026

Executive Office of Housing and Livable Communities (EOHLC)  
100 Cambridge St  
Suite 300  
Boston, MA 02114

Dear Secretary Augustus,

We are sending you this letter in support of making the State Affordable Housing Trust Fund require 10% of units in each new development to be accessible. Through the Affordable Homes Act (also referred to as the Housing Bond Bill), the legislature plans to allot \$800 million bonded to the State Affordable Housing Trust Fund.

People with disabilities need to be included in this once-in-a-lifetime opportunity to build not only affordable but also accessible housing! Some reasons include:

**1) Civil rights**

People deserve to live in their community regardless of whether they have a disability. However, people with disabilities face years-long waiting lists for housing across the state in comparison to people who do not need accessible housing. Because of the lack of affordable accessible housing, people are being unnecessarily institutionalized. This keeps people away from their community, friends, family, and work.

**2) Health**

People who have housing that fits their needs live healthier lives. Currently people who need accessible features and cannot find affordable accessible units are living in units where they cannot use the oven and stove, shower, or even fit their wheelchair into the bathroom.

### 3) Aging

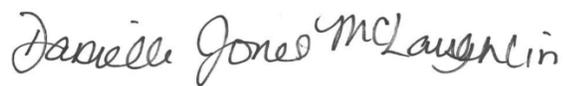
The U.S. Census Bureau estimates that by 2030 the percentage of Massachusetts residents over the age of 60 will rise to 25%. Most seniors want to age in their own community but can't due to the lack of affordable accessible housing.

#### **A Working Model: The Worcester Affordable Housing Trust Fund (AHTF) Model**

The Worcester AHTF requires 10% of units to be accessible in each project that receives AHTF funds, which has enabled 57 affordable, accessible units to be brought online in Worcester. The Worcester AHTF proves that requiring 10% of units in each project funded requirement works.

We look forward to working collaboratively with legislators, EOHLC, senior advocates, and the disability community to create a more accessible Commonwealth.

Sincerely,



Danielle Jones-McLaughlin  
Interim Chair  
Cambridge Commission for Persons with Disabilities



Rachel H. Tanenhaus, MPH  
Executive Director  
Cambridge Commission for Persons with Disabilities

On behalf of the Advisory Board of the Cambridge Commission for Persons with Disabilities