

WEBVTT

00:00:00.000 --> 00:00:05.223 align:middle line:90%

00:00:05.223 --> 00:00:06.140 align:middle line:90%  
BROOKE MCKENNA: Great.

00:00:06.140 --> 00:00:08.180 align:middle line:90%  
Thank you very much.

00:00:08.180 --> 00:00:09.710 align:middle line:90%  
Before we move on--

00:00:09.710 --> 00:00:11.258 align:middle line:84%  
excuse me-- to public  
comment, I just

00:00:11.258 --> 00:00:13.550 align:middle line:84%  
wanted to acknowledge and  
thank the council members who

00:00:13.550 --> 00:00:17.330 align:middle line:84%  
have joined us tonight,  
Councilors Mallon, Simmons,

00:00:17.330 --> 00:00:21.830 align:middle line:84%  
McGovern, Nolan, Carlone, Toner,  
and Zondervan are all with us

00:00:21.830 --> 00:00:22.350 align:middle line:90%  
tonight.

00:00:22.350 --> 00:00:23.540 align:middle line:90%  
Thank you very much.

00:00:23.540 --> 00:00:26.300 align:middle line:84%  
And then I also just wanted to  
introduce the city staff, who

00:00:26.300 --> 00:00:27.950 align:middle line:90%  
are here with us tonight.

00:00:27.950 --> 00:00:31.190 align:middle line:84%  
From the City Manager's  
office, we have Matt Nelson.

00:00:31.190 --> 00:00:33.860 align:middle line:84%  
From DPW, we have Kathy  
Watkins, Jerry Friedman,

00:00:33.860 --> 00:00:36.560 align:middle line:90%  
and Diane Stokes.

00:00:36.560 --> 00:00:39.950 align:middle line:84%  
Kara Seiderman, Andy Reker,  
and Suzanne Rasmussen

00:00:39.950 --> 00:00:43.760 align:middle line:84%  
from Community Development,  
and from Traffic, Parking,

00:00:43.760 --> 00:00:47.330 align:middle line:84%  
and Transportation, myself, Joe  
Barr, Patrick Baxter, Andreas

00:00:47.330 --> 00:00:48.950 align:middle line:90%  
Wolfe, and Steven Meuse.

00:00:48.950 --> 00:00:51.320 align:middle line:84%  
And since I did neglect  
to introduce myself

00:00:51.320 --> 00:00:53.900 align:middle line:84%  
at the beginning of the  
webinar, I'm Brooke McKenna.

00:00:53.900 --> 00:00:56.840 align:middle line:90%  
Thank you.

00:00:56.840 --> 00:01:00.170 align:middle line:84%  
And Pardis Saffari from  
Community Development

00:01:00.170 --> 00:01:03.950 align:middle line:90%  
has also joined us.

00:01:03.950 --> 00:01:07.640 align:middle line:84%  
Next, we're going to transition  
over to our public comment

00:01:07.640 --> 00:01:09.620 align:middle line:90%  
period.

00:01:09.620 --> 00:01:12.320 align:middle line:84%  
Please raise your hand if  
you're interested in making

00:01:12.320 --> 00:01:15.350 align:middle line:84%  
public comment, and we will

call on people in the order

00:01:15.350 --> 00:01:17.480 align:middle line:90%  
that the hands are raised.

00:01:17.480 --> 00:01:21.982 align:middle line:84%  
The Q&A section-- function  
is still up and running,

00:01:21.982 --> 00:01:24.440 align:middle line:84%  
so you can also, if you would  
prefer not to speak out loud,

00:01:24.440 --> 00:01:28.250 align:middle line:84%  
you can enter your  
comment in there.

00:01:28.250 --> 00:01:31.700 align:middle line:84%  
In order to allow as many  
people to speak as possible,

00:01:31.700 --> 00:01:33.830 align:middle line:84%  
I'm actually going  
to lower this--

00:01:33.830 --> 00:01:37.130 align:middle line:84%  
the time limit down to 1  
minute, just so we can really

00:01:37.130 --> 00:01:39.080 align:middle line:84%  
hear from the widest  
range of people,

00:01:39.080 --> 00:01:43.190 align:middle line:84%  
because we do have over 300  
people in attendance tonight.

00:01:43.190 --> 00:01:46.100 align:middle line:84%  
So while we may not get to  
absolutely everybody who

00:01:46.100 --> 00:01:49.260 align:middle line:84%  
wants to speak, we want to  
get to as many as possible.

00:01:49.260 --> 00:01:53.060 align:middle line:84%  
So please keep that in mind as  
you keep your comments as brief

00:01:53.060 --> 00:01:56.970 align:middle line:90%

and focused as possible.

00:01:56.970 --> 00:02:04.310 align:middle line:84%  
And with that, I will jump  
right in to our first commenter.

00:02:04.310 --> 00:02:04.970 align:middle line:90%  
Oh, I'm sorry.

00:02:04.970 --> 00:02:09.860 align:middle line:84%  
Before we move forward, if  
anyone who is joining by phone

00:02:09.860 --> 00:02:12.200 align:middle line:84%  
would like to make  
public comment,

00:02:12.200 --> 00:02:17.150 align:middle line:84%  
they should use \*9  
to raise their hand.

00:02:17.150 --> 00:02:21.590 align:middle line:84%  
OK, first up on our  
list is Petru Sofio,

00:02:21.590 --> 00:02:24.110 align:middle line:84%  
and second on the  
list, just to prepare,

00:02:24.110 --> 00:02:26.180 align:middle line:90%  
is Jenny Turner Taurig.

00:02:26.180 --> 00:02:28.310 align:middle line:84%  
Petru, go ahead and  
unmute yourself.

00:02:28.310 --> 00:02:29.630 align:middle line:90%  
You have 1 minute.

00:02:29.630 --> 00:02:31.470 align:middle line:90%  
You have the floor.

00:02:31.470 --> 00:02:32.970 align:middle line:90%  
AUDIENCE: Thank you very much.

00:02:32.970 --> 00:02:35.450 align:middle line:84%  
So I wanted to thank city  
staff for this project

00:02:35.450 --> 00:02:39.440 align:middle line:84%

and for their hard work on  
the Safe Cycling Ordinance

00:02:39.440 --> 00:02:42.320 align:middle line:84%  
and, in general, just  
projects along Mass Avenue

00:02:42.320 --> 00:02:43.820 align:middle line:90%  
and in Cambridge.

00:02:43.820 --> 00:02:46.160 align:middle line:84%  
I don't really have too  
much to say right now,

00:02:46.160 --> 00:02:48.650 align:middle line:84%  
but I think for the  
intersections at Beach

00:02:48.650 --> 00:02:52.100 align:middle line:84%  
and Mass, I would like  
the signal separation,

00:02:52.100 --> 00:02:54.800 align:middle line:84%  
but I'm a little concerned  
about adding that time

00:02:54.800 --> 00:02:58.110 align:middle line:84%  
penalty to cyclists that we  
see at Cedar and Mass Ave.

00:02:58.110 --> 00:03:02.630 align:middle line:84%  
So I'd like the city to  
consider a supervening bicycle

00:03:02.630 --> 00:03:04.380 align:middle line:90%  
interval instead.

00:03:04.380 --> 00:03:05.630 align:middle line:90%  
That could work better.

00:03:05.630 --> 00:03:08.600 align:middle line:84%  
And I'd also be for,  
at Mass and Upland,

00:03:08.600 --> 00:03:12.140 align:middle line:84%  
a one-way towards Mass Ave to  
prevent the turning conflicts

00:03:12.140 --> 00:03:15.920 align:middle line:84%  
and to make the

signal more efficient.

00:03:15.920 --> 00:03:17.643 align:middle line:90%  
Thank you very much.

00:03:17.643 --> 00:03:18.560 align:middle line:90%  
BROOKE MCKENNA: Great.

00:03:18.560 --> 00:03:19.970 align:middle line:90%  
Thank you, Petru.

00:03:19.970 --> 00:03:24.470 align:middle line:84%  
Next up is Jenny Turner Taurig,  
followed by Chris Cassa.

00:03:24.470 --> 00:03:26.105 align:middle line:84%  
Jenny, go ahead and  
unmute yourself.

00:03:26.105 --> 00:03:28.850 align:middle line:90%

00:03:28.850 --> 00:03:31.270 align:middle line:84%  
AUDIENCE: Hi, yes, I'm  
Jenny Turner Taurig.

00:03:31.270 --> 00:03:33.415 align:middle line:84%  
I live on Oxford Street  
right outside of Porter.

00:03:33.415 --> 00:03:35.290 align:middle line:84%  
My family travels on  
that stretch of Mass Ave

00:03:35.290 --> 00:03:38.322 align:middle line:84%  
very frequently walking,  
biking, and on transit.

00:03:38.322 --> 00:03:40.780 align:middle line:84%  
I'm very much looking forward  
to protected bike lanes here,

00:03:40.780 --> 00:03:43.150 align:middle line:84%  
and I hope that the final  
plan will be one that does not

00:03:43.150 --> 00:03:46.360 align:middle line:90%  
negatively impact bus riders.

00:03:46.360 --> 00:03:48.610 align:middle line:84%

Right now, we avoid biking  
on Mass Ave near Port

00:03:48.610 --> 00:03:50.860 align:middle line:84%  
as much as possible, taking  
longer, convoluted routes,

00:03:50.860 --> 00:03:52.360 align:middle line:90%  
but it's hard to avoid entirely.

00:03:52.360 --> 00:03:54.700 align:middle line:84%  
I do have some concerns  
around Upland being one way,

00:03:54.700 --> 00:03:58.300 align:middle line:84%  
because we take that both ways  
to avoid some dangerous parts

00:03:58.300 --> 00:04:01.060 align:middle line:84%  
of Mass Ave. I'll  
say more about that,

00:04:01.060 --> 00:04:04.270 align:middle line:84%  
and I'll put it in  
the feedback form.

00:04:04.270 --> 00:04:08.380 align:middle line:84%  
But regarding that, my daughter  
would like to elaborate.

00:04:08.380 --> 00:04:10.000 align:middle line:90%  
AUDIENCE: Hi, my name's Ada.

00:04:10.000 --> 00:04:15.100 align:middle line:84%  
I really hope that city will  
put in protected bike lanes

00:04:15.100 --> 00:04:18.250 align:middle line:84%  
on the stretch between  
Roseland and Upland Street,

00:04:18.250 --> 00:04:21.760 align:middle line:84%  
because I always have to  
walk my bike on the sidewalk

00:04:21.760 --> 00:04:23.620 align:middle line:84%  
when we're going  
on that stretch,

00:04:23.620 --> 00:04:25.360 align:middle line:90%

because the street isn't safe.

00:04:25.360 --> 00:04:29.140 align:middle line:84%  
So it'd be really nice to  
be able to ride that walk

00:04:29.140 --> 00:04:31.240 align:middle line:90%  
in the protected bike lanes.

00:04:31.240 --> 00:04:33.850 align:middle line:90%  
AUDIENCE: Thank you.

00:04:33.850 --> 00:04:36.550 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, Jenny.

00:04:36.550 --> 00:04:40.150 align:middle line:84%  
Next up is Chris Cassa,  
followed by Nate Fillmore.

00:04:40.150 --> 00:04:43.038 align:middle line:90%  
Chris, please unmute yourself.

00:04:43.038 --> 00:04:44.080 align:middle line:90%  
AUDIENCE: Thanks so much.

00:04:44.080 --> 00:04:46.750 align:middle line:84%  
It's so hard to  
follow a kid who is--

00:04:46.750 --> 00:04:50.030 align:middle line:84%  
really, who this should  
be being designed for.

00:04:50.030 --> 00:04:52.660 align:middle line:84%  
I really feel like a  
confident cyclist myself,

00:04:52.660 --> 00:04:57.220 align:middle line:84%  
and I have to admit, biking  
southbound near the commuter

00:04:57.220 --> 00:05:01.910 align:middle line:84%  
rail station and the T stop  
is just very stressful for me.

00:05:01.910 --> 00:05:04.280 align:middle line:84%  
There are so many things  
going on all of the time.



00:05:04.280 --> 00:05:07.400 align:middle line:84%  
And so I'm very excited to  
see this project move forward.

00:05:07.400 --> 00:05:10.630 align:middle line:84%  
That said, I do hope the city  
can be as mindful as possible

00:05:10.630 --> 00:05:12.230 align:middle line:90%  
for everybody's curbside needs.

00:05:12.230 --> 00:05:15.700 align:middle line:84%  
And in particular,  
I hope that there

00:05:15.700 --> 00:05:17.800 align:middle line:84%  
is some headway that can  
be made with the fire

00:05:17.800 --> 00:05:20.710 align:middle line:84%  
department in the sections where  
the median is already removed

00:05:20.710 --> 00:05:24.190 align:middle line:84%  
kind of near Newtowne Grille,  
where you can consider trying

00:05:24.190 --> 00:05:27.085 align:middle line:84%  
to do what you'll ultimately  
be able to do with the Mass Ave

00:05:27.085 --> 00:05:29.560 align:middle line:84%  
for All project,  
where there's much

00:05:29.560 --> 00:05:31.840 align:middle line:84%  
more flexibility, because  
the median has been removed

00:05:31.840 --> 00:05:32.810 align:middle line:90%  
in the long term.

00:05:32.810 --> 00:05:35.140 align:middle line:84%  
But I definitely think  
we can't wait until then.

00:05:35.140 --> 00:05:36.940 align:middle line:84%  
One last thing I  
would mention is

00:05:36.940 --> 00:05:39.220 align:middle line:84%  
that it does look like there  
is a lot of opportunity

00:05:39.220 --> 00:05:42.730 align:middle line:84%  
to add some side street parking  
on roads like Mount Vernon Road

00:05:42.730 --> 00:05:46.150 align:middle line:84%  
and potentially-- kind of where  
there are two Lesley lots.

00:05:46.150 --> 00:05:50.050 align:middle line:84%  
And there is also a public lot  
available behind the old Sears

00:05:50.050 --> 00:05:51.470 align:middle line:90%  
building that Leslie runs.

00:05:51.470 --> 00:05:54.320 align:middle line:84%  
So there are a lot of  
parking alternatives,

00:05:54.320 --> 00:05:57.220 align:middle line:84%  
so I do hope that there is some  
accommodation made for people

00:05:57.220 --> 00:06:01.195 align:middle line:84%  
who would shop up the street and  
need to use those facilities.

00:06:01.195 --> 00:06:03.320 align:middle line:84%  
Thanks so much for all your  
work in the city staff,

00:06:03.320 --> 00:06:06.443 align:middle line:84%  
and I hope you guys  
move forward with this.

00:06:06.443 --> 00:06:07.360 align:middle line:90%  
BROOKE MCKENNA: Great.

00:06:07.360 --> 00:06:08.110 align:middle line:90%  
Thank you, Chris.

00:06:08.110 --> 00:06:12.280 align:middle line:84%  
Next up is Nate Fillmore,  
followed by Carol Monroe.

00:06:12.280 --> 00:06:15.770 align:middle line:84%

Nate, please go ahead  
and unmute yourself.

00:06:15.770 --> 00:06:17.070 align:middle line:90%  
AUDIENCE: Hey, thanks.

00:06:17.070 --> 00:06:18.950 align:middle line:84%  
Thanks to you all  
for the presentation

00:06:18.950 --> 00:06:21.920 align:middle line:84%  
and for doing these  
important projects.

00:06:21.920 --> 00:06:24.320 align:middle line:84%  
I just wanted to  
echo also what Chris

00:06:24.320 --> 00:06:27.980 align:middle line:84%  
had said about exploring the  
possibility of continuing

00:06:27.980 --> 00:06:30.560 align:middle line:84%  
to have parking on  
Mass Ave, like in front

00:06:30.560 --> 00:06:33.840 align:middle line:84%  
of around Newtowne Grille, where  
the median is already removed.

00:06:33.840 --> 00:06:35.720 align:middle line:84%  
So you're already in  
a situation that you

00:06:35.720 --> 00:06:38.390 align:middle line:84%  
would have under a  
capital project there

00:06:38.390 --> 00:06:42.110 align:middle line:84%  
for a block or two, especially  
because I heard that,

00:06:42.110 --> 00:06:44.090 align:middle line:84%  
from multiple sources,  
that the T is planning

00:06:44.090 --> 00:06:46.880 align:middle line:84%  
to deactivate the catenary wires  
in mid-March or as early as

00:06:46.880 --> 00:06:48.193 align:middle line:90%  
mid-March, potentially.

00:06:48.193 --> 00:06:49.610 align:middle line:84%  
And if that were  
the case, then it

00:06:49.610 --> 00:06:52.772 align:middle line:84%  
would seem that all obstacles  
to permitting floating parking

00:06:52.772 --> 00:06:53.730 align:middle line:90%  
below would be removed.

00:06:53.730 --> 00:06:55.188 align:middle line:84%  
And I just think  
that that would be

00:06:55.188 --> 00:06:57.200 align:middle line:84%  
really helpful to  
creating a project

00:06:57.200 --> 00:06:58.890 align:middle line:84%  
that the whole community  
can get behind.

00:06:58.890 --> 00:07:01.115 align:middle line:84%  
So thank you again for  
the important project.

00:07:01.115 --> 00:07:02.977 align:middle line:90%

00:07:02.977 --> 00:07:04.310 align:middle line:90%  
BROOKE MCKENNA: Thank you, Nate.

00:07:04.310 --> 00:07:08.060 align:middle line:84%  
Next up is Tom, followed  
by Janie Katz-Christy.

00:07:08.060 --> 00:07:11.610 align:middle line:84%  
Tom, go ahead and  
unmute yourself.

00:07:11.610 --> 00:07:12.680 align:middle line:90%  
AUDIENCE: Hi.

00:07:12.680 --> 00:07:14.600 align:middle line:84%  
The other thing is  
my understanding

00:07:14.600 --> 00:07:22.280 align:middle line:84%  
was that the ordinance allowed  
for plans to have construction

00:07:22.280 --> 00:07:24.980 align:middle line:84%  
removed, and I think the  
other speakers in front of me

00:07:24.980 --> 00:07:29.690 align:middle line:84%  
touched upon the point that  
the wires would be removed.

00:07:29.690 --> 00:07:34.910 align:middle line:84%  
And why not explore, perhaps,  
removing more of the median?

00:07:34.910 --> 00:07:39.980 align:middle line:84%  
I know the median is a safe  
spot for people to cross,

00:07:39.980 --> 00:07:44.510 align:middle line:84%  
but most of those things already  
have crosswalks for them.

00:07:44.510 --> 00:07:49.520 align:middle line:84%  
I guess the thing is,  
why not create a--

00:07:49.520 --> 00:07:53.120 align:middle line:84%  
why not look to a future vision  
as opposed to a quick build,

00:07:53.120 --> 00:07:56.435 align:middle line:84%  
just simply a quick build,  
and achieve all goals?

00:07:56.435 --> 00:07:58.923 align:middle line:90%

00:07:58.923 --> 00:07:59.840 align:middle line:90%  
BROOKE MCKENNA: Great.

00:07:59.840 --> 00:08:01.610 align:middle line:90%  
Thank you, Tom.

00:08:01.610 --> 00:08:05.460 align:middle line:84%  
Janie Katz-Christy is next,  
followed by Alex Epstein.

00:08:05.460 --> 00:08:08.770 align:middle line:84%  
Janie, go ahead and  
unmute yourself.

00:08:08.770 --> 00:08:12.360 align:middle line:84%  
AUDIENCE: Hi, I also want  
to echo that this is--

00:08:12.360 --> 00:08:15.935 align:middle line:90%

00:08:15.935 --> 00:08:17.310 align:middle line:84%  
BROOKE MCKENNA:  
Janie, I'm sorry.

00:08:17.310 --> 00:08:18.730 align:middle line:84%  
You'll have to unmute  
yourself again.

00:08:18.730 --> 00:08:19.530 align:middle line:90%  
Sorry about that.

00:08:19.530 --> 00:08:21.480 align:middle line:90%  
AUDIENCE: Sorry about that.

00:08:21.480 --> 00:08:22.140 align:middle line:90%  
Start over.

00:08:22.140 --> 00:08:28.080 align:middle line:84%  
So I just want to say  
thank you so much for--

00:08:28.080 --> 00:08:30.360 align:middle line:84%  
to the city staff  
for this project.

00:08:30.360 --> 00:08:34.299 align:middle line:84%  
It is, I think we all know,  
even though we haven't--

00:08:34.299 --> 00:08:37.289 align:middle line:84%  
it's been a while  
since Joe Lavins was

00:08:37.289 --> 00:08:39.900 align:middle line:84%  
killed in Porter  
Square, it's still

00:08:39.900 --> 00:08:42.220 align:middle line:90%  
a very, very dangerous place.

00:08:42.220 --> 00:08:45.330 align:middle line:84%  
Most-- many people do try  
to avoid Mass Ave there,

00:08:45.330 --> 00:08:49.680 align:middle line:84%  
but it's wonderful that  
the city will be making

00:08:49.680 --> 00:08:52.740 align:middle line:90%  
Mass Ave a safe place to bike.

00:08:52.740 --> 00:08:54.480 align:middle line:84%  
I've recently been  
interviewing people

00:08:54.480 --> 00:08:57.480 align:middle line:84%  
about why and how they make  
their transportation choices,

00:08:57.480 --> 00:09:02.910 align:middle line:84%  
and so many people say that  
they would love to bike,

00:09:02.910 --> 00:09:04.260 align:middle line:90%  
but don't feel safe doing it.

00:09:04.260 --> 00:09:07.675 align:middle line:84%  
And they don't want to  
die or get seriously hurt

00:09:07.675 --> 00:09:08.550 align:middle line:90%  
on their way to work.

00:09:08.550 --> 00:09:11.630 align:middle line:84%  
But they do want to bike  
for all kinds of reasons.

00:09:11.630 --> 00:09:13.130 align:middle line:84%  
It's the cheapest  
way to get around.

00:09:13.130 --> 00:09:13.797 align:middle line:90%  
It's convenient.

00:09:13.797 --> 00:09:14.840 align:middle line:90%  
It's sustainable.

00:09:14.840 --> 00:09:15.590 align:middle line:90%  
It's healthy.

00:09:15.590 --> 00:09:16.610 align:middle line:90%  
It's health-sustaining.

00:09:16.610 --> 00:09:18.380 align:middle line:84%  
It's health generous  
to people who

00:09:18.380 --> 00:09:23.030 align:middle line:90%  
aren't breathing your exhaust.

00:09:23.030 --> 00:09:27.110 align:middle line:84%  
So I want to encourage  
the city to explore

00:09:27.110 --> 00:09:30.230 align:middle line:84%  
ways of making the  
network complete

00:09:30.230 --> 00:09:34.558 align:middle line:84%  
and having a protected  
bike lane at the bridge.

00:09:34.558 --> 00:09:37.100 align:middle line:84%  
BROOKE MCKENNA: Janie, please  
start to wrap up your comments.

00:09:37.100 --> 00:09:38.030 align:middle line:90%  
AUDIENCE: OK, that's it.

00:09:38.030 --> 00:09:40.010 align:middle line:84%  
I'm glad we're getting  
close to a safe network,

00:09:40.010 --> 00:09:44.250 align:middle line:84%  
but I want to make that  
key joint accessible.

00:09:44.250 --> 00:09:44.750 align:middle line:90%  
Thank you.

00:09:44.750 --> 00:09:45.667 align:middle line:90%  
BROOKE MCKENNA: Great.

00:09:45.667 --> 00:09:46.430 align:middle line:90%  
Thank you.

00:09:46.430 --> 00:09:48.890 align:middle line:84%  
Alex, you're up next,  
followed by Mark Boswell.



00:09:48.890 --> 00:09:51.863 align:middle line:84%  
Alex, go ahead and  
unmute yourself.

00:09:51.863 --> 00:09:54.530 align:middle line:84%  
AUDIENCE: Thank you, Brooke, and  
city staff and city councilors.

00:09:54.530 --> 00:09:56.570 align:middle line:84%  
I'm Alex Epstein, a  
resident of Porter Square.

00:09:56.570 --> 00:09:59.030 align:middle line:84%  
I'm very excited to see  
this project move forward.

00:09:59.030 --> 00:10:01.760 align:middle line:84%  
I have been waiting  
for it for a long time,

00:10:01.760 --> 00:10:03.650 align:middle line:84%  
not only since Joe  
Lavins died, but also

00:10:03.650 --> 00:10:06.980 align:middle line:84%  
since I enrolled my  
child at the new daycare

00:10:06.980 --> 00:10:10.350 align:middle line:84%  
that I kept seeing the satellite  
photos of in your presentation.

00:10:10.350 --> 00:10:12.530 align:middle line:84%  
So I'm very excited  
for this, because I

00:10:12.530 --> 00:10:15.800 align:middle line:84%  
will be routinely biking or  
walking him to the daycare.

00:10:15.800 --> 00:10:17.570 align:middle line:84%  
And I know that  
they will be walking

00:10:17.570 --> 00:10:19.910 align:middle line:84%  
across Mass Ave every day  
to get to the playgrounds,

00:10:19.910 --> 00:10:22.020 align:middle line:84%

because all the playgrounds  
are on the other side.

00:10:22.020 --> 00:10:27.110 align:middle line:84%  
So given that, I hope that the  
bus lane option will be picked,

00:10:27.110 --> 00:10:29.593 align:middle line:84%  
at least the part time  
one, because I believe,

00:10:29.593 --> 00:10:31.010 align:middle line:84%  
even though this  
wasn't mentioned,

00:10:31.010 --> 00:10:33.200 align:middle line:84%  
it would improve the  
pedestrian safety,

00:10:33.200 --> 00:10:36.410 align:middle line:84%  
essentially crossing  
two lanes of moving

00:10:36.410 --> 00:10:37.640 align:middle line:90%  
traffic instead of four.

00:10:37.640 --> 00:10:39.060 align:middle line:90%  
So I do think that would help.

00:10:39.060 --> 00:10:42.650 align:middle line:84%  
I think it would also help with  
the currently very unsafe left

00:10:42.650 --> 00:10:47.600 align:middle line:84%  
turns when people come out of  
Davenport, for example, making

00:10:47.600 --> 00:10:50.960 align:middle line:84%  
a left onto Mass Ave, crossing  
four lanes there, and not

00:10:50.960 --> 00:10:53.960 align:middle line:84%  
looking at the crosswalk  
can be quite dangerous.

00:10:53.960 --> 00:10:57.230 align:middle line:84%  
For Upland Road, if  
that's made one way,

00:10:57.230 --> 00:10:59.270 align:middle line:84%

I hope that a contraflow  
bike lane, just

00:10:59.270 --> 00:11:01.490 align:middle line:84%  
to preserve two-way  
bike access, would

00:11:01.490 --> 00:11:03.950 align:middle line:84%  
be possible as part  
of that change.

00:11:03.950 --> 00:11:05.400 align:middle line:90%  
So thank you very much.

00:11:05.400 --> 00:11:08.120 align:middle line:84%  
Please keep building the  
network of safe, protected bike

00:11:08.120 --> 00:11:09.410 align:middle line:90%  
lanes for our families.

00:11:09.410 --> 00:11:10.323 align:middle line:90%  
Thanks.

00:11:10.323 --> 00:11:11.240 align:middle line:90%  
BROOKE MCKENNA: Great.

00:11:11.240 --> 00:11:14.090 align:middle line:84%  
Mark, you're up next,  
followed by Pam Winters.

00:11:14.090 --> 00:11:16.873 align:middle line:84%  
Mark, go ahead and  
unmute yourself.

00:11:16.873 --> 00:11:17.540 align:middle line:90%  
AUDIENCE: Hello.

00:11:17.540 --> 00:11:18.160 align:middle line:90%  
Hi.

00:11:18.160 --> 00:11:20.930 align:middle line:84%  
I just want to say  
thanks to city staff

00:11:20.930 --> 00:11:24.020 align:middle line:84%  
for moving this  
conversation forward.

00:11:24.020 --> 00:11:26.990 align:middle line:84%

These safety improvements,  
particularly the separation

00:11:26.990 --> 00:11:29.490 align:middle line:90%  
of bikes, are long overdue.

00:11:29.490 --> 00:11:33.170 align:middle line:84%  
It's a very, very low,  
low comfort corridor

00:11:33.170 --> 00:11:35.690 align:middle line:90%  
to ride a bike on.

00:11:35.690 --> 00:11:39.230 align:middle line:84%  
And that would be  
very appreciated.

00:11:39.230 --> 00:11:41.780 align:middle line:90%

00:11:41.780 --> 00:11:44.360 align:middle line:84%  
About the Upland  
Road intersection,

00:11:44.360 --> 00:11:48.500 align:middle line:84%  
I live in that  
neighborhood, and I really

00:11:48.500 --> 00:11:51.410 align:middle line:84%  
rely on access to Upland Road  
to get to and from my home

00:11:51.410 --> 00:11:52.520 align:middle line:90%  
to Porter Square.

00:11:52.520 --> 00:11:56.210 align:middle line:84%  
So I would actually like to  
repeat the previous commenters'

00:11:56.210 --> 00:12:01.430 align:middle line:84%  
request of having some  
combination of curbside bike

00:12:01.430 --> 00:12:06.320 align:middle line:84%  
lane plus a contraflow bike  
lane to get in and out of there,

00:12:06.320 --> 00:12:10.888 align:middle line:84%  
because to go around that on  
a bike is a lot of effort.

00:12:10.888 --> 00:12:12.680 align:middle line:84%  
So I'd really appreciate  
that conversation.

00:12:12.680 --> 00:12:14.390 align:middle line:90%  
And thanks again for doing this.

00:12:14.390 --> 00:12:17.570 align:middle line:84%  
Also, I would say as a  
pedestrian leaving Red Line

00:12:17.570 --> 00:12:20.840 align:middle line:84%  
Station crossing, Mass  
Ave to Upland Road,

00:12:20.840 --> 00:12:25.070 align:middle line:84%  
that's a frequent space where  
vehicles run the red light.

00:12:25.070 --> 00:12:26.540 align:middle line:84%  
And I can't tell  
you how many times

00:12:26.540 --> 00:12:29.510 align:middle line:84%  
I've been nearly wiped out  
by cars blowing through there

00:12:29.510 --> 00:12:30.390 align:middle line:90%  
at a high speed.

00:12:30.390 --> 00:12:33.110 align:middle line:84%  
So any traffic calming  
you can introduce

00:12:33.110 --> 00:12:34.290 align:middle line:90%  
is greatly appreciated.

00:12:34.290 --> 00:12:35.957 align:middle line:90%  
Thanks.

00:12:35.957 --> 00:12:37.290 align:middle line:90%  
BROOKE MCKENNA: Thank you, Mark.

00:12:37.290 --> 00:12:39.960 align:middle line:84%  
Pam, you're up next, followed  
by Christopher Schmidt.

00:12:39.960 --> 00:12:43.980 align:middle line:84%  
Pam, go ahead and

unmute yourself.

00:12:43.980 --> 00:12:46.040 align:middle line:84%  
AUDIENCE: Hello, my  
name is Pam Winters,

00:12:46.040 --> 00:12:47.720 align:middle line:90%  
and I live in Porter Square.

00:12:47.720 --> 00:12:49.400 align:middle line:90%  
And I think I--

00:12:49.400 --> 00:12:54.950 align:middle line:84%  
most of the people here are very  
much for the bicycle situation

00:12:54.950 --> 00:12:56.750 align:middle line:90%  
and improving bicycles.

00:12:56.750 --> 00:12:58.760 align:middle line:90%  
I am very much against it.

00:12:58.760 --> 00:13:02.480 align:middle line:84%  
It seems as though Bicycle  
Vision is running the city.

00:13:02.480 --> 00:13:06.380 align:middle line:84%  
Three quarters of the people  
in the city have cars.

00:13:06.380 --> 00:13:09.620 align:middle line:90%  
Why not have Automobile Vision?

00:13:09.620 --> 00:13:16.490 align:middle line:84%  
Also, in terms of the bus  
lanes on North Mass Ave, most,

00:13:16.490 --> 00:13:21.590 align:middle line:84%  
particularly during  
the rush hours,

00:13:21.590 --> 00:13:23.750 align:middle line:84%  
cars are now going  
down the bus lanes,

00:13:23.750 --> 00:13:26.780 align:middle line:84%  
because they're very  
frustrated, and they're angry.

00:13:26.780 --> 00:13:29.060 align:middle line:84%

Also, what about people  
with disabilities?

00:13:29.060 --> 00:13:32.780 align:middle line:84%  
By removing meters,  
it disadvantages

00:13:32.780 --> 00:13:35.420 align:middle line:84%  
people with  
disabilities, but also

00:13:35.420 --> 00:13:39.470 align:middle line:84%  
small businesses along  
Mass Ave. There's

00:13:39.470 --> 00:13:43.130 align:middle line:84%  
no place for out-of-town  
people to park onsite.

00:13:43.130 --> 00:13:47.420 align:middle line:84%  
And where are people going to  
be parking-- on side streets?

00:13:47.420 --> 00:13:51.170 align:middle line:84%  
How do people feel about  
that on the side streets?

00:13:51.170 --> 00:13:53.330 align:middle line:90%  
Also, one last thing--

00:13:53.330 --> 00:13:55.400 align:middle line:84%  
how many accidents  
have you noticed

00:13:55.400 --> 00:13:58.220 align:middle line:84%  
with people making a left  
hand turn onto Upland Road?

00:13:58.220 --> 00:14:00.680 align:middle line:84%  
Have you noticed a lot  
of accidents there?

00:14:00.680 --> 00:14:01.610 align:middle line:90%  
I haven't.

00:14:01.610 --> 00:14:03.860 align:middle line:84%  
And I've lived  
here for 25 years.

00:14:03.860 --> 00:14:06.410 align:middle line:84%

I've lived in the  
city since 1974.

00:14:06.410 --> 00:14:11.090 align:middle line:84%  
So I'm really upset by this, and  
also, more importantly, people

00:14:11.090 --> 00:14:12.260 align:middle line:90%  
didn't know about this.

00:14:12.260 --> 00:14:15.530 align:middle line:84%  
It's like all of a sudden, they  
see their streets changing.

00:14:15.530 --> 00:14:16.730 align:middle line:90%  
So anyway, that's it.

00:14:16.730 --> 00:14:17.960 align:middle line:90%  
That's all I have to say.

00:14:17.960 --> 00:14:19.878 align:middle line:84%  
Thank you very  
much for your time.

00:14:19.878 --> 00:14:21.170 align:middle line:90%  
BROOKE MCKENNA: Thank you, Pam.

00:14:21.170 --> 00:14:24.140 align:middle line:90%  
Next up is Christopher Schmidt.

00:14:24.140 --> 00:14:27.843 align:middle line:84%  
You have the floor, followed  
by Dean Papademetriou.

00:14:27.843 --> 00:14:28.760 align:middle line:90%  
Go ahead, Christopher.

00:14:28.760 --> 00:14:30.570 align:middle line:90%  
You can unmute yourself.

00:14:30.570 --> 00:14:31.730 align:middle line:90%  
AUDIENCE: Thanks so much.

00:14:31.730 --> 00:14:32.563 align:middle line:90%  
Christopher Schmidt.

00:14:32.563 --> 00:14:34.827 align:middle line:90%

00:14:34.827 --> 00:14:36.910 align:middle line:84%



BROOKE MCKENNA: Christopher,  
I'm sorry about that.

00:14:36.910 --> 00:14:38.452 align:middle line:84%  
You'll have to unmute  
yourself again.

00:14:38.452 --> 00:14:39.530 align:middle line:90%  
AUDIENCE: No worries.

00:14:39.530 --> 00:14:42.490 align:middle line:84%  
So a couple of things--  
one, right now,

00:14:42.490 --> 00:14:44.560 align:middle line:84%  
there's a terrible  
loading problem

00:14:44.560 --> 00:14:46.120 align:middle line:90%  
in front of Passage to India.

00:14:46.120 --> 00:14:47.590 align:middle line:90%  
It's, like, the worst.

00:14:47.590 --> 00:14:50.743 align:middle line:84%  
So I really think that we have  
a fair number of restaurants

00:14:50.743 --> 00:14:51.410 align:middle line:90%  
in this stretch.

00:14:51.410 --> 00:14:53.800 align:middle line:84%  
I think that  
establishing good loading

00:14:53.800 --> 00:14:55.583 align:middle line:84%  
zones in some way  
in this project

00:14:55.583 --> 00:14:57.250 align:middle line:84%  
is really going to  
be important, and I'd

00:14:57.250 --> 00:14:59.110 align:middle line:84%  
like you to make sure  
that we can consider

00:14:59.110 --> 00:15:01.300 align:middle line:90%  
that as we move forward.

00:15:01.300 --> 00:15:03.850 align:middle line:84%  
Upland, I think, is  
a difficult-- like,

00:15:03.850 --> 00:15:05.350 align:middle line:84%  
Mount Vernon goes  
to Upland, but you

00:15:05.350 --> 00:15:07.330 align:middle line:84%  
can't turn left from Mass  
Ave onto Mount Vernon.

00:15:07.330 --> 00:15:09.038 align:middle line:84%  
If we can't cut through  
the median there,

00:15:09.038 --> 00:15:13.660 align:middle line:84%  
I think that going one way  
towards Mass Ave is hard.

00:15:13.660 --> 00:15:16.540 align:middle line:84%  
I agree, for safety, it would be  
great, because I have actually

00:15:16.540 --> 00:15:19.300 align:middle line:84%  
had cars almost run into  
me, turning left and not

00:15:19.300 --> 00:15:22.990 align:middle line:84%  
seeing me as a cyclist,  
and as a car, actually.

00:15:22.990 --> 00:15:27.100 align:middle line:84%  
So I don't like that left  
turn, but I don't like

00:15:27.100 --> 00:15:29.240 align:middle line:90%  
the other options any better.

00:15:29.240 --> 00:15:31.840 align:middle line:84%  
So I think that would require  
more significant redesign.

00:15:31.840 --> 00:15:35.760 align:middle line:84%  
So keep in mind, loading  
is the biggest thing

00:15:35.760 --> 00:15:36.760 align:middle line:90%  
that I have to say here.

00:15:36.760 --> 00:15:38.620 align:middle line:84%  
I just think that's the  
biggest nightmare when

00:15:38.620 --> 00:15:40.662 align:middle line:84%  
riding through these  
things, because it pushes me

00:15:40.662 --> 00:15:43.270 align:middle line:84%  
into travel lanes, and I know  
the protection will help,

00:15:43.270 --> 00:15:45.760 align:middle line:84%  
but I've seen enough  
to know that it's not

00:15:45.760 --> 00:15:46.610 align:middle line:90%  
enough on its own.

00:15:46.610 --> 00:15:49.090 align:middle line:84%  
So traveling-- or  
loading zones, good.

00:15:49.090 --> 00:15:49.763 align:middle line:90%  
Thanks, bye.

00:15:49.763 --> 00:15:50.680 align:middle line:90%  
BROOKE MCKENNA: Great.

00:15:50.680 --> 00:15:52.270 align:middle line:90%  
Thank you, Christopher.

00:15:52.270 --> 00:15:55.780 align:middle line:84%  
Next up is Dean, followed  
by Cynthia Hughes.

00:15:55.780 --> 00:15:57.460 align:middle line:84%  
Dean, go ahead and  
unmute yourself.

00:15:57.460 --> 00:15:59.722 align:middle line:90%

00:15:59.722 --> 00:16:00.680 align:middle line:90%  
AUDIENCE: Good evening.

00:16:00.680 --> 00:16:02.011 align:middle line:90%  
Hi, my name is Dean.

00:16:02.011 --> 00:16:04.227 align:middle line:90%

00:16:04.227 --> 00:16:05.560 align:middle line:90%  
BROOKE MCKENNA: I'm sorry, Dean.

00:16:05.560 --> 00:16:07.120 align:middle line:84%  
You'll have to unmute  
yourself again.

00:16:07.120 --> 00:16:08.260 align:middle line:90%  
AUDIENCE: OK, I just did.

00:16:08.260 --> 00:16:09.880 align:middle line:90%  
Hopefully, that will stay on.

00:16:09.880 --> 00:16:10.850 align:middle line:90%  
Can you hear me now?

00:16:10.850 --> 00:16:12.100 align:middle line:90%  
BROOKE MCKENNA: Yes, go ahead.

00:16:12.100 --> 00:16:12.250 align:middle line:90%  
AUDIENCE: Great.

00:16:12.250 --> 00:16:12.850 align:middle line:90%  
Thank you.

00:16:12.850 --> 00:16:17.260 align:middle line:84%  
So yes, I would like to speak on  
behalf of the small businesses

00:16:17.260 --> 00:16:20.260 align:middle line:84%  
and small restaurants  
along the corridor.

00:16:20.260 --> 00:16:25.660 align:middle line:84%  
I just feel that the way that  
the other end of Mass Ave,

00:16:25.660 --> 00:16:29.710 align:middle line:84%  
right near the Arlington  
Line, it has become a funnel.

00:16:29.710 --> 00:16:32.170 align:middle line:84%  
It's a commuter corridor  
that's just funneling

00:16:32.170 --> 00:16:34.460 align:middle line:90%  
people out of Cambridge.

00:16:34.460 --> 00:16:38.230 align:middle line:84%  
And it's not really helping any  
of the small businesses that

00:16:38.230 --> 00:16:40.480 align:middle line:84%  
are already struggling  
because of COVID.

00:16:40.480 --> 00:16:44.470 align:middle line:84%  
And so there's nowhere  
for people to stop.

00:16:44.470 --> 00:17:00.960 align:middle line:84%  
And so-- I'm afraid that they're  
not staying and patronizing

00:17:00.960 --> 00:17:01.743 align:middle line:90%  
businesses.

00:17:01.743 --> 00:17:02.660 align:middle line:90%  
BROOKE MCKENNA: Great.

00:17:02.660 --> 00:17:03.900 align:middle line:90%  
Thank you, Dean.

00:17:03.900 --> 00:17:07.920 align:middle line:84%  
Next up is Cynthia, followed  
by Stephanie Galizzi.

00:17:07.920 --> 00:17:11.168 align:middle line:84%  
Cynthia, go ahead  
and unmute yourself.

00:17:11.168 --> 00:17:11.710 align:middle line:90%  
AUDIENCE: Hi.

00:17:11.710 --> 00:17:12.730 align:middle line:90%  
Good evening.

00:17:12.730 --> 00:17:13.599 align:middle line:90%  
I just want to call.

00:17:13.599 --> 00:17:16.180 align:middle line:84%  
I'm an affected business  
already up in North Cambridge

00:17:16.180 --> 00:17:21.520 align:middle line:84%  
and Fast Phil's I think  
everybody deserves protected

00:17:21.520 --> 00:17:24.819 align:middle line:84%  
bike lanes, but I think  
everybody deserves something,

00:17:24.819 --> 00:17:28.450 align:middle line:84%  
not just the bike lanes, because  
we are suffering tremendously

00:17:28.450 --> 00:17:29.500 align:middle line:90%  
up there.

00:17:29.500 --> 00:17:31.180 align:middle line:90%  
Our business has tanked.

00:17:31.180 --> 00:17:33.638 align:middle line:84%  
You know, I know a few people  
are trying to get us parking.

00:17:33.638 --> 00:17:35.347 align:middle line:84%  
There's a few meters  
in the neighborhood.

00:17:35.347 --> 00:17:36.482 align:middle line:90%  
They're never available.

00:17:36.482 --> 00:17:38.440 align:middle line:84%  
There's no pulling over  
on Mass Ave. I look out

00:17:38.440 --> 00:17:40.780 align:middle line:84%  
the window all day long,  
and it looks like 93.

00:17:40.780 --> 00:17:43.090 align:middle line:84%  
Buses are flying, going  
faster than they should be,

00:17:43.090 --> 00:17:44.620 align:middle line:84%  
because they have  
their own lane.

00:17:44.620 --> 00:17:46.330 align:middle line:84%  
And I just see cars  
coming and going.

00:17:46.330 --> 00:17:48.880 align:middle line:84%  
Like the gentleman said  
before, it's a freeway now.

00:17:48.880 --> 00:17:51.567 align:middle line:84%

There's no more Cambridge,  
no more small businesses.

00:17:51.567 --> 00:17:53.650 align:middle line:84%  
People call and complain  
all day, where do I park?

00:17:53.650 --> 00:17:55.192 align:middle line:84%  
I don't even have  
an answer for them.

00:17:55.192 --> 00:17:56.050 align:middle line:90%  
There is no parking.

00:17:56.050 --> 00:17:57.640 align:middle line:84%  
Parking in the bus  
lane for 15 minutes

00:17:57.640 --> 00:18:00.065 align:middle line:84%  
does not do anything  
for our haircuts.

00:18:00.065 --> 00:18:02.440 align:middle line:84%  
A couple of meters in the  
neighborhood are for everybody.

00:18:02.440 --> 00:18:04.273 align:middle line:84%  
They don't just have  
Fast Phil's name on it.

00:18:04.273 --> 00:18:06.620 align:middle line:84%  
We're not called  
Fast Phil's for that.

00:18:06.620 --> 00:18:08.350 align:middle line:84%  
We don't want to  
rush our customers.

00:18:08.350 --> 00:18:12.310 align:middle line:84%  
It's just-- it's a shame that  
we were never told, notified,

00:18:12.310 --> 00:18:13.450 align:middle line:90%  
or anything was told to us.

00:18:13.450 --> 00:18:17.330 align:middle line:84%  
So anybody coming forward, I'm  
warning you, it's horrible.

00:18:17.330 --> 00:18:19.960 align:middle line:84%

Your businesses will  
die like ours is dying.

00:18:19.960 --> 00:18:22.600 align:middle line:84%  
There's just no possible  
way to have no parking

00:18:22.600 --> 00:18:23.622 align:middle line:90%  
and to run a business.

00:18:23.622 --> 00:18:25.330 align:middle line:84%  
We have a lot of people  
from out of town.

00:18:25.330 --> 00:18:26.560 align:middle line:90%  
I'm keeping track.

00:18:26.560 --> 00:18:28.750 align:middle line:84%  
I have so many people  
that drive to my shop,

00:18:28.750 --> 00:18:31.960 align:middle line:84%  
and it's unfortunate, but I  
hope that it can be worked out

00:18:31.960 --> 00:18:34.150 align:middle line:84%  
between everybody, not  
just one particular mode

00:18:34.150 --> 00:18:35.170 align:middle line:90%  
of transportation.

00:18:35.170 --> 00:18:36.820 align:middle line:84%  
Everybody deserves  
something in this,

00:18:36.820 --> 00:18:39.010 align:middle line:84%  
and everybody should be  
at the table for this.

00:18:39.010 --> 00:18:39.928 align:middle line:90%  
Thank you.

00:18:39.928 --> 00:18:41.470 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, Stephanie.

00:18:41.470 --> 00:18:42.850 align:middle line:90%  
Next up-- I'm sorry.



00:18:42.850 --> 00:18:44.140 align:middle line:90%  
Thank you, Cynthia.

00:18:44.140 --> 00:18:45.490 align:middle line:90%  
Next up is Stephanie.

00:18:45.490 --> 00:18:49.010 align:middle line:84%  
Stephanie, go ahead  
and unmute yourself.

00:18:49.010 --> 00:18:49.630 align:middle line:90%  
AUDIENCE: Hi.

00:18:49.630 --> 00:18:51.172 align:middle line:84%  
I live in a 10-minute  
walk from here,

00:18:51.172 --> 00:18:53.005 align:middle line:84%  
and I'm really looking  
forward to the safety

00:18:53.005 --> 00:18:54.280 align:middle line:90%  
improvements in this corridor.

00:18:54.280 --> 00:18:57.220 align:middle line:84%  
And wherever you can, wherever  
you have those tradeoffs,

00:18:57.220 --> 00:19:00.040 align:middle line:84%  
I do ask that you  
prioritize safety

00:19:00.040 --> 00:19:02.860 align:middle line:84%  
for the people who are  
here and are walking

00:19:02.860 --> 00:19:04.780 align:middle line:90%  
around trying to get places.

00:19:04.780 --> 00:19:08.740 align:middle line:84%  
I want to also remember Joe  
Lavins who died here in 2016.

00:19:08.740 --> 00:19:11.590 align:middle line:84%  
I did want to ask  
about the option.

00:19:11.590 --> 00:19:14.830 align:middle line:84%  
You said the bus lanes would  
actually penalize bus riders,

00:19:14.830 --> 00:19:17.530 align:middle line:84%  
but I'd like to see a  
finer analysis of that.

00:19:17.530 --> 00:19:20.290 align:middle line:84%  
Presumably, there's some period  
of time for the bus lanes

00:19:20.290 --> 00:19:23.750 align:middle line:84%  
that would allow you to capture  
a majority of the bus riders.

00:19:23.750 --> 00:19:25.970 align:middle line:84%  
So the timing is  
really important.

00:19:25.970 --> 00:19:28.420 align:middle line:84%  
So I hope we can look  
at that a little more.

00:19:28.420 --> 00:19:30.228 align:middle line:90%  
Thank you.

00:19:30.228 --> 00:19:31.770 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, Stephanie.

00:19:31.770 --> 00:19:34.200 align:middle line:90%  
Next up is Joyce Levine.

00:19:34.200 --> 00:19:35.835 align:middle line:84%  
Joyce, go ahead and  
unmute yourself.

00:19:35.835 --> 00:19:43.780 align:middle line:90%

00:19:43.780 --> 00:19:46.180 align:middle line:84%  
Joyce, you have the floor,  
if you can unmute yourself.

00:19:46.180 --> 00:19:47.440 align:middle line:90%  
We can't hear you right now.

00:19:47.440 --> 00:19:55.690 align:middle line:90%

00:19:55.690 --> 00:19:58.420 align:middle line:84%  
Joyce, we're still

not able to hear you.

00:19:58.420 --> 00:20:07.860 align:middle line:90%

00:20:07.860 --> 00:20:10.800 align:middle line:84%  
Joyce, we'll try to  
come back to you.

00:20:10.800 --> 00:20:15.240 align:middle line:84%  
Sometimes you have  
to upgrade your Zoom,

00:20:15.240 --> 00:20:17.010 align:middle line:84%  
if we can't hear you  
when you're talking.

00:20:17.010 --> 00:20:20.640 align:middle line:84%  
You could also put your comment  
into the question and answer

00:20:20.640 --> 00:20:22.170 align:middle line:90%  
box.

00:20:22.170 --> 00:20:26.170 align:middle line:84%  
We do need to move along  
to the next caller.

00:20:26.170 --> 00:20:30.240 align:middle line:84%  
Joe P, you're next,  
followed by Aaron Grenier.

00:20:30.240 --> 00:20:30.935 align:middle line:90%  
Joe P, go ahead.

00:20:30.935 --> 00:20:31.935 align:middle line:90%  
You can unmute yourself.

00:20:31.935 --> 00:20:34.870 align:middle line:90%

00:20:34.870 --> 00:20:36.630 align:middle line:84%  
AUDIENCE: Hi, this is  
Joe Porrier Sherman

00:20:36.630 --> 00:20:38.310 align:middle line:90%  
Street, Cambridge.

00:20:38.310 --> 00:20:41.100 align:middle line:84%  
I'm just calling

to say thank you.

00:20:41.100 --> 00:20:44.160 align:middle line:84%  
I bike to Porter  
Square frequently,

00:20:44.160 --> 00:20:46.920 align:middle line:84%  
and I typically try to  
avoid certain parts of it,

00:20:46.920 --> 00:20:49.560 align:middle line:84%  
because it's just a  
little scary for me.

00:20:49.560 --> 00:20:51.350 align:middle line:84%  
And I've been biking  
for a long time.

00:20:51.350 --> 00:20:53.850 align:middle line:84%  
I did want to encourage the  
city to look a little bit harder

00:20:53.850 --> 00:20:56.580 align:middle line:84%  
at adding protection on the  
bridge over the railroad

00:20:56.580 --> 00:20:59.190 align:middle line:84%  
tracks, because I think  
as a lot of people

00:20:59.190 --> 00:21:03.000 align:middle line:84%  
know, a protected network is  
not really complete until all

00:21:03.000 --> 00:21:05.248 align:middle line:84%  
the intersections and the  
nodes are complete too,

00:21:05.248 --> 00:21:07.290 align:middle line:84%  
because if you have one  
part that's really scary,

00:21:07.290 --> 00:21:10.940 align:middle line:84%  
it kind of dissuades you from  
making the rest of the trip.

00:21:10.940 --> 00:21:12.690 align:middle line:84%  
So I'd really encourage  
you to look harder

00:21:12.690 --> 00:21:15.720 align:middle line:84%  
at getting protection there,  
even if it means by plane,

00:21:15.720 --> 00:21:16.800 align:middle line:90%  
it's not quite as wide.

00:21:16.800 --> 00:21:19.890 align:middle line:84%  
I know the city already  
clears bike lanes that

00:21:19.890 --> 00:21:20.760 align:middle line:90%  
aren't seven feet.

00:21:20.760 --> 00:21:22.020 align:middle line:90%  
Central Square Bid does it.

00:21:22.020 --> 00:21:23.803 align:middle line:90%  
MassDOT does it.

00:21:23.803 --> 00:21:24.970 align:middle line:90%  
So it's definitely possible.

00:21:24.970 --> 00:21:29.610 align:middle line:84%  
I realize it's harder, but  
we're talking about protection

00:21:29.610 --> 00:21:30.940 align:middle line:90%  
for people who could be killed.

00:21:30.940 --> 00:21:33.720 align:middle line:84%  
So I think it's worth  
investing a little bit more

00:21:33.720 --> 00:21:38.730 align:middle line:84%  
into something that's harder  
to potentially save people

00:21:38.730 --> 00:21:40.455 align:middle line:90%  
a lot of harm.

00:21:40.455 --> 00:21:41.580 align:middle line:90%  
But thanks for the project.

00:21:41.580 --> 00:21:44.093 align:middle line:84%  
I really appreciate  
this, and good luck.

00:21:44.093 --> 00:21:45.010 align:middle line:90%  
BROOKE MCKENNA: Great.

00:21:45.010 --> 00:21:46.870 align:middle line:90%  
Thank you, Joe.

00:21:46.870 --> 00:21:50.533 align:middle line:84%  
Next, we'll just try Joyce  
Levine again really quickly.

00:21:50.533 --> 00:21:51.825 align:middle line:90%  
Joyce, try and unmute yourself.

00:21:51.825 --> 00:21:56.700 align:middle line:90%

00:21:56.700 --> 00:21:59.400 align:middle line:84%  
OK, it looks like we're still  
not able to hear you, Joyce.

00:21:59.400 --> 00:22:00.990 align:middle line:90%  
Sorry about that.

00:22:00.990 --> 00:22:05.070 align:middle line:84%  
Next up, Aaron Grenier,  
followed by Scott.

00:22:05.070 --> 00:22:07.250 align:middle line:84%  
Go ahead, Aaron, you  
can unmute yourself.

00:22:07.250 --> 00:22:09.000 align:middle line:84%  
AUDIENCE: Thank you,  
Brooke, and thank you

00:22:09.000 --> 00:22:11.970 align:middle line:84%  
to the whole team and the city  
for all your continued work

00:22:11.970 --> 00:22:14.220 align:middle line:84%  
to make cycling  
safer in Cambridge.

00:22:14.220 --> 00:22:15.840 align:middle line:84%  
Just, I've noticed  
a huge difference

00:22:15.840 --> 00:22:17.640 align:middle line:84%  
and feel so much safer  
traveling around the city,

00:22:17.640 --> 00:22:19.240 align:middle line:84%

and this will be a  
huge improvement.

00:22:19.240 --> 00:22:20.740 align:middle line:84%  
This is really one  
of those big gaps

00:22:20.740 --> 00:22:24.090 align:middle line:84%  
that I experience traveling  
through the city that is still

00:22:24.090 --> 00:22:26.760 align:middle line:90%  
quite dangerous for me.

00:22:26.760 --> 00:22:29.160 align:middle line:84%  
I want to just kind of  
echo the past comment

00:22:29.160 --> 00:22:31.920 align:middle line:84%  
and perhaps expand it a  
bit more to be thinking

00:22:31.920 --> 00:22:33.600 align:middle line:84%  
about the whole  
corridor of the street,

00:22:33.600 --> 00:22:36.570 align:middle line:84%  
and I know you're  
doing this in sections,

00:22:36.570 --> 00:22:38.910 align:middle line:84%  
but what does the whole  
experience of the quarter look

00:22:38.910 --> 00:22:39.410 align:middle line:90%  
like?

00:22:39.410 --> 00:22:42.840 align:middle line:84%  
So even consistency for other  
bus lines on the whole corridor

00:22:42.840 --> 00:22:46.435 align:middle line:84%  
or not the whole corridor can  
help when people travel down

00:22:46.435 --> 00:22:48.060 align:middle line:84%  
it to not feel like  
it's so disjointed,

00:22:48.060 --> 00:22:49.650 align:middle line:90%

but have a bit more consistency.

00:22:49.650 --> 00:22:51.150 align:middle line:84%  
And that might  
help with adherence

00:22:51.150 --> 00:22:54.450 align:middle line:90%  
to what the regulations are.

00:22:54.450 --> 00:22:56.090 align:middle line:84%  
So just looking,  
again, at this design

00:22:56.090 --> 00:22:57.590 align:middle line:84%  
in the context of  
the whole corridor

00:22:57.590 --> 00:23:00.090 align:middle line:84%  
and making sure that there is  
kind of a consistent continued

00:23:00.090 --> 00:23:03.480 align:middle line:84%  
network across all  
modes of transportation.

00:23:03.480 --> 00:23:06.810 align:middle line:84%  
I'm also kind of just curious  
if the city has investigated

00:23:06.810 --> 00:23:11.065 align:middle line:84%  
a lot of the predictions in  
terms of traffic effects.

00:23:11.065 --> 00:23:13.560 align:middle line:84%  
I kind of assume that the  
same number of vehicles

00:23:13.560 --> 00:23:15.180 align:middle line:84%  
might be there once  
lanes are reduced,

00:23:15.180 --> 00:23:17.280 align:middle line:84%  
but we often know  
that people will drive

00:23:17.280 --> 00:23:18.490 align:middle line:90%  
less if there's more traffic.

00:23:18.490 --> 00:23:20.460 align:middle line:84%  
So wondering if on



any other projects,

00:23:20.460 --> 00:23:22.980 align:middle line:84%  
you've seen any  
reduction in vehicles

00:23:22.980 --> 00:23:24.590 align:middle line:90%  
traveled with lane reduction.

00:23:24.590 --> 00:23:26.340 align:middle line:84%  
So with that, thank  
you for all your work.

00:23:26.340 --> 00:23:28.450 align:middle line:84%  
Really appreciate you  
doing this presentation.

00:23:28.450 --> 00:23:31.393 align:middle line:84%  
We're looking forward to  
using these lanes soon.

00:23:31.393 --> 00:23:32.310 align:middle line:90%  
BROOKE MCKENNA: Great.

00:23:32.310 --> 00:23:33.450 align:middle line:90%  
Thank you, Aaron.

00:23:33.450 --> 00:23:36.660 align:middle line:84%  
Scott, you're next,  
followed by William Furr.

00:23:36.660 --> 00:23:37.590 align:middle line:90%  
Scott, go ahead.

00:23:37.590 --> 00:23:40.210 align:middle line:90%  
You can unmute yourself.

00:23:40.210 --> 00:23:41.100 align:middle line:90%  
AUDIENCE: Hi.

00:23:41.100 --> 00:23:42.750 align:middle line:90%  
Thank you for this project.

00:23:42.750 --> 00:23:44.350 align:middle line:90%  
I'm very excited about it.

00:23:44.350 --> 00:23:50.790 align:middle line:84%  
I regularly am biking all the  
way down to North Mass Ave,

00:23:50.790 --> 00:23:52.380 align:middle line:84%  
down through Somerville  
Ave, and have

00:23:52.380 --> 00:23:57.610 align:middle line:90%  
to take the turn onto Porter.

00:23:57.610 --> 00:23:59.160 align:middle line:84%  
And so I just want  
to highlight--

00:23:59.160 --> 00:24:00.910 align:middle line:84%  
I think it's been  
mentioned before--

00:24:00.910 --> 00:24:04.020 align:middle line:84%  
but between Porter and  
Somerville southbound,

00:24:04.020 --> 00:24:08.040 align:middle line:84%  
I think would be a really good  
location for a bus lane that

00:24:08.040 --> 00:24:11.370 align:middle line:84%  
mixes with a loading  
zone to help,

00:24:11.370 --> 00:24:15.660 align:middle line:84%  
because right now,  
we have regular cars,

00:24:15.660 --> 00:24:18.720 align:middle line:84%  
delivery drivers  
parking in the bike lane

00:24:18.720 --> 00:24:21.690 align:middle line:84%  
and half in the bike lane,  
half in the through lane.

00:24:21.690 --> 00:24:24.090 align:middle line:84%  
So I don't think that  
actually will affect--

00:24:24.090 --> 00:24:25.680 align:middle line:84%  
if it's a loading  
zone, I don't think

00:24:25.680 --> 00:24:28.860 align:middle line:84%  
it will actually affect  
what you see currently

00:24:28.860 --> 00:24:30.703 align:middle line:90%  
in terms of traffic patterns.

00:24:30.703 --> 00:24:33.120 align:middle line:84%  
But it will make it a lot safer  
and a lot more predictable

00:24:33.120 --> 00:24:34.710 align:middle line:90%  
what's going on.

00:24:34.710 --> 00:24:38.040 align:middle line:84%  
And then, also,  
Somerville onto Mass Ave

00:24:38.040 --> 00:24:43.800 align:middle line:84%  
and around the parking lot  
for the Porter Square shopping

00:24:43.800 --> 00:24:48.300 align:middle line:84%  
center, it can be  
pretty scary on a bike.

00:24:48.300 --> 00:24:52.200 align:middle line:84%  
Even-- the one really  
good spot is that 20

00:24:52.200 --> 00:24:54.780 align:middle line:90%  
feet of elevated bike lane.

00:24:54.780 --> 00:24:57.540 align:middle line:84%  
But the turn on to Mass  
Ave. Gets pretty sketchy

00:24:57.540 --> 00:25:01.170 align:middle line:84%  
and how fast cars  
are taking that turn.

00:25:01.170 --> 00:25:04.080 align:middle line:84%  
They go into the bike  
lane during that turn,

00:25:04.080 --> 00:25:08.880 align:middle line:84%  
and so I'd like to look at  
trying to adjust the turn

00:25:08.880 --> 00:25:11.790 align:middle line:84%  
radius of that to make it a  
bit more safer and a bit more

00:25:11.790 --> 00:25:13.590 align:middle line:90%  
predictable.

00:25:13.590 --> 00:25:16.890 align:middle line:84%  
But overall, very excited  
about this project.

00:25:16.890 --> 00:25:19.080 align:middle line:84%  
I'm very excited that  
it's going to continue

00:25:19.080 --> 00:25:22.110 align:middle line:84%  
on what we see in  
North Mass Ave, which

00:25:22.110 --> 00:25:27.240 align:middle line:84%  
has been very helpful for my  
riding through down myself.

00:25:27.240 --> 00:25:28.193 align:middle line:90%  
Thank you.

00:25:28.193 --> 00:25:29.110 align:middle line:90%  
BROOKE MCKENNA: Great.

00:25:29.110 --> 00:25:30.050 align:middle line:90%  
Thank you, Scott.

00:25:30.050 --> 00:25:34.300 align:middle line:84%  
Next up is William,  
followed by Randy Stern.

00:25:34.300 --> 00:25:37.397 align:middle line:84%  
William, go ahead  
and unmute yourself.

00:25:37.397 --> 00:25:38.230 align:middle line:90%  
AUDIENCE: Hi, there.

00:25:38.230 --> 00:25:39.130 align:middle line:90%  
Yes, I'd like just--

00:25:39.130 --> 00:25:40.270 align:middle line:84%  
I'd just like to say I'm  
really looking forward

00:25:40.270 --> 00:25:40.937 align:middle line:90%  
to this project.

00:25:40.937 --> 00:25:43.270 align:middle line:84%

I'm looking forward to  
being able to bicycle safely

00:25:43.270 --> 00:25:47.560 align:middle line:84%  
to this area with my family  
and for all the other families

00:25:47.560 --> 00:25:49.210 align:middle line:84%  
and people of all  
ages and abilities

00:25:49.210 --> 00:25:52.540 align:middle line:84%  
to get through this area on  
foot, by bicycle, by bus,

00:25:52.540 --> 00:25:53.380 align:middle line:90%  
by car.

00:25:53.380 --> 00:25:55.390 align:middle line:84%  
I get through this  
area with all modes.

00:25:55.390 --> 00:25:56.410 align:middle line:90%  
I drive this area.

00:25:56.410 --> 00:25:57.160 align:middle line:90%  
I bike.

00:25:57.160 --> 00:25:57.880 align:middle line:90%  
I take the bus.

00:25:57.880 --> 00:25:59.530 align:middle line:90%  
I walk.

00:25:59.530 --> 00:26:02.120 align:middle line:84%  
And right now, it's  
simplest to drive sometimes,

00:26:02.120 --> 00:26:04.087 align:middle line:84%  
and that doesn't  
need to be utilized.

00:26:04.087 --> 00:26:05.920 align:middle line:84%  
I'm not helping anybody  
by taking the street

00:26:05.920 --> 00:26:07.450 align:middle line:90%  
space with my car.

00:26:07.450 --> 00:26:09.190 align:middle line:84%

I try to have my  
head on a swivel

00:26:09.190 --> 00:26:11.110 align:middle line:84%  
and look around and be  
careful, but it's hard.

00:26:11.110 --> 00:26:12.610 align:middle line:84%  
It's hard to drive  
safe in the city,

00:26:12.610 --> 00:26:16.390 align:middle line:84%  
and it's a lot easier to  
bicycle or walk or take the bus

00:26:16.390 --> 00:26:17.920 align:middle line:90%  
and be safe in the city.

00:26:17.920 --> 00:26:21.130 align:middle line:84%  
So I'm looking forward to  
safety improvements all around,

00:26:21.130 --> 00:26:23.222 align:middle line:84%  
and I just I hope the  
business owners in the area

00:26:23.222 --> 00:26:25.180 align:middle line:84%  
can remember, too, that  
people who ride the bus

00:26:25.180 --> 00:26:28.870 align:middle line:84%  
and ride bikes and walk do also  
buy things and shop and get

00:26:28.870 --> 00:26:31.690 align:middle line:90%  
haircuts and things.

00:26:31.690 --> 00:26:34.870 align:middle line:84%  
But anything the city can do to  
find ways to mitigate conflicts

00:26:34.870 --> 00:26:38.020 align:middle line:84%  
with loading zones  
and to provide parking

00:26:38.020 --> 00:26:40.670 align:middle line:84%  
for places that do still need  
it will be really appreciated.

00:26:40.670 --> 00:26:42.212 align:middle line:90%

So thank you again.

00:26:42.212 --> 00:26:43.670 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, William.

00:26:43.670 --> 00:26:48.080 align:middle line:84%  
Next up is Randy Stern,  
followed by Jack Huebner.

00:26:48.080 --> 00:26:50.160 align:middle line:84%  
Randy, go ahead and  
unmute yourself.

00:26:50.160 --> 00:26:51.668 align:middle line:90%  
You have the floor.

00:26:51.668 --> 00:26:52.210 align:middle line:90%  
AUDIENCE: Hi.

00:26:52.210 --> 00:26:52.720 align:middle line:90%  
Thank you.

00:26:52.720 --> 00:26:56.470 align:middle line:84%  
I just want to thank  
the city for moving

00:26:56.470 --> 00:26:59.650 align:middle line:84%  
with a sense of urgency to  
implement these kind of safety

00:26:59.650 --> 00:27:00.550 align:middle line:90%  
improvements.

00:27:00.550 --> 00:27:03.490 align:middle line:84%  
Porter Square has been  
dangerous for a long time.

00:27:03.490 --> 00:27:06.250 align:middle line:84%  
People have died there in  
the last several years.

00:27:06.250 --> 00:27:09.260 align:middle line:84%  
I bike through it frequently,  
and I never feel safe.

00:27:09.260 --> 00:27:11.680 align:middle line:84%  
And I think this will  
be a major improvement.

00:27:11.680 --> 00:27:14.500 align:middle line:84%  
At the same time, I'm  
certainly aware of the concerns

00:27:14.500 --> 00:27:15.610 align:middle line:90%  
of businesses.

00:27:15.610 --> 00:27:19.450 align:middle line:84%  
I think it's essential to  
preserve as many loading

00:27:19.450 --> 00:27:22.660 align:middle line:84%  
zones as possible, if not  
increase them-- the same thing

00:27:22.660 --> 00:27:26.290 align:middle line:90%  
for accessible parking spots.

00:27:26.290 --> 00:27:29.710 align:middle line:84%  
I would like to see-- so  
therefore, in terms of parking,

00:27:29.710 --> 00:27:32.290 align:middle line:84%  
there's a lot of other  
parking lots in Porter Square.

00:27:32.290 --> 00:27:34.960 align:middle line:84%  
Perhaps the city can  
explore licensing

00:27:34.960 --> 00:27:37.390 align:middle line:84%  
some of the spots in  
those parking lots

00:27:37.390 --> 00:27:40.750 align:middle line:84%  
to put meters in so that  
businesses can access parking

00:27:40.750 --> 00:27:42.790 align:middle line:90%  
there.

00:27:42.790 --> 00:27:46.000 align:middle line:84%  
Also, I'd like to echo  
the comment made earlier

00:27:46.000 --> 00:27:47.860 align:middle line:84%  
about trying to  
make sure that we

00:27:47.860 --> 00:27:50.860 align:middle line:84%



have a continuous network,  
so the bridge over the MBTA

00:27:50.860 --> 00:27:52.670 align:middle line:90%  
tracks--

00:27:52.670 --> 00:27:54.850 align:middle line:84%  
I don't really see  
why flex posts can't

00:27:54.850 --> 00:27:56.530 align:middle line:84%  
be put in just  
right on the line,

00:27:56.530 --> 00:27:58.880 align:middle line:84%  
right where the  
bike lane is now.

00:27:58.880 --> 00:28:00.880 align:middle line:90%  
It would make it somewhat safer.

00:28:00.880 --> 00:28:02.770 align:middle line:84%  
The city would  
have to find a way

00:28:02.770 --> 00:28:06.730 align:middle line:84%  
to plow that chunk of bridge,  
but it's a pretty small spot.

00:28:06.730 --> 00:28:08.170 align:middle line:90%  
I would think it could be done.

00:28:08.170 --> 00:28:10.540 align:middle line:84%  
Anyway, thank you for  
your hard work on this,

00:28:10.540 --> 00:28:13.000 align:middle line:90%  
and move forward with haste.

00:28:13.000 --> 00:28:13.510 align:middle line:90%  
Thank you.

00:28:13.510 --> 00:28:14.685 align:middle line:90%  
Bye.

00:28:14.685 --> 00:28:16.060 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, Randy.

00:28:16.060 --> 00:28:18.610 align:middle line:84%

Jack, you're up next,  
followed by Sandra.

00:28:18.610 --> 00:28:20.450 align:middle line:84%  
Jack, go ahead and  
unmute yourself.

00:28:20.450 --> 00:28:22.508 align:middle line:90%  
You have the floor.

00:28:22.508 --> 00:28:23.050 align:middle line:90%  
AUDIENCE: Hi.

00:28:23.050 --> 00:28:24.220 align:middle line:90%  
Thank you.

00:28:24.220 --> 00:28:27.190 align:middle line:84%  
I want to echo everyone's  
thanking of the city.

00:28:27.190 --> 00:28:31.600 align:middle line:84%  
I think this is a great step in  
the right direction on the way

00:28:31.600 --> 00:28:34.240 align:middle line:90%  
to more permanent solutions.

00:28:34.240 --> 00:28:36.580 align:middle line:84%  
As to the alternatives  
themselves,

00:28:36.580 --> 00:28:41.590 align:middle line:84%  
I want to echo the folks who  
want to preserve dual direction

00:28:41.590 --> 00:28:43.480 align:middle line:90%  
biking on Upland.

00:28:43.480 --> 00:28:45.670 align:middle line:84%  
I think regardless of  
the one-way decision

00:28:45.670 --> 00:28:48.860 align:middle line:84%  
there, that's very important  
to encourage biking.

00:28:48.860 --> 00:28:50.650 align:middle line:84%  
I also agree with  
the previous speakers

00:28:50.650 --> 00:28:54.520 align:middle line:84%  
that something could be done  
on the bridge over the commuter

00:28:54.520 --> 00:28:55.630 align:middle line:90%  
rail tracks--

00:28:55.630 --> 00:28:57.850 align:middle line:84%  
just flex posts,  
anything-- to make

00:28:57.850 --> 00:29:00.520 align:middle line:90%  
that section a little safer.

00:29:00.520 --> 00:29:01.600 align:middle line:90%  
And I want to--

00:29:01.600 --> 00:29:05.000 align:middle line:84%  
I feel a lot has been made about  
the concerns of businesses,

00:29:05.000 --> 00:29:09.070 align:middle line:84%  
but as a previous speaker  
said, people who bike and take

00:29:09.070 --> 00:29:10.960 align:middle line:90%  
transit, we buy things too.

00:29:10.960 --> 00:29:12.460 align:middle line:90%  
I don't own a car.

00:29:12.460 --> 00:29:16.300 align:middle line:84%  
I exclusively use bike or  
transit, and I would love--

00:29:16.300 --> 00:29:18.550 align:middle line:84%  
my fiance and I  
both-- we would love

00:29:18.550 --> 00:29:20.830 align:middle line:84%  
to patron the small  
business on Mass Ave.

00:29:20.830 --> 00:29:24.190 align:middle line:84%  
But quite simply, we don't  
feel safe biking there.

00:29:24.190 --> 00:29:27.970 align:middle line:84%  
And so we'll choose to take  
transit or simply not go,

00:29:27.970 --> 00:29:30.550 align:middle line:84%  
but the transit only  
stops in certain places.

00:29:30.550 --> 00:29:32.950 align:middle line:84%  
If we had safe  
infrastructure, we

00:29:32.950 --> 00:29:35.020 align:middle line:84%  
would love to patronize  
those businesses.

00:29:35.020 --> 00:29:36.940 align:middle line:84%  
And I'm sure there's  
many others like us.

00:29:36.940 --> 00:29:41.290 align:middle line:84%  
So I think that should be  
strongly considered in the idea

00:29:41.290 --> 00:29:45.310 align:middle line:84%  
that this is actually beneficial  
to business with those bikers

00:29:45.310 --> 00:29:46.160 align:middle line:90%  
and transit riders.

00:29:46.160 --> 00:29:47.088 align:middle line:90%  
So thank you so much.

00:29:47.088 --> 00:29:48.880 align:middle line:84%  
BROOKE MCKENNA: All  
right, thank you, Jack.

00:29:48.880 --> 00:29:53.050 align:middle line:84%  
Next up is Sandra,  
followed by Doug Mayo Wells.

00:29:53.050 --> 00:29:55.040 align:middle line:84%  
Sandra, go ahead  
and unmute yourself.

00:29:55.040 --> 00:29:57.070 align:middle line:90%  
You have the floor.

00:29:57.070 --> 00:29:59.080 align:middle line:84%  
AUDIENCE: Hi, thank  
you very much.

00:29:59.080 --> 00:30:04.560 align:middle line:84%  
My only question is I'm  
all for bike safety.

00:30:04.560 --> 00:30:06.210 align:middle line:90%  
I'm all for safety in general.

00:30:06.210 --> 00:30:09.160 align:middle line:84%  
I have-- I'm a  
native Cambridgian.

00:30:09.160 --> 00:30:14.100 align:middle line:84%  
However, all I see or have  
seen over the last few years

00:30:14.100 --> 00:30:18.060 align:middle line:84%  
is the fact that a  
great deal of power

00:30:18.060 --> 00:30:23.920 align:middle line:84%  
has been given to bicyclists,  
who have no accountability.

00:30:23.920 --> 00:30:28.170 align:middle line:84%  
And I say this as I  
was, just the other day,

00:30:28.170 --> 00:30:32.520 align:middle line:84%  
crossing Mass Ave in a  
crosswalk at a walk light,

00:30:32.520 --> 00:30:35.340 align:middle line:84%  
and I was leveled  
by a bicyclist, who

00:30:35.340 --> 00:30:37.620 align:middle line:90%  
ran the red light, in essence.

00:30:37.620 --> 00:30:43.410 align:middle line:84%  
And this is what I see all  
the time on every street.

00:30:43.410 --> 00:30:47.970 align:middle line:84%  
I actually stood at the corner  
of Kirkland and Washington

00:30:47.970 --> 00:30:52.890 align:middle line:84%  
and Beacon at quarter  
of 5:00 and counted

00:30:52.890 --> 00:30:56.250 align:middle line:90%  
17 bicycles run the red light.

00:30:56.250 --> 00:30:57.990 align:middle line:84%  
Two of them actually  
cut off a bus.

00:30:57.990 --> 00:31:00.540 align:middle line:90%

00:31:00.540 --> 00:31:04.110 align:middle line:90%  
Why is there no accountability?

00:31:04.110 --> 00:31:07.460 align:middle line:90%  
That's my big question.

00:31:07.460 --> 00:31:09.170 align:middle line:90%  
We used to be licensed.

00:31:09.170 --> 00:31:11.720 align:middle line:84%  
Bikes had to have  
license plates.

00:31:11.720 --> 00:31:14.070 align:middle line:90%  
Why don't they do that now?

00:31:14.070 --> 00:31:16.060 align:middle line:90%  
Thank you.

00:31:16.060 --> 00:31:17.530 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, Sandra.

00:31:17.530 --> 00:31:22.330 align:middle line:84%  
Before we move on, I just wanted  
to remind everyone about the--

00:31:22.330 --> 00:31:24.790 align:middle line:84%  
I'm just going to take a quick  
minute to remind everybody

00:31:24.790 --> 00:31:27.610 align:middle line:84%  
about the project website,  
which is up on the screen now

00:31:27.610 --> 00:31:29.620 align:middle line:84%  
at the bottom of the  
slide that you're seeing,

00:31:29.620 --> 00:31:32.380 align:middle line:84%

cambridgema.gov/porter  
square cycling safety.

00:31:32.380 --> 00:31:35.800 align:middle line:90%

00:31:35.800 --> 00:31:38.410 align:middle line:90%  
That is our project website.

00:31:38.410 --> 00:31:42.910 align:middle line:84%  
It will have videos and a PDF  
of the presentation tonight.

00:31:42.910 --> 00:31:47.470 align:middle line:84%  
It will also have links  
to the general survey form

00:31:47.470 --> 00:31:50.980 align:middle line:84%  
as well as a specific  
business survey form.

00:31:50.980 --> 00:31:53.830 align:middle line:84%  
And you can always check  
back there moving forward

00:31:53.830 --> 00:31:56.360 align:middle line:84%  
for additional  
information as well.

00:31:56.360 --> 00:31:59.650 align:middle line:84%  
So with that, we'll  
return to public comment.

00:31:59.650 --> 00:32:05.500 align:middle line:84%  
Doug Mayo Wells is next,  
followed by Angela Shen-Hsieh.

00:32:05.500 --> 00:32:06.310 align:middle line:90%  
Doug, go ahead.

00:32:06.310 --> 00:32:08.950 align:middle line:90%  
You have the floor.

00:32:08.950 --> 00:32:10.300 align:middle line:90%  
I'm sorry, Doug.

00:32:10.300 --> 00:32:12.850 align:middle line:84%  
It looks like you have an older  
version of Zoom that isn't

00:32:12.850 --> 00:32:15.730 align:middle line:90%  
going to allow you to speak.

00:32:15.730 --> 00:32:20.530 align:middle line:84%  
If you update your Zoom,  
you could get back on,

00:32:20.530 --> 00:32:22.480 align:middle line:84%  
and we'll try and circle  
back around to you.

00:32:22.480 --> 00:32:24.880 align:middle line:90%  
Sorry about that.

00:32:24.880 --> 00:32:28.870 align:middle line:84%  
Angela is up next,  
followed by Ali Donaldson.

00:32:28.870 --> 00:32:34.040 align:middle line:84%  
Angela, you are-- go  
ahead and unmute yourself.

00:32:34.040 --> 00:32:35.200 align:middle line:90%  
AUDIENCE: Thanks.

00:32:35.200 --> 00:32:35.800 align:middle line:90%  
Hi.

00:32:35.800 --> 00:32:39.400 align:middle line:84%  
I live on Regent Street  
in the triangle that's

00:32:39.400 --> 00:32:44.020 align:middle line:84%  
bound by Mass Ave and  
the commuter rail tracks.

00:32:44.020 --> 00:32:47.830 align:middle line:84%  
First, thanks for this project  
and also for the crosswalks

00:32:47.830 --> 00:32:54.490 align:middle line:84%  
between that Porter Road U.  
So my husband and I, we bike,

00:32:54.490 --> 00:32:58.630 align:middle line:84%  
we walk, we drive  
in this area daily.

00:32:58.630 --> 00:33:02.787 align:middle line:84%  
And we have several



challenges that I

00:33:02.787 --> 00:33:03.870 align:middle line:90%  
would ask you to consider.

00:33:03.870 --> 00:33:10.180 align:middle line:84%  
So first is the left  
hand turn off of Mass Ave

00:33:10.180 --> 00:33:13.330 align:middle line:84%  
onto Porter Road  
going northbound,

00:33:13.330 --> 00:33:19.120 align:middle line:84%  
so for us coming from,  
say, Harvard Square,

00:33:19.120 --> 00:33:21.310 align:middle line:84%  
trying to get to  
our house, we have

00:33:21.310 --> 00:33:31.090 align:middle line:84%  
to make a really horrible left  
hand turn onto Porter Road.

00:33:31.090 --> 00:33:37.840 align:middle line:84%  
Also, the left hand turn that  
is out of Porter Road back

00:33:37.840 --> 00:33:46.990 align:middle line:84%  
onto northbound Mass Ave. So  
that, for cars, for bikes, is

00:33:46.990 --> 00:33:47.900 align:middle line:90%  
horrible.

00:33:47.900 --> 00:33:52.450 align:middle line:84%  
So all of us who are  
back in that triangle

00:33:52.450 --> 00:33:58.621 align:middle line:84%  
of Porter Road and Regent  
Street, we get kind of--

00:33:58.621 --> 00:34:01.840 align:middle line:84%  
we're kind of like-- we're  
kind of locked in there.

00:34:01.840 --> 00:34:08.080 align:middle line:84%  
And so something like

the one way on Upland,

00:34:08.080 --> 00:34:10.780 align:middle line:84%  
especially coming  
back towards Mass Ave,

00:34:10.780 --> 00:34:12.940 align:middle line:90%  
would force us to take--

00:34:12.940 --> 00:34:19.900 align:middle line:84%  
to always take a left hand turn  
across Mass Ave out of Porter--

00:34:19.900 --> 00:34:21.489 align:middle line:90%  
out of Porter Road.

00:34:21.489 --> 00:34:25.840 align:middle line:84%  
That's to get back to  
places like Alewife.

00:34:25.840 --> 00:34:31.373 align:middle line:84%  
So anyways, I hope that  
you can consider that.

00:34:31.373 --> 00:34:32.790 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, Angela.

00:34:32.790 --> 00:34:36.090 align:middle line:90%  
Next up is Ali Donaldson.

00:34:36.090 --> 00:34:39.145 align:middle line:84%  
Ali, go ahead and  
unmute yourself.

00:34:39.145 --> 00:34:40.770 align:middle line:84%  
AUDIENCE: Hi, my name  
is Ali Donaldson.

00:34:40.770 --> 00:34:44.250 align:middle line:84%  
I'm both a biker  
and a car driver

00:34:44.250 --> 00:34:46.350 align:middle line:90%  
around the Porter Square area.

00:34:46.350 --> 00:34:49.681 align:middle line:84%  
I just wanted to ask a  
question about the bus lanes.

00:34:49.681 --> 00:34:51.389 align:middle line:84%  
So we talked about--  
you talked about how

00:34:51.389 --> 00:34:55.500 align:middle line:84%  
it had a penalty to buses  
in the non-peak time because

00:34:55.500 --> 00:34:56.219 align:middle line:90%  
of the loading.

00:34:56.219 --> 00:34:59.220 align:middle line:84%  
I wondered how much  
that penalty was

00:34:59.220 --> 00:35:00.960 align:middle line:84%  
and what the details  
were on that, which

00:35:00.960 --> 00:35:02.835 align:middle line:84%  
I think other people  
have asked, and if there

00:35:02.835 --> 00:35:06.450 align:middle line:84%  
was any consideration to  
make that not a loading zone

00:35:06.450 --> 00:35:08.700 align:middle line:90%  
and only a specified bus lane.

00:35:08.700 --> 00:35:10.650 align:middle line:84%  
With regards to  
the parking, I just

00:35:10.650 --> 00:35:12.890 align:middle line:84%  
wanted to say that  
it is insane to me

00:35:12.890 --> 00:35:14.640 align:middle line:84%  
that people are worried  
about the business

00:35:14.640 --> 00:35:17.640 align:middle line:84%  
impact of the loss of six  
metered spaces next to one

00:35:17.640 --> 00:35:19.757 align:middle line:84%  
of the largest free  
parking lots in Cambridge.

00:35:19.757 --> 00:35:21.840 align:middle line:84%  
I have never had an issue  
parking at Porter Square

00:35:21.840 --> 00:35:22.830 align:middle line:90%  
at any time.

00:35:22.830 --> 00:35:24.390 align:middle line:84%  
It is trivial to  
park there and go

00:35:24.390 --> 00:35:26.220 align:middle line:84%  
to any of the many  
shops and businesses

00:35:26.220 --> 00:35:27.480 align:middle line:90%  
that I love around there.

00:35:27.480 --> 00:35:28.650 align:middle line:90%  
And when I drive, I do--

00:35:28.650 --> 00:35:32.130 align:middle line:84%  
I park in that lot, or  
I park around there,

00:35:32.130 --> 00:35:36.180 align:middle line:84%  
so that's where you can  
direct people to park.

00:35:36.180 --> 00:35:38.830 align:middle line:84%  
So I am also a biker, and I  
do go through there on my bike

00:35:38.830 --> 00:35:39.330 align:middle line:90%  
too.

00:35:39.330 --> 00:35:40.200 align:middle line:90%  
I shop on my bike.

00:35:40.200 --> 00:35:40.990 align:middle line:90%  
I shop on my car.

00:35:40.990 --> 00:35:42.270 align:middle line:90%  
You can do both.

00:35:42.270 --> 00:35:45.570 align:middle line:84%  
And I'm excited to see the  
separations on the street that

00:35:45.570 --> 00:35:46.830 align:middle line:90%

will make transit safer.

00:35:46.830 --> 00:35:49.860 align:middle line:84%  
I know that we've talked a lot  
about the bad accidents that

00:35:49.860 --> 00:35:51.090 align:middle line:90%  
have been around there.

00:35:51.090 --> 00:35:53.975 align:middle line:84%  
I was just going to say, I  
don't know about Upland towards

00:35:53.975 --> 00:35:55.350 align:middle line:84%  
or away from Mass  
Ave, but I just

00:35:55.350 --> 00:35:59.400 align:middle line:84%  
wanted to also say that if  
it's made one directional,

00:35:59.400 --> 00:36:02.053 align:middle line:84%  
I hope that there's a  
counterflow bike lane, which

00:36:02.053 --> 00:36:03.720 align:middle line:84%  
won't take up that  
much space, and it'll

00:36:03.720 --> 00:36:06.960 align:middle line:84%  
allow bikers to use that  
space in both directions.

00:36:06.960 --> 00:36:09.310 align:middle line:84%  
Thank you so much, and I  
really appreciate this project.

00:36:09.310 --> 00:36:10.030 align:middle line:90%  
Thank you.

00:36:10.030 --> 00:36:11.780 align:middle line:84%  
BROOKE MCKENNA: All  
right, thank you, Ali.

00:36:11.780 --> 00:36:16.560 align:middle line:84%  
Next up is Nate,  
followed by Frank Kramer.

00:36:16.560 --> 00:36:18.378 align:middle line:84%  
Nate, go ahead and

unmute yourself.

00:36:18.378 --> 00:36:19.170 align:middle line:90%  
You have the floor.

00:36:19.170 --> 00:36:25.170 align:middle line:90%

00:36:25.170 --> 00:36:27.320 align:middle line:84%  
OK, Nate, you need  
to unmute yourself.

00:36:27.320 --> 00:36:28.520 align:middle line:90%  
We can't hear you right now.

00:36:28.520 --> 00:36:36.290 align:middle line:90%

00:36:36.290 --> 00:36:38.250 align:middle line:90%  
OK, it looks like Nate's--

00:36:38.250 --> 00:36:42.570 align:middle line:84%  
maybe Nate's not able  
to unmute tonight.

00:36:42.570 --> 00:36:45.390 align:middle line:90%  
Sorry about that, Nate.

00:36:45.390 --> 00:36:48.060 align:middle line:84%  
We'll move on to  
the next speaker.

00:36:48.060 --> 00:36:49.050 align:middle line:90%  
That's Frank.

00:36:49.050 --> 00:36:51.370 align:middle line:84%  
Frank, go ahead and  
unmute yourself.

00:36:51.370 --> 00:36:53.658 align:middle line:90%  
You have the floor.

00:36:53.658 --> 00:36:54.950 align:middle line:90%  
AUDIENCE: Hi, I'm Frank Kramer.

00:36:54.950 --> 00:36:59.030 align:middle line:84%  
My wife, Joan Sulis-Kramer,  
is going to speak.

00:36:59.030 --> 00:37:01.370 align:middle line:90%

AUDIENCE: Hi, all.

00:37:01.370 --> 00:37:07.970 align:middle line:84%  
I just really want to try  
to make people understand

00:37:07.970 --> 00:37:13.640 align:middle line:84%  
that those of us that have  
concerns about small businesses

00:37:13.640 --> 00:37:17.690 align:middle line:90%  
or the inconvenience of having--

00:37:17.690 --> 00:37:21.830 align:middle line:84%  
more than inconvenience  
for losing parking.

00:37:21.830 --> 00:37:26.150 align:middle line:84%  
There's some serious  
drawbacks for many of us

00:37:26.150 --> 00:37:30.740 align:middle line:84%  
who are not able to bike, who  
are not able to go grocery

00:37:30.740 --> 00:37:32.180 align:middle line:90%  
shopping up--

00:37:32.180 --> 00:37:35.780 align:middle line:84%  
hauling groceries  
on and off a bus.

00:37:35.780 --> 00:37:40.880 align:middle line:84%  
And I think that a lot of  
what's going on in the city

00:37:40.880 --> 00:37:46.250 align:middle line:84%  
is targeting a young  
population, and the needs

00:37:46.250 --> 00:37:51.730 align:middle line:84%  
of older citizens of  
people that are disabled

00:37:51.730 --> 00:37:57.040 align:middle line:84%  
are really just kind  
of pushed to the side.

00:37:57.040 --> 00:38:03.940 align:middle line:84%  
It makes me really sad

to live in a city that

00:38:03.940 --> 00:38:08.740 align:middle line:84%  
has decided, somehow, that  
some of us are irrelevant

00:38:08.740 --> 00:38:16.750 align:middle line:84%  
and, instead, prioritizing the  
young and able-bodied to change

00:38:16.750 --> 00:38:20.620 align:middle line:84%  
all of our streets,  
our transportation

00:38:20.620 --> 00:38:25.250 align:middle line:90%  
to fit their preference.

00:38:25.250 --> 00:38:29.360 align:middle line:84%  
And I'm very  
concerned about what

00:38:29.360 --> 00:38:33.410 align:middle line:84%  
Mass Ave is going to look  
like without parking from end

00:38:33.410 --> 00:38:34.160 align:middle line:90%  
to end.

00:38:34.160 --> 00:38:36.470 align:middle line:90%  
There'll be empty storefronts.

00:38:36.470 --> 00:38:43.320 align:middle line:84%  
There'll be businesses like  
cleaners, the dry cleaners.

00:38:43.320 --> 00:38:45.210 align:middle line:84%  
It's really hard for  
people to pick up

00:38:45.210 --> 00:38:48.660 align:middle line:90%  
dry cleaning on their bike.

00:38:48.660 --> 00:38:49.340 align:middle line:90%  
Many--

00:38:49.340 --> 00:38:49.950 align:middle line:84%  
BROOKE MCKENNA: I'm  
sorry, if you could

00:38:49.950 --> 00:38:51.582 align:middle line:90%



try to wrap up your comments.

00:38:51.582 --> 00:38:52.290 align:middle line:90%  
AUDIENCE: I will.

00:38:52.290 --> 00:38:52.830 align:middle line:90%  
I'm sorry.

00:38:52.830 --> 00:38:55.775 align:middle line:90%  
I realize I'm rambling a bit.

00:38:55.775 --> 00:38:56.900 align:middle line:90%  
BROOKE MCKENNA: Not at all.

00:38:56.900 --> 00:39:01.430 align:middle line:84%  
AUDIENCE: I just  
find it very sad

00:39:01.430 --> 00:39:05.390 align:middle line:84%  
and feel that there's  
not a lot of respect

00:39:05.390 --> 00:39:10.160 align:middle line:84%  
given to people who are  
non-bicyclists by this city

00:39:10.160 --> 00:39:11.060 align:middle line:90%  
right now.

00:39:11.060 --> 00:39:12.967 align:middle line:90%  
Thank you.

00:39:12.967 --> 00:39:14.050 align:middle line:90%  
BROOKE MCKENNA: Thank you.

00:39:14.050 --> 00:39:18.250 align:middle line:84%  
Next up is Dr. Nina  
Do followed by Jeff.

00:39:18.250 --> 00:39:19.330 align:middle line:90%  
Dr. Do, go ahead.

00:39:19.330 --> 00:39:20.310 align:middle line:90%  
You have the floor.

00:39:20.310 --> 00:39:21.310 align:middle line:90%  
You can unmute yourself.

00:39:21.310 --> 00:39:24.110 align:middle line:90%

00:39:24.110 --> 00:39:25.420 align:middle line:90%  
AUDIENCE: Hi.

00:39:25.420 --> 00:39:28.600 align:middle line:84%  
It sounds like the cycling  
ordinance has already passed,

00:39:28.600 --> 00:39:32.050 align:middle line:84%  
and the project looks like we  
have just about two options,

00:39:32.050 --> 00:39:35.980 align:middle line:84%  
and that would be loading  
zones and no loading zones.

00:39:35.980 --> 00:39:40.720 align:middle line:84%  
So I would like to comment that  
I hope that you allow loading

00:39:40.720 --> 00:39:43.360 align:middle line:84%  
zones throughout the  
entire Mass Ave strip

00:39:43.360 --> 00:39:46.690 align:middle line:84%  
so that our drivers can  
have access to their city,

00:39:46.690 --> 00:39:49.660 align:middle line:84%  
because not everyone  
can physically cycle.

00:39:49.660 --> 00:39:52.900 align:middle line:84%  
And not everyone can  
make it to the bus stop

00:39:52.900 --> 00:39:54.850 align:middle line:90%  
or take public transportation.

00:39:54.850 --> 00:39:58.180 align:middle line:84%  
And now, with winter,  
mobilizing in the winter,

00:39:58.180 --> 00:40:02.410 align:middle line:84%  
it's pretty challenging, and  
it makes driving necessary.

00:40:02.410 --> 00:40:05.770 align:middle line:84%  
We now live in an era  
where viruses are real,

00:40:05.770 --> 00:40:07.600 align:middle line:90%  
and it's here to stay.

00:40:07.600 --> 00:40:10.540 align:middle line:84%  
And during those heightened  
community infections,

00:40:10.540 --> 00:40:14.210 align:middle line:84%  
taking public transportation  
can be very risky,

00:40:14.210 --> 00:40:16.720 align:middle line:84%  
especially for the older  
population or those

00:40:16.720 --> 00:40:18.740 align:middle line:90%  
who are immunocompromised.

00:40:18.740 --> 00:40:23.020 align:middle line:84%  
So I just hope that we can  
be flexible and inclusive

00:40:23.020 --> 00:40:24.400 align:middle line:90%  
for everyone--

00:40:24.400 --> 00:40:29.150 align:middle line:84%  
businesses, bikers, the able,  
and the disabled community.

00:40:29.150 --> 00:40:32.140 align:middle line:90%  
Thank you.

00:40:32.140 --> 00:40:33.250 align:middle line:90%  
BROOKE MCKENNA: Thank you.

00:40:33.250 --> 00:40:37.210 align:middle line:84%  
Next up is Jeff followed  
by Andrew Hammond.

00:40:37.210 --> 00:40:38.100 align:middle line:90%  
Jeff, go ahead.

00:40:38.100 --> 00:40:39.100 align:middle line:90%  
You can unmute yourself.

00:40:39.100 --> 00:40:43.670 align:middle line:90%

00:40:43.670 --> 00:40:44.260 align:middle line:90%

AUDIENCE: Hi.

00:40:44.260 --> 00:40:48.670 align:middle line:84%  
I live in Porter Square, and I  
have two comments, questions.

00:40:48.670 --> 00:40:51.280 align:middle line:84%  
I'm wondering if the  
city has considered

00:40:51.280 --> 00:40:56.080 align:middle line:84%  
changing small amounts of  
residential parking on side

00:40:56.080 --> 00:40:59.020 align:middle line:84%  
streets to become available  
for business parking

00:40:59.020 --> 00:41:01.180 align:middle line:90%  
along the Mass Ave corridor.

00:41:01.180 --> 00:41:04.390 align:middle line:84%  
And my second  
question or comment--

00:41:04.390 --> 00:41:06.190 align:middle line:90%  
it's really a question.

00:41:06.190 --> 00:41:09.280 align:middle line:84%  
I understand the value and  
limits of quick build projects.

00:41:09.280 --> 00:41:11.620 align:middle line:84%  
There's some real  
pluses to that.

00:41:11.620 --> 00:41:15.850 align:middle line:84%  
I'm also curious when the  
city is expecting time

00:41:15.850 --> 00:41:18.580 align:middle line:84%  
for a more comprehensive  
review, redesign,

00:41:18.580 --> 00:41:21.880 align:middle line:84%  
or, hopefully, removal  
of the median strip.

00:41:21.880 --> 00:41:24.280 align:middle line:84%  
And I know that's not

part of this project,

00:41:24.280 --> 00:41:25.900 align:middle line:84%  
but in terms of a  
longer term vision,

00:41:25.900 --> 00:41:28.810 align:middle line:84%  
I'd like to know  
when we might hope

00:41:28.810 --> 00:41:30.940 align:middle line:84%  
that large parts of  
the median strip,

00:41:30.940 --> 00:41:34.510 align:middle line:84%  
except for near crosswalks,  
would be removed.

00:41:34.510 --> 00:41:35.557 align:middle line:90%  
Thank you.

00:41:35.557 --> 00:41:36.890 align:middle line:90%  
BROOKE MCKENNA: Thank you, Jeff.

00:41:36.890 --> 00:41:41.540 align:middle line:84%  
Next up is Andrew Hammond,  
followed by Ruth Ryan Allen.

00:41:41.540 --> 00:41:43.550 align:middle line:84%  
Andrew, go ahead  
and unmute yourself.

00:41:43.550 --> 00:41:50.250 align:middle line:90%

00:41:50.250 --> 00:41:51.300 align:middle line:90%  
Andrew, I'm sorry.

00:41:51.300 --> 00:41:53.340 align:middle line:84%  
It looks like your  
Zoom version is not

00:41:53.340 --> 00:41:55.740 align:middle line:90%  
going to allow you to speak.

00:41:55.740 --> 00:41:59.880 align:middle line:84%  
You could try to update that  
and come back on and join us.

00:41:59.880 --> 00:42:01.620 align:middle line:90%

Sorry about that.

00:42:01.620 --> 00:42:03.510 align:middle line:90%  
Ruth, you have the floor.

00:42:03.510 --> 00:42:06.435 align:middle line:90%  
Go ahead and unmute yourself.

00:42:06.435 --> 00:42:10.300 align:middle line:90%

00:42:10.300 --> 00:42:11.800 align:middle line:84%  
AUDIENCE: Hi, I'm  
Ruth Ryan Allen.

00:42:11.800 --> 00:42:14.290 align:middle line:84%  
I've lived in  
Cambridge all my life.

00:42:14.290 --> 00:42:16.420 align:middle line:84%  
I've lived in a section  
of Cambridge all my life,

00:42:16.420 --> 00:42:19.780 align:middle line:84%  
and I'm third generation  
in the same area.

00:42:19.780 --> 00:42:22.720 align:middle line:90%  
I'm also a small business owner.

00:42:22.720 --> 00:42:24.280 align:middle line:90%  
My kids go back and forth.

00:42:24.280 --> 00:42:26.290 align:middle line:84%  
They do use  
bicycles, but they're

00:42:26.290 --> 00:42:28.660 align:middle line:90%  
very cautious when they do.

00:42:28.660 --> 00:42:33.730 align:middle line:84%  
I'm very grateful that  
a lot of the bicyclists

00:42:33.730 --> 00:42:36.700 align:middle line:84%  
now are actually watching  
what they're doing instead

00:42:36.700 --> 00:42:39.550 align:middle line:90%  
of just going straightforward.

00:42:39.550 --> 00:42:43.540 align:middle line:84%  
My concern is that the residents  
who do live along this corridor

00:42:43.540 --> 00:42:46.480 align:middle line:84%  
don't have the availability  
to get to their houses.

00:42:46.480 --> 00:42:49.420 align:middle line:84%  
They don't have the ability  
to get into their driveways.

00:42:49.420 --> 00:42:53.350 align:middle line:84%  
They don't have the  
availability to get dropped off.

00:42:53.350 --> 00:42:56.740 align:middle line:84%  
For example, I know two  
handicapped children that have

00:42:56.740 --> 00:42:58.900 align:middle line:84%  
to get dropped off  
in that-- during--

00:42:58.900 --> 00:43:00.550 align:middle line:90%  
within that corridor.

00:43:00.550 --> 00:43:02.710 align:middle line:84%  
And it's great for  
bicyclists to be

00:43:02.710 --> 00:43:06.460 align:middle line:84%  
able to go through and  
have a straight shot

00:43:06.460 --> 00:43:09.697 align:middle line:84%  
all the way from where they  
want to go to where they start

00:43:09.697 --> 00:43:10.780 align:middle line:90%  
and where they want to go.

00:43:10.780 --> 00:43:14.230 align:middle line:84%  
And a lot of the times, it  
isn't even in Cambridge.

00:43:14.230 --> 00:43:19.210 align:middle line:84%  
But small businesses  
are impacted.

00:43:19.210 --> 00:43:24.670 align:middle line:84%  
Access for handicapped to  
get into their houses, the--

00:43:24.670 --> 00:43:28.330 align:middle line:84%  
three times, we've had  
nurse practitioners

00:43:28.330 --> 00:43:30.400 align:middle line:84%  
that are trying to  
get in to see people.

00:43:30.400 --> 00:43:31.810 align:middle line:90%  
They have no parking.

00:43:31.810 --> 00:43:35.350 align:middle line:84%  
So it's not just like  
a convenience of where

00:43:35.350 --> 00:43:37.250 align:middle line:90%  
you can go shopping as well.

00:43:37.250 --> 00:43:39.400 align:middle line:90%  
So people can't find--

00:43:39.400 --> 00:43:43.842 align:middle line:84%  
a lot of the plumbers can't  
find parking, so good luck.

00:43:43.842 --> 00:43:45.550 align:middle line:84%  
So we really have to  
take a look at this,

00:43:45.550 --> 00:43:47.008 align:middle line:84%  
and I'm grateful  
that we're finally

00:43:47.008 --> 00:43:50.440 align:middle line:84%  
taking a look at this, because  
we didn't in North Cambridge.

00:43:50.440 --> 00:43:53.373 align:middle line:84%  
You guys just came along and  
just steamrolled it right down.

00:43:53.373 --> 00:43:54.790 align:middle line:84%  
BROOKE MCKENNA:  
Ruth, if you could



00:43:54.790 --> 00:43:56.380 align:middle line:90%  
try to wrap up your comment.

00:43:56.380 --> 00:43:57.820 align:middle line:90%  
AUDIENCE: Thank you.

00:43:57.820 --> 00:43:58.390 align:middle line:90%  
That's it.

00:43:58.390 --> 00:43:58.660 align:middle line:90%  
BROOKE MCKENNA: Thank you.

00:43:58.660 --> 00:43:59.285 align:middle line:90%  
AUDIENCE: Nope.

00:43:59.285 --> 00:44:01.270 align:middle line:84%  
BROOKE MCKENNA:  
OK, thanks, Ruth.

00:44:01.270 --> 00:44:05.005 align:middle line:84%  
Next up is Lisa Price  
followed by Albert Duarte.

00:44:05.005 --> 00:44:10.370 align:middle line:90%

00:44:10.370 --> 00:44:11.300 align:middle line:90%  
Lisa, I'm sorry.

00:44:11.300 --> 00:44:15.620 align:middle line:90%  
I think we just lost you.

00:44:15.620 --> 00:44:16.808 align:middle line:90%  
So Albert, go ahead.

00:44:16.808 --> 00:44:17.600 align:middle line:90%  
You have the floor.

00:44:17.600 --> 00:44:20.480 align:middle line:90%  
You can unmute yourself.

00:44:20.480 --> 00:44:22.210 align:middle line:84%  
AUDIENCE: Hi, my  
name is Dr. Duarte.

00:44:22.210 --> 00:44:24.828 align:middle line:84%  
I'm a dentist practicing  
at 2130 Mass Ave.

00:44:24.828 --> 00:44:27.370 align:middle line:84%

And there are many people that  
come from outside of Cambridge

00:44:27.370 --> 00:44:30.520 align:middle line:84%  
to patronize local  
Mass Ave businesses,

00:44:30.520 --> 00:44:33.190 align:middle line:84%  
and they'll no longer  
come here without parking.

00:44:33.190 --> 00:44:36.460 align:middle line:84%  
The simple fact is that  
these out-of-town shoppers

00:44:36.460 --> 00:44:38.680 align:middle line:84%  
and clients that local  
businesses depend on

00:44:38.680 --> 00:44:40.570 align:middle line:90%  
for survival will be lost.

00:44:40.570 --> 00:44:43.330 align:middle line:84%  
And once these clients  
and shoppers stop coming,

00:44:43.330 --> 00:44:44.490 align:middle line:90%  
they won't come back.

00:44:44.490 --> 00:44:47.480 align:middle line:90%

00:44:47.480 --> 00:44:50.030 align:middle line:84%  
So you must remember that they  
represent all of citizens,

00:44:50.030 --> 00:44:52.550 align:middle line:84%  
not just the vocal  
minority who ride bikes.

00:44:52.550 --> 00:44:55.040 align:middle line:84%  
Some overzealous bicyclists  
want to go full speed ahead

00:44:55.040 --> 00:44:57.620 align:middle line:84%  
with these changes and don't  
care about the repercussions

00:44:57.620 --> 00:44:59.480 align:middle line:84%  
to businesses and

local residents.

00:44:59.480 --> 00:45:02.720 align:middle line:84%  
Rather intend to making any  
more of these changes, which

00:45:02.720 --> 00:45:06.170 align:middle line:84%  
will do irreparable harm to  
businesses and local residents,

00:45:06.170 --> 00:45:08.420 align:middle line:84%  
let's formulate a  
comprehensive plan that takes

00:45:08.420 --> 00:45:11.420 align:middle line:90%  
all stakeholders into account.

00:45:11.420 --> 00:45:13.400 align:middle line:84%  
The council voted  
for the ordinance.

00:45:13.400 --> 00:45:15.770 align:middle line:84%  
The council can  
change the ordinance.

00:45:15.770 --> 00:45:17.960 align:middle line:84%  
If there's no-- man  
made these laws.

00:45:17.960 --> 00:45:20.930 align:middle line:90%  
Man can unmake these laws.

00:45:20.930 --> 00:45:22.880 align:middle line:84%  
And the city and its  
residents should not

00:45:22.880 --> 00:45:25.520 align:middle line:84%  
be forced into an all  
or nothing decision.

00:45:25.520 --> 00:45:27.140 align:middle line:90%  
Compromise is needed.

00:45:27.140 --> 00:45:30.110 align:middle line:84%  
Let's work together so that we  
can have safety for bicyclists

00:45:30.110 --> 00:45:33.052 align:middle line:84%  
without destroying the already  
fragile business community

00:45:33.052 --> 00:45:35.510 align:middle line:84%  
and harming the local residents  
who would just like to park

00:45:35.510 --> 00:45:37.220 align:middle line:90%  
their cars near their homes.

00:45:37.220 --> 00:45:39.410 align:middle line:84%  
City councilors, I  
implore you to consider

00:45:39.410 --> 00:45:43.910 align:middle line:84%  
all stakeholders, not just a  
vocal and organized minority.

00:45:43.910 --> 00:45:46.077 align:middle line:90%  
Thank you.

00:45:46.077 --> 00:45:47.660 align:middle line:84%  
BROOKE MCKENNA: Thank  
you, Dr. Duarte.

00:45:47.660 --> 00:45:52.070 align:middle line:84%  
Next up is Philip,  
followed by Beth Gansi.

00:45:52.070 --> 00:45:53.850 align:middle line:84%  
Philip, go ahead  
and unmute yourself.

00:45:53.850 --> 00:45:55.488 align:middle line:90%  
You have the floor.

00:45:55.488 --> 00:45:56.030 align:middle line:90%  
AUDIENCE: Hi.

00:45:56.030 --> 00:45:58.070 align:middle line:90%  
Thank you.

00:45:58.070 --> 00:46:01.160 align:middle line:90%  
A couple of things--

00:46:01.160 --> 00:46:06.650 align:middle line:84%  
what I hear is bicyclists saying  
how they fear for their lives,

00:46:06.650 --> 00:46:10.370 align:middle line:90%  
getting killed and whatnot.

00:46:10.370 --> 00:46:13.820 align:middle line:84%  
Their reason for getting  
killed, first of all,

00:46:13.820 --> 00:46:18.060 align:middle line:84%  
is for lack of obeying  
rules of the road.

00:46:18.060 --> 00:46:20.742 align:middle line:84%  
The one in Porter Square--  
he cut around the right side.

00:46:20.742 --> 00:46:22.200 align:middle line:84%  
BROOKE MCKENNA:  
Philip, I would ask

00:46:22.200 --> 00:46:26.580 align:middle line:84%  
you to not direct your  
comments at other residents.

00:46:26.580 --> 00:46:29.800 align:middle line:84%  
You could direct your  
comments to the city,

00:46:29.800 --> 00:46:32.520 align:middle line:84%  
but we want to keep the  
conversation as respectful

00:46:32.520 --> 00:46:33.272 align:middle line:90%  
as we can.

00:46:33.272 --> 00:46:35.984 align:middle line:90%

00:46:35.984 --> 00:46:38.360 align:middle line:84%  
You can go ahead and unmute  
yourself again, Philip.

00:46:38.360 --> 00:46:45.170 align:middle line:90%

00:46:45.170 --> 00:46:48.620 align:middle line:84%  
AUDIENCE: The city also changed  
the configuration of Mass Ave

00:46:48.620 --> 00:46:50.570 align:middle line:90%  
and Somerville Ave years ago.

00:46:50.570 --> 00:46:53.270 align:middle line:90%  
Nobody remembers that.

00:46:53.270 --> 00:46:56.950 align:middle line:84%  
In terms of-- what  
about ambulances?

00:46:56.950 --> 00:46:59.530 align:middle line:84%  
How are ambulances--  
the city is--

00:46:59.530 --> 00:47:07.720 align:middle line:84%  
have you even considered that  
ambulances need space also?

00:47:07.720 --> 00:47:10.300 align:middle line:84%  
It is insane what's  
going on here.

00:47:10.300 --> 00:47:11.647 align:middle line:90%  
Thank you.

00:47:11.647 --> 00:47:12.730 align:middle line:90%  
BROOKE MCKENNA: Thank you.

00:47:12.730 --> 00:47:16.240 align:middle line:84%  
Next up is Beth,  
followed by John Lamont.

00:47:16.240 --> 00:47:18.810 align:middle line:84%  
Beth, go ahead and  
unmute yourself.

00:47:18.810 --> 00:47:20.060 align:middle line:90%  
AUDIENCE: Thank you very much.

00:47:20.060 --> 00:47:21.910 align:middle line:84%  
This has been quite  
informative, and I

00:47:21.910 --> 00:47:26.710 align:middle line:84%  
appreciate all of the effort  
the city has gone through

00:47:26.710 --> 00:47:29.690 align:middle line:90%  
to share this information.

00:47:29.690 --> 00:47:33.250 align:middle line:84%  
I'm interested-- I'm a long  
term resident of Cambridge.

00:47:33.250 --> 00:47:35.860 align:middle line:84%

I've lived here for  
almost 40 years.

00:47:35.860 --> 00:47:40.460 align:middle line:84%  
And I'm interested in safety  
for all Cambridge residents,

00:47:40.460 --> 00:47:44.060 align:middle line:84%  
including pedestrians,  
including business owners,

00:47:44.060 --> 00:47:47.740 align:middle line:84%  
including bus drivers,  
and passengers,

00:47:47.740 --> 00:47:50.020 align:middle line:90%  
and including cyclists as well.

00:47:50.020 --> 00:47:51.310 align:middle line:90%  
I would echo--

00:47:51.310 --> 00:47:53.920 align:middle line:84%  
I think it was Ruth's  
comments-- about how

00:47:53.920 --> 00:47:58.060 align:middle line:84%  
having some accountability,  
because as a pedestrian,

00:47:58.060 --> 00:48:00.790 align:middle line:84%  
I have accountability  
for myself.

00:48:00.790 --> 00:48:03.970 align:middle line:84%  
And I have been hit by  
bicyclists too many times

00:48:03.970 --> 00:48:08.440 align:middle line:84%  
to recount as I try to  
cross in crosswalks.

00:48:08.440 --> 00:48:12.590 align:middle line:84%  
I also would like to  
add a question about,

00:48:12.590 --> 00:48:18.730 align:middle line:84%  
can we actually take the  
time to take a longer view

00:48:18.730 --> 00:48:21.040 align:middle line:84%

and not think only  
about quick build,

00:48:21.040 --> 00:48:24.040 align:middle line:84%  
but think about what makes  
sense in a comprehensive way

00:48:24.040 --> 00:48:25.850 align:middle line:90%  
for all residents of the city?

00:48:25.850 --> 00:48:27.130 align:middle line:90%  
Thank you.

00:48:27.130 --> 00:48:28.720 align:middle line:90%  
BROOKE MCKENNA: Thank you, Beth.

00:48:28.720 --> 00:48:30.790 align:middle line:84%  
I'm just going to ask  
that everyone really

00:48:30.790 --> 00:48:32.468 align:middle line:84%  
keep their comments  
to a minute, and I'm

00:48:32.468 --> 00:48:34.510 align:middle line:84%  
going to start jumping  
in, because we are getting

00:48:34.510 --> 00:48:35.968 align:middle line:84%  
towards the end of  
our time, and we

00:48:35.968 --> 00:48:38.410 align:middle line:84%  
have a lot of people who  
would still like to be heard.

00:48:38.410 --> 00:48:41.930 align:middle line:84%  
So please try to make your  
comments as short as possible.

00:48:41.930 --> 00:48:46.720 align:middle line:84%  
Next up is John Lamont, followed  
by Crystal H. Go ahead, John.

00:48:46.720 --> 00:48:50.050 align:middle line:84%  
Oh, I'm sorry, John, you  
have an older version of Zoom

00:48:50.050 --> 00:48:53.290 align:middle line:84%  
that will not allow



me to let you talk.

00:48:53.290 --> 00:48:54.130 align:middle line:90%  
Sorry about that.

00:48:54.130 --> 00:48:56.290 align:middle line:84%  
Crystal, you have  
the floor, and you're

00:48:56.290 --> 00:49:01.143 align:middle line:84%  
going to be followed by Mary W.  
Go ahead and unmute yourself.

00:49:01.143 --> 00:49:01.810 align:middle line:90%  
AUDIENCE: Hello.

00:49:01.810 --> 00:49:02.500 align:middle line:90%  
Thank you.

00:49:02.500 --> 00:49:04.660 align:middle line:84%  
I am a resident  
of Porter Square,

00:49:04.660 --> 00:49:07.490 align:middle line:90%  
have been for over a decade.

00:49:07.490 --> 00:49:09.670 align:middle line:84%  
I really appreciate  
the plan that the city

00:49:09.670 --> 00:49:13.690 align:middle line:84%  
is putting together, including  
the prioritization of bikes

00:49:13.690 --> 00:49:16.570 align:middle line:90%  
and public transit needs.

00:49:16.570 --> 00:49:18.550 align:middle line:84%  
I couldn't tell from  
the presentation

00:49:18.550 --> 00:49:22.580 align:middle line:84%  
if this has been studied and  
rejected or not considered,

00:49:22.580 --> 00:49:24.640 align:middle line:90%  
and I apologize.

00:49:24.640 --> 00:49:29.710 align:middle line:84%  
But has the city studied

whether Upland becoming one way

00:49:29.710 --> 00:49:33.250 align:middle line:84%  
could be just one way for  
cars and two way for bikes

00:49:33.250 --> 00:49:35.620 align:middle line:90%  
in terms of impact?

00:49:35.620 --> 00:49:41.320 align:middle line:84%  
If that method is chosen going  
forward for the intersection,

00:49:41.320 --> 00:49:45.310 align:middle line:84%  
I would love to see the parking  
that results from that one way

00:49:45.310 --> 00:49:48.370 align:middle line:84%  
change to increase  
the accessible

00:49:48.370 --> 00:49:50.890 align:middle line:84%  
spots available in the  
area, even if some of them

00:49:50.890 --> 00:49:51.760 align:middle line:90%  
are moved around.

00:49:51.760 --> 00:49:53.135 align:middle line:84%  
I don't know that  
that's the best

00:49:53.135 --> 00:49:55.240 align:middle line:90%  
place for accessible parking.

00:49:55.240 --> 00:49:58.600 align:middle line:84%  
But we need to prioritize  
accessible parking in the city.

00:49:58.600 --> 00:50:01.030 align:middle line:84%  
I also wanted to  
ask if the city has

00:50:01.030 --> 00:50:04.420 align:middle line:84%  
a clear plan for communication  
with Somerville nearby

00:50:04.420 --> 00:50:07.840 align:middle line:90%  
residents.

00:50:07.840 --> 00:50:10.780 align:middle line:84%  
BROOKE MCKENNA: Crystal,  
I think we lost you.

00:50:10.780 --> 00:50:11.650 align:middle line:90%  
Sorry about that.

00:50:11.650 --> 00:50:13.270 align:middle line:90%  
Thank you.

00:50:13.270 --> 00:50:17.830 align:middle line:84%  
Next up is Mary W, followed  
by Jennifer Friese.

00:50:17.830 --> 00:50:18.598 align:middle line:90%  
Mary, go ahead.

00:50:18.598 --> 00:50:19.390 align:middle line:90%  
You have the floor.

00:50:19.390 --> 00:50:22.158 align:middle line:90%  
You can unmute yourself.

00:50:22.158 --> 00:50:22.700 align:middle line:90%  
AUDIENCE: Hi.

00:50:22.700 --> 00:50:26.930 align:middle line:84%  
Thank you for  
taking my comments.

00:50:26.930 --> 00:50:30.800 align:middle line:84%  
I've been a resident  
since 1990, and I

00:50:30.800 --> 00:50:35.420 align:middle line:84%  
have lived at 2 Arlington  
Street all that time.

00:50:35.420 --> 00:50:39.620 align:middle line:84%  
Arlington is one way  
into Mass Ave. Upland

00:50:39.620 --> 00:50:44.150 align:middle line:84%  
Road is the way that I can  
make a right turn to get

00:50:44.150 --> 00:50:46.850 align:middle line:90%  
to my street, OK?

00:50:46.850 --> 00:50:53.700 align:middle line:84%

I'm not sure that the issues of residents just getting to where

00:50:53.700 --> 00:50:57.220 align:middle line:90% they live is being considered.

00:50:57.220 --> 00:51:00.150 align:middle line:84% And I would like to hear more about that.

00:51:00.150 --> 00:51:04.410 align:middle line:84% I would like to hear more about what the cost of the quick

00:51:04.410 --> 00:51:08.010 align:middle line:84% build is versus doing something that

00:51:08.010 --> 00:51:13.350 align:middle line:84% would be better planned, more long term, and permanent.

00:51:13.350 --> 00:51:17.010 align:middle line:84% I am also concerned about the small businesses very much,

00:51:17.010 --> 00:51:21.960 align:middle line:84% and as someone who is, quote unquote, a senior citizen,

00:51:21.960 --> 00:51:26.070 align:middle line:84% biking is not an option for me physically.

00:51:26.070 --> 00:51:28.740 align:middle line:90% Getting on and off buses--

00:51:28.740 --> 00:51:29.460 align:middle line:90% not only--

00:51:29.460 --> 00:51:30.793 align:middle line:90% BROOKE MCKENNA: Mary, I'm sorry.

00:51:30.793 --> 00:51:33.280 align:middle line:84% I'm going to have to ask you to wrap up your comments.

00:51:33.280 --> 00:51:35.410 align:middle line:90% AUDIENCE: OK.

00:51:35.410 --> 00:51:40.030 align:middle line:84%  
The other concern I have  
is the speeding by cars,

00:51:40.030 --> 00:51:43.390 align:middle line:84%  
and I'm curious to know if  
there's been any thought given

00:51:43.390 --> 00:51:48.400 align:middle line:84%  
to putting in  
intentional speed bumps

00:51:48.400 --> 00:51:52.510 align:middle line:84%  
to slow the traffic down between  
Porter Square and Harvard

00:51:52.510 --> 00:51:54.400 align:middle line:90%  
Square.

00:51:54.400 --> 00:51:57.910 align:middle line:84%  
I have almost been hit, and  
I've seen other people almost

00:51:57.910 --> 00:52:00.910 align:middle line:84%  
be hit in that stretch,  
because by the time

00:52:00.910 --> 00:52:03.190 align:middle line:84%  
they get through the  
lights at Porter,

00:52:03.190 --> 00:52:06.095 align:middle line:84%  
everybody wants to  
go 50 miles an hour.

00:52:06.095 --> 00:52:06.595 align:middle line:90%  
So--

00:52:06.595 --> 00:52:08.050 align:middle line:90%  
BROOKE MCKENNA: Thank you, Mary.

00:52:08.050 --> 00:52:09.350 align:middle line:90%  
Appreciate your comments.

00:52:09.350 --> 00:52:12.460 align:middle line:84%  
Next up is Jennifer,  
followed by Alexander.

00:52:12.460 --> 00:52:16.190 align:middle line:84%  
Jennifer, go ahead

and unmute yourself.

00:52:16.190 --> 00:52:18.700 align:middle line:84%  
AUDIENCE: Hi, I live  
on Cedar Street,

00:52:18.700 --> 00:52:23.950 align:middle line:84%  
and I am really excited about  
having safe, protected bike

00:52:23.950 --> 00:52:27.740 align:middle line:84%  
lanes for more of the  
Mass Ave corridor.

00:52:27.740 --> 00:52:30.580 align:middle line:84%  
I'm one of the people that  
Janie Katz-Christy was talking

00:52:30.580 --> 00:52:34.000 align:middle line:84%  
about when she described  
that a lot of people

00:52:34.000 --> 00:52:37.600 align:middle line:84%  
will not cycle if  
they don't feel safe.

00:52:37.600 --> 00:52:40.180 align:middle line:84%  
I worked at Cambridge  
Rindge and Latin School

00:52:40.180 --> 00:52:42.520 align:middle line:84%  
for more than a decade,  
and I would occasionally

00:52:42.520 --> 00:52:46.420 align:middle line:84%  
ride my bike, but particularly  
in the Porter Square area

00:52:46.420 --> 00:52:49.600 align:middle line:84%  
and along the whole  
corridor, I would

00:52:49.600 --> 00:52:51.580 align:middle line:84%  
have really scary  
interactions with cars,

00:52:51.580 --> 00:52:53.350 align:middle line:90%  
and so I ended up driving.

00:52:53.350 --> 00:52:58.090 align:middle line:84%

And I would much rather  
have been cycling, driving,

00:52:58.090 --> 00:52:59.860 align:middle line:90%  
or taking the T.

00:52:59.860 --> 00:53:04.240 align:middle line:84%  
And for all the students who  
go to CRLS, in particular,

00:53:04.240 --> 00:53:07.270 align:middle line:84%  
that we have a lot of kids  
who live in North Cambridge,

00:53:07.270 --> 00:53:08.560 align:middle line:90%  
this will be a big upgrade.

00:53:08.560 --> 00:53:10.920 align:middle line:90%  
So thank you.

00:53:10.920 --> 00:53:12.420 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, Jennifer.

00:53:12.420 --> 00:53:15.000 align:middle line:84%  
Alexander is next,  
followed by Joseph Levy.

00:53:15.000 --> 00:53:18.300 align:middle line:90%  
Alexander, go ahead.

00:53:18.300 --> 00:53:19.440 align:middle line:90%  
You have the floor.

00:53:19.440 --> 00:53:21.640 align:middle line:90%  
You can unmute yourself.

00:53:21.640 --> 00:53:23.130 align:middle line:90%  
AUDIENCE: Hi.

00:53:23.130 --> 00:53:25.800 align:middle line:84%  
This has been very  
helpful and productive,

00:53:25.800 --> 00:53:28.860 align:middle line:84%  
and it's good to hear  
everyone's voices.

00:53:28.860 --> 00:53:33.510 align:middle line:84%  
I've been a resident of

Cambridge since the 1970s.

00:53:33.510 --> 00:53:35.940 align:middle line:84%  
I've been a bicyclist  
since then, a pedestrian

00:53:35.940 --> 00:53:40.527 align:middle line:84%  
and a driver, and I  
just want to support

00:53:40.527 --> 00:53:42.360 align:middle line:84%  
all the people, including  
the bicyclists who

00:53:42.360 --> 00:53:46.410 align:middle line:84%  
are looking for the  
solution that involves

00:53:46.410 --> 00:53:51.780 align:middle line:84%  
not only traveling through the  
streets and along the streets,

00:53:51.780 --> 00:53:55.290 align:middle line:84%  
but also taking  
into account what

00:53:55.290 --> 00:53:58.590 align:middle line:84%  
is happening on the sides of  
the streets, which I didn't see

00:53:58.590 --> 00:53:59.916 align:middle line:90%  
on the--

00:53:59.916 --> 00:54:03.300 align:middle line:84%  
in the presentation, but  
I may have missed it.

00:54:03.300 --> 00:54:05.445 align:middle line:90%  
And-- wait a minute.

00:54:05.445 --> 00:54:07.980 align:middle line:90%

00:54:07.980 --> 00:54:10.930 align:middle line:84%  
So I think it's really  
important that we do that.

00:54:10.930 --> 00:54:13.170 align:middle line:90%  
And then, finally, I hope--



00:54:13.170 --> 00:54:16.890 align:middle line:84%  
I don't know if I missed  
it or what, but I think--

00:54:16.890 --> 00:54:19.650 align:middle line:84%  
I'd like to reiterate what I've  
said in other meetings, which

00:54:19.650 --> 00:54:22.470 align:middle line:90%  
is that the city take--

00:54:22.470 --> 00:54:27.870 align:middle line:84%  
the department consider using  
sidewalks, either extending

00:54:27.870 --> 00:54:31.320 align:middle line:84%  
them or using an existing  
sidewalk to make protected bike

00:54:31.320 --> 00:54:35.550 align:middle line:84%  
lanes that are up  
above the street level,

00:54:35.550 --> 00:54:39.300 align:middle line:84%  
and yet do not take  
away parking spaces.

00:54:39.300 --> 00:54:42.930 align:middle line:84%  
So once again, I'd  
like to push that idea.

00:54:42.930 --> 00:54:45.450 align:middle line:84%  
It may not be possible  
the entire stretch,

00:54:45.450 --> 00:54:49.200 align:middle line:84%  
but as we've seen in neighboring  
Somerville, it can be done.

00:54:49.200 --> 00:54:52.800 align:middle line:84%  
And in the city of Berlin, they  
go back and forth from sidewalk

00:54:52.800 --> 00:54:55.275 align:middle line:90%  
to street in a very clever way.

00:54:55.275 --> 00:54:57.150 align:middle line:84%  
So I think we should  
apply ourselves to that.

00:54:57.150 --> 00:54:57.703 align:middle line:90%  
Thank you.

00:54:57.703 --> 00:54:58.620 align:middle line:90%  
BROOKE MCKENNA: Great.

00:54:58.620 --> 00:55:00.630 align:middle line:90%  
Thank you, Alexander.

00:55:00.630 --> 00:55:01.747 align:middle line:90%  
Next up is Joseph Levy.

00:55:01.747 --> 00:55:03.330 align:middle line:84%  
Then we're going to  
try to circle back

00:55:03.330 --> 00:55:05.080 align:middle line:84%  
to a couple of the  
folks who have rejoined

00:55:05.080 --> 00:55:07.470 align:middle line:90%  
us having after having trouble.

00:55:07.470 --> 00:55:10.240 align:middle line:84%  
So Joseph, you are--  
you have the floor.

00:55:10.240 --> 00:55:11.438 align:middle line:90%  
Please unmute yourself.

00:55:11.438 --> 00:55:12.480 align:middle line:90%  
AUDIENCE: Thanks so much.

00:55:12.480 --> 00:55:15.900 align:middle line:84%  
Yeah, I live on Cambridge  
Terrace, so right off of Upland

00:55:15.900 --> 00:55:19.800 align:middle line:84%  
Road, and I walk through  
Porter Square many times a day,

00:55:19.800 --> 00:55:23.130 align:middle line:84%  
drive through there, bike  
through there pretty often.

00:55:23.130 --> 00:55:25.240 align:middle line:84%  
And I want to thank the  
city for working on this.

00:55:25.240 --> 00:55:27.073 align:middle line:84%

I want to thank the  
city council members who

00:55:27.073 --> 00:55:29.667 align:middle line:84%  
are joining this time, unlike  
last time, which is great.

00:55:29.667 --> 00:55:32.250 align:middle line:84%  
And I wish that there would be  
a meeting with the city council

00:55:32.250 --> 00:55:34.050 align:middle line:84%  
to talk about this  
bike ordinance,

00:55:34.050 --> 00:55:35.730 align:middle line:90%  
because I think it goes too far.

00:55:35.730 --> 00:55:38.370 align:middle line:84%  
It's got the right  
instinct, of course.

00:55:38.370 --> 00:55:39.960 align:middle line:84%  
We want to be safe  
for bicyclists,

00:55:39.960 --> 00:55:42.150 align:middle line:84%  
but we also need to  
consider all users--

00:55:42.150 --> 00:55:46.620 align:middle line:84%  
bicyclists, drivers, bus  
riders, and pedestrians,

00:55:46.620 --> 00:55:48.660 align:middle line:84%  
and the disabled,  
and everyone else.

00:55:48.660 --> 00:55:50.700 align:middle line:84%  
And I don't think  
that that's been done.

00:55:50.700 --> 00:55:53.940 align:middle line:84%  
I wish that this plan included  
more lessons from the Central

00:55:53.940 --> 00:55:56.670 align:middle line:84%  
Square and North  
Cambridge, because going--

00:55:56.670 --> 00:55:59.070 align:middle line:84%  
driving through North Cambridge,  
there's clear lessons.

00:55:59.070 --> 00:56:00.660 align:middle line:84%  
And I want to make  
one final pitch.

00:56:00.660 --> 00:56:03.480 align:middle line:84%  
You know, I depend on Upland  
Road being two way in order

00:56:03.480 --> 00:56:04.680 align:middle line:90%  
to get to and fro.

00:56:04.680 --> 00:56:06.870 align:middle line:84%  
I think if you're going to  
make Upland Road one way,

00:56:06.870 --> 00:56:08.940 align:middle line:84%  
you need to do some  
traffic impact studies.

00:56:08.940 --> 00:56:11.610 align:middle line:84%  
If I can't drive from  
Mass Ave to Upland Road,

00:56:11.610 --> 00:56:15.420 align:middle line:84%  
I'm going to end up adding to  
the left turn queue at Walden.

00:56:15.420 --> 00:56:17.820 align:middle line:90%  
It's already too long at Walden.

00:56:17.820 --> 00:56:19.300 align:middle line:90%  
It's going to get worse.

00:56:19.300 --> 00:56:21.000 align:middle line:90%  
So that needs to be thought of.

00:56:21.000 --> 00:56:25.590 align:middle line:84%  
But I think there needs to be  
more thinking, but thank you.

00:56:25.590 --> 00:56:27.240 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, Joseph.

00:56:27.240 --> 00:56:30.900 align:middle line:84%  
Next up, we're going

to go to John Lamont.

00:56:30.900 --> 00:56:33.750 align:middle line:84%  
John, try to unmute  
yourself, and we'll

00:56:33.750 --> 00:56:35.010 align:middle line:90%  
see if it works this time.

00:56:35.010 --> 00:56:41.700 align:middle line:90%

00:56:41.700 --> 00:56:42.950 align:middle line:90%  
AUDIENCE: Hi, can you hear me?

00:56:42.950 --> 00:56:44.283 align:middle line:90%  
BROOKE MCKENNA: We can hear you.

00:56:44.283 --> 00:56:44.783 align:middle line:90%  
Go ahead.

00:56:44.783 --> 00:56:45.450 align:middle line:90%  
AUDIENCE: Great.

00:56:45.450 --> 00:56:46.020 align:middle line:90%  
Thanks.

00:56:46.020 --> 00:56:47.820 align:middle line:90%  
Thank you for this meeting.

00:56:47.820 --> 00:56:49.170 align:middle line:90%  
I'm excited for this project.

00:56:49.170 --> 00:56:52.260 align:middle line:84%  
I've wanted to go to the  
north side of Porter Square

00:56:52.260 --> 00:56:54.600 align:middle line:84%  
a lot more from where I  
live south of Porter Square.

00:56:54.600 --> 00:56:57.240 align:middle line:84%  
But it's always felt  
like that was the end

00:56:57.240 --> 00:56:59.940 align:middle line:90%  
point for me biking or walking.

00:56:59.940 --> 00:57:01.140 align:middle line:90%  
Two little points--

00:57:01.140 --> 00:57:05.190 align:middle line:84%  
I'd love to see flex posts  
added on that right turn

00:57:05.190 --> 00:57:06.840 align:middle line:90%  
onto Somerville Ave.

00:57:06.840 --> 00:57:09.720 align:middle line:84%  
I've almost been hit there  
both as a pedestrian and biker

00:57:09.720 --> 00:57:12.235 align:middle line:84%  
by cars making that  
right turn too tight.

00:57:12.235 --> 00:57:14.610 align:middle line:84%  
I don't know if that's beyond  
the purview of the project,

00:57:14.610 --> 00:57:17.130 align:middle line:84%  
but it seems like it would  
be easy to put those in,

00:57:17.130 --> 00:57:22.590 align:middle line:84%  
just to expand kind of where  
drivers have to turn out.

00:57:22.590 --> 00:57:25.230 align:middle line:84%  
And then the other one  
would be that crosswalk

00:57:25.230 --> 00:57:27.000 align:middle line:90%  
at the Porter Square Mall.

00:57:27.000 --> 00:57:29.970 align:middle line:84%  
The right turn out of  
the mall onto Mass Ave--

00:57:29.970 --> 00:57:33.420 align:middle line:84%  
if you could just back that  
crosswalk up like 15 feet,

00:57:33.420 --> 00:57:36.060 align:middle line:84%  
cars can pull in front of  
it and wait for traffic,

00:57:36.060 --> 00:57:38.060 align:middle line:84%  
and then make that turn,  
rather than right now .

00:57:38.060 --> 00:57:39.977 align:middle line:84%  
BROOKE MCKENNA: John,  
I'm going to have to ask

00:57:39.977 --> 00:57:41.185 align:middle line:90%  
you to wrap up your comments.

00:57:41.185 --> 00:57:42.019 align:middle line:90%  
AUDIENCE: That's it.

00:57:42.019 --> 00:57:42.570 align:middle line:90%  
Thank you.

00:57:42.570 --> 00:57:43.362 align:middle line:90%  
BROOKE MCKENNA: OK.

00:57:43.362 --> 00:57:44.550 align:middle line:90%  
Thank you.

00:57:44.550 --> 00:57:49.110 align:middle line:84%  
Next up, Lisa Price, if you  
can try to unmute yourself now.

00:57:49.110 --> 00:57:53.660 align:middle line:90%

00:57:53.660 --> 00:57:55.020 align:middle line:90%  
AUDIENCE: Thank you so much.

00:57:55.020 --> 00:57:57.440 align:middle line:84%  
I really appreciate  
your patience.

00:57:57.440 --> 00:57:59.798 align:middle line:84%  
I'm going to echo everyone's  
appreciation for all

00:57:59.798 --> 00:58:00.590 align:middle line:90%  
the thoughtfulness.

00:58:00.590 --> 00:58:04.190 align:middle line:84%  
I'm a huge fan of biking, and my  
husband biked for three years,

00:58:04.190 --> 00:58:05.420 align:middle line:90%  
and I was quite nervous.

00:58:05.420 --> 00:58:06.960 align:middle line:90%  
I am a physician.

00:58:06.960 --> 00:58:08.180 align:middle line:90%  
I work in the area.

00:58:08.180 --> 00:58:14.150 align:middle line:84%  
I'm one of about 40 or more  
mental health clinicians.

00:58:14.150 --> 00:58:18.650 align:middle line:84%  
I'm a psychiatrist that sees  
adults, children, families,

00:58:18.650 --> 00:58:21.660 align:middle line:84%  
along with psychologists,  
social workers,

00:58:21.660 --> 00:58:24.080 align:middle line:84%  
licensed mental  
health clinicians.

00:58:24.080 --> 00:58:29.690 align:middle line:84%  
We serve many residents  
of Cambridge--

00:58:29.690 --> 00:58:33.500 align:middle line:84%  
young children, people working  
multiple jobs, as well as

00:58:33.500 --> 00:58:35.390 align:middle line:90%  
some folks from outside of town.

00:58:35.390 --> 00:58:39.320 align:middle line:84%  
And these families will not  
be able to see us if we have

00:58:39.320 --> 00:58:43.280 align:middle line:90%  
15-minute parking or even less.

00:58:43.280 --> 00:58:45.410 align:middle line:90%  
We know we're in a pandemic.

00:58:45.410 --> 00:58:50.240 align:middle line:84%  
There is a mental health  
access crisis in our town,

00:58:50.240 --> 00:58:53.060 align:middle line:84%  
and there will be a loss  
of mental health access

00:58:53.060 --> 00:58:55.520 align:middle line:90%



if this plan is implemented.

00:58:55.520 --> 00:58:58.220 align:middle line:84%  
Clinicians are already thinking  
they may have to leave.

00:58:58.220 --> 00:59:01.730 align:middle line:84%  
I deeply hope you will  
consider one-hour meters,

00:59:01.730 --> 00:59:03.590 align:middle line:84%  
and I deeply hope  
you think-- you

00:59:03.590 --> 00:59:05.540 align:middle line:84%  
will think carefully  
so that we can continue

00:59:05.540 --> 00:59:07.957 align:middle line:90%  
to serve the community.

00:59:07.957 --> 00:59:09.290 align:middle line:90%  
BROOKE MCKENNA: Thank you, Lisa.

00:59:09.290 --> 00:59:11.040 align:middle line:90%  
I appreciate your comments.

00:59:11.040 --> 00:59:13.020 align:middle line:84%  
Before we go to  
the next speaker,

00:59:13.020 --> 00:59:15.570 align:middle line:84%  
I just wanted to  
let everyone know

00:59:15.570 --> 00:59:18.990 align:middle line:90%  
we are coming up on 8 o'clock.

00:59:18.990 --> 00:59:21.000 align:middle line:84%  
We're going to go for  
another 15 minutes.

00:59:21.000 --> 00:59:23.250 align:middle line:84%  
I don't know if we'll get  
through all of the speakers,

00:59:23.250 --> 00:59:25.440 align:middle line:84%  
but as much as  
everyone can really

00:59:25.440 --> 00:59:27.270 align:middle line:84%  
keep their comments  
short and focused,

00:59:27.270 --> 00:59:31.290 align:middle line:84%  
we'd like to get as many people  
in as we can before 8:15.

00:59:31.290 --> 00:59:33.373 align:middle line:90%  
Next up is Amy Kip.

00:59:33.373 --> 00:59:35.040 align:middle line:84%  
Go ahead and unmute  
yourself, and you'll

00:59:35.040 --> 00:59:36.015 align:middle line:90%  
be followed by Jamie.

00:59:36.015 --> 00:59:40.060 align:middle line:90%

00:59:40.060 --> 00:59:41.110 align:middle line:90%  
AUDIENCE: Hi, thank you.

00:59:41.110 --> 00:59:42.760 align:middle line:90%  
Two quick points--

00:59:42.760 --> 00:59:44.860 align:middle line:90%  
I live in North Cambridge.

00:59:44.860 --> 00:59:47.020 align:middle line:84%  
I walk Mass Ave  
every day between--

00:59:47.020 --> 00:59:50.200 align:middle line:84%  
from Alewife down  
towards Porter Square.

00:59:50.200 --> 00:59:54.130 align:middle line:84%  
And I can tell you there  
is no safety for bikes

00:59:54.130 --> 00:59:57.400 align:middle line:84%  
with the new system  
that you've put in,

00:59:57.400 --> 01:00:01.780 align:middle line:84%  
because you have buses and cars  
merging into and out of bike

01:00:01.780 --> 01:00:03.610 align:middle line:90%  
lanes haphazardly.

01:00:03.610 --> 01:00:06.700 align:middle line:84%  
It was done in a  
terribly slapdash manner,

01:00:06.700 --> 01:00:08.680 align:middle line:84%  
and it needs a  
longer term planning.

01:00:08.680 --> 01:00:12.280 align:middle line:84%  
Also, I think the city really  
needs to seriously initiate

01:00:12.280 --> 01:00:17.620 align:middle line:84%  
a search for a planner who  
has successfully implemented

01:00:17.620 --> 01:00:22.960 align:middle line:84%  
such a system for  
cars, bikes, and buses,

01:00:22.960 --> 01:00:26.800 align:middle line:90%  
and pedestrians in other cities.

01:00:26.800 --> 01:00:28.240 align:middle line:90%  
I think this can work.

01:00:28.240 --> 01:00:32.400 align:middle line:84%  
Our current planners  
don't have the experience.

01:00:32.400 --> 01:00:33.870 align:middle line:90%  
How could they?

01:00:33.870 --> 01:00:37.170 align:middle line:84%  
It's not their fault,  
but we need someone

01:00:37.170 --> 01:00:41.100 align:middle line:84%  
with a proven track record  
to come in and really make

01:00:41.100 --> 01:00:42.040 align:middle line:90%  
this work.

01:00:42.040 --> 01:00:43.223 align:middle line:90%  
Thank you.

01:00:43.223 --> 01:00:44.390 align:middle line:90%  
BROOKE MCKENNA: Thanks, Amy.

01:00:44.390 --> 01:00:45.600 align:middle line:90%  
Next up is Jamie.

01:00:45.600 --> 01:00:46.100 align:middle line:90%  
Go ahead.

01:00:46.100 --> 01:00:46.892 align:middle line:90%  
You have the floor.

01:00:46.892 --> 01:00:49.285 align:middle line:90%

01:00:49.285 --> 01:00:49.910 align:middle line:90%  
AUDIENCE: Yeah.

01:00:49.910 --> 01:00:51.080 align:middle line:90%  
Hi.

01:00:51.080 --> 01:00:53.180 align:middle line:90%  
I'm Jamie Ciaco.

01:00:53.180 --> 01:00:56.870 align:middle line:84%  
I just wanted to highlight,  
especially since my friend--

01:00:56.870 --> 01:00:59.280 align:middle line:84%  
after what my friend,  
Joe, mentioned,

01:00:59.280 --> 01:01:02.900 align:middle line:84%  
I did want to highlight that  
bicycle safety improvements do

01:01:02.900 --> 01:01:06.440 align:middle line:84%  
also benefit drivers  
and pedestrians,

01:01:06.440 --> 01:01:09.050 align:middle line:84%  
because many more people  
will feel comfortable cycling

01:01:09.050 --> 01:01:11.930 align:middle line:84%  
instead of driving, which  
reduces the amount of parking

01:01:11.930 --> 01:01:15.080 align:middle line:84%  
needed and the amount of

car traffic, both of which

01:01:15.080 --> 01:01:17.690 align:middle line:90%  
benefit drivers.

01:01:17.690 --> 01:01:19.610 align:middle line:84%  
Separating the bikes  
out also removes

01:01:19.610 --> 01:01:22.790 align:middle line:84%  
one of the many distractions  
to drivers, because that's

01:01:22.790 --> 01:01:26.460 align:middle line:84%  
a really busy area, making  
it a less stressful drive,

01:01:26.460 --> 01:01:29.510 align:middle line:84%  
making it safer also  
for the pedestrians

01:01:29.510 --> 01:01:31.790 align:middle line:90%  
and for the disabled.

01:01:31.790 --> 01:01:34.760 align:middle line:84%  
And also, I just wanted to say  
that as one of the very many

01:01:34.760 --> 01:01:37.610 align:middle line:84%  
cyclists who does  
follow all the rules,

01:01:37.610 --> 01:01:41.180 align:middle line:84%  
I find that cyclist=s' behavior  
improves in those areas where

01:01:41.180 --> 01:01:43.760 align:middle line:84%  
cyclists don't feel like  
they're taking their life

01:01:43.760 --> 01:01:45.350 align:middle line:90%  
into their own hands.

01:01:45.350 --> 01:01:45.925 align:middle line:90%  
Thank you.

01:01:45.925 --> 01:01:47.300 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, Jamie.

01:01:47.300 --> 01:01:50.480 align:middle line:84%  
Next up is Annette O,  
followed by Young Kim.

01:01:50.480 --> 01:01:52.238 align:middle line:84%  
Annette, go ahead  
and unmute yourself.

01:01:52.238 --> 01:01:53.030 align:middle line:90%  
You have the floor.

01:01:53.030 --> 01:01:59.460 align:middle line:90%

01:01:59.460 --> 01:02:00.960 align:middle line:84%  
Annette, can you  
unmute yourself?

01:02:00.960 --> 01:02:02.252 align:middle line:90%  
AUDIENCE: Yeah, I'm right here.

01:02:02.252 --> 01:02:02.950 align:middle line:90%  
Can you hear me?

01:02:02.950 --> 01:02:03.740 align:middle line:84%  
BROOKE MCKENNA: Yeah,  
we can hear you.

01:02:03.740 --> 01:02:04.240 align:middle line:90%  
Go ahead.

01:02:04.240 --> 01:02:05.130 align:middle line:90%  
AUDIENCE: Yeah.

01:02:05.130 --> 01:02:07.090 align:middle line:84%  
Basically, I just have  
a couple of questions.

01:02:07.090 --> 01:02:09.257 align:middle line:84%  
I know there's some council  
members on the tonight's

01:02:09.257 --> 01:02:10.950 align:middle line:90%  
program too.

01:02:10.950 --> 01:02:14.700 align:middle line:84%  
And my main thing  
is the Mass Ave

01:02:14.700 --> 01:02:17.430 align:middle line:84%

4 was given that designation  
because of the catenary wires

01:02:17.430 --> 01:02:19.050 align:middle line:90%  
and how complex it was.

01:02:19.050 --> 01:02:22.860 align:middle line:84%  
So I don't quite understand  
how this most complex section

01:02:22.860 --> 01:02:25.980 align:middle line:84%  
of the whole Mass Ave,  
right around Porter Square,

01:02:25.980 --> 01:02:29.310 align:middle line:84%  
doesn't fall into the  
definition of the Mass Ave 4.

01:02:29.310 --> 01:02:30.720 align:middle line:84%  
And maybe that  
can be thought of.

01:02:30.720 --> 01:02:33.980 align:middle line:84%  
I've heard a lot of  
people, both speaking

01:02:33.980 --> 01:02:36.830 align:middle line:84%  
about trying to find a  
solution that helps the bikes

01:02:36.830 --> 01:02:40.620 align:middle line:84%  
and helps the businesses  
and attacks the median,

01:02:40.620 --> 01:02:42.290 align:middle line:84%  
and if we can be  
on that deadline,

01:02:42.290 --> 01:02:45.110 align:middle line:84%  
that would really give  
us a lot more options.

01:02:45.110 --> 01:02:47.840 align:middle line:84%  
I was also wondering, there's  
a lot of multiple policy orders

01:02:47.840 --> 01:02:51.650 align:middle line:84%  
that were just recently  
passed that talked

01:02:51.650 --> 01:02:53.870 align:middle line:84%  
about an advisory  
committee, that talked

01:02:53.870 --> 01:02:56.270 align:middle line:90%  
about reviewing past projects.

01:02:56.270 --> 01:02:59.390 align:middle line:84%  
So I was wondering how the  
Department of Transportation

01:02:59.390 --> 01:03:01.730 align:middle line:84%  
was incorporating  
those policy orders

01:03:01.730 --> 01:03:04.130 align:middle line:90%  
into this current project.

01:03:04.130 --> 01:03:05.840 align:middle line:84%  
On previous projects,  
I know there

01:03:05.840 --> 01:03:08.060 align:middle line:84%  
wasn't a lot of plan-ahead  
as far as getting

01:03:08.060 --> 01:03:11.240 align:middle line:84%  
signage, as far as public  
education, as far as

01:03:11.240 --> 01:03:13.970 align:middle line:84%  
promoting that there's now  
parking on side streets.

01:03:13.970 --> 01:03:15.470 align:middle line:84%  
So I was wondering  
how you approach

01:03:15.470 --> 01:03:16.970 align:middle line:90%  
it getting those implemented.

01:03:16.970 --> 01:03:18.260 align:middle line:90%  
And just one more--

01:03:18.260 --> 01:03:20.270 align:middle line:84%  
your plans for  
municipal parking,

01:03:20.270 --> 01:03:22.220 align:middle line:84%  
because a lot of



people have talked

01:03:22.220 --> 01:03:23.355 align:middle line:90%  
about where they can park--

01:03:23.355 --> 01:03:25.897 align:middle line:84%  
BROOKE MCKENNA: We need to move  
on to the next speaker, Anne.

01:03:25.897 --> 01:03:28.700 align:middle line:90%

01:03:28.700 --> 01:03:29.530 align:middle line:90%  
Thank you, Anne.

01:03:29.530 --> 01:03:30.940 align:middle line:90%  
Next up is Young Kim.

01:03:30.940 --> 01:03:31.510 align:middle line:90%  
Go ahead.

01:03:31.510 --> 01:03:34.700 align:middle line:90%  
You have the floor.

01:03:34.700 --> 01:03:36.470 align:middle line:90%  
AUDIENCE: Young Kim.

01:03:36.470 --> 01:03:38.630 align:middle line:84%  
Several points--  
number one, there

01:03:38.630 --> 01:03:43.640 align:middle line:84%  
are several policy orders  
asking city manager

01:03:43.640 --> 01:03:49.210 align:middle line:84%  
to look at the impact  
and how northern Mass

01:03:49.210 --> 01:03:51.260 align:middle line:90%  
Avenue plan was implemented.

01:03:51.260 --> 01:03:58.140 align:middle line:84%  
You guys-- this should not go on  
until the city manager conducts

01:03:58.140 --> 01:04:03.120 align:middle line:84%  
those studies, and you have  
to apply the lessons learned,

01:04:03.120 --> 01:04:08.210 align:middle line:84%  
impacts assessed, in  
coming up with this plan.

01:04:08.210 --> 01:04:12.710 align:middle line:84%  
Second point is I took  
the questions typed

01:04:12.710 --> 01:04:15.890 align:middle line:84%  
into the question and  
answer would be answered.

01:04:15.890 --> 01:04:19.622 align:middle line:90%  
Will they be answered on the--

01:04:19.622 --> 01:04:25.220 align:middle line:84%  
will answers be posted  
on the project website?

01:04:25.220 --> 01:04:28.670 align:middle line:84%  
And then from my  
years of experience

01:04:28.670 --> 01:04:32.120 align:middle line:84%  
as a systems engineer  
working on defense contract,

01:04:32.120 --> 01:04:35.930 align:middle line:84%  
the way the traffic  
department is going about this

01:04:35.930 --> 01:04:41.750 align:middle line:84%  
violates every single  
principle of project management

01:04:41.750 --> 01:04:43.310 align:middle line:90%  
and system engineering.

01:04:43.310 --> 01:04:44.893 align:middle line:84%  
BROOKE MCKENNA: OK,  
we'll have to move

01:04:44.893 --> 01:04:46.580 align:middle line:84%  
on to the next  
caller, Young, OK?

01:04:46.580 --> 01:04:48.180 align:middle line:90%  
Thank you for your comments.

01:04:48.180 --> 01:04:51.770 align:middle line:84%

Next up is John Hanratty,  
followed by Alex Frieden.

01:04:51.770 --> 01:04:52.460 align:middle line:90%  
John, go ahead.

01:04:52.460 --> 01:04:54.955 align:middle line:90%  
You have the floor.

01:04:54.955 --> 01:04:55.580 align:middle line:90%  
AUDIENCE: Yeah.

01:04:55.580 --> 01:04:58.090 align:middle line:84%  
Hi, John Hanratty,  
Porter Square.

01:04:58.090 --> 01:05:01.280 align:middle line:84%  
I've been here for  
about 30 years.

01:05:01.280 --> 01:05:03.440 align:middle line:90%  
Quickly, I think--

01:05:03.440 --> 01:05:05.180 align:middle line:90%  
I don't see any goals.

01:05:05.180 --> 01:05:08.570 align:middle line:84%  
They seem to be very  
bicycle-centric.

01:05:08.570 --> 01:05:10.520 align:middle line:90%  
I agree with lessons learned.

01:05:10.520 --> 01:05:13.820 align:middle line:84%  
We can learn a lot from what  
happened in North Cambridge.

01:05:13.820 --> 01:05:16.760 align:middle line:84%  
We can learn a lot what's  
going on in Central Square.

01:05:16.760 --> 01:05:20.960 align:middle line:84%  
They both do not work  
very well or at all.

01:05:20.960 --> 01:05:21.770 align:middle line:90%  
They need work.

01:05:21.770 --> 01:05:25.010 align:middle line:90%  
They're not safe for anybody.

01:05:25.010 --> 01:05:29.300 align:middle line:84%  
Mass Ave is a main corridor,  
an entry and exit for goods,

01:05:29.300 --> 01:05:33.200 align:middle line:84%  
services, people, employees  
in and out of the city

01:05:33.200 --> 01:05:34.680 align:middle line:90%  
and across the city.

01:05:34.680 --> 01:05:36.440 align:middle line:84%  
We have to take  
that into account.

01:05:36.440 --> 01:05:38.880 align:middle line:84%  
It has not been  
taken into account.

01:05:38.880 --> 01:05:43.130 align:middle line:90%  
And lastly, neighborhood input--

01:05:43.130 --> 01:05:46.580 align:middle line:84%  
traffic patterns,  
driving, et cetera--

01:05:46.580 --> 01:05:49.220 align:middle line:84%  
I just heard my street,  
Mount Vernon Street,

01:05:49.220 --> 01:05:50.750 align:middle line:90%  
named a bunch of times.

01:05:50.750 --> 01:05:52.700 align:middle line:84%  
We're going to just  
route traffic down it.

01:05:52.700 --> 01:05:55.940 align:middle line:84%  
We're going to give away our  
parking spaces so that we

01:05:55.940 --> 01:05:57.380 align:middle line:90%  
can fix up the bike lanes.

01:05:57.380 --> 01:05:57.740 align:middle line:90%  
We're giving away stuff.

01:05:57.740 --> 01:05:59.115 align:middle line:84%  
BROOKE MCKENNA:

John, we're going

01:05:59.115 --> 01:06:00.930 align:middle line:84%  
to have to move on  
to the next speaker.

01:06:00.930 --> 01:06:02.420 align:middle line:90%  
Thank you for your comments.

01:06:02.420 --> 01:06:06.740 align:middle line:84%  
Alex Frieden is up, and  
Maria Marie is next.

01:06:06.740 --> 01:06:07.520 align:middle line:90%  
Alex, go ahead.

01:06:07.520 --> 01:06:09.168 align:middle line:90%  
You have the floor.

01:06:09.168 --> 01:06:09.710 align:middle line:90%  
AUDIENCE: Hi.

01:06:09.710 --> 01:06:10.970 align:middle line:90%  
Thanks.

01:06:10.970 --> 01:06:11.720 align:middle line:90%  
My name is Alex.

01:06:11.720 --> 01:06:14.870 align:middle line:84%  
I live just southwest of  
the project location--

01:06:14.870 --> 01:06:16.410 align:middle line:90%  
really excited for this.

01:06:16.410 --> 01:06:18.050 align:middle line:84%  
I bike with both  
my three-year-old

01:06:18.050 --> 01:06:20.690 align:middle line:84%  
and my 10-month-old  
around the city.

01:06:20.690 --> 01:06:22.850 align:middle line:84%  
And I'm really excited  
for this project.

01:06:22.850 --> 01:06:25.700 align:middle line:84%  
This was on the  
2016 bike plan that

01:06:25.700 --> 01:06:29.330 align:middle line:84%  
was expected to be completed  
this year, so it's great--

01:06:29.330 --> 01:06:30.662 align:middle line:90%  
very timely to see it done.

01:06:30.662 --> 01:06:32.870 align:middle line:84%  
I think it's important to  
think about the connection.

01:06:32.870 --> 01:06:36.680 align:middle line:84%  
Many people don't bike,  
because if 1/10 of your route

01:06:36.680 --> 01:06:38.760 align:middle line:84%  
is protected, it's  
not very useful.

01:06:38.760 --> 01:06:42.830 align:middle line:84%  
This is a major pathway to a  
number of places, including

01:06:42.830 --> 01:06:44.840 align:middle line:84%  
Alewife Parkway, where  
there's a number of parks

01:06:44.840 --> 01:06:47.760 align:middle line:90%  
and recreational activities.

01:06:47.760 --> 01:06:51.230 align:middle line:84%  
And I would regularly like  
to go Somerville to Mass Ave,

01:06:51.230 --> 01:06:55.190 align:middle line:84%  
and it's great to think  
about the connection there.

01:06:55.190 --> 01:06:57.170 align:middle line:90%  
One comment you said--

01:06:57.170 --> 01:07:00.080 align:middle line:84%  
BROOKE MCKENNA: Alex, we do need  
to move on to the next speaker.

01:07:00.080 --> 01:07:01.340 align:middle line:90%  
Marie, go ahead.

01:07:01.340 --> 01:07:02.240 align:middle line:90%

You have the floor.

01:07:02.240 --> 01:07:05.840 align:middle line:90%

01:07:05.840 --> 01:07:08.440 align:middle line:90%  
AUDIENCE: Hi.

01:07:08.440 --> 01:07:11.270 align:middle line:84%  
I logged on tonight,  
because I thought

01:07:11.270 --> 01:07:13.820 align:middle line:84%  
I was going to find  
out some information,

01:07:13.820 --> 01:07:16.070 align:middle line:84%  
and I thought it was an  
opportunity for input.

01:07:16.070 --> 01:07:17.660 align:middle line:90%  
It certainly wasn't that.

01:07:17.660 --> 01:07:22.970 align:middle line:84%  
It was a presentation,  
prefab, already designed.

01:07:22.970 --> 01:07:26.780 align:middle line:84%  
The box was 3 by 5 on my  
laptop, so I could barely

01:07:26.780 --> 01:07:28.430 align:middle line:90%  
read anything.

01:07:28.430 --> 01:07:32.450 align:middle line:84%  
I put in comments into the  
Q&A, but they're not readable,

01:07:32.450 --> 01:07:37.490 align:middle line:84%  
because the panelists decide  
who gets to read what.

01:07:37.490 --> 01:07:43.040 align:middle line:84%  
I definitely support the  
seniors, the business owners,

01:07:43.040 --> 01:07:44.810 align:middle line:90%  
and the residents up there.

01:07:44.810 --> 01:07:47.120 align:middle line:84%

What I noticed is that  
you have a lot of input

01:07:47.120 --> 01:07:49.580 align:middle line:84%  
from people with  
their first names.

01:07:49.580 --> 01:07:51.800 align:middle line:84%  
I don't even know if  
they live in Cambridge.

01:07:51.800 --> 01:07:55.040 align:middle line:84%  
I mean, my experience with  
Inman Square during the reconfig

01:07:55.040 --> 01:07:57.830 align:middle line:84%  
there, that most of  
the movers and shakers

01:07:57.830 --> 01:07:59.060 align:middle line:90%  
were from outside the city.

01:07:59.060 --> 01:07:59.630 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, Marie,

01:07:59.630 --> 01:08:01.672 align:middle line:84%  
we're going to have to  
move on to the next call--

01:08:01.672 --> 01:08:02.450 align:middle line:90%  
the next speaker.

01:08:02.450 --> 01:08:03.350 align:middle line:90%  
That's Manuel.

01:08:03.350 --> 01:08:05.450 align:middle line:84%  
You're up next,  
followed by Susan.

01:08:05.450 --> 01:08:06.170 align:middle line:90%  
Manuel, go ahead.

01:08:06.170 --> 01:08:08.840 align:middle line:90%  
You have the floor.

01:08:08.840 --> 01:08:12.790 align:middle line:84%  
AUDIENCE: Hi, my name  
is Dr. Manny Pacheco.



01:08:12.790 --> 01:08:15.790 align:middle line:84%  
And I feel that  
this whole process

01:08:15.790 --> 01:08:19.899 align:middle line:84%  
has been somewhat disappointing,  
because as the previous-- one

01:08:19.899 --> 01:08:22.479 align:middle line:84%  
of the previous  
speakers noted, this

01:08:22.479 --> 01:08:26.290 align:middle line:84%  
was a presentation of things  
that are fait accompli.

01:08:26.290 --> 01:08:30.670 align:middle line:84%  
And seeking input from people  
while saying every alternative

01:08:30.670 --> 01:08:33.939 align:middle line:84%  
is not feasible is  
not really a dialogue.

01:08:33.939 --> 01:08:35.560 align:middle line:90%  
I support safety.

01:08:35.560 --> 01:08:37.270 align:middle line:84%  
I support safety  
for my patients.

01:08:37.270 --> 01:08:39.189 align:middle line:90%  
I support safety for everyone.

01:08:39.189 --> 01:08:43.569 align:middle line:84%  
I think that we're under the  
gun with an artificial deadline

01:08:43.569 --> 01:08:46.580 align:middle line:84%  
that we could easily  
consider removing the median

01:08:46.580 --> 01:08:49.179 align:middle line:84%  
and taking into account,  
taking over the-- out

01:08:49.179 --> 01:08:51.225 align:middle line:84%  
the overhead lines  
for the T, and I

01:08:51.225 --> 01:08:53.350 align:middle line:84%  
don't think that it's  
unreasonable to think that we

01:08:53.350 --> 01:08:55.189 align:middle line:90%  
could achieve all of our goals.

01:08:55.189 --> 01:08:58.479 align:middle line:84%  
I do want to thank the people in  
the city and other consultants

01:08:58.479 --> 01:09:01.359 align:middle line:84%  
for making this  
opportunity to talk,

01:09:01.359 --> 01:09:02.920 align:middle line:84%  
but I think we can  
do more, and we

01:09:02.920 --> 01:09:06.100 align:middle line:84%  
don't have to be the victims  
of artificial deadlines.

01:09:06.100 --> 01:09:07.267 align:middle line:90%  
Thank you very much.

01:09:07.267 --> 01:09:08.350 align:middle line:90%  
BROOKE MCKENNA: Thank you.

01:09:08.350 --> 01:09:11.859 align:middle line:84%  
Next up is Susan Chang,  
followed by Cathy Dalton.

01:09:11.859 --> 01:09:14.859 align:middle line:84%  
Susan, go ahead  
you have the floor.

01:09:14.859 --> 01:09:15.859 align:middle line:90%  
AUDIENCE: Hi, thank you.

01:09:15.859 --> 01:09:17.720 align:middle line:84%  
I just wanted to echo  
the other commentators

01:09:17.720 --> 01:09:19.526 align:middle line:84%  
and thank the city for  
their efforts here.

01:09:19.526 --> 01:09:21.859 align:middle line:84%  
I travel around Cambridge

primarily by bike and transit,

01:09:21.859 --> 01:09:24.192 align:middle line:84%  
and I'm really looking forward  
to these important safety

01:09:24.192 --> 01:09:24.859 align:middle line:90%  
improvements.

01:09:24.859 --> 01:09:27.109 align:middle line:84%  
It's true that not everyone  
can bike or take the bus,

01:09:27.109 --> 01:09:28.526 align:middle line:84%  
but at the same  
time, not everyone

01:09:28.526 --> 01:09:30.145 align:middle line:90%  
can drive or even afford a car.

01:09:30.145 --> 01:09:32.270 align:middle line:84%  
So according to a street  
intercept survey conducted

01:09:32.270 --> 01:09:35.000 align:middle line:84%  
by the city, only 33% of  
people visiting Porter Square

01:09:35.000 --> 01:09:38.210 align:middle line:84%  
reported driving there, with the  
vast, vast majority traveling

01:09:38.210 --> 01:09:39.734 align:middle line:90%  
by foot, bike, or transit.

01:09:39.734 --> 01:09:41.359 align:middle line:84%  
The current design  
around Porter Square

01:09:41.359 --> 01:09:43.442 align:middle line:84%  
really only serves drivers,  
and I applaud the city

01:09:43.442 --> 01:09:46.399 align:middle line:84%  
for having the vision to make  
Porter Square safe for people

01:09:46.399 --> 01:09:47.640 align:middle line:90%  
who are not in cars as well.

01:09:47.640 --> 01:09:48.797 align:middle line:90%  
Thank you.

01:09:48.797 --> 01:09:49.880 align:middle line:90%  
BROOKE MCKENNA: Thank you.

01:09:49.880 --> 01:09:51.229 align:middle line:90%  
Next up is Cathy.

01:09:51.229 --> 01:09:52.688 align:middle line:90%  
Cathy, you can unmute yourself.

01:09:52.688 --> 01:09:54.980 align:middle line:84%  
You have the floor, and you'll  
be followed by Thornton.

01:09:54.980 --> 01:10:03.430 align:middle line:90%

01:10:03.430 --> 01:10:05.490 align:middle line:90%  
Cathy, you can unmute yourself.

01:10:05.490 --> 01:10:06.740 align:middle line:90%  
AUDIENCE: Can you hear me now?

01:10:06.740 --> 01:10:07.865 align:middle line:90%  
BROOKE MCKENNA: Now we can.

01:10:07.865 --> 01:10:09.160 align:middle line:90%  
Go ahead.

01:10:09.160 --> 01:10:13.090 align:middle line:84%  
AUDIENCE: I have used all  
modes of transportation.

01:10:13.090 --> 01:10:18.310 align:middle line:84%  
I have to say that I feel most  
unsafe on Raymond, on Putnam,

01:10:18.310 --> 01:10:22.570 align:middle line:84%  
and Oxford, not on Mass Ave.  
Not even with my younger child

01:10:22.570 --> 01:10:26.620 align:middle line:84%  
did I feel unsafe biking on Mass  
Ave. Having said that, I think

01:10:26.620 --> 01:10:29.380 align:middle line:84%  
we can come up with a plan  
for protected bike lanes

01:10:29.380 --> 01:10:32.470 align:middle line:84%  
that preserves parking,  
that preserves safety

01:10:32.470 --> 01:10:35.260 align:middle line:84%  
for pedestrians, but I  
don't think this quick

01:10:35.260 --> 01:10:36.820 align:middle line:90%  
build plan is it.

01:10:36.820 --> 01:10:39.550 align:middle line:84%  
And so I hope that,  
very quickly--

01:10:39.550 --> 01:10:41.410 align:middle line:84%  
I mean, you're going  
to do this anyway.

01:10:41.410 --> 01:10:43.000 align:middle line:90%  
I can tell--

01:10:43.000 --> 01:10:45.970 align:middle line:84%  
I would like to see a better  
plan put into place that

01:10:45.970 --> 01:10:48.760 align:middle line:84%  
removes the median strip  
and creates some protected

01:10:48.760 --> 01:10:50.650 align:middle line:90%  
crossings and left turns.

01:10:50.650 --> 01:10:55.240 align:middle line:84%  
Also, I do not want to see  
resident parking sacrificed

01:10:55.240 --> 01:10:57.130 align:middle line:90%  
for meters along Mass Ave.

01:10:57.130 --> 01:11:00.880 align:middle line:84%  
We have 170 units at  
my end of the street

01:11:00.880 --> 01:11:02.350 align:middle line:90%  
right here in Porter Square.

01:11:02.350 --> 01:11:05.890 align:middle line:84%  
Losing that many spaces will

be really difficult for people.

01:11:05.890 --> 01:11:07.030 align:middle line:90%  
I have been a biker.

01:11:07.030 --> 01:11:11.080 align:middle line:84%  
I am mostly a walker  
these days, and I drive.

01:11:11.080 --> 01:11:13.803 align:middle line:84%  
We have to embrace all-- and I  
used to take the bus-- not now.

01:11:13.803 --> 01:11:15.220 align:middle line:84%  
BROOKE MCKENNA:  
Cathy, we're going

01:11:15.220 --> 01:11:16.970 align:middle line:84%  
to have to move on  
to the next speaker.

01:11:16.970 --> 01:11:17.920 align:middle line:90%  
Thank you.

01:11:17.920 --> 01:11:20.938 align:middle line:84%  
Thornton, you're up next,  
followed by Ann Bain.

01:11:20.938 --> 01:11:21.730 align:middle line:90%  
Thornton, go ahead.

01:11:21.730 --> 01:11:22.600 align:middle line:90%  
You have the floor.

01:11:22.600 --> 01:11:26.520 align:middle line:90%

01:11:26.520 --> 01:11:29.980 align:middle line:84%  
Thornton, you can  
unmute yourself.

01:11:29.980 --> 01:11:30.910 align:middle line:90%  
Go ahead.

01:11:30.910 --> 01:11:31.570 align:middle line:90%  
AUDIENCE: OK.

01:11:31.570 --> 01:11:33.400 align:middle line:90%  
My name is Roger O'Sullivan.

01:11:33.400 --> 01:11:37.820 align:middle line:90%  
I'm using Rick's communications.

01:11:37.820 --> 01:11:42.520 align:middle line:84%  
I just like to share a couple  
of concerns regarding safety.

01:11:42.520 --> 01:11:48.220 align:middle line:84%  
First of all, I'd like to thank  
Councilors Toner, Carlone,

01:11:48.220 --> 01:11:52.150 align:middle line:84%  
and Councilor Simmons for  
listening to my concerns

01:11:52.150 --> 01:11:54.340 align:middle line:90%  
about public safety.

01:11:54.340 --> 01:11:58.090 align:middle line:84%  
I'm one of these people  
that rolls up their sleeves

01:11:58.090 --> 01:12:00.050 align:middle line:90%  
and gets involved.

01:12:00.050 --> 01:12:06.130 align:middle line:84%  
First of all, I broke my ankle  
twice, so I'm on the sidewalk

01:12:06.130 --> 01:12:08.230 align:middle line:90%  
now 3/4 of the time.

01:12:08.230 --> 01:12:10.750 align:middle line:84%  
I'm with a cane,  
so my concern is

01:12:10.750 --> 01:12:16.810 align:middle line:84%  
bicycles using the sidewalks  
instead of the bike lanes.

01:12:16.810 --> 01:12:18.730 align:middle line:90%  
So that's my first concern.

01:12:18.730 --> 01:12:23.350 align:middle line:84%  
Why is the city not  
posting that bikes are not

01:12:23.350 --> 01:12:26.020 align:middle line:90%  
allowed on the sidewalk?

01:12:26.020 --> 01:12:30.610 align:middle line:84%  
My second concern is for  
the safety of the cyclists.

01:12:30.610 --> 01:12:35.860 align:middle line:84%  
We have cones in front of my  
residence at 1105 Mass Avenue.

01:12:35.860 --> 01:12:39.310 align:middle line:84%  
What happens is the  
city does a great job

01:12:39.310 --> 01:12:43.700 align:middle line:84%  
of plowing the street  
and also the bike lane.

01:12:43.700 --> 01:12:46.660 align:middle line:84%  
However, in the  
late spring, there's

01:12:46.660 --> 01:12:50.050 align:middle line:90%  
a ice between each cone.

01:12:50.050 --> 01:12:55.010 align:middle line:84%  
What that does is it melts,  
and then freezes at night,

01:12:55.010 --> 01:13:00.700 align:middle line:84%  
making it a skating rink for the  
cyclists, which forces cyclists

01:13:00.700 --> 01:13:06.010 align:middle line:84%  
onto the sidewalk  
and also the streets.

01:13:06.010 --> 01:13:07.270 align:middle line:90%  
I also have concerns--

01:13:07.270 --> 01:13:07.850 align:middle line:90%  
BROOKE MCKENNA: I'm sorry.

01:13:07.850 --> 01:13:10.017 align:middle line:84%  
We are going to have to  
move on to the next speaker.

01:13:10.017 --> 01:13:11.480 align:middle line:90%  
Thank you for your comments.

01:13:11.480 --> 01:13:13.330 align:middle line:90%  
Next up is Anne and Bain.



01:13:13.330 --> 01:13:15.820 align:middle line:84%  
Go ahead and unmute  
yourself, and you'll

01:13:15.820 --> 01:13:17.738 align:middle line:90%  
be followed by Irving Allen.

01:13:17.738 --> 01:13:18.280 align:middle line:90%  
AUDIENCE: Hi.

01:13:18.280 --> 01:13:20.390 align:middle line:84%  
Thanks for the opportunity  
to speak tonight.

01:13:20.390 --> 01:13:23.110 align:middle line:84%  
I live on Mass Ave myself, and  
I just want to speak to the fact

01:13:23.110 --> 01:13:24.568 align:middle line:84%  
that I think the  
quick build is not

01:13:24.568 --> 01:13:26.250 align:middle line:90%  
the right solution currently.

01:13:26.250 --> 01:13:28.000 align:middle line:84%  
The threat to the  
disabled and the elderly

01:13:28.000 --> 01:13:30.070 align:middle line:84%  
and the business communities  
for the current plan

01:13:30.070 --> 01:13:33.280 align:middle line:84%  
has been-- we've seen witness  
of that on the north end of Mass

01:13:33.280 --> 01:13:34.915 align:middle line:84%  
Ave and would really  
ask the people

01:13:34.915 --> 01:13:36.790 align:middle line:84%  
to take those lessons  
learned and apply them.

01:13:36.790 --> 01:13:38.267 align:middle line:84%  
I don't feel like  
that was really--

01:13:38.267 --> 01:13:39.850 align:middle line:84%  
we were given that  
opportunity tonight

01:13:39.850 --> 01:13:42.142 align:middle line:84%  
and was hoping that that's  
what the meeting was for, so

01:13:42.142 --> 01:13:43.970 align:middle line:84%  
looking for your support  
to make sure all--

01:13:43.970 --> 01:13:46.390 align:middle line:84%  
and I agree we need to do  
something for the bicycle

01:13:46.390 --> 01:13:47.613 align:middle line:90%  
safety as well.

01:13:47.613 --> 01:13:49.030 align:middle line:84%  
We just need to  
include everybody.

01:13:49.030 --> 01:13:49.807 align:middle line:90%  
Thank you.

01:13:49.807 --> 01:13:50.890 align:middle line:90%  
BROOKE MCKENNA: Thank you.

01:13:50.890 --> 01:13:53.872 align:middle line:84%  
Next up, Irving Allen,  
followed by Seth Hurwitz.

01:13:53.872 --> 01:13:54.580 align:middle line:90%  
Irving, go ahead.

01:13:54.580 --> 01:13:55.372 align:middle line:90%  
You have the floor.

01:13:55.372 --> 01:13:58.880 align:middle line:90%

01:13:58.880 --> 01:13:59.860 align:middle line:90%  
AUDIENCE: Thank you.

01:13:59.860 --> 01:14:02.470 align:middle line:84%  
I appreciate this  
opportunity to speak.

01:14:02.470 --> 01:14:06.130 align:middle line:84%

In regards to the  
bike safety ordinance,

01:14:06.130 --> 01:14:10.480 align:middle line:84%  
what happens if we don't meet  
the April, 2022 deadline?

01:14:10.480 --> 01:14:11.950 align:middle line:90%  
No one has ever stated.

01:14:11.950 --> 01:14:15.160 align:middle line:84%  
It's not stated in  
the ordinance either.

01:14:15.160 --> 01:14:18.100 align:middle line:84%  
So why are we rushing  
something that

01:14:18.100 --> 01:14:21.550 align:middle line:84%  
is causing so much  
controversy in this city,

01:14:21.550 --> 01:14:26.170 align:middle line:84%  
instead of backing up,  
delaying this ordinance,

01:14:26.170 --> 01:14:28.750 align:middle line:84%  
and doing the right  
thing for the city?

01:14:28.750 --> 01:14:30.310 align:middle line:90%  
Come on, councilors.

01:14:30.310 --> 01:14:31.580 align:middle line:90%  
Get your act together.

01:14:31.580 --> 01:14:33.707 align:middle line:90%  
Thank you.

01:14:33.707 --> 01:14:34.790 align:middle line:90%  
BROOKE MCKENNA: Thank you.

01:14:34.790 --> 01:14:37.070 align:middle line:84%  
Next up, Seth, you  
have the floor.

01:14:37.070 --> 01:14:38.210 align:middle line:90%  
You can unmute yourself.

01:14:38.210 --> 01:14:40.912 align:middle line:90%

You'll be followed by Bruce.

01:14:40.912 --> 01:14:41.870 align:middle line:90%  
AUDIENCE: Good evening.

01:14:41.870 --> 01:14:43.750 align:middle line:84%  
Thank you for allowing  
me to speak tonight.

01:14:43.750 --> 01:14:45.750 align:middle line:84%  
I really appreciate all  
the work that everyone's

01:14:45.750 --> 01:14:47.500 align:middle line:90%  
done on this project so far.

01:14:47.500 --> 01:14:50.650 align:middle line:84%  
I love the goals that you've  
outlined about improving safety

01:14:50.650 --> 01:14:53.260 align:middle line:84%  
and accessibility for  
people who are not

01:14:53.260 --> 01:14:56.470 align:middle line:84%  
in cars along this  
stretch of Mass Ave.

01:14:56.470 --> 01:14:58.210 align:middle line:84%  
I want to say I support  
Petru's comments

01:14:58.210 --> 01:15:01.570 align:middle line:84%  
about signaling to protect  
cyclists and pedestrians.

01:15:01.570 --> 01:15:04.390 align:middle line:84%  
Make sure we give them enough  
space to get across the street

01:15:04.390 --> 01:15:05.690 align:middle line:90%  
safely.

01:15:05.690 --> 01:15:09.100 align:middle line:84%  
I want to ask that we do  
make Upland one way for cars

01:15:09.100 --> 01:15:11.350 align:middle line:90%  
with contraflow bike lanes.

01:15:11.350 --> 01:15:14.740 align:middle line:84%  
And I also wanted to  
ask as well if there's

01:15:14.740 --> 01:15:17.647 align:middle line:84%  
any chance the cycling  
ordinance can--

01:15:17.647 --> 01:15:19.480 align:middle line:84%  
or this quick build or  
any of these projects

01:15:19.480 --> 01:15:22.317 align:middle line:84%  
can include resident education  
and distribution of devices?

01:15:22.317 --> 01:15:23.650 align:middle line:90%  
BROOKE MCKENNA: Thank you, Seth.

01:15:23.650 --> 01:15:25.960 align:middle line:84%  
We are going to have to  
move on to the next speaker.

01:15:25.960 --> 01:15:27.160 align:middle line:90%  
That's Bruce.

01:15:27.160 --> 01:15:29.200 align:middle line:90%  
Bruce, you have the floor.

01:15:29.200 --> 01:15:32.180 align:middle line:90%  
You can unmute yourself.

01:15:32.180 --> 01:15:33.790 align:middle line:90%  
AUDIENCE: Hi, everyone.

01:15:33.790 --> 01:15:36.700 align:middle line:84%  
I've lived in  
Cambridge since 1982.

01:15:36.700 --> 01:15:38.260 align:middle line:84%  
I've been biking  
around Cambridge

01:15:38.260 --> 01:15:42.580 align:middle line:84%  
for over 30 years, commuting,  
shopping, and recreation.

01:15:42.580 --> 01:15:45.380 align:middle line:84%  
And biking in  
Cambridge is great.

01:15:45.380 --> 01:15:47.710 align:middle line:90%  
It's been great for a long time.

01:15:47.710 --> 01:15:50.620 align:middle line:84%  
My commute took me through  
Porter Square every day,

01:15:50.620 --> 01:15:53.470 align:middle line:84%  
and I shop there  
by bike frequently.

01:15:53.470 --> 01:15:57.040 align:middle line:84%  
The truth is that most of  
these separated bike lanes,

01:15:57.040 --> 01:16:00.430 align:middle line:84%  
as they actually get built,  
often would be better called

01:16:00.430 --> 01:16:01.960 align:middle line:90%  
hidden bike lanes.

01:16:01.960 --> 01:16:06.190 align:middle line:84%  
And they only make people  
feel safer by protecting bikes

01:16:06.190 --> 01:16:10.780 align:middle line:84%  
from overtaking cars, one  
of the least likely ways

01:16:10.780 --> 01:16:12.880 align:middle line:90%  
for bicyclists to get hurt.

01:16:12.880 --> 01:16:16.150 align:middle line:84%  
They're really not safer,  
and at intersections,

01:16:16.150 --> 01:16:20.867 align:middle line:84%  
these hidden bike lanes are  
really very, very dangerous.

01:16:20.867 --> 01:16:21.700 align:middle line:90%  
The most important--

01:16:21.700 --> 01:16:23.075 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, Bruce.

01:16:23.075 --> 01:16:26.380 align:middle line:84%

We're going to have to move  
on to the next speaker.

01:16:26.380 --> 01:16:29.890 align:middle line:84%  
Next up is Dylan Russell,  
followed by Ulysses.

01:16:29.890 --> 01:16:32.650 align:middle line:84%  
We are going to be able  
to get to everyone who

01:16:32.650 --> 01:16:34.780 align:middle line:90%  
has their hand up right now.

01:16:34.780 --> 01:16:37.090 align:middle line:90%  
So Dylan, go ahead.

01:16:37.090 --> 01:16:37.990 align:middle line:90%  
You have the floor.

01:16:37.990 --> 01:16:43.940 align:middle line:90%

01:16:43.940 --> 01:16:46.070 align:middle line:90%  
Dylan, can you unmute yourself?

01:16:46.070 --> 01:16:47.390 align:middle line:90%  
AUDIENCE: Hey, can you hear me?

01:16:47.390 --> 01:16:48.718 align:middle line:90%  
BROOKE MCKENNA: Go ahead.

01:16:48.718 --> 01:16:49.760 align:middle line:90%  
AUDIENCE: Hey, I'm Dylan.

01:16:49.760 --> 01:16:51.680 align:middle line:84%  
I'm a lifelong  
Cambridge resident.

01:16:51.680 --> 01:16:54.440 align:middle line:84%  
I live in Cambridge Port,  
but I bike through Porter

01:16:54.440 --> 01:16:56.420 align:middle line:90%  
all the time.

01:16:56.420 --> 01:16:59.270 align:middle line:84%  
Just want to say that  
I really appreciate

01:16:59.270 --> 01:17:04.070 align:middle line:84%  
the work that went into  
this, and I definitely

01:17:04.070 --> 01:17:06.530 align:middle line:84%  
will feel safer  
going through Porter,

01:17:06.530 --> 01:17:10.175 align:middle line:84%  
if there is a  
protected bike lane.

01:17:10.175 --> 01:17:11.120 align:middle line:90%  
Yep, that's all.

01:17:11.120 --> 01:17:11.620 align:middle line:90%  
Thank you.

01:17:11.620 --> 01:17:12.537 align:middle line:90%  
BROOKE MCKENNA: Great.

01:17:12.537 --> 01:17:13.440 align:middle line:90%  
Thank you very much.

01:17:13.440 --> 01:17:16.400 align:middle line:84%  
Next up is Ulysses,  
followed by Michael.

01:17:16.400 --> 01:17:17.330 align:middle line:90%  
Ulysses, go ahead.

01:17:17.330 --> 01:17:19.840 align:middle line:90%  
You can unmute yourself.

01:17:19.840 --> 01:17:20.485 align:middle line:90%  
AUDIENCE: Hi.

01:17:20.485 --> 01:17:21.860 align:middle line:84%  
Yeah, my name is  
Ulysses Latiner.

01:17:21.860 --> 01:17:24.150 align:middle line:84%  
I actually live right over  
the border in Somerville,

01:17:24.150 --> 01:17:26.430 align:middle line:84%  
but I bike to and  
through Porter Square

01:17:26.430 --> 01:17:28.380 align:middle line:84%



all the time on my way  
to work in Cambridge,

01:17:28.380 --> 01:17:30.780 align:middle line:84%  
and I shop in Porter  
Square regularly.

01:17:30.780 --> 01:17:32.982 align:middle line:84%  
But actually, I'm  
just curious to know,

01:17:32.982 --> 01:17:35.190 align:middle line:84%  
I haven't seen anywhere in  
this presentation anything

01:17:35.190 --> 01:17:36.030 align:middle line:90%  
about the actual--

01:17:36.030 --> 01:17:38.580 align:middle line:84%  
and I asked this question  
in the Q&A multiple times--

01:17:38.580 --> 01:17:41.340 align:middle line:84%  
how many parking  
spaces are potentially

01:17:41.340 --> 01:17:43.230 align:middle line:84%  
being talked about  
being removed here?

01:17:43.230 --> 01:17:45.750 align:middle line:84%  
Because it seems like so much  
of the conflict between all

01:17:45.750 --> 01:17:47.880 align:middle line:84%  
the various parties  
here relates to how much

01:17:47.880 --> 01:17:50.370 align:middle line:84%  
parking might be lost for  
the business community,

01:17:50.370 --> 01:17:51.490 align:middle line:90%  
for residents, et cetera.

01:17:51.490 --> 01:17:53.070 align:middle line:84%  
But I haven't seen any  
numbers anywhere in here

01:17:53.070 --> 01:17:54.640 align:middle line:84%

about how many spaces we're  
actually talking about.

01:17:54.640 --> 01:17:56.890 align:middle line:84%  
And I feel like that might  
make this discussion easier

01:17:56.890 --> 01:17:59.400 align:middle line:84%  
for everybody if we knew how  
many spaces, potentially,

01:17:59.400 --> 01:18:01.260 align:middle line:90%  
we're talking about losing.

01:18:01.260 --> 01:18:03.885 align:middle line:84%  
It might-- people should know  
what the conflict is about,

01:18:03.885 --> 01:18:05.010 align:middle line:90%  
what the actual size of it.

01:18:05.010 --> 01:18:07.260 align:middle line:84%  
So you should provide that  
information in the future.

01:18:07.260 --> 01:18:08.830 align:middle line:84%  
I think that would be  
helpful to everyone.

01:18:08.830 --> 01:18:10.288 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, Ulysses.

01:18:10.288 --> 01:18:12.720 align:middle line:84%  
Next up is Michael  
followed by Susan.

01:18:12.720 --> 01:18:13.470 align:middle line:90%  
Michael, go ahead.

01:18:13.470 --> 01:18:14.310 align:middle line:90%  
You have the floor.

01:18:14.310 --> 01:18:16.868 align:middle line:90%

01:18:16.868 --> 01:18:17.410 align:middle line:90%  
AUDIENCE: Hi.

01:18:17.410 --> 01:18:19.780 align:middle line:84%

First of all, I want to thank  
you guys for this forum,

01:18:19.780 --> 01:18:22.810 align:middle line:84%  
and I also want to thank  
Councilors Toner, Simmons,

01:18:22.810 --> 01:18:27.010 align:middle line:84%  
and McGovern, who I've had  
the pleasure of connection

01:18:27.010 --> 01:18:30.370 align:middle line:90%  
with over recent years.

01:18:30.370 --> 01:18:33.320 align:middle line:84%  
Short version-- I think that  
the ordinance goes too far.

01:18:33.320 --> 01:18:37.000 align:middle line:84%  
I think that there should be  
greater compromise and input

01:18:37.000 --> 01:18:38.440 align:middle line:90%  
from all stakeholders.

01:18:38.440 --> 01:18:41.410 align:middle line:84%  
I'm a senior citizen  
myself, 65 years old,

01:18:41.410 --> 01:18:45.550 align:middle line:84%  
lived in Cambridge  
since 1985, and my heart

01:18:45.550 --> 01:18:48.100 align:middle line:84%  
goes out to these small  
businesses that have already

01:18:48.100 --> 01:18:51.550 align:middle line:84%  
been wiped out by COVID in  
the last couple of years.

01:18:51.550 --> 01:18:56.230 align:middle line:84%  
And I would hate to see this  
character of Cambridge go.

01:18:56.230 --> 01:19:00.460 align:middle line:84%  
I live on Mass Ave and  
Cameron, where we just

01:19:00.460 --> 01:19:03.640 align:middle line:84%

had the implementation  
in the last few months

01:19:03.640 --> 01:19:05.170 align:middle line:90%  
of the separated bike lanes.

01:19:05.170 --> 01:19:08.405 align:middle line:84%  
And it's just-- it's  
really confusing.

01:19:08.405 --> 01:19:10.030 align:middle line:84%  
All I have to do is  
look out the window

01:19:10.030 --> 01:19:12.760 align:middle line:84%  
and see how confusing  
it is to the drivers

01:19:12.760 --> 01:19:14.960 align:middle line:90%  
and to everyone involved.

01:19:14.960 --> 01:19:18.432 align:middle line:84%  
So again, thank  
you for the input.

01:19:18.432 --> 01:19:19.890 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, Michael.

01:19:19.890 --> 01:19:23.380 align:middle line:84%  
Next up is Susan MacLennan,  
followed by Kelly Dolan.

01:19:23.380 --> 01:19:24.260 align:middle line:90%  
Susan, go ahead.

01:19:24.260 --> 01:19:25.060 align:middle line:90%  
You have the floor.

01:19:25.060 --> 01:19:33.770 align:middle line:90%

01:19:33.770 --> 01:19:36.520 align:middle line:84%  
Susan, are you able  
to unmute yourself?

01:19:36.520 --> 01:19:37.360 align:middle line:90%  
AUDIENCE: Yep.

01:19:37.360 --> 01:19:38.060 align:middle line:90%

I'm unmuted.

01:19:38.060 --> 01:19:39.580 align:middle line:90%  
BROOKE MCKENNA: There you go.

01:19:39.580 --> 01:19:40.570 align:middle line:90%  
AUDIENCE: Thank you.

01:19:40.570 --> 01:19:42.970 align:middle line:84%  
I just want to say this  
is moving too fast.

01:19:42.970 --> 01:19:47.650 align:middle line:84%  
And I know that's the  
strategy, but slow it down.

01:19:47.650 --> 01:19:49.840 align:middle line:90%  
We need a thorough analysis.

01:19:49.840 --> 01:19:53.405 align:middle line:84%  
How much are we spending to redo  
or to have an outside evaluator

01:19:53.405 --> 01:19:55.030 align:middle line:84%  
come in to look at  
the Fletcher Maynard

01:19:55.030 --> 01:19:56.470 align:middle line:90%  
and the Kennedy Longfellow?

01:19:56.470 --> 01:19:59.120 align:middle line:84%  
How much are we spending  
before we do anything?

01:19:59.120 --> 01:20:02.410 align:middle line:84%  
We're not spending  
anything on the decisions.

01:20:02.410 --> 01:20:06.490 align:middle line:84%  
We need thorough analysis  
and making sure everyone

01:20:06.490 --> 01:20:07.210 align:middle line:90%  
has a voice.

01:20:07.210 --> 01:20:09.520 align:middle line:84%  
This process for the  
rebuild at the Tobin

01:20:09.520 --> 01:20:11.440 align:middle line:90%

was exactly this process.

01:20:11.440 --> 01:20:13.150 align:middle line:90%  
This process is not that.

01:20:13.150 --> 01:20:14.560 align:middle line:90%  
I feel bullied.

01:20:14.560 --> 01:20:16.420 align:middle line:90%  
Many don't have a voice.

01:20:16.420 --> 01:20:18.520 align:middle line:84%  
Not all voices are  
being heard, and I

01:20:18.520 --> 01:20:23.020 align:middle line:84%  
think we should be collecting  
data on resident voices that

01:20:23.020 --> 01:20:24.160 align:middle line:90%  
aren't being heard.

01:20:24.160 --> 01:20:27.520 align:middle line:84%  
The data will show who's  
exactly being represented.

01:20:27.520 --> 01:20:30.250 align:middle line:90%  
This is for the residents.

01:20:30.250 --> 01:20:33.340 align:middle line:84%  
I know we collected  
data on bike accidents,

01:20:33.340 --> 01:20:37.660 align:middle line:84%  
but I never really heard  
why the accident happened.

01:20:37.660 --> 01:20:42.105 align:middle line:84%  
Bikers have responsibilities,  
as do pedestrians and cars.

01:20:42.105 --> 01:20:43.480 align:middle line:84%  
BROOKE MCKENNA:  
Thank you, Susan.

01:20:43.480 --> 01:20:45.250 align:middle line:84%  
We're going to have to move  
on to the next speaker.

01:20:45.250 --> 01:20:46.390 align:middle line:90%

That's Kelly Dolan.

01:20:46.390 --> 01:20:47.968 align:middle line:84%  
Kelly, go ahead and  
unmute yourself.

01:20:47.968 --> 01:20:48.760 align:middle line:90%  
You have the floor.

01:20:48.760 --> 01:20:56.660 align:middle line:90%

01:20:56.660 --> 01:20:57.570 align:middle line:90%  
AUDIENCE: Hello?

01:20:57.570 --> 01:20:58.070 align:middle line:90%  
Hi.

01:20:58.070 --> 01:20:59.690 align:middle line:84%  
Thanks for the  
opportunity to speak.

01:20:59.690 --> 01:21:01.100 align:middle line:90%  
I live on Upland Road.

01:21:01.100 --> 01:21:02.690 align:middle line:84%  
My family and I  
have been biking,

01:21:02.690 --> 01:21:05.180 align:middle line:84%  
driving, walking this  
entire area for many years.

01:21:05.180 --> 01:21:07.790 align:middle line:84%  
I have five quick points  
I hope get considered.

01:21:07.790 --> 01:21:10.910 align:middle line:84%  
One, I'm concerned about  
the timelines outlined here.

01:21:10.910 --> 01:21:12.680 align:middle line:84%  
To not have a concrete  
plan when there's

01:21:12.680 --> 01:21:15.620 align:middle line:84%  
a construction date of April  
is too fast for the businesses

01:21:15.620 --> 01:21:16.670 align:middle line:90%

to react.

01:21:16.670 --> 01:21:19.310 align:middle line:84%  
So we are already  
repeating the same problems

01:21:19.310 --> 01:21:21.020 align:middle line:84%  
that we saw in North  
Mass Ave, which

01:21:21.020 --> 01:21:23.270 align:middle line:84%  
has been a disaster  
for small businesses.

01:21:23.270 --> 01:21:26.480 align:middle line:84%  
Two, your presentation  
asked if any of these ideas

01:21:26.480 --> 01:21:28.580 align:middle line:84%  
meet my needs, but  
where's the plan

01:21:28.580 --> 01:21:31.280 align:middle line:84%  
to get us to consensus,  
to meet everyone's needs?

01:21:31.280 --> 01:21:34.430 align:middle line:84%  
Three, if your overall  
hypothesis is correct,

01:21:34.430 --> 01:21:38.030 align:middle line:84%  
that the implementation of  
bike lanes will reduce car use

01:21:38.030 --> 01:21:40.100 align:middle line:84%  
and shift more  
commuters to bikes,

01:21:40.100 --> 01:21:42.140 align:middle line:84%  
then there's no need to  
have separate bus lanes,

01:21:42.140 --> 01:21:44.630 align:middle line:84%  
because they'll become  
more efficient with less

01:21:44.630 --> 01:21:45.620 align:middle line:90%  
cars on the road.

01:21:45.620 --> 01:21:48.260 align:middle line:90%



So which is the answer here?

01:21:48.260 --> 01:21:51.290 align:middle line:84%  
Four, this proposal best  
illustrates the city's lack

01:21:51.290 --> 01:21:54.170 align:middle line:84%  
of a comprehensive plan  
to connect bike lanes

01:21:54.170 --> 01:21:56.060 align:middle line:84%  
with corridors of  
efficient travel

01:21:56.060 --> 01:21:58.280 align:middle line:84%  
and keep traffic out  
of neighborhoods.

01:21:58.280 --> 01:22:01.340 align:middle line:84%  
The city's rapidly becoming a  
patchwork of different traffic

01:22:01.340 --> 01:22:04.520 align:middle line:84%  
approaches and techniques,  
which makes it confusing

01:22:04.520 --> 01:22:06.027 align:middle line:84%  
for out-of-town  
drivers, which is--

01:22:06.027 --> 01:22:07.610 align:middle line:84%  
BROOKE MCKENNA: OK,  
Kelly, we're going

01:22:07.610 --> 01:22:09.650 align:middle line:84%  
to have to move on  
to the next speaker.

01:22:09.650 --> 01:22:10.820 align:middle line:90%  
That's Natalie.

01:22:10.820 --> 01:22:11.810 align:middle line:90%  
Natalie, go ahead.

01:22:11.810 --> 01:22:14.340 align:middle line:90%  
You have the floor.

01:22:14.340 --> 01:22:15.590 align:middle line:90%  
AUDIENCE: Hi, can you hear me?

01:22:15.590 --> 01:22:17.450 align:middle line:90%  
BROOKE MCKENNA: Yup, go ahead.

01:22:17.450 --> 01:22:20.660 align:middle line:84%  
AUDIENCE: So first,  
this is not about people

01:22:20.660 --> 01:22:22.220 align:middle line:90%  
disagreeing with bike lanes.

01:22:22.220 --> 01:22:23.988 align:middle line:84%  
No one in my North  
Cambridge neighborhood

01:22:23.988 --> 01:22:25.280 align:middle line:90%  
is disagreeing with bike lanes.

01:22:25.280 --> 01:22:27.440 align:middle line:84%  
We tried to say that  
at the last hearing,

01:22:27.440 --> 01:22:29.900 align:middle line:84%  
and it would be nice if  
the presentations reflected

01:22:29.900 --> 01:22:32.762 align:middle line:84%  
what you heard at the  
hearing at City Council.

01:22:32.762 --> 01:22:34.220 align:middle line:84%  
There were some  
great speakers that

01:22:34.220 --> 01:22:35.810 align:middle line:84%  
really let our  
concerns know we're not

01:22:35.810 --> 01:22:37.460 align:middle line:84%  
against the bikes  
or the bike lanes,

01:22:37.460 --> 01:22:39.560 align:middle line:84%  
but it's what you're  
proposing doesn't work.

01:22:39.560 --> 01:22:42.530 align:middle line:84%  
And none of those plans  
work for me, personally.

01:22:42.530 --> 01:22:44.720 align:middle line:84%

Right now, you can't take  
left turns on Mass Ave,

01:22:44.720 --> 01:22:48.290 align:middle line:84%  
so I have to go way past my  
house, loop around Church

01:22:48.290 --> 01:22:50.240 align:middle line:84%  
Corner Apartments, and  
then come back down

01:22:50.240 --> 01:22:52.400 align:middle line:84%  
Mass Ave the other  
way, so I don't get

01:22:52.400 --> 01:22:55.850 align:middle line:90%  
hit by speeding cars behind me.

01:22:55.850 --> 01:22:57.770 align:middle line:84%  
It was never explained  
fully about why

01:22:57.770 --> 01:23:00.110 align:middle line:90%  
you can't take the median away.

01:23:00.110 --> 01:23:01.200 align:middle line:90%  
I didn't understand that.

01:23:01.200 --> 01:23:02.742 align:middle line:84%  
Then we were told  
there was a problem

01:23:02.742 --> 01:23:05.270 align:middle line:84%  
with the cables for the  
buses and the fire department

01:23:05.270 --> 01:23:06.228 align:middle line:90%  
and so forth.

01:23:06.228 --> 01:23:08.270 align:middle line:84%  
But then other speakers  
said, actually, the buses

01:23:08.270 --> 01:23:10.270 align:middle line:84%  
aren't going to need those  
cables going forward,

01:23:10.270 --> 01:23:12.210 align:middle line:84%  
so it seems like  
that is not an issue.

01:23:12.210 --> 01:23:14.450 align:middle line:84%  
So can we have a big meeting  
with the fire department

01:23:14.450 --> 01:23:17.180 align:middle line:84%  
and a democratic meeting  
where we can see each other

01:23:17.180 --> 01:23:21.650 align:middle line:84%  
and not be muted and  
silenced visually?

01:23:21.650 --> 01:23:24.240 align:middle line:84%  
Western Ave is an  
amazing project.

01:23:24.240 --> 01:23:24.740 align:middle line:90%  
Now--

01:23:24.740 --> 01:23:25.287 align:middle line:84%  
BROOKE MCKENNA:  
Natalie, we're going

01:23:25.287 --> 01:23:27.410 align:middle line:84%  
to have to move on  
to our next speaker.

01:23:27.410 --> 01:23:29.670 align:middle line:84%  
Andy, you have the  
floor, and you're

01:23:29.670 --> 01:23:30.920 align:middle line:90%  
going to be our final speaker.

01:23:30.920 --> 01:23:32.317 align:middle line:90%  
Thank you.

01:23:32.317 --> 01:23:32.900 align:middle line:90%  
AUDIENCE: Wow.

01:23:32.900 --> 01:23:34.110 align:middle line:90%  
Well, thank you so much.

01:23:34.110 --> 01:23:36.803 align:middle line:84%  
First of all, I have to  
announce that David Ortiz got

01:23:36.803 --> 01:23:37.970 align:middle line:90%  
elected to the Hall of Fame.

01:23:37.970 --> 01:23:40.760 align:middle line:90%  
So yay for that.

01:23:40.760 --> 01:23:42.890 align:middle line:90%  
Thank you, staff.

01:23:42.890 --> 01:23:47.740 align:middle line:84%  
Thank you City Councilor  
Simmons, Toner, and McGovern

01:23:47.740 --> 01:23:51.300 align:middle line:90%  
for your support on this issue.

01:23:51.300 --> 01:23:55.360 align:middle line:84%  
Really, for me, number  
one is disability.

01:23:55.360 --> 01:23:57.900 align:middle line:84%  
Disability is not equal  
to handicapped spots.

01:23:57.900 --> 01:23:59.820 align:middle line:90%  
There's all kinds of people--

01:23:59.820 --> 01:24:05.340 align:middle line:84%  
kids in special buses that  
have to get dropped off,

01:24:05.340 --> 01:24:08.205 align:middle line:84%  
folks, elderly, that have to  
get dropped off at their--

01:24:08.205 --> 01:24:10.270 align:middle line:90%  
in front of their homes.

01:24:10.270 --> 01:24:16.650 align:middle line:84%  
So accessibility doesn't just  
equal handicapped parking.

01:24:16.650 --> 01:24:23.710 align:middle line:84%  
And I really would love to see  
a survey of local businesses

01:24:23.710 --> 01:24:26.410 align:middle line:84%  
in terms of a cost  
benefit, what--

01:24:26.410 --> 01:24:28.990 align:middle line:84%  
how this whole plan

is impacting them.

01:24:28.990 --> 01:24:30.430 align:middle line:90%  
Thank you very much.

01:24:30.430 --> 01:24:32.220 align:middle line:90%  
BROOKE MCKENNA: Thank you, Andy.

01:24:32.220 --> 01:24:35.340 align:middle line:84%  
OK, I am-- we're at the  
end of the public comments,

01:24:35.340 --> 01:24:38.190 align:middle line:84%  
and I'm going to hand  
things over to Joe Barr,

01:24:38.190 --> 01:24:40.650 align:middle line:84%  
the Director of Traffic,  
Parking, and Transportation,

01:24:40.650 --> 01:24:43.500 align:middle line:90%  
just to wrap things up for us.

01:24:43.500 --> 01:24:47.012 align:middle line:90%  
Joe, you can go ahead.

01:24:47.012 --> 01:24:47.720 align:middle line:90%  
JOE BARR: Thanks.

01:24:47.720 --> 01:24:48.220 align:middle line:90%  
Excuse me.

01:24:48.220 --> 01:24:50.240 align:middle line:84%  
Thanks, Brooke, and  
thanks to everyone

01:24:50.240 --> 01:24:52.880 align:middle line:84%  
for attending this  
evening and providing us

01:24:52.880 --> 01:24:56.565 align:middle line:84%  
with your written  
and verbal comments.

01:24:56.565 --> 01:24:58.940 align:middle line:84%  
And we're just going to try  
to do a quick wrap-up of some

01:24:58.940 --> 01:25:05.200 align:middle line:84%  
of the questions we can

answer relatively briefly,

01:25:05.200 --> 01:25:08.710 align:middle line:84%  
but we will be providing  
a bunch more information

01:25:08.710 --> 01:25:11.740 align:middle line:90%  
on our website going forward.

01:25:11.740 --> 01:25:16.420 align:middle line:84%  
We will be posting a PDF of the  
presentation as well as links

01:25:16.420 --> 01:25:20.230 align:middle line:84%  
to the survey that Brooke  
mentioned at the URL

01:25:20.230 --> 01:25:22.464 align:middle line:84%  
that's on the screen,  
cambridgema.gov/porter square

01:25:22.464 --> 01:25:23.830 align:middle line:90%  
cycling safety.

01:25:23.830 --> 01:25:27.130 align:middle line:90%

01:25:27.130 --> 01:25:30.520 align:middle line:84%  
And we'll also be  
posting the video

01:25:30.520 --> 01:25:32.350 align:middle line:84%  
of this entire  
presentation, including

01:25:32.350 --> 01:25:37.360 align:middle line:84%  
both the pre-recorded  
presentation at the beginning,

01:25:37.360 --> 01:25:41.320 align:middle line:84%  
but also all the comments  
that were provided.

01:25:41.320 --> 01:25:43.780 align:middle line:84%  
It'll take us a little while  
to get that up and captioned,

01:25:43.780 --> 01:25:46.640 align:middle line:84%  
but we will have that up in  
the near future for everyone

01:25:46.640 --> 01:25:47.140 align:middle line:90%  
to review.

01:25:47.140 --> 01:25:48.760 align:middle line:84%  
So anyone who wasn't  
able to attend

01:25:48.760 --> 01:25:52.680 align:middle line:84%  
or who had to leave early can  
go back and view it at their--

01:25:52.680 --> 01:25:54.860 align:middle line:90%  
on their time frame.

01:25:54.860 --> 01:25:58.330 align:middle line:84%  
So I guess we've got a number  
of comments and questions

01:25:58.330 --> 01:26:03.700 align:middle line:84%  
about the timeline and the  
Cycling Safety Ordinance

01:26:03.700 --> 01:26:04.510 align:middle line:90%  
requirements.

01:26:04.510 --> 01:26:10.270 align:middle line:84%  
And so I just want to be clear  
that, as Andreas described,

01:26:10.270 --> 01:26:16.570 align:middle line:84%  
the ordinance does require us to  
implement this project by April

01:26:16.570 --> 01:26:18.410 align:middle line:90%  
30 of this year.

01:26:18.410 --> 01:26:22.270 align:middle line:84%  
And although that is a  
very quick time frame,

01:26:22.270 --> 01:26:26.110 align:middle line:84%  
it is the reason why people  
are interested in quick

01:26:26.110 --> 01:26:28.030 align:middle line:84%  
build projects is  
because of the ability

01:26:28.030 --> 01:26:29.860 align:middle line:84%



to move those projects  
forward quickly

01:26:29.860 --> 01:26:32.740 align:middle line:84%  
and see the safety improvements  
that go along with that

01:26:32.740 --> 01:26:34.990 align:middle line:90%  
occur in a quick time frame.

01:26:34.990 --> 01:26:38.620 align:middle line:84%  
We certainly recognize that  
with construction, there

01:26:38.620 --> 01:26:40.570 align:middle line:84%  
would be the  
opportunity to do more

01:26:40.570 --> 01:26:43.780 align:middle line:84%  
things, such as  
potentially removing

01:26:43.780 --> 01:26:46.870 align:middle line:84%  
additional portions  
of the median.

01:26:46.870 --> 01:26:49.090 align:middle line:84%  
Eventually, once we  
have greater clarity

01:26:49.090 --> 01:26:52.030 align:middle line:84%  
on what's happening  
with the MBTA

01:26:52.030 --> 01:26:55.390 align:middle line:84%  
buses and the overhead  
wires, to remove the wires.

01:26:55.390 --> 01:26:59.470 align:middle line:84%  
But again, those are all things  
that we will almost certainly

01:26:59.470 --> 01:27:01.090 align:middle line:84%  
be looking at in  
the future, but that

01:27:01.090 --> 01:27:04.930 align:middle line:84%  
don't meet the timeline and  
quick build requirements that

01:27:04.930 --> 01:27:06.580 align:middle line:90%  
are stated in the ordinance.

01:27:06.580 --> 01:27:09.490 align:middle line:84%  
So we are moving  
forward based on that,

01:27:09.490 --> 01:27:12.640 align:middle line:84%  
but certainly hope that we can  
address some of those concerns

01:27:12.640 --> 01:27:16.300 align:middle line:84%  
as time goes by and  
sort of be able to make

01:27:16.300 --> 01:27:18.220 align:middle line:90%  
further improvements.

01:27:18.220 --> 01:27:20.470 align:middle line:84%  
Just in general,  
you know, like I

01:27:20.470 --> 01:27:24.670 align:middle line:84%  
said, we do recognize that there  
are benefits to construction

01:27:24.670 --> 01:27:28.810 align:middle line:84%  
and projects like Western  
Ave. As was mentioned,

01:27:28.810 --> 01:27:32.380 align:middle line:84%  
with sidewalk levels,  
separated bicycle lanes,

01:27:32.380 --> 01:27:34.330 align:middle line:84%  
certainly create  
greater opportunities,

01:27:34.330 --> 01:27:38.390 align:middle line:84%  
although the space required  
is often very similar.

01:27:38.390 --> 01:27:39.850 align:middle line:84%  
So I don't want  
to sort of pretend

01:27:39.850 --> 01:27:41.890 align:middle line:84%  
that construction  
solves all our problems,

01:27:41.890 --> 01:27:45.850 align:middle line:84%  
but it does give us greater  
flexibility moving forward.

01:27:45.850 --> 01:27:49.780 align:middle line:84%  
It's also important just  
to recognize that there's

01:27:49.780 --> 01:27:52.250 align:middle line:84%  
a lot of construction going  
on in the city already

01:27:52.250 --> 01:27:53.950 align:middle line:84%  
and the Department  
of Public Works,

01:27:53.950 --> 01:27:55.960 align:middle line:84%  
obviously the staff,  
who's been listening

01:27:55.960 --> 01:27:58.600 align:middle line:84%  
in to the entire discussion,  
have a number of projects

01:27:58.600 --> 01:28:00.730 align:middle line:90%  
ongoing and planned.

01:28:00.730 --> 01:28:05.920 align:middle line:84%  
And so it's not that we wouldn't  
want to do separated bicycle

01:28:05.920 --> 01:28:09.880 align:middle line:84%  
lanes in a more fully built  
out way in the future in more

01:28:09.880 --> 01:28:14.590 align:middle line:84%  
locations, but we can only  
do so much at one time.

01:28:14.590 --> 01:28:16.970 align:middle line:84%  
Construction is also  
somewhat disruptive,

01:28:16.970 --> 01:28:19.450 align:middle line:84%  
and so we have to manage  
the overall impact it

01:28:19.450 --> 01:28:21.422 align:middle line:84%  
has on different  
neighborhoods around the city

01:28:21.422 --> 01:28:23.380 align:middle line:84%  
as we move through those  
different construction

01:28:23.380 --> 01:28:24.695 align:middle line:90%  
projects.

01:28:24.695 --> 01:28:26.320 align:middle line:84%  
So I just want to  
make it clear that we

01:28:26.320 --> 01:28:29.800 align:middle line:84%  
have heard the comments and  
the questions about that,

01:28:29.800 --> 01:28:31.455 align:middle line:84%  
and we do take that  
very seriously.

01:28:31.455 --> 01:28:32.830 align:middle line:84%  
And again, we hope  
that that will

01:28:32.830 --> 01:28:37.490 align:middle line:84%  
be something we can address in  
a different way in the future.

01:28:37.490 --> 01:28:40.990 align:middle line:84%  
There were a number of questions  
about use of bike lanes

01:28:40.990 --> 01:28:45.460 align:middle line:84%  
and questions around  
different types of users,

01:28:45.460 --> 01:28:47.210 align:middle line:90%  
different ages of users.

01:28:47.210 --> 01:28:49.990 align:middle line:84%  
And I just want to go back to  
one of the slides I covered

01:28:49.990 --> 01:28:52.180 align:middle line:84%  
during the presentation  
about trying

01:28:52.180 --> 01:28:54.580 align:middle line:84%  
to create a system  
that's available for use

01:28:54.580 --> 01:28:57.610 align:middle line:84%  
by folks of all  
ages and abilities,

01:28:57.610 --> 01:29:00.328 align:middle line:84%  
and not just for biking,  
but for all the modes

01:29:00.328 --> 01:29:01.120 align:middle line:90%  
that are out there.

01:29:01.120 --> 01:29:03.310 align:middle line:84%  
I think it's important to  
recognize that while it's true

01:29:03.310 --> 01:29:05.727 align:middle line:84%  
that there are some people for  
whom biking sign an option,

01:29:05.727 --> 01:29:08.172 align:middle line:84%  
there are also people for  
whom driving is not an option.

01:29:08.172 --> 01:29:09.880 align:middle line:84%  
There are people for  
whom, in some cases,

01:29:09.880 --> 01:29:11.090 align:middle line:90%  
transit is not an option.

01:29:11.090 --> 01:29:14.560 align:middle line:84%  
So we're trying to make all  
of those different modes

01:29:14.560 --> 01:29:20.110 align:middle line:84%  
safe and convenient and  
provide better facilities

01:29:20.110 --> 01:29:21.470 align:middle line:90%  
for all of them.

01:29:21.470 --> 01:29:23.800 align:middle line:84%  
And so I think that is  
definitely something

01:29:23.800 --> 01:29:25.390 align:middle line:90%  
that informs our work.

01:29:25.390 --> 01:29:28.330 align:middle line:84%

We are very concerned  
about the access for folks

01:29:28.330 --> 01:29:31.270 align:middle line:84%  
with disabilities, as  
well as just folks who

01:29:31.270 --> 01:29:35.590 align:middle line:84%  
have mobility impairments that  
may not qualify as a disability

01:29:35.590 --> 01:29:36.800 align:middle line:90%  
but are still--

01:29:36.800 --> 01:29:40.900 align:middle line:84%  
can create limits  
and constraints.

01:29:40.900 --> 01:29:42.820 align:middle line:84%  
And so we are trying  
to think through how

01:29:42.820 --> 01:29:47.560 align:middle line:84%  
to address those  
issues in a better way,

01:29:47.560 --> 01:29:49.510 align:middle line:84%  
but we have limited  
right of way.

01:29:49.510 --> 01:29:52.480 align:middle line:84%  
We have limited  
space to work with.

01:29:52.480 --> 01:29:54.700 align:middle line:84%  
Even though Mass Ave is  
a relatively wide road,

01:29:54.700 --> 01:29:58.480 align:middle line:84%  
there's only so much we can  
accommodate within the space

01:29:58.480 --> 01:30:00.370 align:middle line:90%  
that we have.

01:30:00.370 --> 01:30:03.100 align:middle line:84%  
I guess the last  
major point I wanted

01:30:03.100 --> 01:30:07.080 align:middle line:84%

to make is just that I know  
there were questions about how

01:30:07.080 --> 01:30:09.240 align:middle line:84%  
many parking spaces are  
going to be removed,

01:30:09.240 --> 01:30:12.900 align:middle line:84%  
and what's the design and people  
suggesting that, perhaps, this

01:30:12.900 --> 01:30:16.620 align:middle line:84%  
is already a fait accompli,  
or we had a design already

01:30:16.620 --> 01:30:17.310 align:middle line:90%  
decided on.

01:30:17.310 --> 01:30:19.770 align:middle line:84%  
And the reality is  
that although we

01:30:19.770 --> 01:30:23.370 align:middle line:84%  
know that we need to put in  
the separation for cyclists,

01:30:23.370 --> 01:30:25.720 align:middle line:84%  
we are still very early  
in the design process.

01:30:25.720 --> 01:30:28.530 align:middle line:84%  
And so decisions  
haven't been finalized.

01:30:28.530 --> 01:30:30.610 align:middle line:90%  
Decisions haven't been made.

01:30:30.610 --> 01:30:32.958 align:middle line:84%  
We can't tell you exactly  
how many parking spaces might

01:30:32.958 --> 01:30:34.500 align:middle line:84%  
be removed, because  
we don't actually

01:30:34.500 --> 01:30:36.450 align:middle line:90%  
know that information yet.

01:30:36.450 --> 01:30:38.820 align:middle line:84%  
Andre has presented a map

showing the existing parking,

01:30:38.820 --> 01:30:42.300 align:middle line:84%  
but how that gets impacted, what  
the final design looks like is

01:30:42.300 --> 01:30:43.890 align:middle line:90%  
still up for discussion.

01:30:43.890 --> 01:30:47.070 align:middle line:84%  
And as we move through  
the additional outreach,

01:30:47.070 --> 01:30:49.770 align:middle line:84%  
the businesses on a one  
on one basis, as we--

01:30:49.770 --> 01:30:52.080 align:middle line:84%  
I'm sure we'll talk  
with other people who

01:30:52.080 --> 01:30:56.220 align:middle line:84%  
come to ask us questions and do  
the additional public outreach

01:30:56.220 --> 01:31:02.490 align:middle line:84%  
with meetings and one on  
one outreach to folks going

01:31:02.490 --> 01:31:04.740 align:middle line:84%  
forward, we'll hear  
lots of opinions,

01:31:04.740 --> 01:31:07.593 align:middle line:84%  
and we'll certainly want to  
come back and share kind of what

01:31:07.593 --> 01:31:09.760 align:middle line:84%  
we learned, and then what  
that leads to with design.

01:31:09.760 --> 01:31:11.790 align:middle line:84%  
But I just want to  
say in the strongest

01:31:11.790 --> 01:31:15.190 align:middle line:84%  
possible terms I can that  
we've not finalized the design.

01:31:15.190 --> 01:31:20.010 align:middle line:84%



This is not done and  
dusted, as they say.

01:31:20.010 --> 01:31:22.410 align:middle line:84%  
But, again, it's important  
to also recognize

01:31:22.410 --> 01:31:24.960 align:middle line:84%  
that there's a requirement to  
put in separated bike lanes

01:31:24.960 --> 01:31:28.085 align:middle line:84%  
throughout most  
of this corridor.

01:31:28.085 --> 01:31:34.140 align:middle line:84%  
So as Andrea said, we have  
upcoming public meetings

01:31:34.140 --> 01:31:35.830 align:middle line:90%  
or outreach.

01:31:35.830 --> 01:31:37.830 align:middle line:84%  
And then we'll have  
another public meeting

01:31:37.830 --> 01:31:39.130 align:middle line:90%  
later this winter.

01:31:39.130 --> 01:31:43.110 align:middle line:84%  
So there should be plenty of  
opportunity to provide input

01:31:43.110 --> 01:31:44.200 align:middle line:90%  
into the project.

01:31:44.200 --> 01:31:46.380 align:middle line:84%  
We are moving  
quickly, and we are

01:31:46.380 --> 01:31:49.020 align:middle line:84%  
trying to come up with a  
design that accommodates

01:31:49.020 --> 01:31:50.670 align:middle line:90%  
as many of the uses as we can.

01:31:50.670 --> 01:31:52.440 align:middle line:84%  
But it's challenging,  
like I said,

01:31:52.440 --> 01:31:55.200 align:middle line:84%  
because of the  
width of the road.

01:31:55.200 --> 01:31:57.630 align:middle line:84%  
And then finally,  
I just wanted to--

01:31:57.630 --> 01:31:59.610 align:middle line:84%  
there have been  
questions about, are we

01:31:59.610 --> 01:32:00.990 align:middle line:84%  
working with  
consultants on this?

01:32:00.990 --> 01:32:02.945 align:middle line:90%  
Who is the designers?

01:32:02.945 --> 01:32:03.820 align:middle line:90%  
Who's doing the work?

01:32:03.820 --> 01:32:10.530 align:middle line:84%  
And I just want to be clear, we  
have very good and experienced

01:32:10.530 --> 01:32:12.570 align:middle line:84%  
professional staff  
working for the city,

01:32:12.570 --> 01:32:15.660 align:middle line:84%  
and you've heard  
from Brooke, but you

01:32:15.660 --> 01:32:17.700 align:middle line:84%  
may have heard from other  
members of the three

01:32:17.700 --> 01:32:20.400 align:middle line:84%  
departments that are principally  
involved in this before.

01:32:20.400 --> 01:32:24.810 align:middle line:84%  
But we have a lot of  
experience with designing

01:32:24.810 --> 01:32:26.550 align:middle line:84%  
a variety of  
facilities, but we also

01:32:26.550 --> 01:32:29.130 align:middle line:84%  
have consultants who are  
helping with us on this project

01:32:29.130 --> 01:32:32.610 align:middle line:84%  
as well to deal with  
the detailed designs,

01:32:32.610 --> 01:32:35.680 align:middle line:84%  
make sure that we're meeting  
all of the local, state,

01:32:35.680 --> 01:32:37.140 align:middle line:84%  
and national  
standards, and really

01:32:37.140 --> 01:32:38.760 align:middle line:84%  
coming up with a  
design that's based

01:32:38.760 --> 01:32:41.940 align:middle line:84%  
on best practices nationally  
and, to some extent,

01:32:41.940 --> 01:32:43.213 align:middle line:90%  
internationally.

01:32:43.213 --> 01:32:44.880 align:middle line:84%  
And so I just want  
to make sure everyone

01:32:44.880 --> 01:32:49.155 align:middle line:84%  
knows that we are bringing  
the best resources we can

01:32:49.155 --> 01:32:51.030 align:middle line:84%  
to bear on this project  
and trying to come up

01:32:51.030 --> 01:32:54.690 align:middle line:84%  
with the best possible design,  
again given the constraints

01:32:54.690 --> 01:32:56.517 align:middle line:90%  
that we have to work with.

01:32:56.517 --> 01:32:58.350 align:middle line:84%  
And then the last thing  
I just wanted to say

01:32:58.350 --> 01:32:59.580 align:middle line:84%  
is I know there was  
someone who mentioned

01:32:59.580 --> 01:33:02.370 align:middle line:84%  
the ease with which you can park  
at the Porter Square shopping

01:33:02.370 --> 01:33:04.650 align:middle line:84%  
center, but I just want to  
clarify for everyone that

01:33:04.650 --> 01:33:07.563 align:middle line:84%  
is a private lot that's  
reserved for people visiting

01:33:07.563 --> 01:33:09.480 align:middle line:84%  
the shopping in Porter  
Square shopping center.

01:33:09.480 --> 01:33:11.820 align:middle line:84%  
So I just wanted to make  
sure that no one thought

01:33:11.820 --> 01:33:16.200 align:middle line:84%  
that the city was somehow  
endorsing people parking there.

01:33:16.200 --> 01:33:18.120 align:middle line:84%  
But I'll leave that  
up to others to decide

01:33:18.120 --> 01:33:19.860 align:middle line:90%  
how they want to handle that.

01:33:19.860 --> 01:33:21.780 align:middle line:84%  
In any case, again,  
I'll just close

01:33:21.780 --> 01:33:24.060 align:middle line:84%  
by saying thank you  
very much for attending.

01:33:24.060 --> 01:33:27.180 align:middle line:84%  
For the close to  
200 of you who have

01:33:27.180 --> 01:33:28.740 align:middle line:84%  
made it all the

way to the end, I

01:33:28.740 --> 01:33:33.600 align:middle line:84%  
appreciate your patience and  
willingness to listen in.

01:33:33.600 --> 01:33:35.997 align:middle line:84%  
Again, we'll be back in  
touch with more information.

01:33:35.997 --> 01:33:37.830 align:middle line:84%  
There'll be more  
information on this website

01:33:37.830 --> 01:33:40.542 align:middle line:84%  
in the very near future,  
including links to the surveys,

01:33:40.542 --> 01:33:42.750 align:middle line:84%  
which I think are going to  
be really important pieces

01:33:42.750 --> 01:33:43.930 align:middle line:90%  
of feedback as well.

01:33:43.930 --> 01:33:46.710 align:middle line:84%  
So I encourage you to  
keep track of the project,

01:33:46.710 --> 01:33:48.360 align:middle line:84%  
make sure you sign  
up for updates,

01:33:48.360 --> 01:33:52.870 align:middle line:84%  
and also complete those surveys  
and hopefully working together.

01:33:52.870 --> 01:33:55.890 align:middle line:84%  
We can come up with the  
best possible solution

01:33:55.890 --> 01:33:58.090 align:middle line:84%  
given the issues that  
we're trying to address.

01:33:58.090 --> 01:34:01.790 align:middle line:84%  
So thank you very much, and have  
a good rest of your evening.

01:34:01.790 --> 01:34:08.022 align:middle line:90%