ELISE HARMON-FREEMAN: OK. Sorry, everyone. I'm hearing that you're having a hard time hearing me so I'm just going to test out a new speaker. Better? OK. Sorry about that. Welcome to the Hampshire Street Safety Improvement Project second community meeting. My name is Elise Harmon-Freeman, I'm the communications manager for the Traffic, Parking, and Transportation Department.

I'm here with a couple of my colleagues. Brooke McKenna, our acting chief of traffic, parking, and transportation. Andreas Wolfe, the street design project manager for this project. Jerry Friedman, who's a supervising engineer at the Department of Public Works. Cara Seiderman a transportation planner at the community development department. Steven Meuse another project manager on the traffic, parking, and transportation team.

And Michelle Vanilla, who's from tool design and is helping us out with this project. Thank you so much for joining us tonight. And with that, let's get started.

BROOKE MCKENNA: All right.

ELISE HARMON-FREEMAN: I think this is you, Brooke.

BROOKE MCKENNA: Great. Thank you, Elise. So thank you everybody for joining us tonight. We're excited to have you here and excited to be talking about the Hampshire Street Safety Improvement Project. So the purpose for tonight's meeting is to focus on how we can design a safer Hampshire Street that includes separated bike lanes. The outcomes that we're looking for is we want to get your feedback on the design options that we'll be sharing tonight.

And the process is that we're going to share a bunch of information with you tonight and then we'll also share a variety of ways that you can provide us with your feedback, including both tonight and moving forward. And then towards the bottom of the slide, you'll see the www.cambridgema.gov/hampshirestsafety is the project website and Andreas Wolfe, who I'll be introducing in just a few minutes, will be the project manager for the Hampshire Street Project.

So tonight's agenda we'll start with some planning background. We'll move on to project outreach, project goals and key features, design options. And then finally, feedback and next steps. So the project limits for this project go from Inman Square, along Hampshire Street, to the intersection with Broadway. And we have just recently added the section of Broadway between Hampshire Street and Portland Street.

That small segment, because that will help us-- including that will help us design the Hampshire and Broadway intersection. So a little bit of planning background. So the work that we do is based on the Cambridge Bicycle Plan. So the vision of the 2020 update to the Bicycle Plan is that Cambridge will be a place where cycling is equally available to everyone.

All destinations in the city can be reached by bike safely and streets are designed to accommodate cycling for people of all ages, all abilities, and all identities. And when we design Cambridge's bike network, we're thinking about a network for all kinds of people, whether it's a young child learning to ride their bike with their parents, adults who might want to bike but have been hesitant to do so on city streets in the past.

People riding all kinds of bikes, from adult tricycles that might make a senior a senior more comfortable biking, cargo bikes that help with shopping and other errands, or other larger bikes. And really, just focusing on making sure that we're addressing the needs of people traveling to jobs, to school, visiting businesses and parks, going to see friends and family, and just doing every type of trip that anyone might do by a car or by public transit as well.

So the Cambridge Bicycle Plan created a network, and that network is meant to be a safe, comfortable, connected, and people-centered, and really just helping-- this network will help folks get to wherever they want to go within the city. So in the map we have here, you'll see the green lines represent our off-street paths across the city. The purple lines are the streets that have been designated for greater separation, typically those are separated bike lanes but not always.

And then bike priority streets, which are in yellow. And those represent streets where we want to have lower volumes and lower speeds so that vehicles and bikes can safely share the road without separation. So Hampshire Street, it's one of the cities-- as you can see from the map-- it's called up for separation in the bike plan. It is one of the city's busiest streets for biking.

It's a really key connection from various parts of the city and across the region. And again, it's called out for separation in the plan. So we always like to stop and take a little bit of a step back and talk about why separated bike lanes are so important. So separated bike lanes increase comfort and access for people of all ages and abilities. They reduce the risk of crash and injury.

They eliminate the threat of dooring from parked cars. Dooring is when-- in a bike lane where the cyclist is immediately next to the driver's side door with no separation in space or vertical separation-- the danger that someone will open a door directly in front of a cyclist which can cause great, grave injury to the cyclist and can also throw the cyclists in front of moving vehicles.

So those are-- eliminating that dooring threat is a huge improvement. It also reduces potential conflicts between vehicles and people biking because there are designated, expected areas where you know to expect the vehicle, you know to expect the bike. Separated bike lanes also provide shorter crossing distances and increased separation from vehicles for people walking.

So people are able to make a first crossing of the bike lane, wait in the buffer, and then make the full crossing. And it just means that there's less exposure to vehicles. And then because separated bike lanes visually narrow the street, that encourages slower speeds. Slower vehicle speeds, which is very important for safety. So as these numbers show, cycling in Cambridge has really increased over the years and we know that more people ride bikes when there's more bicycle infrastructure.

And the lack of safe and accessible routes and facilities for people of all ages and abilities really prevents them from making the choice to bike. And as we've built more facilities, we've seen a much wider range of people who are able to bike on our streets. So a little background on the Cycling Safety Ordinance. Back in 2019, the city passed the original Cycling Safety Ordinance which required the construction of separated bike lanes whenever streets were being reconstructed as part of the city's five year plan for streets and sidewalks and when they had been designated for greater separation in the Bicycle Network.

So that basically meant if DPW was going out to reconstruct a street and that street was included on the separated bike lane network in the bike plan, they would include separated bike lanes in that construction project. But because the nature of construction is that it moves much, much slower-- many times more slowly than we would like-- in 2020, the council passed an amendment to the ordinance.

And this amendment set ambitious requirements for the installation of approximately 25 miles of separated bike lanes within the five to seven years from the passing of the bill. And these were to be done through a combination of construction and what we call quick build, which is going in and working within the existing curb lines and changing the allocation of space so that you have separated bike lanes, and you put them in with primarily paint and posts.

And the locations of these facilities for the 25 miles were informed by both the Cambridge Bike Network Vision that we were looking at earlier and the ordinance itself called out some specific corridors to be included as well. So those specific quarters that were mentioned include all of Mass Ave, Garden Street, Broadway from Quincy Street to Hampshire Street, Cambridge Street from Oak to Second Street, and then the project we'll be talking about tonight, Hampshire Street from Amory Street to Broadway.

And in addition to those locations that are specifically called out, the ordinance requires an additional 11.6 miles of separated bike lanes pulled from the rest of the Bike Network vision. Right. And with that, I think Andreas, I'm going to hand things over to you to talk a little bit about the project outreach.

ANDREAS WOLFE: I think it's Elise first and then I'll go for the outreach.

BROOKE MCKENNA: I think Elise is having some problems so I can-- she's having some issues with her monitor, if you want to--

ANDREAS WOLFE: Yeah, I can-- Hi, everyone. My name is Andreas Wolfe. I'm the project manager for this project. Thank you all for joining us tonight and thank you to Brooke for the introduction. So I'll start out and I'll talk about some of the outreach we've been doing on the project so far and kind of how we got to where we are today and where we're going.

So as you all know, because you're here tonight, this is one of our virtual community meetings. It's our second. We had a first one last November and we'll have a third one late-- late this Spring or early this Summer, depending on the timing for the project. So the first meeting, we talked a lot about ideas and kind of general outreach, background on the bike plan and the Cycling Safety Ordinance.

Tonight, we're focusing more on preliminary design options and so we'll be getting to some slides that will show you those designs. All this will also be posted on the website as well for you to view later. And we'll have time tonight, but also in the coming months, to talk about the designs that we share tonight. With the goal being that by the third community meeting, we have a revised design based on everything that we've heard from you and then we can make additional adjustments based on that feedback that we-- that's needed at that point.

So some ways that we're hearing from you and trying to reach out, and let us know if you see something else that you want to see us do. But so far, one thing we've done with this project is we've done these mailings and so many people who live in the area of the Port, Wellington, Harrington, mid-Cambridge neighborhoods plus Hampshire Street received a mailing about the project when we first launched it.

We included the dates of the meetings back in November, both an open house and a virtual meeting. And you can see that on the top right here. And then we're-- after tonight's meeting, sometime later this Spring, we're planning a second postcard just to make sure that everybody is up to date that there are these designs and we want to get their feedback. So if they couldn't make it tonight, they still know what's going on.

So some background on the open houses. So we had the first one on November 7 last Fall. It was at the VPW building, outside, kind of in the parking lot. We received a lot of feedback at that meeting. We received it both verbally, just having conversations with both people who are coming on purpose-- purposefully-- and then also people who are passing by.

And then we also had people write their comments on sticky notes and put them on a map of the street to get a sense of what challenges people are facing before we started diving into the design. And then our goal is sometime this Spring, once it warms up a bit, to have another open house, probably at the same location. And that one will be really focused on that refined design and we'll get some feedback after you tonight.

We'll get some more feedback then and we'll have an update on what we've heard going forward. So another way that we're getting feedback from you and trying to reach out is online. So last Fall, we launched a online comment map. So this was really similar to the sticky note exercise that we had in person, except in an online format.

So on the bottom right, we're showing the points people could put on a map and just say, like, here's my concern. Or if you had a general comment, you could put that in too if it wasn't tied to a location. So we received about 176 comments online, about 100 sticky note comments, and then 70 general comments and a wide range of issues around how people get around.

And then we also took note of where those comments came from. On the form, people could add information if they choose about where they were reporting from. So the vast majority of folks were Cambridge residents, 179 comments. We heard 23 comments from Somerville residents, given the proximity of this area to Somerville, and then 21 comments from people outside of Cambridge or Somerville.

With most of the comments really concentrated in the neighborhoods closest to the project, so mid-Cambridge, Wellington, Harrington, and the Port neighborhoods. So we heard a lot of comments, and this slide doesn't necessarily represent everything that we've heard. But we tried to just include a spattering of all the variety of comments.

We heard from a lot of folks about just how critical this is as a bike connection and how heavily used it is and the people who this will benefit. We also heard a lot about people crossing Hampton Street and some of the difficulties they're facing walking across the street. And we'll talk more about that later on. And then we certainly heard a lot about the challenges of parking on the street and just-- and we also heard a lot of specifics, too, about how people-- where people park and what kind of changes they want to see to parking.

But we'll get into more of later on in the presentation about some specific comments we heard and ways we're trying to incorporate that into the project. So with that, I'll go into the next section which will talk about the key goals of the project and then key features that basically incorporate those goals and how we're pursuing those goals through key features in the design.

So the first goal we'll discuss is improving safety for people walking. So as I mentioned before in the comments and also from our observations too, we heard that there's this really tricky-- it's really tricky to cross Hampshire Street if you're walking. And there's a few reasons for this right now today, and this doesn't capture all of them, but one key issue today is that when you're crossing the street-- and this is-- we tried to show this in the bottom left image here.

If you're coming from the sidewalk, you're often blocked by a parked car since right now parking is allowed just up until the crosswalk. The yellow arrow is supposed to symbolize where a person is emerging from the sidewalk. So if you're a driver, you can't necessarily see that person in time to stop because you don't have a good view of them. Another issue is the-- and this is very specific to Hampshire-- but the angle that a lot of streets meet isn't at 90 degrees.

You have these skewed intersections, and so that creates this issue where, for a driver, a pedestrian actually might be more in their blind spot than they would on a typical street. And so that's shown in the bottom right image here. This isn't Hampshire, it's just a general rendering. But if you're driving, basically the skew of the streets often makes it so that someone crossing the side street will actually be blocked by what's called the A pillar of the car, which is the frame of the car on the left side of the driver.

And so we'll share in the design some ways that we're trying to change the design of the street to actually counteract these issues. So more-- this is more specifically about the design and improving safety for people walking. So in terms of improving visibility, we're doing a few things. And we'll have the design all laid out later on in the presentation.

One thing we're doing is we're-- at some of these skewed intersections, and on the screen here we've shown a snapshot of the design at Norfolk Street. What we're doing is we're adding what's called a chicane, which is basically a bend in the roadway. So that does a few things. One thing that it does is that for a driver, it means that the angle that they're facing as they approach the crosswalk is actually shifted.

And so this makes it so that for the driver, they're actually approaching the crosswalk more at a typical angle so that reduces the impact of some of those blind spots for the driver. The chicanes, or the bends, they have another-- they solve another issue, which is that they introduce kind of some non-uniformity in the street. So today as you're driving down Hampshire, it's very straight which people tend to go into autopilot when they're driving on a straight street.

So by introducing some kind of subtle bend, you make people be alert. It encourages them to travel at a more-- at a more moderate speed and make sure to pay attention. The other feature of the design are these pedestrian crossing islands. This is actually something we've done in the past. On the bottom left is an example from Cambridge Street. This is across from Ellery Street, like Cambridge Hospital.

And so as part of that project, we created these crossing islands where basically if you're crossing the street, you have the chance to cross the bike lane, and then you have a waiting area where you can then cross the rest of the street. And at those locations, parking is restricted a little further back to improve the visibility.

The one-- what we're going to do a little differently in Hampshire Street is that we'll actually use tan paint in these locations to make it more clear that this is intended as a crossing space and a crossing island to further discourage people from either parking in that space and also to draw more attention to it as a pedestrian space, for both people walking and for people driving.

So the next goal of the project we'll talk about is improving safety for people walking. Or excuse me, for people biking. So we know that Hampshire Street is a key corridor for people biking. We have a lot of traffic counts from Hampshire Street as part of this project, but also going back before the project. And those traffic counts, we captured both people driving and we also captured people biking.

And actually on Hampshire Street in the mornings going into Boston and also again in the evenings leaving Boston, you actually see more people biking than you do driving during those kind of peak-- peak travel periods. And we certainly, I think, we've heard from a lot of people throughout this process why this trip matters so much to them from just the sheer number of people who use this street to bike.

We also, as part of this, we looked at crash data to make sure that we're proposing design features that actually will address the crash issues that are occurring today and have been in the past. So we know from the crash data-- and there's more on our website-- but bicyclists are disproportionately impacted and injured in crashes on Hampshire Street than other users in proportion to the amount of people they are on the street.

There were really two common themes to these crashes. One was the hook, both the right and the left hook. The left hook being when an oncoming driver turns left into a side street and the right hook being when a driver turns right traveling in the same direction as a bicyclist. The second being dooring, as Brooke talked about earlier, where a driver opening their car door inadvertently strikes a bicyclist, causing them either to maneuver out of the way or sending them into oncoming traffic.

So in the next slide, we'll talk more about changes in design that are intended to address these issues. So the-- so we are adding separated bike lanes, as discussed, and so this has a number of benefits. So the first being increased reaction time. On the right, we've included a snapshot of the design that we'll share later in the presentation.

This is at Columbia Street and the yellow line is showing that increased distance and separation that drivers and people biking have. And so what this means is that when a driver is turning right, there's more time for both the driver and the bicyclist to react. In the middle image, you can kind of see it-- you can see what happens with the non-separated bike lane.

Basically the bicyclist and the driver are right next to each other so in the sense that the driver turns into the path of the bicyclist, there is very little reaction time for both the users. By creating that separation, we give people time to react. You know, so while in most cases it is the driver's responsibility to look for bikes when they turn, we know that's not always the case.

But by providing this extra separation, there's more time for both people-- both the driver and the bicyclist to react to avoid that collision and actually see what's happening before a collision occurs. The other change that this creates is that it basically removes the threat of dooring. And so instead of having the bicyclist between the parking and the travel, the vehicular travel, there is separation so dooring can essentially not happen.

And it's often in the case of dooring where it's not actually so much the impact of the door itself, but rather it's the door forcing the bicyclist to maneuver into traffic at the last minute and the effects of the oncoming traffic, rather than the door itself.

So the next goal we'll talk about is improving transit. And so for transit on Hampshire, we're talking about two routes. We're talking about the 85 and the CT2 routes. So today, the stops on Hampshire Street are quite close together. The MBTA recommends that bus stops are about 1,000 to 1,300 feet apart. And today, that is typically, on that street, it's only about 500 to 700 feet between stops.

We're also looking to create more stop locations that are more accessible to people with disabilities. So we've identified locations where if you need assistance, if you're in a wheelchair and, for example, you need the bus's ramp deployed, there isn't an obstacle on the sidewalk that might prevent that from happening. We've also-- were lengthening, proposing to lengthen, the stops themselves.

And this is really important for someone who needs assistance getting on and off the bus because by providing a longer stop, you make sure there's enough space that the bus driver can pull all the way to the curb. With some of the short stops, what happens often is that the driver-- because maybe someone is parked in the way or there just isn't enough space-- they can't get to the curb and it's much harder for someone who needs assistance to board from the street. It's better that the bus is able to access the curb.

And overall, we're looking to improve bus reliability. So we're-- one thing that we're doing is relocating bus stops to the far side of an intersection. So this means that the bus can clear the intersection while the light's green and then service as a stop. When the stop is on the near side, the bus driver often has to stop twice, both for the traffic. Then again at the bus stop and then it has a tricky maneuver to get into traffic.

This makes for a much smoother operation for everybody. And then just fewer stops overall means that we can improve bus travel times more broadly. So just some key details on the bus stop changes we're proposing. So we are proposing new stop locations. Essentially, the 85 bus will now stop at two locations along Hampshire Street, in both directions.

It will stop at Windsor Street and then again at Cardinal Medeiros/ Portland Street. This reduces the number of stops, so we'll remove one stop in either direction at Bristol Street and then the Westbound stop at Columbia Street. So you're going down from four stops to two stops in one direction and from three stops to two stops in one direction.

And then we'll also relocate the existing stop outbound at Cardinal Medeiros to the far side. So this means that rather than boarding on the corner with the smoke shop there, the bus stop will be on the other corner, on the other side of Cardinal Medeiros as you're leaving-- going away from the city.

So next we'll talk about key changes to parking. So we do know that this project will require significant changes to parking and we'll have details on the parking proposal when we get to the design. Both options that we'll share will basically mean about half the parking that you see today will essentially be going from two sides of parking to one.

The exact number of spaces will kind of depend on each option, but we're going to make sure that we can adjust the regulations based on your feedback and really to make the best use of the parking that we have available on the street. Another key feature related to parking are the accessible spaces. So for those spaces, we're actually-- as we do now with these quick builds throughout the city-- we make sure that the space is at the curb so that if you have a disability and you have the disability placard, the disability spaces are not floating like they are elsewhere.

So in that case, the bike lane will go to the left of the space. It will lose its separation and you can park against the curb. Then we're also looking to some more broad changes to add the number of accessible spaces along the corridor. We plan to present and talk more about this with the commission for persons with disabilities this Thursday.

But right now in the plans-- and this is certainly something we want to get the commission's feedback on and make changes-- we're proposing to add a space at Elm Street and Hampshire Street and then we're adding another space at Broadway and Portland Street, and then we're losing a space on Hampshire Street in front of DPW. But we'll be keeping in a space that's currently inside the DPW parking lot, and I'll share details on this later on.

So now we'll get into the design options. So to provide some overview first, we essentially have two options throughout the corridor as we talk about the design. Option one keeps parking on the South side of the street, option to keeps parking on the North side of the street. There are some cases where we didn't have as many options where there's either a lot of driveways or some specific use that really means that the parking wants to be on one side.

And so for those cases, we've made sure that we've included the parking on the side that makes the most sense. Now with that said, this is not-- we can mix and match so you're not just going to have either parking on one side or the other. It'll be really block by block. So parking can be on the North side for one block and then transition back and forth.

And so that's kind of how we'll share the design. We'll cover it in sections. So we're really just-- we'll share option one and two for a section and then one and two for another section, and then we'll end up mixing and matching. So tell us which one you like the most and then we'll take that information and put them together into a revised option that incorporates all your feedback.

So we'll start with Inman Street and then kind of just move our way down towards Broadway. On the bottom of the screen you can follow along where we are in the yellow, and then on the screen itself we'll have the two options. You'll see throughout as we talk about this, there will be a key which will tell you what the parking is referring to. There's a lot of information on these slides, I know, and so everything here will be posted in a PDF on the website following the presentation.

And then we're also planning to have a survey format, and we'll have more on this later where you can actually give us your feedback through a survey where you can see both options side by side, tell us your preferences, give us general comments. So more on that to come. So going over the design for this section. So option one, moving from Inman Street.

First, we have a loading zone. This is actually for both options one and two. We have a loading zone proposed in front of SNS Restaurant. Then a single metered space. In option one, then, there's a parking move to the South side of the street. We keep the existing disability space at Amerie Street and then have parking on the South side-- metered parking on the South side.

Option two has parking there. And instead on the North side of the street, then the disability space is moved to Amerie street. And then for both options, we have the option to add meters onto side streets. So that can be on Amerie Street and also on Prospect Street, as shown. We could add one to two on Amerie or up to four metered spaces on Prospect.

Next I'll go over the section from Prospect Street to Norfolk Street. And again, you have the key to follow along and we can also answer any questions if anything deserves more clarification. So option one keeps the existing loading zone close to Brooklyn Bagel Factory. It keeps that on the South side of the street. And then on this section, basically for option one you have parking on the South side.

We're proposing to keep the parking regulated as it is today in the section where there's restrictions for snow and there's restrictions for street cleaning, but it doesn't require a resident permit as it does today. Then option two basically is the same thing but with parking on the North side of the street. And then shown near the-- on the right near the DPW building, we show the existing accessible space in the lot and then the spot that's currently in Hampshire Street that we're proposing to remove.

Next, from Norfolk Street to Columbia Street, here we were really constricted by driveways on the North side of the street. You can kind of see where there's gaps in the bike lane with the green conflict markings. That's where you have a driveway. So we had a lot less-- a lot fewer driveways on the South side. By having parking on the South side, we also are able to add a loading zone in front of Oleanna Restaurant.

So this section really lends itself more to having parking on the South side. Next I'll talk about the section from Colombia to Union Street. Here where we've-- were posing the parking in front of Kanntipur Cafe on the north side of the street in both options, keeping the existing accessible space at that location. And then between-- the only difference is that we have a chance to flip the side that permit parking is on for the second half of the block.

So next I'll go from Union Street to Portsmouth Street, and this includes in the middle the intersection of Hampshire and Windsor Street, which is shown where the traffic signal is. So both options between Union and Windsor, we have parking proposed on the South side of the street. As it is today, this section then becomes permitted parking. We're proposing to keep the existing loading zone in front of Formaggio, where it is today, except floating.

And then on the North side of the street, we have a bus stop. That's one of the proposed bus stop relocations. Currently that's on the other side of Windsor Street. We are proposing, and we've had good discussions with Lord Hobo about this, to relocate their patio seating onto Windsor Street. That would apply to both options. Also shown here, we've shown what this would look like with what's referred to as a contraflow bike lane on Windsor Street.

This is not tied to this project but it's something we have shared in the past that we plan to follow up with the community on, which doesn't involve any changes to vehicle traffic. It just-- the street is wide enough that it's safe to have people biking in both directions. So the only difference between these two options is that between Windsor and Portsmouth, we can swap the side of the street that we introduce the meters on.

The next section, I'll talk about is going down from Portsmouth Street to Clark Street. And I did not know this before I started this project, but to our surprise, there is actually a very subtle shift in the width of the street between Portsmouth and Clark. And at first I didn't believe it so I went out and looked myself and you actually can notice it when you stand out on the curb there.

The sidewalk just shifts subtly about six inches on both sides of the street, meaning that the street is about a foot narrower. Because of that, the street gets narrowed to the point where if you were to provide parking, it-- given the size of the vehicles we have on Hampshire Street, being a bus route and also you have trucks on Hampton street-- that if you were to have parking, it would be really quite narrow and to the point where if two buses were coming at the same time, they wouldn't be able to get past each other.

And so for this section, we're proposing not to have any parking. This is the section as we heard throughout both at the open house also, there's a lot of-- there is a lot of bike traffic on Hampshire Street to the point where you even have people-- congestion of bikes. And so one benefit of this is that you can make the bike lanes wider in this section and provide space for people to pass one another on bikes.

It's a bit wider but it lets us make the bike lanes a bit wider than they are elsewhere. Then going from Clark Street to the intersection of Cardinal Medeiros/ Portland Street, here we are-- because of driveways on the North side, we could fit more parking on the South side so that's what we've proposed. There is-- the difference between the two options here is that there is area right now that's all permit parking that in one option, in option two, we're proposing we convert to metered space-- or permit parking, resident permit parking spaces.

Other than that, these are the same option. There is another separate project at Webster Ave and Hampshire Street that's being led by DPW that would involve some more significant reconstruction. That's currently planning for 2024. We're designing this project in a way where the markings allow for that work to go forward, but that work will be coming at a later date.

And then again at Portland Street and Hampshire Street, there there's some construction. There's a development project at the corner, which is currently occupying part of the sidewalk in the street. So we're coordinating with them to make sure that when that project is done, we can incorporate these changes. So that doesn't affect the rest of the corridor, but just for that small frontage there of that property there are some-- there's some ongoing coordination that we're doing.

And next I'll-- this is the section from Portland Street onward, both on Hampshire but also on Broadway. I know there's a lot here and so I'll try to break it up into pieces. So starting with the Hampshire Street section, here we're proposing the parking on the North side of the street in front of where the restaurants are. We are proposing to keep the existing loading zone there.

We will likely, I think-- based on recent feedback we've gotten from Alexandria Real Estate who runs the-- who owns that area-- that we should add some more loading. So we are looking to add a little bit more loading based on that comment here. There's also in the warmer months, there is what we've called bike corral which is where you have bike parking in a parking.

Take a parking spot for a car and turn it over to space for 10 bikes. We're looking at adding that into the buffer space just in front of the crosswalk at Cardinal Medeiros. And then this section, this is one of the spots we're relocating a bus stop. And so on the previous slide, the new bus stop location is on the far side of Cardinal Medeiros there and so that provides a better location for the stop but also lets us include more parking in this block.

Then moving on to the Broadway section. So for the Broadway section, we have-- we're proposing separated bike lanes, as are required also in a section of the ordinance. And then in front of the auto body shop, we're proposing some space for their kind of loading operations. So this would basically be a hatched area where customers of the auto body shop can park.

And it still provides a separated bike lane. You would still have the flex post. The only difference from today is that that activity will be floating off of the curb, as it needs to do with a separated bike lane. And then at Broadway and Portland, we're proposing to add an accessible handicapped space. The other key change at this location is at the intersection of Hampshire and Broadway.

And so this factored in also to why we added that block of Broadway. So what we're proposing today-- or what we're proposing as part of the project-- would be to reduce the number of lanes on Hampshire as you approach Broadway from two to one. We need to do this in order to include separated bike lanes. So today-- and this is shown in the middle of your screen-- there's a-- the far right, there's a lane for people going straight onto Technology Square and people turning right onto Broadway.

You then have a bike lane between the two lanes and then a lane for people turning left. What we're proposing is to restrict the throughs and the right. So if you're driving, you'll only be able to take a left. And this has a key benefit, which is that it, first of all, by going down to one lane we get the space for the separated bike lane that's required. We also, then, are able to keep the cars and the bikes going at the same time coming off of Hampshire Street.

Already today, almost everybody here is taking a left whether they're in a vehicle or they're on a bike. So this will make for a more efficient traffic pattern, we think. Then we're still keeping access to Technology Square. The only difference is that if you're coming from Hampshire Street, if you're trying to go onto Technology Square, you'll first take a right onto Portland Street and then a left onto Broadway and then a right into Technology Square, as it is allowed today.

And we are looking at the volumes of traffic here, both for bikes and for cars and just measuring what changes we need to make and adjusting the signal timing here to make sure that this is flowing smoothly. And then we're also looking at signage and markings to make it clear that once you get on that block of Hampshire Street that you have to turn left. So adding left turn arrows the length of the block.

And also at the corner of Broadway, adding some kind of deflection or some kind of physical barrier that makes it so that you cannot physically, if you're driving, go straight or turn right and kind of forces you to turn left. This is somewhat similar to what happens today at Mass Ave and Sydney Street, if anyone has been there. If you're on Sydney Street at that location, you cannot continue straight onto Sydney Street. You have to turn.

And so the signal timing makes it quite intuitive once you're there experiencing it. So next I'll cover feedback and next steps. I'm not sure if Elise is able to do this, or if I should still take over.

BROOKE MCKENNA: I can take over, Andreas. OK, thanks. Great. So just to quickly go over the project schedule. So tonight, March 7, we're at community meeting number two. On Thursday night, Andreas will be giving a presentation on the project to the Cambridge Commission for Persons with Disabilities and getting their feedback. In late Spring at a date to be determined, we'll have our second community open house.

That will be an outdoor event where folks can come by, view plans, give us more additional feedback. And then in late Spring or early-- very late Spring or early Summer, we'll have our final community meeting-- our final Zoom community meeting online. And then based on that and some other factors, we'll do we'll plan on project installation probably in mid to late Summer of 2023, this upcoming Summer.

So as I mentioned earlier, we're about to open things up to hear people's feedback tonight. But giving us your feedback tonight, either written or verbally, is not your only opportunity. We're going to be posting this presentation and these slides online so you'll be able to revisit them. And we're also going to be putting out a survey that will allow you to give us very specific feedback on the block by block options that we've shown you tonight.

So we'll ask you in the survey to let us know which option you prefer on each block, and then give other additional feedback kind of at that detailed level. And then we'd also love to hear general comments as well. Are there things that we've missed in either option, do you have other ideas that we haven't talked about? Just please reach out and let us know.

You can take the survey. You can do that via the survey or you can email Andreas directly. So we really want to encourage everyone who's here with us tonight to sign up for the mailing list. We'll use that to let people know when the presentation is posted online, as well as when the survey becomes available. We really are trying to reach as many people as possible, to let them know about this project and to solicit feedback from folks.

So we acknowledge that when we hold these meetings, whether they're online or open houses, that we don't reach the entire community. Everyone in the community isn't here tonight so we have a bunch of things that we do to try and reach a broader base of folks, including mailings, signage, visiting businesses, different types of online engagement to reach those folks who aren't able to make it maybe to online Zooms or in-person meetings.

And we'll continue to do more outreach like that. But we'd really like to ask you guys if you have suggestions for how we can reach a wider audience. Are you on a neighborhood list service that might-- listserv that might have a different audience? Is there a community bulletin board where you go regularly to check for information? Anything like that, we really would love to hear your feedback on that to really widen our reach.

So just finally, just to circle back tonight, it is the beginning of the feedback period, not the end. We're not making any decisions just based off of what we hear tonight. This is just the start of gathering feedback. And we're going to be continuing to gather that feedback over the coming months. And then just finally, as I mentioned before, we will be posting-- there's a lot of information presented tonight so we are going to be posting this video, as well as the slides, online once we have them close captioned.

So you can revisit that at your leisure if you would like. All right. So we are now moving on to the Q&A portion of the evening. Or I guess, Q, A, and comments. So we're going to be-- we've enabled everybody to raise their hand. So if you want to speak out loud, you can raise your hand and we'll be calling on folks. If you prefer to submit questions or comments written-- in a written format, you can do that through the Q&A function.

We do have at least one caller on the phone so if you want to-- if you're on the phone and you want to speak, please dial *9 to raise your hand. And then once we call on you, you'll use *6 to unmute yourself. So what we'll do is we'll open this up for comments and then about every 15 minutes or so, we'll stop and we'll start to answer some of those questions that we've gotten, both verbally out loud and through the Q&A.

So the meeting is scheduled to go until 8PM so we will try to wrap it up by then, if not earlier. But we want to make sure we give everybody a chance to be heard. So with that, I will start. Oops. So Itamar Turner-Trauning, you are the first in line with your hand up so I'm going to go ahead and allow you to speak. And next step will be Scott. I'm sorry, go ahead.

PARTICIPANT: Thank you for doing this project. This is, I think, the most highest traveled bike routes in New England maybe so it's exciting to see it finally getting infrastructure. As far as the two options, my first thought is that doing parking and just prioritizing loading zones in front of the businesses that need them because otherwise trucks will end up blocking the buses if they have to do loading and have a hard time turning around.

So insofar as there's a trade-off between that, it seems like you can ensure that there's loading zones where possible seems like a good use of limited space. But I'm sure other people have different opinions. So again, thank you for the project.

BROOKE MCKENNA: Great, thanks. Scott, you're going to be up next, followed by Aaron. Scott, go ahead and unmute yourself.

PARTICIPANT: Hi. Thank you for this project. I'm very excited about it. I just had a few comments. I agree that the parking, we should try to aim more for short-term parking and loading zones because that's the type of parking traffic that causes the most chaos when you're biking through Hampshire and Central and throughout all the big restaurant areas.

The other one, of the options, I much prefer when the bike lane can stay straight instead of having to swerve, but also a huge fan of the options that encourage chicaning of the traffic. On Greta Street, that's been really good for regulating the speed of cars so I think that's been super successful there.

Just on the personal side, of one of the things that I think this project will be really great for that I don't know if it's talked about is when we had not particularly a lot amount of snow recently, biking down Hampshire with the bike lanes as they are, they didn't get plowed because the plow would have crashed into all the cars and so I was forced into the general lane as with everyone else.

Whereas once I got on to Broadway and it had a separated bike lane, it was well plowed by the city. So I look forward to this project really helping the year-round ability of biking safely throughout the city to be increased. So thank you.

BROOKE MCKENNA: Great. Thank you, Scott. Next up is Aaron, followed by John Leo. Aaron, go ahead and unmute yourself.

PARTICIPANT: Hi. Thanks a lot for this project because I was just saying how transformative this will be. Just personally, this project means that I'll be able to safely get from my house to many new destinations safely and quickly on my bike and not have any fear. So it just really is transformational. It connects also a lot of other projects that are just going to really it's going to amplify a lot of existing work.

So thanks for all this. Really thoughtful design and I look forward to be able to ride it. A couple of other quick comments on the design. I'm just I'm curious a bit about as the city has experimented more with different types of delineations and protection devices such as flex posts and precast concrete curbs, I'm curious-- or maybe just to think about what are some of those tools being used, especially in some of those new pedestrian island areas.

If they're not-- like if someone can fit a car in there, they will. So just would really encourage careful consideration of how best to make sure those areas do stay protected for pedestrians and their intended use. Also curious about some opportunities for potential bike lean bars. It's a really high traffic corridor. I mentioned this in the Q&A but sometimes those bike corrals can be de facto lean bars that people can use to rest on when they're at an intersection so it would encourage any place that a corral could go next to an intersection on the near side of the intersection and people can use that.

Really great addition, especially for people with mobility restrictions that are biking. Allows them to not need to put their foot down and makes their progress a lot easier. And then lastly, I'll just say that I'm curious about the width of the bike lane. This is obviously a very highly trafficked corridor and so I want to make sure that there is plenty of room for passing and no one feels that they need to be forced out into the general traffic lane in order to pass and manage the level of bicycle traffic here.

So thanks a lot for the project. Really appreciate all the work on it.

BROOKE MCKENNA: Great. Thank you, Aaron. John, you're going to be up next and you're going to be followed by Lee Farris. John, go ahead and unmute yourself.

PARTICIPANT: All righty. Thank you for taking the time to put this presentation together. I appreciate the work that your group is doing. I just-- one comment about, I guess, the crossings for pedestrian crossings. I know when I cross the street-- and I just want to reiterate, I'm glad that you're looking to how you can make ways to make pedestrian crossings safer as well because I think especially on straight stretches of the road, cars speed just as normally cars do.

I wonder if there are going to be other traffic calming methods introduced to make it safer for both the pedestrians and bicyclists.

BROOKE MCKENNA: OK. Thank you, John. Lee, you're up next and you're going to be followed by Joan. Lee, you can go ahead and unmute yourself.

PARTICIPANT: Hi, I am both a bike rider, a car driver, and a pedestrian and I live one building in from Hampshire Street so I'm super interested in what happens. And I like a lot of what it's been shown. One of the things that I was particularly happy about was the chicanes and trying to create a better angle for the car driver to see pedestrians.

I've been on the negative side of that, on both of my identities so many times. So just to say something that I really liked. I didn't hear any mention of the thinking about parking being non-permitted versus metered versus permitted. And I would like if that could be talked about, the thinking of why changes are made and where they're made.

It adds-- people that are mostly bicyclists may not realize that most of the parking on this part of Hampshire Street is non-permitted. And so on the one hand, I think non-permitted parking helps to support the local businesses. My observation of it is that it is used a lot by people who are residents but who don't register their cars in Cambridge.

And it's also-- Hampshire Street parking is a major place that people park that live on the side streets when it's street cleaning day. So whatever happens about parking affects everybody that's on the side streets too. I'm done. Thanks.

BROOKE MCKENNA: Thank you, Lee. Joan, you're up next and you're going to be followed by Marlene. Joan, you can go ahead and unmute yourself.

PARTICIPANT: Hi, there. Kind of just to follow up on what Lee was speaking about. That's my concern on the Prospect to Norfolk and the Norfolk to Columbia Street. Just a little bit better understanding of the non-permitted parking in that area. I know you're aware that many of the residents in this area have no off-street parking and no opportunity to create off-street parking.

So as Lee has said, the side streets become very, very important. So I would like to have an understanding of why perhaps, given the amount of parking that's being removed, the non-permit parking was going to remain as it is or be put in place that way instead of metered. And I was also wondering as part of this, did you do any parking studies to assess the impact of parking removal on Hampshire Street on the side streets?

Again, with snow emergencies and with street cleaning, this area is already very congested for residents parking and so I'd like to understand what, if any, assessment was done during the intervening time between the meetings to really look at parking and to look at the non-permit parking particularly between Prospect to Norfolk and Norfolk to Columbia. Thank you very much.

BROOKE MCKENNA: All right. Thank you, Joan. Marlene, you're going to be next and you're going to be followed by Steve. Marlene, go ahead and unmute yourself.

PARTICIPANT: Hello?

BROOKE MCKENNA: Go ahead, we can hear you.

PARTICIPANT: Hi, good evening. Yeah. I just wanted to focus on some of the proposals... I mean, I think that--

BROOKE MCKENNA: Marlene, you've gotten very, very quiet. Can you speak a little bit louder? We're having trouble hearing you.

PARTICIPANT: I'm sorry. So one of the proposals is to lengthen the bus stops. The other one is to eliminate parking on whole blocks on Hampshire Street, turning spaces into bike parking instead of vehicle parking and turning permit spaces into metered spots. All of that just seems to be excessive and I just want to know what you propose people do with their cars, especially if they don't have driveways.

As the two previous callers mentioned, parking is already tight in this area. I have no idea what anyone is going to be doing with their cars after all of this and I really hope that you take a closer look at the impact of all of this. Thank you.

BROOKE MCKENNA: Thank you, Marlene. Steve, you're up next and you're going to be followed by V. Oh, I'm sorry Steve. Did we-- maybe Steve took his hand down. Steve, if you're still looking to make a comment can you put your hand back up and we will-- and we will call on you. OK. Oh. Steve, go ahead. You should be able to unmute yourself now.

PARTICIPANT: Hey, can you hear me?

BROOKE MCKENNA: We can. Go right ahead.

PARTICIPANT: Sorry about that. I just want to say, thank you for the project. I love all the proposals. When faced with the choice between two very similar options where the only difference is parking on one side or the other, the first thing that popped into my mind was sight lines for some reason. I don't know if that's the most important criteria when making the choice, but I was thinking, like, the parking should probably go on the side of the street that is least complex.

So the least number of intersections, the least number of driveways. Just minimizing conflict points that could be blocked by parked cars. That way ensuring the more complicated side of the street has the longest sightlines. Yeah. That's all I wanted to say. Thanks again.

BROOKE MCKENNA: All right, great. Next up is V and then we're going to switch over and start answering some of your questions. So V, go ahead. You should be able to unmute yourself now.

PARTICIPANT: Hi there. I'm actually calling from the ER right now because I'm-- but this is important enough for me to call in. I wanted to give you all another perspective because Lee was-- I agree with Lee, I should give you a little more insight of how I use Hampshire Not only do I live on this street, I also am a commuter by foot, bike, car, all of the above.

What I'm seeing now is that, yes, I completely agree that bike traffic is a problem. But I don't know if it's been addressed in the light of how do you disrupt, or how do you give back to the same community that's hosting these changes? Right now it just seems like a lot of taking, right? You're taking away half of the parking spots. And honestly, you're taking away a lot of means, right?

I mean, people rely on street parking. My neighbors, myself included, we rely on our street parking so that we can get our young kids to and from school, especially on snow days. I think that what's lost here is a perspective from a working mom or a perspective from a person that has a young family. Because quite honestly, they are kind of silenced in this conversation. We are too busy tending to our kids.

I really hope that-- I understand the need for this development, hard stop. However, I do want to go ahead and see what the city can go grandfather in for the people that live here. And maybe that's a discussion that we can have at a later point. So that's what I have to say. Thanks.

BROOKE MCKENNA: Thank you, V. OK. All right, now we will transition over to doing some Q&A. This is both questions that we've heard during the verbal section and questions that have come in through the Q&A. So I'll start off a little bit. We did have-- with the question I can answer myself, or a couple of questions. We did get a lot of questions about the balance between non-permitting and permitting parking, questions about DPW staff, non residents who haven't registered their cars.

Things like that around what type of parking. For the parking that will be there, what type of parking is it going to be? And I think a big part of that is some of the feedback that we're looking to solicit from the community. We want to hear down to that block by block granularity level, what type of parking do you need here? Do you see the greatest need here for longer-term resident parking or do you see the greatest need here for short-term pickup, drop off, or do you see that there's a lot of good use for non-restricted parking here?

So really, those final decisions haven't been made yet and we're looking for additional information on that. And I think generally speaking, we like to have a mix of different types of parking to address the various needs of the various types of people who are using the area. So I hope that provides a little bit of clarity, but we really are looking for feedback. And that's something that in the survey, if you go through the survey, you'll be able to provide that kind of on a section by section level.

Next up, Andreas can you talk a little bit about the accessible spaces? We've had a couple of questions on this. Whether it would be possible to move all of them onto side streets. Why do we keep them on the main line? If you could talk about that a little bit.

ANDREAS WOLFE: Sure, yeah. So this question will vary from spot to spot and location to location so I'll try to provide the overview and then the granular. Because what we're doing in each spot is different. So in terms of accessible parking-- and in general, we've heard quite strongly in the city when we do these projects that reduce the number of parking, there are often areas that when parking was easier-- when there were, say, plenty of meters, if you had a disability you could find a spot.

It wasn't a marked disability spot but you could find a spot and park at a meter. And what we've heard is that when we reduce the total number of spots that it becomes more important to provide these designated spots for people with disabilities so that they have a spot in that section and that they can get to the destinations nearby, and those who are able-bodied can potentially walk further or switch to an alternative mode of transportation.

So that's our first goal is to make sure that we are increasing the total number of disability spaces and that they are spaced out well and in close proximity to where people need to be. And then in terms of the specifics of whether or not they were kept on Hampshire or moved to a side street. So if that space, as many of them are in Hampshire, is tied to a resident of Hampshire Street we cannot move that space off of Hampshire. They have to be where they live.

So for example, we did remove a space at the DPW building which was tied to the DPW building. There's already a space inside the lot and so that one we could remove. But if that was tied to a resident, we wouldn't be able to move it off of Hampshire Street. Brooke, you're on mute.

BROOKE MCKENNA: Thank you. We got a bunch of different questions just asking for some more clarity on bike lane widths. And I guess I would expand that a little bit to say, can you just talk a little bit about the cross section with both the bike lanes, the buffer, and the travel lanes?

ANDREAS WOLFE: Sure. So the width varies. There are sections where we go down to what's considered our minimum, which is the width that's needed to fit a snowplow through, which is about seven and a half feet. There are other sections where it widens out such as the section from Portsmouth Street to Bristol Street. Typically, there is enough space for two people to pass on those narrow sections if the bicyclist in front is keeping to the right.

We know that that's not always possible if there is debris in the roadway or ice or something else, so some of those wider sections help. So we have tried to include-- especially at traffic signals-- space where there's enough space for people to line up side by side on their bikes and help them get through the intersection faster. And then on some of those mid-block sections-- not at the signals-- they narrow back down.

So providing that width kind of where it's most needed, like at the signals. But then there will be some places where things might be a little tighter. People will still be able to move. You might not be able to pass right away, but you will once it opens up later on. So-- Brooke, you're on mute again.

BROOKE MCKENNA: All right. I won't mute myself again. For the section of Hampshire Street that is too narrow, is it possible to put the bike lanes together next to each other so that only one buffer area is needed?

ANDREAS WOLFE: Sure. So with the-- so as you all saw, what we are proposing on Hampshire is to have the bike lanes on the side with traffic and not do as we have done on Brattle Street and Ames street, the two-way on one side of the street. The activity on Hampshire is very busy and so typically, like on Brattle Street where there's a little bit less activity, it lends itself more to that two-way facility.

So we didn't think that the two-way facility would be a safe facility for Hampshire Street. And so just given the patterns in the area, it made more sense to do the single direction bike lanes on either side of the street throughout the corridor, rather than have people try to transition into a two-way for a short section and have to cross the street multiple times.

BROOKE MCKENNA: Great. Thanks, Andreas. Next question, how will car drivers going to Tech Square know ahead of time that they have to turn?

ANDREAS WOLFE: Sure. So we have not worked out all the details but as I mentioned in the presentation, we did do something similar to this at Mass Ave and Sydney Street. So if you're there, you cannot go straight. You have to find another way. I know when that first-- I was a resident when that first happened. I had to get used to it. And at first, there will be some getting used to.

With that said, we will make it clear. We'll add signage at the intersection of Portland and again at the intersection of Broadway to make it clear what you're supposed to do. We'll add markings, so we'll have-- the whole length of block we'll have left turn arrows. So as you're getting-- if you're driving on Hampshire and you're getting to the intersection of Cardinal Medeiros, you're at the light.

You'll see on the other side of the intersection, it'll say access only for Broadway. No access to Tech Square or something like that. They'll be left turn arrows to make it clear, already the whole length of the block. And it'll be an adjustment but we'll certainly try to make the most clear signage and markings that we can.

BROOKE MCKENNA: Great. Can you talk a little bit about the separation that will be used-- the types of separation?

ANDREAS WOLFE: Sure. So we are proposing to use flex posts. We've used recently on other projects the precast concrete curbs. We-- there are some sections on Hampshire that are too narrow for that but there are some sections we could add it where it widens up, so it's something we can look into. Then, of course, in a lot of sections you'll have the parking itself as a form of protection.

Wherever there's parking, there'll be that very hard barrier between the bikes and the traffic.

BROOKE MCKENNA: Great. Can you talk a little bit-- we have a couple of different types of questions around parking demand and what we've looked at. Can you talk a little bit about that?

ANDREAS WOLFE: Sure. And Brooke, if you want to add anything. But I did see the comment, or I heard the comment too about the studies that we're doing. So first of all, we do know that this is an impact. We know that parking is already tight and we know that this will make it more tight. We don't-- we've done studies in the past for a lot of projects. We've done counts.

We can certainly do that as part of this project. And whether that's just assess more details on what's available today and what's proposed. With that said, we are doing what we can to include as much parking as possible in the design. And there are maybe some out-of-the-box ideas we can look at, such as on side streets, but we are trying to include as much parking as we possibly can in the design and still meet the requirements of the ordinance and include separated bike lanes. So yeah.

BROOKE MCKENNA: And I would just add to what Andreas said. We don't do extensive parking inventories or occupancy studies because it doesn't change the outcome, because we are implementing a city ordinance and we do need to-- we are moving forward-- we know we're going to be moving forward with the separated bike lanes. So we really focus our efforts on optimizing the parking that we're able to keep on the main corridor, looking at better utilizing side street parking and things like that.

So while we don't do a lot of looking at demand beforehand for parking, we do everything we can to mitigate the impacts because we know it is extremely difficult to remove parking in these neighborhoods where-- in these dense neighborhoods. So we acknowledge that and we acknowledge that it is really challenging for people. But it is ultimately moving us towards a time when everyone who wants to bike can make that choice.

And that leaves more-- and that will mean maybe the person-- maybe your neighbor who's been on the fence about biking and getting rid of their car might go over and might decide to get rid of their car. So in the longer term, we're hoping that there's a real balancing in that way as we really improve the overall network for folks to get around Cambridge by bike.

Another question, will bikes be able to go straight or turn right at the Hampshire-Broadway intersection. Andreas.

ANDREAS WOLFE: Yeah, sure. So we haven't actually identified our-- we'd love to share more details at the third meeting about the exact signal timing. You know, at the very least, we know that if you are on a bike you'll be able to use the crosswalk. We don't yet know if there'll be a designated bike movement but it's certainly something we can look into and it will just depend on the final phasing that works for the traffic signal at that location.

So we'll share that information at the next meeting and at the open house as we refine the design. And we'll specifically include that part about the bike access.

BROOKE MCKENNA: So we have one more question and I'm actually going to give Andreas a break and ask this one to Jerry. Jerry Friedman with DPW. Can you let us know-- or can you answer, will the streets be resurfaced so it is smooth?

JERRY FRIEDMAN: Yep. We typically-- and we will be doing that this Spring-- walk the streets to see where we have some pavement issues. A lot of streets in Cambridge haven't had their parking lanes paved recently, and of course as we switched the bike lanes to where the parking is now, that becomes an issue. So we'll do a walk pretty soon and prioritize areas that need to be paved.

BROOKE MCKENNA: All right, great. Thank you, Jerry. So we're going to go back over to the verbal Q&A and first up is Kevin Moses followed by Jason Kevin, you can go ahead and unmute yourself.

PARTICIPANT: Hi. First off, thank you so much for the hard work on this project. I'll start off by saying that I often commute via bike on this corridor. I visit businesses. And if it was not safe to do that, I would probably be driving and parking my car there. So that's one data point of freeing up space in that regard. I really only have strong opinions on the design alternatives for the first two sections.

So briefly for Inman to Prospect Street, I am definitely in favor of option two primarily because it keeps the bike lane straight but also because the bike lane-- when it bends around the handicapped spot on the Southern side of the street-- is effectively being used as the outside edge of a chicane and drivers will always go through paint on a chicane. They'll take the shortest route.

So that introduces a significant conflict point. The other comment I have on that section is that in both designs, there's a pretty long section in front of the gas station that doesn't have any protection and buffer. I realize it's a wide driveway but I wonder since the buffer on the Southern side of the street is so wide, could some of that space be donated to the North side of the street just to increase the space between bikes and cars in that area?

And then the next section between Prospect and Norfolk street, I also pretty strongly support option one or-- yes, option two, I'm sorry. Because option one, the chicane is really only for the bike lane. Cars are going straight that whole way. There's not really any traffic calming effect in that regard. At least in option two, more is being done to reduce vehicle speeds in that area.

And then finally, this applies to the intersection with Broadway and Main Street. I like the idea of restricting vehicle turns left there, but I will point out that it is very important to coordinate with GPS apps like Google Maps because if the GPS tells them to go straight or turn right, most drivers are going to do that regardless of what the sign says.

So making sure that is updated is really important. You mentioned the Sydney Street example, but as a counterexample, the intersection with Cameron and Mass Ave where is also a left turn restriction, Google Maps is still not updated there and there was actually a crash that happened there recently due to a car turning left across the bike lane. So that is all my comments today. Again, thank you for the hard work. I really appreciate it.

BROOKE MCKENNA: Great, thank you Kevin. Jason, you're next and you're going to be followed by Formaggio Kitchen. Jason, you can go ahead and unmute yourself.

PARTICIPANT: Hi. I wanted to plug maybe some more loading zones by the one Kendall area and then also at that intersection of Plymouth and Windsor where Formaggio is. I don't know if that's a dedicated loading or if it's just some kind of a flex loading. Those are some pretty high intensity uses and I think in other areas we're seeing where a loading zone is occupied and then there's still other sort of deliveries that need to happen there.

I sort of put the same plug in for that stretch of Hampshire we're parking is being removed from both sides. I think that's heavily residential and we shouldn't overlook that loading is actually used quite often by residents to get deliveries, UPS, FedEx, things like that. And I think those trucks will be pulling over and stopping where they can.

So I don't know where maybe that kind of use can be accounted for in the design, whether it's side streets or if there is just enough space to maybe squeeze something in on that stretch. I don't remember what the slide was but I'm not sure what the loading looked like at that intersection at Columbia either. But just making sure that there's enough loading areas for businesses, but also not forgetting that residents need a loading as well. Thanks.

BROOKE MCKENNA: Thanks, Jason. Formaggio Kitchen, go ahead. You can unmute yourself.

PARTICIPANT: Hi. Thanks so much, Brooke. This is Julia. I just had two quick points. And the first one is obviously having the loading zone in front of Formaggio Kitchen is hugely important, but I want to make sure our drivers are educated in how to properly cross the bike path. So I don't know if there's any sort of materials that we can hand out to them so that they know kind of how to look, where to look.

I'm pretty familiar with them sometimes rushing by and I just worry with how high traffic of an area that is for bikers that I just wouldn't want any collisions, and just try to offset that before things get going. And then the other thing is just we have a lot of customers who are bike commuters, which is awesome and so I'm just wondering if the city has any plans to install some more bike racks, especially in front of local businesses. And that's all I've got.

BROOKE MCKENNA: All right.

PARTICIPANT: Thanks so much.

BROOKE MCKENNA: Great. Thanks, Julia. Chris, you're up next. Chris And you're going to be followed by Steve. Chris, you can go ahead and unmute yourself.

PARTICIPANT: Hi there. Thanks so much for doing this project. I was reflecting on this and chatting with a friend and we were wondering if this might be one of the most top used bike routes in America because it just is filled with more cyclists every time I'm out there. And I'm really glad to hear the neighbors who are making some sacrifices for sure on this project not question the support for whether this should happen and that's amazing.

And I want to kind of push this right back to them in a nice way and say, I would love for whatever we can do to make the parking and loading more flexible for them, too. I know you just mentioned potentially doing some stuff on side streets.

One thing that I think worked out really well near Porter Square previously was the idea of looking at what the adjacent business hours are and actually trying to give a little bit more parking on the side streets flexibility for those businesses but then give the residents much more flexibility on the Main Street during the overnight hours and whatever hours are not required for those businesses because I think that's really key to really make-- I noticed it was happening in Porter, for example, where people-- those would go to resident only at like 8 at night or something but they would be next to a business that's open until 11 at night, and that can be really detrimental to business.

So the other things I was going to ask about is, I know somebody was injured on a bike near Portland and I think it was near Portland-Broadway, between Broadway and Hampshire previously. And that is a really tight area already. I was wondering if there's any thought about how-- not allowing lefts and pushing people through that area between Main Street and I'm so bad at this.

But yes, kind of restricting traffic flow in that area will it add more on Portland potentially, and how do we accommodate that? The other things I was going to mention are the idea for flexible loading that Jason just mentioned. One Kendall has this really big loading dock, but I feel like it is very underused and it does have a really large area.

So I was wondering if, for example, if it's possible to work with the owner or developer there to try and define some spaces where Lyfts or Ubers or smaller delivery vehicles could move in there because I think that is a tight area right there. The last thing I was just going to say is the barriers, the concrete barriers and the new reflective barriers on Garden and Brattle, seem to be really less woven into by vehicles accidentally and also just less violated for double parking.

So if there's any opportunity to put those even closer together or maybe even making them more continuous, I do think it would make a difference in terms of adherence to the rules and keeping it safer for cyclists. Thank you so much for all your work.

BROOKE MCKENNA: Great. Thank you, Chris. Next up, I'm sorry, no heads up. Next step will be Amanda followed by Barry. Amanda, go ahead. You can unmute yourself.

PARTICIPANT: Hi. I am a resident of the project area. I live around here, so I-- first I want to thank you for this project and just urge you to get it done as soon as possible. I am a mother with a toddler. I biked the other day to Mount Auburn Street and it was so stressful until I got to Inman Square. Like I was just afraid for my family and I just-- really, it feels very constraining not to have this network near me yet.

So I just urge you to get it done as soon as possible and I thank you for all of your work. Thank you.

BROOKE MCKENNA: Thank you, Amanda. Next up is Barry. Barry, you're going to be followed by Bruce. And I would just-- we're at 7. We're just about 7:40 so we have two more people with their hands up. So once we go through these two folks, we're going to switch back to answering a couple of questions. But I do encourage you to raise your hand now if you do want to speak.

So definitely raise your hand by 7:45 if you want to have a chance to speak. But for now, Barry, go ahead and unmute yourself.

PARTICIPANT: I'm from the mysteriously narrow section of Hampshire Street and I would echo Jason's words about deliveries. There are probably six or seven deliveries of various sorts on my block every day and I think you need to take a non-absolutist position about occasionally having the bike lane slightly obstructed while a post office truck pulls over, otherwise you're going to have the travel lanes obstructed.

I don't know-- I don't know how you make this perfect and I think it's probably a mistake to try to make it perfect. I mean, I have mixed feelings about the no parking on my block. It probably makes it safer and easier for me to get out of my driveway, so that's nice. But it's a little daunting to think that nobody will ever be able to stop on those two blocks.

The other thing that I noticed was it was really good of you to provide some spaces for Advanced Auto. Not a body shop actually, by the way. But some of their customers get to them by taking that right turn at the intersection of Hampshire and Broadway. And if you try to sort that out as a detour, you've got a couple of miles to travel before you can do that.

And again, it seems like a rare movement. Very few people make that right turn. It's not clear to me that prohibiting it is all that big a win for anybody and it's sort of a major inconvenience for that one business, which is a valued business in the neighborhood. So I guess that's my two cents. I mean, all of this takes a lot of slack out of the system for emergency vehicles, for snow plowing.

Everything has to be running rather perfectly or it can really break down. I think you need to worry about the real world consequences of all of this. I'll stop. So hope it works. Thank you.

BROOKE MCKENNA: Thank you, Barry. Next up is Bruce. Bruce will be followed by Patrick Bruce, you can go ahead and unmute yourself.

PARTICIPANT: Thank you. Hi, everyone. Well I'm especially interested in this portion of the project because while it isn't-- I'm retired now so I don't follow that route five days a week the way I did for almost 30 years. It is a route I'm very familiar with. And in fact, it's not the most direct route from my house to where I used to work in Boston but the reason I picked it as part of how I got to work was because it, along with Beacon Street Somerville, were such fine roads to commute by bicycle on, just as they have been for many decades.

Well actually, Beacon Street is now kind of a mess because of the way Somerville built those bike lanes. They're very poorly designed, right down to having been made with a roughened surface that makes riding on them-- even if one chooses to do it-- fairly unpleasant. But I recognize that this can only be kind of an elegy for urban biking as it has been and that this is kind of an inexorable march of the separated lanes.

As you were forthright enough to acknowledge, the damage that is being done to the lives of folks in dealing with their cars and everything else, it just-- it's not going to slow this down. It's just going to happen. I do want to mention one real world thing that comes to mind from the-- off the last caller, and that is these-- with some recent snow, the berm, they're pretty good about trying to plow the lanes.

I will acknowledge that, although every time a business or resident shovels out their driveway or plows it, it's liable to get covered up again. But the city does seem to do a pretty assiduous job with that, so that's great. But then that berm of snow melts and freezes. So especially at night, you know, you've got ice getting formed there. It was better when you could just ride on in fully plowed, fully salted and treated roadways.

Last thing I just want to say is as Andreas Wolfe mentioned, the most dangerous part of biking in the city is at the intersections, the right hook and the left hook. And that big yellow L that's being shown as where the drivers are going to go, they aren't going to go there. They're going to cut the corner. And you know, woe betide the bicyclist who's riding along there because it's just a very dangerous spot to be in.

Anyhow, thanks for hearing me out. As I say, I know nothing of this is-- nothing but my bemoaning something that's happening, but so be it. Have a good night everyone.

BROOKE MCKENNA: Thanks, Bruce. Patrick, you're up. You can go ahead and unmute yourself and I'll just say that we're going to finish out with the folks who have their hands up now and then we'll go back to the questions before we wrap up for the night. Go ahead, Patrick.

PARTICIPANT: Hi, Brooke. Thanks for all your work on this and everyone else on the team. Two quick questions or comments. Moving vans for those two blocks on Hampshire Street where there's no parking on either side, what are the proposed accommodations to facilitate people moving in and around that area? That might be a challenge or an added expense if that requires full police details for the length of the move.

So any thought or comments on that would be appreciated. Additionally, it seems like it would be hard for anyone who would need a handicapped placard to move into that area because there's no option, essentially, for them to get a space in that area. Something that might be fleshed out at your meeting on Thursday. And then lastly, a quick question about some of the unrestricted parking up farther towards Fremont Street.

I think a more clear study of how many spaces are on that little section there specifically and how many are restricted versus unrestricted and what the use is like, because most likely a bunch of that use is coming from the city of Cambridge who's an employer of these people. You guys could probably figure out who's coming in and who's doing that.

So a little more thought there would be helpful if the city is essentially asking all of the residents of this area to retrain themselves and park farther away from their houses. Some of that burden should probably be passed on to the city of Cambridge and their employees as well. So if we could get more specific numbers as to how many unrestricted parking spaces exist in those two or three blocks specifically and you could have that for the next meeting, that would be really helpful. Thank you.

BROOKE MCKENNA: Great. Thank you, Patrick. Marcia, you're up next and you're going to be followed, finally, by Jamie. I'm sorry, Janie. Marcia, you can go ahead and unmute yourself.

PARTICIPANT: Hi. So I fall into some of the categories where I am a cyclist, a pedestrian, and a driver, a mother with multiple young children. So unfortunately, I often need to use the car. So parking in this neighborhood is challenging to begin with and I don't really see how we're going to absorb the loss of spaces. But as you said, that's up to the council to really address changing strategies there.

The part-- the part of the block of Hampshire Street where all parking is eliminated, which the gentleman just addressed with moving and stuff. I mean, my concern would be that what you're going to see is just vans pop in left and right. Is there a way that you can reduce the width of the sidewalk, as the sidewalk is quite wide on Hampshire Street. Definitely wider than Cambridge Street.

And reclaim some parking in that area. And then also, I know it was slightly addressed, the concrete barrier bike lanes like on Brattle Street for the two-way traffic. But I will say that the majority of the traffic goes directionally slowed into Boston in the morning towards Somerville in the afternoon. Maybe that, I feel like, could be addressed a little more, especially because every single day I see multiple cyclists hop into the car lane to pass people in the bike lane as is.

And then thirdly, just because this is a continuation through Somerville and Somerville has made some of it separated and some of it as it is now, like a bike lane on a shared road, has there been any look into how they came to those conclusions and those decisions as to why it did it that way since we are sort of just a continuation of that same lane. Thank you.

BROOKE MCKENNA: Great. Thank you, Marsha. Finally, we're going to have Janie. Janie, you can go ahead and unmute yourself.

PARTICIPANT: Hi. Glad to close this out.

BROOKE MCKENNA: Oh. I'm sorry, Janie. You're going to have to unmute yourself again. I hit the wrong button.

PARTICIPANT: Oh, sorry.

BROOKE MCKENNA: Sorry about that.

PARTICIPANT: No, that's OK. So I am a resident of North Cambridge and I bike this way often and shop in that area. I just wanted to-- and I didn't actually look at the plan. I was listening to this meeting mostly, but I will do that. I just wanted to thank you for this presentation and all your incredible work on it and sensitivity to everyone's needs.

I'm excited that it's a huge community resource for people of all ages to have a more bike-friendly street, bike safe street, and also the care that is being given to think about transit and bus stops. Hopefully-- I keep thinking about ways that the city can deal with some of these issues by de-incentivizing owning cars. This is kind of off the subject, but I'm looking forward to it getting addressed.

Giving incentives to people who don't use their cars, or use them very little, to actually get them up and hop on the bus and hop on their bikes or hop on bikeshare buses. So I'm thrilled to see provisions for buses and I'm hoping that they'll go more frequently on neighboring streets and these streets. So yeah. I just-- I'm loving to see and hear people feel more connected, whether it's biking with a toddler or biking as a senior or kids, hopefully, being able to safely bike to school or walk to school. So thank you, again, so much.

BROOKE MCKENNA: Great. Thank you, Janie. All right. We are going to switch over to answer some more questions. I will start with you, Cara, if you don't mind. Can you talk a little bit about bike racks and corrals?

CARA: Sure. So there is a couple of questions about providing bike racks and bike parking and corrals, and we are absolutely eager to hear from people about where they would like bike parking. And that can be done through this process. Maybe there'll be a place that people could identify that. But I would say there's also online. You can ask for bicycle parking, and I heard a couple of things already that I'll be taking back to people here about opportunities that we can look to add more bicycle parking.

So please give us your feedback about that and we will definitely make sure to look to where we can do that.

BROOKE MCKENNA: Great. Thanks, Cara. Andreas, can you talk us through-- someone had a question about are we considering switching between the North and South parking options? So can you just go back over the pick and choose aspect of the plan?

ANDREAS WOLFE: Yeah, sure. So as, you know, so this will be very clear, I think, in the online survey and everyone who's on the mailing list. And if you aren't, please be sure to sign up and you'll get a notification when that's available. But we are looking at where parking-- where parking is provided can vary. So there will be some sections where, based on what you tell us, we'll have it on the North side.

Somewhere, we'll have it on the South side. We do know we have to reduce the total number. We cannot put it on both sides. But if you see in the survey there's a section where, hey I like where this parking is here but I like it on the other side of the street there, you can tell us in the survey and you can let us know which ones you prefer. And then we're going to take those comments and come up with one, revised option that mixes and matches where that parking is provided.

And then even after we share that option if, say, we miss something and there was a section where we could have flipped it there or here or there's another kind of subtle change to the design, there'll still be time to kind of loop in those comments, too. So just let us know your general thoughts and we'll mash it all together. So--

BROOKE MCKENNA: OK. Thanks, Andreas. Let's ask another one. The question, can you restrict less onto Portland Street? I'm not exactly sure. Go ahead if you have thoughts on that.

ANDREAS WOLFE: Sure. So that could be from Hampshire or it could be from Broadway, but in terms of those lefts, we already-- we know that making a change to a traffic pattern can be a significant impact and so wherever-- on Portland Street, for example, we do have left turn lanes. We know that that is-- the safest way to make a left is to have a dedicated lane.

So right now we don't have any other turn restrictions planned and we do think kind of the left turns into Portland are functioning safely as they are right now. But as I said, we are doing some traffic analysis as part of the change at Hampshire and Broadway to make sure that whatever additional traffic that is onto Broadway and Portland is accommodated for.

BROOKE MCKENNA: Thanks. Another one for you. Can you talk a little bit about how we treat the treatments at the larger driveways, like at the gas station. How do we deal with those kind of points where we can't have separation?

ANDREAS WOLFE: Sure. So wherever there is a crossing of a driveway, we're going to mark the bicycle lane green. We did hear, I think, a comment suggesting when that section where there's a long stretch of driveway, making it slightly wider. I think we can look at that, see if there's a trade-off we can make on the other side of the street. But we do acknowledge that that large apron there is a challenge.

But given the unique operations of the gas station, we do have to accommodate some pretty large vehicles to that space so we're not allowed to take away their curb cut. We will though look to put flex post wherever we can, wherever there's a curb, and paint that area green to make the conflict clear.

BROOKE MCKENNA: Great. So we had a question about people moving in the blocks with no parking, and I think that that's something that we'll look at more closely and we've kind of dealt with that issue in other places around the city where there is not curb access, whether because of bike lanes or just because of a street that doesn't have parking and just has a travel lane adjacent to the curb.

So we'll work on a case by case basis to make sure that we can get people a spot-- a reasonable spot to move. And then there was also the question about can the street be widened to accommodate parking in the narrow blocks? And this project is really limited to-- putting aside whether we would really take from the sidewalk, this project is limited to quick build and quick build materials, which is which basically means we work within the existing curb lane and we and we don't incorporate any true construction elements like widening or changing the curb location.

So I think with that, we have hit on most of the questions. And if there is something that we didn't answer to your satisfaction or if you think of something else, you can always reach out to us. And as we mentioned a lot, hopefully tonight is just the start of gathering feedback on this project. So you can look out for-- make sure that you're on our project mailing list.

Look out for emails from us announcing when we make the recording and the slides available online, as well as when the survey goes live. And with that, we are exactly at 8:00 and I just want to thank everybody for coming and we look forward to meeting up with everybody again soon. All right, thanks a lot. Have a great night. Bye bye.