

City of Cambridge - PIO | 062023 Hampshire Street Safety Improvement Third Meeting

ELISE HARMON-OK. Again, everybody, welcome to the Hampshire Street Safety Improvement Project Third Community Meeting.

FREEMAN: We have a little poll to ask you some background information about how you heard about this meeting and what other meetings you might have attended.

So if you could answer this while I introduce our project staff, we'd appreciate the information. My name is Elise Harmon-Freeman. I'm the Communications Manager for the Traffic Parking and Transportation Department here in Cambridge. I'm here with Brooke McKenna, our Transportation Commissioner.

Andreas Wolfe, the Street Design Project Manager for this project; Steven Muse, another project manager in our department; and then I have Andrew Reker from the Community Development Department, he's a transit program manager; and Michelle Danila from Tool Design who is a consultant on this project.

Thank you to everybody who's filling out the poll. I'm going to leave it open for another second, let everybody get their answers in. And looks like we're not getting any more. So let's see what the results are.

How did you hear about this meeting? We have a majority heard from an email from our project list, and then we have a good amount of people who saw a sign or flyer on the street. A few who heard from a friend or neighbor. And then a fair amount from postcards and social media.

We have a fair amount of showing from people who have attended other meetings, but about 35% of you haven't come to a meeting before. And then we have a lot of people who walk on Hampshire Street, a lot of people who bike, a lot of people who drive, and about 29% who ride the bus. And about 6% who use a mobility device. So thank you so much for sharing how you get around. And with that, I am going to send this over to Brooke McKenna to give a little bit of an introduction to this project.

BROOKE MCKENNA: Great. Thank you so much, Elise. We can move to the next slide. All right. So we'll just start with a quick purpose, outcomes, and process for tonight. So our purpose, this is our last in a series of meetings that we've held about how we can design a safer Hampshire Street that includes separated bike lanes. And the outcome that we're looking for is to get feedback on our final design-- our final-ish design for adding separated bike lanes to Hampshire Street.

So we will-- our process tonight we'll go through some slides with background on the project and the design, and then we'll ask for your thoughts and feedback through a written Q&A, and also giving folks who would prefer to speak a chance to speak as well.

When we get to that point, we'll be listening for a while, and then we'll stop and answer questions, and we'll go back to listening and so forth. We can-- and again, the project page is cambridgema.gov/HampshireStSafety. And the contact information for Andreas, our project manager for Hampshire Street, is up on the screen now as well.

So tonight's agenda for our presentation, we'll start with some planning background, we'll go through the community outreach that we've done so far, then we'll jump into the actual design, walk through key design features, some revisions that we've made based on feedback, and then next steps.

So with that-- so the project limits for the project go from Hampshire Street, basically the edge of the Inman Square Capital Project, all the way up to and including one block of Broadway.

So a little bit on the planning background that informs all of the work that we do. Keep going. So a lot of the work that we're doing is based off of the Cambridge Bicycle Plan. So the vision of the 2020 Bike Plan is that Cambridge will be a place where cycling is equally available to everyone where all destinations can be reached by bike, and where streets are designed to accommodate cycling for people of all ages, abilities, and identities.

And when we design Cambridge's bike network, we're thinking about all different types of people, including young kids learning to bike, adults who maybe have been hesitant in the past to bike on city streets, people using all sorts of bikes like adult tricycles, cargo bikes, and other larger bikes, and people traveling to jobs and to school, visiting businesses and parks, going to see friends and families, and basically doing all of the things that people do across the city. We want to make sure that it's possible to do those things while cycling-- bicycling.

So the Cambridge bike plan lays out a network. This is the network-- the Bike Network Vision where we want a connected series of safe, comfortable, connected, people-centric way-- I'm sorry, people-centric ways for people to get around on bike.

The intent is that it be a safe and comfortable network that connects all important destinations across the city, and really just makes it possible for people to opt to get around by bike if they want to.

So in the map, you'll see in purple are the streets that were designated for greater separation. Green represents off-street paths and the black represents-- I'm sorry, in yellow represents bicycle priority streets, which are intended to be lower-volume and lower speed streets without designated facilities.

So again, with the Cycling Safety Ordinance and the quick build projects that we've been working on, that's really to build out this network in maroon for greater separation. And there is a lot of information available online about the Bike-- the Bike Plan at cambridgema.gov/2020bikeplanupdate.

So just to talk a little bit about what are separated bike lanes and why are they so important. So basically a separate bike lane is a bike lane that is physically separated from parking in general traffic with a vertical barrier and space in the street.

So we are installing quick build-separated bike lanes on Hampshire Street, which means no construction or digging in the ground, we're working within the existing curb lines. The bike lanes will be against the curb and will be separated from the rest of the street with flex posts and a painted buffer area. So in places that separation from parked cars and in places that separation from the traveling.

So the reason why separated bike lanes are so important to really making Cambridge a bikeable city, more people ride bicycles when there's more bike infrastructure, and we know that a lack of safe and accessible route, and facilities for people of all ages and abilities really is a big hurdle to people deciding to bike.

And what we've seen is as we've built more high-quality facilities, we've enabled a wider variety of people to bike as well as just more people. And you can see in the graph on the right, the way that we see the total number of folks cycling increases as we increase the number of facilities that we have.

So a little bit about the Cycling Safety Ordinance. Back in 2019, the City Council passed the original Cycling Safety Ordinance which required that when DPW was reconstructing a street-- so really doing a full construction project on a street, if that street was designated for greater separation in the Bicycle Network Vision, the city would install sidewalk-level separated bike lanes.

And this was a great step forward and was really well-received, but the problem with capital construction is it takes a lot longer and there was a real sense of urgency around building out the whole network. So in 2020, the City Council passed an amendment to the ordinance which set ambitious requirements for the installation of about 25 miles of separated bike lanes within the next five to seven years from that 2020 adoption.

The location of that 25 miles is informed by both the Cambridge Bicycle Network Vision and then also some locations that were specifically called out as requirements in the ordinance.

So in general, the ordinance requires installation of separate bike lanes on all of Mass Ave, on Gardner Street, on Broadway, on Cambridge Street from Oak to 2nd, Hampshire Street from Amory Street to Broadway, which is the project where you're talking about tonight, as well as just a single block of Broadway between Portland and Hampshire as I mentioned when we were talking about the project limits.

And then in addition to those streets that were specifically called out, we'll also be doing an additional 11.6 miles of separated line lanes at other locations that were called up for greater separation in the Bike Network Vision. And you can find more information about the Cycling Safety Ordinance at cambridgema.gov/cycling-safety-ordinance.

With that, I'm going to hand things over to Elise to talk a little bit about our community outreach. Thanks, Elise.

ELISE HARMON-Thank you, Brooke. I'm just going to talk about the community outreach we've done so far. Thanks, Andreas. So
FREEMAN: this is our third of three virtual community meetings. In our first one in November, we had an introduction to the project, launched a feedback map to talk about existing conditions on the street.

At our second community meeting in March, we shared some preliminary design options and we launched a survey to ask people which of the options they preferred. And today, we are presenting a revised design based on what we heard from those preliminary design options.

These meetings are a formal status update and they launch a feedback period. So after tonight, we're going to let people sit with this revised design and send us their comments before we finalize the design.

We've done two project mailings to about 5,000 addresses around the project area that included an introduction, postcard in the fall of 2022, and a postcard earlier this year announcing this meeting, last week's open house, and the revised design.

Which brings me to our two open houses. We had our first one in November, again, introducing the project, and our second one last week with the revised design that we're going to be showing tonight. That was at the DPW Building on Hampshire Street, and we had people stop by and just talk to us and ask questions about the project.

We've been updating people about this project through posters on the street. We put these up and down the project area, and we've had posters about upcoming events, including tonight's meeting. And then as we move closer to installation, we will put up posters about specific changes such as changes to parking on a specific block and when to expect installation.

We are also updating people about this project through the project email list. If you're not a member, I suggest signing up at the project website. We email the list about meetings, and then as we get closer to installing this project, you'll get updates about any roadwork, things like parking restrictions or other changes to the road to expect.

And if we've missed anything in any of these outreach methods, please reach out to us. We're always trying to expand the way we do community outreach, and if we missed anything here, we'd love to hear it. And with that, I'm going to send this over to Andreas, our project manager.

**ANDREAS
WOLFE:**

Great. All right. Thank you, Elise; thank you, Brooke; and thank you to everyone for joining us tonight. As you heard, my name is Andreas Wolfe. I'm the Project Manager for the Hampshire Street Project at the Traffic, Parking, and Transportation Department. So I'll be walking through the design for the project.

And first, I'll start out with some key design features of the project. And throughout that I'll be tying those design features back to our high-level goals that Brooke mentioned and how these changes in the design help us reach those goals.

So the first overall goal I'll talk about is about improving safety for people walking. As many of you know, the impetus for this project came out of the Cycling Safety Ordinance; however, this is a really great opportunity for us to improve safety not just for people biking, but for all users of the street, and so we know that everyone in Cambridge walks and that is a core part of the project.

So I'll just talk through a few ways that this project will achieve improving safety for people walking. The primary way that we do this is by reducing the distance that people need to cross the street, which, in turn, reduces-- it makes crossing the street for someone walking easier and reduces the amount of conflicts that they face when crossing.

Something that we started doing recently in Cambridge is painting the pavement in this tan color at pedestrian crosswalks where we have separated bike lanes. Shown on the screen is an example from Mass Ave where you have a separated bike lane, you have flex posts between the bike lane and the travel lane, and then in that space at the crosswalk, we pull back the parking, which helps improve visibility, we add flex posts, and then we paint the surface.

And so by doing this on Mass Ave, for example, we are able to reduce the crossing distance by 15 feet, and that lets someone crossing cross the bike lane then have a separate area to wait and negotiate the crossing of the rest of the road.

And another key way-- key feature about improving safety for people walking is that we're doing what we can to reduce driver speeds. So in a lot of places along the design, you'll see bends in the road, which are called chicanes. The goal of those is that by interrupting kind of the direct route that drivers have by adding some nuance into the street, people have to slow down.

And so what we've done, and especially at crosswalks, is that we've added these chicanes. And one of the added benefits on Hampshire Street and something we heard a lot at our first meeting in the fall is about how a lot of the intersections on Hampshire Street aren't perfect 90-degree angles, and actually, by adding these chicanes will improve visibility and will reduce a lot of blind spots for drivers, which really opens up the view of the crosswalk so that they can better see someone crossing the street.

And in addition, at those intersections, by having separated bike lanes, we also increase-- we'll tighten the turn for drivers. And so that means that when a driver's turning, they have to slow down more, which improves yielding to people who might be crossing on the side street.

So the next overall goal that we have is to improve safety for people biking. And the primary way that we do this is by separating people biking from vehicle traffic. So as we mentioned, this project will include separated bike lanes. And as mentioned, the goal of separated bike lanes versus, say, a conventional bike lane is that you have a facility that's more comfortable for people of all ages and abilities.

And this really opens up biking to people who don't necessarily feel comfortable riding their bike in mixed traffic and can't keep up with the flow of traffic. It creates-- basically creates a separate lane so you don't have to negotiate as many conflicts with drivers.

Another key benefit of the separated bike lanes is that it really does make it so that a driver can more safely pass the cyclists. Under state law now, drivers are required to provide for feet of passing distance when overtaking someone on a bike, and this can be quite challenging on some streets in Cambridge. And by adding separated bike lanes, we're able to increase the distance between a driver and a cyclist, making it so that it can be easier to pass in a safe distance.

So continuing more about Hampshire Street specifically. We did as part of the introduction to the project last fall a thorough review of crashes that were occurring on Hampshire Street. There's more information about this in those meeting slides, which are posted to the project website.

One key takeaway from that was that dooring was the most common crash type for crashes that resulted in an injury. And of all the crashes that were occurring, bicyclists were the road user that most was most frequently experiencing a severe injury in a crash.

And so by adding separated bike lanes, we remove the threat of dooring. We-- again, we allow drivers to pass more safely. We provide more time to react on turns. So what the image on the right is trying to show is that when you have a separated bike lane and that increased distance between a driver and a bicyclist, when you approach a intersection, there's more time for both parties to react.

And this can also be seen in the photos on the left. In the before image, when you're on a bike, you're just that close to traffic, that if someone-- if a driver turns at the last minute or sees a parking spot and tries to move over into a parking space, there's very little time to react. With separated bike lanes, basically that increases that reaction time.

So another key goal of this project is to improve access for people with disabilities. One thing that we've heard commonly at these projects is that projects that have impacts to parking, which we understand this project will, often require people to walk further to reach their home or their destination.

And so with that, it was really important that we work with people who have disabilities and who use Hampshire Street, to understand their needs and how we can make the street function better for them. So we work closely with people who had accessible parking on Hampshire Street already and made sure that the design could accommodate their needs.

We also met with the Cambridge Commission for Persons with Disabilities and we reviewed these design plans and proposed new locations for accessible parking based on the feedback we got at that meeting and key locations that we identified as points of interest.

And so we will be-- there's some small moving around, but in total, we're increasing the number of accessible spaces on Hampshire Street, and we'll get into more in the design just where those will be.

So another key feature of this project is going to be with transit. We're proposing to consolidate the bus stops on the street for the 85 bus. We work closely with the MBTA in this process, and this is really a part of the MBTA's goal for the street and others, is to have bus stops spaced at a consistent length.

Currently, before implementing this project, the bus stop spacing is actually closer than is typical throughout Cambridge in the region. And so by making the bus stop spacing more typical, we're able to improve bus reliability and travel times. And then we're also given an opportunity to identify new locations for bus stops that better fit users-- the needs of users.

So one challenge right now with some of the bus stops is that it can be very hard for the bus to pull up to the curb, which creates challenges for people who need to board the bus and with the ramp from the bus onto the sidewalk. And so in all these new stop locations, we've identified areas of the sidewalk that are more accessible. They don't have obstructions in the sidewalk.

And we've also one of the stop locations will be moving to, we'll be repairing the sidewalk there, which is not currently accessible. So that's shown on the right. That's at Cardinal Medeiros in Hampshire Street, so it will be-- before the bus goes in-- those new bus stop is relocated, we'll also repair the sidewalk to improve accessibility.

So we did hear some concerns in our survey about what this means and why we would be relocating bus stops and what concerns about-- will that be an inconvenience for people who take the bus? And also just, I think, a general desire for improved transit.

And we just want to reiterate that these bus stop relocations are an important part about making the bus system accessible to all. And we will work closely with-- users will be posting and flying at bus stops themselves and trying to make sure we're able to reach people who use the bus and have them aware of the changes and get their feedback on what the changes would mean for them.

So with that, I'll dive into the design. We'll be posting this all these slides on the website after this meeting. We've also posted the design already with a full view of the corridor. So you can go in and view that at any point. Some of the material might be somewhat small in your screen, so we want to make sure that you have other options to view this information.

So I'll start with the typical layout for the street. So essentially, we'll have parking for most of the street on one side of Hampshire, the parking can switch sides, and then you have separated bike lanes in both directions.

So I'll start at the Inman Square end of the street and just move our way down. And along here, we've included a key, which is one of those, I said, might be a little small, but we will post it online if people want to make it bigger on their screens. We've also shown the existing number of parking spaces on each block, along with what's proposed.

So these squares with the P's on them, those refer to metered parking, the red refers to loading, and the dark blue refers to accessible parking. And so I think we've heard a lot of comments, and as we said before, this is not our final design. We do still want feedback. This is just a revised design based on all the feedback you gave us at the meetings over the winter.

So for this section, we have parking on the north side of the street for the first block, essentially, and then parking on the south side of the street for the second block from Amory Street to Prospect Street. We are removing the turn lane onto Prospect Street that is there now. That was installed as part of in the Cambridge Street reconfiguration at Inman Square when Cambridge Street was made one way.

With Cambridge Street returning to two-way traffic, we've conducted traffic analysis on that turn lane and, and that was really found through-- that was really just a short-term measure while-- now that Cambridge Street is open to two-way traffic, the need for that turn line has gone down.

Next, we'll talk about the section from Prospect Street to Norfolk Street. So on Prospect Street itself, we are adding-- we are changing parking to add three metered spaces and one accessible space. Then on Hampshire Street, again, we have, throughout the quarter, separated bike lanes in both directions.

We have tried at some locations, at intersections where we know that there's a substantial amount of people waiting at lights, to provide a little more space for the bike lanes. But then we have-- then on the south side here, we've parking, we've an existing loading and metered space, and then switching to parking on the north side to Norfolk Street. And as I'm moving along, you can follow along on the bottom with a yellow bar, about just where we are along the corridor.

So then from Norfolk to Columbia Street, we're proposing an accessible parking space on Elm Street. And then we have parking on the south side of the street with a loading zone proposed in front of Oleana Restaurant.

Then from Colombia Street to Union Street here, we have-- parking flips sides. This is, again, part of our goal, which is add the chicanes in the road, which are the bends that encourage drivers to drive slower. We did get a lot of feedback from people that the chicanes can be a nuisance when they're driving.

We understand that. However, part of having the chicanes is that driving does become slightly less comfortable because we know that when the streets are completely straight, when you don't add nuance into the street, that people tend to go faster. So by adding these bends, we really make people slow down, and speed is the number one factor in the severity of a crash.

So next, from Union to Portsmouth Street, on this section, we worked closely with business owners to propose something that meets their needs. We heard-- we're proposing to relocate the patio seating that's currently used for Lord Hobo onto Windsor Street so that we can have loading directly in front of the businesses.

And then on the north side or the westbound side of the street, we have one of the bus stops that's being relocated to-- it's currently across from the cafe at Plymouth street where we'll be moving into the other side of the street down closer to Union.

Next, we'll talk about the section from Portsmouth Street to Clark Street. So we'll talk more about this later on in the presentation. So Portsmouth to Clark Street, we're not proposing to have any parking, and this is-- we discovered when having our surveying the project area and taking measurements last fall, that the section from Portsmouth to Clark Street is a foot narrower than the rest of the street.

And so adding parking on the section would have been quite challenging. We know that it would-- if we were to add parking and keep separated bike lanes, that the street would become too narrow to have vehicles pass safely.

And this might work for smaller vehicles like passenger cars, but Hampshire Street is a bus route. There are trucks on Hampshire Street as well, and it's really when you get those two large vehicles coming in opposing directions, that having parking on this section with the narrow width would create quite a lot of challenges.

So again, we'll talk more about that later and some of the feedback that we've heard because we do know that this is something that we've heard from people a lot of concerns.

From Clark street to Cardinal Medeiros Ave. So we're showing on the screen in the middle a new crosswalk that the city will be building across Hampshire at Webster Street. This is originally part of a separate project to reconstruct Webster Ave, rather.

So this is not scheduled to go in quite at the same time. It's currently scheduled for construction next year, but we are designing the project around having that included and making sure that there is space for the crosswalk to go in when it is constructed.

So in this section, we have parking on the north side of the street from Clark to Webster before switching to the south side of the street. And then at Cardinal Medeiros, we have one of the bus stops that's relocated. It's currently on the other side of Cardinal Medeiros. It'll be moving to the far side of the intersection.

And that's so that the bus can clear the light and then stop, and often we see with the stops on the near side of the intersection, that in addition to being hard for the bus to get to the curb, it can create added delay. As the bus arrives at the bus stop, they have to pull over, and that can be quite challenging to move back into traffic when the light turns green. So by moving it to the far side, we're able to improve reliability and also make it easier for the bus to move up to the curb.

So then on the section from Cardinal Medeiros out to Broadway, since showing our design options at the first meeting, we are proposing to add an accessible parking space in this area. We know that this is an area with a lot of activity, and it's an area that there is demand for people to park, including people who need accessible parking.

This one-- this accessible parking space is unlike some of the others where we've kept it against the curb. This will be a floating space, meaning between the-- it'll be between the bike lane and the travel lane. However, there is-- we are able to install it at a crosswalk, which will help with accessibility and getting into the space.

But in general, we do try wherever possible to have accessible parking be curbside, even on the separated bike lane project, which is something that can be seen throughout the rest of the project designs.

So the last section is just the section on Broadway. We originally did not-- this was originally just the Hampshire Street Project. We didn't have Broadway in it. We did add the section of Broadway to the project, and I'll discuss more later since it does help make the design of that intersection function a bit better with separated bike lanes coming on Broadway as well.

So we did work with a business owner here who had some concerns about the curbside access to make sure that we were providing a design that works for them. And so we are on the north side of the street installing a larger buffer area, which is going to be wide enough to have a vehicle stopped in the buffer, which keeps them out of the travel lane and it also keeps them out of the bike lane.

So while we're on this section, I want to add another key feature, which is the change in traffic circulation we're proposing at Hampshire Street and Broadway. So we're proposing to restrict turns-- well, the right turn at Hampshire and Broadway, and also going-- restrict continuing going straight onto Technology Square from Hampshire. So at Hampshire, you will only be-- in a car, you won't be able to turn left.

Also, today, we currently have two lanes for drivers. One is the right turn and through lane and the other is the left turn lane. So that will become a left turn only. So for getting to Tech Square, drivers would take a right on Portland Street and then left on Broadway.

We are combining this with additional signage and pavement markings so that people are aware of that back up at the Portland Street intersection. We do find that often these types of changes do take some time to adjust to. So with that said, we are doing additional outreach to major employers, such as in Technology Square as well, to make sure that they are aware of that change and that-- and we'll be continuing to observe how it functions once it's installed.

We did-- in response to a concern brought up by a business owner in the area, we did look at another option that would have kept turns at Hampshire and Broadway. So it would still allow people to turn right and continue straight. What we-- the issue there with when we analyzed that design is that to add a separated bike lanes on Hampshire, we do need to remove one of the traveling lanes. So instead of having the two lanes approaching Broadway, we will only have one.

So we looked at well what will be the impacts if we allowed-- we kept all turns going from that single lane? The issue there is that we would need to add a separate phase for the bike lane as well if we're to have separated bike lanes.

And with the addition of an additional phase to the signal, along with the high number of people biking on the street, the changes in signal timing would have pretty significant impacts to traffic approaching the intersection. We would essentially need to take time away from all the current movement in order to add that additional phase into the signal. And so you'd have a reduced capacity of about 25% for traffic going through the intersection.

So when compared with the rerouting of traffic onto Portland Street and Broadway, we really found that this would be the proposal that we have to restrict the turn, would keep traffic flowing better, all traffic, including both car traffic and bike traffic, and would be a safer option as well.

We are continuing to work with, as I said, those local property owners to make sure that this design will work and address any concerns that anyone may have.

So next, I'll just talk about some ongoing community conversations, and as I said, this is our third and last meeting about the project, at least a virtual Zoom meeting such as this. With that said, we've been meeting with people individually, whether through phone calls or in person throughout this process, and we look forward to continuing those conversations.

Nothing that we shared tonight is final. We're still taking feedback, and we can still make changes. We can make changes now between when the project goes in, and we can also make changes after the project is complete, which is one of the benefits of these quick build projects, is that we do often make changes. We can easily swap out signs, we can make changes to markings, which isn't something that we have the option to do as much when we have capital construction.

So some of those recent changes we've made since the last meeting we had. So an example is from Clark to Webster, we heard from residents a desire to have parking on the north side, which is a sign that people have houses.

And before we'd only shared an option with parking on the south side for that block. We did take another look at the design and realized we can actually keep parking on the north side and have a similar amount of parking than what is proposed on the other side of the street. And so we are now proposing that. We also took into consideration what that would look like with the new crosswalk at Webster Ave.

Then from Portland to Broadway on Hampshire, as I said, we did come up with a new design, with one that has more accessible-- has an accessible parking space and has more loading based on response that we heard from business owners in the area.

And then lastly, the Inman Square section, the section from Inman Street to Prospect Street is one where, as many of you know, there's a lot of activity. It's the heart of Inman Square and we've gotten a lot of feedback on that section. So we're continuing to work with property owners in an area to come up with a final design.

As I've said, nothing tonight is final, so we're going to keep having those conversations, and we will communicate changes that are made to the design between now and implementation with the public through our email list, through those one-on one conversations and all the other channels that we have.

So another one of these community conversations that keeps coming up is we've gotten a lot of feedback asking us to make the bike lane wide enough so that someone-- you can pass another person biking. We know that for-- to be an all ages and abilities facility, we need to make sure that the bike lanes are wide enough for people who may be riding with trailers or children on-- like a child trailer on their bike.

We also know that we need to make it comfortable for someone who's slower and someone who's faster to go around them, especially on Hampshire Street where we do have such a high number of bicyclists that outnumber the number of drivers during many times of the day.

So we heard that feedback. For some background, we do design bike lanes in the city to be a minimum of 7 feet between the sidewalk and the flex posts. This is primarily due to the need to have maintenance vehicles enter and clean the street, street clean up to the curb, along it and clear snow.

However, anything narrower, you also start to run into difficulty with having larger bikes, such as those with trailers use the lanes as well. We do acknowledge though that passing someone at 7 feet can be challenging. Design standards that are released by MassDOT recommend that a bicyclist needs about four feet to operate safely, assuming they're on a traditional two-wheeled bike.

So at 7 feet, there isn't quite that room to pass. It can often feel quite narrow. So 8 feet is the preferred width for passing. As I said, we don't reach that everywhere. We have some sections that are down to 7 feet. What we've done is, in some key locations, such as at intersections and a signals, provided more space and tried to widen the street out so that there is more room when we expect to see those longer queues of bike traffic.

So the next communion conversation, as I alluded to earlier, is really about this section from Portland Street to Clark Street. We've gotten comments from people in that section asking for more information and wondering why there is not parking being included on that section.

We did take a really hard look at this to see what we can do in the proposed design. We've tried to add buffers that will make it. While there wouldn't be-- there isn't long-term parking, they do make it possible for traffic to get around if someone is parked doing a delivery, but we really did run into issues when we would add parking on this section.

So the main issue is that with parking, the street would simply be too narrow to have two large vehicles passed each other in opposing directions. The consequence here is that with only one lane in each direction, we would have gridlock as they wouldn't be able to back up because there would be a driver behind them. And similarly, they wouldn't be able to move over with the parking to their side.

Folks asked us in return to make the bike lanes narrower so that we can find more space for parking. And as I talked about, there are challenges to making the bike lane any narrower than it already is proposed elsewhere.

So there are-- if we were to add parking here, we would be below the 7-foot minimum for the bike lane, which means that we wouldn't be able to maintain the street, we wouldn't be able to get a street sweeper in there, and we wouldn't be able to plow the street for snow if we were to make it any narrower than 7 feet.

Another common ask that we got was to add permitted parking. There is currently a section of Hampshire Street, from Prospect Street to Columbia Street specifically, where on Hampshire, resident permits are not required. We definitely got a lot of feedback, especially last week at the open house about this, and in response to that, we are going to consider adding an overnight parking restriction.

One of the major concerns folks brought up to us is that without the permit restriction, the only parking restriction is street cleaning, which is once a month. And so people observed vehicles that would just stay parked multiple days. And there is a requirement in Cambridge that non-permit holders have to move their car every 24 hours.

However, without another regulation on the street, this can be challenging to enforce. And so by adding the overnight permit restriction, we do have signage that makes it clear that people need to move their car and they can't leave it there. And so if you don't have a permit, you'll have to come back and get your car by the time the permit kicks in.

And then also just acknowledging, we do-- there are significant parking impacts of the project, and that we throughout the designs, we've included the specifics on the spaces for each block. For this section here from Prospect to Columbia, the total parking is being reduced from 60 spaces that are currently not-- don't require the permit, It's down to 20 of those same spaces.

So we're almost done here. I'll just talk briefly about next steps, and then hand it back to Elise to close us out. So tonight, as I said, this is our third community project-- community meeting. The goal from here on out is to get your thoughts and feedback on this design.

And then please reach out. Set up a time to chat over the phone or in-person about anything we've discussed tonight. We do plan to make changes still, and we'll send out any updates or changes that are made to everyone who signed up on our mailing list.

So after that, throughout the summer, we'll be doing implementation outreach. So during that period, we'll post the final design for the project, including changes that are made. We'll send out an email with updates that occur, and we'll provide a more detailed schedule for project implementation, which includes other roadway construction, which is typically street paving, and then parking restrictions in order to allow the new pavement markings to go down.

And then ahead of that happening, we'll also make changes to the side street. So I mentioned some locations we're adding meters on side streets such as Prospect Street. So we'll add those changes before we make the changes on Hampshire Street.

So then in August is when we'll do the roadway paving, and then actually implement the project with changes to signs, pavement markings, and signals. So with that, I'll turn it over to Elise to finish us up.

ELISE HARMON-FREEMAN: Thank you, Andreas. Before I get started on the Q&A, I just wanted to acknowledge that Councilor Mallon has joined us. So thank you very much for joining us tonight, Councilor.

So yes, for the rest of this meeting, which is scheduled to end at 8:00, we are here to hear your comments and answer your questions. We already have a fair amount of comments in the Q&A, so I'm going to have us answer a couple of those questions first. But we would also love to hear you ask questions verbally or give comments verbally. I'm going to give you the ability to raise your hand in about 10 seconds.

If you are calling in, also, you have a dial-in listener. You can dial star-9 to raise your hand. And you can keep answering questions-- asking questions in the Q&A chat box if you would prefer. So I'm going to start with a couple answers from the Q&A. After maybe five or 10 minutes, we'll go over to verbal questions, and we'll keep switching back and forth as long as we have questions and comments or until 8:00 PM.

If I'm seeing a lot of raised hands, I might ask you to limit your comments to a minute or two. With that, let's see, I'm going to have you-- give you the ability to raise your hands and ask some of our staff members your Q&A questions.

So Brooke, I think I'm going to start out with a question for you. How can homeowners and landlords access their property for maintenance repairs and other tasks? Can they cross the bike path if there's parking next to it? How do we want people to interact there?

BROOKE Sure. So I'll start off by saying, in many ways, it will be just like now. If there is parking in front of your home, if
MCKENNA: it's available, people coming to do work on your home can park there. We also have tool truck permits and things like that for people who are having work done over a longer period of time.

If there's not parking in front of your home, those folks would need to try to park around the corner as close as possible, and the same would go for reserving spaces if necessary.

The other thing I would say is that we do recognize that there are certain activities that have to have curb access, whether it's an oil delivery or blowing in insulation into a house, things that the-- where the service vehicle absolutely has to be in front of the home, we do acknowledge that, and there will be scenarios where the vehicle would need to be temporarily closed to accommodate that type of thing.

It's something that we try to avoid whenever we can. So we do first look for alternatives, but we will work with the homeowner for the type of activity that absolutely has to be directly outside of the home. But other than that, parking, it may be slightly further afield as parking becomes tighter, but it will more or less operate the same way.

ELISE HARMON-Sorry, I forgot to unmute myself. Thank you, Brooke. Next up, I have a bunch of questions for you, Andreas. So
FREEMAN: can you talk a little bit about what will happen in the winter months and how this will affect street cleaning and snow removal?

ANDREAS Sure. So I'll just talk about each. Street cleaning and snow removal are the two main maintenance activities that
WOLFE: we try to accommodate for. And so we do have in the city vehicles that are narrow enough that can fit down the separated bike lane. So in the winter, that's snow plowing. In the other months, that's street cleaning.

So we do intend to continue to maintain the street to its fullest extent. And while the roadway is typically the very first one that gets the snow plow, we do plow the bike lane shortly after as well and try to keep them clear throughout the winter so they can still be used by everyone.

ELISE HARMON-Thank you, Andreas. Couple more questions. So can you-- maybe you could go back first to the section between
FREEMAN: Portsmouth and Clark so we can just look at that map. And we have a couple of questions about that section. First, can you explain the decision to add a wider center line instead of additional buffer on the bike lane?

ANDREAS Sure. So this was something we really discussed extensively internally, and when we realized parking-- we
WOLFE: couldn't add parking. We do acknowledge that you will occasionally have a delivery vehicle that has to just stop briefly and access a specific address, or there are other needs that just-- that are somewhat quick and then they're out of the way.

And so we tried to design a street knowing that those occasional uses might still happen. And so we've added buffers in between the lanes to provide some flexibility for traffic to get around. As I said, our primary concern with having parking is really that parking, especially permit parking, it is a pretty hard barrier and it's not something-- not something that's moving.

So with like a quick drop-off, the drivers typically close by, they can get out of the way if two buses, for example, are coming. With permit parking, for example, that's often not the case. And so we just didn't feel comfortable having permit parking on the section knowing what that would mean for traffic.

So that's the reason for the buffer. Whether it's in the center or the sides, we tried to balance it. But by providing space-- some buffer in the center of the street, it's the most flexible. So regardless of whether or not someone stopped on the right side or on-- or sorry, on the north side or on the south side, having buffer in the middle is the most flexible as people can use that space to get around on that from either direction.

ELISE HARMON-Thank you. Another question. At the Hampshire-Broadway intersection, will the no right turn and no straight also apply to people bicycling?

ANDREAS Sure. I'll quickly go to that slide. I don't know if we have one that shows it well. So you will be able to bike left and continuing straight onto Technology Square or take a right. The primary safety concern is what happens if we were to allow the rights or the through movements at the same time as the bikes.

The number of bicyclists and along with the number of pedestrians would present a safety issue to have drivers turning across at the same time. We typically see during the morning rush hour that there's a bike coming every couple of seconds here, and so it just wouldn't have been feasible to have a driver turning and being able to safely negotiate that turn across the bike lane.

ELISE HARMON-I'm sorry--

FREEMAN:

ANDREAS --some kind of separation.

WOLFE:

ELISE HARMON-Sorry, Andreas. Can you just go forward to that slide just so people can see what you're talking about? One more.

FREEMAN: Yeah, perfect. And in this area, do you know anything about the current construction at Portland and Hampshire where they're closing lanes? And our questioner has heard that construction isn't going to be done for a year. Is that something you know anything about?

ANDREAS Yes, sure. Yeah, we are communicating with them as part of this project. They have had to close down sections of the street for deliveries, especially on Portland Street, quite frequently. So the rest of the project will be implemented on the August time frame. There will be a short section just in front of that property that implementation will be delayed.

It's only really the section directly in front of the property, so we'll be working closely with them to-- when that is complete to finish installing the final markings and flex posts in that area.

ELISE HARMON-Thank you. And then just a question about what the bike connections to Inman Square in the north end of the project area will look like once installation is complete.

ANDREAS Yes. So if the questioner has any specific questions about a destination, I feel like I have a pretty good understanding of our street by heart, but in terms of how it will connect with the Inman Square Project, by having the bike lane against the curb on Hampshire Street, you'll basically be coming directly in and out of the bike lanes that are constructed as part of that project.

And so some elements of that project are ongoing, but it's almost complete, and at that point, you would just use the signal at Cambridge Street and Hampshire Street to either continue on to what becomes Beacon Street or to access Springfield Street to get up more towards the Union Square.

ELISE HARMON-Great. Yeah, and feel free to reach out if that didn't answer your specific connection question. I'm going to ask

FREEMAN: Brooke-- I have a lot of questions in the Q&A. I'm going to ask Brooke a couple, then move to raised hands in a couple of minutes. We probably won't get to all the Q&A questions before I call on people with their hands raised, but don't worry, we will get to you in the next answer session.

So Brooke, first question, we talk about metered parking on the street. Can residents with permits park in these spaces without having to pay?

BROOKE
MCKENNA: Sure, that's a good question. So we meter parking for a very specific reason, to encourage turnover to make the parking accessible for more folks depending on the adjacent land use, which is why you find meters in commercial areas.

So it really it is-- not really about the revenue, it's about the turnover and supporting businesses. So to allow folks with RPP stickers to park in at meters basically doesn't support that turnover that we're looking for and that we're trying to achieve by metering.

That said, outside of the metered hours, that parking is available to anyone, and we are also able to restrict it outside of the metered hours to only RPP holders where that is helpful as well, so that can be an option.

ELISE HARMON-Thank you, Brooke. And I think two more before I move on. So will there be any ticketing or enforcement for people in cars who park in the bike lanes or park illegally as we install this project or immediately after or going forward?

BROOKE
MCKENNA: Sure. So we do what we can to design these projects to minimize that with flex posts and other things, but you know it is a challenge and we do, both our parking control officers here in the traffic department and the Cambridge Police Department, do enforcement for folks who are blocking bike lanes.

That said, it can be really challenging because typically people don't stop in a bike lane and stay there for very long, it's typically a pretty quick transaction with most people, and that can be pretty challenging to get to in time to enforce against it. So the answer is yes, but it's very challenging to do so.

ELISE HARMON-Thank you. And one more question. Do we have plans to increase side street or lot parking to accommodate residents who are losing street parking?

BROOKE
MCKENNA: So we always look to maximize the available parking on side streets. In an area like this, it's usually already pretty well-maximized, but we do look for opportunities where we might be able to fit in more parking to help ease the impacts of taking parking on the main corridor.

ELISE HARMON-Thank you, Brooke. And I acknowledge, we still have a bunch of questions in the Q&A, but I want to move over to people who have patiently had their hands raised for 10 minutes. We'll go through maybe 10 minutes of questions and then go back to answering some of those verbal questions and what we're hearing in the Q&A.

So first up, I'm going to have Joan, followed by Remote User. So Joan, please go ahead. You should be able to talk now.

AUDIENCE: Thank you very much. This is Joan Pickett, and I did want to say that I notice the signage has improved. So that someone looking at the sign will understand exactly-- or better what's happening with the installation of the separated bike lanes and the removal of parking. So I think over time, the signage has become clearer for people who are walking by.

As it relates to the metered parking as well as the overnight parking, what are the hours of the meters? Has that been decided? And in terms of the overnight parking being used for residents, has those hours been determined? And so I have that question.

Also, I just didn't see a summary slide, and excuse me if I missed it, to say how much resident parking before and after, how much metered parking before and after. You did give the number for the non-permit parking going from 60 to 20, but I didn't see those other numbers and perhaps I missed them in the aggregate. So if I did, apologies.

The question is, if DPW moves to Webster Street, would those non-permit parking spaces convert over to residential? Because I understand, a lot of DPW workers tend to use those non-permit parking spaces. And so just questioning whether or not those would then convert over to residence.

And then one more thing on the overnight parking, one of the other people talked about enforcement in the bike lanes. Will be enforcement of people who are parking overnight that don't have a resident parking permit, and so what would the enforcement be for ensuring those spaces become available for resident parking? Thank you.

ELISE HARMON: Thank you, Joan. Up next, I have Remote User, followed by Itamar Turner-Trauring. So Remote User, please go ahead. If you're speaking, we're not able to currently hear you.

AUDIENCE: Can you hear me now?

ELISE HARMON: I can. Thank you.

FREEMAN:

AUDIENCE: So good evening, everyone. I'm calling in today to, again, register my dismay with this whole sham process, a process that asks what you think and states that the process is open to making changes. But after attending all of the meetings and hearing concerns of the residents, a lot of us are left feeling that this has been nothing but a farce.

The goals of the committee are admirable and achievable without inflicting so much hurt on the residents, this time to further explore more appropriate arrangements since completion does not have to take place until 2026. With the elimination of over 50% of parking spots, I want to know, what actionable steps you plan to take to remedy the parking problems that you are creating?

It's a slap in the face to include non-metered parking spaces when you're taking away so many resident parking spots. I encourage every resident and merchant of Cambridge who has felt unheard during this process to vote out every city official who has been complicit in the benign neglect of this residential policy regarding parking. Thank you for your time.

ELISE HARMON: Thank you for your comment. Itamar Turner-Trauring, I have you up next, followed by a call-in listener whose phone number ends with 93. So Itamar, please go ahead.

AUDIENCE: Hi. I just wanted to just say how excited I am about this project. As you mentioned, there's more people biking here than driving many times a day. Since I moved here, this used to be my route to work. Biking is up 250%. It's just this massive number of people biking who deserve to be safe and not run over by trucks.

And selfishly, this is also going to be until Cambridge Street gets bike lanes. This is how I would bike to my daughter's middle school where she's going next week next year, so very excited.

This is slightly out of scope for you, but if you could-- since Somerville is now finishing up their bike lane, if you could point out to them how nice it would be if Beacon was prioritized. Like it is a continuation of this highway and it's a weird situation where it's protected, unprotected, and now it's going to be protected. So if you could write them a letter or just talk to them, that would be cool. But yeah, just this is going to significantly reduce injuries and very excited to see it.

ELISE HARMON-Thank you for your comment, Itamar. Up next, I have a phone number ending in 93. You should be allowed to talk

FREEMAN: right now and you can unmute yourself by dialing star-6.

AUDIENCE: Hi, this is Dan Cotton. Can you hear me?

ELISE HARMON-We can.

FREEMAN:

AUDIENCE: All right, thanks so much. So my name is Dan. I live in the port, and I'm a casual biker and also a car owner who routinely drives down Hampshire and makes use of the parking along Hampshire. And I-- and also, I should say, I work for Councilor Zondervan, and he asked me to be here tonight since he also lives so close to the project.

And I just want to say how grateful I am to the staff and to everybody who has been working on this and going through with so much detail and just trying really hard to accomplish our goals while also meeting the needs of our neighbors and my neighbors and everybody who's expressed concern.

It's not perfect, but it's never going to be, and I think we've gotten pretty close, and I know you guys will keep working with everybody on specific adjustments. Councilor Zondervan just wants to make sure everybody knows that if they would like to reach out to him, that he is more than willing to meet with anyone who has concerns or who just want to talk about the project.

And his email and all that are available on the city website, and he'd love to connect, so please reach out to him. And then he did also ask me to push back on one point that we've been hearing a lot, and it wasn't necessarily brought up tonight, but there's been an increased fixation on the number of crashes that have happened on any given street.

And looking at that number and wondering-- and I think it's important for people to realize that that's a problematic approach to looking at whether this should be done or not because the goal is to create high-comfort bike lanes, as was stated, and the number of uncomfortable experiences, near-misses, bumper accidents that don't result in injury, those don't go reported.

And so looking at the-- crashes are, of course, an important factor, but it's important to take a wider look, and unfortunately, the extent of the rationale for doing this is not going to be captured in any data that we could possibly collect.

So he wanted me to say that, and then also just point out that even if we are just looking at crash data, that itself is not even a reliable metric of how many bad crashes they are, both because some people will just choose to go on with their day and not report it, and also, because some people may not be comfortable reporting a crash to the police.

And so I will stop there, but again, I just want to say that I, Counselor Zondervan really appreciate the diligence on this project and the way it's moving forward, and the safe bike lane that it's going to bring to our community, and to one of the most heavily trafficked corridors anywhere. And so thank you very much.

ELISE HARMON-Thank you. I think I'm going to take one more question, , And

FREEMAN:

Then we're going to go answer some of these questions and answer some of them from the Q&A. I am going to start giving you a heads up when you're 90 seconds in just so we can make sure that we have everybody-- give time for everybody to speak who wants to.

So Randy Stern, you're going to be our last commenter for this cycle, and we'll circle back to the next couple of people in a few minutes after we answer some of these questions. Randy, please go ahead.

AUDIENCE:

Wow, yeah. Thank you. I wanted to thank you so much for implementing this project and going ahead with it. It's really going to make an enormous difference to the [INAUDIBLE] come down Beacon Street and a connector street and heading into Boston every day. And as well as myself. So thank you for that.

My question is-- and this follows right up into what Dan [INAUDIBLE] was just saying, people are going to ask questions about data. So I'm wondering what data, if you have data, that is post-pandemic about numbers of cyclists that are using Hampshire Street now. So not the pre-pandemic numbers, it's more different than they [INAUDIBLE], but numbers from 2022, 2023 for cyclist passing.

And also for the [INAUDIBLE]. Comment, it's really good to have pre-data and post-data to compare. So I'm just wondering what you have in the pre-data, that post-pandemic. Thank you for your hard work on this.

ELISE HARMON-Great. Thank you for your question and comment, Randy. With that, I think I am going to move over to asking

FREEMAN:

some of these questions. So we'll do that for about 10 minutes until 7:30, and then I'll go back to some of the people with their hands raised. Scott, you're going to be up first when I do that.

So let's see. Some of these questions. I'll try and go back and forth between some of these verbal questions we've heard and some things I'm seeing in the Q&A. So let's see. We heard from our first commenter questions about the hours of metered parking and the hours of overnight permit parking. Is that something we have an answer to yet? And if not, how is that going to be decided? Andreas, I think that question, that is probably for you.

ANDREAS

OK. I didn't-- I think-- Brooke, if you want to add anything, feel free. Yeah, so we intentionally did not leave that specific information on the plans. That level of the specific hours of a parking regulation, for example, is something we start to get a lot of feedback on as we get really close to implementation.

WOLFE:

So please let us know your comments and your suggestions. We'll be working with local-- or nearby property owners to find out what makes the most sense. And as we talked about with a quick build, that is the kind of change that is very flexible. So we can make changes to signage. So if we try a specific time for regulation and it's not working, we can make changes to signage to change that. So please let us know what you think.

ELISE HARMON-Thanks, Andreas. And I'm going to ask you another question, this time from the Q&A. Can you just talk a little bit
FREEMAN: about the installation process? Do we know yet when we expect it to start and what the estimated steps and duration are going to be?

ANDREAS Sure. So for this project, we did do a site walk with the crews at DPW, handle some of the construction at the city.
WOLFE: We will be doing some minor construction ahead of implementation starting in July to address curb ramps and accessibility of the sidewalk.

We won't be making any modifications to the sidewalk itself or the curb, but we will be replacing curb ramps. And in addition, at bus stops, specifically at the Cardinal Medeiros bus stop, we'll be changing the material to make the sidewalk fully accessible. And so those changes, you'll start to see occurring next month.

Then after that, we'll repave the street. And so we know that we'll need to repave most of the street. Some sections closer to Inman Square were already done as part of the Inman Square Project. And we know that we'll need to pave curb-to-curb because the area that's currently underneath the parking or the bike lane is going hasn't been touched in a while by the paving, and so we'll need to get into that whole section.

And so that will occur in August just ahead of the new markings, which we'll do about two weeks after the pavement goes down. So then and then you'll start to see the actual bike lines go in.

ELISE HARMON-Thank you. And another question for you. Do we have the total before and after numbers for different types of
FREEMAN: parking? Or is that something--

ANDREAS Yeah. We do. And I heard-- and I think it was an oversight on our end to not include the total number. We did
WOLFE: include the block-by-block, and we had that total number shared on the the road plan at the open house last week. And so we'll update to include that information.

So on each slide here, we've included the block-by-block changes in the number of parking spaces. For the overall corridor, I don't know the numbers off the top of my head, but we're reducing parking to about 45%. So currently, I think there's about 200 or so spaces, so that I'll be going down to about 90 and 95 spaces. But again, final number we'll add in here, so when it's posted to the website, you'll have that information.

ELISE HARMON-Thank you, Andreas. And we will post that before we send out the after-emails with all the meeting materials. So
FREEMAN: that will be posted and included in that email. Let's see. Brooke, a couple of questions for you I'm seeing about enforcement. I'm going to try and combine a couple of questions right now.

So what does enforcement overnight parking look like? How frequently do we do that? And then can you just talk about enforcement in general? We have a question about not just parking or motor vehicle movement enforcement, but also bike movement.

BROOKE Sure.

MCKENNA:

ELISE HARMON-How do we enforce our regulations?

FREEMAN:

BROOKE

So overnight enforcement can be challenging. We don't-- that's traffic department, we don't do overnight

MCKENNA:

enforcement, but it's something that we can collaborate with the Cambridge Police Department about, especially on an ad hoc basis based on concerns that folks have about vehicles that are being left for long periods of time.

So that's certainly something that we can-- people can bring to our attention and we can coordinate with CPD on that.

Part 2 of your question-- oh. Everyone is about enforcement for how all users of the road are required to follow the rules, and the police department does a great-- does a good job of enforcing that. So they do enforce for vehicle travel and for bicycle travel as well. So that is something that I would say that the Cambridge police probably do more of than most local municipalities, and that will continue. But again, everyone has the obligation to follow the rules of the road.

ELISE HARMON-Great. Another question for you. Let's see. Can we install concrete curbs rather than the flex posts in this

FREEMAN: corridor?

BROOKE

Right now, we are piloting the use of concrete curves. And because it is a pilot, we're not-- we've only recently

MCKENNA:

installed them, we're doing observations, and we will see in the longer-term if that's something that we'll do in a wider way. But for right now, Hampshire Street will be flex posts.

ELISE HARMON-Thank you. And one more question for you, and I'll move back to Andreas. If DPW moves, could we rethink

FREEMAN: parking?

BROOKE

DPW will not be giving up their Hampshire Street location.

MCKENNA:

ELISE HARMON-Thanks. Andreas, a question for you. We had a question verbally as well as in the chat about data about how

FREEMAN: many cyclists are using Hampshire Street. We have a Q&A about how many cars are using Hampshire Street right now. Can you just talk about the data collection and what we learned from that?

ANDREAS

Sure. And I think a part of the question, I think, was also about how the pandemic has influenced data and what we've discovered. So we did do counts before the project was implemented for bike traffic, car traffic, as well, as and actually recently a pedestrian count at a specific location.

WOLFE:

So our first set of counts were done about over a year ago now. And so before-- that's when we started this process. We did actually have some recent counts come for the end closer to the Broadway intersection, for the three intersections down there at Portland, Broadway, and Hampshire.

I don't have the specific numbers off the top of my head, but I will talk about how trends that we saw, and if the caller wants to talk more about those specific numbers, I'm happy to follow up at a different point.

We did notice between the counts that were just collected and the counts that were done last year, a pretty significant increase in bicycle traffic. So while the counts done a year ago showed during the peak hour slightly more bike traffic than car traffic, which is an abnormality, I'll say, having done traffic counts for a while, the recent accounts actually counted nearly double the number of bikes as the number of cars during the morning peak traveling towards Boston.

So we saw an increase in bike traffic, and then also, we did use the count data at Prospect Street and Hampshire Street. We look closely at the elimination of the left turn there onto Prospect Street and looked at how count data had been influenced by-- the vehicle counts were influenced by making Cambridge Street two-way, returning it to two-way traffic.

And we did see, once Cambridge Street was made two-way and GPS started to reroute people on Cambridge Street, a significant drop in a number of people making that left turn, which helped validate what we thought was the case, which is that the left turn was necessary mitigation for the one-way Cambridge Street configuration, and with that turning to two-way, we can safely remove the left turn lane at Prospect Street. There's more to it, but that's some of the key takeaways, I'd say.

ELISE HARMON-Thanks, Andreas I'm going to go back to people with their hands raised. I'm going to ask that if you would like to ask a question or make-- oh, sorry, I don't know how I muted myself there. I'll start the sentence over. If you would like to ask a question or make a comment verbally, I'd like you to raise your hand by 7:45 just to make sure we have a chance to answer all the questions that we get.

So first, I have Scott up, and he's going to be followed by Joe Poirier. Sorry if I botch anybody's name's pronunciation, I apologize. Scott, please go ahead.

AUDIENCE: Hi. Thanks for this project. It's incredibly exciting, especially with, as Andreas put it, just an incredible amount of people biking on this corridor. I do it often on my way home from work on the way to the gym. So it's very close to me because I definitely feel it. There's so much traffic, and it will be great to have the much wider lanes so that with all the traffic, you get people biking at very different paces and it will be a lot nicer to be able to go around people.

So very excited about that. Also pretty excited, having watched Garden Street, which is the street I go on in the morning, and how successful that has been at bringing out younger high school and younger students and families with their kids on it. It'll be really nice to see similar effects on Hampshire where you start to see parents bringing the kids along down the street a lot more. So very excited about that.

I do have one question. There was-- and this goes to all of that section where you have a wide yellow line in the center. And so the my question may be, why did we widen that yellow line there instead of making the bike lanes and the buffers larger where there is an ability to do that and possibly having a little bit more of a chicane to slow down speeding cars?

So very excited about this project. I can't wait for it to go in. But yeah, it would be amazing to see how much more pleasant this ride is.

ELISE HARMON-Thank you, Scott. And again, we will answer questions after a 10 or 15-minute comment period. Up next, I have **FREEMAN:** Joe, followed by Richard Farina from Advanced Tire. So Joe, please go ahead.

AUDIENCE: Yeah, can you hear me?

ELISE HARMON-Yes.

FREEMAN:

AUDIENCE: Great. Thanks so much. Thanks to all the city staff for moving this project forward. I bike relatively frequently on the corridor, oftentimes to go shopping, and I've been doing it since I was a kid. I used to bike-- after going to high school, I used to bike down the corridor sometimes, and so it's been a long-time frustration and a little bit of a scary place to ride. So I really appreciate it and I'm excited to bike there when the new lanes are put in.

I did have one question I wanted to ask, and it's a general question, but with all these quick build projects going in with the flex posts, I feel like when I'm biking around town, I see a lot of them, they're like-- they get knocked out by cars or whatever. They're in the gutter.

And I'm wondering if the city has put any thought into-- as a suggestion, as you may be gathering, I'm wondering if the city has put any thought into an ongoing-- like someone drives around the city every Wednesday and replaces all the broken flex posts? Because I feel like there's gotta be like-- maybe like a dozen or two a week that get taken down and then people park in the bike lanes and they're taken down.

So I guess I'm just curious if the city has an ongoing maintenance program for the flex posts since they're considering developing one? And I think that would be a great idea. Thank you.

ELISE HARMON-Thanks for the comment Joe up next we have Richard, followed by Ian McGoldrick. Richard, please go ahead.

FREEMAN: Richard, we aren't able to hear you if you're currently speaking.

AUDIENCE: Hi, how are you doing? Sorry.

ELISE HARMON-No worries.

FREEMAN:

AUDIENCE: First things first, thank you very much for all your service. I'm Richard Farina and I'm one of the owners of Advanced Tire, one of the oldest family businesses in the city, I'm sure. Most people know about us. I just really want to just speak out on-- I appreciate first that you gave us the accommodation without the cones or the white markers in front of our store, those first three spaces, and I greatly appreciate that.

The problem that I have is that we really have no parking in front of our store now for anybody to pull up to come to my store anymore. So really, all I'm asking for is, is it really just maybe like a 10-minute business parking on those first couple of spaces to my left, which are basically going to be like go away, no parking, loading zone? And it's going to kill us, it's going to be devastating to our store.

We work in conjunction with the DPW and the MIT police and the Cambridge police, and we're a vital part of the city. And I realized that the safety of bikes-- I've been there since I was a kid, I've been there 34 years, and bikes go by the store a lot more now and I get that. I absolutely get that. And our clients, I get it, they come and they leave their car and they go off in their bike and that's great.

But I really just need just those couple of spaces to the left of my doors that you'll see, that I need like a 10-minute business parking. And then we'll move it up because we have offsite parking guys that we can move the cars, but if we have no parking in front of my store and an automotive repair shop, it's going to be devastating to our family business, and we're not going to be able to service the police and the DPW, the school department, and all the local families that rely on us folks.

And the left turn at the behind us at Hampshire and Broadway is going to be a problem because we have about 60 cars that come into our store on the Broadway side.

And at this juncture, we're going to be coming down Portland and taking a left and coming-- and blocking that intersection at the corner of Portland and Broadway 50 to 60 times a day and it's going to block that whole area by not allowing us to come down Hampshire and come around to the front of our store.

So that's going to be a problem as well and I'm not sure what the answer is for that, and I'm sorry to take too much time, but this is really important to my family business and I would appreciate just an accommodation on a 10-minute business parking, which I've seen throughout the city, that-- just so we can survive there, guys, and get through this and we can all work together.

And I really appreciate everything, and thank you for taking the time to listen to me. And my name is Richard Farina, and we're 115-year family business in Cambridge, and thank you very much.

ELISE HARMON: Thanks very much for your comment, Richard, and Andreas is going to reach out to you directly so we can talk a little bit more and figure out as much as we can do for you.

Up next, I have Ian McGoldrick, followed by Barry Zevin. Ian, please go ahead.

AUDIENCE: Hey. I just wanted to say thanks for all the hard work you guys have been doing to get this design in place. I live in Kendall and I bike on Hampshire Street frequently when I'm headed over to Inman. I really like the design and the thought you guys have put into it. I hope you continue to do great work building bike lanes for the city. Thanks.

ELISE HARMON: Thank you, Ian. Up next, we have Barry, and that's our last hand raised for the moment. Again, if you'd like to comment, please raise your hand by 7:45. Now I have Barry, followed by Ruth Ryan Allen. So let's see. Barry, please go ahead.

AUDIENCE: OK. Maybe I should start by saying I'm a happy customer of Mr. Farina's. And I wonder if he's intrigued by the notion that a bike-only signal at the Hampshire-Broadway intersection was considered. And I can understand that at the morning peak, that would probably not work timing-wise. But what about the rest of the day? I mean, that seems to me that would be very much worth considering.

Also, I live on the aggrieved too narrow part of Hampshire Street. And I'm just stunned by the notion that there's no loading, no parking, no nothing. I understand that the wider meetings to answer the person who said, why can't you make the bike lanes even wider, even more comfortable? My reply to that is you're making two blocks' worth of abutters extremely uncomfortable.

And I don't-- I wonder why you might not be able to take 6 inches or 5 inches off of those bike lanes to make possible one side of the street for at least loading. Doesn't have to be permit parking, but something. I understand how UPS and the post office might work with your virtual yellow medium there, but the first time somebody needs a new refrigerator, I'm having a very hard time understanding how that gets unpacked.

And, I mean, Counselor Zondervan's employee says that he's happy they're meeting the needs of the neighbors. I would say you're not. And I actually wrote a letter to all the city councilors and I've gotten one reply and no conversations out of that. It's been a month. So it seems to me that City Council has given the DPW an almost impossible job, and the insistence on not deviating from recommended dimensional norms just makes it impossible.

I'm pleased that you actually showed us with the cross-section dimension, and I have a bone to pick with that as well, which is that there's equipment for sweeping sidewalks and streets that will fit in as little as 4 feet. So I don't understand where the 7-foot number comes from. It might be convenient, but if you need to buy a specialized machine, then the City Council ought to fund it. City Council needs to think these things through a little better. End of rant. Thank you.

ELISE HARMON-Thank you, Barry. Ruth Ryan Allen, I have you up next. Please go ahead.

FREEMAN:

AUDIENCE: Hi, Thanks very much. Just two points. Number one, is there going to be a business impact study done to see what's happening to these businesses? I know along North Cambridge, they've been asking for that to see what the impact was on the businesses, on the small doctors offices, even the funeral parlors, things like that. Get an idea of that.

And I know Hampshire and that whole corridor is even going to be more impacted because I coming from North Cambridge or even another city, people are avoiding a lot of us small businesses. and I Mr. Farina, I can exactly-- I know exactly what you mean because people are choosing not to come into the city.

Not the bike riders. They have now double lanes, but for the small businesses, number one is the business impact study. And number two, those cement barriers, just to see what's going on with those. I hope you don't put those on anymore because when you go to pull over for a police or a fire, it's going to be even worse now, but when you go to pull over, that kills the bottom of your cars.

So I don't know. At least with the flex posts, I mean, I know these people-- a lot of people aren't thinking of when there's an emergency, but a lot of us do think when there is an emergency how to get through and how to get away from-- to giving the ambulances and the fire department leeway to get ahead on that.

So those are the only two points that I want to meet, and end of rant or end of whatever, but just concern for the businesses is where my heart belongs, actually, to. So thank you.

ELISE HARMON-Thank you, Ruth. I have one more hand raised, and then I'm going to go to answering all the questions. So let's

FREEMAN: see. Nate Fillmore. Nate, please go ahead.

AUDIENCE: Hello. Yeah, thanks, you guys, so much for doing this project. The design looks really well-thought-out. And I appreciate all the incorporation that you guys have made in terms of detailed suggestions that people have made to improve the product design.

I've ridden on here and still do ride on here extremely regularly, and it's been a scary place at times. And so I think this is going to be such a huge improvement for a lot of people, so thank you very much.

ELISE HARMON-FREEMAN: Thank you, Nate. Apologies if there's some noise in my background. I'm right in front of the parking control officer place where they all meet up. So right now, they're all coming in from their shifts, so I'll try and mute myself in between asking questions.

So, to move on to some of our verbal questions and questions from the chat. Let's start with a Q&A question. Andreas can you just talk about during installation, will drivers and bikes be able to use Hampshire Street? What will the restrictions look like?

ANDREAS WOLFE: Sure. Yeah, so-- I mean, there will certainly be some times when there are restrictions. However, with these quick build projects versus a larger capital construction project or a utility project, those windows are a lot shorter. And so for the milling and paving of the street, there will be days when access to Hampton street will be restricted during the paving hours. They'll open it up when paving and towards the end of the day. There'll be parking restrictions during that time that's typically. A one to two-week process.

And then for the pavement markings themselves, which are the next thing that will occur, that's a nightly process. So that starts at 8:00 PM in order to have it done when the streets are most quiet, and that wraps up around 4:00 AM. And so with that work, we can, in a lot of cases, accommodate traffic, but there are certain times when we'll have to close the street to traffic as well for the safety of the people who are working in the street.

So all those specifics will be communicated out through the project email list. And if people have specific questions about timing as we-- and access, we can certainly will be available to answer those questions.

ELISE HARMON-FREEMAN: Thanks, Andreas. And just to clarify, it won't be all of Hampshire Street that's closed, it will be sections when we're doing, different sections, is that right?

ANDREAS WOLFE: Yeah. We'll be doing it in sections. And we won't necessarily be paving 100%, but I think a large portion.

ELISE HARMON-FREEMAN: Great, thank you. Let's see. Are there plans to raise the bike lanes to sidewalk level? If so, what would the timeline on that be? Do we know?

ANDREAS WOLFE: Is that for me or for Brooke? Brooke, do you want to take that?

ELISE HARMON-FREEMAN: You're muted, Brooke.

BROOKE MCKENNA: Thank you. So the question was, are there plans to make these into sidewalk level? Right now, Hampshire-- so that would happen when Hampshire Street is eventually reconstructed. That's not something that is on the radar right now, so there's no timeline for that. That would happen the next time-- it comes up in the general reconstruction cycle, which is quite lengthy.

ELISE HARMON-FREEMAN: Thank you, Brooke. Can you also talk about the flex post maintenance program?

BROOKE Sure. So maintaining all of these flex posts is new to us and it's an evolving process. We currently monitor-- our
MCKENNA: engineers monitor both-- through their travels around the city and also looking at things like reports on SeeClickFix. And they look at each project at least annually and schedule replacements.

The posts can be replaced either by our in-house staff or by contract staff that we have as well. And there are a good number that had an installation issue and are being replaced free of charge by our vendor as well. And I envision that we have a pretty good process in place right now, but we're going to be expanding that into incorporating it into our regular operations as well to improve that even more in the future.

ELISE HARMON-Thank you, Brooke. While I have you, I have a question from the Q&A about how Cambridge is coordinating with
FREEMAN: Somerville about extending the protected bike lanes northwest of Inman Square. This commenter in particular would like for them to continue to Porter Square-- sorry. Getting light. Porter Square.

BROOKE So Somerville did run a significant design process for the reconstruction of Beacon Street that did lead to some
MCKENNA: sidewalk-level cycle tracks and some non. So we, as the City of Cambridge, we don't have a lot to say with that. We do coordinate and have a very good relationship with our neighbors in Somerville, but as far as I know, I don't know of changes coming to that section of Beacon Street in Somerville.

ELISE HARMON-Thank you, Brooke. One more for you before I just move back to Andreas. Can you talk about if there's going to
FREEMAN: be a business impact study for the addition of bike lanes?

BROOKE Sure. So there actually is a study underway now being led by the Economic-- by Community Development. And
MCKENNA: that is underway now, and there is, I would imagine, probably more information on the city website about that.

It's a challenge-- it's a challenge, honestly, because the amount and type of data available makes it very challenging, but they are doing the best that we're able. And that will be coming out, I believe, in the fall, but don't hold me to that.

ELISE HARMON-Thank you, Brooke. Moving on to Andreas, I have a question from the Q&A. Are bollards going to be added in all
FREEMAN: the buffer areas that are on the project plan?

ANDREAS So yes. I assume by bollards, we are referring to what we call flex posts, but yes, we do often hear them called
WOLFE: bollards as well. There will be flex posts in the buffer area for the length of the project. And at driveways, we do not install them we leave a gap in the buffer as well.

ELISE HARMON-Thanks. And I have another question from the Q&A. Is it possible to-- sorry, I'm just going to read this out loud. Is
FREEMAN: it possible to raise the bike lane around accessible parking spaces? If that's not possible due to quick build constraints, both of the spaces are near curb cuts and sidewalks? And would it be possible to float those spaces in a similar manner to the spot near Broadway?

ANDREAS Sure. So this is something we did discuss extensively with the Cambridge Commission for Persons with
WOLFE: Disabilities. That's a volunteer commission run by residents with two city staff members. And they are our guiding source for everything related to accessible parking and in addition to other accessibility issues with transit, biking, and walking as well in the city.

So we originally shared two proposed design concepts over the winter, and none of those concepts included the accessible space at Cardinal Medeiros and Hampshire Street that's currently proposed in the plans we saw today. Meeting with that group, we heard that that area is a major business area for a lot of businesses, and we heard issues that the accessible parking that's provided in the garages for those businesses is too far from the street frontage.

And so we did revise the plan to include an accessible space. If we were to have that be curbside, that would have involved removing all the loading on that section of the street because of the transitions that are required to come from a separated bike lane to then go around the accessible space.

And so in this one instance, after talking through it with the commission and the fact that this is located directly at a signalized intersection with a curb ramp and other factors that are unique to the site, we heard that the floating space would be preferable in this location.

So otherwise, so we do try in almost all circumstances to have accessible parking against the curb, and where possible, provide some type of buffer adjacent to the parking as well since we-- in addition, we do try to locate those spaces next to curb ramps as well or next to crosswalks since that is a preference we've heard strongly from meeting with that group.

ELISE HARMON-FREEMAN: Thank you, Andreas. And one more question for you before I move back to Brooke. Have you considered center island bus stops which could help reduce bus-bike interactions and delays from the buses needing to merge with traffic? Andreas, I don't know if that's something you can answer.

ANDREAS WOLFE: Sure. So we did meet with the MBTA about this project and their input was valuable to us. So first, I'll just talk about how we got the bus stops design that we have, and then specifically address the question about center or floating bus stops.

So we did do our best to relocate bus stops to areas that would reduce conflicts with other users. For example, I mentioned moving bus stops to the far side of the intersection where we know that on the far side of the intersection, there are fewer conflicts for the bus to pull out, including conflicts with bicyclists.

Regarding the any bus stops that involve construction, that there is an example in Inman Square we installed a floating bus stop. Those really have to be done as part of a capital construction project as they require changes to the surface to accommodate drainage and accommodate accessibility, and it's not-- it involves a much larger scope than the quick build typically allows for.

Both that said, we did all our best to make the locations that are proposed in a quick build fashion to be as reduced conflicts as much as possible for all users.

ELISE HARMON-FREEMAN: Thank you, Andreas. And I have two questions left for Brooke, and then I'm going to close up. Maybe while I ask them, Andreas, you can bring up the slide with your contact information just so everybody has it.

So Brooke, I have two questions. I'm just going to ask you both at once for the sake of time. So number one, have we ever considered giving priority to-- sorry, have we ever considered neighborhood parking permit programs? This person's concerned about people from other parts of Cambridge using resident permit spaces near Kendall.

And then, how can people moving in and out of an apartment accommodate their moving valuables and personal vehicles along a bike lane? Specifically here when there is no parking, I think, in that section?

BROOKE

Sure. So for the first question, to my understanding-- so for example, Boston does have neighborhood-based

MCKENNA:

resident parking-- residential-- neighborhood-based residential parking stickers. Cambridge has always been a city-wide sticker. From time to time, the issue has been raised and it hasn't been well-received to switch over to a zone or neighborhood-based residential parking sticker.

So it's not-- we do our visitor passes on our zones, but the resident passes are citywide, as you mentioned. And I think that would have to be a citywide conversation, and it's not something that I have heard a lot of support for recently. To my understanding, it's come up in the past. But in the moment, we do not have plans to make that change.

And for the second question was-- oh, so for things like moving vans. So basically, if there's-- just like anywhere in the city where there may not be parking outside of a particular address, you would need to have your moving van permit or your truck permit around the corner on the closest side street. So that is the best solution for that one.

And bike lanes are just one example of where you don't have curbside access. There are streets in the city and addresses in the city where there is no parking outside and it's just travel lane. So that is something that folks-- it can be a little bit challenging, but there are options around the corner, especially for moving vans and things like that where you can make the reservation in advance.

ELISE HARMON-Thanks, Brooke. Yes, I think that is the end of my list of questions. If I missed something or I didn't ask something

FREEMAN:

in the correct way, I apologize. Please reach out to Andreas and he can answer any questions via email or phone. His email is on the screen right now. It's also available on our project website, www.cambridgema.gov/HampshireStSafety.

Thank you so much for everybody who came out tonight. We really appreciate everybody who comes to listen to us and asks questions and provide feedback. We will be accepting more feedback over the next couple of weeks before we finalize the plans. And like Andreas said, once we finalize them, we will email the project list and start some communications about the installation timeline and what to expect. Again, please reach out, thank you for coming, and have a great night, everybody.