



# TRANSPORTATION & PUBLIC UTILITIES COMMITTEE

## COMMITTEE MEETING

~ MINUTES ~

Tuesday, October 15, 2019

3:30 PM

Sullivan Chamber  
795 Massachusetts Avenue  
Cambridge, MA 02139

### I. Call to Order

Attendee Name	Present	Absent	Late	Arrived
Jan Devereux	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Quinton Zondervan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dennis J. Carlone	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Alanna Mallon	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Craig A. Kelley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

The Transportation & Public Utilities Committee will conduct a public hearing to continue the review the Vision Zero Year One Report and information on upcoming Vision Zero projects for 2019/2020.

1. Review of Vision Zero Year One Progress Report and information on upcoming Vision Zero projects for 2019/2020
2. Staff Presentation: Joseph Barr and Brooke McKenna, Traffic Parking & Transportation Dept.
3. Presentation from the Vision Zero Advisory Committee

Minutes Acceptance: Minutes of Oct 15, 2019 3:30 PM (Committee Reports)



**CAMBRIDGE CITY COUNCIL**  
**TRANSPORTATION AND PUBLIC UTILITIES**  
**COMMITTEE**

VICE MAYOR JAN DEVEREUX, CHAIR

COMMITTEE MEETING  
TRANSCRIPT OF PROCEEDINGS

OCTOBER 15, 2019  
3:30 PM, SULLIVAN CHAMBER

**JOSEPH BARR:** Wanna highlight the fact that we are very close, we have a contract in place, and we very soon will be starting and providing the council, in the next couple of weeks, with an update on where we are with implementing the sort of city, not citywide, truly citywide, but mostly citywide 20 mile an hour speed limit on residential streets.

And so, we submitted an initial response to the council a couple months ago with a list of streets, and now we're ready to start implementing that in the very near future. And so, I'm excited about that. It's a big challenge both to implement and to make it real, but I think that's an important commitment to our citizenry to really make the point that you need to drive more slowly.

And then the other is just the fact that in this year's budget, there is a \$300,000 allocation towards Vision Zero capital projects. We're still in the process of determining how that money will be spent and I sort of imagine a whole variety of ways it can be spent, but I think, again, that's an important commitment that we've made.

You know, prior to this, we had not had a specific pot

of money set aside for Vision Zero. And that's something that we've done and intend to continue to do in the future.

That said, I think it's really important to emphasize that really almost everything we do from a transportation infrastructure perspective is informed by Vision Zero. And that's really been the case for, you know, over 25 years, going back to the vehicles for production ordinance and to when the Traffic Calming Program was originally started.

So, although we've, we talk about Vision Zero as sort of a separate thing, it really permeates and has permeated even before 2016, everything we do.

And so, you know, every project that Public Works is working on from a transportation infrastructure perspective, is informed by Vision Zero. All the work that the police department does, you know, in terms of enforcement and education is informed by Vision Zero.

And certainly, I would say almost everything that we do and that Community Development does in terms of transportation is, is informed by Vision Zero. So, you know, there, there's a huge commitment to this and has been for a long time.

And I think we're excited that we, you know, have this

commitment in place officially, and we're now moving into the implementation and the progress reporting, but it's been a, you know, it's been something that we've been focused on for a long, long time. With that, I'll turn it over to --

**UNIDENTIFIED SPEAKER:** [inaudible 00:02:10].

**LOUISA GAG:** Thank you. So again, I am Louisa from LivableStreets Alliance and we are a member of the Massachusetts Vision Zero Coalition, which is a group made up of advocacy organizations and individuals. I think we're four or five years old now, and we were created kind of before Vision Zero was first implemented in Boston to try to encourage Boston and other cities to adopt Vision Zero.

And now we're really kind of in this accountability role of trying to make sure that cities are sticking to their commitments.

So, one thing, one event I do wanna plug, we also organize something called the World Day of Remembrance, which is an international day to recognize people who are either survivors of traffic crashes, or family members, or people who have been killed. So, there will be a memorial vigil on Sunday, November 17th, and I invite everyone here

to attend.

**POLICE COMMISSIONER BRANVILLE G. BARD:** [inaudible  
00:03:13].

**LOUISA GAG:** So -- Oh yeah, at the Massachusetts State House, thank you, in the afternoon. So, we've now done three years of progress reports for the City of Boston, starting one year after they released their action plans.

Similarly, to Cambridge, the process with Boston has been pretty different. It has not been a joint report, and we're, kind of -- The structure of the report has also been different in that we kind of are, are greeting them or evaluating them differently.

And so, I kind of wanna echo what Joe said about this being a very unique and important collaboration and really speaks to the city of Cambridge's progress and also kind of culture around Vision Zero,

And before we kind of dive in, I also wanna explain that the, the way we structured our report and this presentation follows national guidelines around the recommendations for how a Vision Zero action plan should be laid out.

So first we'll kind of go through some fundamental

elements and then more of action items. So that's kind of the structure. So, the first Vision Zero fundamental is to build a robust data framework and the city of Cambridge has shown leadership in the development of a data strategy.

They have released a crash analysis report showing crash trends and locations. And also, I want to commend the Cambridge Police Department for consistently reporting crash data to the state and to other city departments, which is not the case in all cities in Massachusetts and it's really important. But certainly, there are many challenges around data so data around the severity of injuries from crashes is limited.

So, kind of the common metric that we're using right now is EMS transports, but those leave out many injury crashes, you know, people who might take themselves to the hospital, and also the police crash reports aren't necessarily providing all the information around injury severity.

And then kind of the third piece of this is the information from the hospitals. And none of those three things are connected, and this is really a nationwide problem.

So, in addition, another challenge that was highlighted through the process of doing this report was selecting the indicators to track progress, and so that's clearly a next step for the city of Cambridge is needing to continue developing those indicators so that it's easier to report back on progress.

And also, the city will be soon, as I understand, updating their website that will include kind of a data dashboard providing high level information as a way to communicate back.

So, the next fundamental, well, we kind of combined two and one setting measurable goals with a clear timeline for implementation as well as being accountable.

So, the action plan that the city released was really strong. It had, you know, very clear goals with clear timelines and was developed with input from many departments and clearly integrated top-down support, but it, if you've seen it, it's a very long, large plan.

And so, you know, it was an ambitious, ambitious plan, which we commend the city for, but also not kind of clear which the feasibility of certain goals, which goals were meant to be aspirational.



And so, the city does have plans to release an updated action plan, and they're going to be sure to have a clear system of prioritization in that new action plan. So, kind of making clear what's going to be achieved when, who's responsible, and what, are kind of more of our stretch goals and really making that clear to the public. And I think you're next.

**BRENDAN:** The next slide is about ensuring transparency. One thing that the traffic and parking department decided was they needed a communications manager to make sure that they are properly sharing all this information.

So, [Naja] joined the team within the last year, and that's a step forward to making sure that not only are they taking in all the feedback that all of you are offering them and all the citizens of Cambridge are offering them, but they're also being able to share it internally and then also share back.

What the -- What the plan is going forward along with this transparency, they established the Vision Zero advisory committee, which is an external facing committee, which involves different organizations like Harvard, MIT,

also the Pedestrian Committee, the Transit Committee, Bike Committee, and Louisville Streets Walk Boston getting feedback from the outside as well.

The next steps though, are to improve webpage and communicate back to the public the progress that's happening. Some achievements that also came out of that is following up on all crashes on city owned streets, and once again, sharing back at the state level with state partners.

So, to the next one. Building safer streets. There have been a number of separated bike lane projects that have gone in since Vision's ERA was declared. Three separated bike lane projects in fiscal year 18, Brattle Street, Cambridge Street, Mass Ave, and Harvard Square.

And in fiscal year 19 South Mass Ave, main Street, westbound, and Ames Street from Broadway to Maine, those keep on pace with the action plan goals.

There's also been a number of additional green markings, rectangular rapid flash beacons, the RFBs, additional APS units, the accessible pedestrian signals and signal improvements that many intersections around, including right out front, the significant, the super LPI in Central Square. That was based on feedback that city

Council had brought up to the trafficking parking department.

There are a number of other things that the city of Cambridge has done around truck safety, hosted the Urban Freight Forum, the Draft Truck Side Guard Ordinance. It would be great to see that move forward soon and also installing side guards on city's own trucks.

The city council also passed the Protected Bike Lane Ordinance, which is the first of its kind in the country. And a lot of cities and towns around the country have been looking to Cambridge as the leader in that and looking to do their own same ordinances based on that. So, you know, thank you very much for kind of setting, setting the standard for that.

There have been challenges around PACE. This, really, we came -- This came out of, kind of the conversations creating this report. The challenges around PACE have been from both sides. Things are going too slow and things are going too fast. So, it seems, you hear it both ways, I'm sure. I'm sure I don't have to tell you that, but we wanted to make sure that, that does come out of this conversation.

There've also been barriers due to weather and

contractor schedules. Cambridge is dealing with the same contractors that are striping lines in Somerville, and in Boston, and everywhere else in Eastern Massachusetts. So, there is some concerns with being able to get projects done and on the ground before it becomes too cold at night for striping to, to stay to the ground.

There are also jurisdictional issues. Some of the crashes took place on state owned or private locations, Memorial Drive, Lan Boulevard. These are not controlled by the city of Cambridge and obviously that information then gets left out of these crash reports as well.

So, the next step is to develop a method to evaluate the safety effects of projects. So, we can say, you know, there are definite changes. The changes that happened, you know, these are the outcomes. And then how can you show them in other places?

Some of those include, you know, wanting to develop a method to evaluate these safety projects such as the Inter Mount Auburn projects that are coming up Main Street, Eastbound, and Ames Street, from Main Memorial Drive. Those projects will be happening in fiscal year 20.

We think it would be great to also continue to hold

driver education trainings for city employees setting the standard with the city of Cambridge employees first and also, you know, regional collaboration to improve those pavement marking contracts and schedules. You know, is there a way to better work with the neighbors to the sides like Somerville and Boston around re-striping roads?

Excellent. And the next one is reducing speeds. Another Vision zero action. The city has gone further than what was even committed in the action plan. So once again, thank you to the City Council for pushing more on there. Reducing speed limit 20 miles per hour on local access roads, supporting state legislation that would allow for the city to opt into red light and speed cameras.

And, you know, the next steps here are when these new speed limits go into effect, communicating back to the public and looking for traffic calming opportunities to enforce that 20 miles per hour with road design as opposed to just the signs. The signs are a good first step, but how do we make people go those speeds?

**LOUISA GAG:** Great. And then next kind of bucket for Vision Zero action is around engaging the community and they're making good progress on their commitments in the

Action Plan.

Implementing safe routes to school programming at elementary and upper schools, distributing copies of the Street code, and the getting around Cambridge magazine, and also making sustainable transportation, the focus of the local challenge, which engaged over 100 high school students.

So, one kind of a challenge to working in Cambridge is that it's a city with a lot of regional traffic and newcomers between tourists and students. And so how can you educate all these people that are not residents, but the city is planning to kind of ensure that their outreach and communication is reaching those non-residents, also reaching folks who are underserved and vulnerable, and people with disabilities.

And that the city plans to continue building partnerships with employers and institutions to kind of reach those populations as well as with ride share companies. So that's definitely a next step for them.

And then the last Vision Zero action -- Oops, is around strategic enforcement. So, the Vision Zero Coalition, you know, and the city are on the same page in

terms of, it being important for the city to continue to approach enforcement thoughtfully as a Vision Zero strategy.

And the, you know, the city of Cambridge is well integrated with the Vision Zero program. All police officers go through training, which is really excellent and not happening in other Vision Zero cities.

Something that we want to acknowledge is that the Cambridge Police Department was doing strategic force enforcement after installation of certain Vision Zero projects like South Mass Ave. So, making sure that folks kind of knew how to use the street and, and were using it correctly.

And CPD has also developed a guide to direct enforcement with an emphasis on reduction of harm, and that's really great to see. Kind of back to where we began. There are also data challenges in this area. So, identifying the cause of crashes and therefore being able to kind of target interventions around them is really difficult on the -- on the large scale.

So, the relevant information in the crash reports is kind of in narrative form. And so, while you can go through

and look at that for hot-spots, looking at every single crash report isn't really feasible the way that it's set up now.

So, now kind of going into, this is our last slide, the crash history. So, this chart on the left is showing crashes just on city owned streets for the last 10 years, categorized by crashes involving people walking, people on bikes, and people in cars.

And so, you can see that after a peak in 2015, the motor vehicle only crashes have been on a consistent decline, and that the trend -- the crashes involving people walking and biking, there's kind of not a clear trend.

And then in terms of the looking at the fatalities per year. So, Cambridge -- because Cambridge's kind of number of fatalities is so low, it's really hard to see clear trends, but in the last 10 years there have been zero people killed in a crash while traveling in a motor vehicle. And so, kind of comparing that to the crashes involving people walking and biking, you can see that those users are more vulnerable. Yeah, that's, that's all.

**VICE MAYOR JAN DEVEREUX:** Thank you Louisa. And Brenda, that was a really great summary of the report and



just so people know, the full report is available, I believe in a, in a handout, right? So, and it's also online as a PDF. So, if you wanna go into the some of the, what you summarized that, that is all available.

I think in the interest of time, cuz I know some of the people who are waiting for public comment have schedules. I'm gonna open public comment and then after public comment we'll have a general discussion and questions from council and staff. So thank you.

So, with that, if anyone -- I don't, do we have a sign up sheet? And if you didn't sign up, we will -- you know, we'll still allow you to speak. So , you'll just be at the end. Thank you Anthony.

Okay, so first person who signed up to speak is George [Snelock]. So come on up, we'll do three minutes. Thank you.

**PUBLIC COMMENTS:**

George Snelock [sic], 81 School Street, raised his frustration on goals of accomplishment with regard to Protected Bike Lanes. Stated that Vision Zero action plan is not helping to prevent serious injuries and deaths. Was concerned about the pace of the work accomplished in terms

of protected bike lane project and said that the City will take 38 years to complete the city's network of protected bike lanes in this pace, and emphasized that city staff should have aggressive approach to achieve the target to save lives and prevent injuries.

Chris Macken, JFK Street, spoke as a member of the board of the Harvard Square Neighborhood Association. Suggested to add number one bus turn left on Dunster Street in Harvard Square, where Cambridge Savings Bank and the Smith Center are to be found amid three pedestrian deaths in 2018, and urged for a support from city councillors and the mayor to sign a letter to the MBTA board asking them to reconsider this turn.

**VICE MAYOR JAN DEVEREUX:** Thank you, Chris. Sorry. I think that was the last person who signed up to speak. Would anyone care to speak? If so, please come up to the podium and introduce yourself.

All right, I'm seeing no one, I'll close Public Comment and thank you to the two people who commented hang on. So, now I will open up discussion to my colleagues and staff who would like to begin. Okay. Craig, you need a microphone.

**COUNCILLOR CRAIG KELLEY:** Thank you. I would echo George's comments. I just, honestly, I don't know what we're doing, or that we're doing much of it. And with nothing that's measurable, it's hard to say that we're making any advantages. I know that looking at the data, absent the last re the first three months of 2019, police traffic enforcement has overall gone downhill, and traffic enforcement vis-a-vis cyclist is minuscule at best.

And arguably, cyclists, including myself and my family, need reminders that we have responsibilities to keep us and others safe but all traffic citations have sort of gone down. The collection of data sounds sort of interesting, but we're missing any non-motor vehicle crash data in the sense that there's no form nor are we working with the legislature to create a form.

So, you know, Vision Zero sounds good and that's where I'll leave it, but I don't know what the heck it's doing.

**VICE MAYOR JAN DEVEREUX:** Okay, go ahead Dennis.

**COUNCILLOR DENNIS J. CARLONE:** Thank you Madam Chair. Thank you for the presentation. Obviously, the more we learn the more we can push for greater action, or question what's happening than you heard a little bit from my

colleague.

I noticed in the presentation you specifically said the accidents on the last sheet or where people were killed on city roads. And I know in the past there have been deaths on Mem Drive and I know people that were almost hit on other state roads. If we include the state roads, we are one city, do these numbers change? And you realize this is from memory.

**BROOK MCKENNA:** Through you Madam Chair. We, you know, we have challenges getting good data from the state on crashes and fatality and even fatalities that happen on state roads, and that's why we've focused this data on the information that we are very comfortable with and clear.

I think that ideally we would like to be able to change that and work with the state to have better data and incorporate all of our roads, because we absolutely agree and it really is a data challenge that we face that causes us to limit these statistics to the city owned jurisdiction. I'm not sure if the police wanna add anything.

**BRANDEN:** Through you Madam Chair. The Vision Zero Coalition does also keep track of statewide crashes that we

take that data from news reports. So, there is at least one fatal crash since Cambridge had declared Vision Zero in 2017 on Memorial Drive, Molly Dab was hit struck and killed on May 14th, 2017. So that's one in, in this, in this time period.

**COUNCILLOR DENNIS J. CARLONE:** Yes. And I know a gentleman was killed in front of MIT a few years before that.

**BRANDEN:** Near the Sailing Pavilion.

**COUNCILLOR DENNIS J. CARLONE:** In that period.

**BRANDEN:** Yeah.

**COUNCILLOR DENNIS J. CARLONE:** Of time. And we -- some of us met reason I brought it up, we met with the state police, I guess it was our first term. And it was a very productive meeting, so we thought, and our manager at the time said it sounded good, but don't expect much. And unfortunately, he knew what he was talking about. Nothing changed. And I know that's difficult for our staff to work with and for you.

The other question I had is 2019 is pretty much done and we all pray there isn't another incident. How are we doing in 2019? I mean, we know of some instances, but other

than that, any numbers?

**POLICE COMMISSIONER BRANVILLE G. BARD:** So, so far it's just the -- it's the one fatality in Harvard Square a few weeks ago.

**COUNCILLOR DENNIS J. CARLONE:** Okay. Thank you. Well, that's good news. I think that is my only question except when you have pedestrian bicycle auto, it's if you're a pedestrian, those people were killed if you were a bicyclist. Okay. All right. Thank you for now.

**VICE MAYOR JAN DEVEREUX:** [laughs] Alanna. I turned my mic off.

**COUNCILLOR ALANNA M. MALLON:** Thank you Madam Chair through you. Thank you for this excellent report and for the collaborative work that I know goes behind the scenes every day. It sounds like we have a really interesting model in terms of bringing people together to present this work and work together.

The one thing that I was noticing in the report was one of the challenges around the severity of injuries from crashes is limited, because it seems like we don't have that free flow of information from the ambulances that show up. Is that, my question is what -- We have one ambulance

company that operates in Cambridge, and so it's Pro EMS, and is Pro EMS part of these conversations? And if not, could they be in terms of getting better data around the severity of crashes?

**JOSEPH BARR:** Sure. Through-- through you Madam Chair. So, the -- I would say that this is, as I think Brendan or Louisa, I can't remember who said it, alluded to this as a nationwide problem. And I say -- I would say that the basic, the core of the problem is, is that medical data is highly protected from a privacy perspective through HIPAA. So, it's a -- it's not an easy thing to get. It has to be anonymized and, and the anonymization process, as we, and I had a long conversation actually with, with the former executive director of Walk Boston about this as this report was being prepared.

Anonymizing that data is not as simple as it sounds for various reasons that I can't fully relay back to you, but it definitely was compelling when we talked about it. And so, I think it's not, I don't think we could go, we have not tried, I'll be honest, but I don't think we could just go to Pro EMS and ask them for the data cuz I don't think they would be able to release it.

The other piece is that they themselves don't necessarily have exactly the information we're looking for, because they bring someone to the hospital and, you know, they may not track what happens to that person afterwards.

So, you know, and there are certainly situations where what appears to be a minor injury turns out later on to have been much more serious. And there's situations where what appeared to be maybe, maybe it didn't appear to be major, but seemed like it could be something serious and turns out to be not as serious once it's evaluated in the hospital.

So, I don't think we necessarily want to go just based on what we're able to get from the EMS companies. I think we'd really wanna drill down to, you know, public health data or patient data from the actual hospital itself after they've been, been treated.

I also think that one of the, just to say, one of the additional challenges with EMS transports is that, I think our police department is extremely, willing to, if even if someone doesn't seem like they're particularly seriously injured, they will call the ambulance and have them transported if they request it.



And so I think our level of ambulance transport sort of at a baseline, maybe a little bit higher than-- than other places because we're very, I don't know what the right word is generous willing to have those transports occur.

So I think there's a whole range of challenge. And I guess the, the, the, the other-- other one I add is that we don't have a level one trauma center in Cambridge. So, any serious injury and certainly anything that could potentially become a fatality is transported outside of the city. And so, then that just adds to the difficulties of getting the data back and really requires the involvement of the State Department of Public Health to help us with that.

So, I think it's a challenge we're working on jointly with the advocates who have an important role to play, but it's not one that we've certainly come close to solving.

**BRANDEN:** And through you Chair, just building on that with the level one trauma center, there are multiple level one trauma centers in city of Boston. So, someone may be brought from Cambridge to one of those locations as opposed to a city like San Francisco where there is one level one

trauma center, they can more easily match up crashes with the injury data that comes from the hospital, because it's only going to one location.

So, there's a little bit more easily way to try to figure out what that match is of a crash to a specific outcome of a person's injury. So, it's a good thing that we have multiple trauma centers in the Boston area. It's difficult for the crash data.

**COUNCILLOR ALANNA M. MALLON:** Okay. Thanks for that explanation. I guess I was just looking at it as we're very unique in Cambridge where we really only have the one ambulance company and would -- it would probably be good even to have them at the table while you're having these conversations, just to see if there is an opportunity to provide any kind of information that they can and try to troubleshoot some of this data.

The other thing that was interesting and sad, and just looking at, you know, we talk about bike lanes and protected bike lanes a lot, but when we look at this data, it's really, there's a large number of pedestrian deaths you know, if you look at a third of all the pedestrian deaths that happened, you know, since for 10 years happened

in 2018, and we know that there was one last year.

I'm just wondering, in other places, in other countries when there is a fatality on our streets, on their streets, there is a large effort by the city or municipality to look at exactly what happened and put in measures kind of right then and respond in the moment.

So, I'm gonna just look at the Harvard Square one that happened recently. You know, I would've liked, and I think the rest of the residents would've really liked to see the city kind of come together and triage that situation and say, okay, what? You know, is it the markings? Is it -- was it signage? Was it -- what was it?

And really direct our resources and energy to figuring out what happened there and how to address it so it doesn't happen again. I just -- I wonder -- do we -- Is that something that we're looking at doing in terms of, we're looking at Vision Zero, which is no fatalities on our road.

So is something like that where we have a triage team that works in the weeks in the aftermath of a tragic death to say you might not have all of the information from the DA's office or the police, but something. Is there any movement in that area.

**BROOK MCKENNA:** Through you, Madam Chair? We do in anytime we do have a fatality, a core team from the Vision Zero Advisory, the Vision Zero working group made up of the police department, traffic department, public works, sometimes the health department, we all make a site -- I'm sorry?

**JOSEPH BARR:** Community Development.

**BROOK MCKENNA:** And community development we do a site visit within days of the incident, where we do exactly what you're talking about. We do an immediate evaluation. While we don't always have all of the details of a particular, the particulars of an incident, we do look at the larger area and identify any term, any short term, very short term steps that we can take.

And also, the mid and longer term steps to make improvements to ensure that a crash won't happen at that location, again. I'm not sure if -- Rick, do you wanna --

**BROOK MCKENNA:** Put On this spot.

**LIEUTENANT RICK RILEY:** Through the chair, So, as Brooke said, in each of these cases, we do meet as a group, we're able to share in that group some things that frankly, I can't share with you now because it is being investigated

each one of these for the potential of there being criminal charges.

And in the interest of protecting the integrity of that process, we really don't talk outside of that group. I think in this case we have a -- we have witnesses, we have physical evidence, we have some video from businesses that are gonna help us understand what occurred in this case.

And I'm just not sure that an immediate response to it as, as desirable as that is from a policy standpoint is something that we could practically do in this case. I just think that you know, understanding that we're looking at this for whether there would be charges which had would've serious implications for an operator in this case, I just, I'm not sure how we would take actionable steps immediately in this particular case and in in many others.

**JOSEPH BARR:** Yes. And I guess through you Madam Chair, I would also just say as an example in, in, just to pick one, you know, in the aftermath of the fatality we had in 2016 in Porter Square, you know, we took some very short term actions just in terms of improving some signs and markings that were, you know, and, and not even necessarily things that were, one could argue were directly responsible

or associated with the fatality, but just to look at the area and say, okay, something bad happened here, what can we do to make it safer, even if it would or, and there's no way to know if it would or were not have prevented that specific set of circumstances from occurring. But we just take that opportunity to step back and look.

And so, you know, that was short term. We did what we could with just the tools we have that are quick and then came back a couple years later and, and made some more significant infrastructure changes to sort of more, more fully address the circumstances that actually did lead to that crash. So, I think we try to do both a short term intervention and then also look at what can happen in the longer term that can more fully address the issues.

**COUNCILLOR ALANNA M. MALLON:** And I certainly appreciate all of that work that happens behind the scenes. And I guess what I'm saying is, it's fairly invisible to us and to the rest of the community. And perhaps I know that you have a not just hired to do communications, and is there a way to really think about, I know that there are obviously details that can't be expressed or, or disseminated, but is there a way to, to really talk to the

public about what is happening and what we is being looked at?

Because I think a lot of times there is all this work going on behind the scenes and I don't even know, the council doesn't even know, so we don't get a report back of what's going on unless we ask whether those, those short term steps, the mid to long term steps. So just thinking about how to communicate that both to us and to residents would be helpful.

And then in terms of speed cameras, was one of the things that I think you guys talked about and I believe that we just passed a surveillance ordinance and I'm just not sure how that would, those two things would mesh together, if that's something that you could speak to.

**BRANDEN:** So, Seattle actually passed a very similar ordinance that city of Cambridge passed, and they have speed cameras as well. It just requires that whoever is installing the speed cameras, that they're sharing exactly what they are taking in, what, who they're sharing with, their debt destruction policy to make sure that it's completely making the streets safer, like the actual goal of it, so.

**LOUISA GAG:** And so, baked into the automated enforcement legislation is that it's only a photo of the rear license plate and so there's no photographs taken of whoever is in the vehicle. So, in terms of like face surveillance, that's not an issue with this legislation.

**COUNCILLOR ALANNA M. MALLON:** Okay. And then, I dunno if you wanted to add anything?

**LIEUTENANT RICK RILEY:** Through the chair, it basically was covered.

**COUNCILLOR ALANNA M. MALLON:** Okay. So, and then lastly, I, we were talking about crash data and I, I guess I don't have a clear understanding. my colleague was talking about the crash data and enforcement going down.

So, I'm just wondering if Lieutenant Riley can speak to some of the numbers that would give us a little bit more information about enforcement and, and what the police department is doing this year versus last year. so, if you don't mind.

**LIEUTENANT RICK RILEY:** Through the chair, and we've had some discussions with Councillor Kelly on this, and I think if you look at 10 years worth of data, you can see that there are peaks and valleys, that the numbers go up



and down. I don't feel qualified to say what's the right level of enforcement. There are certainly types of enforcement that we should be doing more of than others in preparation for the meeting, I just ran a couple of quick comparisons, 2018 to 2019.

So, as an example, we do we call directed enforcements 86s. So, the number of assignments to check for block bicycle lanes In 2018, we conducted 1,475 so far. A year to date we've conducted 1,677. So, we're up a couple hundred with several months left to go in the year. Stop sign and red light enforcement, 2018, 3,492.

2019 year to date, 2,704 with a caution that for citations, we're several weeks behind due to some retirements. So, I would argue that we're probably closer to 3000 and I'd say we're on pace to at least write the same number, if not more, stop sign.

A block bicycle lane, a fairly new state law. As of 2016, we wrote 281 of those last year, 372 so far. And as we've discussed in previous meetings, we now have two tools. We can use the state citation or we can use the City of Cambridge parking violation. I don't have the parking numbers. That's a traffic and parkings vendor deals with

that.

Citywide violations, for all violations, 12,818 to motorists, 576 last year, so far this year 9,557, understanding that's probably well over 10,000, I'd say closer to 11,403 [inaudible 00:44:24]. So, we'll be at, and I would argue probably greater.

So, our enforcement numbers are coming back up. Clearly we were down you know, for a few years. Speed enforcement 1,173 last year, 1,239 this year. So, I think we'd probably safe to say will be around 1500. So, from about 1200 to 1500 from one year to the next.

So, I feel confident in some of these important categories that relate directly to harm reduction, that we are seeing those numbers starting to go back up. Is there room for improvement? There absolutely is. And I think that, you know, we're talking internally about ways that we can increase, so some of those numbers at an even greater rate for the coming year.

**VICE MAYOR JAN DEVEREUX:** Quick question and then I'll go to one of my colleagues. Just the first set of numbers that you gave I thought it was blocked bike lanes, but then you said blocked bike lanes later. So maybe I wrote it down

wrong. The very first set was 1,045 and 2018. What was --

**LIEUTENANT RICK RILEY:** I'm sorry, through the chair. The first number is assignments where an officer says, I'm going to check --

**VICE MAYOR JAN DEVEREUX:** Oh, okay.

**LIEUTENANT RICK RILEY:** For a blocked bicycle lane, and then the second one --

**VICE MAYOR JAN DEVEREUX:** Is the actual number.

**LIEUTENANT RICK RILEY:** And understanding that that's just one portion of enforcement. The majority of our enforcement is done via the city parking ticket. And there are situations in which the officers will write this, what's called a CMVI, the state violation. The state violation, we tend to issue more to commercial and TNC drivers.

That gets their attention a little bit more as opposed to a ticket that goes to their registration. That state violation goes to their driving history.

**VICE MAYOR JAN DEVEREUX:** So, then the second set of numbers, the 281 and the 372, those were citations for the cities?

**LIEUTENANT RICK RILEY:** Those are the citations.

Sorry, I know it's confusing.

**VICE MAYOR JAN DEVEREUX:** This is like—thank you, sorry.

**LIEUTENANT RICK RILEY:** You can get into the weeds very easily with these. So those are it's called the state CMVI. It's Mass General Law, Chapter 89, Section 4d, which the Legislature passed in 2016 the vast majority of our enforcement is done via parking tickets. And I, I apologize, I'd have to defer to Joe or Brooke, cuz they're vendor calculates those.

**VICE MAYOR JAN DEVEREUX:** Okay. So tha-- that set of numbers, since it was the state CMVI you said, is more for commercial drivers or TNCs?

**LIEUTENANT RICK RILEY:** It can be used for anyone we've the officers tend to use the state citation for the commercial drivers because it's, if you have a delivery driver that's consistently blocking a bicycle lane, their company will absorb a parking ticket that CMVI goes to their driving history, which is really important to them.

**VICE MAYOR JAN DEVEREUX:** Okay, thank you. All right. I'm gonna go to both Quentin and the Mayor would like to speak. Are you on Schedule a Mark? Can you, do you need,

okay. So, we'll go to Quentin and then we'll go to the Mayor. Thank you.

**COUNCILLOR QUINTON Y. ZONDERVAN:** Thank you. Madam Chair through you I do share the frustration of my colleagues at the pace of particularly Bicycle Lane implementation in the city I think this term we demonstrated a very clear mandate from the council to move faster on that particular issue, and we're not seeing the results that we want to see.

And when I look at the state data, and I only have data here going back to 2016, but we have 10 bicycle fatalities 2016, 10 in 2017, six 2018, and three in 2019. Again, this is the state of Massachusetts. And then when I look at the city data, which doesn't include some, but I've added them back in, I see two bicycle fatalities in 2016 and one 2017.

So that's pretty significant percentages of the fatalities in the state are happening here in Cambridge. And that's of course not surprising because we have a lot of people riding their bikes, but that means we really need to do more in terms of protecting people that we are encouraging to ride bicycles in the city, and that really

means implementing separated by facilities, and we're just not doing that fast enough.

It's frustrating to me that we wait until somebody dies and then we say, you know, what went wrong here. I-- I think we know the big issues that, that caused these fatalities. And, and by the way, these, these are only fatalities. We're not looking at major injuries here but it's, it's speed and we're reducing the speed limits, which is awesome, but I still haven't seen the signs going up, still waiting for that it's trucks.

I mean, we know that these big trucks cause a high percentage of these fatalities. So, what are we doing about getting these trucks out of our, out of our city?

I mean, I have a, a no truck sign on my street. It does nothing. And there's no enforcement of that, of that particular law. Years ago, when I would call in trucks, I was eventually told to call the trucking companies because, you know, there was just no enforcement being done here. And it's people, you know, running lights and, and not being safe in traffic.

I mean, I cross the street at Prospect & Bishop Allen almost every day and multiple times a day, people are

running through that light, light's red and they're going right through it, and the pedestrian signals already go, and again, no enforcement.

So, you know, even, I mean, listening to these numbers, it's great that they're increasing, but we don't - - we don't have a sense of what could be done, and what the impacts would be if we did more. And clearly, I mean, based on these numbers, three pedestrian fatalities in 2018, we're not doing enough.

So, I don't really understand why we're not doing enough. I mean, I understand the challenges that are being listed, but you know, that's not, I mean, compared to people dying, you know, the fact that some people complain about bicycle lanes, it is just not the same thing. So, I really don't get it.

And hopefully there's a clearer sense from the staff as to what you need to do to, to do what we need to do. You know, do we need more money, then come to this city council and ask us for that? Um, do you need more public support? I mean, I'm happy to talk about this all day, but you know, this is just not, it's not good enough.

And we are, we are losing people in not achieving our

goal. So, I guess I'm a bit frustrated. I would love to hear what we can do better or more of, because clearly what we are doing so far is not, is not working. So, I don't know if there's, if you have any specifics you can share with us that, that are holding you back we'd love to know.

**JOSEPH BARR:** Take a brief attempt at that. I guess what I would say, and I don't want to deny that I hear the frustration today and, and in other forums I think that if I had to point to one thing, if you could give us more of which I know you can't is right of way, but I think that that, when it boils down to it, that is probably, that is our biggest challenge.

As I've said in other forums, our ambition exceeds our right of way. And so, when we make these decisions, it's extremely complex you know, in terms of how we allocate the right of way. So even if we had all the money in the world, even if we had all the political support in the world, we still are faced with the situation where when we're making decisions about the street.

Like Mt. Auburn Street, just to use an example, we're trading off, you know, even amongst the modes that we're trying to provide preferential treatment to, we're trading



off between space for cyclists and space for buses and space for pedestrians.

And so even if we sort of say to ourselves, we don't care, quote unquote, about the private car driver, which is a decision that I think, you know, we, we, we certainly received clear direction from the council in terms of, you know, in general kind of what your policy goals are.

So, I think that we're comfortable in sort of that aspect of it. It's the, it's even within, like I said, the users that we're trying to provide preferential and safer space for that. We're not necessarily able to make those trade offs in a simple way. And so, it requires a lot of analysis and a lot of discussion.

And so just as an example on, on Mt. Auburn Street, you know, we're trying to make sure that as we make things safer for cyclists, we're not screwing up the number one bus in the process.

And I recognize from many years of experience that, you know, trading off pedestrian or bicycle safety against, you know, mobility for different user groups can be a challenging conversation to have, but we do not want to create a situation where we've improved things for one user

and then, you know, totally worsened the experience for another set of users.

And then I think the other thing I would say is just that as, and I certainly agree that the, the, the impact of trucks is, is highly disproportionate, great time for my wife to decide to call, is that, you know, they are, we do need to accommodate deliveries and, you know, freight mobility within the city.

So obviously we prefer that to happen in smaller vehicles, in more flexible vehicles, but in terms of, you know, curb space, which is often the thing that we're sort of most often trading off with, you know, we do need to make sure that we still have places for people to make those deliveries, places for people to get picked up and dropped off in TNCs and taxis and other uses of the curb other than just storing cars.

And so, I think tho-- those are probably, to me just sort of off the top of my head, those are kind of the main challenges we're facing and, and just trying to understand those trade-offs and make sure that we make the best possible decisions is I think what's kind of been keeping us from implementing as much this year as we would've liked

to or we had planned to.

And then I guess the other thing I'll say is just that, you know, regardless of the mileage of a project, there's sort of a, a fixed overhead of how much public outreach is needed. So even if we're doing a shorter stretch, we may still have as many public meetings and as much discussion, as much analysis as is needed, as it would be if we were doing a mile long corridor somewhere else in the city.

And so, I think that although again, I appreciate the desire and, and agree that we need to be building out faster, that, you know, sometimes the short but really critical segment takes as long as the longer segment. And so, setting goals based purely on mileage would also have potentially some unintended consequences of not hand, not sort of going after the most difficult problems, but rather trying to solve, quote unquote easy problems, just so we can check a box in terms of number of miles of implementation.

So, I think we are trying to prioritize based on things like crash statistics and areas that we experience problems not just based on trying to sort of get to a

specific number of, or specific mileage of streets that we implement projects on.

**COUNCILLOR QUINTON Y. ZONDERVAN:** Thanks, I appreciate that it sounds like we should do them bigger chunks at a time, cuz then you can amortize that outreach. I mean, I do appreciate the complexity and the challenges, but you know, I'll point out that the number of auto fatalities is zero.

So inconveniencing car drivers, even people in buses to ensure the safety of people on bikes or on foot is worth it because we're talking about people's lives and certainly if we can optimize transit and bicycles, that's great, but where we can't, we have to prioritize safety.

And again, you know, I think there are some, some easy wins. I mean, we know the Traffic Calming works. It, it's implemented on the street where I live and then it's temporarily removed because of utility work and the cars are speeding by every day.

And you know, I have-- have to write in almost every week to ask for some kind of temporary Traffic Calming to make up for that removal. I haven't seen a police detail there for, for over a month. So again, I, I think to a large extent we know it works and I think there's more

opportunities to just keep doing that.

I certainly appreciate that tackling the difficult problems is hard, but I don't think that should preclude us from doing the easy ones too, because it does ultimately protect people. I mean, we can't exactly predict where the next accident's gonna happen. Thank you.

**VICE MAYOR JAN DEVEREUX:** Thank you. Mr. Mayor?

**MAYOR MARC C. MCGOVERN:** Thank you. And thank you for the presentation. I think it's fair to say, you know, I, that I echo my colleagues concerns around implementation and, and wanting to move more quickly.

On the -- I just want to the, I'm trying to wrap my head around some of the things that were said around collecting data, particularly to follow up on Councillor Carlone's point about fatalities on state roads, and why that's difficult, why that's a challenge, because it's not that we don't have that many state roads that go through Cambridge, and we don't have that many fatalities on the roads that go through Cambridge.

I would assume that Cambridge Police respond if there's a fatality on even if it's a memorial drive, or maybe I'm wrong about that, but --

**JOSEPH BARR:** Through the chair, yeah, correct.

**MAYOR MARC C. MCGOVERN:** Yes. Through the chair, right. So, you know, to say, well we're, you know, we asked the state to give us, I mean, we just sat around this table and you came up with a couple of, of accidents and fatalities that happened on State Road.

So, I just -- I don't see why that's a problem. I, I, I, I don't, and, and in terms of the and, and I, I certainly understand, you know HIPAA and I, I don't think anyone's expecting us to track any kind of, you know, somebody's blood type, you know, but I think to find out whether someone who was transported to a hospital passed away or not is information we can get.

And I'm wearing my social worker hat on and, you know, I have spent a lot of time making a lot of phone calls to find out information for clients that I work with or that I'm providing case management for. And I know you can find out a lot of infor -- you know, a lot of information.

And sometimes it takes a little work or, you know, a few phone calls, But again, I just, I think, I, you know, if we really wanted to track that, we could do that. My question or one of my questions, so we're looking at in

Inner Mt. Auburn, main Street, Eastbound and Ames Street. So how were those streets determined to be the next, the ones to go next year?

**JOSEPH BARR:** So, excuse me, through, through Madam Chair. So, the Inner Mt. Auburn was, I mean, they're all project, they're all streets that are defined as in the bicycle plan as locations where we want to install separation in.

Inner Mt. Auburn Street which was really the one that sort of, we did more discretionary is was just based on connecting a network in areas where we saw safety issues.

The Ames Street is actually part of MIT's mitigation for their Kendall Square project. And so that's actually been in the works for several years in terms of when starting back when their project was permanent and is now coming to realization as we speak.

And that's, you know, a combination of safety, but also just connecting the network as sort of the final piece of a link from East Cambridge at Sixth Street all the way down to the river, and separately um, or not separately at, at the same time, MIT is also building a safer crossing of Memorial Drive at AM Street, which is under construction as

we speak.

And then similarly the sections of Main Street we're talking about is really a connection to the Longfellow Bridge. And so that evolved out of discussions with Mascot about improving the black facilities on the Boston bound side of the bridge and so they all kind of happened tho-- those two sort of happened, not necessarily directly out of a, you know, analysis of crashes and other factors, but more just based on these were in the network, which was based on more, more general analysis.

And then there's an opportunity to get these projects done you know, as we, as those, as other things are happening.

**MAYOR MARC C. MCGOVERN:** Okay. Thank you. Because I mean, that was, and it goes to something that, that George had mentioned in public comment again around the connectivity piece, right? And sometimes I think it feels, and I don't know whether this is accurate or not, but I certainly hear this, is that, you know, we certainly want to take opportunities when we're doing construction projects or, you know, when they're, that might not lead to a direct connection, but also some frustration around



sometimes these things are sort of done, you know, one's over here and one's over there and one's over there and they're not necessarily connected, creating that network.

So certainly, take advantage of the opportunities as they arrive, but I think really making sure that we're, we're really focusing on connectivity so that people can get even if it's, you know, you know, even if we didn't Mass Ave all the way might be better than doing a couple other projects, cause at least you have one safe path all the way through the city. I don't know, but I, I, I think the connectivity's really important.

And then lastly on the reducing speeds, the, the bullet point around supporting state legislation that would allow for the city to opt into red light and speed cameras.

Is that some, do we need state legislation to do that? Or can we, we can't pass an ordinance in Cambridge that we wanna put cameras on our own? No?

**JOSEPH BARR:** [inaudible 01:04:04]

**MAYOR MARC C. MCGOVERN:** Well, I don't like that.

[laughs]

**JOSEPH BARR:** Well, perhaps -- Neither do I. So, through Madam Chair. So, the I mean the city council could

pass a, I'm not a lawyer and the city solicitor would probably come downstairs and tell me to stop talking.

**MAYOR MARC C. MCGOVERN:** The years are burning.

**JOSEPH BARR:** But the you know, I believe the city council could pass a home rule petition requesting that authority, but they would still have to go to the state legislature. And as the report alluded to, there is legislation that's been proposed in the State House to allow cities to opt into a, a program.

I think nationally, I'm not aware of any state where that's not a requirement that there be, you know, that there has to be a approval from the state legislature just like, as the vice Mayor pointed out for, to allow us to reduce our speed limits in the manner we're doing, there had to be state legislation to enable that.

**MAYOR MARC C. MCGOVERN:** Thank you. Thank you Madam Chair.

**VICE MAYOR JAN DEVEREUX:** All right, well thank you all. Yeah, I think, and I think that legislation for the red light cameras, this isn't the first legislation session it's been in. So, it's been under discussion for quite a while and we hope that this year will be the year that it

goes through so thank you I have a, a whole bunch of sort of follow up questions.

In general, I just wanna say that I know that it, the tone of this feels very critical and, you know, that's, that is our job is to do that, but I also wanna step back and and appreciate that we do have this collaborative effort.

So actually, my first question is to Louisa and Brendan. So, this was the year 1, 2018 progress report. Do you have a timeline for when year 2 will be, because I think this report was released sometime in August. Can -- is there a chance we could get it sooner in 2020 for looking at 2019? I don't -- And what resources do you need to make that possible?

**LOUISA GAG:** Noted that earlier in the year would be better. As a coalition we haven't really talked about the timeline for year two so I'm not sure, but that's good feedback that earlier in the year would be better.

**VICE MAYOR JAN DEVEREUX:** Yeah, I mean, the more you know, the more timely it is, it always seems to be a better practice and b, the way our fiscal year lines up, I don't know if it would make any difference, but the budget years,

you know, our budget year starts in July. So anyway --

**LOUISA GAG:** Also --

**VICE MAYOR JAN DEVEREUX:** The other very, oh, did you want to respond?

**LOUISA GAG:** Just one other thing the city of Cambridge is planning to release an updated action plan. So, we would probably wait and respond kind of --

**VICE MAYOR JAN DEVEREUX:** So, when would that action, who is, which re department is responsible for that? Is that you?

**BRENDAN:** We were coordinating?

**VICE MAYOR JAN DEVEREUX:** Yeah, so when would that come out? The new action plan?

**BROOK MCKENNA:** I would say that it's gonna be several months at least, cause we're early in the process. So --

**VICE MAYOR JAN DEVEREUX:** Early-- early 2020?

**BROOK MCKENNA:** Yes.

**VICE MAYOR JAN DEVEREUX:** Okay and one, back to Louisa and Brendan. I think given that there was confusion about this graph of the crashes per year by mode and also the fatalities per year by mode, I think given how few fatalities there are in any given year, I think future

graphs should include those that happen on state roads. Cuz I didn't realize that, although I would.

I thought that one of the three in 2018 was the crash that happened over near the Museum of Science and wasn't, what was it? Was it a city road or a state road? It was an intersection of a state and a city --

**POLICE COMMISSIONER BRANVILLE G. BARD:** State. And it's not -- Through you Madam Chair. It was a state road and it's not included here.

**VICE MAYOR JAN DEVEREUX:** Can -- Yeah, that was, I thought that was the end of 2018, wasn't it? No. No, that was in 2017. So that was not

**POLICE COMMISSIONER BRANVILLE G. BARD:** Oh, I'm sorry. I might be referring to the wrong thing. I'm, I'm --

**SPEAKER 5:** She's looking at bikes --

**VICE MAYOR JAN DEVEREUX:** I was actually looking at, I was thinking of the one --

**POLICE COMMISSIONER BRANVILLE G. BARD:** There was a bike.

**VICE MAYOR JAN DEVEREUX:** Yeah, I thought that was the end of 2018. Am I mixing up my years?

**POLICE COMMISSIONER BRANVILLE G. BARD:** Are you

referring to the cyclist?

**VICE MAYOR JAN DEVEREUX:** Yes.

**POLICE COMMISSIONER BRANVILLE G. BARD:** Yeah, in front of [inaudible 01:08:33].

**VICE MAYOR JAN DEVEREUX:** That was the end of 2018, but that's not included on here because it was a state road.

**POLICE COMMISSIONER BRANVILLE G. BARD:** Yes.

**VICE MAYOR JAN DEVEREUX:** Okay. So, I think it really, and I think labeling the graph that, so it says, I mean you can break out state, or you can asterisks, or you can do what you need to do to reflect that there's a difference, but I think that was a well taken point.

So, the truck, obviously the truck safety is a huge concern. Most of the pedestrian deaths recently have involved trucks. What will we get that Truck Safety Ordinance?

I think we had a meeting in November of last year when we talked about it. That was after the Urban Freight Forum. When, when can we expect to see a truck safety ordinance draft form?

**JOSEPH BARR:** Through you Madam Chair. So, the there

is a draft that the law department is working on. I'll be honest that I don't know exactly where that stands in terms of having it ready for a presentation to the council. I can certainly try to find out from the city solicitor and get back to you maybe in time before the report is transmitted to the -- back to the full council.

**VICE MAYOR JAN DEVEREUX:** How approximately how long has the law department had it, do you know?

**JOSEPH BARR:** Off the top of my head, I don't, but it's been a, it's been a, at least a month or two.

**VICE MAYOR JAN DEVEREUX:** Okay. Cuz I mean the, this is a priority. You've said it was a priority almost a year ago, and it needs to, it needs to move off their desk and to the ordinance committee. So that's one big ask, I think.

We mentioned that you had done a site visit and evaluation of Harvard Square. I realized that the details of the crash are still under investigation. Was there anything in the site visit that raised any concerns in your mind that you would say, regardless of who was at fault or what actually happened in this crash, this looks like an opportunity where we could do something.

I agree with Councillor Mallon. It seems that we've

had absolutely no information and we did have a policy order and I realized it hasn't been probably enough time for you to respond to it, but we have a tremendous amount of construction in Harvard Square.

There is more truck traffic. There's no question in my mind. I don't know if you're doing able to do counts to verify my purely anecdotal thing, but it seems to me there's an awful lot of trucks going through Harvard Square construction trucks what can we do?

Is there anything that, I mean, well, to slow them down to, to help pedestrians realize where the actual crosswalk is and better manage it? Isn't there anything?

**JOSEPH BARR:** So, I don't, there certainly should be things we can do. We're still doing some analysis and, and trying to understand not so much the exact circumstances of the crash, but just, you know, what, what the impact of different potential interventions might be.

I don't think, I mean, I would say in general in that location, speed is not generally an issue just because it's a rare time when you can travel through that part of Harvard Square at any significant speed, but, you know, we still need to look at that.



You know, historically we have had issues around people you know, sort of understanding where the crosswalk is and isn't in that location, but I think there may be limited solutions to that specific problem. I do think that, you know, public works is obviously an, without getting into any, the details about that project, you know, has a capital project around the Kiosk Plaza.

And so, I think we're, we're looking to see if there are any enhancements we can make to the crosswalk or to the general area as part of that in order to, you know, not just be, not just have it be the kinds of quick build or quick implementation things we can do, but take advantage of the fact that, that, that those changes or changes are coming and there an opportunity to make any further modifications to deal with that.

So, I don't -- I can't really say at this point exactly, we're not at the stage of being able to say, this is the intervention that we suggest. I hope to be, we will be there in the next few weeks and can certainly, you know, report back to the council when we have more information, but as I said earlier, I think we always take the opportunity in these kinds of situations, not just to look

at the specifics of the incident, but just in general, what's going on in this area.

Are there things that we can do that make sense, that will, you know, slow traffic down, avoid, you know, any, you know, any type of circumstances that might be unsafe? Oh yes. One thing we are looking at, sorry, the book did --

**VICE MAYOR JAN DEVEREUX:** Going through past notes.

**JOSEPH BARR:** Yes, is that we are looking, and again, this doesn't necessarily address the specifics of this crash, but if you, the crossing at Church Street of Mass have one half of it has a signal and it sort of gets you halfway across the street, the other half closer to Church Streets does not we don't think it makes sense to signalize that completely, but we are looking at putting a Rectangular Rapid Flashing Beacon on the southbound section to help better make people aware of that crosswalk.

So that, you know, again, would that have avoided the situation? There's no way to know, but it certainly will help improve pedestrian safety in the square in general.

**VICE MAYOR JAN DEVEREUX:** Thank you. I mean, I appreciate that. For the longer term solutions that are related to the Plaza reconstruction, it's probably too soon

for you to have a definitive answer, but in terms of quick builds, I mean, I think Somerville has had a couple of pedestrian deaths recently and did do some flex post type of inter interventions.

And if there's anything we can do even you know, signage or something that just -- Because I agree it's not speed in, in all likelihood, it is probably simply sight lines visibility and that sort of thing.

Okay. It, it was mentioned that there is Vision Zero training for all of the police officers. Can you tell me what that entails? And --

**LIEUTENANT RICK RILEY:** Through the chair, all of the new officers coming on go through a an FTO period. There are a couple weeks of classroom and then this field experience in the portion where we're talking about traffic laws and motor vehicle enforcement that are very Cambridge specific.

They get it -- In the recruit academy. I was able to teach this most recent recruit class that we sponsored with Northeastern. And the curriculum is generic and new officer oriented.

We get the opportunity when we get them back here to

talk in real specifics about Vision Zero, what our emphasis is, the types of things we'd like to see them enforce. So, there's a four hour classroom block where we're talking heavily about how Vision Zero informs the type of enforcement and education that we're doing.

A couple of years back we did all of our veteran officers and veteran officer in service. We did a similar block with them and we do a block for all of our new supervisors where we make it clear they may have come from all different parts of the department, but that regardless of where you're assigned, you know, you have some ownership of the officers that work for you in terms of ownership of Vision Zero.

And I'll give you a specific example, and I know that this is something that people would like more from the department, and I agree with it is taking action when they see blocked bicycle lanes. So that shouldn't just be a traffic unit function, it should be every single Cambridge police officer.

I was coming back from a, a meeting today at the Galleria, Benny Street, which is where we get a lot of cick fix complaints from. There was a delivery vehicle there. I

was in an unmarked vehicle, but in uniform. I was not in a position to take enforcement, I apologize.

I didn't have a ticket book with me, but I immediately moved the driver out of there and said, "You can't be here. This is a bicycle lane." So, we're asking all of our officers, you know, the days of driving by that, that's not who we want to be in this city.

So, we're trying to enforce that through these regular trainings and with the command staff and the supervisors saying, we need you all to take ownership of this. So, you know, could this 86 enforcement for bike lanes be 10 times this number? It probably could be, and, and we should strive to make it that.

**VICE MAYOR JAN DEVEREUX:** Yeah. And I think it's important that the enforcement itself not contribute to the problem. So, there have been photos posted on Twitter of police cars that are in the bike lane, sometimes in the midst of enforcement. Is there a way that we could use bicycle officers more effectively for this kind of enforcement?

Somerville has, I think it's one of, its deputy chiefs, I think that's what they call him, who is on a

bike. He has chosen this, but that is his soul mode, he just bikes thousands of miles a year.

And I, there's there, you know, speaking from my own experience, there's no better way to understand the hazards that vulnerable users face than to be on a bicycle yourself. You simply cannot get that experience through the, the windshield of a car, and they're more nimble. So how are we using bicycle enforcement officers? Or are we?

**POLICE COMMISSIONER BRANVILLE G. BARD:** Madam chair? We use bicycle officers just about every single day and we use 'em in a number of capacities from crime related issues, enforcement, crime related issues to bicycle lane details to traffic enforcement.

So, we, we use 'em every day. They're part of our high visibility patrols. They're part of our high intensity patrols that we deploy in the squares every single day. So, we use bicycle officers.

Every officer gets bicycle trained and every officer is issued a bicycle and a uniform, a bicycle and uniform. So, all of our new officers are certainly trained in the venture to stay and the vast majority of the department are bicycle trained.

**VICE MAYOR JAN DEVEREUX:** And about how many are riding bikes at any given day? Is there a, like we have 10 out on the job and what's the sort of set number?

**POLICE COMMISSIONER BRANVILLE G. BARD:** There's no set number. It's, it's based on the amount of resources that we have available, but most first halves, which are the three to elevens, they're upwards to six officers. In addition to the officers are normally assigned to patrol who are on bicycles.

**VICE MAYOR JAN DEVEREUX:** Okay, thanks. Going over to Inner Mt. Auburn Street, one of the reasons that the right of way is-- is crowded as we have tour buses. Is there any thought it, this has been a dis topic of discussion for a long time. Do those tour buses need five or six? I'm not sure how many parking spaces they have on that stretch of Mt. Auburn.

**COUNCILLOR DENNIS J. CARLONE:** I counted 12 AT 6:30 on Monday morning.

**VICE MAYOR JAN DEVEREUX:** Council Carlone says he counted 12 on Monday morning and it's been the holiday. Maybe that was for, that could have been connected with a special event at Harvard for Indigenous People's Day. Who

knows, but like that's a big chunk of parking and they're in the way.

**JOSEPH BARR:** Yeah, so, I would say that no one's a huge fan of the tour buses and we would love to find a better place for them to be. We have not been able to identify a location that works elsewhere in the square, just cuz of the street network, and there's no other, it's not like there's wider streets elsewhere in Harvard Square.

We are -- In the designs we've been conceptualizing, we are trying to at least create more distance between the cyclists and the buses so that there's more maneuvering room and there's more of a buffer between the, the buses and the cyclists.

We are -- We continue to look for other locations to let them park, but we have not been able to find one. We, you know, we don't, we feel like if we just completely eliminated that space, they would wind up in even worse locations. So just sort of not providing any accommodation is, is not really a great outcome, but if we could find a better location, we would absolutely try to move them there, we just have not found that yet.

**VICE MAYOR JAN DEVEREUX:** Was Cambridge along



Cambridge common eliminated? There was consideration of that at one point.

**JOSEPH BARR:** So, that suggestion has come up. I think there's, there's two concerns. One is, you know, will people feel that it's appropriate location for buses adjacent to the common and then also on Mass Ave, which is the location that would make the most sense to do it, it may also inhibit our ability to do better bike facilities in that area.

So, it may just be chasing the problem to another location where we don't have a great way to solve it there either. So, I wouldn't, not that that's been eliminated from consideration, but we have not been able to come up with a, with a, a sort of layout for that that we know doesn't, like I said, just sort of kick the problem down the road.

Oh yeah. So no, so there's not a sidewalk there, there's just the post and rail fence. So, it would only be a location for buses to sit and wait, not a location where they could let passengers on and off, cuz there's no accessibility there.

**VICE MAYOR JAN DEVEREUX:** Okay let's see. Well, I

think I'll leave my follow up questions at that. I think, I think the truck safety ordinance actually is my biggest ask. Thank you. I'll go around again. I know people are itching to speak. Dennis, did you have something?

**COUNCILLOR DENNIS J. CARLONE:** Other cities Seattle, New York have the red light camera program. I read that New York seen a quite a response now that was a month or two ago, so I don't know about since, but my guess is big cities have the right to do that, whereas in our great state we don't.

And I'm assuming Boston doesn't have the right, but we could certainly push for that. We were the ones that began pushing for the, lowering the speed limit, the 20 and 25 and wrote to other cities and towns to send in the same requests. And it eventually, six years later happened.

I'm a big proponent of traffic light cameras. I was almost hit as a pedestrian crossing Harvard Street at Prospect Street. So there are European examples where it's clear you're in a pedestrian zone and you have to drive slowly. We don't do that in this country.

A road is a road is a road. Yeah, we might have a crosswalk, we might have a blinking light, but we don't

say, "This is a separate zone and you have to go more slowly than 20 miles an hour."

And those usually have raised crosswalks we used, we do raised crosswalks, but they're treated in stone in Europe, and there are bollards along the curb line where the curb line would be.

And I know the fire department doesn't care for that, but I do know in Harvard Square there's a nearby university that would be interested in participating with us. They've mentioned it to me almost every year and as far as safety, other countries use railings or fences, handsome urban fences.

You see it actually in New York City at Rockefeller Center across from the cathedral to prevent people from walking through the street, going directly across. And you see it in Rome. They have something like it in London in the heavy pedestrian traffic areas.

There's no reason why we can't do that, and it would be an elegant that both of those recommendations to be elegant additions. And it would expand the sense of public space. I would say there are about as many pedestrians coming from the T and the surrounding neighborhoods going

through Harvard Square as those driving through Harvard Square.

So, the balance is not fair. And we're not saying the whole road, we're saying certain specific areas. And in those zones you travel five miles per hour. It's a pedestrian bicycle dominant district. And yes, it would slow traffic on Mass Avenue.

I don't think that's a problem because maybe less people would use Mass Avenue. I think right now, you know, the statistics, we have so many people not stopping or beginning in Cambridge. It's a great road. It's fairly straight except for one turn.

So, the other thing I wanted to raise and, and then I'll stop is three quick things. Tourist buses. I did work in Plymouth. We proposed having timetables that buses could only stay in town for a certain time. So, they come in 9:00 to 11:00, they're out or they leave and then they come back to pick up. European cities do this, I don't know why we can't, maybe the state doesn't allow it.

I don't know volunteer police working at difficult transportation areas. I don't know why we rely on volunteer police. I know we've had this discussion before, but the

more I think about it, we should enlarge the police force, we certainly have the budget.

I don't mean your existing budget. I mean the potential city budget to hire the double A force that looks at that oversees the streets. I don't know why we're not doing that.

And on a broader thing, and then I'll stop. I am amazed every day how many people break the law, stop signs, red lights, bicyclists, pedestrians, and you know, maybe we, and I'm 72, so maybe I need to get a license at a certain age, or everybody needs to get a license every 10 years to relearn the rules.

Maybe bicyclists need licenses. I had a, I said this before, I had a license plate on my bike when I was 10. I thought it was the coolest thing in the world. New York State.

And all these things just seem to make sense to me so that the better drivers, the better bicyclists, safer pedestrians have a better way to go. And we can do all, maybe not the state, I agree on the licensing, but these are all things we should be promoting. And I'll stop there. Thank you.

**VICE MAYOR JAN DEVEREUX:** Oh, go ahead Alanna.

**COUNCILLOR ALANNA M. MALLON:** Thank you. just to pick up on something that the vice Mayor was saying around Harbor Square being under construction and needing probably some, enforce, some kind of enhanced protections there during, there's gonna be huge trucks going there, presumably for years and years, right?

There's a lot of construction and there's a lot of pedestrians there. I would say that, you know, I think it's a great idea to be looking at, you know, the different traffic patterns and how they're changing based on the construction both in a Harvard Square and figure out where those interventions are.

Like the Church street flashing light. I think that's gonna be a great addition. What are those other additions? And I would also say that Inman Square is currently going to be under construction for a long time. And I know that there's been police details out there and those have been helpful, but there have been traffic pattern changes that have happened just due to the construction that are putting pedestrians at risk.

So, for example, at the end of Fayette Street, if you

take a left in your car onto Cambridge Street, there's a crosswalk, but because there's stop traffic on Cambridge Street, now all the time, all day long, you can't actually see who's coming. So, you're inching out looking to the right and then there have been so many near misses in that crosswalk just because there is all this construction in immense square.

And so how are we as a city looking at when traffic patterns change due to construction, both in our pedestrian squares, how do we do some real targeted interventions to, to help out and increase safety to, to meet our Vision Zero goals? So that's sort of an overall question. How are we looking at construction versus what's happening normally? Um, that's just a comment. Nobody has to answer that right now.

And then the other thing is, I would like to say, I just wanna echo what Lieutenant Riley was saying. I think it's an excellent, excellent, excellent idea to use the entire police force as enforcement officers. They're in their, they're, I see them in their cars all the time. There are, you know, they're driving around to different places.

Certainly, if we had our officers trained to just stop when they see somebody in a bike lane versus just the small number of traffic enforcement folks that are out there, I think that would be a real mind shift and, and enforcement. And I think it could really, really help in terms of creating that.

It's not okay to be in bike lanes. You are going to get -- somebody's gonna talk to you and you might get a ticket, you might not, but somebody's going to -- And so just changing that, the way that people look at bike lanes and that they aren't just a place you can just pull over and run into the store and grab something.

So, thank you for that. I look forward to seeing that increase in enhance enforcement and how that really makes a difference both for drivers and for cyclists.

**VICE MAYOR JAN DEVEREUX:** Okay, Craig.

**COUNCILLOR CRAIG KELLEY:** Thanks to me numbers are, are numbers and they can tell us different things. and I don't want to get too far down that rabbit hole, but what would be useful I think for everyone is to understand why the numbers we have for enforcement are what they are, cuz they are anemic.



Given what I perceive to be these safety challenges that we face. It doesn't really matter who you point to, whether it's, I'm just looking at bicycle citations. We gave apparently about 700 bicycle citations in the year of 2018. You know, that's roughly two a day.

I mean, seriously is that to me that does not bespoke -- bespeak a, a real effort and, and we could go down a to crossing, people not stopping in crosswalks. So, I just, I feel this frustration that yeah, sure the numbers maybe look big if you look at 10 years of data and a citywide effort, but anyone that's out there doing anything is, is increasingly scared in my experience.

I can't go places now without people complaining to me about bicyclists running red lights. And it's a, I mean, I got hit by a cyclist. It's not an unreasonable fear and, you know, God help us with the cars that simply don't think that they have to stop.

So, I think we really ought to forever have an ongoing conversation about enforcement, what the numbers mean, why you're doing what you're doing, what your constraints are and so forth. The numbers themselves I find unimpressive, you may look at them differently with your knowledge and

have a different opinion.

That conversation doesn't happen and I think it should be ongoing and maybe you'll educate me or maybe, you know, I or others will push you to do more or more differently.

From a Harvard Square standpoint, Church Street is a horrible, horrible place. And I don't, I don't know how we, and we've had this issue with bicyclist, how we look at near misses like a bicycle that doesn't get hit by a car, but almost gets hit by a car, doesn't count for anything. And yet that happens a lot.

So, when we look at Church Street, you've got that plaza that goes across and people will walk with their heads down on their phone and listening to whatever is in their earbuds. So other places have distracted walking programs, which sound sort of stupid and I know we have a little bit about that on our Blue Bike stations, but arguably we need, I think a complete reset of how we look at street and sidewalk safety for everyone, to include enforcement, but infrastructure and just people's respecting the rules.

I think Boston now has some signs up that basically are aimed at cyclists at stoplights that say cyclists are

supposed to stop here. That seems like a cheap fix to change what is a norm for -- My rough count is about 85% of cyclists don't stop for red lights unless there's dangerous cross vehicular traffic. They don't stop for pedestrians and they don't stop if there isn't that conflict.

Some reminder sign that says, you know, hey bicyclist, you're supposed to stop too, could go a long ways towards making that safer. So I think, honestly, I think, we have all dropped the ball on this horribly and we lurch from disaster to disaster. And we'll continue to do that until we start having much more aggressive meetings like this looking at the numbers and at some point taking away funding for programs that don't seem to be doing what we expect them to do. Thank you.

**VICE MAYOR JAN DEVEREUX:** Thank you. Go ahead Quentin.

**COUNCILLOR QUINTON Y. ZONDERVAN:** Thanks, I actually don't entirely agree that we should be enforcing more bicycle stops at red lights. I think we should legalize safe turns on red for bicyclists, or even going through the intersection because in many cases that is a much safer maneuver than waiting for turning cars.

The fact that so many bicyclists go through the red

light when it's safe to do so, tells you that that's the desired direction, but the laws are focused on cars.

And in terms of Harvard Square, on the rare occasion that I drive through there, I don't understand why that's even allowed. I mean, why are we prioritizing cars? Why do we say that cars have to be able to drive through Harvard Square?

As Councillor Carlone points out, in in Europe, their entire sections of the city that are either off limits to cars or they have to drive very, very slowly and very, very carefully.

When cars were first invented, apparently somebody had to walk in front of it waving a red flag. That's how dangerous they are. People understood that 100 years ago now the danger's just been normalized and we just take it for granted that we might get run over by a, a, a three ton vehicle. I mean, it's, it's crazy to me.

And areas like Harvard Square, I don't understand why we insist that traffic has to be able to go through there in a car. I mean, we could just route it all around the square and sure there has to be an occasional delivery, or somebody who needs handicapped access, or if there's an

emergency. But, but in terms of just routine traffic flowing through there, I don't understand why we don't just ban it.

**VICE MAYOR JAN DEVEREUX:** Okay. Well I wanted to also circle back to the 20 mile an hour signage. I think Joe, you said they're, they're on the contract or, or where, when can we expect to see 20 mile an hour signs installed? It's getting to be late in the season for that. So, is, are we now looking at 2020 or will some be in installed this year?

**JOSEPH BARR:** Sure. So actually, sign installations don't stop for the winter, although --

**VICE MAYOR JAN DEVEREUX:** Oh, that's good.

**JOSEPH BARR:** There are, as I've learned, people doing the sign installations, maybe don't love doing it then, but they, they do--do them. So, we're actually meeting tomorrow with our contractor to figure out more details on the schedule and we hope to be starting installation within the next week or two.

They actually do have a 60 day, 60 business day, you know, requirement in their contract to get the signs installed. Now what we look like we're gonna be adding some

number of signs to the list that we gave them originally.

So we may not hit that milestone, cuz they have a legitimate reason to, to ask for a little bit more time, but I would anticipate, our expectation is to get this done if not by the end of this calendar year, early in, in January of next year.

So yeah, I would -- I wouldn't, you know, it has taken us a little longer than we'd like to get to this point, but I expect that once we start the installations that it will proceed fairly quickly.

I know there's an outstanding policy order about best asking that question, and my hope is to have a response to that for the meeting on October 28th to give folks, to give the council, sorry, a little bit more details in terms of what that will look like.

But yeah, no, that's something that we, we certainly hope to have the majority done this year and, and anything it trails off until next year should be not too many of the signs.

**VICE MAYOR JAN DEVEREUX:** Well, that's great and there is an enforcement and a communication plan associated with that. I think I remember that initially after the signs

went up, there would be only warnings given to give people time to get used to it. Is that, or am I misremembering that? How are we, because obviously the signs don't do anything without the other elements?

**JOSEPH BARR:** So, I'll let my colleagues from the police department answer in terms of the enforcement process, but they're, we are working on developing a communications plan, because, you know, we, no matter how much enforcement is done, we they can't obviously be everywhere every moment.

So we need to make sure that this is also communicated to the public and sort of understanding the rationale behind doing it so it doesn't just seem like it's a, here's one more thing the city's doing that they're actually, hopefully is an understanding of the, the safety benefits of reducing speeds.

**VICE MAYOR JAN DEVEREUX:** Okay. Commissioner? Yeah.

**POLICE COMMISSIONER BRANVILLE G. BARD:** To you Madam Chair? Yeah, just like with anything, there'll be a, a communication strategy will roll out through our Communications Director then initially there'll be an education campaign resulting in warnings and then after

what we decide is a is a long enough education campaign, then we'll start targeted enforcement.

**VICE MAYOR JAN DEVEREUX:** Okay. Thank you.

**POLICE COMMISSIONER BRANVILLE G. BARD:** Lieutenant Riley wants to air something.

**LIEUTENANT RICK RILEY:** Check through the chair. Just one more piece on that. In the past two years through highway safety grants that the council has appropriated for us, the department's been awarded 12 new LIDAR speed measurement devices. And they're very compact, you know, very easy to--to get out there. They look at a pair of binoculars.

And we have some older equipment now that we'll be able that's, certified, that we'll be able to push out to patrol. We also, this past year, trained two of the traffic officers as instructors in LIDAR, and we're gonna put on a concerted effort to get more of our officers certified and get more of that equipment out in their hands, so that we can do more speed enforcement.

**VICE MAYOR JAN DEVEREUX:** Okay. Well, I think Councillor Kelly would be willing to join you. I know he --

**COUNCILLOR CRAIG KELLEY:** I got one.



**VICE MAYOR JAN DEVEREUX:** Are you certified, for that?  
I know you're certified for other things but--

**COUNCILLOR CRAIG KELLEY:** I think each [inaudible  
01:41:36] frankly, but --

**LIEUTENANT RICK RILEY:** Oh, interesting.

**VICE MAYOR JAN DEVEREUX:** Okay. And I know this isn't  
in your enforcement sphere, but Fresh Pond Parkway is a  
perennial problem. And I have noticed the past week or so,  
some state police officers actually look like they might be  
doing some speed enforcement, is that or am I just dreaming  
Yes. Or are they just sitting there?

**LIEUTENANT RICK RILEY:** So that is a primary state  
police jurisdiction road. Like any primary, it doesn't mean  
that we can't do enforcement. For a lot of reasons, we  
don't go there with some frequency. One, it's their job,  
it's their jurisdiction.

They have just gone through some reorganization and  
consolidation, they changed the station commander. I  
believe that there's sort of a renewed emphasis both on  
speed enforcement and on some gridlock enforcement. I know  
Representative Connolly talked with them about some  
gridlock enforcement.

We have also had a few other traffic unit officers out there doing some early morning speed enforcement and they record some really shockingly high speeds early in the morning on Fresh Pond Parkway. So I'm, perhaps --

**VICE MAYOR JAN DEVEREUX:** I can verify that I'm out very early and that's when people do it. Yeah.

**LIEUTENANT RICK RILEY:** So some of our presence may have spurred them to wanna fly the flag and be out there more. And if that's what prompted that, I can't say exactly, but we've been talking with them and I it's not your imagination. They have been doing more speed enforcement there.

**VICE MAYOR JAN DEVEREUX:** Good. The other things they could do is actually watch, I watched a, an 18 wheeler paint truck who wanted to make a delivery to the Sherwin Williams store near the, the Sozio Rotary.

And he decided the best thing to do would be to stop his truck in the middle of the parkway, get out, walk over to the store, talk to the store manager, leave his flashing lights on, and then come back and get in his car, in his truck, and then park the truck in the parking lot.

It was unbelievable. I was like, yeah, just do

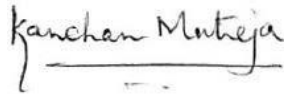
whatever you want. Sure. So, I don't know. Okay, well if no one else has [laughs] anything , I will call it a day, five minutes early in light of the fact that some of us have another hearing at six and we'll be sitting at this table again. I thank you all and thank you especially to the members of the Vision Zero Coalition who are working with us on this we really appreciate your holding us accountable and doing this work and partnering with us. So, thank you and thank you to the staff. Adjourned. [crosstalk 01:44:22].

**The Cambridge City Council Transportation and Public Utilities Committee adjourned at approximately 05:22 pm.**

**C E R T I F I C A T E**

I, **Kanchan Mutreja**, a transcriber for Datagain, do hereby certify: That said proceedings were listened to and transcribed by me and were prepared using standard electronic transcription equipment under my direction and supervision; and I hereby certify that the foregoing transcript of the proceedings is a full, true, and accurate transcript to the best of my ability.

In witness whereof, I have hereunto subscribed my name this 24th day of January 2023.



Signature of Transcriber