



PUBLIC SAFETY COMMITTEE

COMMITTEE MEETING

~ MINUTES ~

Wednesday, October 30, 2019

5:00 PM

Sullivan Chamber

Call to Order

Attendee Name	Present	Absent	Late	Arrived
Craig A. Kelley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dennis J. Carlone	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Jan Devereux	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Timothy J. Toomey	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	5:19 PM
Sumbul Siddiqui	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	



PUBLIC SAFETY COMMITTEE - OCTOBER 30, 2019

TRANSCRIPT OF PROCEEDINGS

Craig Kelley: All right. A quorum of the City Council Public Safety Committee Meeting being present, um, I will call this Meeting to order. I appreciate everyone's coming here, and I - I guess we might as well just start off by going around the Meeting. This Meeting is being taped and broadcast. I'm Craig Kelley, the Committee Chair.

Mark Gutierrez: Mark Gutierrez, Councillor Kelley's aide.

Jack Albert: Jack Albert, Superintendent of the Cambridge Police Department.

Branville G. Bard: Branville Bard, Police Commissioner.

Pauline Wells: Pauline Wells, Deputy Superintendent of the Cambridge Police Department.

Eric Breen: Uh, Eric Breen, Engineer at DPW.

Jerry Friedman: Jerry Friedman, Supervising Engineer at DPW.

Kathy Watkins: Kathy Watkins, City Engineer.

Joe Barr: Uh, Joe Barr, Director of Traffic, Parking and Transportation.

Jan Devereux: Jan Devereux, Vice Mayor.

Mr. Clerk: Anthony Wilson, City Clerk.

Craig Kelley: Thank you. And the call of the Meeting is the Public Safety Committee will conduct a Public Hearing on Inman Square Safety and Construction Management. To be clear, this is not about the actual redesign. That decision was made. It's been litigated. The litigation I believe ended today with a decision in favor of the City. So not that there's necessarily anyone here to talk about it yet, but that is not the subject. The subject is how for the duration of this Construction Project, do we help people move through the Project as safely as possible? So with that being said, I think Kathy, you've got a...

Kathy Watkins: Yeah, so I have a, uh, presentation and I'm gonna ask Jerry to fill in most of the details. Um, I did have a few slides of just context in case there are any new people in the room, but I think probably most people have, um, seen the presentation and been involved, um, with the design efforts and the process, and really wanna focus on the construction efforts, um, as Councillor Kelley said. So one of the things just to sort of really introduce the team, um, 'cause I think this gets at the heart of how we manage construction and think about our Construction Projects. So, um, you know, the design effort was really a joint effort between Community Development, Traffic Department, and Public Works, um, and that's been really effective and, um, so but now we're moving into the construction phase and so again a very multi-department, um, effort in terms of managing construction. So from Public Works we have a number of folks involved. So myself, Jerry's, um, Supervising Engineer, Eric Breen, who's really the on-site person that people will see on a day-to-day basis every day in Inman Square. We also have Kate Riley who's our Communications Manager. So hopefully people have gotten a number of emails from her about numerous projects throughout the

City. And then also working really closely with us is Community Development and really, you know, bringing in, um, Pardis Safari who is out of town this week or she would've been here, who's really working with us on, um, the, you know, working with the Small Businesses in Inman Square. And then the Contractor is Newport Construction, um, and then Traffic and Parking, you know, we really work closely with them throughout construction in terms of, you know, detail review of Traffic Management Plans particularly as they relate to traffic m- um, flow through the intersection, um, throughout construction. And then the Police Department is obviously a b- significant part of what we do in terms of, um, you know, prioritizing safety and really looking at Police details during the construction. And so Jerry will get more into the details of our Traffic Management Plans. But, you know, really when we're looking at Traffic Management Plans it's important that they work with and without Police Details 'cause we've recognized that sometimes it's not possible to get Police Details. But I will say that Inman Square is, you know, one of the highest priorities in the City in terms of Police Details. And so, um, we've been very successful at being able to fill the Police Details, um, for the Inman Square project just 'cause we do all understand the importance of, um, traffic management and, you know, high visibility and just the number of people traversing through the Square on a daily basis. Um, so this is really the - the sort of the summary slide about the design which again I think most people here are familiar with. But, you know, one of the things when we were going through the design, um, we talk about, you know, sorta how we manage typical Construction Projects, and we heard really clearly from people that that wasn't really sufficient in Inman Square. And so we spent a lotta time working with, um, CDD and the Economic Development folks looking at the Support Local Businesses program. And so I just really wanted to highlight a few of these efforts because I think it speaks to the fact that, you know, the City broadly across multiple departments understands the complexity and, um, impact of the construction in Inman Square. We all believe that we have significant benefits that will come, but we also understand that there's a lot of work and impact, um, you know, over the next, you know, 18 to 24 months as we get through this construction. And so, you know, CDD has really been working closely with us, um, with the Small Businesses and really becoming a liaison with those folks so that they really have, um, you know, somebody in addition to the Public Works team in terms of reaching out. Um, and, you know, I'm gonna turn it over to Jerry and I think, you know, one of the things just in turn ho- Jerry will go through the details of, you know, the work that's happened to date and what's coming and what people can expect in Inman Square and, you know, the sort of overall approach to traffic management and, you know, one of the things I just really wanna emphasize when we're looking at, you know, utility work and roadway work is that it's really changing conditions and so it's very different than what you might see with, um, a new building does construction where, and, you know, it's a single site, you can fence it off and the Contractor can take complete control over that site. When you're looking at an area like Inman Square, um, you're looking at maintaining utility, um, functioning utilities throughout construction. You're looking at access to Businesses. You're looking at people

traversing the area. And then we're also getting into, you know, utility construction where there might be a phase of work that the Contractor thinks they're gonna work on and then during the day something unexpected happens and that has to change. And so it is a lotta close coordination with the Contractor, with Public Works and the Police Department in terms of those changing conditions. And so what we sorta try to outline is the sorta general overall approach, but understanding that, you know, conditions on site change those approaches depending on what's going on that... at that specific time. So, um, with that, I'll turn it over to Jerry to really go through some of the details.

Jerry Friedman: Thanks, and I thought I would start with just a, uh, recap of the work that's been going on over the past number of months and, uh, what's about to happen 'cause we're actually at the point now where we're gonna be, uh, finishing up the gas work and moving into the main Public Works contract. So, um, this slide basically shows the work that Eversource Gas has been doing for the past number of months with their, uh, Subcontractors. Um, they replaced the works if you remember back on, uh, Springfield Street and then, um, Upper Hampshire Street, a little bit of Cambridge Street, um, and now they are just finishing up as they move down Hampshire Street towards Amory Street. Uh, they're just about done. They're starting to re- unmobilize (sic) from the Plaza where they've had their staging area. Uh, they have a little bit of work to do down just past the S&S on Hampshire and they have, uh, one more tie-in back at Antrim Street which you see circled there. But basically, um, you can see some photos of the complexity of the work. They had a few mains they had to put in down Hampshire and across the Plaza and, um, the one on the lower right is from their recent work on - on Hampshire Street. Uh, some other work that we haven't publicized too much has been a fair amount again of pre-construction rehabilitation of the existing main sewers and drains in the Square. And, uh, what's been nice about this is that it's largely been, um, what we call Trenchless Technology which is we've been relining with, um, uh, PVC lining the existing sewers and drain- drains out there. So the disruption is usually limited to a truck, uh, parked in the middle of the street like you might see in the upper right, and then the, uh, the new liner is fed through the manholes and comes out the other end, excuse me, the other end. So that's been important to get that work done before we start the main, uh, construction project and is, um, fair amount of it has been done with some left to go. Uh, but again, it's been an effort to cut down the disruption by doing it without digging in the street. And that brings us to the, uh, what - what we think of as the Main Contract which is the Newport Construction Contract, uh, that's gonna reconstruct th- um, other utilities in the Square, uh, such as water and local drainage and do all the roadway and sidewalk work. Um, that Project was bid over the spring and awarded over the summer. We actually, um, Newport did not get in there this s- r- summer and fall because we actually wanted to not have too much going on at one time and therefore let the Eversource Gas work play itself out and let some of the, um, trench l- stuff that I just talked about play itself out. Uh, but they are about to mobilize in a coupla weeks, November 18th. Uh, they will also start on Springfield Street just like the, um, the Gas Company did, and I'll show ya how we expect their work to unfold over the course of their Contract.

So, uh, I just broke this up into major seasons to not get too detailed. The yellow is basically underground utility construction. So we do have City utilities such as very aging water mains to replace throughout the Project area. Um, as I said, the main drains and sewers have now been lined but we do need to do some new connections to them and new catch basins. So, uh, they will start in Springfield Street. They will start in Upper Hampshire Street, uh, through this fall. Uh, we do not wanna get into the Springfield Street parking lot where they also have work until after the Holiday Season 'cause we know it's important to the Businesses that the Springfield lot be maintained in service. So you'll see that pop up in a - in a - in a s- second slide. Um, as we get into the winter, it's also a good time to do underground work. Um, we c- we cannot do roadway and sidewalk work in the winter, but we can do u- utility work. So they'll be up in the Springfield lot starting in January. Uh, they'll start to do work in the current Vellucci Plaza and on Upper Hampshire Street like you see there. They'll start to get into Lower Hampshire Street. As we get into spring, you'll start to see colored in orange some of what we consider surface work, which is really roadways, sidewalks, a separated bike facility. Uh, you'll start to see them start to reconfigure the roadways through Vellucci Plaza, the new alignment of Hampshire Street. They'll do Springfield Street. They'll do the, uh, the new lot, um, and then they'll switch also at - at that same time to some utility work that we have in, um, Cambridge Street. Again, not all this work will be happening at the same time, but this is an aggregate slide showing over the course of the spring what will be going on. As we get into the summer, uh, now we're... the utility work is done and now they're really focused on sidewalk and roadway work as you can see there. In the fall, uh, same thing. Now they're finishing, oops, now they're finishing off the, uh, the new v- larger Vellucci Plaza on the east side and working their way on Cambridge Street. We expect the p- uh, Project to be, you know, have made significant progress by the fall of 2020. Um, I'm not showing work in the Winter of 2020 to 2021 because we don't know what utility work which is best done can be done then. But, uh, we expect in the Spring of 2021 they'll come back and do really what we call project-wide finishes. This is literally the last plantings, getting the trees in the ground, doing irrigation systems and doing the final, uh, asphalt paving. In - in terms of Construction Management, um, just wanna briefly show ya how we do things in general and how this Contract speci- specifically will work. We always start with, uh, n- National Guidance, which is the, uh, MUTCD, the Manual on Uniform Traffic Control Devices, uh, which is... sets up National Standards for how c- uh, construction work zones should be handled. Um, its requirements for Pedestrians and Bicyclists are good. They're not quite up to our standards. So we then su- the City of Cambridge then supplements that, uh, with our own specific local requirements, which I'll go through in a second. Um, that translates into a plan that you see in the middle there, which is kind of a generic plan that says, okay, when you need to shut a lane, this is what you do. Here's how you keep two-way traffic going with an Officer, um, and basically gives them the minimum criteria. We then require the Contractor to provide us very specific plans, which you see on the lower right. It's a little tough to read. Those start to show in great detail for every phase of the Project where each cone is gonna go,

where Officers will be stationed, what signs will st- say. So typically that winds up being a number of pages that they submit to us. We go through that in fine detail, uh, often with the help of the Traffic Department. Um, and that's the type of thing where we monitor... we implement it and we monitor it during construction. If it's something's not working, we adjust it and we, uh, you know, it's a dynamic situation. So, uh, Newport is actually in the midst right now of preparing their specific plans for the Springfield Street work. These are some of the City specific requirements that are highly detailed in our Contract but just summarized here. Uh, this is... this slide has to do with Pedestrian access where Pedestrian routes are closed. We obviously provide accessible alternative routes often, um, involving temporary ramps of asphalt or even wood if it's needed to get to a business with railings. Um, in a place like Inman Square, we highly discourage any dut- detouring of Pedestrians across streets. We try to keep Pedestrians on the same side that they would wanna be. So often you'll see temporary walkways set up at the street with barriers protecting Pedestrians. In terms of bicycle access, I have a few slides. Um, obviously on all projects and esp- especially in Inman Square, it's critical to provide bicycle access through. We have been asked about detours around the Square. We - we really haven't found a - a great detour, um, that would be useful and - and usable. So our intention is to keep bicycle access through the Square, uh, to maintain a Bike Lane at all times and where we can't maintain a Bike Lane, to safely have bicycles, um, share the lane. So you'll probably see a little bit n- um, a bit of both of those situations as it goes to the Inman Square Project. Um, I won't read through all these here. We know plates can be an issue. Utility work especially requires excavations to be opened, as you see on the upper right, and then we can't backfill them every day. Uh, we encourage the Contractors to fill them if they can, but we do get into a situation where we need plates. Uh, we have specific requirements for plates, painting them for visibility, making sure they're flush, uh, with the surface, placing asphalt around them. So that's something we - we are very, uh, we'll be very strict about with Newport and with all our Contractors. Some more on bicycle, um, accommodations here. We're very, um, cognizant of, you know, narrow cuts and what the w- the hazards that they can present to Cyclists. So we have strict requirements about making sure when those are parallel to the path of travel that those are marked and barricaded off. Uh, we actually make the Contractor, uh, saw cut the pavement so you get a cut that's a quarter inch or less. Um, there'll be a phase in the project where w- where we are planing off the existing surface and we know that can be- be hazardous so we have, uh, requirements for painting the lips and providing ramps. And we were, you know, we'll try to keep an eye on construction debris in the Bike Lanes and make sure they're swept and, uh, and patched as we - as we can. Uh, we also have requirements for Transit. Uh, again, we have a couple of MBTA bus routes that go through the Square. Uh, we meet regularly with the MBTA anyway. Uh, we have requirements for if stops need to be moved or, uh, temporarily rerouted. We actually have already had a permanent diversion of the Route 91 Bus out of Springfield Street, which I think was a, uh, big benefit for the 91 Route in general, and we'll just make things easier f- uh, f- uh, during construction for the Route 91.

That occurred on October 1st. We try to be very aggressive with the communications. We work with the T and - and the word got out and, uh, that was accomplished pretty smoothly. Um, as Kathy mentioned, the Utility Works esp- uh, es- uh, especially is very dynamic and, you know, a different situation might raise itself every day. So we're always gonna be very, um, uh, open to feedback. We had an issue here I think at, uh, Fayette Street where the traffic on Cambridge Street was backing through the intersection. Uh, we have some temporary signage up to remind people not to do that. I hope to get some other, uh, markings later in the season like don't block the box. But, you know, that's the kind of feedback we get through SeeClickFix and through other, um, avenues, and we try to be very responsive to th- to be dynamic with that. A little bit more on Business access and support. Kathy mentioned some of the business oriented things, uh, that had to do with, um, you know, um, economic support. This is more about construction support. Um, as I mentioned earlier where the timing of things like the Springfield Street lot are important to us. We're not gonna work in there until after the Holiday Season. Uh, this year we actually re-stripped the lot and moved some of the Zipcar spaces out that got us some more, uh, parking spaces. On the lower right are some meter changes that were done earlier this year to provide more metered parking around the Square. Um, another thing as we look at the Traffic Management Plans, we'll try to make sure that we're limiting impacts to on-street parking. Uh, we'll be looking at a l- a fair amount of business specific signage like you see in the middle there. We wanna make sure people know that specific Businesses are open for business and we're also looking at some upcoming, uh, tree lighting improvements and, um, when our Contractor erects his own fence in the middle of the Square, we are working with East Cambridge Business Association to dress that fence up, uh, similarly to what was done on the upper right which is down on Mass. Ave., uh, where our PL6 Project is happening where we work with the Arts Commission to have a, uh, windscreen that actually had, uh, poetry on it. Communications will take place, uh, a number of ways. On the left side there is an update. This is... was a multi-page thing that we expect to put out maybe a couple times a year. It's more like a Newsletter and provides very high level reports on the Project status. Um, so that's w- and then we have a pretty big mailing list and we distribute those by hand as well. Um, in the middle is more of our typical construction notices. Those are very specific. We're gonna be doing this next week. It's gonna take two weeks. Um, you know, it's very specific information about upcoming changes. Um, we also have started a series of what we call Coffee Talks, although some of them are in the evening, that which we're gonna try to do monthly at different points around the Square. These are really drop-in sessions where folks can drop by. Uh, I'll be there. Um, Eric will be there. The Contractor will be there. That's really for people just to talk about their experiences with construction, uh, things that are annoying them, things... questions they have and - and concerns. So, uh, that was very successfully done in West Cambridge and we're gonna do that throughout this Project. Um, on-site personal contact which is Eric. I don't wanna, uh, downplay the importance of that. Inman Square is not a huge area and - and - and Eric's gonna be v- very easy to find and, uh, he can be a big help and has been already to Businesses. We've

worked with Naveo Bank on... they had an event that required their parking not be obstructed and we made sure the Gas Company was outta the way. Same thing with, um - um, the restaurant at the corner of Dickinson. I'm managing a project down in the The Port where we are working with the churches to when they have a funeral to make sure that the Contractor is not ma- being noisy. So we, you know, a lotta personal communication helps and I think that's gonna be doable for this Project since it's not a huge area. And then finally the website, uh, we have a very active website and email sign up that people can find out more about the Project. So that was it for what I had.

Craig Kelley: So do we have any clarify... I'd like to welcome Councillor Zondervan, Councillor Toomey, the City Manager, I think, is over there. Um, oh, wow. The room filled up. Commissioner O'Riordan, the City Solicitor, uh, Iram. Have I missed anyone? Well welcome to everyone. Um, so do we have questions from Councillors about this prese- presentation like clarifying questions rather than a general discussion? I have a - a presentation as well that might frame our general discussion slightly differently.

Jan Devereux: I just had w- one question. I think early on mentioned, uh, that it's a high priority for Police Details and that made me wonder. We've had over... other conversations and I'm looking at you and happy to see... about the difficulty of getting Police Details, Alewife. We're gonna have construction starting in Harvard Square pretty soon and I'm just kind of wondering our d- is our detail capacity gonna be able to manage all of the Construction Projects that we have in Commercial areas?

Branville G. Bard: Through the Chair, v- v- Vice Mayor. Uh, yeah, what we've done particularly with Inman is made it a priority so it gets filled first. Um, w- w- within that we've been usin' our, um, Special Police Officers to fill it first. So, um, you know, we've been... I - I - I don't think it's gone a day unstaffed and - and as the, uh, construction impro- uh, you know, increases in, uh, the Squares, we'll use that same formula to fill 'em. We'll prioritize 'em, fill 'em with Specials and then pull Officers from other areas to make sure that those are prioritized. You wanna add something...

Kathy Watkins: I don't think so.

Branville G. Bard: 'Kay.

Jan Devereux: Okay, thanks. I guess I just am aware that it's been sometimes hard to find Details in Alewife, which granted is not a - a fun Detail to take and maybe Inman is less contentious. Uh, so I just... it's just som- I mean, there's so much construction going around on all around the City and much of it is construction the City is doing, whether it's sewer separation or the Harvard Square Kiosk Plaza Project or this one. I mean, we're... we've got a lot going on. So I'm (sic) just wanted to put that out there.

Branville G. Bard: Yeah. Go- um, m- m- m- through Chair, uh, Vice Mayor. Yeah w- to be quite frank, the addition of the Specials where the contractual

obligations are lifted from us, it gives us much more flexibility and staff in these Details.

Louis A. DePasquale: And - and when a project comes up that we feel needs to get... be given high priority like there was one in the Cambridge Highlands, the new, uh, affordable housing site, we talked to the Police Department and we just elevated the status. So we're trying to elevate certainly on any project that we really feel we have to. But you're right, it's difficult to fill them all. Thanks.

Craig Kelley: Other clarifying questions? Okay, I have a - a presentation myself. I'm gonna preview this by saying, uh - uh, as smiling and cheerful as I might look, I'm not happy. I'm not happy with Newport Construction. I'm not happy with the way we manage construction site safety, and I'm super not happy when my kid calls me and tells me that he got hurt hitting... this wasn't in Somerville, but it's just down the street in Beacon Street by the same Construction pr- Company that's doin' this intersection here, when he calls me and he says he got hurt because they left their site unsecure and dangerous. So starting with that baseline, I won't accept that. I don't know what happens on Tuesday, but I don't care where I am. I will not accept that for this intersection because there is nothing worse than feeling you failed your child and watching him deal with the injuries. So with that soapbox off, um, so th- uh, I go through Inman Square a lot. Um, and - and this is a pretty common site. There's a detour. The Cyclist is suddenly given no place to ride. There's all this traffic. And what happens? All right, you gotta fix this. Apparently when you press the wrong button, bad things happen. Louis, did you plan that? Uh, there we go. Okay. Pressed the right button this time. So, uh, project safety issues. So they include moving traffic and, uh, for me at least it's especially a Cyclists 'cause we are incredibly vulnerable. We're on Cyclists... on bicycles. I understand Pedestrians have their own concerns as well in terms of light cycle timing and things like that, uh, which may be more clearly addressed by the manual and uniform can whatever that device thing is. Um, but so here we see th- this was a different day but on the left-hand side there is a Cyclist who moved around the traffic and into the oncoming lane to get past the parked cars 'cause that person could and they decided it was an appropriate thing to do. Um, here we see some of the signage. This is actually... we'll see it - see it later but, uh, that's clear signage that says the "Cycle Track is closed" and directing Cyclists into the full lane. I haven't seen a lot of that in Inman yet and I've - I've come through in all various different times and routes. Uh, and here on the right we see another one. It says, "road narrows," and it - it gives perhaps an idea to drivers that things are gonna change up ahead. Um, so this is where Robbie got hurt. You can see in the middle, uh, there was a patch of wet concrete. And the signs all said watch out for the raised devices which are painted orange. So of course, he watched out for the raised devices. Um, but nothing said wet concrete. Now this was left by Newport. You'll see what Newport does now is they put up all sorts of cones and stuff around the wet concrete and the west... wet asphalt. But for whatever reason they felt it was appropriate, um, to - to leave it like that. On the left you could see this was after Robbie's collision. They decided that they needed to do a better job of marking stuff that was closed. So that's - that's pretty clear

and it's pretty inaccessible. And then on the right you can see a sign that says, "caution steel plates ahead." And that's going into Inman Square which I think Owen and I have had a number of interactions about. As a Cyclist, steel plates that are not buffered can be unnerving and dangerous. And then as I look at these smaller wheeled vehicles we're starting to see more and more of, the electric skateboards and so forth, um, I suspect that you can't even get across unl- unless somehow you bump up. So those are three signage things. And then this is... that's where Robbie went down, and that's his elbow, still pretty scarred up. He - he apparently was knocked unconscious. We'll get there in a moment, and that's a - a bill for the bicycle. So this stuff isn't hypothetical. It's not hypothetical - it's not hypothetical for my family, but it's not hypothetical for anyone else. These are honest-to-God real dangers, and they're absolutely avoidable if we pay attention to them. So, w- one thing I'm never quite clear of is what Police Officers on Detail should be doing. Now, these people here in the middle of the Square are, I don't know what they're doin', but they're - they're not payin' attention to the traffic. They're Everett Police Officers, and I understand we have Detail Officers from a number of different towns as well as the Special Police Officers. Um, the one in the middle is, I believe that's a Cambridge Police Officer for whatever that's worth. But as you can see, the - the traffic flow is to his right and sorta behind him and far from where he is. So if the Officers are there to direct the traffic, I'd - I'd like that clarified today. And if they're not, then I'd like that clarified as well because that impacts how we look at safety through the intersection. And then here in Mid Cambridge, I think that's Harvard, but it might be Broadway, we see that a construction site traffic issue is being managed by their Construction Worker, which I understand we can't always get Detailed Police Officers. So I would be interested in understanding what the rules are on having Police Officers, in addition to what they're supposed to be doing when they're on site. Um, so action items, and I wanna... see, in the middle there, we... the response of site workers to - to accidents. So, uh, apparently according to the Insurance Company, some Construction Company workers went and helped Robbie get up on his bike and - and sent him on his way. Now Robbie remembers falling. He remembers calling me. He doesn't remember talking to anyone. So either someone's mistaken, or arguably he was knocked unconscious and just doesn't remember that. So the question to get into the discussion part is, what kind of training or rules or SOPs or whatever do the people who are working on site have when something unexpected happens that was not une- was not expected? So action items, to review the Site Safety Plan which is not the same as a Traffic Plan. So the Traffic Plan is about moving traffic. A Site Safety Plan, which may or may not be something that we have, is about how do you manage the site safely, which is a different but related thing. Um, walking through the construction site to review safety procedures in action. I would love to do that at some point. I don't know... I know that there are people on site. I don't know exactly what they're looking at. Um, review the expectations of Police Details for site traffic flow management. Uh, review signage to help ensure clarity of traffic flow on site. And then, um, this I just scooped off the web page the other day and it's a schedule. Newport Construction has been awarded the bid, once the schedule's... you know, it's not

clear to me when I went through it just how up to date it was and where the contact information was and so forth. So I think, and - and I'm not saying this wasn't up to date, it just wasn't clear to me that it was, but I think we need to be really aggressive in having the web page up to date and with good contact information. So that pres- uh, that's the end of my presentation, and I'll leave it there because that's the graphic I find the most interesting and the one that we most need to address is how - how do you manage people coming into the traffic flow before they get to - before they get to the place where all the Police Officers are looking at a hole in the ground. So, on that, does anyone have any clarifying questions for me? 'Kay, seeing none, I will open it up for Public Comment. Is there anyone who would like to speak in Public Comment? No one wants to speak m- okay, come up, and - and you have three minutes. If you could say who you are, where you live, and then this - this is about the safety process during the construction, not about the underlying plan itself.

John Pitkin: Hi, how's that? My name is John Pitkin. I live at 18 Fayette Street. This is about construction mitigation. Just an observation that, uh, I had a concern that - that that we need to be realistic about what's possible and there's... I've been struck by the fact that, uh, one of these electronic detour signs that get put out on - on bra- on - on - on Cambridge Street says "seek alternate route." What is an alternate route? It makes no sense to suggest something that doesn't exist. If - if the City can't show the alternate route, please don't... it - it makes no sense to suggest that others... that somebody should find it on their own unless it... unless you're gonna take off in a drone or something. So I - I - I th- I think we need to be mindful not only of what the hard signs say, but what the electronics say. And we need to be - we need to be honest with the Public and the Drivers about what to expect. Um, or is there an alternate route that I'm missing? I couldn't figure... I couldn't imagine what one would be. Thank you.

Craig Kelley: Thank you very much. Is there anyone else who would like to speak from the Public? Seeing none, I'll entertain a motion to close comment. So moved. Okay. Public Comments closed. Um, so my first question is what should we... and - and I guess I should start with my peers first. Any Councillors have particular questions they wanna... Councillor Zondervan.

Quinton Y. Zondervan: Thank you, Mr. Chair. Um, I just wanted to add on to this question around Police Details and - and safety. I... I've been living through it at my house with a Sewer Separation Project and I've noticed the last few months the Police Details have disappeared. Um, the traffic calming has been removed as part of the work and the speeds have increased. And the noise from people speeding over the plates has increased. So, I appreciate the ensur- assurances that Inman Square will be a high priority but does that mean other places will now not have Police Details? And I - I don't quite understand why that's such a difficult problem to solve. I mean, we should have people there, directing traffic, helping people cross the street. You know, there's crosswalks that have literally disappeared because there's plates now. And, you know, it's a - it's a tripping hazard. The plates get deformed and they stick out and then, you know, there's some neon orange spray paint on the - on the edge. But, you know, that doesn't

prevent people from getting hurt like, uh, Councillor Kelley's son. So, you know, we, um, what are we doing to make sure that these construction projects have... really have oversight and have people there who are making sure that everyone's safe during that construction?

Craig Kelley: Superintendent.

Jack Albert: So we work with, um, CD and - and Traffic and Parking DPW to determine what they're looking for for a site. And once we have an idea of where they want us to be, we look at the numbers that we have available. So this being one of the top priority sites in the City, when the details are giving out, uh, at the appropriate time for this time period, we go through that list. And if we have enough people on that list that want the Detail for that day, we can fill that detail. If we don't, we fill it with the number of off- um, Detail Officers that we can hire. If we don't hire through our Special Officers, our Retirees through our full-time Officers, we'll go to outside Agencies while outside Agencies now are going through the same busy building period that we are. So, uh, they're not as readily available as they would've been in the, uh, late fall or the winter or early spring. So now we're fighting for numbers. So it comes down to a sheer number question.

Quinton Y. Zondervan: Thanks. So we have Crossing Guards at the schools. Why can't we have people like that? We don't necessarily need fully trained Police Officers at every single location.

Branville G. Bard: S- same, m- through the Chair. Same problem, Councillor, come... comes down in numbers. We have crossings that go uncovered every day because we don't have enough, uh, Crossing supervi- Traffic Supervisors and Crossing Guards for - for those locations. So it's literally the same answer that it's a numbers question, uh, problem.

Quinton Y. Zondervan: Okay. And well, it seems like this should be a solvable problem. Like, we just need to hire more people then let's hire more people. But I - I - I don't - I don't un- I don't understand it. I really don't.

Louis A. DePasquale: Through you, Councillor Kelley, it's not we have the money to hire the people. We haven't found the people to necessarily take the job, and we've talked about how we can do better but it's we would... we... if we needed the people, the money is not the issue it's we just have not been able to make this a job that we're getting a large pool of applicants for. And we've talked about how we can try to do that better, but that's the issue. Just we don't have a lotta candidates and the Commissioner can talk about it better, but I just wanted to make that clear. It's not a money or... it's finding the people to do it. And if in a lot of spots we have to take Police Officers to cover some of the crosses in the more visible areas just for safety reasons. So which is really not the goal we want, but we just don't have enough people to do it.

Craig Kelley: Vice Mayor.

Jan Devereux: Is... so du...

Craig Kelley: And welcome, Deputy City Manager.

Jan Devereux: Oh, hi. Um, is it ever part of, like, a c- a contract within Newport to have them have personnel who can do some of this traffic - traffic management and I mean, does it all... can it be rolled into the contract that you will provide people that will be on site to help with miscellaneous stuff?

Louis A. DePasquale: You wanna...

Branville G. Bard: D- Deputy Superintendent Wells handles our - our Details so I'm just gonna put it over to her.

Pauline Wells: Hi, um, when we - when we set up the Traffic Management Plans, part of the Traffic Management Plan is for, um, the... each Construction Agency to hire Details to run the Traffic Management Plan. And, um, if the Police Office- if we don't have enough Police Officers to cover those, we make them have the Traffic Management Plan as - as you mentioned earlier, it has to be in such a way where it has to be as safe as it possibly can because you may not get a Police Officer. Now we do have Priority Details where in certain locations like Inman Square and Harvard Square, Central Square, um, in, uh, high priority jobs that the City has going on, then those we have a little bit more flexibility. People have to take those certain Details and having the Special Police Officers and the outside Agencies as well gives us a little bit more flexibility to cover those jobs as, um, they really don't have any contractual rights so we can pull them off of so-somewhere else to put them where we need them. So it - it does come down again to - to our numbers... problem.

Owen O'Riordan: Through you, Councillor Kelley, if I could just add in, I think in terms of our Construction Projects as well, um, it is always identified in our construction documents that Traffic Management Plans are the responsibility of the Contractor and they put Detailed contract, uh, we put Detailed Contract manage- or, uh, Traffic Management Plans in those contracts, and so the Police Detail is in addition to traffic management rather in l- rather than in lieu of traffic management and that again, uh, Police Detail issues are not new issues. We've had these issues for the best part of 20 years, and it's been our practice to ensure that for our contracts that there are Traffic Management Plans in place that can sustain in instances where Police Officers are not available and the Police Officers, um, assist and then are in addition to those plans.

Jan Devereux: Through - through you, I guess what I was trying to get at, I s- I understand that the - the Contractor's responsible for having a Traffic Management Plan, but does that Plan ever include personnel that is not part of a Police Detail of actual bodies? It seems to be getting enough bodies into these places is the problem. And... no, you're s- I'm hearing from the Deputy...

Branville G. Bard: Through - through...

Jan Devereux: But, yeah, I know...

Branville G. Bard: ...through the...

Jan Devereux: ...that's what we're doing, I guess they, uh, okay. We're going around and around tonight, so that I just...

Branville G. Bard: Through - through the Chair, um, Madam Vice Mayor, the Contract prohibits other individuals from doin' that work. So that's - is, uh, of goes back to a Collective Bargainin' issue.

Craig Kelley: The - the Contract with Newport or the Contract with the Police Department?

Branville G. Bard: Uh, m- th- to you, uh, Chair. With the d- the CBA for the Police Officers, the Collective Bargainin' Agreement with the Union prohibits it.

Craig Kelley: What - what exactly does it prohibit?

Branville G. Bard: Other individuals performin' that type of work.

Craig Kelley: So other individuals excluding the individuals from the seven or eight Police Departments that are allowed to do it. The...

Branville G. Bard: The...

Craig Kelley: ...Environmental Police Officers, the State Police, the whoever.

Branville G. Bard: The - the Collective Bargainin', uh, Agreement spells out, um, who can do that work, and, yes, um, outside other off- outside Officers are included in the individuals who can do that work. And it's prioritized a, um, Cambridge Police Officers first, um, Retired Police Officers and then Outside Jurisdiction Officers... Officers from other Jurisdictions.

Craig Kelley: And - and then after that there are no options for anyone else to do traffic control work. Of, e- doesn't matter how bad things are. If - if there's say President Obama, not President Obama, say - say President Trump comes and now people have a whole bunch of on-time work which they can get overtime for and counts toward their pensions and whatnot. And they opt in to doing that rather than to providing some sort of security for the traffic flow in Inman Square, and we can't get other people. Then our fallback position is that guy that I had a picture of stopping traffic on Broadway with a dump truck laying down asphalt in the middle of Inman Square. That's our fallback position.

Branville G. Bard: The, uh, through you, Mr. Chair, uh, that's not a fair characterization. Um, we can always pull Officers off shift, um, if we needed to. So I mean, I... and n- we can always pull Officers off shift.

Craig Kelley: Yes, but I think I'm - I'm... point that... pointing out a dire... so I guess this is a bigger one. It's we're gonna have a talk about Bargaining Units at the... as... next month so we can explore it there. But, uh, related to - to - to traffic, I mean, just does anyone in this room think that the picture behind me is a example of appropriate safe Traffic Management for a Construction Project?

Kathy Watkins: Um, so through you, Mr. Chair, uh, I mean what... there's a couple different things in terms of a number of the photos. So one is that there are

definitely gonna be times where Cyclists have to share the lane. Um, I think, you know, your point is extremely valid about making sure there is advanced notification and advanced signage of that. But, you know, Jerry talked about, you know, trying to maintain Bike Lanes as much as we can. But given the widths of the streets that we're working with, um, and giving, you know, the need to maintain access and utility, um, services during construction, maintaining access into the Businesses, um, there are definitely gonna be times where Cyclists are gonna have to share the lane. Um, and so I just... I do wanna be really clear and honest about that. Um, and so in terms of the signage and the advanced notification, that's always something that, you know, could be better than this. But there are definitely gonna be times where Cyclists are not gonna have a designated Bike Lane.

Craig Kelley: I - I understand that, that that's clear. So how do we manage the merge? 'Cause this is crazy. Now we've got... I think that particular day we had four Everett Police Officers in the middle of the Square sittin' in a circle talking to each other, and this poor sucker's finding himself biking down the side of the road 'cause the traffic lines up and then all of a sudden he gets to the place where the cones and the construction debris and whatnot are forcing him into a row of nose-to - to-tail cars. So, uh, so tell me how that is not gonna happen in the future.

Kathy Watkins: Uh, you know, I don't have a complete answer. I think when we look at the Traffic Management Plans from our Contractors, um, you know, particularly when it's Newport versus a Utility Contractor, we have a different long-term relationship with them. And I think, you know, it is more of a stable situations (sic) in many instances where they can have a setup that is more consistent from day to day. Um, I don't know the specifics of the situation in terms of what's on the other side, how much parking is taken. I think, you know, we're also struggling really hard with, um, how much parking to take in the Square given the commitment and, um, you know, the strong support of local Businesses. So it is about balancing a number of different things. I would say while this is, you know, a compl- you know, a quick merge, it is one that is obviously traffic is backed up and everyone is moving quite slowly. So in terms of how safe or not safe that is, I would really need to experience it on that day as opposed to a photo sort of snapshot.

Craig Kelley: So that may be a photo snap- that guy's in the opposite lane. Uh, d- and I mean, I don't know what more I can do than to give you pictures of this. But if you go through this, it... it's clear from a Cyclist perspective that no one is thinking, how do we move Cyclists through this safely? So you wind up... and - and tell me that i- is this what I should expect of the Detail Officers working the intersection? Are they... are they supposed to be there at the immediate construction site? Wh- which they may be in which case we probably need to talk about that. Uh, or are they actually supposed to be directing traffic as it moves into and through the site so that it's more safe?

Kathy Watkins: So through you, Mr. Chair, and I'll defer to the Police Department in terms of the Police Officers. But if you go back to the other photo

where the - the Cyclist is, you know, across the double yellow line traveling, um, down Cambridge Street, the Cyclists have to appreciate, and we all need to appreciate that during construction we are all inconvenienced. And so that means that again there are times where you need to merge and take the lane sort of going, you know, into the oncoming traffic on the opposite side of a double yellow is not something that, uh - uh, you know, is how people need to operate in terms of operating safely through an intersection or, you know, through a construction zone or not a construction zone. And so I think, you know, it is about making sure that as we all travel through the intersection and that is construction or not construction, that we're operating safely. And I don't know about the Police Details if you wanna speak to that, Commissioner.

Branville G. Bard: Yeah, r- so, uh, through you, uh, Mr. Chair. One, there are legitimate reasons where Officers will have to converse on a Detail. So, you know, I'll just put that out there first of all. Ideally w- you know, that intersection is still controlled by signals and - and the signals do that work. But obviously when the need arises, the Officers should be out there directing traffic and ensurin' safe passage.

Craig Kelley: So and I'm - I'm obviously passionate about this, um, and - and if that bothers people, I apologize, but, a- and I'm not trying to play... gut you either, but is this... is that a reasonable expectation of what the Police Officers on a Detail should be doing when in all probability, 150 feet from there, we've got this horrible merge going on as opposed to an Officer down at the horrible merge stopping cars and then moving the bicycle or the Pedestrian or whoever into the traffic flow safely. Is - is that what...

Branville G. Bard: (Inaudible).

Kathy Watkins: (Inaudible).

Craig Kelley: ...is that what the Officers are supposed to be doin'? Are they supposed to be helping with the safe merge in the traffic flow, or are they somehow protecting the people who are working or is it both?

Branville G. Bard: I, um, I b- you - you - you can get the same answer that I just gave you. That... that's a snapshot in time. The Officers do have legitimate reasons to converse at times. Um, ideally the Officers will be e- when the need arises, uh, could, um, you know, conductin' safe passage through and can... and instructin' traffic on - on when to go and - and directing traffic. So I..

Craig Kelley: This - this isn't - this...

Branville G. Bard: ...don't know what's goin' at the time.

Craig Kelley: ...and I'm sorry. This not a snapshot in time. This is every single construction site almost everywhere with the exception of Officer Watkins today on, uh, on JFK Street who is directing traffic. So we're spending \$600,000 on Police Details here. And it would be nice to know that we're getting some sort of appropriate safety, especially for our most vulnerable users. And what I'm hearin'

is people saying that, yeah, Police Officers have to talk sometime. This is what they do. So if this is what they're gonna do tell me this is, you know, this is what they're supposed to do and I - I should tell people, okay, you're on your own. But if we're expectin' to be kept safe by the Detail Officers who are there, then we ought to have them do that. (Inaudible).

Branville G. Bard: Well, we do have Supervisors go through and - and check our Priority Details to make sure that the Officers are on location and - and performin' the task that - that they're there to do. But once again, that is exactly a snapshot in time. If you want to say it happens often, more often than you would like, then that's one thing. But that picture is a snapshot.

Craig Kelley: Okay. Um, so let's talk about supervising sites. Who - who does supervise a site?

Kathy Watkins: So through you, Mr. Chair, um, for each Construction Project that we have, we have identified, um, an Engineer or Inspector that is responsible for that site. So for Inman Square as we discussed, Eric Breen will be the sort of the, you know, on-site, day-to-day, um, Engineer responsible for that site. Um, and in this case that's his only project that he's really being assigned. And so, you know, his full-time responsibility will be, you know, managing the construction, managing, you know, any Change Orders, managing any, uh, requests for information that come in from the Contractor, um, managing quality and control. Um, as we talked about, the Traffic Management Plans are the responsibility of the Contractor. They are part of our contract documents with the City, um, and with the contract between us and the Contractor. Um, they are responsible for maintaining a safe, um, work environment. And then again we have supervision and oversight in terms of reviewing and approving those and then doing, you know, day-to-day, um, site visits and being on site during construction throughout.

Craig Kelley: Thank you. So in terms of wet cement markings or - or things like that, who - who makes sure that the site remains safe both during and after the construction day?

Kathy Watkins: Um, so again, through you, Mr. Chair, I would say the Contractor is responsible for the safety of their work zone and so that is part of their contract and so that is on... that is fully their responsibility. We have, um, oversight in terms of inspecting that and following up, um, and ensuring that they're being consistent with those requirements. But I do wanna just emphasize that ultimately, um, it is the Contractor's responsibility to maintain a safe work zone.

Craig Kelley: So if there are plates that are exposed or, um, and trenches that aren't filled well or whatever it might be, someone should call the Contractor at, say, 3:00 in the morning or whenever one might notice it.

Kathy Watkins: Um, so, you know, in all of our documentations there's contact information. Um, any issue that the Public has, they should call Public Works and that's either Eric Breen or Kate Riley who's our Communications Manager. If

there's an emergency off s- um, overnight condition you can call the - the 24-hour line. Um, but any concerns about the construction zone should be sent to the City and then the City will follow up with the Contractor.

Craig Kelley: Thank you. So, there doesn't seem... if you're going through... and this is I think a real issue if you're going through and you see something, um, there's nothing anywhere that says, hey, if you see something, here's the number that you should call. And I understand that there is a lot of signage in the world and that can be very confusing, but on the other hand, in the moment when you see that hazard, figuring out what to do about it and who to call seems like we could do a better job of that. How - how does that...

Kathy Watkins: So be speaking...

Craig Kelley: ...wind up working do you think?

Jack Albert: Yep. Um, for the, uh, Newport contract w- one of the first things they will do we will have a large project sign, uh, that we t- you typically see on large construction projects. It'll be located in a very visible spot in Vellucci Plaza on the fence. It'll have, um - um, the email address. It'll probably have our phone numbers as well. Uh, we also...

Craig Kelley: (Inaudible) interrupt on that. I wouldn't say probably the phone number. I th- I think you need the phone number.

Jack Albert: It'll have have the phone numbers as well. Uh, we also get a fair number of, uh, construction concerns through SeeClickFix. Uh, we had a number this week on the Mass. Ave. down in Central Square. Another project I'm working on that actually had to do with pavement condition in the Bike Lane. I talked to the Resident Engineer, uh, Resident Engineer and talked to the Contractor and we had it fixed, you know, within - within hours. So, um, that's another way that people can reach us and we're - and we are very responsive.

Craig Kelley: Do you... okay. Councillor Zondervan.

Jan Devereux: Um, I guess this is kind of related. I'm not sure... you have a... seem to have a list but, um, the times of day that I would be most concerned about are the - the morning and the afternoon peak for Cyclists coming, you know, down Hampshire and back up Hampshire. So if we have a sort of strategic plan for making sure that there are - are details that are actually anticipating that there's gonna be, you know, more than a dozen Cyclists at each cycle of the traffic signal because that - that doesn't look like a typical day. I don't know which intersection that was, but if you are waiting at the light in the morning on Hampshire Street, you see a huge crowd of - of Cyclists and they can all clump together, I guess, in the lane. But there wouldn't be room for them to wait at the light in a si- situation like that. And since a lot of the work is gonna be taking place right at the center of Inman, where the Vellucci Plaza and the signals are, I think that's kind of... I'm sure you've thought of that already, but that's the time we most need bodies out there directing.

Craig Kelley: Any - any thoughts on that? 'Cause we - we do get clumps of bikes and then they come and, um, a- how do you handle 12, 10, 15, however many bikes that wind up sort of where that person is, um, but trying to get into the traffic?

Kathy Watkins: Ma- I think through... and I would defer to the Police in terms of the other specifics. But I mean, again, just to emphasize that there are gonna be times where people are delayed and need to take the lane. And so just like other congestion and traffic going through busy City intersections, it may be that you don't get to, you know, sort of bypass the queued traffic at all times. And so there may be times where you're literally queued in with the motor vehicles.

Craig Kelley: And - and will there be signage then or - or lane blocking? 'Cause it... when you're a Cyclist, and you just bike, bike, bike, bike, bike and then all of a sudden you get to that point where all of a s- you - you can't bike anymore but there's this wall of cars that you very legitimately passed 'cause no one said you couldn't and that's what the rules are. A- and then you have to merge into this - this group of people. That doesn't work very well. It doesn't work well for the Drivers. It doesn't work well for the Cyclists. So how are we gonna avoid that?

Kathy Watkins: Um, I'm not sure I fully understand the question, but, you know, as if any merge there is a point where if a lane is queued and you're merging, there is a delay, and so if you're sort of thinking about if you had two motor vehicles that were merging, there is a sorta take turns kind of appa- you know, mechanism that happens. And so it's not that we can necessarily have a gap in the queue of the vehicles to allow for Cyclists to merge in that type of condition. So even with a longer taper, there is a point where the lane merges into, um, the full vehicle lane. And so as times when the Drivers are backed up, it may be an alternating traffic type situation much as you would have with two vehicle lanes that are merging.

Craig Kelley: All right. I think that's one of our challenges is we don't really have two vehicles that are merging. We have a bicycle and a car. Um, and bicycles will think that they can continue going on down to the side, and cars will think we don't have to merge for this bicycle. And absent some direct presence by I think Police Officers who are apparently the only people that can do this, um, directing people how to merge, it's gonna be a lot of this here. Um, and I...

Nancy Glowa: Mr. Chair...

Craig Kelley: ...I don't know that we're gonna get an answer. It... yes. Madam Solicitor.

Nancy Glowa: ...just - just to, um, for clarification, uh, bicycles are vehicles and they are bound by the same laws pertaining to use of roads as other vehicles. So technically, although as a matter of Policy, we try to have as many Bike Lanes as possible, um, a Bicyclist is always entitled to take the center of the lane and in a situation where there isn't enough room for a bicycle and a motor vehicle to be side by side, um, there a - a Bicyclist is absolutely entitled to take the center of the lane and to hold that position. So with respect to what Kathy was saying about the

merger, it's like any other merger like when you're getting on to the on ramp on a highway, you're each taking turns the existing lane of traffic and the people coming in and, you know, sort of merging together. So they - they... but - but as far as how bicycles are supposed to find that out, um, they are, um, it is, you know, you've probably seen those stickers, same road, same rules. It... they're bound by the same laws, um, as other vehicles in the Public ways.

Craig Kelley: Uh, thank you, Madam Solicitor. You're wrong. Bicycles are not completely bound by the same rules that cars are. They can pass on the right and that leads us to the situation we have there. And the idea that a car and a bicycle can merge the way a car and a car merge is absolutely ludicrous. And I think we need to figure that out 'cause what happens is people get hurt and we heard this on Monday. People get hurt and we say, oh my God, how could that have happened? Well, it happened because we didn't thrash it out here. This is a dangerous, dangerous Construction Project if we don't manage it properly. These are some of the most heavily biked intersections in the State. And we've got Officers sittin' in the middle lookin' at each other and conversing. We've got merged stuff that people apparently don't quite understand. Thi- this isn't acceptable. It's not. We - we need to do a lot more to make this intersection safer during the construction process, both the construction debris and I think I get that my - my next question's gonna be about closing this, you know, do - do people walk through but we need to get ahead of that before the spring comes. And I'm not hearing anyone see that this is an issue until someone else gets hurt. That's not acceptable. So, quick question. Um, how does a site close down for the day then? Do people walk through it and say this is safe, we can close it down or a- a- and then - then there's a checklist that someone from Newport signs off on. We've gone through and we're... we've made sure that all of the steel plates are embedded, that the holes are all filled in, all that stuff? Is there a visual walkthrough or do people just go home?

Kathy Watkins: Um, through you, Mr. Chair. I would say that there is not... has not been a, um, formal checklist. Our Inspectors, um, do daily inspections, and there are records of those and, um, we have a formal online system where we do inspections in terms of photographs and documenting the Traffic Management Plan, and following up with the Contractor as issues are identified. And I think, you know, much like we talk about emergency planning, you know, the... much of the planning should happen ahead of time. The same is true with Traffic Management Plans and trying to make sure that, um, as much is set up ahead of time as possible. And so that the sorta the day-to-day is sort of as setup as possible. But, you know, we do have on-site Inspectors on site every day.

Craig Kelley: Okay and, um, another question I have is fines. So if... you - you said that they're required to do various things. Um, do we fine them if parts of the... for... and I - I - I believe I didn't get it verbatim but they're supposed to embed the - the plates in asphalt and whatnot. Say that they don't. Say for whatever reason they forget or there's not an asphalt truck ready or anything like that, do they get dinged in any way for not following their Site Safety Plans or Traffic Management Plans?

Kathy Watkins: So there's not a fine mechanism in the contract. Um, you know, there is a mechanism, you know, we can, um, have them address it and then that costs them money in terms of having to remobilize depending on what the conditions are and what the issue is. Um, and, you know, the ultimate sort of, you know, if there's a continuing problem with the Contractor, you know, one of the most effective things we can do is pull their permits in terms of not allowing them to work, not allowing them to continue to work until they address the issue. Um, and again, that's getting at a cost issue in terms of them not being able to do productive work where they can make money. So it is a - a funding issue for the Contractors, but it's not a direct fine.

Craig Kelley: Okay. Is it legally possible to fine? I understand that it might impact the bid and whatnot. But if we put out a bid and said, you know, every... everything that you do in this category, if you screw it up, it's gonna be a \$500 fine or something like that. Is that something that's contractually possible?

Nancy Glowa: Uh, Mr. Chair, uh, it's not likely going to be a successful contract negotiation strategy. And we would probably have difficulty being able to enter into contracts with Contractors if we require that. There are penalties for breach of contract. And if there were an egregious breach pertaining to failure to follow the safety plan, there usually are some penalties built into the contract. But I think if it were a - a very large fine for each instance, that w- would make it difficult to come to agreement on the contract.

Owen O'Riordan: Uh, through...

Craig Kelley: I think I see it. Sorry. Go ahead.

Owen O'Riordan: Sorry, Mr. Chair, if I could just inter- um, interject as well. Um, as Kathy alluded to, I think w- one of the more effective ways of requiring a Contractor to comply, um, with contracts is actually stopping them from working at such times as they come into compliance. And this is something that we've done on numerous occasions in the past. Beyond that, if there's a consistent demonstration of inability to comply with the contract, their ability to get subsequent contracts with us is also impacted. And this is something that we've also used for Contractors in the past. And so I think our record over the last period of time is such that we do get Contractors into compliance. They are punished through a variety of mechanisms, primarily stopping them from working until such a time as they come into compliance with our contracts. And I would say that's what we would, um, im- um, impose in this contract if indeed we had issues like you're talking about again.

Craig Kelley: Madam Vice Mayor.

Jan Devereux: Yeah, I can see how that would be a disincentive for them. But at the same time, stopping work also is not good for us because we wanna keep the project moving. So it's a - it's a fine balance between trying to, uh, you know, enforce that when we know that it's gonna cost us time.

Quinton Y. Zondervan: Thank you, Mr. Chair. Through you, um, I have a small pet peeve and then a big one. The small one is that the signs always say bicycles may use full lane. And my pet peeve is that that's always true. And so it's not new information. But the Drivers can interpret that as, oh, so it's true in this situation, so therefore it's not true in other situations. And I've asked about this many times, but it seems like there's no other sign except the one that says they can use the - the full lane.

Kathy Watkins: Um, yeah. So we've looked at that before. And so I know it, like, a number of years ago people said, you know, would it be really more accurate to say Bicyclists must use full lane in those instances? Um, the challenge we come up with is that that is the standard MUTCD signage. And so we really do try to find... follow National Standards and so that Contractors have the signs readily available. They're consistent across Municipalities in sending that same message. But I know that's been a challenge for people, but we c- yeah, that's been our experience.

Quinton Y. Zondervan: Okay.

Craig Kelley: Is this the big one?

Quinton Y. Zondervan: Yeah. So the big one and - and this relates to what was said in Public Comment is given that it's apparently impossible for us to safely direct traffic through the Square while we're doing this construction, why don't we just close down the Square? I mean, if there is an alternate route, then why don't we just make that the route and just close down the whole Square while we do this work?

Kathy Watkins: Um, so through you, Mr. Chair, that, you know, we've done signage for locations. We did this on Western Ave. a number of years ago, um, and we've done it on Inman Square where we sorta say, you know, Inman Square construction, seek alternate routes. And really the message is for folks that are traveling much farther. And so it's not necessarily that we can define a short detour route from, you know, one side of the Square to the other side of the Square. But, you know, if you're starting all the way out Beacon Street and you're going into into inma- to... into Boston, that there may be a much longer detour route that isn't one that we would necessarily sign. But there may be ways of avoiding Inman Square that are a detour but aren't necessarily a specific sign detour. When you look at Inman Square and look at, okay, so if you're looking at a very short detour that really is just up and around, um, I... we've not been able to identify that the streets are all, you know, very short, very residential, very small, um, and there's not a clear detour route. You know, it's not like you're on 6th Street in East Cambridge and you can go to 2nd Street or 3rd Street or, you know, there's not like a natural grid of what allows you to do a detour. And so our message has been, you know, people are coming from farther away to sorta seek alternate routes in a much broader way. Um, you know, from a construction perspective, it'd be great to close the Square. It'd be great to say there's no traffic through there. It'd be great to say that we're not providing continuing utilities to adjacent Residents and Businesses. Um, we've heard very loud and clear that that

would have a significant impact on the Local Community, a significant impact on the Business Community. I think if you look at the traffic and where the more direct traffic would be redirected to, it's not clear that you can find a reasonable route. And so, um, we have certainly looked at other streets when we're doing major construction saying, can we shut down this block and get the work done quicker? When we look at Inman Square, that does not seem to be a viable alternative.

Quinton Y. Zondervan: Okay. Um, I mean, in terms of the longer commutes, I certainly understand that and to me that would say that you should put those signs further away, not right at the Square because by the time you get to the Square it's obviously a mess, right, so it's kinda too late. Um, and in terms of the alternate routes, I mean, people can go down Broadway instead of Cambridge Street, instead of Hampshire Street. So it, again, I - I don't quite understand why we say there's no alternate route. I understand that, you know, local abutters have to get to and from their house and so forth, and that can obviously be allowed. But, um, in even in terms of the Businesses, you know, you can stop the traffic before the actual Square and people can walk to the Business. But - but why do we have to try to navigate traffic through the Square when we can't do so safely? And - and again, you know, I - I do share Councillor Kelley's frustration. I'm not emoting it as much, but I completely agree with him that it - it is very frustrating, that we just kind of throw people to the wolves and say, you know, you go sort it out and - and I guess most of the time it works out so we don't worry about it. But - but when it doesn't work out, people can get really hurt and - and I guess I don't understand how... why we make that trade off. Why we say it's more important that, you know, we force all this traffic through there than to say, you know, it's just not safe to do it that way. And during certain hours of the day, you just can't go through there.

Iram Farooq: Uh, through - through you, Mr. Chair. Um, I'm gonna let DPW answer the meat of that question, um, uh, that question, but I did want to underscore, um, Kathy's earlier point about the ramifications on Small Businesses of something like closing down the Square, uh, 'cause that is... those are conversations that we have had and that is a, um, that's really big concern for Businesses to not have, you know, from every perspective, from delivery perspective, from a customer perspective, not everybody is going to, I mean, it's one thing to say only if you have a, um, a destination or if you live here which you could do on a residential street but in a - in a Commercial District, um, that's incredibly challenging and a lot of Businesses uh, s- depend on... and they - they as much depend on walk to traffic, but they also feel like often just the visibility that gets lost when you are not able to travel through, um, on th- on any other way but on foot in the District, uh, can be a really challenging thing for... particularly for retail.

Owen O'Riordan: Um, Councillor, if I could just put in for one second. I - I just wanted to respectfully push back on C- Councillor Zondervan where he's (sic) talks about throwing people to the wolves. Um, that we do not, um, in terms of these Construction Projects, put out projects that don't incorporate significant

Traffic Management Plans that are managed by experienced Engineers who manage on a consistent basis to get people through without accidents. It's been our experience for next e- in excess of 20 years that we've successfully completed pro- projects without people being injured or hurt. Granted there's inconvenience. There's significant inconvenience. It can be dirty, dusty and people can become extraordinarily frustrated about it. We all recognize that. But in terms of safety, we'll shut down the contract for weeks on end if indeed he or she cannot comply with our st- Traffic Management Plans, and we have done so in the past and we will continue to do so. But it's... we do not throw people to the wolves. I just need to emphasize that that's extremely important to us that we manage our contracts safely and we've done that successfully for a long period of time.

Louis A. DePasquale: And - and I follow up, too. I think, I understand based on the photos and everything it's... there's concerns and I understand the concerns but we would never do a project that we felt were making people unsafe. Now, we've heard a few things today that I think we can learn from. One, like everything else, there are Police Officers who work for us, there are Retirees who work for us, there are Police Officers from other cities. I'm sure some of 'em do an outstanding job at their details. And I'm sure some others don't do as good a job, and we need to do a better job being visible to recognize when Detail Officers aren't doing what they should be doing, that we explain to them what they are. But I think for the most part you'll find that our Details are pretty good. But obviously in Inman Square especially, we need to stay on top of that 'cause I don't know why those Officers were talking. They (sic) may have been a good reason, but obviously that's a difficult picture if you don't know all the circumstances. So I think one thing is clear message that I've heard is we need to do a better job looking at people on Details to make sure no matter who they are, they're doing it to the best of their ability. And I don't think that's an unreasonable request, and I think we will continue to do that. But I do think we spend a lotta time to make sure the projects are safe. The other thing I think I'm hearing is and again, I know how hard Public Works and Traffic work but we probably need to go back when these sites are being shut down and make sure, and I know it's a staffing issue, that everything's being shut down properly even more than we're currently doing, especially around Inman Square. So I think we do a good job when it comes to this stuff. I think it's clear that when it comes to Inman Square, we all need to step it up and, you know, if that's what we need to do based on the way we v- think... do things, I'm sure everyone can step up and make sure that we feel it's safe. It's well controlled because the pictures send the message and I think we need to recognize that. I think they l- they don't tell all the story, but how can we not have that message is somethin' that I think we need to come outta this Meeting with an even better game plan than we already have to address some of these concerns. And I think that would be the start. I would say rather than shutting anything down and hopefully that would be a positive s- you know, way of moving forward.

Craig Kelley: Councillor Zondervan.

Quinton Y. Zondervan: Sorry. Uh, thanks and - and certainly didn't mean to criticize the plans. I... I'm quite sure that you have very good plans in place. The challenge is execution. And my experience at my house the last year has not been a good one in terms of execution. So and, you know, I - I hear similar concerns from Councillor Kelley's experience. So, you know, the p- the plans can be perfect, but if they're not being followed and there's no accountability to make sure that they're being followed until there's a big problem, then people will take shortcuts, and we don't get quite the results that - that we're looking for. So I don't have the answers either, but, uh, I - I am frustrated by the way these projects are being managed and, you know, it's great that n- n- nobody's gotten seriously hurt, but it could still happen if we're not taking care. And this particular Contractor has been a problem in - in Somerville and we know that. So we have to be extra careful, uh, with this Project.

Craig Kelley: Madam Vice Mayor.

Jan Devereux: I just, I mean, I don't know what was happening with signage and cones and so forth 150 yards back from where this photo took... was taken. But maybe something we could try particularly for Hampshire Street where we know there's gonna be large numbers of bikes and all of them are going to be trying to merge, is further back from wherever the stoplight is or wherever this sort of backup is, start having digital signs that tell Bicyclists sort of the way they do in - in the Ted Williams Tunnel that the lane is going to end. So, like, give them lots of notice, lane will end, you know, m- start taking full lane now so that, I mean, we m- it - it isn't good for really for a Cyclist to try to go past all of the cars until they get to the point where they - they literally have no room. That's not really a smart way to operate, but I can see how you might do that if you just sort of didn't realize you were gonna run out of lane. So if you get a lot of signage and you start training people to start taking that lane sooner, maybe we won't get ourselves into situations like this, and maybe some of the Police Details could actually be positioned further back and, like, start telling people to do that. I don't know. It's just a thought. I'll get out there when... I'll be f- I'll have a lot of free time come January 1st, and so you can press me into service.

Craig Kelley: We - we all might have...

Jan Devereux: Just don't tell your bargaining people.

Craig Kelley: ...a lot of free time. Um, I - I d- actually I - I wrote down Councillor Zondervan's throwing people to the wolves 'cause honestly that's what I feel we're doing, um, many ways. That in merge is horrible. The m- and any w- any Cyclist who has tried to take the full lane and had an annoyed Driver cut them off... cut them too closely which has happened to me, and I've been hit by the mirror of the car that thinks that for whatever reason, they don't have to wait behind me, those are real things. And those would be less real things if we had Detail Officers at the start. I mean, I... arguably I wouldn't have Detail Officers at all. I'd use Flagmen. But I guess that's a contractual issue. But if we're gonna have them, put them where they can really use their authority to make people safe. I don't care who they have to talk to. I care that they keep me kids and everyone

else safe as the traffic flow merges. So, that I - I think we have a lotta work to do here. I think this isn't the only place where we have a lotta work to do, but this one's major. And I think we have a winter to do it in. And, uh, I don't know who will be around in January but I'm happy whether or I'm around not to be part of... me and Jan will - be out there. Um, 'cause it... it's not fun. It's really not fun when your kid gets hurt because someone else was stupid and careless and not properly supervised. And that's where I'm starting from and that's where I'm ending, and I'm saying right now, there's not... right now, it's not acceptable and I honestly heard a lot of answers I did not think were - were acceptable, and I look forward to rejoining this conversation sometime in the winter or early spring. I love you all but this one, I'm not happy about. Any closing comments? and my be

Louis A. DePasquale: Uh, I would just close with, say, we heard you and now let's see what we can do about it.

Craig Kelley: Okay, on that note, uh, thank you all for coming and have a great rest of the afternoon. I had one last question. Kathy, real quick. How often does sweet - street sweeping happen?

Kathy Watkins: So, street sweeping, I mean, the standard is once a month. If there's a particular operation, we will have the Contractor do supplemental street sweeping but the standard street sweeping remains in place.

Craig Kelley: Okay.

CERTIFICATION

I, Cynthia Hepburn, a transcriber for Intellectix, 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 2nd day of October 2024.

Cynthia Hepburn

The Public Safety Committee will conduct a public hearing on Inman Square safety and construction management.

1. A communication was received from Kathy Watkins, Assistant Commissioner for Engineering, regarding Inman Square Safety

RESULT:	PLACED ON FILE
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2. A communication was received from Councillor Craig Kelley, regarding Inman Square safety.

RESULT:	PLACED ON FILE
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3. A communication was received from Sara Mae Berman, 23 Fayette Street, regarding Inman Square Safety

RESULT:	PLACED ON FILE
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