BROOKE MCKENNA: Great.

Thank you very much.

Before we move on--

excuse me-- to public comment, I just wanted to acknowledge and thank the council members who have joined us tonight, Councilors Mallon, Simmons, McGovern, Nolan, Carlone, Toner, and Zondervan are all with us tonight.

And then I also just wanted to introduce the city staff, who are here with us tonight.

From the City Manager's office, we have Matt Nelson.

From DPW, we have Kathy Watkins, Jerry Friedman,
and Diane Stokes.

Kara Seiderman, Andy Reker, and Suzanne Rasmussen from Community Development, and from Traffic, Parking,

and Transportation, myself, Joe Barr, Patrick Baxter, Andreas Wolfe, and Steven Meuse.

And since I did neglect to introduce myself

at the beginning of the webinar, I'm Brooke McKenna.

Thank you.

And Pardis Saffari from Community Development has also joined us.

Next, we're going to transition over to our public comment period.

Please raise your hand if you're interested in making public comment, and we will
call on people in the order
that the hands are raised.

The Q&A section-- function
is still up and running,

so you can also, if you would
prefer not to speak out loud,

you can enter your
comment in there.

In order to allow as many
people to speak as possible,

I'm actually going
to lower this--

the time limit down to 1
minute, just so we can really

hear from the widest
range of people,

because we do have over 300
people in attendance tonight.

So while we may not get to
absolutely everybody who

wants to speak, we want to
get to as many as possible.

So please keep that in mind as
you keep your comments as brief
and focused as possible.

And with that, I will jump right in to our first commenter.

Oh, I'm sorry.

Before we move forward, if anyone who is joining by phone would like to make public comment,

they should use *9 to raise their hand.

OK, first up on our list is Petru Sofio, and second on the list, just to prepare,

is Jenny Turner Taurig.

Petru, go ahead and unmute yourself.

You have 1 minute.

You have the floor.

AUDIENCE: Thank you very much.

So I wanted to thank city staff for this project
and for their hard work on the Safe Cycling Ordinance

and, in general, just projects along Mass Avenue

and in Cambridge.

I don't really have too much to say right now,

but I think for the intersections at Beach

and Mass, I would like the signal separation,

but I'm a little concerned about adding that time

penalty to cyclists that we see at Cedar and Mass Ave.

So I'd like the city to consider a supervening bicycle

interval instead.

That could work better.

And I'd also be for, at Mass and Upland,

a one-way towards Mass Ave to prevent the turning conflicts

and to make the
signal more efficient.

00:03:15.920 --> 00:03:17.643 Thank you very much.

00:03:18.560 --> 00:03:19.970 BROOKE MCKENNA: Great.

00:03:19.970 --> 00:03:24.470 Thank you, Petru.

Next up is Jenny Turner Taurig, followed by Chris Cassa.

00:03:24.470 --> 00:03:26.105 Jenny, go ahead and unmute yourself.

00:03:28.850 --> 00:03:31.270 AUDIENCE: Hi, yes, I'm Jenny Turner Taurig.

00:03:31.270 --> 00:03:33.415 I live on Oxford Street right outside of Porter.

00:03:33.415 --> 00:03:38.322 My family travels on that stretch of Mass Ave very frequently walking, biking, and on transit.

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

00:03:40.780 --> 00:03:43.150 and I hope that the final plan will be one that does not negatively impact bus riders.

00:03:43.150 --> 00:03:48.610
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 --> 00:04:08.250 align:middle line:84%

But regarding that, my daughter would like to elaborate.

00:04:08.250 --> 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.
And so I'm very excited to see this project move forward.

That said, I do hope the city can be as mindful as possible for everybody's curbside needs.

And in particular, I hope that there is some headway that can be made with the fire department in the sections where the median is already removed.

Kind of near Newtowne Grille, where you can consider trying to do what you'll ultimately be able to do with the Mass Ave for All project, where there's much more flexibility, because the median has been removed in the long term.

But I definitely think we can't wait until then.

One last thing I would mention is
that it does look like there is a lot of opportunity
to add some side street parking on roads like Mount Vernon Road
and potentially-- kind of where there are two Lesley lots.
And there is also a public lot available behind the old Sears building that Leslie runs.
So there are a lot of parking alternatives,
so I do hope that there is some accommodation made for people who would shop up the street and need to use those facilities.
Thanks so much for all your work in the city staff,
and I hope you guys move forward with this.
BROOKE MCKENNA: Great.
Thank you, Chris.
Next up is Nate Fillmore, followed by Carol Monroe.
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
mid-March, potentially.

And if that were the case, then it would seem that all obstacles to permitting floating parking below would be removed.

And I just think that that would be really helpful to creating a project that the whole community can get behind.

So thank you again for the important project.

BROOKE MCKENNA: Thank you, Nate.

Next up is Tom, followed by Janie Katz-Christy.

Tom, go ahead and unmute yourself.

AUDIENCE: Hi.

The other thing is my understanding
was that the ordinance allowed for plans to have construction

removed, and I think the other speakers in front of me touched upon the point that the wires would be removed.

And why not explore, perhaps, removing more of the median?

I know the median is a safe spot for people to cross, but most of those things already have crosswalks for them.

I guess the thing is, why not create a--

why not look to a future vision as opposed to a quick build,

just simply a quick build, and achieve all goals?

BROOKE MCKENNA: Great.

Thank you, Tom.

Janie Katz-Christy is next, followed by Alex Epstein.
Janie, go ahead and unmute yourself.

AUDIENCE: Hi, I also want to echo that this is--

BROOKE MCKENNA: Janie, I'm sorry.

You'll have to unmute yourself again.

Sorry about that.

AUDIENCE: Sorry about that.

Start over.

So I just want to say thank you so much for--

to the city staff for this project.

It is, I think we all know, even though we haven't--

it's been a while since Joe Lavins was killed in Porter Square, it's still a very, very dangerous place.
Most many people do try
to avoid Mass Ave there,

but it's wonderful that
the city will be making

Mass Ave a safe place to bike.

I've recently been
interviewing people

about why and how they make
their transportation choices,

and so many people say that
they would love to bike,

but don't feel safe doing it.

And they don't want to
die or get seriously hurt

on their way to work.

But they do want to bike
for all kinds of reasons.

It's the cheapest
way to get around.

It's convenient.

It's sustainable.

It's healthy.
It's health-sustaining.

It's health generous to people who aren't breathing your exhaust.

So I want to encourage the city to explore ways of making the network complete and having a protected bike lane at the bridge.

BROOKE MCKENNA: Janie, please start to wrap up your comments.

AUDIENCE: OK, that's it.

I'm glad we're getting close to a safe network,

but I want to make that key joint accessible.

Thank you.

BROOKE MCKENNA: Great.

Thank you.

Alex, you're up next, followed by Mark Boswell.
Alex, go ahead and unmute yourself.

AUDIENCE: Thank you, Brooke, and city staff and city councilors.

I'm Alex Epstein, a resident of Porter Square.

I'm very excited to see this project move forward.

I have been waiting for it for a long time, not only since Joe Lavins died, but also since I enrolled my child at the new daycare.

that I kept seeing the satellite photos of in your presentation.

So I'm very excited for this, because I will be routinely biking or walking him to the daycare.

And I know that they will be walking across Mass Ave every day to get to the playgrounds,
because all the playgrounds
are on the other side.

So given that, I hope that the
bus lane option will be picked,
at least the part time
one, because I believe,
even though this wasn't mentioned,
it would improve the
pedestrian safety,
considering crossing
two lanes of moving
traffic instead of four.

So I do think that would help.
I think it would also help with
the currently very unsafe left
turns when people come out of
Davenport, for example, making
a left onto Mass Ave, crossing
four lanes there, and not
looking at the crosswalk
can be quite dangerous.
For Upland Road, if
that's made one way,
I hope that a contraflow bike lane, just to preserve two-way bike access, would be possible as part of that change.

So thank you very much. Please keep building the network of safe, protected bike lanes for our families.

Thanks.

Mark, you're up next, followed by Pam Winters.

Mark, go ahead and unmute yourself.

AUDIENCE: Hello.

Hi.

I just want to say thanks to city staff for moving this conversation forward.
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.
So I'd really appreciate that conversation.

And thanks again for doing this.

Also, I would say as a pedestrian leaving Red Line Station crossing, Mass Ave to Upland Road, that's a frequent space where vehicles run the red light.

And I can't tell you how many times I've been nearly wiped out by cars blowing through there at a high speed.

So any traffic calming you can introduce is greatly appreciated.

Thanks.

BROOKE MCKENNA: Thank you, Mark.

Pam, you're up next, followed by Christopher Schmidt.

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?

By removing meters, it disadvantages people with disabilities, but also small businesses along Mass Ave. There's no place for out-of-town people to park onsite.

And where are people going to be parking-- on side streets?

How do people feel about that on the side streets?

Also, one last thing--

how many accidents have you noticed with people making a left hand turn onto Upland Road?

Have you noticed a lot of accidents there?

I haven't.

And I've lived here for 25 years.
I've lived in the
city since 1974.

So I'm really upset by this, and
also, more importantly, people
didn't know about this.

It's like all of a sudden, they
see their streets changing.

So anyway, that's it.

That's all I have to say.

Thank you very
much for your time.

BROOKE MCKENNA: Thank you, Pam.

Next up is Christopher Schmidt.

You have the floor, followed
by Dean Papademetriou.

Go ahead, Christopher.

You can unmute yourself.

AUDIENCE: Thanks so much.

Christopher Schmidt.

You have the floor, followed
by Dean Papademetriou.

Go ahead, Christopher.

You can unmute yourself.

AUDIENCE: Thanks so much.

Christopher Schmidt.
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.
Upland, I think, is a difficult -- like,

Mount Vernon goes to Upland, but you can't turn left from Mass Ave onto Mount Vernon.

If we can't cut through the median there,

I think that going one way towards Mass Ave is hard.

I agree, for safety, it would be great, because I have actually had cars almost run into me, turning left and not seeing me as a cyclist, and as a car, actually.

So I don't like that left turn, but I don't like the other options any better.

So I think that would require more significant redesign.

So keep in mind, loading is the biggest thing that I have to say here.
I just think that's the biggest nightmare when riding through these things, because it pushes me into travel lanes, and I know the protection will help, but I've seen enough to know that it's not enough on its own. So traveling-- or loading zones, good.

Thanks, bye.

BROOKE MCKENNA: Great.

Thank you, Christopher.

Next up is Dean, followed by Cynthia Hughes.

Dean, go ahead and unmute yourself.

AUDIENCE: Good evening.

Hi, my name is Dean.
BROOKE MCKENNA: I'm sorry, Dean.

You'll have to unmute yourself again.

AUDIENCE: OK, I just did.

Hopefully, that will stay on.

Can you hear me now?

BROOKE MCKENNA: Yes, go ahead.

AUDIENCE: Great.

So yes, I would like to speak on behalf of the small businesses and small restaurants along the corridor.

I just feel that the way that the other end of Mass Ave, right near the Arlington Line, it has become a funnel.

It's a commuter corridor that's just funneled people out of Cambridge.
And it's not really helping any of the small businesses that are already struggling because of COVID.

And so there's nowhere for people to stop.

And so-- I'm afraid that they're not staying and patronizing businesses.

BROOKE MCKENNA: Great.

Thank you, Dean.

Next up is Cynthia, followed by Stephanie Galizzi.

Cynthia, go ahead and unmute yourself.

AUDIENCE: Hi.

Good evening.

I just want to call.

I'm an affected business already up in North Cambridge and Fast Phil's I think everybody deserves protected
bike lanes, but I think everybody deserves something,

not just the bike lanes, because we are suffering tremendously

up there.

Our business has tanked.

You know, I know a few people are trying to get us parking.

There's a few meters in the neighborhood.

They're never available.

There's no pulling over on Mass Ave. I look out

the window all day long, and it looks like 93.

Buses are flying, going faster than they should be,

because they have their own lane.

And I just see cars coming and going.

Like the gentleman said before, it's a freeway now.
There's no more Cambridge, no more small businesses.

People call and complain all day, where do I park?

I don't even have an answer for them.

There is no parking.

Parking in the bus lane for 15 minutes does not do anything for our haircuts.

A couple of meters in the neighborhood are for everybody.

They don't just have Fast Phil's name on it.

We're not called Fast Phil's for that.

We don't want to rush our customers.

It's just-- it's a shame that we were never told, notified, or anything was told to us.

So anybody coming forward, I'm warning you, it's horrible.
Your businesses will
die like ours is dying.

There's just no possible
way to have no parking

and to run a business.

We have a lot of people
from out of town.

I'm keeping track.

I have so many people
that drive to my shop,

and it's unfortunate, but I
hope that it can be worked out

between everybody, not
just one particular mode

of transportation.

Everybody deserves
something in this,

and everybody should be
at the table for this.

Thank you.

Thank you, Stephanie.

Next up-- I'm sorry.
Thank you, Cynthia.

Next up is Stephanie.

Stephanie, go ahead and unmute yourself.

AUDIENCE: Hi.

I live in a 10-minute walk from here, and I'm really looking forward to the safety improvements in this corridor.

And wherever you can, wherever you have those tradeoffs,

I do ask that you prioritize safety for the people who are here and are walking around trying to get places.

I want to also remember Joe Lavins who died here in 2016.

I did want to ask about the option.

You said the bus lanes would actually penalize bus riders,
but I'd like to see a finer analysis of that.

Presumably, there's some period of time for the bus lanes that would allow you to capture a majority of the bus riders.

So the timing is really important.

So I hope we can look at that a little more.

Thank you.

BROOKE MCKENNA:
Thank you, Stephanie.

Next up is Joyce Levine.

Joyce, go ahead and unmute yourself.

Joyce, you have the floor, if you can unmute yourself.

We can't hear you right now.

Joyce, we're still
not able to hear you.

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

Joyce, we'll try to come back to you.

00:20:07.860 --> 00:20:10.800 align:middle line:84%

Sometimes you have to upgrade your Zoom,

00:20:10.800 --> 00:20:15.240 align:middle line:84%

if we can't hear you when you're talking.

00:20:15.240 --> 00:20:20.640 align:middle line:84%

You could also put your comment into the question and answer box.

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

We do need to move along to the next caller.

00:20:22.170 --> 00:20:26.170 align:middle line:84%

Joe P, you're next, followed by Aaron Grenier.

00:20:26.170 --> 00:20:30.240 align:middle line:84%

Joe P, go ahead.

00:20:30.240 --> 00:20:31.935 align:middle line:90%

You can unmute yourself.

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

AUDIENCE: Hi, this is Joe Porrier Sherman

00:20:34.870 --> 00:20:36.630 align:middle line:84%

Street, Cambridge.

00:20:36.630 --> 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
at getting protection there, even if it means by plane, it's not quite as wide. I know the city already clears bike lanes that aren't seven feet. Central Square Bid does it. MassDOT does it. So it's definitely possible. I realize it's harder, but we're talking about protection for people who could be killed. So I think it's worth investing a little bit more into something that's harder to potentially save people a lot of harm. But thanks for the project. I really appreciate this, and good luck.
Thank you, Joe.

Next, we'll just try Joyce Levine again really quickly.

Joyce, try and unmute yourself.

OK, it looks like we're still not able to hear you, Joyce.

Sorry about that.

Next up, Aaron Grenier, followed by Scott.

Go ahead, Aaron, you can unmute yourself.

AUDIENCE: Thank you, Brooke, and thank you to the whole team and the city for all your continued work to make cycling safer in Cambridge.

Just, I've noticed a huge difference and feel so much safer traveling around the city,
and this will be a huge improvement.

00:22:19.240 --> 00:22:20.740 This is really one of those big gaps

00:22:20.740 --> 00:22:24.090 that I experience traveling through the city that is still

00:22:24.090 --> 00:22:26.760 quite dangerous for me.

00:22:26.760 --> 00:22:29.160 I want to just kind of echo the past comment

00:22:29.160 --> 00:22:31.920 and perhaps expand it a bit more to be thinking

00:22:31.920 --> 00:22:33.600 about the whole corridor of the street,

00:22:33.600 --> 00:22:36.570 and I know you're doing this in sections,

00:22:36.570 --> 00:22:38.910 but what does the whole experience of the quarter look like?

00:22:38.910 --> 00:22:42.840 So even consistency for other bus lines on the whole corridor

00:22:42.840 --> 00:22:46.435 or not the whole corridor can help when people travel down

00:22:46.435 --> 00:22:48.060 it to not feel like it's so disjointed,
but have a bit more consistency.

And that might help with adherence to what the regulations are.

So just looking, again, at this design in the context of the whole corridor and making sure that there is kind of a consistent continued network across all modes of transportation.

I'm also kind of just curious if the city has investigated a lot of the predictions in terms of traffic effects.

I kind of assume that the same number of vehicles might be there once lanes are reduced, but we often know that people will drive less if there's more traffic.

So wondering if on
any other projects,

you've seen any reduction in vehicles

traveled with lane reduction.

So with that, thank you for all your work.

Really appreciate you doing this presentation.

We're looking forward to using these lanes soon.

BROOKE MCKENNA: Great.

Thank you, Aaron.

Scott, you're next, followed by William Furr.

Scott, go ahead.

You can unmute yourself.

AUDIENCE: Hi.

Thank you for this project.

I'm very excited about it.

I regularly am biking all the way down to North Mass Ave,
down through Somerville Ave, and have
to take the turn onto Porter.
And so I just want to highlight--
I think it's been mentioned before--
but between Porter and Somerville southbound,
I think would be a really good location for a bus lane that
mixes with a loading zone to help,
because right now, we have regular cars,
delivery drivers parking in the bike lane
and half in the bike lane, half in the through lane.
So I don't think that actually will affect--
if it's a loading zone, I don't think
it will actually affect what you see currently
in terms of traffic patterns.

But it will make it a lot safer and a lot more predictable.

what's going on.

And then, also, Somerville onto Mass Ave.

and around the parking lot for the Porter Square shopping center, it can be pretty scary on a bike.

Even-- the one really good spot is that 20 feet of elevated bike lane.

But the turn on to Mass Ave. Gets pretty sketchy.

and how fast cars are taking that turn.

They go into the bike lane during that turn,

and so I'd like to look at trying to adjust the turn.

radius of that to make it a bit more safer and a bit more.
predictable.

But overall, very excited about this project.

I'm very excited that it's going to continue on what we see in North Mass Ave, which has been very helpful for my riding through down myself.

Thank you.

BROOKE MCKENNA: Great.

Thank you, Scott.

Next up is William, followed by Randy Stern.

William, go ahead and unmute yourself.

AUDIENCE: Hi, there.

Yes, I'd like just--

I'd just like to say I'm really looking forward to this project.
I'm looking forward to being able to bicycle safely to this area with my family and for all the other families and people of all ages and abilities to get through this area on foot, by bicycle, by bus, by car.

I get through this area with all modes. I drive this area. I bike. I take the bus. I walk. And right now, it's simplest to drive sometimes, and that doesn't need to be utilized.

I'm not helping anybody by taking the street space with my car.
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.
At the same time, I'm certainly aware of the concerns of businesses. I think it's essential to preserve as many loading zones as possible, if not increase them-- the same thing for accessible parking spots. I would like to see-- so therefore, in terms of parking, there's a lot of other parking lots in Porter Square. Perhaps the city can explore licensing some of the spots in those parking lots to put meters in so that businesses can access parking. Also, I'd like to echo the comment made earlier about trying to make sure that we
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 Saundra.


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 to more permanent solutions.

00:28:31.600 --> 00:28:34.240 align:middle line:90% As to the alternatives themselves,

00:28:34.240 --> 00:28:36.580 align:middle line:84% I want to echo the folks who want to preserve dual direction biking on Upland.

00:28:36.580 --> 00:28:41.590 align:middle line:84% I think regardless of the one-way decision there, that's very important to encourage biking.

00:28:41.590 --> 00:28:43.480 align:middle line:90% I also agree with the previous speakers
that something could be done on the bridge over the commuter rail tracks--

just flex posts, anything-- to make that section a little safer.

And I want to--

I feel a lot has been made about the concerns of businesses, but as a previous speaker said, people who bike and take transit, we buy things too.

I don't own a car.

I exclusively use bike or transit, and I would love--

my fiance and I both-- we would love to patron the small business on Mass Ave.

But quite simply, we don't feel safe biking there.

And so we'll choose to take transit or simply not go,
but the transit only stops in certain places.

If we had safe infrastructure, we would love to patronize those businesses.

And I'm sure there's many others like us.

So I think that should be strongly considered in the idea that this is actually beneficial to business with those bikers and transit riders.

So thank you so much.

BROOKE MCKENNA: All right, thank you, Jack.

Next up is Saundra, followed by Doug Mayo Wells.

Saundra, go ahead and unmute yourself.

You have the floor.

AUDIENCE: Hi, thank you very much.
My only question is I'm all for bike safety.

I'm all for safety in general.

I have-- I'm a native Cambridgian.

I have-- I see or have seen over the last few years.

However, all I see or have seen over the last few years is the fact that a great deal of power has been given to bicyclists, who have no accountability.

And I say this as I was, just the other day,

crossing Mass Ave in a crosswalk at a walk light,

and I was leveled by a bicyclist, who

ran the red light, in essence.

And this is what I see all the time on every street.

I actually stood at the corner of Kirkland and Washington

and Beacon at quarter of 5:00 and counted
17 bicycles run the red light.

Two of them actually cut off a bus.

Why is there no accountability?

That's my big question.

We used to be licensed.

Bikes had to have license plates.

Why don't they do that now?

Thank you.

BROOKE MCKENNA:

Thank you, Saundra.

Before we move on, I just wanted to remind everyone about the--

I'm just going to take a quick minute to remind everybody

about the project website, which is up on the screen now

at the bottom of the slide that you're seeing,
That is our project website. It will have videos and a PDF of the presentation tonight. It will also have links to the general survey form as well as a specific business survey form.

And you can always check back there moving forward for additional information as well.

So with that, we'll return to public comment.

Doug Mayo Wells is next, followed by Angela Shen-Hsieh.

Doug, go ahead.

You have the floor.

I'm sorry, Doug.

It looks like you have an older version of Zoom that isn't
going to allow you to speak.

If you update your Zoom, you could get back on,

and we'll try and circle back around to you.

Sorry about that.

Angela is up next, followed by Ali Donaldson.

Angela, you are-- go ahead and unmute yourself.

AUDIENCE: Thanks.

Hi.

I live on Regent Street in the triangle that's bound by Mass Ave and the commuter rail tracks.

First, thanks for this project and also for the crosswalks.

So my husband and I, we bike,

we walk, we drive in this area daily.

And we have several
challenges that I

would ask you to consider.

So first is the left hand turn off of Mass Ave

onto Porter Road going northbound,

so for us coming from, say, Harvard Square,

trying to get to our house, we have

to make a really horrible left hand turn onto Porter Road.

Also, the left hand turn that is out of Porter Road back

onto northbound Mass Ave. So that, for cars, for bikes, is

horrible.

So all of us who are back in that triangle

of Porter Road and Regent Street, we get kind of--

we're kind of like-- we're kind of locked in there.

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.
So we talked about—
you talked about how

it had a penalty to buses
in the non-peak time because

do the loading.

I wondered how much
that penalty was

and what the details
were on that, which

I think other people
have asked, and if there

was any consideration to
make that not a loading zone

and only a specified bus lane.

With regards to
the parking, I just

wanted to say that
it is insane to me

that people are worried
about the business

impact of the loss of six
metered spaces next to one

of the largest free
parking lots in Cambridge.
I have never had an issue parking at Porter Square at any time. It is trivial to park there and go to any of the many shops and businesses that I love around there. And when I drive, I do-- I park in that lot, or I park around there, so that's where you can direct people to park. So I am also a biker, and I do go through there on my bike. I shop on my bike. I shop on my car. You can do both. And I'm excited to see the separations on the street that
will make transit safer.

I know that we've talked a lot about the bad accidents that have been around there.

I was just going to say, I don't know about Upland towards Mass Ave, but I just wanted to also say that if it's made one directional,

I hope that there's a counterflow bike lane, which won't take up that much space, and it'll allow bikers to use that space in both directions.

Thank you so much, and I really appreciate this project.

Thank you.

All right, thank you, Ali.

Next up is Nate, followed by Frank Kramer.

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.

AUDIENCE: I will.

I'm sorry.

I realize I'm rambling a bit.

BROOKE MCKENNA: Not at all.

AUDIENCE: I just find it very sad and feel that there's not a lot of respect given to people who are non-bicyclists by this city right now.

Thank you.

BROOKE MCKENNA: Thank you.

Next up is Dr. Nina Do followed by Jeff.

Dr. Do, go ahead.

You have the floor.

You can unmute yourself.
AUDIENCE: Hi.

It sounds like the cycling ordinance has already passed,

and the project looks like we have just about two options,

and that would be loading zones and no loading zones.

So I would like to comment that I hope that you allow loading zones throughout the entire Mass Ave strip.

so that our drivers can have access to their city,

because not everyone can physically cycle.

And not everyone can make it to the bus stop.

or take public transportation.

And now, with winter, mobilizing in the winter,

it's pretty challenging, and it makes driving necessary.

We now live in an era where viruses are real,
and it's here to stay.

And during those heightened community infections,

taking public transportation can be very risky,

especially for the older population or those who are immunocompromised.

So I just hope that we can be flexible and inclusive for everyone--

businesses, bikers, the able, and the disabled community.

Thank you.

BROOKE MCKENNA: Thank you.

Next up is Jeff followed by Andrew Hammond.

Jeff, go ahead.

You can unmute yourself.

Thank you.
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,

but in terms of a longer term vision,

I'd like to know when we might hope

that large parts of the median strip,

except for near crosswalks, would be removed.

Thank you.

BROOKE MCKENNA: Thank you, Jeff.

Next up is Andrew Hammond, followed by Ruth Ryan Allen.

Andrew, go ahead and unmute yourself.

Andrew, I'm sorry.

It looks like your Zoom version is not going to allow you to speak.

You could try to update that and come back on and join us.
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.
My concern is that the residents who do live along this corridor don't have the availability to get to their houses. They don't have the ability to get into their driveways. They don't have the availability to get dropped off. For example, I know two handicapped children that have to get dropped off in that—during—within that corridor. And it's great for bicyclists to be able to go through and have a straight shot all the way from where they want to go to where they start and where they want to go. And a lot of the times, it isn't even in Cambridge. But small businesses are impacted.
Access for handicapped to get into their houses, the--

three times, we've had nurse practitioners

that are trying to get in to see people.

They have no parking.

So it's not just like a convenience of where

you can go shopping as well.

So people can't find--

a lot of the plumbers can't find parking, so good luck.

So we really have to take a look at this,

and I'm grateful that we're finally

taking a look at this, because we didn't in North Cambridge.

You guys just came along and just steamrolled it right down.

BROOKE MCKENNA:
Ruth, if you could
try to wrap up your comment.

AUDIENCE: Thank you.

That's it.

BROOKE MCKENNA: Thank you.

AUDIENCE: Nope.

BROOKE MCKENNA: OK, thanks, Ruth.

Next up is Lisa Price followed by Albert Duarte.

Lisa, I'm sorry.

I think we just lost you.

So Albert, go ahead.

You have the floor.

You can unmute yourself.

AUDIENCE: Hi, my name is Dr. Duarte.

I'm a dentist practicing at 2130 Mass Ave.
And there are many people that come from outside of Cambridge
to patronize local Mass Ave businesses,
and they'll no longer come here without parking.
The simple fact is that these out-of-town shoppers and clients that local businesses depend on for survival will be lost.
And once these clients and shoppers stop coming,
they won't come back.
So you must remember that they represent all of citizens,
not just the vocal minority who ride bikes.
Some overzealous bicyclists want to go full speed ahead with these changes and don't care about the repercussions to businesses and
local residents.

Rather intend to making any more of these changes, which will do irreparable harm to businesses and local residents,

let's formulate a comprehensive plan that takes all stakeholders into account.

The council voted for the ordinance.

The council can change the ordinance.

If there's no-- man made these laws.

Man can unmake these laws.

And the city and its residents should not be forced into an all or nothing decision.

Compromise is needed.

Let's work together so that we can have safety for bicyclists without destroying the already fragile business community.
and harming the local residents who would just like to park

their cars near their homes.

City councilors, I implore you to consider

all stakeholders, not just a vocal and organized minority.

Thank you.

BROOKE MCKENNA: Thank you, Dr. Duarte.

Next up is Philip, followed by Beth Gansi.

Philip, go ahead and unmute yourself.

You have the floor.

AUDIENCE: Hi.

Thank you.

A couple of things--

what I hear is bicyclists saying how they fear for their lives,

going killed and whatnot.
Their reason for getting killed, first of all, is for lack of obeying rules of the road.

The one in Porter Square--he cut around the right side.

BROOKE MCKENNA: Philip, I would ask you to not direct your comments at other residents.

You could direct your comments to the city,

but we want to keep the conversation as respectful

as we can.

You can go ahead and unmute yourself again, Philip.

AUDIENCE: The city also changed the configuration of Mass Ave and Somerville Ave years ago.

Nobody remembers that.
In terms of what about ambulances?

How are ambulances-- the city is--

have you even considered that ambulances need space also?

It is insane what's going on here.

Thank you.

Next up is Beth, followed by John Lamont.

Beth, go ahead and unmute yourself.

This has been quite informative, and I appreciate all of the effort the city has gone through to share this information.

I'm interested-- I'm a long term resident of Cambridge.
I've lived here for almost 40 years.

And I'm interested in safety for all Cambridge residents, including pedestrians, including business owners, including bus drivers, and passengers, and including cyclists as well.

I would echo--

I think it was Ruth's comments-- about how having some accountability, because as a pedestrian, I have accountability for myself.

And I have been hit by bicyclists too many times to recount as I try to cross in crosswalks.

I also would like to add a question about,

can we actually take the time to take a longer view
and not think only about quick build,

but think about what makes sense in a comprehensive way

for all residents of the city?

Thank you.

Thank you, Beth.

I'm just going to ask that everyone really keep their comments to a minute, and I'm going to start jumping in, because we are getting towards the end of our time, and we have a lot of people who would still like to be heard.

So please try to make your comments as short as possible.

Next up is John Lamont, followed by Crystal H. Go ahead, John.

Oh, I'm sorry, John, you have an older version of Zoom 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.
BROOKE MCKENNA: Crystal, I think we lost you.

Sorry about that.

Thank you.

Next up is Mary W, followed by Jennifer Friese.

Mary, go ahead.

You have the floor.

You can unmute yourself.

AUDIENCE: Hi.

Thank you for taking my comments.

I've been a resident since 1990, and I have lived at 2 Arlington Street all that time.

Arlington is one way into Mass Ave. Upland Road is the way that I can make a right turn to get to my street, OK?
I'm not sure that the issues of residents just getting to where

00:50:53.700 --> 00:50:57.220 They live is being considered.

00:50:57.220 --> 00:51:00.150 And I would like to

00:51:00.150 --> 00:51:04.410 hear more about that.

00:51:04.410 --> 00:51:08.010 I would like to hear more about

00:51:08.010 --> 00:51:13.350 what the cost of the quick

00:51:13.350 --> 00:51:17.010 build is versus

00:51:17.010 --> 00:51:21.960 doing something that

00:51:21.960 --> 00:51:26.070 would be better planned, more

00:51:26.070 --> 00:51:30.793 long term, and permanent.

00:51:30.793 --> 00:51:35.410 I am also concerned about the

00:51:35.410 --> 00:51:39.220 small businesses very much,

00:51:39.220 --> 00:51:43.150 and as someone who is, quote

00:51:43.150 --> 00:51:47.740 unquote, a senior citizen,

00:51:47.740 --> 00:51:52.010 biking is not an option

00:51:52.010 --> 00:51:55.060 for me physically.

00:51:55.060 --> 00:51:59.300 Getting on and off buses--

00:51:59.300 --> 00:52:03.480 not only--

00:52:03.480 --> 00:52:07.360 BROOKE MCKENNA: Mary, I'm sorry.

00:52:07.360 --> 00:52:11.990 I'm going to have to ask you

00:52:11.990 --> 00:52:16.690 to wrap up your comments.

00:52:16.690 --> 00:52:20.360 AUDIENCE: OK.
The other concern I have is the speeding by cars, and I'm curious to know if there's been any thought given to putting in intentional speed bumps to slow the traffic down between Porter Square and Harvard Square.

I have almost been hit, and I've seen other people almost be hit in that stretch, because by the time they get through the lights at Porter,
everybody wants to go 50 miles an hour.

So--

BROOKE MCKENNA: Thank you, Mary.

Appreciate your comments.

Next up is Jennifer, followed by Alexander.

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,

or taking the T.

And for all the students who go to CRLS, in particular,

that we have a lot of kids who live in North Cambridge,

this will be a big upgrade.

So thank you.

BROOKE MCKENNA:
Thank you, Jennifer.

Alexander is next, followed by Joseph Levy.

Alexander, go ahead.

You have the floor.

You can unmute yourself.

AUDIENCE: Hi.

This has been very helpful and productive,

and it's good to hear everyone's voices.

I've been a resident of
Cambridge since the 1970s.

I've been a bicyclist since then, a pedestrian and a driver, and I just want to support all the people, including the bicyclists who are looking for the solution that involves not only traveling through the streets and along the streets, but also taking into account what is happening on the sides of the streets, which I didn't see on the-- in the presentation, but I may have missed it.

And wait a minute.

So I think it's really important that we do that.

And then, finally, I hope--
I don't know if I missed it or what, but I think--

I'd like to reiterate what I've said in other meetings, which is that the city take--

the department consider using sidewalks, either extending them or using an existing sidewalk to make protected bike lanes that are up above the street level,

and yet do not take away parking spaces.

So once again, I'd like to push that idea.

It may not be possible the entire stretch,

but as we've seen in neighboring Somerville, it can be done.

And in the city of Berlin, they go back and forth from sidewalk to street in a very clever way.

So I think we should apply ourselves to that.
Thank you.

BROOKE MCKENNA: Great.

Thank you, Alexander.

Next up is Joseph Levy.

Then we’re going to try to circle back to a couple of the folks who have rejoined us having after having trouble.

So Joseph, you are-- you have the floor.

Please unmute yourself.

AUDIENCE: Thanks so much.

Yeah, I live on Cambridge Terrace, so right off of Upland Road, and I walk through Porter Square many times a day, drive through there, bike through there pretty often.

And I want to thank the city for working on this.
I want to thank the city council members who are joining this time, unlike last time, which is great.

And I wish that there would be a meeting with the city council to talk about this bike ordinance, because I think it goes too far.

It's got the right instinct, of course.

We want to be safe for bicyclists, but we also need to consider all users—bicyclists, drivers, bus riders, and pedestrians, and the disabled, and everyone else.

And I don't think that that's been done.

I wish that this plan included more lessons from the Central Square and North Cambridge, because going--
driving through North Cambridge, there's clear lessons.

And I want to make one final pitch.

You know, I depend on Upland Road being two way in order to get to and fro.

I think if you're going to make Upland Road one way, you need to do some traffic impact studies.

If I can't drive from Mass Ave to Upland Road,

I'm going to end up adding to the left turn queue at Walden.

It's already too long at Walden.

It's going to get worse.

So that needs to be thought of.

But I think there needs to be more thinking, but thank you.

BROOKE MCKENNA:
Thank you, Joseph.

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%

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--
I'd love to see flex posts added on that right turn onto Somerville Ave.

I've almost been hit there both as a pedestrian and biker by cars making that right turn too tight.

I don't know if that's beyond the purview of the project, but it seems like it would be easy to put those in, just to expand kind of where drivers have to turn out.

And then the other one would be that crosswalk at the Porter Square Mall.

The right turn out of the mall onto Mass Ave-- if you could just back that crosswalk up like 15 feet, cars can pull in front of it and wait for traffic, and then make that turn, rather than right now.
BROOKE MCKENNA: John, I'm going to have to ask you to wrap up your comments.

AUDIENCE: That's it.

BROOKE MCKENNA: OK. Thank you.

AUDIENCE: Thank you so much.

I really appreciate your patience.

I'm going to echo everyone's appreciation for all the thoughtfulness.

I'm a huge fan of biking, and my husband biked for three years, and I was quite nervous.

I am a physician.
I work in the area.

I'm one of about 40 or more mental health clinicians.

I'm a psychiatrist that sees adults, children, families, along with psychologists, social workers,

licensed mental health clinicians.

We serve many residents of Cambridge--

young children, people working multiple jobs, as well as

some folks from outside of town.

And these families will not be able to see us if we have

15-minute parking or even less.

We know we're in a pandemic.

There is a mental health access crisis in our town,

and there will be a loss of mental health access
if this plan is implemented.

Clinicians are already thinking they may have to leave.

I deeply hope you will consider one-hour meters,

and I deeply hope you think-- you

will think carefully so that we can continue

to serve the community.

BROOKE MCKENNA: Thank you, Lisa.

I appreciate your comments.

Before we go to the next speaker,

I just wanted to let everyone know

we are coming up on 8 o'clock.

We're going to go for another 15 minutes.

I don't know if we'll get through all of the speakers,

but as much as everyone can really
keep their comments short and focused,

we'd like to get as many people in as we can before 8:15.

Next up is Amy Kip.

Go ahead and unmute yourself, and you'll be followed by Jamie.

AUDIENCE: Hi, thank you.

Two quick points--

I live in North Cambridge.

I walk Mass Ave every day between--

from Alewife down towards Porter Square.

And I can tell you there is no safety for bikes

with the new system that you've put in,

because you have buses and cars merging into and out of bike
lanes haphazardly.

It was done in a terribly slapdash manner,

and it needs a longer term planning.

Also, I think the city really needs to seriously initiate

a search for a planner who has successfully implemented

such a system for cars, bikes, and buses,

and pedestrians in other cities.

I think this can work.

Our current planners don't have the experience.

How could they?

It's not their fault, but we need someone

with a proven track record to come in and really make

this work.

Thank you.
BROOKE MCKENNA: Thanks, Amy.

Next up is Jamie.

Go ahead.

You have the floor.

AUDIENCE: Yeah.

Hi.

I'm Jamie Ciaco.

I just wanted to highlight, especially since my friend--

after what my friend, Joe, mentioned,

I did want to highlight that bicycle safety improvements do also benefit drivers and pedestrians,

because many more people will feel comfortable cycling

instead of driving, which reduces the amount of parking

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.
Next up is Annette O, followed by Young Kim.

Annette, go ahead and unmute yourself.

You have the floor.

Annette, can you unmute yourself?

AUDIENCE: Yeah, I'm right here.

Can you hear me?

BROOKE MCKENNA: Yeah, we can hear you.

Go ahead.

AUDIENCE: Yeah.

Basically, I just have a couple of questions.

I know there's some council members on the tonight's program too.

And my main thing is the Mass Ave
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
about an advisory committee, that talked about reviewing past projects. So I was wondering how the Department of Transportation was incorporating those policy orders into this current project. On previous projects, I know there wasn't a lot of plan-ahead as far as getting signage, as far as public education, as far as promoting that there's now parking on side streets. So I was wondering how you approach it getting those implemented. And just one more-- your plans for municipal parking, 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,
impacts assessed, in coming up with this plan.

Second point is I took the questions typed into the question and answer would be answered.

Will they be answered on the--

will answers be posted on the project website?

And then from my years of experience as a systems engineer working on defense contract,

the way the traffic department is going about this violates every single principle of project management and system engineering.

BROOKE MCKENNA: OK, we'll have to move on to the next caller, Young, OK?

Thank you for your comments.
Next up is John Hanratty, followed by Alex Frieden.

John, go ahead.

You have the floor.

AUDIENCE: Yeah.

Hi, John Hanratty, Porter Square.

I've been here for about 30 years.

Quickly, I think--

I don't see any goals.

They seem to be very bicycle-centric.

I agree with lessons learned.

We can learn a lot from what happened in North Cambridge.

We can learn a lot what's going on in Central Square.

They both do not work very well or at all.

They need work.

They're not safe for anybody.
Mass Ave is a main corridor, an entry and exit for goods, services, people, employees in and out of the city.

We have to take that into account. It has not been taken into account.

And lastly, neighborhood input--

traffic patterns, driving, et cetera--

I just heard my street, Mount Vernon Street,

named a bunch of times.

We're going to just route traffic down it.

We're going to give away our parking spaces so that we can fix up the bike lanes.

We're giving away stuff.

BROOKE MCKENNA:
John, we're going to have to move on to the next speaker.

Thank you for your comments.

Alex Frieden is up, and Maria Marie is next.

Alex, go ahead.

You have the floor.

AUDIENCE: Hi.

Thanks.

My name is Alex.

I live just southwest of the project location--

really excited for this.

I bike with both my three-year-old and my 10-month-old around the city.

And I'm really excited for this project.

This was on the 2016 bike plan that
was expected to be completed this year, so it's great--

very timely to see it done.

I think it's important to think about the connection.

Many people don't bike, because if 1/10 of your route is protected, it's not very useful.

This is a major pathway to a number of places, including

Alewife Parkway, where there's a number of parks and recreational activities.

And I would regularly like to go Somerville to Mass Ave,

and it's great to think about the connection there.

One comment you said--

BROOKE MCKENNA: Alex, we do need to move on to the next speaker.

Marie, go ahead.
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 from people with their first names.

I don't even know if they live in Cambridge.

I mean, my experience with Inman Square during the reconfig there, that most of the movers and shakers were from outside the city.

BROOKE MCKENNA: Thank you, Marie,

we're going to have to move on to the next call--

the next speaker.

That's Manuel.

You're up next, followed by Susan.

Manuel, go ahead.

You have the floor.

AUDIENCE: Hi, my name is Dr. Manny Pacheco.
And I feel that this whole process has been somewhat disappointing, because as the previous one of the previous speakers noted, this was a presentation of things that are fait accompli.

And seeking input from people while saying every alternative is not feasible is not really a dialogue.

I support safety. I support safety for my patients. I support safety for everyone.

I think that we're under the gun with an artificial deadline that we could easily consider removing the median and taking into account, taking over the-- out the overhead lines for the T, and I
don't think that it's unreasonable to think that we could achieve all of our goals.

I do want to thank the people in the city and other consultants for making this opportunity to talk,

but I think we can do more, and we don't have to be the victims of artificial deadlines.

Thank you very much.

BROOKE MCKENNA: Thank you.

Next up is Susan Chang, followed by Cathy Dalton.

Susan, go ahead you have the floor.

AUDIENCE: Hi, thank you.

I just wanted to echo the other commentators and thank the city for their efforts here.

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%

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.
Thank you.

BROOKE MCKENNA: Thank you.

Next up is Cathy.

Cathy, you can unmute yourself.

You have the floor, and you'll be followed by Thornton.

Cathy, you can unmute yourself.

AUDIENCE: Can you hear me now?

BROOKE MCKENNA: Now we can.

Go ahead.

AUDIENCE: I have used all modes of transportation.

I have to say that I feel most unsafe on Raymond, on Putnam, and Oxford, not on Mass Ave. Not even with my younger child
did I feel unsafe biking on Mass Ave. Having said that, I think

we can come up with a plan for protected bike lanes
that preserves parking,
that preserves safety

for pedestrians, but I
don't think this quick

build plan is it.

And so I hope that,
very quickly--

I mean, you're going
to do this anyway.

I can tell--

I would like to see a better
plan put into place that

removes the median strip
and creates some protected
crossings and left turns.

Also, I do not want to see
resident parking sacrificed

for meters along Mass Ave.

We have 170 units at
my end of the street

right here in Porter Square.

Losing that many spaces will
be really difficult for people.

I have been a biker.

I am mostly a walker these days, and I drive.

We have to embrace all-- and I used to take the bus-- not now.

BROOKE MCKENNA:
Cathy, we're going to have to move on to the next speaker.

Thank you.

Thornton, you're up next, followed by Ann Bain.

Thornton, go ahead.

You have the floor.

Thornton, you can unmute yourself.

Go ahead.

AUDIENCE: OK.

My name is Roger O'Sullivan.
I'm using Rick's communications.

I just like to share a couple of concerns regarding safety.

First of all, I'd like to thank Councilors Toner, Carlone, and Councilor Simmons for listening to my concerns about public safety.

I'm one of these people that rolls up their sleeves and gets involved.

First of all, I broke my ankle twice, so I'm on the sidewalk now 3/4 of the time.

I'm with a cane, so my concern is bicycles using the sidewalks instead of the bike lanes.

So that's my first concern.

Why is the city not posting that bikes are not allowed on the sidewalk?
My second concern is for the safety of the cyclists.

We have cones in front of my residence at 1105 Mass Avenue.

What happens is the city does a great job of plowing the street and also the bike lane.

However, in the late spring, there's a ice between each cone.

What that does is it melts, and then freezes at night, making it a skating rink for the cyclists, which forces cyclists onto the sidewalk and also the streets.

I also have concerns--

BROOKE MCKENNA: I'm sorry.

We are going to have to move on to the next speaker.

Thank you for your comments.

Next up is Anne and Bain.
Go ahead and unmute yourself, and you'll be followed by Irving Allen.

AUDIENCE: Hi.

Thanks for the opportunity to speak tonight.

I live on Mass Ave myself, and I just want to speak to the fact that I think the quick build is not the right solution currently.

The threat to the disabled and the elderly and the business communities for the current plan has been—we've seen witness of that on the north end of Mass Ave and would really ask the people to take those lessons learned and apply them.

I don't feel like that was really--
we were given that opportunity tonight

and was hoping that that's what the meeting was for, so

looking for your support to make sure all--

and I agree we need to do something for the bicycle

safety as well.

We just need to include everybody.

Thank you.

BROOKE MCKENNA: Thank you.

Next up, Irving Allen, followed by Seth Hurwitz.

Irving, go ahead.

You have the floor.

AUDIENCE: Thank you.

I appreciate this opportunity to speak.
In regards to the bike safety ordinance,

what happens if we don't meet the April, 2022 deadline?

No one has ever stated.

It's not stated in the ordinance either.

So why are we rushing something that is causing so much controversy in this city,

instead of backing up, delaying this ordinance,

and doing the right thing for the city?

Come on, councilors.

Get your act together.

Thank you.

BROOKE MCKENNA: Thank you.

Next up, Seth, you have the floor.

You can unmute yourself.
You'll be followed by Bruce.

AUDIENCE: Good evening.

Thank you for allowing me to speak tonight.

I really appreciate all the work that everyone's done on this project so far.

I love the goals that you've outlined about improving safety and accessibility for people who are not in cars along this stretch of Mass Ave.

I want to say I support Petru's comments about signaling to protect cyclists and pedestrians.

Make sure we give them enough space to get across the street safely.

I want to ask that we do make Upland one way for cars with contraflow bike lanes.
And I also wanted to ask as well if there's any chance the cycling ordinance can--

or this quick build or any of these projects

can include resident education and distribution of devices?

BROOKE MCKENNA: Thank you, Seth.

We are going to have to move on to the next speaker.

That's Bruce.

Bruce, you have the floor.

You can unmute yourself.

AUDIENCE: Hi, everyone.

I've lived in Cambridge since 1982.

I've been biking around Cambridge

for over 30 years, commuting, shopping, and recreation.

And biking in Cambridge is great.
It's been great for a long time.

My commute took me through Porter Square every day,

and I shop there by bike frequently.

The truth is that most of these separated bike lanes,

as they actually get built, often would be better called hidden bike lanes.

And they only make people feel safer by protecting bikes from overtaking cars, one of the least likely ways for bicyclists to get hurt.

They're really not safer, and at intersections,

these hidden bike lanes are really very, very dangerous.

The most important--

BROOKE MCKENNA:
Thank you, Bruce.
We're going to have to move on to the next speaker.

Next up is Dylan Russell, followed by Ulysses.

We are going to be able to get to everyone who has their hand up right now.

So Dylan, go ahead.

You have the floor.

Dylan, can you unmute yourself?

AUDIENCE: Hey, can you hear me?

BROOKE MCKENNA: Go ahead.

AUDIENCE: Hey, I'm Dylan.

I'm a lifelong Cambridge resident. I live in Cambridge Port, but I bike through Porter all the time.

Just want to say that I really appreciate
the work that went into this, and I definitely will feel safer going through Porter, if there is a protected bike lane. Yep, that's all. Thank you. Thank you very much. Next up is Ulysses, followed by Michael. Ulysses, go ahead. You can unmute yourself. Hi. Yeah, my name is Ulysses Latiner. I actually live right over the border in Somerville, but I bike to and through Porter Square.
all the time on my way to work in Cambridge,

and I shop in Porter Square regularly.

But actually, I'm just curious to know,

I haven't seen anywhere in this presentation anything about the actual--

and I asked this question in the Q&A multiple times--

how many parking spaces are potentially being talked about being removed here?

Because it seems like so much of the conflict between all the various parties here relates to how much parking might be lost for the business community,

for residents, et cetera.

But I haven't seen any numbers anywhere in here
about how many spaces we're actually talking about.

And I feel like that might make this discussion easier for everybody if we knew how many spaces, potentially,

we're talking about losing.

It might-- people should know what the conflict is about,

what the actual size of it.

So you should provide that information in the future.

I think that would be helpful to everyone.

BROOKE MCKENNA:
Thank you, Ulysses.

Next up is Michael followed by Susan.

Michael, go ahead.

You have the floor.

AUDIENCE: Hi.
First of all, I want to thank you guys for this forum, and I also want to thank Councilors Toner, Simmons, and McGovern, who I've had the pleasure of connection with over recent years.

Short version-- I think that the ordinance goes too far.

I think that there should be greater compromise and input from all stakeholders.

I'm a senior citizen myself, 65 years old, lived in Cambridge since 1985, and my heart goes out to these small businesses that have already been wiped out by COVID in the last couple of years.

And I would hate to see this character of Cambridge go.

I live on Mass Ave and Cameron, where we just
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.


01:19:40.570 --> 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.

This process is not that.

I feel bullied.

Many don't have a voice.

Not all voices are being heard, and I think we should be collecting data on resident voices that aren't being heard.

The data will show who's exactly being represented.

This is for the residents.

I know we collected data on bike accidents,

but I never really heard why the accident happened.

Bikers have responsibilities, as do pedestrians and cars.

BROOKE MCKENNA: Thank you, Susan.

We're going to have to move on to the next speaker.
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.

So we are already repeating the same problems that we saw in North Mass Ave, which has been a disaster for small businesses.

Two, your presentation asked if any of these ideas meet my needs, but where's the plan to get us to consensus, to meet everyone's needs?

Three, if your overall hypothesis is correct, that the implementation of bike lanes will reduce car use and shift more commuters to bikes, then there's no need to have separate bus lanes, because they'll become more efficient with less cars on the road.
So which is the answer here?

Four, this proposal best illustrates the city's lack of a comprehensive plan to connect bike lanes with corridors of efficient travel and keep traffic out of neighborhoods.

The city's rapidly becoming a patchwork of different traffic approaches and techniques, which makes it confusing for out-of-town drivers, which is--

BROOKE MCKENNA: OK, Kelly, we're going to have to move on to the next speaker.

That's Natalie.

Natalie, go ahead.

You have the floor.

AUDIENCE: Hi, can you hear me?
BROOKE MCKENNA: Yup, go ahead.

AUDIENCE: So first, this is not about people disagreeing with bike lanes.

No one in my North Cambridge neighborhood is disagreeing with bike lanes.

We tried to say that at the last hearing,

and it would be nice if the presentations reflected what you heard at the hearing at City Council.

There were some great speakers that really let our concerns know we're not against the bikes or the bike lanes,

but it's what you're proposing doesn't work.

And none of those plans work for me, personally.
Right now, you can't take left turns on Mass Ave,

01:22:44.720 --> 01:22:48.290 so I have to go way past my house, loop around Church

01:22:48.290 --> 01:22:50.240 Corner Apartments, and then come back down

01:22:50.240 --> 01:22:52.400 Mass Ave the other way, so I don't get

01:22:52.400 --> 01:22:55.850 hit by speeding cars behind me.

01:22:55.850 --> 01:22:57.770 It was never explained fully about why

01:22:57.770 --> 01:23:00.110 you can't take the median away.

01:23:00.110 --> 01:23:01.200 I didn't understand that.

01:23:01.200 --> 01:23:02.742 Then we were told there was a problem

01:23:02.742 --> 01:23:05.270 with the cables for the buses and the fire department

01:23:05.270 --> 01:23:06.228 and so forth.

01:23:06.228 --> 01:23:08.270 But then other speakers said, actually, the buses

01:23:08.270 --> 01:23:10.270 aren't going to need those cables going forward,

01:23:10.270 --> 01:23:12.210 so it seems like that is not an issue.
So can we have a big meeting
with the fire department

and a democratic meeting
where we can see each other

and not be muted and
silenced visually?

Western Ave is an
amazing project.

Now--

BROOKE MCKENNA:
Natalie, we're going
to have to move on
to our next speaker.

Andy, you have the
floor, and you're
going to be our final speaker.

Thank you.

AUDIENCE: Wow.

Well, thank you so much.

First of all, I have to
announce that David Ortiz got
elected to the Hall of Fame.
So yay for that.

Thank you, staff.

Thank you City Councilor Simmons, Toner, and McGovern

for your support on this issue.

Really, for me, number one is disability.

Disability is not equal to handicapped spots.

There's all kinds of people--

kids in special buses that have to get dropped off,

folks, elderly, that have to get dropped off at their--

in front of their homes.

So accessibility doesn't just equal handicapped parking.

And I really would love to see a survey of local businesses

in terms of a cost benefit, what--

how this whole plan
is impacting them.

01:24:28.990 --> 01:24:30.430 Thank you very much.


01:24:32.220 --> 01:24:35.340 OK, I am-- we're at the end of the public comments,

01:24:35.340 --> 01:24:38.190 and I'm going to hand things over to Joe Barr,

01:24:38.190 --> 01:24:40.650 the Director of Traffic, Parking, and Transportation,

01:24:40.650 --> 01:24:43.500 just to wrap things up for us.

01:24:43.500 --> 01:24:47.012 Joe, you can go ahead.


01:24:50.240 --> 01:24:52.880 Thanks, Brooke, and thanks to everyone

01:24:52.880 --> 01:24:56.565 for attending this evening and providing us

01:24:56.565 --> 01:24:58.940 with your written and verbal comments.

01:24:58.940 --> 01:25:05.200 And we're just going to try to do a quick wrap-up of some
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

to the survey that Brooke
mentioned at the URL

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%oth 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
to review.

So anyone who wasn't able to attend or who had to leave early can go back and view it at their--

on their time frame.

So I guess we've got a number of comments and questions about the timeline and the Cycling Safety Ordinance.

And so I just want to be clear that, as Andreas described, the ordinance does require us to implement this project by April 30 of this year.

And although that is a very quick time frame,

it is the reason why people are interested in quick build projects is because of the ability.
to move those projects forward quickly

and see the safety improvements that go along with that

occur in a quick time frame.

We certainly recognize that with construction, there

would be the opportunity to do more

things, such as potentially removing

additional portions of the median.

Eventually, once we have greater clarity on what's happening with the MBTA

buses and the overhead wires, to remove the wires.

But again, those are all things that we will almost certainly

be looking at in the future, but that

don't meet the timeline and quick build requirements that
are stated in the ordinance.

So we are moving forward based on that, but certainly hope that we can address some of those concerns as time goes by and sort of be able to make further improvements.

Just in general, you know, like I said, we do recognize that there are benefits to construction and projects like Western Ave. As was mentioned, with sidewalk levels, separated bicycle lanes, certainly create greater opportunities, although the space required is often very similar.

So I don't want to sort of pretend that construction solves all our problems,
but it does give us greater flexibility moving forward.

It's also important just to recognize that there's a lot of construction going on in the city already.

and the Department of Public Works, obviously the staff, who's been listening in to the entire discussion, have a number of projects ongoing and planned. And so it's not that we wouldn't want to do separated bicycle lanes in a more fully built out way in the future in more locations, but we can only do so much at one time.

Construction is also somewhat disruptive, and so we have to manage the overall impact it has on different neighborhoods around the city.
as we move through those different construction projects.

So I just want to make it clear that we have heard the comments and the questions about that, and we do take that very seriously.

And again, we hope that that will be something we can address in a different way in the future.

There were a number of questions about use of bike lanes and questions around different types of users, different ages of users.

And I just want to go back to one of the slides I covered during the presentation about trying to create a system that's available for use.
by folks of all ages and abilities,

and not just for biking, but for all the modes.

I think it's important to recognize that while it's true that there are some people for whom biking is an option,

there are also people for whom driving is not an option.

There are people for whom, in some cases,

transit is not an option.

So we're trying to make all of those different modes safe and convenient and provide better facilities.

And so I think that is definitely something that informs our work.
We are very concerned about the access for folks with disabilities, as well as just folks who have mobility impairments that may not qualify as a disability but are still can create limits and constraints.

And so we are trying to think through how to address those issues in a better way, but we have limited right of way.

We have limited space to work with. Even though Mass Ave is a relatively wide road, there's only so much we can accommodate within the space that we have.

I guess the last major point I wanted
to make is just that I know there were questions about how

many parking spaces are going to be removed,

and what's the design and people suggesting that, perhaps, this

is already a fait accompli, or we had a design already

decided on.

And the reality is that although we

know that we need to put in the separation for cyclists,

we are still very early in the design process.

And so decisions haven't been finalized.

Decisions haven't been made.

We can't tell you exactly how many parking spaces might

be removed, because we don't actually

know that information yet.

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.
This is not done and
dusted, as they say.

But, again, it's important
to also recognize

that there's a requirement to
put in separated bike lanes

throughout most
of this corridor.

So as Andrea said, we have
upcoming public meetings

or outreach.

And then we'll have
another public meeting

later this winter.

So there should be plenty of
opportunity to provide input

into the project.

We are moving
quickly, and we are

trying to come up with a
design that accommodates

as many of the uses as we can.

But it's challenging,
like I said,
because of the width of the road.

And then finally, I just wanted to--

there have been questions about, are we working with consultants on this?

Who is the designers?

Who's doing the work?

And I just want to be clear, we have very good and experienced professional staff working for the city,

and you've heard from Brooke, but you may have heard from other members of the three departments that are principally involved in this before.

But we have a lot of experience with designing a variety of facilities, but we also
have consultants who are helping with us on this project as well to deal with the detailed designs,

make sure that we're meeting all of the local, state, and national standards, and really coming up with a design that's based on best practices nationally and, to some extent,

And so I just want to make sure everyone knows that we are bringing the best resources we can to bear on this project and trying to come up with the best possible design, again given the constraints that we have to work with.

And then the last thing I just wanted to say
is I know there was someone who mentioned

the ease with which you can park at the Porter Square shopping

center, but I just want to clarify for everyone that

is a private lot that's reserved for people visiting

the shopping in Porter Square shopping center.

So I just wanted to make sure that no one thought

that the city was somehow endorsing people parking there.

But I'll leave that up to others to decide

how they want to handle that.

In any case, again, I'll just close

by saying thank you very much for attending.

For the close to 200 of you who have

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%