

CITY MANAGER'S AGENDA

1. Transmitting Communication from Yi-An Huang, City Manager, relative to the appropriation of the Safer Communities Initiative Edward J. Byrne Justice Assistance Grant, received from the state Executive Office of Public Safety and Security's Office of Grants and Research, through the Middlesex County District Attorney's Office, in the amount of \$10,043.47, to the Grant Fund Police Department Salary and Wages account, which will be used to support overtime costs for patrols in areas where gun violence is known to occur and help increase the visibility and presence of officers in the area to suppress violence, and support the community. (CM22#211)
2. A communication transmitted from Yi-An Huang, City Manager, relative to approval requested for an [appointment of new members to the Cambridge Commission for Persons with Disabilities](#) (CCPD). (CM22#212)
3. A communication transmitted from Yi-An Huang, City Manager, relative to Awaiting Report Item Number 22-58, regarding directing the appropriate City staff to establish a fund designed to assist those City employees in same-sex marriages with paying for surrogacy services. (CM22#213) [[City Solicitor's response](#)]
4. A communication transmitted from Yi-An Huang, City Manager, relative to a [Planning Board report with a recommendation to adopt the Incentive Zoning Rate Study Petition, with clarifying changes](#). (CM22#214)
5. Transmitting Communication from Yi-An Huang, City Manager, relative to the appropriation of \$600,000 from Free Cash to the Public Investment Fund Human Service Programs Extraordinary Expenditures account, to support softball field improvements at Danehy Park. (CM22#215)
6. Transmitting Communication from Yi-An Huang, City Manager, relative to the appropriation of the Adult and Community Learning Services grant received from the Massachusetts Department of Elementary and Secondary Education (DESE) in the amount of \$6,000 to the Grant Fund Human Service Programs Salary and Wages account, which will be used to pay for a portion of teachers' salaries to participate in The Standards That Matter (TSTM) Train the Trainer Academies. (CM22#216)
7. Transmitting Communication from Yi-An Huang, City Manager, relative to the appropriation of various donations to the Council on Aging in the amount of \$42,317.09 to the Grant Fund Human Service Programs Other Ordinary Maintenance account, which will be used to support services for Cambridge Older Adults, including food and entertainment for Senior Center events, the purchase of fans for low-income seniors, support of social groups and transportation for Senior Center trips. (CM22#217)
8. Transmitting Communication from Yi-An Huang, City Manager, relative to the appropriation of \$9,615 received from the Cambridge Public Health Commission, Agenda for Children, to the Grant Fund Department of Human Service Programs Other Ordinary Maintenance account for the

Center for Families program, these funds will be used to provide family programming and curriculum development, pre-bagged refreshments for outside and in-person events and activity bag giveaways. (CM22#218)

9. Transmitting Communication from Yi-An Huang, City Manager, relative to the appropriation of \$15,000, received from the Cambridge Community Foundation, to the Grant Fund Human Service Department Programs Salary and Wages account for the College Success Initiative (CSI). (CM22#219)
10. Transmitting Communication from Yi-An Huang, City Manager, relative to the appropriation of the Massachusetts Housing and Shelter Alliance grant funded by the Department of Housing and Community Development (DHCD) in the amount of \$103,339.03 to the Grant Fund Human Service Programs Salary and Wages account (\$68,889.03), and to the Grant Fund Human Service Programs Other Ordinary Maintenance account (\$34,450), which will be used for costs related to the Carey Men's Permanent Supported Housing Program operated by the Multi-Service Center. (CM22#220)
11. Transmitting Communication from Yi-An Huang, City Manager, relative to the appropriation of \$1,057.58 from a preschool family fundraiser to the Grant Fund Human Service Programs Other Ordinary Maintenance account, which will be used to support the cost of music enrichment sessions for the children. (CM22#221)
12. Transmitting Communication from Yi-An Huang, City Manager, relative to the appropriation of a grant received from AECOM Technology Corporation, in the amount of \$5,000, to the Grant Fund Human Service Programs Salary and Wages account, which will be used to support the wages of one Cambridge teen summer internship. (CM22#222)
13. Transmitting Communication from Yi-An Huang, City Manager, relative to the appropriation of donations to The Cambridge Program for Individuals with Special Needs in the amount of \$12,872.92 to the Grant Fund Human Service Programs Other Ordinary Maintenance account, which will be used to support the participants of The Cambridge Program and will be used to purchase supplies and equipment to better support participant and program needs. (CM22#223)

ON THE TABLE

1. Policy Order Seeking Development Analysis. [Charter Right - McGovern, Oct 17, 2022; Tabled Oct 24, 2022] (PO22#267)

UNFINISHED BUSINESS

2. That the Ordinance Committee refer Categories M (Shared Vehicle) and N (Publicly-accessible, Privately-owned Electric Vehicle Charging System) of the Cambridge Transportation Decarbonization and Congestion Mitigation Bill, along with definitions, to the full City Council with a favorable recommendation. Ordinance #2022-13 as Amended. [Expired Sept 27, 2022] (PO22#150)

3. An Ordinance has been received from Diane P. LeBlanc City Clerk, relative to Reevaluation of Housing Contribution Rate, Incentive Zoning Petition, Section 11.202 (d) of Article 11.000 entitled SPECIAL REGULATIONS, Ordinance #2022-18, as amended. [Passed to 2nd Reading Oct 31, 2022; To Be Ordained on or after Nov 21, 2022] (ORD2022 #18)

COMMUNICATIONS

1. A communication was received from Adriana Messina, regarding: Brattle St. Bike Lanes – Overcoming the Delay & Temporary Protected Lanes.
2. A communication was received from Alexander Keyssar, regarding: Garden Street One-Way.
3. A communication was received from Alison Anna Bensted and Lino Pertile, regarding: Garden Street petition.
4. A communication was received from Anjali Merchant, regarding protected bike lanes on Garden Street.
5. A communication was received from Audrey Cunningham, regarding: Letter in response to Amendment to Chapter 2.78, entitle “Historical Buildings and Landmarks”.
6. A communication was received from Ausra Kubil, regarding Garden Street one-way.
7. A communication was received from Beth Gamse and Judy Singer, regarding the Garden Street petition.
8. A communication was received from Bob von Rekowsky, regarding Garden Street conversion to one-way.
9. A communication was received from Carol Weinhaus, expressing extreme disappointment with traffic and parking changes.
10. A communication was received from Carol Weinhaus, regarding changes to bus routes in West Cambridge (routes 74, 75, 78, and 72).
11. A communication was received from Chris Willard, regarding Garden Street changes.
12. A communication was received from Clelia Goldings, regarding the City ignoring the Garden Street petition and their own regulations.
13. A communication was received from Cole Franks, regarding stopping the delay of Brattle Street protected bike lanes.
14. A communication was received from Dana Tighe, regarding Garden Street conversion to one-way.
15. A communication was received from Diane Reposa, regarding the Garden Street conversion to one-way.
16. A communication was received from Donald and Marianne Crane, regarding the Garden Street conversion to one-way.
17. A communication was received from Graeme Peel, regarding the Brattle Street protected cycle lane delays.
18. A communication was received from Helen Snively, regarding the Garden Street conversion to one-way.
19. A communication was received from Javad Seyedi, regarding Cambridge streets for all.
20. A communication was received from Jennifer Payette, regarding the Garden Street conversion to one-way.
21. A communication was received from Jim Bertram and Daniele Skopek, regarding the Garden Street conversion to one-way.
22. A communication was received from Joan Pickett, regarding the Garden Street conversion to one-way.
23. A communication was received from John Pena, regarding proceeding with Garden Street conversion.

24. A communication was received from Judy Singer, regarding the Garden Street conversion to one-way.
25. A communication was received from Kari Jorgenson, regarding the Garden Street conversion to one-way.
26. A communication was received from Kathleen Dutra, regarding the Garden Street conversion to one-way.
27. A communication was received from Kathryn Nassberg, regarding bike safety.
28. A communication was received from Kavish Gandhi, regarding: Public comment, 10/31 – Applications & Petitions #2 and #3 and Policy Order #5.
29. A communication was received from Ken Beausang, regarding the Garden Street conversion to one-way.
30. A communication was received from Lawrence G. Cetrulo, regarding Cambridge traffic/bike lanes.
31. A communication was received from Liz Walker, regarding Brattle Street bike lanes.
32. A communication was received from Marianne Crane, regarding the Garden Street project.
33. A communication was received from Marjorie Hilton, regarding the Garden Street conversion to one-way.
34. A communication was received from Matthew Coogan, regarding Brattle Street bike lanes.
35. A communication was received from Maureen Albano, regarding the Garden Street conversion to one-way.
36. A communication was received from Pamela Winters, regarding the Garden Street conversion to one-way.
37. A communication was received from Pat Grimsted, regarding the Garden Street conversion to one-way.
38. A communication was received from Patricia Harris and David Lyon, regarding misguided bike lanes.
39. A communication was received from Patricia McGrath, regarding the Garden Street conversion to one-way.
40. A communication was received from Patrick w. Barrett, Tim Rowe, and Dan Sibor, regarding the North Mass Ave Zoning Petition.
41. A communication was received from Peter Littlefield, regarding the Garden Street conversion to one-way.
42. A communication was received from Phyllis Sonnenschein, regarding the Garden Street conversion to one-way.
43. A communication was received from Rachel Leicher, regarding Cambridge bike safety.
44. A communication was received from Reiley O’Connor, regarding the Garden Street conversion to one-way.
45. A communication was received from Sam and Frank Reece, regarding the Garden Street conversion to one-way.
46. A communication was received from Sam and Frank Reece, regarding the Garden Street conversion to one-way.
47. A communication was received from Sam Reece, regarding the Garden Street petition.
48. A communication was received from Sheli Wortis, regarding the Cambridge Lab Regulation Zoning Amendment.
49. A communication was received from Sima Kainejad, regarding the Garden Street conversion to one-way.
50. A communication was received from Stephanie Berk and Charles Welch, regarding the Garden Street petition.
51. A communication was received from Steve Adeff, regarding the Garden Street project debacle.

52. A communication was received from Suzanne Watzman, regarding the Garden Street conversion to one-way.
53. A communication was received from Vickey Bestor, regarding the Garden Street conversion to one-way.
54. A communication was received from Walter Popper, regarding Brattle St bike lanes.
55. A communication was received from Tricia Carney, regarding Brattle Street projected bike lanes.
56. A communication was received from Steven Seeche, regarding Garden Street Conversion to One-Way.
57. A communication was received from Ruby A, regarding Install Brattle St. Bike Lanes Now.
58. A communication was received from Pete Robinson, regarding Follow-Up on Garden Street Conversion.
59. A communication was received from Patrick W. Barrett III, regarding Lab Ban Petition Issue.
60. A communication was received from Neil Goodwin, regarding Garden Street.
61. A communication was received from Michael Copacino, regarding Garden Street bike Lanes.
62. A communication was received from Lisa Berkman, regarding Garden Street Conversion to One-Way - a traffic disaster.
63. A communication was received from Lee Farris, regarding comments supporting lab regulation zoning petition.
64. A communication was received from Lawrence G. Cetrulo, regarding Ignoring citizens rights.
65. A communication was received from Larry Lesser, regarding Follow-Up on Garden Street Conversion.
66. A communication was received from Kevin Moses, regarding Delay of protected bike lanes on Brattle Street.
67. A communication was received from Kay Kaufman Shelemay, regarding Additional Comments on Garden Street Conversion.
68. A communication was received from Kay and Jack Shelemay, regarding Follow-Up on Garden Street Conversion.
69. A communication was received from Joe Adiletta, regarding Follow-Up on Garden Street Conversion.
70. A communication was received from Guillaume Bouchard, regarding Brattle St Bike Lanes.
71. A communication was received from Frank & Sam Reece, regarding follow-Up on Garden Street Conversion Follow-Up on Garden Street Conversion.
72. A communication was received from Ellen Blumenthal, regarding Cambridge Traffic, Bike Lanes, Garden St. Re-Alignment.
73. A communication was received from Elizabeth Petit, regarding Brattle St. protected bike lanes.
74. A communication was received from Ben Fox, regarding proposed delay in bike lane implementation.
75. A communication was received from Barbara Anthony, regarding Garden St.
76. A communication was received from Adam Slamin, regarding Brattle St project delay.
77. A communication was received from Aaron Shakow, regarding Please support the Cambridge Lab Regulation Zoning Amendment.
78. A communication was received from Aaron Greiner, regarding Brattle Street Bike Lanes.
79. A communication was received from Jay Wickersham, regarding Unsafe pedestrian conditions on Walker Street due to City's changes to Garden Street.

RESOLUTIONS

1. Resolution re: Harvard Clerical and Technical Workers Union. Councillor Simmons, Mayor Siddiqui, Councillor McGovern, Councillor Azeem
2. Resolution on the death of Mary E. Hunter. Councillor Toner
3. Veterans Day. Mayor Siddiqui, Councillor Simmons, Councillor McGovern, Councillor Toner
4. Congratulating Bom Dough. Mayor Siddiqui, Vice Mayor Mallon
5. Congratulating Simeon and Dora Stefanidakis on their retirement. Councillor Zondervan, Councillor McGovern, Councillor Simmons

ORDERS

1. Policy Order Regarding Traffic Flow on Garden Street. Councillor Toner, Councillor Simmons, Councillor Carlone (PO22#282)
2. Ban Turns on Red Citywide. Vice Mayor Mallon, Councillor Azeem (PO22#283)
3. Light Up City Hall in Purple on Nov 17, 2022 for World Pancreatic Cancer Awareness Day. Councillor Toner, Councillor Simmons, Councillor Nolan (PO22#284)
4. MBTA Pass. Mayor Siddiqui, Vice Mayor Mallon (PO22#285)
5. Roundtable on Broadband. Mayor Siddiqui (PO22#286)
6. Capitol Projects Finance Meeting. Mayor Siddiqui, Councillor Nolan, Councillor Carlone (PO22#287)
7. Revised MBTA Bus Redesign. Councillor Nolan, Councillor Azeem, Vice Mayor Mallon, Councillor Toner (PO22#288)

COMMUNICATIONS & REPORTS FROM CITY OFFICERS

1. A communication was received from Diane P. LeBlanc, City Clerk, transmitting updated legislative activity. (COF22#133)
2. A communication was received from Vice Mayor Mallon, transmitting information regarding Cambridge Community Electricity (CCE). (COF22#134)
3. A communication was received from Mayor Siddiqui, transmitting information about the School Committee. (COF22#135)

HEARING SCHEDULE

[Sullivan Chamber & Zoom unless otherwise noted]

Mon, Nov 7

5:30pm City Council Meeting

Tues, Nov 8

5:30pm The Charter Review Committee (REMOTE)

Mon, Nov 14

5:30pm City Council Meeting

Wed, Nov 16

1:00pm The Health and Environment Committee will conduct a public meeting to discuss how the City can act on the recently passed Massachusetts climate bill, including

specifically how the City can implement a ban or restriction on fossil fuels in new construction projects as part of the Massachusetts Department of Energy Resources 10 city pilot program and how quickly the city can adopt the state's newly promulgated energy stretch code for buildings.

Mon, Nov 21

10:00am The Health and Environment Committee will conduct a public hearing to discuss how to expand the availability of electric vehicle charging across the City and to review the effectiveness and accountability built into the City's existing Green Fleet Policy.

5:30pm City Council Meeting

Tues, Nov 22

12:30pm The Economic Development and University Relations Committee will conduct a public meeting to receive an update on the BEUDO amendments from the Community Development Department and a discussion of the environmental and economic impact of BEUDO on residential, business and academic properties/communities.

3:00pm The Government Operations, Rules and Claims Committee will hold a public meeting to discuss the City Manager's Annual Evaluation process.

Mon, Nov 28

5:30pm City Council Meeting

Tues, Nov 29

2:00pm The Human Services and Veterans Committee will conduct a public meeting to discuss the unhoused population in Cambridge and uptick in substance use in Central Square.

Wed, Nov 30

1:00pm The Neighborhood & Long-Term Planning, Public Facilities, Arts and Celebrations Committee will hold a public meeting to receive and update on the latest recommendations from the Alewife Zoning Working Group.

Mon, Dec 5

5:30pm City Council Meeting

Wed, Dec 7

1:00pm Joint meeting of the Economic Development and University Relations Committee and the Neighborhood & Long-Term Planning, Public Facilities, Arts & Celebrations Committee to review and discuss the attached proposed zoning petition regarding lab use.

Mon, Dec 12

5:30pm City Council Meeting

Mon, Dec 19

5:30pm City Council Meeting

TEXT OF ORDERS

O-1 Nov 7, 2022

COUNCILLOR TONER

COUNCILLOR SIMMONS

COUNCILLOR CARLONE

WHEREAS: The recent change of part of Garden Street from a two way to a one-way street has caused concerns about overflow traffic on neighboring side streets; now therefore be it

ORDERED: That the City Manager be and hereby is requested to direct the Traffic, Parking, and Transportation Department and Department of Public Works to meet with and receive input from residents living on the streets in the impacted area to discuss strategies to mitigate and reduce overflow and cut through traffic and report back to the Council on recommendations no later than March 27, 2023.

O-2 Nov 7, 2022

VICE MAYOR MALLON

COUNCILLOR AZEEM

WHEREAS: The City of Cambridge [Vision Zero Action plan](#) adopted in March of 2016, and updated in February of 2018 states; "Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The Vision Zero approach consists first and foremost of an acknowledgment that crashes are preventable. By examining the factors that cause crashes, from infrastructure to behavior and societal factors, we can make the changes necessary to eliminate traffic fatalities and serious injuries. Vision Zero also acknowledges that human beings will always make mistakes, so we must have systems in place to ensure that they are not fatal or life changing;" and

WHEREAS: Our City's streets are currently being redesigned to better protect more vulnerable road users, which has increased the number of bicycles and pedestrians on our streets and sidewalks every day; and

WHEREAS: We must continue to implement new safety improvements to our Traffic Regulations to meet our adopted Vision Zero Action Plan goals of eliminating all traffic fatalities and severe injuries; and

WHEREAS: In order to meet their Vision Zero goals, Washington D.C recently voted to [ban right turn on red movements](#) district-wide, joining New York City as the second City in the United States to do so, with [Ann Arbor, Michigan](#) joining the cause in October to ban right turn on red movements in their downtown area; and

WHEREAS: In 2008, the Washington District's Department of Transportation selected 100 pilot locations to study the "No Turn on Red" implementation as a protection for vulnerable road users, and the [study of that pilot](#) found that: "vehicle-to-vehicle conflicts dropped by 97% after the "no turn on red" signs were installed. The number of times drivers failed to yield to pedestrians when the light was red dropped by 92%. Drivers even did a better job yielding to pedestrians when their light was green, with violations dropping by 59%;" and

WHEREAS: This movement is already banned in over half the City of Cambridge's intersections and the [Cambridge Traffic Regulations](#) regarding "No Turn on Red" language currently states:

"Section 4.5 Traffic Control Legend:

(c) Steady Red Signal

(2) No driver of a vehicle facing a red indication shall make a right turn where official "No Turn on Red" traffic signs are installed and maintained prohibiting such turn, at

intersections as described in Schedule 4A incorporated herein and made a part hereof available at the Traffic Department;” and

WHEREAS: Banning turns on red Citywide is a safety improvement the City of Cambridge should consider in order to continue to protect vulnerable road users like pedestrians and cyclists; now therefore be it

ORDERED: That the City Manager is directed to work with the Law Department and the Traffic, Parking and Transportation Department to investigate how to ban turns on red Citywide; and be it further

ORDERED: That the City Manager is directed to contact the Massachusetts Department of Conservation and Recreation, and the Massachusetts Department of Transportation, to begin discussions of banning turns on red movements on roadways in Cambridge controlled by those state entities; and be it further

ORDERED: That the City Manager be and hereby is requested to report back to the City Council on this matter in a timely manner.

O-3 Nov 7, 2022

COUNCILLOR TONER

COUNCILLOR SIMMONS

COUNCILLOR NOLAN

WHEREAS: In 2022, more than 62,000 people will be diagnosed with pancreatic cancer in the United States and nearly 50,000 will die from the disease; and

WHEREAS: Pancreatic cancer is the third leading cause of cancer death in the United States, and it is projected to become the second leading before 2030; and

WHEREAS: Pancreatic cancer is the only major cancer with a five-year relative survival rate at just 11 percent; and

WHEREAS: When symptoms of pancreatic cancer present themselves, it is generally late stage, with the average patient living for about one-year after diagnosis while only 10 percent of patients with an early diagnosis become disease-free after treatment; and

WHEREAS: Pancreatic cancer is the fourth most common cause of cancer-related death in women and men across the world; and

WHEREAS: Disparities by race and socioeconomic status exist in the diagnosis and treatment of pancreatic cancer, improved understanding of underlying causes could inform interventions; and

WHEREAS: It is estimated that in 2025, 557,688 new cases will be diagnosed globally; and

WHEREAS: The good health and well-being of the residents of the Commonwealth are enhanced as a direct result of increased awareness about pancreatic cancer and research into early detection, causes, and effective treatments; now therefore be it

ORDERED: That the City Council go on record recognizing Nov 17, 2022 as Pancreatic Cancer Awareness Day in the City of Cambridge and urge all citizens of Cambridge to take cognizance of this event and participate fittingly in its observance; and be it further

ORDERED: That the City Manager be and hereby is requested to direct the appropriate City staff to light City Hall up in purple on Nov 17, 2022 to honor the people lost to the disease and the on-going efforts to defeat this terrible form of cancer.

O-4 Nov 7, 2022

MAYOR SIDDIQUI

VICE MAYOR MALLON

WHEREAS: The City of Cambridge has aggressive [Parking, Transportation and Demand Management](#) goals for developers and employers in the City; and

WHEREAS: In [Envision Cambridge](#)’s Mobility Plan, a recommended strategy and action is to: “Encourage and incentivize the use of sustainable transportation by City employees through increased transportation benefits and programming.”; and

WHEREAS: The City of Cambridge current MBTA benefit is as follows:

- Non-union employees regularly scheduled to work 16 or more hours per week in permanent positions or in temporary positions with an expected duration of 6 consecutive months or more are eligible for the MBTA Pass Reimbursement Benefit of 65% of the cost of a monthly pass, up to \$265/month.
- Union employees may be eligible for a similar benefit pursuant to their collective bargaining agreements.

WHEREAS: It has been [recently reported](#) that the City of Boston, as well as Cambridge-based employers Google and Sanofi are entering into a 2 year pilot to allow their employees to ride public transportation for free; and

WHEREAS: This 2 year pilot is based on a [program created by MIT](#) in 2016 “that allows the university to pay after-the-fact for individual trips taken by employees and students;” and

WHEREAS: The City of Cambridge has recently moved to implement a remote work schedule, and the need for a monthly subsidized pass may have shifted to a less regular model for many employees; and

WHEREAS: To respond to this new workplace reality, the City should explore an alternative to the current subsidized monthly MBTA pass to allow for greater flexibility with the express goal of making it easier, and less expensive to take mass transit to work; now therefore be it

ORDERED: That the City Manager work with the Finance Department, Personnel, Payroll, and any other related City departments to determine the feasibility of joining this pilot for two (2) years; and be it further

ORDERED: That the City Manager be and hereby is requested to report back to the City Council on this matter in a timely manner.

O-5 Nov 7, 2022

MAYOR SIDDIQUI

ORDERED: That the City Council schedule a roundtable on Mon, Nov 28, 2022, from 5pm-7pm to receive an update from the City Manager and relevant departments on municipal broadband.

O-6 Nov 7, 2022

MAYOR SIDDIQUI

COUNCILLOR NOLAN

COUNCILLOR CARLONE

WHEREAS: The FY23 Capital Budget is \$164,063,235; and

WHEREAS: The capital projects in the FY23 budget include safety improvements related to Vision Zero, efficiency upgrades, the creation of a linear park, funding for affordable housing, and much more; and

WHEREAS: The City Council has expressed interest in learning more about how the capital budget is formed; now therefore be it

ORDERED: That the Finance Committee hold a committee meeting to discuss the FY24 Capital Budget, and future investment priorities in Cambridge's physical infrastructure ahead of the FY24 budget cycle.

O-7 Nov 7, 2022

COUNCILLOR NOLAN

COUNCILLOR AZEEM

VICE MAYOR MALLON

COUNCILLOR TONER

WHEREAS: A robust, affordable, and effective public transportation system provides essential services to residents and directly helps the city achieve goals of reducing emission pollution and increasing equity and economic prosperity; and

WHEREAS: The Massachusetts Bay Transportation Authority (MBTA) proposed the second iteration of their plans for a [bus network redesign](#) on account of shifting demographics, emerging employment districts, increasing traffic congestion, and changing travel patterns within the Greater Boston Area in recent years; and

WHEREAS: These changes will impact routes that operate within the City of Cambridge, as was discussed during a recent Transportation and Public Utilities Committee [hearing](#) and the [City Council has gone on record](#) in support of more bus service in the Alewife region as well as in East Cambridge not included in the first bus network redesign; and

WHEREAS: The MBTA revised their [original proposal](#) based on over 20,000 comments in order to improve access to hospitals, senior centers, and other destinations; reduce walk distances for riders; preserve existing one-seat rides; and balance resources and stays within the limit of buses available during peak times; and

WHEREAS: The October redesign has made several improvements to bus access in Cambridge, including extending Route T47 to Union Square from its original terminus in Central Square and reinstating Route 87 near Lechmere, extending service to 1:00am; and working to address high frequency routes across the system; and

WHEREAS: While the October redesign has addressed many of the issues brought forward by the community, many notable concerns still exist, namely:

- Routes 68 and 78 should extend rush hour schedules from 3:00pm - 8:00pm to better serve students in afterschool activities;
- The cuts to Route 78 also reduce access to Neighborhood Nine, Cambridge Highlands, Concord Ave between Huron and Blanchard Rd, including the assisted care and medical facilities; it is also the only connector between West Cambridge and Arlington;
- The frequency of Routes 69 and 83 are being cut drastically; the frequencies of both Routes should be increased to account for rush hour needs of the population including vulnerable populations;
- Changes in routes west of Harvard Square, including #74 and #75 need to be assessed carefully in light of new housing units including affordable housing for many residents without cars who rely on public transportation more than others
 - o As of right now, the MBTA has restored service on Route 74 from Belmont Center to Harvard via Concord Ave;
 - o There have been no changes to Route 75 in the newest proposal which is essential for many CRLS students; These routes should be reconsidered to better account for the needs of Cambridge; and

WHEREAS: The dedicated CRLS Route 75 bus on school mornings provides essential transportation services for high school students to get to school on time and should be reinstated and additional dedicated CRLS routes considered for other areas of the city; and

WHEREAS: Without further changes to address these concerns, the plan could have an adverse impact on the city's goals of increasing public transit overall to reduced emission pollution, and on residents who rely on public transit and who cannot afford vehicles, including senior citizens and other residents of limited mobility, students who rely on public transportation for school and afterschool activities, and many public housing residents who will be further isolated if public transit options are reduced, instead of increased; now therefore be it

ORDERED: That the City Council go on record in support of the changes that improved access and in support of further changes to address the concerns of residents as summarized above; and be it further

ORDERED: That the City Council hereby requests that the City Manager reach out to the MBTA to discuss the need for further amendments to the proposed plan for bus routes and to strategize on how the MBTA can keep their promised 25% increase in service and double the number of high frequency corridors considering the [challenges they face hiring new drivers](#); and be it further

ORDERED: That the City Clerk be and hereby is requested to forward a suitably engrossed copy of this resolution to representatives at the Massachusetts Bay Transportation Authority (MBTA) and to the Cambridge state delegation on behalf of the entire City Council.