

# GETTING AROUND CAMBRIDGE

COMMUTING  
FOR HEALTH

BUS  
PRIORITY

SAFE ROUTES  
TO SCHOOL

2018

# PARTICIPATORY BUDGETING IS BACK!



## How would YOU spend \$900,000 of the City's FY20 capital budget?

Tell us what kinds of capital projects you would invest in!

[pb.cambridgema.gov](http://pb.cambridgema.gov)

Submit ideas through  
**July 31, 2018**  
online or by contacting the  
Budget Office:

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## PARK(ing) Day 2018 Friday, September 21, 2018

Turn a parking space into a community park for the day!

Learn more at  
[Cambridgema.gov/parkingday](http://Cambridgema.gov/parkingday)



## On the Horizon New Parks in East Cambridge



Binney Street Park  
Rogers Street Park\*  
Triangle Street Park

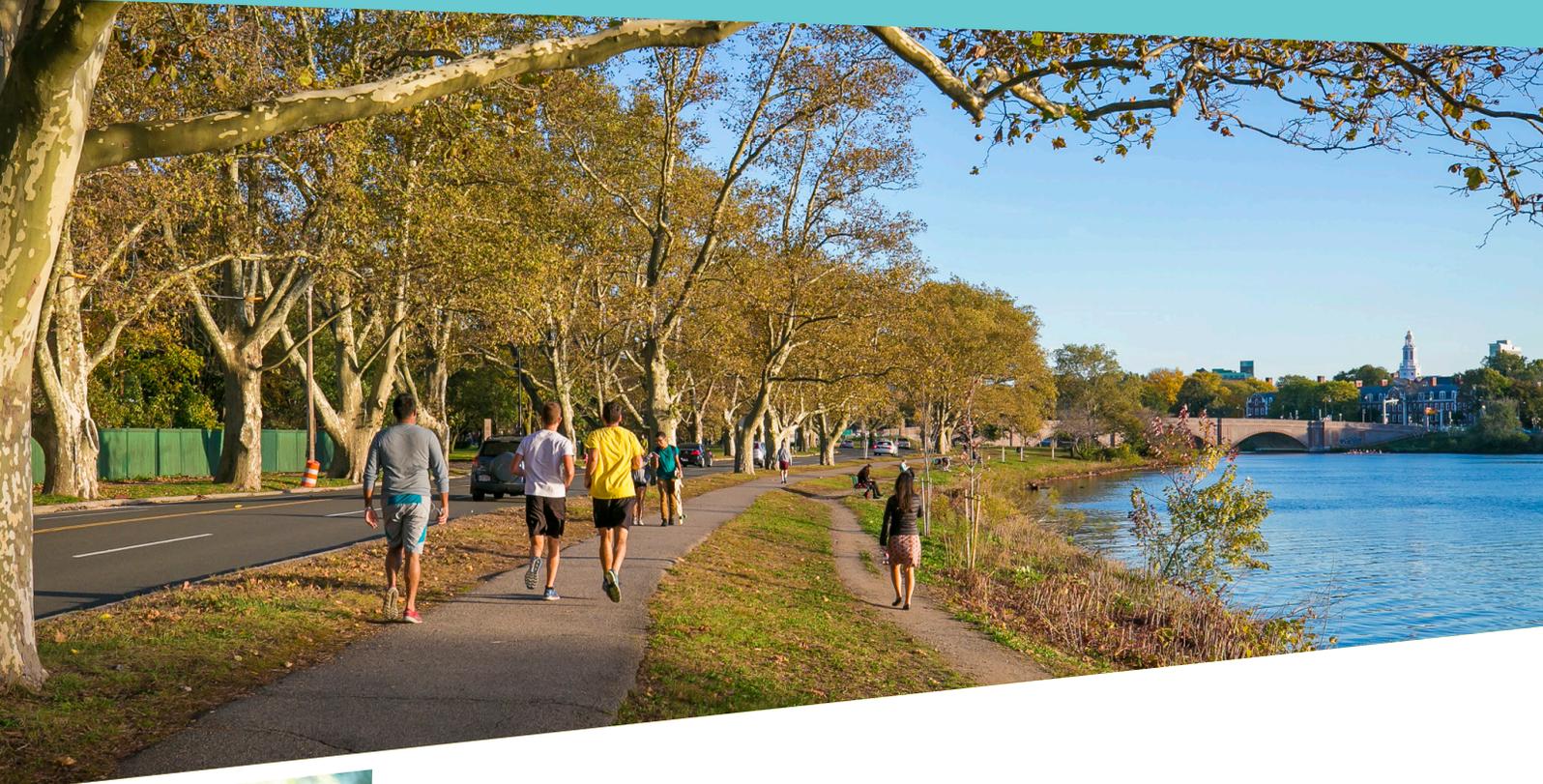


*\*to be dedicated to Councillor Timothy J. Toomey, Jr. upon completion*

Learn more at [www.cambridgema.gov/kendallopenspace](http://www.cambridgema.gov/kendallopenspace)

2018

# GETTING AROUND CAMBRIDGE



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Photo, top, by Kyle Klein. Photo, left, Kelly Davidson.



**City Manager:**  
Louis A. DePasquale

**Deputy City Manager:**  
Lisa C. Peterson

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Timothy J. Toomey, Jr.  
Quinton Y. Zondervan

*Photo by Kyle Klein.*

## Welcome to the second issue of Getting Around Cambridge magazine.

Cambridge has a long history of promoting safe and sustainable transportation, and we're excited to highlight some of the city's transportation resources, as well as our latest transportation milestones and initiatives, in this issue of the magazine.

The following pages have helpful information for all Cambridge residents, from students to seniors. You can learn about our Safe Routes to School program, which was recently expanded to include all 2nd and 6th grade students in the Cambridge Public School system, and read an interview with Miles Taylor, a CRLS student with a passion for public transit.

Seniors can find out how they can qualify for discounted MBTA passes and rides to medical appointments and grocery stores. Residents and visitors of all ages will enjoy the local walking highlights suggested by the Cambridge Pedestrian Committee - a great way to explore the city and stay active this summer.

Finally, thanks to grant funding from the Barr Foundation, Cambridge is in the process of implementing bus priority improvements along Mt. Auburn Street and is planning for the implementation of the city's first dedicated bus lanes. In these pages, you will learn more about Cambridge's mission to create a comprehensive, efficient, safe, and sustainable transportation network, and you'll find an update on the latest Vision Zero efforts to make city streets safe for people of all ages and abilities.

Whether you choose to walk, bike, take transit, or drive, I hope that this magazine inspires you to have fun and be safe as you are getting around Cambridge.

Sincerely,

Louis A. DePasquale  
City Manager



**(L) Susanne Rasmussen**  
 Director of Environmental  
 and Transportation Planning

**(R) Iram Farooq**  
 Assistant City Manager for  
 Community Development

**PUBLISHER** Banks Publications

**EDITOR** Cambridge Community Development Department

**ART DIRECTOR / DESIGNER** Nicolle Renick

**CONTRIBUTORS**

**CITY OF CAMBRIDGE:**

- City Manager's Office
- Commission for Persons with Disabilities
- Community Development Department
- Council on Aging
- Department of Human Service Programs
- Department of Public Works
- Pedestrian Committee
- Police Department
- Public Health Department
- Public Schools
- Traffic, Parking and Transportation

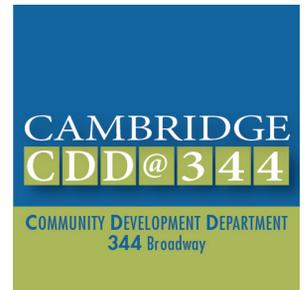
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**CITY OF CAMBRIDGE**

- @CambridgeMA.gov
- @CambMA

**COMMUNITY DEVELOPMENT DEPARTMENT**

- @CDDat344
- @CDDat344
- @CDDat344



**DID YOU KNOW?**

**D**id you know that Hubway has changed to **Blue Bikes**? Thanks to a sponsorship from Blue Cross Blue Shield of Massachusetts, we are able to expand the bike share program from 1,800 bikes to 3,000!  
[www.cambridgema.gov/BikeShare](http://www.cambridgema.gov/BikeShare)



# An Interview with **MILES TAYLOR**

BY: HELINA MEKONNEN AND FATIMA AKTER, CRLS  
STUDENTS AND PEDESTRIAN COMMITTEE MEMBERS





### Why are you so interested in transit?

I've found that I really like the way [transit] networks interact with each other. The most interesting part for me is the collection of routes and schedules and how it all works together. I try to find any sorts of errors in these systems, [and try] to make everything as efficient as possible, which is what I do on my blog. When I was around 4, my dad and I set a goal for ourselves to ride the whole subway system. It took a while to do, but that whole experience of going out to the ends of the lines and seeing what was out there made me love riding the trains.

### What made you decide to start a blog about the MBTA?

When I was 11, I started to collect bus schedules, and once I got my hands on a full system map, I wanted to memorize the whole thing. I remember poring over it for hours on end trying to figure out where each route goes! As for the blog, there was an existing blog called (T)he Adventure that was doing something similar.

From the moment I discovered it, I remember just reading through all his posts over and over and thinking that I wanted to do the same thing. Once I turned 13, my parents let me get an email address, so I could actually start a blog. I never thought it would get as big as it did or that I would actually finish the whole MBTA, but it's been a fantastic experience!

### You competed in the 2018 Glocal Challenge, which challenges CRLS students to solve a local problem with global implications. This year's focus was improving

### sustainable transportation in Cambridge by 2020. What was your project about?

We were originally going for an idea involving schedule improvements and reconfiguring of bus routes to improve the #1 bus. But we thought about it and it wasn't a very creative idea. It wasn't a very "Glocal" idea. We thought about it, and we settled upon the idea of putting used iPads in the windows of small businesses that show bus arrival times to passersby on the street. This is helpful in multiple ways. It reduces the high cost of putting a bus tracker outside. It benefits transit users for a low cost. It will hopefully get some people to start riding the bus (to know that it exists). And it will benefit small businesses. We hope that it will reinforce the idea that transit is a big driver towards small businesses. It is an idea that is beneficial to more kinds of people.

### How do you get to school?

I take the 83 bus to the Red Line, usually. If I'm feeling adventurous, I'll brave the 77.

### Is there any advice you have for Cambridge residents about public transit?

People complain about the T a lot, I don't exclude myself from that, but it's important to appreciate what we have. Cambridge and the surrounding area is blessed with a generally fast and frequent subway system, a huge comprehensive network of bus routes that feed into it, and a commuter rail system that has decent off-peak and weekend service, even though it's designed for rush hour travel.

So many cities around the country have developed around the car, making transit far more difficult to implement. But here in Massachusetts, we grew up before the car and it shows in our transit network. Sure, the Red Line seems to experience delays every single day and the bus system can be really unreliable sometimes, but be thankful that it's all there. We could have it a heck of a lot worse.

Follow Miles at [milesonthembta.blogspot.com](http://milesonthembta.blogspot.com)

Miles Taylor is a member of one the 2018 Glocal Challenge winning teams! Follow his progress at [cambridgema.gov/glocal](http://cambridgema.gov/glocal)



# DID YOU KNOW?

There are committees, made up of residents, community members, and City staff, devoted to enhancing sustainable transportation in Cambridge, including:



## THE PEDESTRIAN COMMITTEE

works to promote walking and to help create a more comfortable, safe, and pleasant environment for walking in Cambridge. It advises on the design of roadway projects and policies related to traffic calming, traffic signals, and sidewalk design.



## THE BICYCLE COMMITTEE

works to improve conditions for bicyclists and promotes bicycling as a means of transportation by organizing public events, reviewing plans for road construction and proposed development projects, working on bicycle network planning, and more.



## THE TRANSIT COMMITTEE

guides City positions and policies regarding long term sustainable funding for transit, transit expansion, service planning for modification or expansion of bus routes, and service reliability and improvements, including ways to better design our street network to prioritize bus transit.



  
**Cambridge  
in Motion**  
Eat health . i II.

# COMMUTING

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# FOR YOUR HEALTH

BY: CAMBRIDGE PUBLIC HEALTH DEPARTMENT

**D**o you have trouble fitting exercise into your day? You're not alone. Only one in five American adults gets 22 minutes of moderate physical activity each day. For high school students whose brains depend on physical activity to do well in school, only 30% get at least 60 minutes of daily physical activity. As many Cantabrigians have already discovered, there is a cost-effective, simple way to get your daily cardio workout: your commute.

Walking, biking, or taking public transit are all forms of "active transportation" - transportation that involves physical activity - and it's no surprise that all of these modes have a positive impact on health: Biking 20 miles a week can reduce the risk of heart disease by 50%, and train commuters, who typically walk to and from stations, are four times more likely to reach the recommended 10,000 daily steps than car commuters.

Active transportation not only benefits physical health; it can also have a positive effect on mental health. People who commute by public transit or bicycle report significantly lower levels of stress than those who drive.

Jeffrey Ashe, 76, who has been commuting by bike in Cambridge for over 35 years, agrees. "It is always a joy to hop on my bike," said Ashe. "Riding my bike is an exercise in mindfulness and gives me a sense of accomplishment." When not on his bike, Ashe frequently opts for public transit, noting that it is less stressful and less expensive than driving his own car.

Active transit can also decrease daily stress for people with mobility issues by providing them with access to programs that can connect them with medical services, education opportunities, and social activities (*see p. 22 for information about Cambridge's Door to Door program*). Living in walkable neighborhoods is also associated with reduced symptoms of depression, due in large part to increased physical activity and social ties.

As the number of people who use active transportation grows, so does the positive health impact on the entire community. Increased use of active transportation leads to safer streets with fewer traffic fatalities than in car-dependent communities. It can also improve air quality, since motor vehicles contribute approximately 50% of the air pollution in urban areas.

In a city like Cambridge, there are lots of options for active transportation. As you move through the day, give extra consideration to how you move yourself and the impact it has on your health and the health of those around you. Heading to the grocery store a couple of squares away? Try ditching the car and getting in an extra 15 minutes of walking. Stopping by the Porter Square Shopping Center on a Saturday? Walk to the bus stop to give yourself a few more steps. No gym membership for spin class? Head on over to Fresh Pond for a few laps!

# WALK THIS WAY:

## Cambridge's New and Improved Pedestrian Spaces

BY: DEBBY GALEF, SEAN PEIRCE, AND JOHANNA PITTMAN,  
CAMBRIDGE PEDESTRIAN COMMITTEE MEMBERS

**T**he Pedestrian Committee advocates for and advises the City on projects and policies intended to make Cambridge a safer, more accessible, and engaging place to walk. Here's a list of recent projects the committee agrees have really hit stride. Explore them this summer!



### Cambridge Common

**B**efore the 2016 redesign of historic Cambridge Common, uneven walking surfaces were hazardous and slick in rain and snow. Poor lighting made the park uninviting to cross at night and minimal crosswalks made it difficult to enter the park at any time of day. The new asphalt paths with granite edging are attractive, accessible, and safe. More lighting brings greater security and added, realigned paths and crosswalks better serve heavy foot traffic to and from Harvard Square. On a bike? A new path across Flagstaff Park makes it safer and easier for people to bike from the Common over to Cambridge Street, Broadway, or Harvard Yard!



## Grand Junction Segment at Galileo Way

**C**ambridge is a dense and developed city, so more ambitious visions for pedestrian access require dedication, creativity, and partnership. Enter the Grand Junction Greenway: a planned multi-use path, running alongside train tracks from the Boston University Bridge to the Somerville line, that will connect neighborhoods across the city. In 2016, the Cambridge Redevelopment Authority oversaw the completion of the first segment of the pathway between Broadway and Main Street, proving that if there's a will, there's a greenway.

*Photo by Molly Akin.*



## Fern Street

**S**piraling off of Concord Ave., Fern Street creates a safe passage for students traveling to the nearby Tobin and Vassal Lane schools from Danehy Park and the surrounding neighborhoods. Fern Street's whimsical, multi-use path adds visual dynamics to an otherwise nondescript streetscape and prioritizes foot traffic. Connecting Danehy Park to another foot-travelers' favorite spot, Fresh Pond Reservation, Fern Street will remind you that a path can be a route to fun.

## Helping People Cross the Street

**F**or years, a missing crosswalk and a long traffic signal tested pedestrian patience at the busy Mass. Ave. intersection of Wendell and Shepard Streets and led to unsafe foot traffic. Now, a concurrent signal for pedestrian traffic allows people on foot to cross Mass. Ave. at the same time as vehicles, but with a 5-second head start; this walking advantage is known as a "Leading Pedestrian Interval". With a shorter wait-time and a new crosswalk on the intersection's north side, walkers are encouraged to cross Mass. Ave. safely. These small changes have made this spot easier to navigate and negotiate for people biking, taking transit, or driving.

*Photo, top, courtesy of Cambridge Arts.  
Photo, bottom, by Gretchen Ertl.*





# SNOW SAFETY

**W**inter is a distant memory, but the Department of Public Works clears **125 miles of roadways** and nearly **25 miles of sidewalks and pedestrian paths** during the winter months. Remember to help the City, your disabled and elderly neighbors, and the entire community through the winter months by keeping your sidewalks, nearby fire hydrants, and catch basins free of snow and ice. It's the neighborly thing to do, and it's the law.

Property owners are responsible for clearing snow from sidewalks adjacent to their property or business **within 12 hours** after it stops falling in the daytime, and before 1 p.m. when it has fallen overnight. Remove or melt all ice **within 6 hours** of the time it forms. Paths on shoveled sidewalks must be a **minimum of 36 inches wide**, enough for wheelchairs, walkers, or strollers to pass through. Corner properties must also clear sidewalks on all sides and clear ramps at crosswalks.

**Low income residents who are elderly or have a disability may qualify for the City's Snow Exemption Program.** For more information, call the Cambridge Council on Aging, 617-349-6220 (voice) or 617-349-6050 (TTY). If you do not qualify, the Council on Aging can provide you with a limited list of professional snow removal companies and students who will shovel for a fee to be negotiated. **Learn more at [cambridgema.gov/snow](http://cambridgema.gov/snow).**

# Keeping Cambridge Streets Clean and Safe

BY: COMMISSION FOR PERSONS WITH DISABILITIES, DEPARTMENT OF PUBLIC WORKS



## Commonwealth Connect

Commonwealth Connect is your one-stop shop for reporting issues in Cambridge, such as potholes, broken streetlights, and unshoveled sidewalks. It can be used to inform the City of blocked bike lanes, park maintenance needs, missed recycling or compost pick-ups, and traffic, pedestrian or bike signal defects. Using Commonwealth Connect is easy. Simply go to [cambridgema.gov/CommonwealthConnect](http://cambridgema.gov/CommonwealthConnect) or download the free Commonwealth Connect app on iTunes or Google Play.

## Street Sweeping

In addition to improving the cleanliness and appearance of roadways, street cleaning also plays an important role in keeping local waterways clean. By sweeping up sand and other debris, catch basins are kept clean and can function efficiently. Street sweepers also help to remove particles and chemicals that get deposited on roadways by the wear and tear of vehicle parts, combustion, and leaking engine fluids, reducing a significant source of pollution to the Charles River and the Alewife Brook. **Learn more and find the sweeping schedule at [cambridgema.gov/streetcleaning](http://cambridgema.gov/streetcleaning).**



# BUS PRIORITY ON MT. AUBURN



**BY: COMMUNITY DEVELOPMENT  
DEPARTMENT AND TRAFFIC, PARKING  
AND TRANSPORTATION DEPARTMENT**

In December 2017, Cambridge, in partnership with Watertown, was awarded a community grant by the Barr Foundation to work with the Institute for Transportation and Development Policy (ITDP) to pilot bus priority improvements for routes 71 and 73 along Mt. Auburn Street between Belmont Street and Fresh Pond Parkway. This pilot will include the first dedicated bus lanes in Cambridge and new bike lanes where possible. It is an important step towards the citywide goal to create a comprehensive and sustainable transportation network.

## **What is bus priority?**

Bus priority includes various techniques, like dedicated bus lanes and signal priority (giving more green light time to buses), that allow buses to get around and through traffic congestion more efficiently. Buses carry people more sustainably and affordably than privately owned cars - in fact, on busy routes like Mt. Auburn Street, 20 MBTA buses are carrying more people than 500 cars! Bus priority improves reliability for bus commuters and encourages sustainable

transportation. It also makes streets safer for people traveling by all modes - a core part of the City's Vision Zero commitment.

## **Why Mt. Auburn Street?**

A 2014 analysis of MBTA data showed that the corridor is one of the worst locations for MBTA bus delays and unreliability in Cambridge. During the morning rush hour, more than half of the people traveling on Mt. Auburn Street between Brattle Street and Fresh Pond Parkway are MBTA bus riders, and many more people commute to Mt. Auburn Hospital and athenahealth through company shuttles. The priority bus lanes will also be available to the company shuttles, creating a faster trip for the majority of people using the corridor.

## **What happens during the pilot?**

The pilot is the first step towards implementing a long-term plan for the corridor. It will use temporary materials, like paint and cones, to try out a new design without any major construction. On Mt. Auburn Street, red paint will be used to create lanes dedicated to buses, and the rest of the lane striping will

be changed slightly to fit bicycle lanes where possible. Police will be enforcing the bus-only lanes. Signal equipment will also be upgraded to enable signal priority for buses and the signal timing will be coordinated and improved for all people traveling on Mt. Auburn Street.

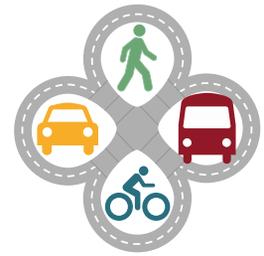
## **How will travelers be affected?**

The bus-only lanes and signal improvements will cut minutes off the travel time for Mt. Auburn Hospital and athenahealth shuttle riders and the 12,000 MBTA bus riders who use the corridor every weekday, particularly during the morning rush hour. Ambulances, fire trucks, other emergency vehicles, and people biking will also be able to use the lanes. This demonstration will coincide with the Department of Conservation & Recreation's improvements to the Fresh Pond Parkway and Coolidge Avenue intersections, making trips on this part of Mt. Auburn Street a little quicker for everyone while giving extra priority to the buses and shuttles.

**[Cambridgema.gov/  
MtAuburnBusPriority](http://Cambridgema.gov/MtAuburnBusPriority)**

# STREET CODE

## Rules and Etiquette for Getting There Together



City of Cambridge, MA • 2018

### WATCH FOR PEOPLE

Intersections and crosswalks are full of activity. Be alert when approaching an intersection or crosswalk and watch out for **people!**

**People walking** in the crosswalk should watch for **people biking** as they can move faster than motor vehicles in heavy traffic.

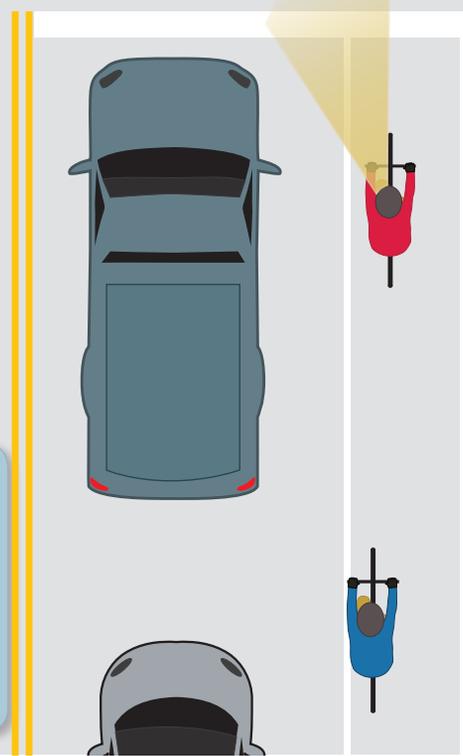
**People driving** must stop at the stop line to allow pedestrians and cyclists to cross the intersection safely.



**People biking** should **slow down** when approaching crosswalks.



**People driving** and **biking** must yield to **people walking** in crosswalks. Never pass a vehicle that is stopped at a crosswalk —it's dangerous and illegal.



Be patient. We will all get to where we need to be. Let's get there alive and uninjured!

Always yield to pedestrians.



Please. Put down your phone.





## RULES OF THE ROAD

### PEOPLE DRIVING

- Must **stop** at red lights and stop signs.
- Must **yield** to people in crosswalks.
- Must **not travel, park, or stop** in a bike lane.
- Must stop behind the crosswalk and bike box **even if empty**.
- Must **yield** (when turning or parking) to people on bikes who are going straight.
- Must **never text and drive** — it's illegal and deadly!
- Must never pass another vehicle stopped at a crosswalk.
- Citywide speed limit is 25 mph unless otherwise marked.



### PEOPLE BIKING

- Must **stop** at red lights and stop signs.
- Must **yield** to people in crosswalks.
- May use the **full lane** anywhere, any time, and on any street (except limited access highways) **even if there is a bike lane**.
- If 16 or younger, must **wear a helmet**.
- Must use **front lights** and **rear reflectors** between dusk and dawn.
- May **not** ride on the **sidewalk** in designated business districts.
- May pass vehicles on the right and move to the front of the intersection at stop lights, but should use caution.
- Must bike in the **same direction** as traffic unless otherwise marked or signed.
- May **not** wear headphones or earbuds in both ears while biking.
- Don't text and bike. Hands on your bike and eyes on the road.



### PEOPLE WALKING

- Should be mindful of the flow of traffic and, where available, use the crosswalk and wait for the pedestrian signal.



### PEOPLE USING PUBLIC TRANSIT

- Must give up seats labeled **Priority Seating**, as required by federal law, if someone who is pregnant, elderly, or disabled needs to sit down.
- Should exit through the **back** of the bus when possible.

## DOORS ARE DANGEROUS

Vehicle doors pose a very serious threat to people biking. Look before opening a car door — it could save someone's life.

**People driving** or riding in cars, trucks, taxis, or any other motor vehicle with a door:

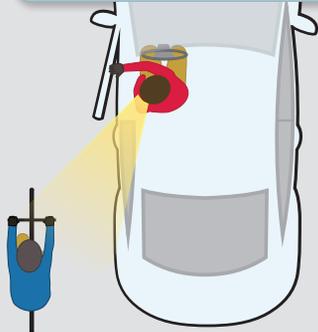
1 Check your rear-view mirror.



2 Check your side-view mirror.

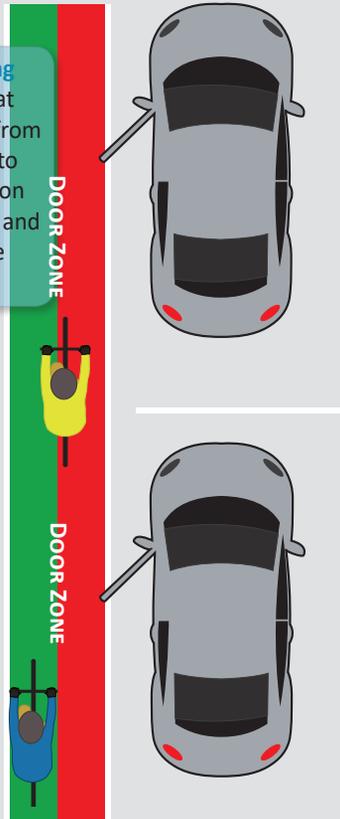


3 Open the door with your far hand. The "Dutch Reach" forces your body to turn, making it a habit to look for bicyclists.

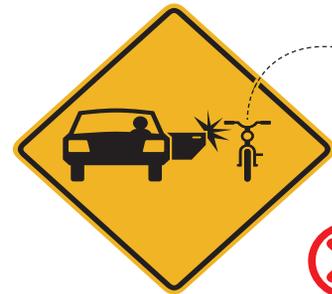


**People biking** should ride outside of the "door zone."

**People biking** should ride at least 3 feet from parked cars to avoid doors on streets **with** and **without** bike lanes.

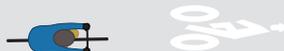
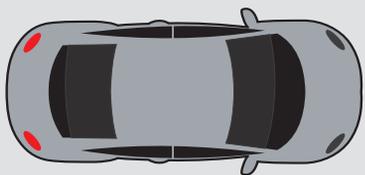


Look for people biking before turning or opening your door.

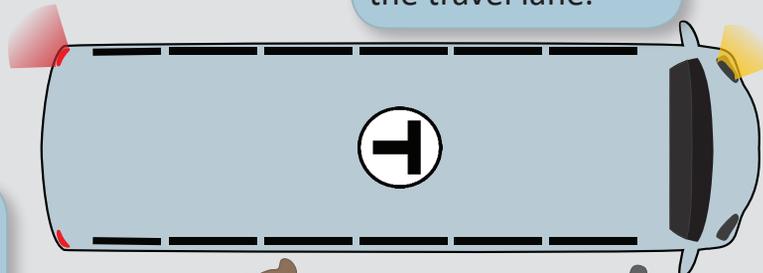


**Everyone** should be careful around buses. Expect buses to stop frequently.

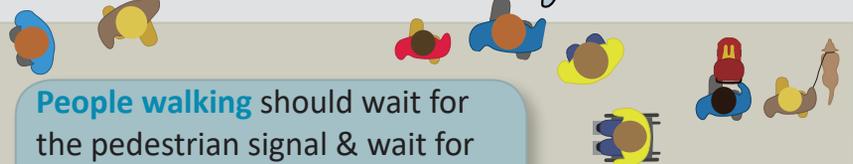
## BE CAREFUL AROUND BUSES



**People driving & biking** should leave enough space for buses to re-enter the travel lane.



**People biking** should not try to squeeze by on the right - watch for people exiting the bus. Wait & let buses re-enter the travel lane.



**People walking** should wait for the pedestrian signal & wait for the bus to leave before crossing.

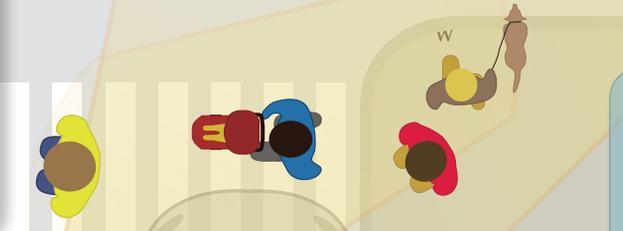
# INTERSECTION SAFETY

People-friendly cities are walkable, bikeable, and full of activity. In residential areas or business districts parked cars can block your view at intersections. Be mindful: **slow down** and **double check** before going through an intersection.

**People driving** should stop behind the line. Assume that a cyclist is approaching. Carefully inch forward until you can see that it's clear.

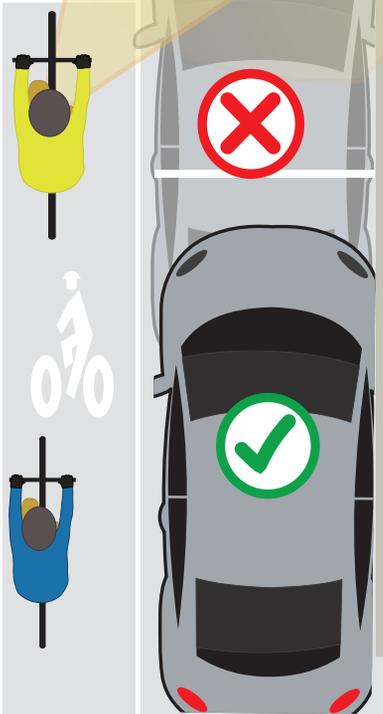


**People biking** should assume the person driving cannot see them. **Slow down** and try to make **eye contact** with the driver.



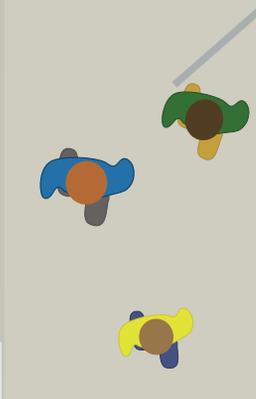
**People walking** should cross in the crosswalks where they are expected and can be seen. Try to make **eye contact** with drivers and bicyclists before crossing.

Pay attention to the **person biking** ahead of you. Give them plenty of space at intersections.



**People driving** should never pull over, stop, or park next to the crosswalk — it's illegal and it blocks people's views at intersections.

**Always** park within the designated parking space.



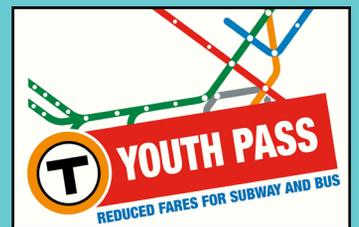
# DRIVING IN CAMBRIDGE? CONSIDER GOING ELECTRIC!

BY: COMMUNITY DEVELOPMENT DEPARTMENT

**D**o you need a car but want a more environmentally friendly option? Electric Vehicles (EVs) provide the same convenience as regular cars, but they are powered by batteries, solar panels, or an electric generator that converts fuel to electricity. Cambridge is committed to combating climate change, and EVs are an important part of this mission because they reduce greenhouse gas emissions and air pollution.

In a dense urban community like ours, not everyone has access to driveways or garages. The City is committed to making sure that EV owners have access to power stations, with over thirty public stations currently available throughout Cambridge, including 24-hour stations at First Street Garage on Spring Street and City Lot #5 on Bishop Allen Drive, between Norfolk and Douglass Streets. All City-owned charging stations cost \$1.25 per hour.

Organizations like Drive Green with Mass Energy offer incentives to EV buyers, including state tax rebates. EVs come in all shapes and sizes, from sedans to SUVs, and most dealerships offer all-electric or hybrid models. Cambridge is a proud participant in the State's MOR-EV program, and Cambridge residents have received 166 EV rebates since its inception in 2014. **Learn more at [mor-ev.org](http://mor-ev.org).**



## DISCOUNTED YOUTH T PASS PROGRAM LAUNCHED

**I**n 2017, the City partnered with the MBTA to pilot a discounted Youth Pass program for income-eligible young adults residing in Cambridge who receive at least one public benefit and are aged 19-25. Eligible participants pay \$30 per month for unlimited subway and local bus access, or 50% fare per ride. Passes can be refilled at any MBTA vending machine. This year's passes will be active through October 31, 2018, and participants can reapply for ensuing years. **To apply online, visit [Cambridgema.gov/YouthTPass](http://Cambridgema.gov/YouthTPass)**



**BY: COMMUNITY DEVELOPMENT DEPARTMENT, TRAFFIC, PARKING & TRANSPORTATION DEPARTMENT**

**W**hether you walk, bike, ride the MBTA, or drive in Cambridge, chances are you have come across the new separated bike lanes throughout the city. As part of our Vision Zero program, which focuses on eliminating all traffic fatalities and serious injuries, and our continuing work to create complete streets, our planners, engineers, and operations crews design and install separated bike lanes to give all people safe, equitable, and sustainable access to Cambridge.

A separated bike lane provides physical demarcation between people biking and those driving. The separation can be a simple buffer zone with white paint and flexible vertical posts (bollards), parked cars, and other vertical elements. That division can also be made by raising the bike lane to sidewalk level. By reducing the risk of collisions between people biking and car doors, also known as “dooring,”

separated bike lanes provide a higher level of safety and comfort for riders of all ages and abilities.

Separated bike lanes can create narrower travel lanes, which results in lower motor vehicle speeds and shorter crossing distances for people walking. Many drivers report feeling more comfortable when they know where to expect bicyclists on the road. These lanes encourage the use of sustainable transportation modes, helping reduce air pollution and road congestion.

These benefits align directly with many of the City’s key initiatives, including the Vision Zero strategy, while increasing safe, healthy, and equitable mobility for all. For many people, having separated bike lanes is the deciding factor in enabling them to ride. During outreach for the Cambridge Bicycle Network Plan in 2015, over 90% of respondents to a community survey identified separated bicycle lanes as the most important bicycle improvement that should be made in Cambridge.

In 2017, the City installed three major separated bike lanes. The separated lanes were built in locations that have high numbers of people riding, walking, biking, and driving: Cambridge Street

from Inman Square to Quincy Street, Brattle Street from Mason Street to Eliot Street, and Massachusetts Avenue from Trowbridge Street to Bow Street.

In Cambridge, all major street projects are evaluated to determine how effective they are, and to see what lessons can be learned for the future. The initial data on our separated bike lanes show significant increases in the number of people bicycling on both Cambridge and Brattle Streets. Data also show that since the separated bike lanes were installed on Cambridge Street, 85% of vehicles on the street are traveling at or below 25 MPH, compared to 31 MPH prior to installation. Lowering speeds is one of the most important factors in improving road safety for all.

Further data collection and analysis, including additional counts and a follow-up parking study, will be done this spring and results will be shared when complete.

Going forward, we will continue to identify locations in need of safety improvements such as separated bike lanes, primarily based on the network laid out in the Cambridge Bicycle Plan. In doing so, we will continue to provide residents, workers, and visitors alike with safe transportation options.



# What is Vision Zero?

**BY: COMMUNITY DEVELOPMENT DEPARTMENT, TRAFFIC, PARKING & TRANSPORTATION DEPARTMENT**

**T**he Vision Zero approach is based on the acknowledgement that crashes are preventable and the idea that no traffic-related death or serious injury is acceptable. Vision Zero acknowledges that human beings will make mistakes, so we must have systems in place to ensure mistakes do not cause fatalities or serious injuries.

## What are some projects or initiatives that the City has implemented as part of the Vision Zero Strategy?

In March 2016, after the City Council's unanimous adoption of Vision Zero, Cambridge lowered the citywide speed limit to 25 MPH. The change, which took effect in November of 2016, was

intended to slow motorists down to provide a safer and more enjoyable transportation network for all users. Improved street design is an important component of Vision Zero: In 2017, separated bike facilities were installed on Cambridge Street, Brattle Street and Massachusetts Avenue, and a new bicycle signal and dedicated bicycle crossing were added on Massachusetts Avenue at the Linear Park path.

## What's Next for Vision Zero in Cambridge?

In 2018, The City will also focus on Porter Square and Inman Square intersection improvements. A Vision Zero Advisory Committee made up of Cambridge residents and representatives from local groups meet regularly with City staff to help guide progress and to ensure that work reflects the values and concerns of our community at large.

Photo, top, by Molly Akin. Photo, right, by Kyle Klein.



# DID YOU KNOW?

**T**he Cambridge Police and Traffic, Parking and Transportation Departments are committed to the enforcement of traffic rules and regulations, including bicycle lane violations. Motor vehicles are not permitted to travel (drive, stop or park) in bike lanes and are subject to a \$100 fine if they do so. In fact, the number of bicycle lane violation citations increased 51% in 2017 from 2016 (1,140 citations compared to 754 citations). Police and parking control officers will continue to enforce the City's traffic regulations to ensure the safety of all roadway users.

# Safe Routes to School

BY: COMMUNITY DEVELOPMENT DEPARTMENT

**T**he Cambridge Safe Routes to School program offers bicycle and pedestrian training to all second grade and sixth grade students in Cambridge Public Schools. The purpose of the training is to build bicycle and

pedestrian skills, help students navigate the city safely by foot or on wheels, teach them why walking and biking is good for themselves and the environment, and encourage walking and bicycling to school for those who wish to do so.

**T**he Cambridge Safe Routes to School (የኬምብሪጅ ወደ ት/ቤት መሄጃ አስተማማኝ መንገዶች) ፕሮግራም በኬምብሪጅ መንግሥት ትምህርት ቤቶች ውስጥ ላሉ የሁለተኛና ስድስተኛ ክፍል ተማሪዎች በሙሉ የብስክሌትና የእግረኛ ስልጠና የሚሰጥ ፕሮግራም ነው። የስልጠናው ዓላማ የብስክሌትና

የእግረኛ ችሎታ ማሳልበት፣ ተማሪዎች በእግር ወይም በተሽከርካሪ ሆነው ከተማ ውስጥ ደህንነቱ በተጠበቀ መንገድ እንዲንቀሳቀሱ ማድረግ፣ በእግር እና በብስክሌት መንቀሳቀስ ለአራሳቸውም ሆነ ለአካባቢው ለምን ጥሩ እንደሆነ ማስተማር፣ እንዲሁም ወደ ት/ቤት በእግር ወይም በብስክሌት መሄድ የሚፈልጉትን ማበረታታት ነው።

**E**l programa de Rutas Seguras a la Escuela (SRTS, por sus siglas en inglés) de Cambridge ofrece capacitación peatonal y sobre bicicletas a todos los estudiantes de segundo y sexto grado de las Escuelas Públicas de Cambridge.

El propósito de la capacitación es desarrollar aptitudes para peatones y ciclistas, ayudar a los estudiantes a recorrer la ciudad a pie o sobre ruedas de forma segura, enseñarles por qué caminar y andar en bicicleta los benefician a ellos y al

**L**e programme Safe Routes to School de Cambridge offre de former tous les écoliers des classes de CM1 et de sixième des écoles publiques de Cambridge sur la bicyclette et la marche à pied pour se rendre à

l'école. Cette formation est destinée à développer les aptitudes des écoliers souhaitant se rendre à l'école à pied ou à bicyclette, à les diriger en toute sécurité dans la ville, à leur enseigner que la marche et la bicyclette sont bénéfiques pour

**ክ**ላምቨርጅ ስክሎል ማዕረግ ስልጠና ለሁለተኛና ስድስተኛ ክፍል ተማሪዎች (Cambridge Safe Routes to School) ፕሮግራም በኬምብሪጅ መንግሥት ትምህርት ቤቶች ውስጥ ላሉ የሁለተኛና ስድስተኛ ክፍል ተማሪዎች በሙሉ የብስክሌትና የእግረኛ ስልጠና የሚሰጥ ፕሮግራም ነው። የስልጠናው ዓላማ የብስክሌትና

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**SAFE ROUTES TO SCHOOL**  
• CITY OF CAMBRIDGE •

**CPS**  
Cambridge Public Schools

Second grade students participate in a four-part bicycle and pedestrian safety unit. The pedestrian lessons teach students the importance of safe walking behaviors. Students learn how to safely walk on sidewalks, cross streets, and carefully navigate parking lots.

A bicycle safety lesson demonstrates correct helmet fit, proper biking clothing, the rules of the road, basic bike maintenance, and hand signals.

Students in sixth grade participate in an on-bike training with the goals of preparing students to ride their bikes



የሁለተኛ ክፍል ተማሪዎች አራት ክፍል ያለው የብስክሌትና የእግረኛ ደህንነት ትምህርት ውስጥ ይሳተፋሉ። የእግረኛ ትምህርቶቹ ደህንነቱ በተጠበቀ መንገድ መራመድ አስፈላጊ መሆኑን ያስተምራሉ። ተማሪዎች የእግረኛ መንገድ ላይ ደህንነቱ በተጠበቀ መንገድ መራመድ፣ መንገድ ሲያደርጡ መጠንቀቅና የመኪና ማቆሚያ ቦታዎች ላይ በጥንቃቄ መንቀሳቀስን

ይማራሉ። የብስክሌት ትምህርት ባርኔግ ወይም ሄልሜት በትክክል ማድረግ፣ ትክክለኛ የብስክሌት ልብስ፣ የመንገድ ሕጎች፣ መደበኛ የብስክሌት አጠጋገንና የእጅ ምልክቶችን ያስተምራል።

ስድስተኛ ክፍል ያሉ ተማሪዎች የኬምብሪጅ መንገዶች ላይ ብስክሌታቸውን መንዳት እንዲችሉና ወደ ትምህርት ቤት ነድተው መሄድ እንዲችሉ የሚያስችል

medioambiente, y alentar a aquellos que deseen ir caminando o en bicicleta a la escuela.

Los estudiantes de segundo grado participan de una unidad de cuatro partes sobre la seguridad peatonal y con la bicicleta. Las lecciones para

peatones les enseñan a los estudiantes la importancia de las conductas seguras al caminar. Los estudiantes aprenden a caminar de forma segura en las aceras, a cruzar las calles y a recorrer los aparcamientos con cuidado. Las lecciones de seguridad con la bicicleta



leur santé et l'environnement et à les encourager dans cette démarche.

Les écoliers de CM1 participent à un programme à quatre volets sur la sécurité à bicyclette et à pied. Les leçons s'adressant aux écoliers à pied enseignent l'importance

d'un comportement sécuritaire. Ils apprennent les mesures de sécurité pour marcher sur les trottoirs, traverser les rues et évoluer près des aires de stationnement. Une leçon de sécurité pour les écoliers à bicyclette indique le port approprié d'un casque et de

শখোনে ।, এবং যারা হাঁটে বা সাইকেলে চালিয়ে স্কুলে যাতায়াত করতে চায় তাদেরকে এই বিষয়ে উৎসাহিত করা।

দ্বিতীয় গ্রন্থেরে শিক্সারথীরা বাইসাইকেলে ও পায় হাঁটে চলাচলের নরিপত্তা সম্পন্নক চার-পন্নবরে একটা ইউনটি অংশগ্রহণ করে থাকে। পায় হাঁটার পাঠগুলো ।

শিক্সারথীদরেকে নরিপদে হাঁটার আচরণের গুরুত্ব সম্পন্নক শিক্সা দিয়ে। কতিবাবে নরিপদে ফুটপাতে হাঁটতে হয়, রাসতা পার হতে হয়, এবং পারকিং লটের মধ্য দিয়ে দখেশুন হাঁটতে হয় সে সম্পন্নক শিক্সারথীরা শখি থাকে। বাইসাইকেলের নরিপত্তা সংকরানত পাঠে দখোনে । হয় যে কতিবাবে সঠিকতিবাবে

on Cambridge streets and teaching them the skills needed to bike to school. Topics covered in this advanced training include: riding on roads with or without bike lanes, correctly positioning a bicycle on the road, avoiding being doored, developing intersection strategy, balancing at low speeds, locking your bicycle, and handling potholes or other

roadway obstructions.

Sixth grade students also receive written homework regarding bicycle safety and the rules of the road. This training culminates in a group bike ride on city streets to demonstrate and practice the bicycle skills learned. After renting bicycles in past years, the Safe Routes to School program has procured

a fleet of 30 children's bicycles so that all youth participants have a bike to use, regardless of whether they own one.

Both training classes will be offered to all Cambridge Public Schools through Physical Education classes over the school year. To find out more about the Safe Routes to School program, please visit [cambridgema.gov/saferoutes](http://cambridgema.gov/saferoutes). ●

በብስክሌት የሚሰጥ ስልጠና ይወስዳሉ። በዚህ ክፍተኛ ስልጠና ውስጥ የሚሸፈኑ ርእሶች የሚከተሉት ናቸው፡- ማከፋፈያ መስመር ያላቸውና የሌላቸው መንገዶች ላይ ብስክሌት መንዳት፣ መንገድ ላይ ትክክል የብስክሌት አቀማመጥ፣ በበር እንዳይመቱ መጠንቀቅ፣ የመስቀለኛ መንገዶች ስልት፣ በዝቅተኛ ፍጥነት ላይ ሚዛን መጠበቅ፣ ብስክሌትን መቆለፍ፣ እንዲሁም ኮሮኮንቸን ሌሎች መንገድ ላይ ሊኖሩ የሚችሉ መሰናከሎችን በጥንቃቄ ማስተናገድ።

በተጨማሪም የሰድስተኛ ክፍል ተማሪዎች የብስክሌት ደህንነትና የመንገድ ሕጎችን በተመለከተ የቤት ሥራ በጽሑፍ ይሰጣቸዋል። የተማሩትን ሁሉ በተግባር ለማሳየትና የለመለማመድ ይቻል ዘንድ የዚህ ስልጠና ማብቂያ ላይ በቡድን ሆነው የከተማ መንገዶች ላይ ይገዳሉ። የ Safe Routes to School ፕሮግራም ባለፉት ዓመታት ውስጥ ብስክሌት ሲከራይ ቆይቶ፣ ወጣት ተሳታፊዎች በሙሉ የግል ብስክሌት ቢኖራቸውም

ባይኖራቸውም በክፍሉ ውስጥ የሚጠቀሙት ብስክሌት እንዲኖራቸው በቅርቡ 30 የልጆች ብስክሌቶች ገዝቷል። ሁሉም የስልጠና ክፍሎች በሁሉም የኬምብሪጅ መንግሥት ትምህርት ቤቶች በኩል በስፖርት ክፍል አማካኝነት የምህርት ዘመን ወቅት ይሰጣሉ። ስለ Safe Routes to School ፕሮግራም በይበልጥ ለማወቅ እባክዎን የሚከተለውን ድረ ገጽ ይጎብኙ፡- [cambridgema.gov/saferoutes](http://cambridgema.gov/saferoutes). ●

enseñan sobre el uso correcto del casco, el equipo deportivo adecuado para andar en bicicleta, las reglas de tránsito, el mantenimiento básico de la bicicleta y las señales de mano apropiadas. Los estudiantes de sexto grado participan de una capacitación usando una bicicleta con el fin de prepararlos para que anden por las calles de

Cambridge y enseñarles las aptitudes necesarias para ir en bicicleta a la escuela. Los temas en esta capacitación avanzada incluyen: transitar por caminos con o sin carriles para bicicletas cómo, posicionar correctamente la bicicleta en la carretera, cómo evitar chocar contra las puertas de los autos, cómo desarrollar estrategias en intersecciones,

cómo equilibrio a baja velocidad, cómo asegurar la bicicleta, y cómo conducir ante la presencia de baches u otras obstrucciones en el camino. Los estudiantes de sexto grado también reciben tarea escrita sobre seguridad con la bicicleta y las reglas del tránsito. Esta capacitación culmina con un paseo grupal en bicicleta por las calles de

vêtements adaptés, les règles propres à la route, des conseils élémentaires d'entretien d'une bicyclette et les signaux de la main. Les élèves de classe de sixième participent à une formation pratique visant à les préparer à se rendre à l'école à bicyclette en empruntant les rues de Cambridge, et à leur enseigner

les aptitudes nécessaires. Cette formation avancée couvre les domaines suivants : circuler à bicyclette sur des routes équipées ou non de pistes cyclables, la position appropriée de la bicyclette sur la route, comment éviter l'ouverture d'une portière, la stratégie aux intersections, l'équilibre à faible vitesse, le verrouillage de la bicyclette et

comment aborder les nids-de-poule et autres obstacles sur la chaussée. Les élèves de classe de sixième reçoivent aussi des devoirs à faire à la maison sur la sécurité à bicyclette et les règles propres à la route. Au terme de cette formation, le groupe fera un tour à bicyclette dans les rues de la ville pour montrer et pratiquer les capacités

হলেমটে পরতে হয়, বাইসাইকেলে চালানো আর উপযুক্ত পোশাক, রাস্তার নয়িম-কানুন, বাইসাইকেলে রক্ষণাবেক্ষণ সংকরানত মৌলিক বিষয়সমূহ, ও হাত দিয়ে সংকতে দোয়া। ষষ্ঠ গরডেরে শিক্সারথীরা বাইসাইকেলে-আরে হনরে একটা প্রশিক্ষণে অংশগরহণ করে যার লক্ষ্য হলো ৷ শিক্সারথীদেরকে কয়ামবরজিরে রাস্তায় বাইসাইকেলে চালানো আর জন্য প্রসতুত করে তোলা এবং বাইসাইকেলে

করে স্কুলে যাতায়াতের জন্য তাদেরকে প্রময়ে জনীয় দক্ষতা শখনো ৷ এই উচ্চতর প্রশিক্ষণে অন্তর্ভুক্ত বিষয়বস্তুর মধ্যমে রয়েছে: বাইক লনে আছো বা নাই উভয় ধরনের রে ডো বাইসাইকেলে চালানো ৷, রাস্তায় বাইসাইকেলে চালানো আর সঠিক অবস্থান, কভিাবে গাড়রি থোলা দরজায় ধাককা খাওয়া এডানে ৷ যায়, কম গতবিগো ভারসাম্য রক্ষা করা, বাইসাইকেলে লক করা, এবং রাস্তার

গরত বা রাস্তার অন্যান্য প্রতবিন্ধকতা এডানে ৷। এছাড়াও ষষ্ঠ গরডেরে শিক্সারথীরা বাইসাইকেলে নরিাপততা এবং রাস্তার আইন-কানুন সমপ্রকো লখিতি হো মওয়ারক পয়ে থাকো। প্রশিক্ষণে শেষে প্রময়মে, বাইসাইকেলে সমপ্রকো শখো দক্ষতাগুলো ৷ ফুটুযি তোলা ও অনুশীলনেরে জন্য শহররে রাস্তাগুলো তো দলগতভাবে বাইসাইকেলে চালনা অনুষ্ঠতি হয়।



la ciudad para demostrar y practicar las aptitudes aprendidas. Tras haber alquilado bicicletas en años anteriores, el programa SRTS ha adquirido una flota de 30 bicicletas para niños, para que todos los jóvenes participantes tengan una bicicleta para usar aunque tengan una en casa.

Las dos clases de capacitación se ofrecerán a todos los alumnos de las Escuelas Públicas de Cambridge en las clases de educación física durante el año escolar. Para conocer más acerca del programa SRTS, visite el siguiente enlace: [cambridgema.gov/saferoutes](http://cambridgema.gov/saferoutes). ●

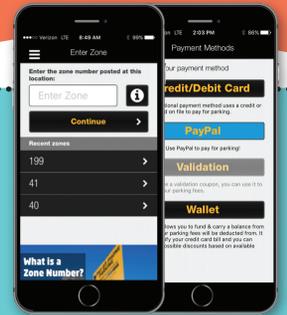
acquires. Ayant d'abord opté pour la location, le programme Safe Routes to School fournit à présent une flotte d'une trentaine de bicyclettes pour enfant afin que tous les jeunes participants puissent en bénéficier, qu'ils soient ou non propriétaires d'une bicyclette.

Pendant l'année scolaire, ces

deux cours de formation seront offerts par toutes les écoles publiques de Cambridge par le biais des cours d'éducation physique. Pour en savoir plus sur le programme Safe Routes to School, veuillez consulter [cambridgema.gov/saferoutes](http://cambridgema.gov/saferoutes). ●

আগরে বছরগুলো তে বাইসাইকেলে ভাড়া ন্যয়ার পর, 'স্কুলে যাওয়ার নরিপদ রাস্তা' করমসূচী শিশুদের জন্য 30টি বাইসাইকেলের একটি বহর করয় করছে, যাত অংশগরহণকারী প্রতটি শিশু ব্যবহারের জন্য একটি করে বাইসাইকেলে পয়ে থাকে, তাদের নজিসব বাইসাইকেলে থাকুক বা না থাকুক।

স্কুল বছরে শারীরকি শকিষা ক্লাসরে মাধ্যমে ক্যামব্রজিরে সরকারি স্কুলগুলো তে উভয় প্রশকিষণ ক্লাস অনুষ্ঠতি হবে। 'স্কুলে যাওয়ার নরিপদ রাস্তা' করমসূচী সম্পরক আরে 1 তথযরে জন্য, অনুগরহ করে [cambridgema.gov/saferoutes](http://cambridgema.gov/saferoutes) ওযবেসাইট দখনে। ●



## PAY BY PHONE PARKING

**D**id you know that you can use your smartphone to pay for metered parking across Cambridge? The Passport Parking program makes it possible for drivers in Cambridge to pay for parking with their cell phone at all on-street parking meters, as well as all off-street municipal parking lots. Simply download the Passport Parking App from the iTunes or Google Play store, enter your vehicle license plate information and link a credit/debit card. Parking zone numbers are displayed on meters and signs next to your parking spot.

**[Cambridgema.gov/PayByPhoneParking](http://Cambridgema.gov/PayByPhoneParking)**

# SUSTAINABLE TRANSPORTATION FOR Seniors



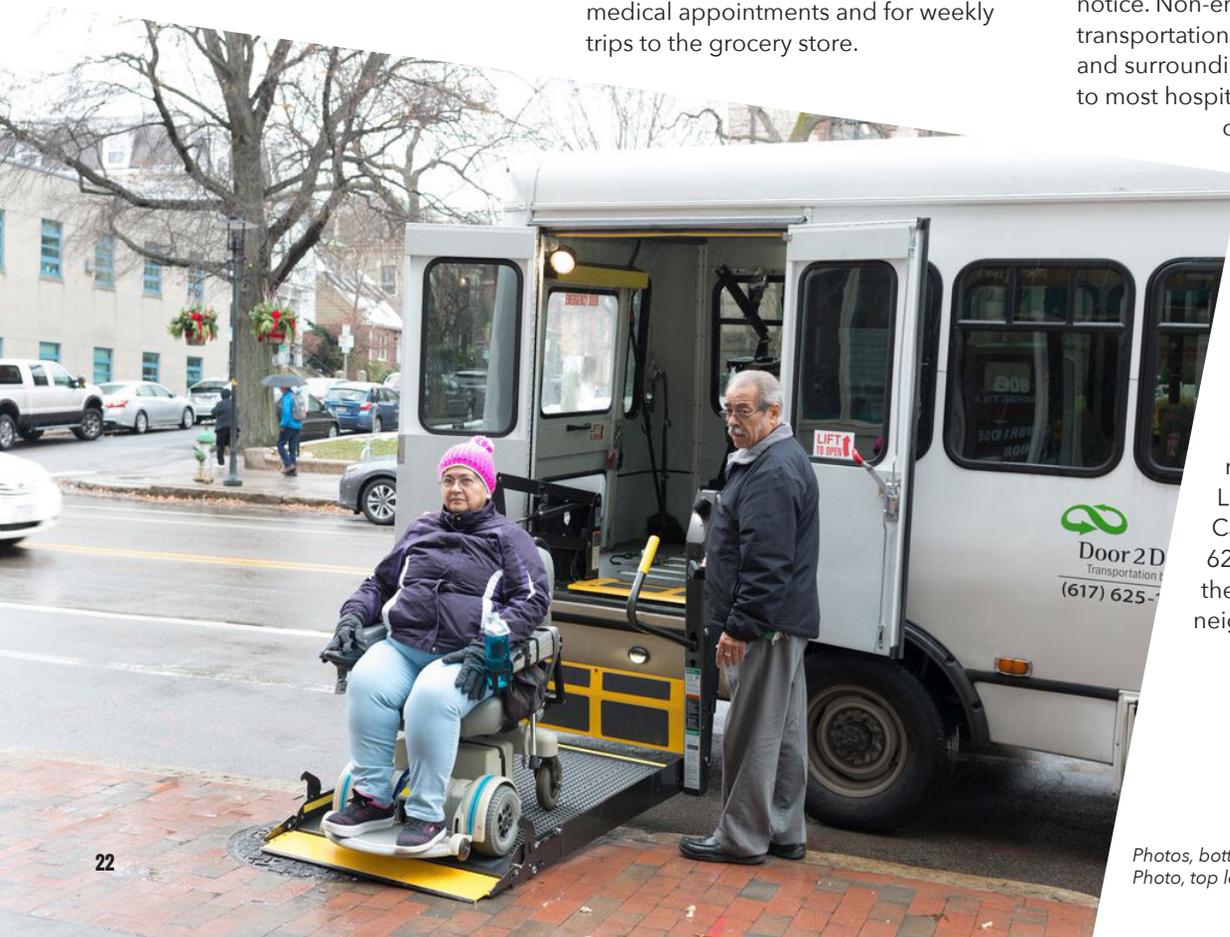
**BY: CAMBRIDGE COUNCIL  
ON AGING, COMMUNITY  
DEVELOPMENT DEPARTMENT**

## Door2Door

Transportation should be accessible for people of all ages and abilities. Residents who have a disability or are aged 60 years or older can call for door-to-door rides for local non-emergency medical appointments and for weekly trips to the grocery store.

Door2Door Transportation by SCM Transportation Inc. accepts reservations on a first-come, first-served basis. Reservations can be made up to two weeks in advance of trips or with a minimum of two business days' advance notice. Non-emergency medical transportation is provided to Cambridge and surrounding communities and to most hospitals and other medical destinations in Boston and Brookline. Door2Door also makes regular trips to grocery stores throughout Cambridge.

Door2Door service payment is donation-based, ranging from a recommended \$2 for a local ride to \$4 for rides to Boston or the Lahey Clinic in Burlington. Call Door2Door at 617-625-1191 to find out the schedule for your neighborhood.





## An Interview with Cambridge Cyclist **Jeanne Cronin**

### **MBTA Senior CharlieCard**

Cambridge seniors qualify for reduced-price MBTA passes! Use the Senior CharlieCard on the bus, subway, commuter rail, or ferry!

The Senior CharlieCard rates available to people 65 and older are:

- Bus - 85 cents per ride
- Train - \$1.10 per ride
- Ferry & Commuter Rail - 50% off

Senior CharlieCards can be requested at the CharlieCard Store located in Downtown Crossing or at a Senior CharlieCard registration event. The Cambridge Senior Center, Public Health Department, and CDD typically host two Senior CharlieCard registration events per year. You must present a picture ID and fill out a short form that the event coordinators will submit for verification.

The next event is just around the corner on July 20th from 12:00 PM to 3:00 PM at the Citywide Senior Center at 806 Massachusetts Avenue.

For more information, visit [www.mbta.com/fares/reduced/senior-charliecard](http://www.mbta.com/fares/reduced/senior-charliecard).

### **Why do you bike around Cambridge?**

I live in the heart of Cambridge, in Central Square. My favorite mode of travel is by bicycle. Bicycling is convenient and fast and, most of all, fun. In my experience Cambridge motorists are accustomed to sharing the road with bicyclists.

### **How else do you get around town?**

With comfortable shoes, two hiking poles, and a small backpack, I walk. To supplement walking I always have my Senior CharlieCard in my pocket. I am an enthusiastic supporter of public transportation, especially the T's bus system, and I rely on an app on my trusted smartphone that keeps me up-to-date and up-to-the-minute on the bus schedules and bus routes that I depend on.

### **Any advice for people who are looking to start biking in Cambridge?**

I would suggest checking out the City's Community Development Department. They offer great classes (all free!) such as an on-bike refresher course, basic bike maintenance, and a review of the rules of the road.

These classes were great confidence builders for me. I had not been bike riding in many years when I treated myself to a new bike seven years ago. I no longer keep a car! I find that cycling, walking and riding the T, supplemented with a ride-sharing app on my smartphone, keeps me mobile and well exercised.

Cambridge supports many great bike shops. When you buy a bike, also purchase a good lock, front and rear lights, and some high visibility clothing along with a properly fitting helmet. And have fun.

*For more information on free City of Cambridge bike workshops, visit [cambridgema.gov/BikeWorkshops](http://cambridgema.gov/BikeWorkshops).*

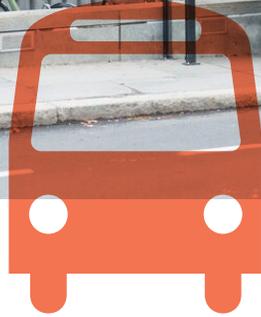
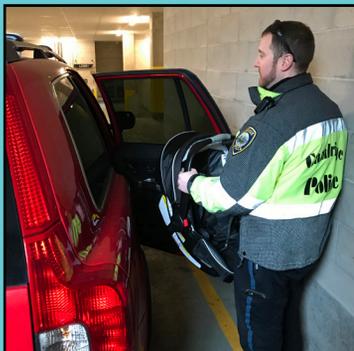


## SAFETY SEAT INSPECTIONS

As part of Child Passenger Safety Week in September and National Seat Check Saturday in late September, the Cambridge Police Department conducts child seat inspections and installations at Danehy Park Family Day and The Port Community Pride Day.

Each inspection or installation will be handled by a certified police officer and will take approximately 45 minutes. As a service to the Cambridge community, safety seat inspections or installations are always free and open to the public.

To have a child's car seat inspected or installed, residents are encouraged to make a reservation prior to the event by visiting <http://camb.ma/CPDCarSeats> or calling 617-349-4365.



# Bus Stop Improvements & Real-Time Transit

BY: COMMUNITY DEVELOPMENT DEPARTMENT

## Real-Time Bus Arrival Information

Nobody likes waiting for the bus, but knowing how long that wait will take can make a big difference in the comfort and convenience of your commute. In a new pilot program, Cambridge is testing solar-powered displays with real-time arrival information at bus shelters near Porter Station, on Western Avenue at Putnam Ave, and on Green Street at Pearl Street. Riders can let the City know their preference of traditional LED backlit displays like those in the MBTA subway stations or E-ink displays commonly used for digital-book readers. The results of the pilot program will inform how the City uses \$150,000 for installing future real-time bus displays around Cambridge.

## Bus Stop Improvements

In addition to providing real-time arrival information, the City is making the transit experience more pleasant through our bus stop improvement programs. In response to requests from bus riders and operators, the City has worked with the MBTA, permanently diverting four bus routes from Route 2 onto Acorn Park

Drive near Alewife. A new bus stop was created on the more pedestrian-friendly thoroughfare and a rarely used stop on Route 2 was eliminated.

Buses on these routes save almost two minutes of travel time during rush hour, while providing better, safer access to destinations on Acorn Park Drive. Two minutes may not sound like much, but it could mean the difference between catching the train and waiting on the platform when you could be elsewhere.

The City has replaced three old, damaged bus shelters with new, updated shelters on Aberdeen Avenue at Huron Avenue, Cambridge Street at Berkshire Street, and Cambridge Street at Windsor Street. The City also constructed a curb extension to widen the sidewalk and add a bus shelter at the Green Street at Pearl Street bus stop, which serves Central Square. The curb extension makes the bus station more comfortable in unpredictable New England weather and more maneuverable for people passing by.

*This article is dedicated to Cleo Stoughton, Assistant Transportation Planner at CDD, who passed away in 2017. She will be remembered for her work on many transit projects, her amazing strength, and her kindness.*

Photo, top, by Molly Akin.  
Photo, left, courtesy of Cambridge Police Dept.



# Parking and Transportation Demand Management

BY: COMMUNITY DEVELOPMENT DEPARTMENT

Cambridge is committed to providing transportation solutions as diverse and innovative as its residents. Besides providing safe and convenient infrastructure for people who walk, bike, and take transit around town, the City also has a variety of policies that make Cambridge a great place to live, work, and study.

In 1992, the City passed the Vehicle Trip Reduction Ordinance to prioritize walking and bicycling in our community. Following closely thereafter, the City adopted the Parking and Transportation Demand Management Ordinance (PTDM) in 1998, and it has become a national model for welcoming new development without welcoming new drive-alone trips.

The PTDM program now has 45 large projects in monitoring, including offices, biotech labs, restaurants, gyms, schools, hotels, libraries, and more. In 2016, people got to work at these sites using the following methods: 37% drove alone, 36% took transit, 9% walked, 7% biked, 7% carpooled, and 3% worked from home. These projects cover about 30 million square feet, 21,000 parking spaces, 50,000 employees, and 11,000 students.

Here's how it works: When a property owner increases parking on a site, that has the potential to generate traffic. So the owner is required to cap the percent of drive-alone trips coming to the site and do concrete things to discourage people from driving alone. Then every year, they measure how employees and patrons travel by conducting a survey and submitting a report to the City.

There are many ways to get people moving sustainably, but the projects with the highest percentage of people walking, biking, and taking transit tend to have a few things in common: they have a limited number of parking spaces, they charge a fee for parking, they help pay for people's transit passes, and they make an effort to hire people who live in Cambridge and nearby towns.

Ideally, they allow people to make different travel choices every day. Instead of feeling like a "driver" or a "T rider," people have mobility options; some days they ride a bike and some days they drive or take the bus, depending on their schedule that day. **To find out more about the PTDM Ordinance, visit [cambridgema.gov/ptdm](http://cambridgema.gov/ptdm).**

# UPCOMING EVENTS



JUL  
20

## Senior MBTA CharlieCard Registration Event

FRIDAY, JULY 20, 2018  
12:00 PM to 3:00 PM  
Citywide Senior Center, 806 Mass. Ave.

JUL  
27

## City of Cambridge Walk/ Ride Day Celebration

FRIDAY, JULY 27, 2018  
10:00 AM to 3:00 PM  
Cambridge Public Library, 449 Broadway

AUG  
29

## Urban Cycling Basics Workshops

WEDNESDAY, AUGUST 29, 2018  
6:00 PM to 7:30 PM  
Joan Lorenz Park, 449 Broadway

## First-time Homebuyer Workshops

WEEKLY IN SEPTEMBER

Registration for the September course opens in August. [www.cambridgema.gov/CDD/housing/homebuyers](http://www.cambridgema.gov/CDD/housing/homebuyers)

SEP  
Weekly

## National Drive Electric Week

SEPTEMBER 8 - 16, 2018  
[driveelectricweek.org](http://driveelectricweek.org)

SEP  
8-16

## Danehy Park Family Day

SATURDAY, SEPTEMBER 15, 2018  
11:00 AM to 4:00 PM

Danehy Park, North Cambridge on Sherman, Garden and New Streets  
[www.cambridgema.gov/DanehyPark](http://www.cambridgema.gov/DanehyPark)

SEP  
15



SEP  
21

## PARK(ing) Day

FRIDAY, SEPTEMBER 21, 2018  
10:00 AM to 4:00 PM  
All over Cambridge!  
[www.cambridgema.gov/ParkingDay](http://www.cambridgema.gov/ParkingDay)

SEP  
30

## Cambridge Bicycle Committee Bow Tie Ride

SUNDAY, SEPTEMBER 30, 2018  
Ride departs at 10:00 AM  
Cambridge Public Library, 449 Broadway  
[www.cambridgebikes.org](http://www.cambridgebikes.org)

APR  
THRU  
OCT

## Food Truck Pilot

Food trucks will be operating April through October 2018 in Central Square, Cambridgeport, and North Point. [www.cambridgema.gov/foodtruckpilot](http://www.cambridgema.gov/foodtruckpilot)



For more CDD Events, please visit [www.cambridgema.gov/CDD/Calendar](http://www.cambridgema.gov/CDD/Calendar)



## “HOW CAN WE IMPROVE TRANSPORTATION IN CAMBRIDGE BY 2020?”

17 teams of CRLS students proposed solutions last fall, 5 teams were declared winners last winter, and 8 will implement their transportation projects this summer.

Don't miss registration for the next Glocal Challenge!

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






*“The inclusionary housing program provided me with the stability to invest in myself and my future while pursuing a career that I love.”*

—Inclusionary Renter, North Point.

Cambridge’s inclusionary housing policies have led to the creation of more than 1,000 affordable units for individuals and families.

**#InclusionaryCambMA**





## FIND IT CAMBRIDGE

Community activities, services, and resources at your fingertips

[FindItCambridge.org](http://FindItCambridge.org)




## Bike Share Upgrades & Expansion in 2018

Hubway will transition to Blue Bikes following a sponsorship agreement with Blue Cross Blue Shield of Massachusetts. The system upgrade includes additional bikes, stations, and mobile app features.

Discounted memberships are available to income-eligible residents, including those who participate in the following programs:

- EAEDC, Free or Reduced Lunch, Fuel Assistance,
- Housing Choice Voucher, MassHealth, Pell Grants,
- Public Housing, SSI / SSDI, SNAP / EBT, TAFDC, WIC

A youth membership program provides discounted memberships to Cambridge high school students ages 16+.

## City of Cambridge Food Truck Pilot

Eat Authentic Food  
Support Local Business  
Enjoy Public Space



For locations and scheduling, please visit:  
[www.cambridgema.gov/foodtruckpilot](http://www.cambridgema.gov/foodtruckpilot)




For more information:  
[www.cambridgema.gov/bikeshare](http://www.cambridgema.gov/bikeshare)



In March 2018, the speed limit was reduced to 20 MPH in Central, Harvard, Inman, Kendall, and Porter Squares. Lowering speeds is one of the most effective tools to protect vulnerable road users and a key component of achieving Vision Zero.



## Slow Down for Safer Squares

Central • Harvard • Inman • Kendall • Porter

