

City of Cambridge

Commission for Persons with Disabilities

51 Inman Street · Cambridge, MA · 02139-1732

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



Gary Dmytryk
Chair
Nicole Horton-Stimpson
Secretary

The next meeting of the Cambridge Commission for Persons with Disabilities will be held in the 2nd Floor Conference Room at 51 Inman Street on Thursday, April 13, 2017 at 5:30 p.m.

PLEASE MAKE EVERY EFFORT TO ARRIVE BY 5:30 PM

Katie Ashwill Allen
Maria Fontellio
Jerry Friedman
Stelios Gragoudas
Mike Langlois
Luis Loya
Bet MacArthur
Julie Miller
Alicia Zeh-Dean

Michael Muehe
*Executive Director/
ADA Coordinator*

Kate Thurman
Project Coordinator

AGENDA

Please turn OFF your cellphones before the meeting begins. Thank you.

NOTE: CCPD meetings may be audio recorded for the purpose of taking minutes.

- | | | |
|---|---------|------------------------|
| 1. Introductions | 2 min. | |
| <i>If needed, alternates named</i> | | |
| 2. Approval of March 9 Minutes | 2 min. | |
| 3. Announcements | 2 min. | CCPD staff / board |
| 4. Presentation of Five Year Plan | 30 min. | DPW |
| 5. Chair's Report | 5 min. | Nicole Horton-Stimpson |
| <i>Cambridge River Festival on Saturday, June 3</i> | | |
| <i>Board Goals for Retreat</i> | | |
| <i>Nominations for Election of Officers on May 11, 2017</i> | | |
| 6. Committee Reports | | |
| Access Cambridge | 5 min. | Luis Loya |
| Advocacy | 5 min. | Katie Ashwill Allen |
| Community Outreach | 5 min. | Nicole Horton-Stimpson |
| Disability Reframed Film Series | 5 min. | Bet MacArthur |
| Media & Technology | 5 min. | Mike Langlois |
| 7. Police Department Liaison Report | 5 min. | Jack Albert |
| 8. Executive Director's Report | 5 min. | Michael Muehe |
| 9. Project Coordinator's Report | 5 min. | Kate Thurman |
| 10. Public Input | 3 min. | general public |
| 11. Old Business | 2 min. | |
| 12. New Business | 2 min. | |

This is a scent-free meeting. In consideration of individuals with environmental illness and/or multiple chemical sensitivity, please refrain from wearing perfume, after-shave or any other scented products to our meetings. Thank you for your consideration.

The City of Cambridge, Commission for Persons with Disabilities, does not discriminate 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, May 11, 2017



Draft

Cambridge Commission for Persons with Disabilities (CCPD)

Minutes for Thursday, April 13, 2017

51 Inman Street, 2nd Floor Conference Room, Cambridge, MA 02139

Meeting was called to order at 5:35 pm

Present

Members: Katie Ashwill Allen, Maria Fontellio, Jerry Friedman, Stelios Gragoudas, Nicole Horton-Stimpson, Luis Loya, Bet MacArthur, and Alicia Zeh-Dean.

Absent: Gary Dmytryk, Mike Langlois, and Julie Miller.

Staff: Michael Muehe and Kate Thurman.

Guests: Kathy Watkins, DPW

Documents/Materials Used:

- Agenda
- Minutes from March 9
- Five Year Street and Sidewalk Reconstruction Plan

Minutes:

A motion to approve the March 9 minutes was seconded and passed unanimously.

DPW's Five Year Plan – Kathy Watkins of DPW presented the Five Year Plan. See attached document, Five Year Street and Sidewalk Reconstruction Plan.

Chair's Report—Nicole Horton-Stimpson reported on behalf of Gary Dmytryk

- Opened the floor to nominations for the positions of Chair and Secretary
 - Gary was nominated for Chair
 - Nicole was nominated for Secretary
 - There were no other nominations
 - Nominations will be taken again prior to the election at next month's meeting
- Cambridge River Fest is on Saturday, June 3 from noon to 6pm
- Board retreat
 - Goals and ideas for the retreat
 - Identifying mission statement and values
 - Team building opportunity and getting to know one another better
 - Community outreach and awareness
 - Ways to conduct outreach
 - Day long with lunch
 - Defining the mission of the commission
 - Overlap with other communities, such as LGBTQ, intersectionality
 - Having a well-described structure

- Likely to be after the summer
- Discuss doing a lunch and learn for City employees

Committee Reports:

- **Access Cambridge** – Luis Loya reported:
 - “Social stairs” being constructed in various places
 - Doing a field trip to see an example of these social stairs in mid-May or early June
 - Attended MAAB hearing on 50 JFK Street
 - Invite students in high school and college who may be interested
- **Advocacy** – Katie Ashwill Allen reported:
 - Monitoring License Commission agendas to see if there are any businesses on it that need accessibility improvements
 - Darwin’s responded to committee letter about their automatic door opener not working. They have developed new policies to ensure that accessibility features are working at all times.
- **Community Outreach** – Nicole Horton-Stimpson reported:
 - Have been in touch with the IHCD about visiting
 - The department’s bus is not available Monday or Tuesday evenings. Will consider alternate transportation options
 - Boys and Girls Club in South Boston is doing a lot of work on inclusion. Nicole plans to visit and members are welcome to join her.
 - Can reach out to the Community Engagement Team to help with getting the word out about CCPD
- **Disability Reframed: A Community Film Series**—Bet MacArthur reported:
 - Successful ReelAbilities screening of *Rachel Is* at the Library in early April
 - Idea of offering a film for just City employees, doing a lunch and learn
 - Michael suggested partnering with the Employees’ Committee on Diversity
- **Media & Technology** – Mike Langlois reported:
 - Stel said that Perkins offered for us to come visit
 - Mike visited NUVU studio, which is doing some amazing work with middle and high school students. The students are designing a number of projects around adaptive technology. One was a 2-week interview, design and prototype of several items for a person with cerebral palsy, who was there when I visited. The other was for Perkins School for the Blind: a model animal to help visually disabled people understand the concept of motions like heartbeats. They would love to have our commission come visit them on the week of 5/15 or 5/23 and are fully accessible

Executive Director’s Report—Michael Muehe reported:

- Amorino gelato store MAAB variance: There was a great turnout at the MAAB hearing on Monday, April 10 to oppose their request for a variance that would excuse them from constructing an accessible

entrance. The MAAB had already voted to approve a variance to have a buzzer system for people with disabilities to get sidewalk service. While they haven't issued a written decision yet, we were verbally told that the board voted to uphold that variance, but are going to go after the building owner about raising up the private sidewalk to allow for an accessible entrance.

- Cambridge Arts Council is planning art walks designed to give people an idea of how a blind artist experiences parks
- The MA Office on Disability (MOD) is having a regional meeting in Brookline on April 25 for local commissions on disability; commission members are invited
- MOD has a new statewide accessibility grant program. Municipalities are invited to submit applications for funds. Thinking about doing something that combines art and universal design
- Charles River Conservancy is holding a swim park charrette on May 17 from 6-8pm at the Microsoft NERD Center to talk about creating a permanent swim park in the Charles River
- The Community Development Department is organizing Park(ing) Day on which metered parking spaces are set aside to be set up as mini parks for a day. Will be on Friday, September 17. CCPD could organize a universal design park, or a park to spread the word about the Commission
- Governor Baker is doing a reorganization plan of state government. Wants to move the MAAB to the Executive of Consumer Affairs and Business Regulation.

Project Coordinator's Report—Kate Thurman reported:

- Attended a Community Stakeholders meeting of the Police Department's Community Relations Unit and learned about Tech Goes Home, a program for individuals who are low-income and do not have access to the internet. Participants pay \$50 to take a 15-hour course and upon completion get either a Chromebook or an iPad Mini. Tech Goes Home also helps participants find low-cost internet service. TGH's platform is train the trainer, so they work with numerous partner agencies who provide the training for participants.
- CCPD has a new logo. It's very simple and more informative than the prior logo, which just had the initials CCPD.
- The Constant Contact email initiative has begun and the AccessLetter will resume soon.

Public Works Update – Jerry Friedman reported:

- DPW received 701 complaints about sidewalks being poorly shoveled after snow storms
- They issued 143 citations for not clearing snow and ice
- Design process for Inman Square community meeting on May 2

Old Business:

- Bet suggested *Billy Broke His Head* as a film to screen for City employees
- Nicole spoke with the LGBT Commission about Pride Day. There's not a great opportunity at Pride for CCPD to do outreach, but CCPD could consider partnering with them on an event, such as a film screening or speaker.

The meeting adjourned at 7:35 pm.

Respectfully submitted by Kate Thurman

CAMBRIDGE
DEPARTMENT
OF PUBLIC
WORKS

City of Cambridge
Department of Public Works

Five Year **Sidewalk and Street** Reconstruction Plan

5.1.2017



INTRODUCTION | VISION ZERO

Cambridge Adopts Vision Zero and Complete Streets!



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

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

Complete Streets are designed and operated to enable safe access for all users – regardless of age, ability, or mode of transportation. Complete Streets make it safe and easy for everyone to travel between work, school, shops, and other destinations, whether they choose to walk, bicycle, drive, or take transit.

INTRODUCTION

- Based on budget predictions that are uncertain.
- Based on sewer separation / storm water management project schedules that are uncertain.
- Based on future street condition assessments that are subject to change.
- Does not consider utility failure / repair / replacement which is unpredictable.
- Severe winter conditions can lead to higher than expected levels of deterioration on streets.



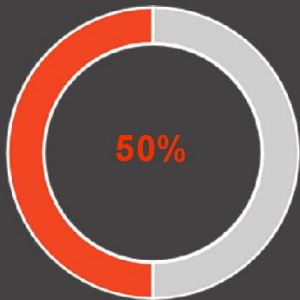
DPW will review the Plan on an annual basis. The uncertainties are significant and thus the annual revisions may also need to be significant.

PRIORITIES | SCHEDULING

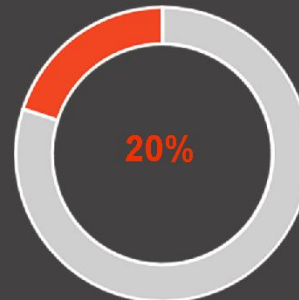


Reconstruct sidewalks and streets in poor condition in **high priority areas**:

- Areas within a 150 ft. buffer of parks, major squares, libraries, schools, youth centers, elderly housing, and senior centers.
- Areas within a 40 ft. buffer of bus routes.
- Major thoroughfares to maintain the structural integrity of streets under heavy traffic.
- Commission for Persons with Disabilities' priorities.
- Areas with non-existent or inadequate bicycle facilities, particularly where reconstruction could improve connectivity and route continuity for cyclists.

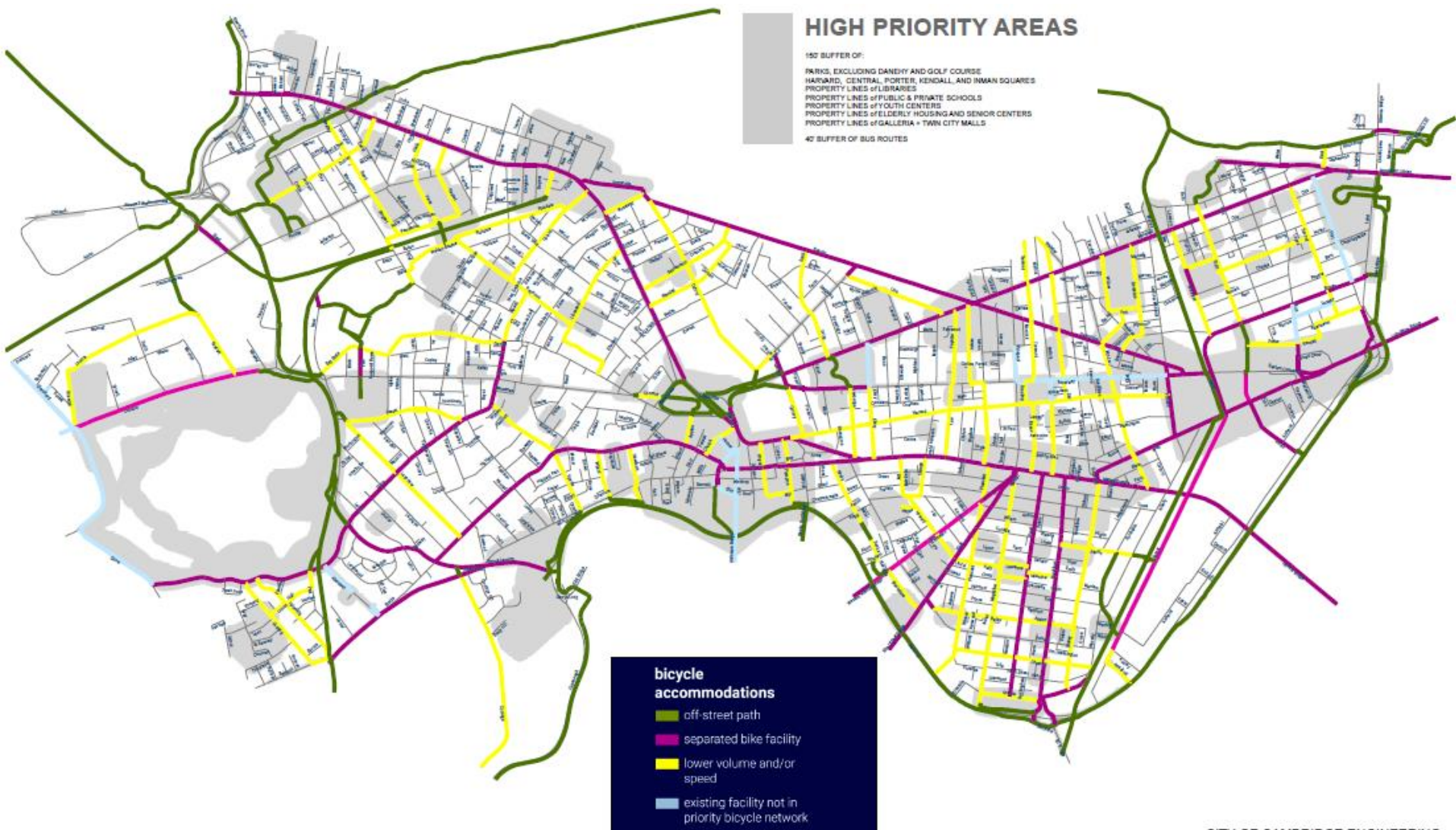


Just over 50% of city sidewalks and streets are located outside of high priority areas. These corridors serve residential connections and need to be maintained, to the extent funding allows.

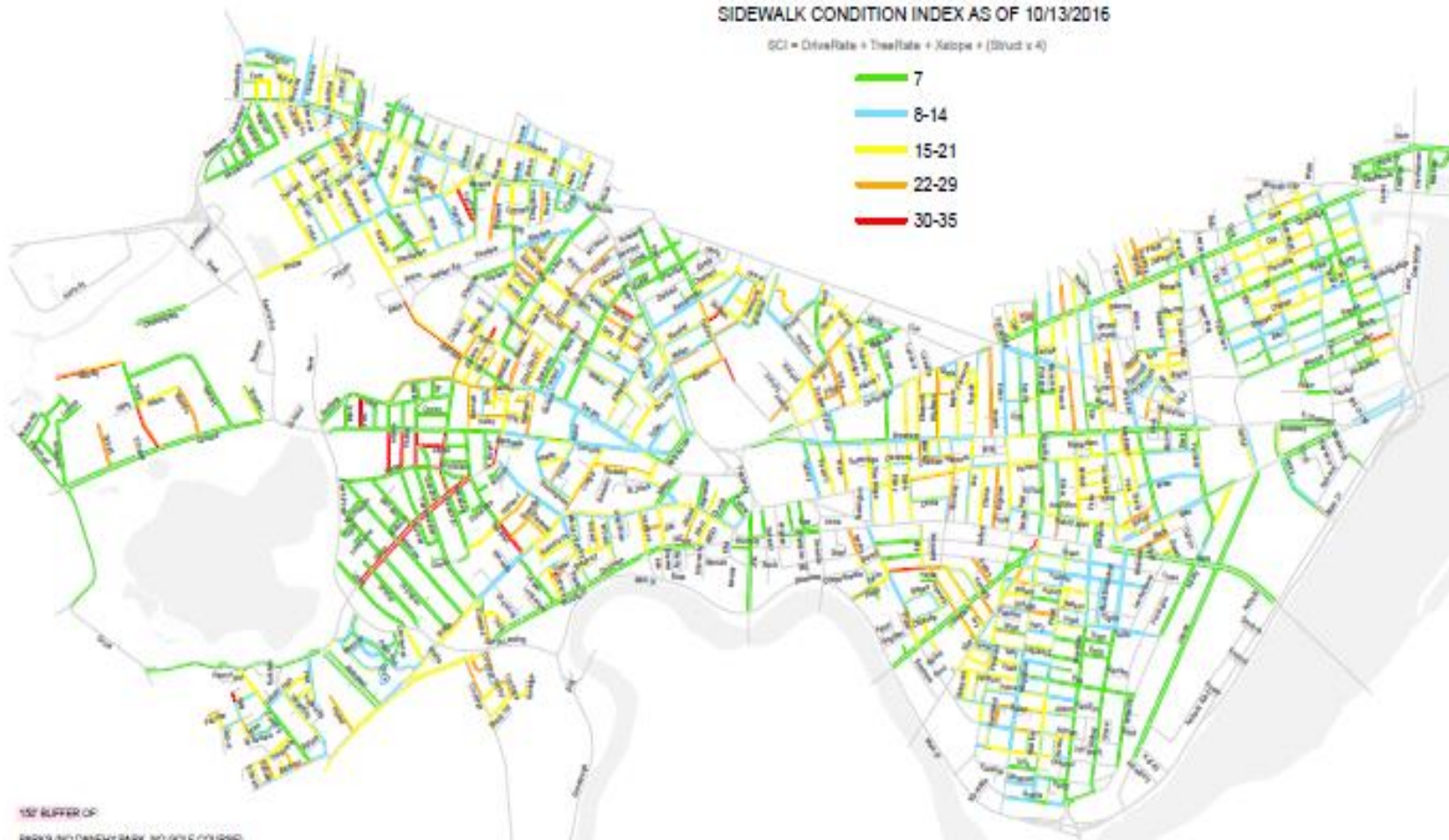


Approximately 20% of street and sidewalk funding will be reserved for these locations.

PRIORITIES | HIGH PRIORITY AREAS



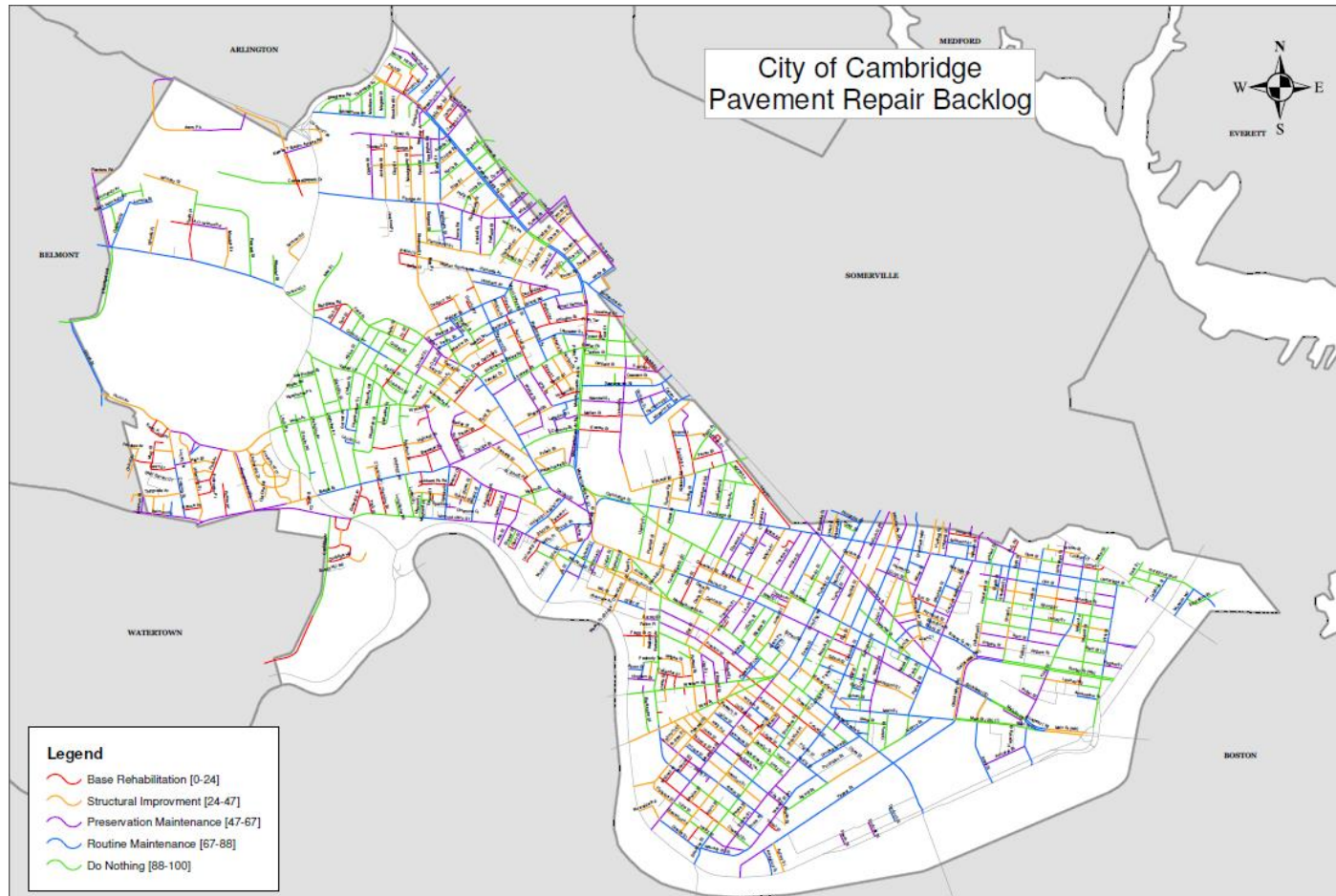
PRIORITIES | SIDEWALK CONDITIONS



Based on the criteria below, each block of sidewalk received a rating between 0 (excellent) and 35 (poor).

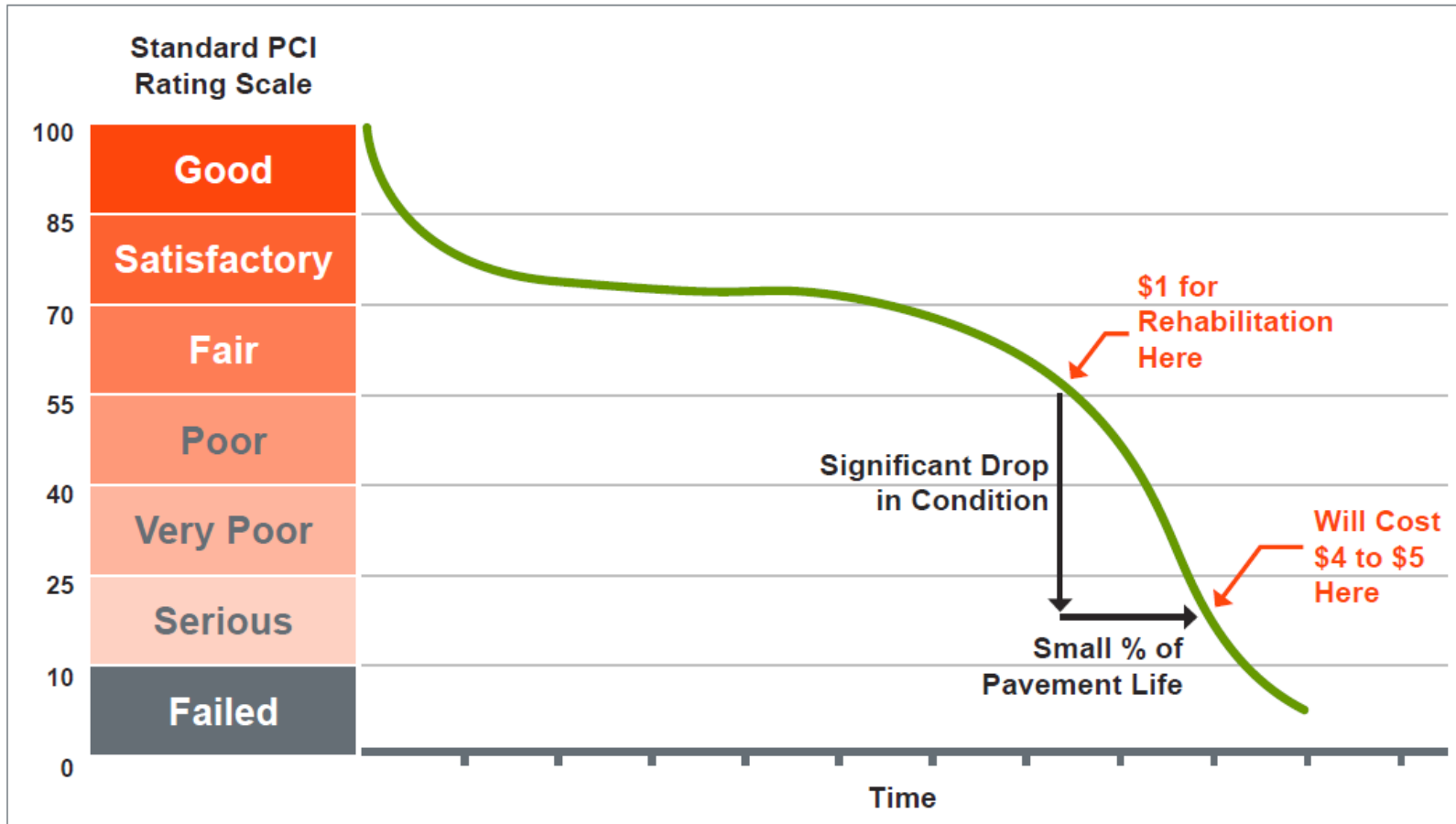
- Driveway conditions
- Trees or other obstructions
- Cross-slope
- Overall structural condition

PRIORITIES | PAVEMENT CONDITIONS



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

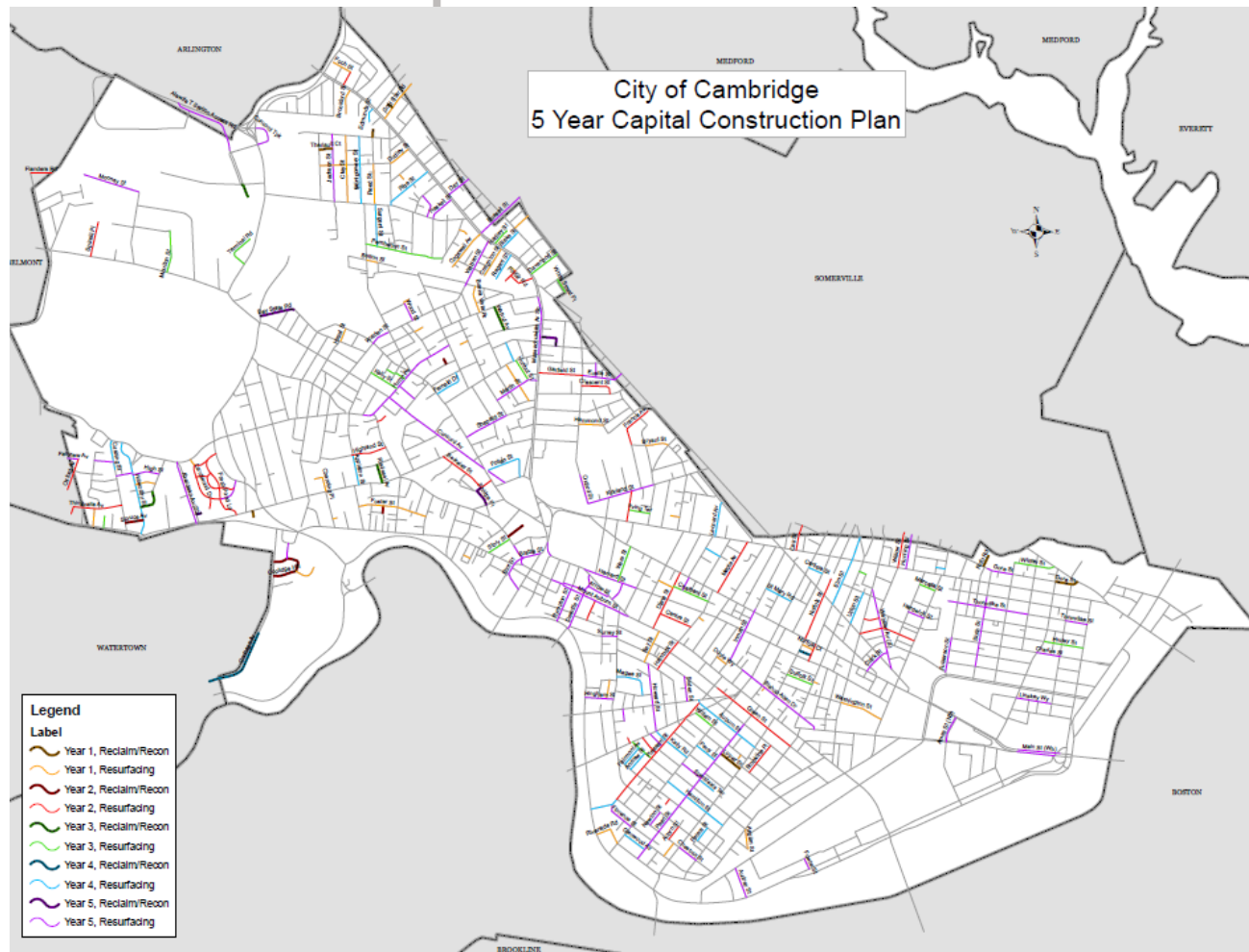
PRIORITIES | PAVEMENT CONDITIONS



Pavement Condition Index: City Average 65.2

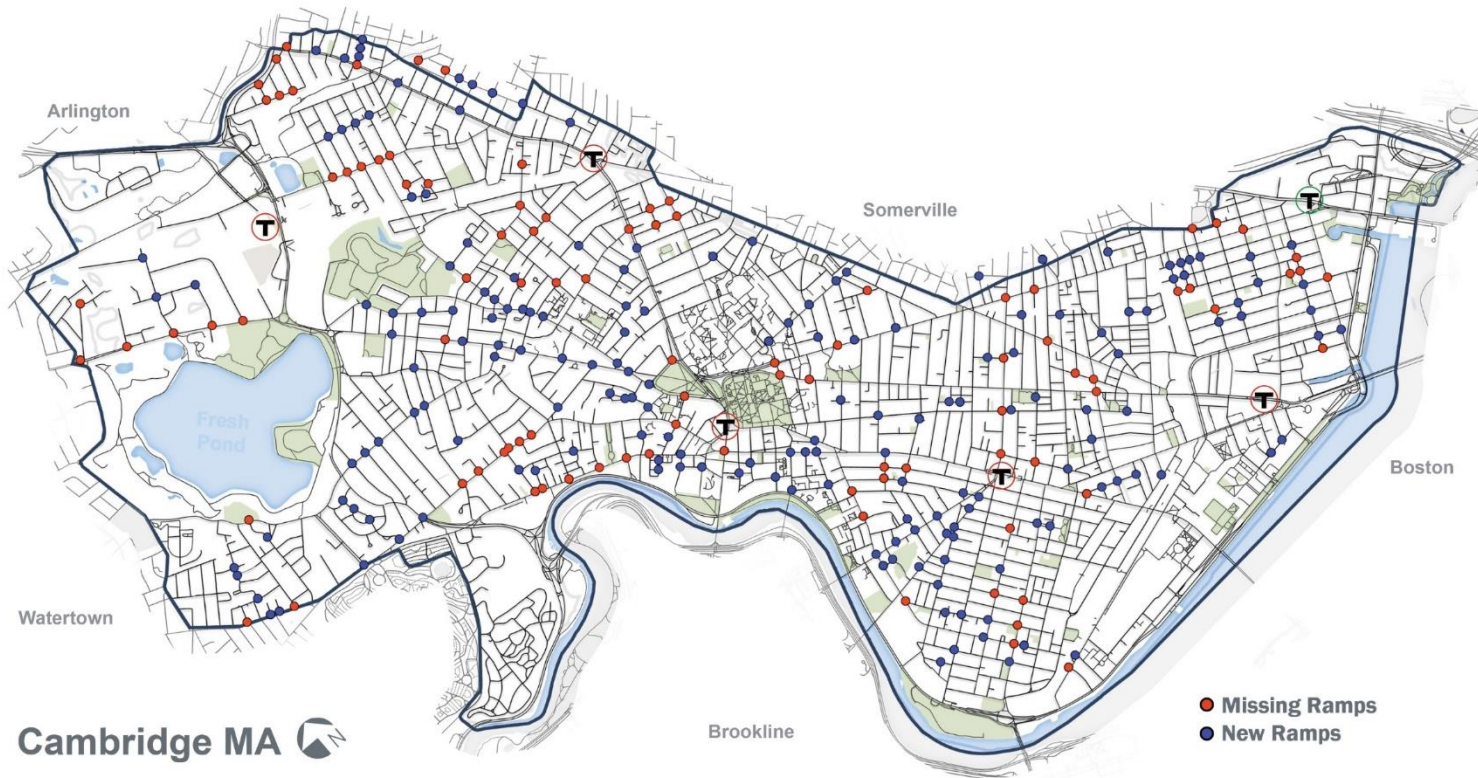
Holding steady, but backlog is growing. An increasing number of streets are in the Base Rehabilitation (0 – 20) range.

PRIORITIES | PAVEMENT 5 YEAR PLAN



Recommended plan from Pavement Management System – if only priority was using funding to maintain street conditions.

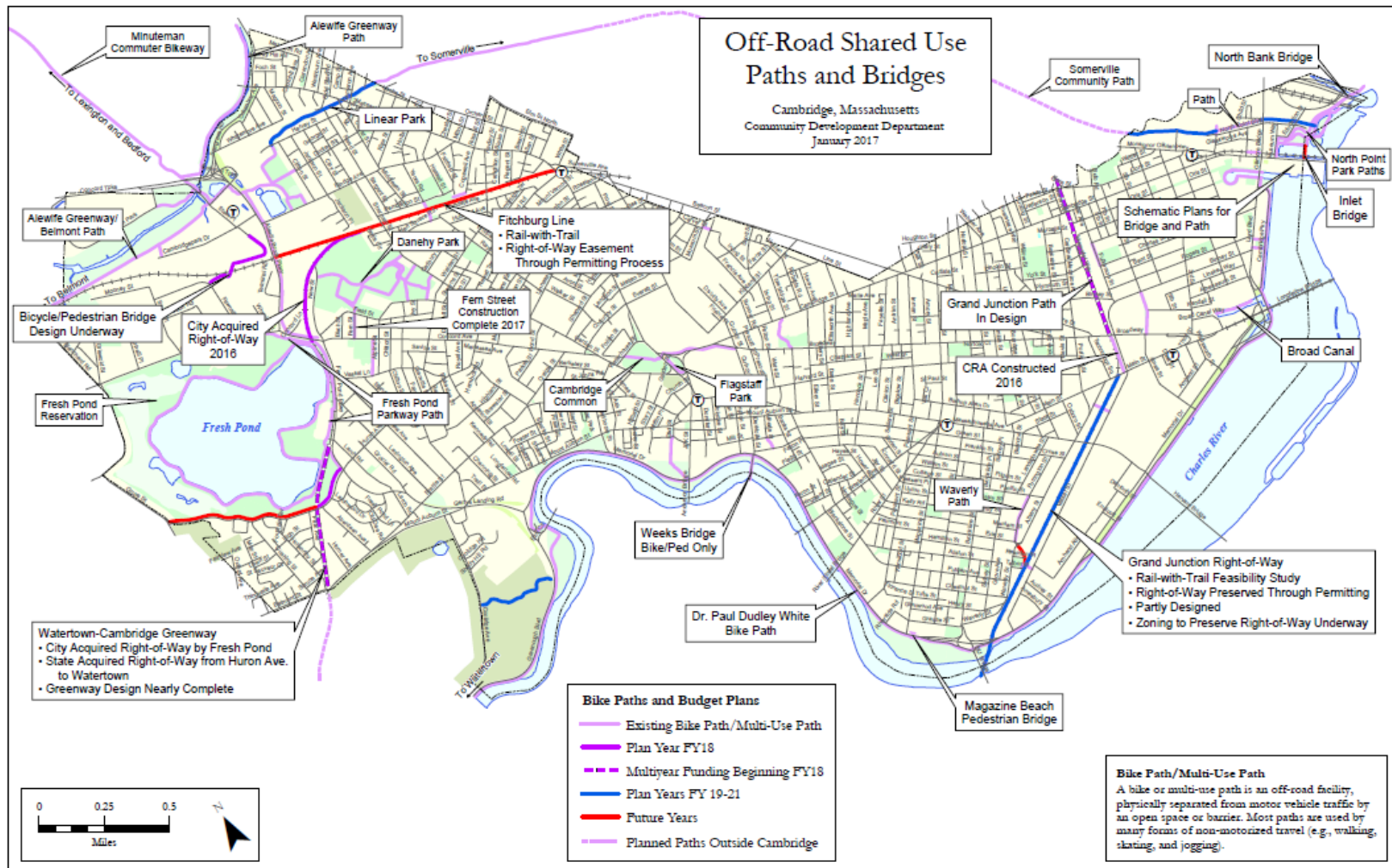
PRIORITIES | RAMPS



2009 to 2012 - Constructed 220 previously missing ramps.

The City of Cambridge will continue to prioritize missing ramps on major arterials: Concord Ave, Huron Ave, Mass. Ave, and Western Ave.

PRIORITIES | PATH PROJECTS



The City is identifying priorities so we can effectively advocate for funding and apply for outside funding.

PRIORITIES | PATH PRIORITY LIST

Grand Junction Greenway: \$10M appropriated in FY17. Complicated by MBTA Agreements. Will proceed in phases.

Watertown-Cambridge Greenway (lighting):

- Design 90%.
- Preliminary design of lighting is underway, \$15,000. Estimated cost of lighting - \$350,000.
- DCR Bidding project fall of 2018.

Watertown Branch Path (Fresh Pond Parkway to Danehy): Purchased July 2016 - \$950,000. Design - \$350,000. Construction - \$1,500,000

Alewife Bridge: \$25M total cost. Design in phases, seek TIP funding of \$10M.

Huron Ave Path (FPP to Aberdeen Ave): Design & Construction - \$500,000

Linear Path Reconstruction: Design & Construction - \$4,600,000

Yerxa to Bolton Path: Design & Construction - \$400,000

Cambridge Cemetery to Greenough Path – Waverly to Grand Junction Connector: Design & Construction - \$500,000

Fitchburg Line Path from Sherman to Porter Sq. and Sherman to Steel Place: Design & Construction - \$11,000,000

PRIORITIES | FUNDING

\$4.5 million per year for street and sidewalk

- State Funding: \$2.5M Chapter 90
- City Funding: \$2.0M

More Demand than **Funding** or **Ability to Construct**

- Identify streets in high priority locations that benefit the most people
- Identify streets that have overlapping needs / benefits
- Identify streets that prioritize accessibility; active transportation; and safety
- Identify streets that maintain infrastructure

Additional City Funding:

- Inman Square: \$3M - \$5M
- River St: \$18M General Bonds, \$16M Sewer



5 YEAR PLAN | SCOPE OF WORK



Cambridge Adopts Vision Zero and Complete Streets!

Our approach emphasizes **streets designed and operated for everyone** – pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities will be able to safely move along and across **complete streets**.



Any crossing islands or medians shall be built or retrofitted to accommodate accessible pedestrian crossings.



Coordination with City's Bicycle Facilities Plan



Any crossing islands or medians shall be built or retrofitted to accommodate accessible pedestrian crossings.

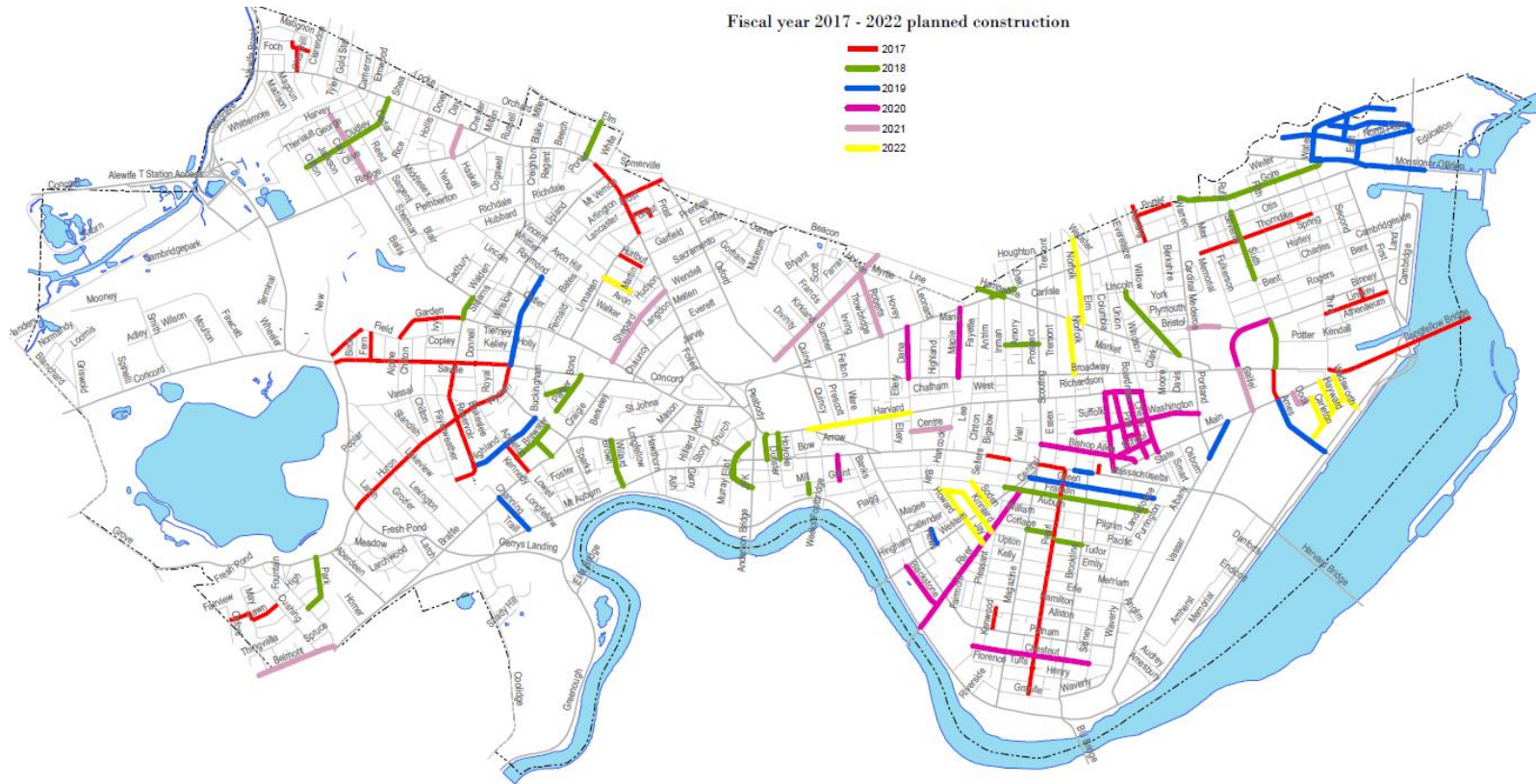


Projects will include planting additional street trees (see page ##).



To improve access, all pedestrian ramps will be reconstructed.

5 YEAR PLAN | **PLANNED CONSTRUCTION**



Lower Speed Streets

- Chestnut St
- Dudley St
- Elm St – NEW
- Haskell St – NEW
- Harvard Street – NEW
- Roseland St
- Park Ave
- Shephard St
- Sixth St
- Willard St

Separated Bike Facilities

- Ames St – Developer
- Binney Street / Galileo Galilei Way – Developer
- Galileo Galilei Way – City – NEW
- O'Brien Highway – Developer
- River Street – One-Way Pair with Western Ave – City

Interactive construction map: www.cambridgema.gov/theworks/constructionmap

5 YEAR PLAN | COMPLETED STREETS

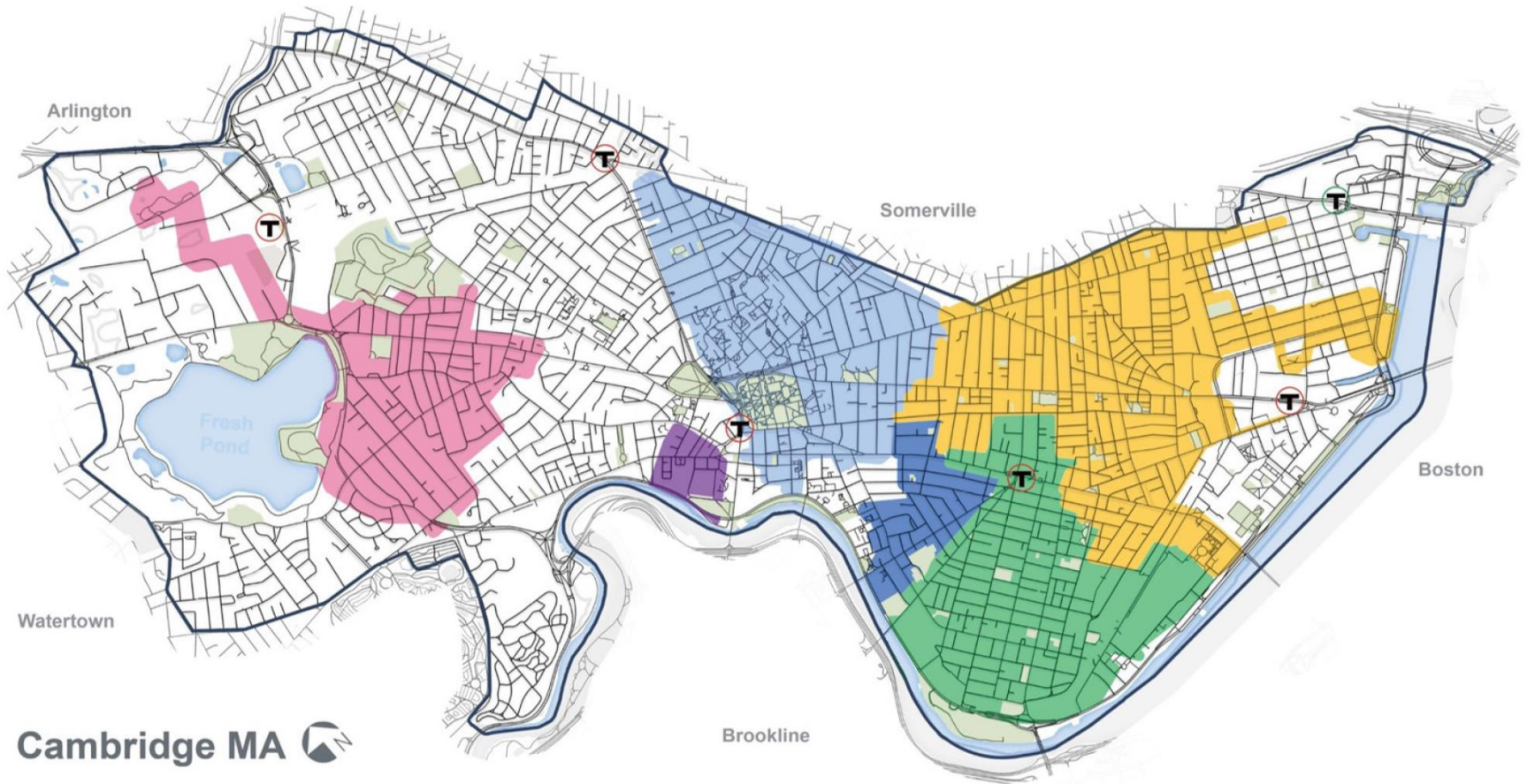


PROGRAMS | SEWER SEPARATION & STORMWATER

The City has an ongoing 5-Year Capital Program for sewer separation, stormwater management and infrastructure renewal throughout the city. The City is committed to **restoring and enhancing streets, sidewalks and bicycle facilities** as an integral part of these projects. These projects are subject to change in schedule due to financial, legal, environmental and level of service considerations.



PROGRAMS | SEWER SEPARATION & STORMWATER



- Alewife / Fresh Pond Area
- Harvard Square
- Western Avenue

- Cambridgeport Area
- The Port / East Cambridge Area
- Agassiz / Mid Cambridge Area

PROGRAMS | SEWER SEPARATION & STORMWATER

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



BROADWAY AND DANA STREET, DECEMBER 1, 1931



- Sewer separation continues today and the city's collection system currently includes approximately 111.2 miles of sanitary sewer, 97.4 miles of stormwater drains, and 37.3 miles of combined sewer.
- Approximately 30% of the collection system owned and maintained by Cambridge has been separated—much work remains.
- Projects involve intense construction and typically include rebuilding roadways and sidewalks.

PROGRAMS | MISCELLANEOUS SIDEWALK

Program Highlights

- Budget: \$500,000 per year
- This program is used to address discrete sections of sidewalk throughout the city.
- Repairs are typically a block in length, but can be as small as one panel.
- Priority is given to sidewalks and curb cuts in High Priority Areas.

Accessibility

A portion of the Miscellaneous Sidewalk Program funding will be reserved for **sidewalks and curb cuts** where access is of acute importance, as identified by the **Commission for Persons with Disabilities and DPW**. If you know of a location that is a critical access issue and is not addressed in the 5 Year Plan, please contact the Commission.



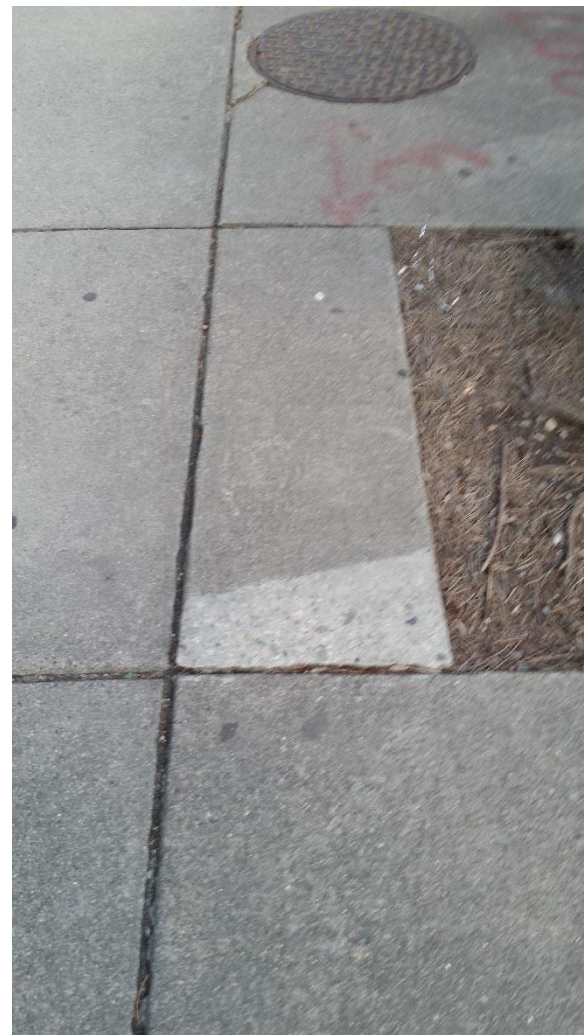
Cambridge Commission for Persons with Disabilities

Michael Muehe, Executive Director
Kate Thurman, Disability Project Coordinator
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Cambridge, MA 02139
ccpd@cambridgema.gov
Voice: 617-349-4692 / TTY: 617-492-0235
Fax: 617-349-4766
www.cambridgema.gov/disabilities

PROGRAMS | MISCELLANEOUS SIDEWALK



In addition to large infrastructure projects, the City also does smaller maintenance projects as needed.



DESIGN | PEDESTRIAN RAMPS



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

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

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

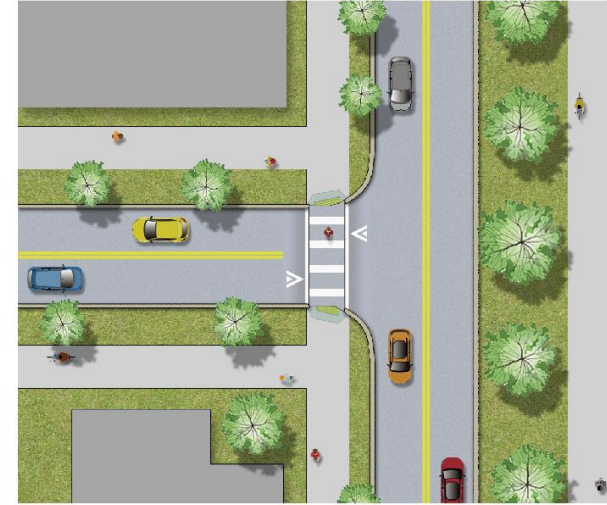
- Allows pedestrians to cross the street without having to ramp down.
- Reduces the risk of ponding.
- Keeps the crossing more in line with the sidewalk.

CONSTRUCTION | PEDESTRIAN ACCESS



MID-BLOCK CROSSINGS

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



4-WAY INTERSECTIONS

Unless site conditions warrant a different treatment, 4 crosswalks and 8 pedestrian ramps should be provided.



“T” INTERSECTIONS

At least 1 crosswalk and 2 pedestrian ramps are required for accessible path of travel along the main corridor. Site conditions are considered to determine if crosswalks should be provided.

DESIGN | SIDEWALK MATERIALS

Pedestrian Ramps

All new pedestrian ramps, including landing areas, will be concrete, and include tactile warning strips.

Sidewalk Materials

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

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

Historic Districts

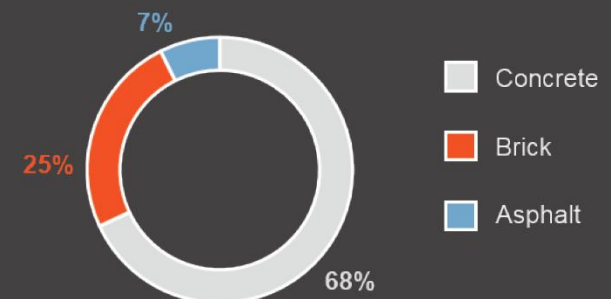
DPW works collaboratively with the Historic Commission to ensure that sidewalk reconstruction work is appropriate and not incongruous to the district.

Standard Details

cambridgema.gov/theworks/ourservices/engineering/Resources/standarddetails



Sidewalk Materials

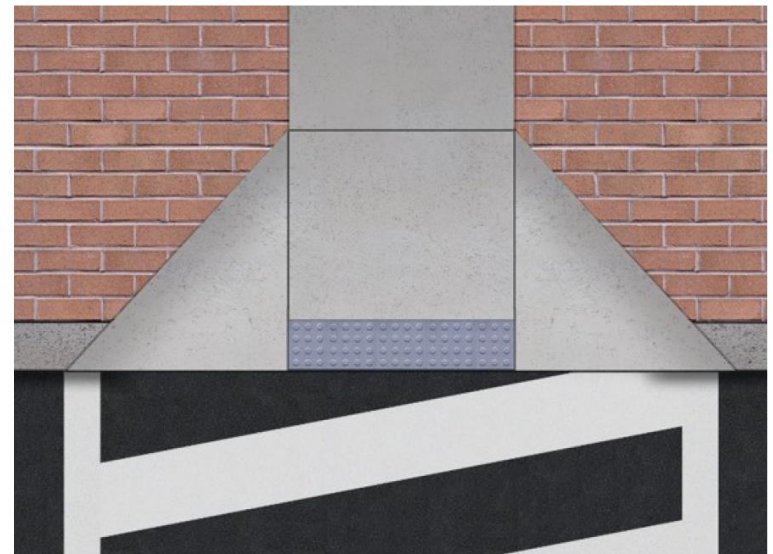


SCOPE | NEW CONSTRUCTION

City Projects

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

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



SCOPE 2 | NEW CONSTRUCTION



Private Entities

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

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

SCOPE | NEW CONSTRUCTION

Private Utilities

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



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

SCOPE | BICYCLE PLAN



Streets and projects are evaluated in coordination with the **Cambridge Bicycle Plan** to identify streets with non-existent or inadequate bicycle facilities, particularly where reconstruction could improve connectivity and route continuity for cyclists.

www.cambridgema.gov/CDD/Transportation/bikesincambridge/bicyclenetworkplan

SCOPE | STREET TREES

New Tree Plantings

The City Arborist will review each street and sidewalk project to determine tree planting opportunities; evaluating the location of overhead and underground utilities, proximity to intersections, site lines, building setbacks, locations of entrances, etc. The Arborist will also work with residents interested in back of sidewalk tree plantings.

<http://www.cambridgema.gov/theworks/ourservices/urbanforestry.aspx>

- On **narrow sidewalks** (less than 8' wide), a minimum of 4' of sidewalk width will be retained adjacent to new trees.
- On **wider sidewalks** (8' wide or greater), a minimum of ½ of the overall sidewalk width will be retained for pedestrians.

Existing Street Trees

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

NEED TO ADD TEXT ABOUT BACK OF SIDEWALKS



GOALS

- **Protect existing** street trees during construction.
- Increase the number of street trees and maintain **accessible sidewalks**.

SCOPE | TRAFFIC SIGNALS

Accessible Pedestrian Signals (APS)

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

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

Signal Control Cabinets

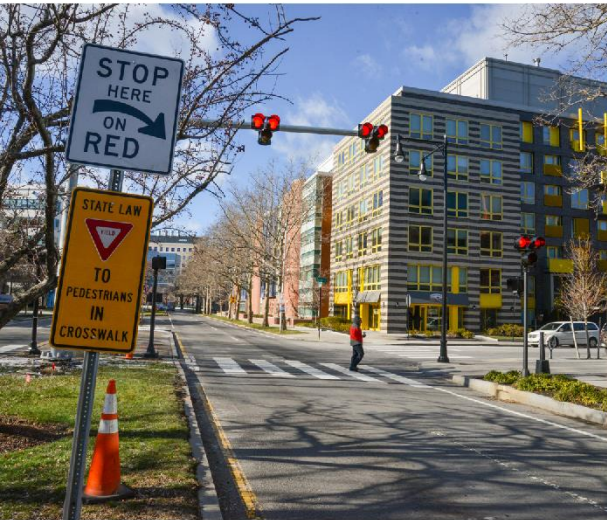
Traffic signal control cabinets mounted on poles are under consideration for relocation by the Traffic Department. In coordination with adjacent construction projects, and at high priority locations, control cabinets will be moved to ground mounted locations.



SCOPE | CHAPTER 90

PLACEHOLDER SLIDE FOR CHAPTER 90 - NEED CONTENT

CONSTRUCTION | PEDESTRIAN ACCESS



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



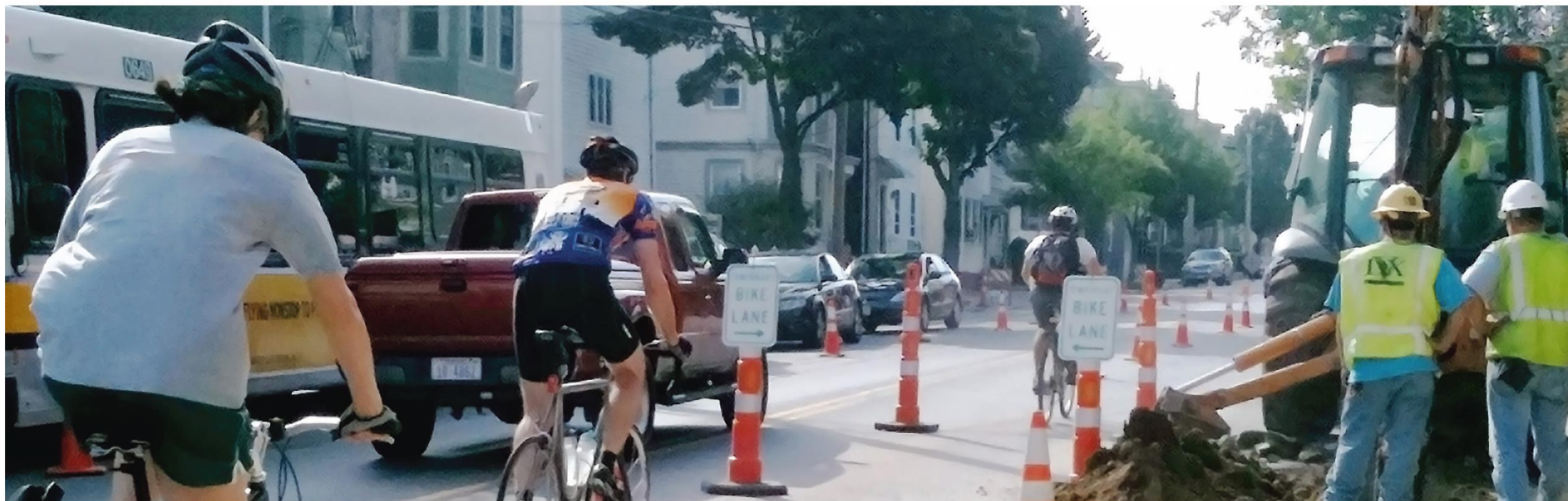
The Manual on Uniform Traffic Control Devices, (MUTCD), published by the US DOT / Federal Highway Administration, includes specific requirements for pedestrian access in work zones.



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

CONSTRUCTION | BICYCLE ACCESS

- Maintain bicycle access through construction sites. Where maintaining bike lanes is not possible:
 - ◇ Ensure adequate space for bicycles in travel lane.
 - ◇ Post “Bicycles May Use Full Lane” signs.
- Road signs of any type should not be placed in bicycle lanes.
- Asphalt is the preferred temporary surface option.
- Surfaces should be smooth, and edges should be uniform.
- When steel plates are required, provide advance notice and a smooth transition.
- Where raised castings are exposed, spray paint them pink and post caution signs.



Follow City of Cambridge Bicycle Accommodation During Construction Guidelines at:
<http://www.cambridgema.gov/theworks/ourservices/engineering/Resources/contractorresources.aspx>

NEXT STEPS | CONCLUSION

The 5 Year Plan is a living document that will be updated regularly. As part of that process, DPW will:

- Review plan annually with the Commission for Persons with Disabilities and Pedestrian, Bicycle, and Transit Committees.
- Update the pavement condition and sidewalk condition data and corresponding maps.
- Annually update the 5 Year Plan to account for the changing conditions of our streets and sidewalks.

Send questions or comments to:

Katherine Watkins, PE
City Engineer
Department of Public Works
kwatkins@cambridgema.gov
617-349-4751





For more information:

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

cambridgema.gov/theworks/fiveyearplan

Photos & Graphics by Kleinfelder

