

Hampshire Street Safety Improvement Project

Design Options Feedback

Survey Results

About the Hampshire Street Safety Improvement Project

Hampshire Street is a busy corridor navigated daily by people, biking, walking, and driving. It's also a key piece in the City of Cambridge's plan for a safe, connected separated bicycle network.

Through the Hampshire Street Safety Improvement Project, the City will add separated bike lanes to Hampshire Street, creating a more comfortable biking connection between Inman Square and the Port/Kendall Square. This "quick-build" project will change the layout of the street with new pavement markings, signs, and flex posts.

The project area includes:

- Hampshire Street from Inman Square to Broadway
- One block of Broadway, from Hampshire Street to Portland Street

About This Survey

In March 2023, the City of Cambridge presented design options for adding separated bike lanes to Hampshire Street. To fit separated bike lanes within the existing curb lines, we will have to remove parking from one side of Hampshire Street. Because parking can switch from one side of the street to the other, the survey focused on where to maintain parking and what types of parking and loading spaces to retain.

The survey was open from March 2023 to May 2023.

545
Total Responses

54%
Completed Entire Survey

91
Joined Project Email List

What We Did With These Survey Results

Using this feedback, we put together a new, continuous design for the street.

This design was informed by survey results, feedback we heard at community meetings and open houses, and emails and phone calls from residents and business-owners.

The updated draft design was posted to the Hampshire Street Safety Improvement Project webpage in June 2023. Visit www.cambridgema.gov/HampshireStSafety.

For many of the areas where we had two options, we looked at people's preferences and the reasons they made those choices. We made adjustments to the designs to accommodate feedback, including changing parking types, coming up with new parking/bike lane configurations, and doing our best to address your concerns. Learn more about those changes by reviewing the Third Community Meeting information on the project webpage.

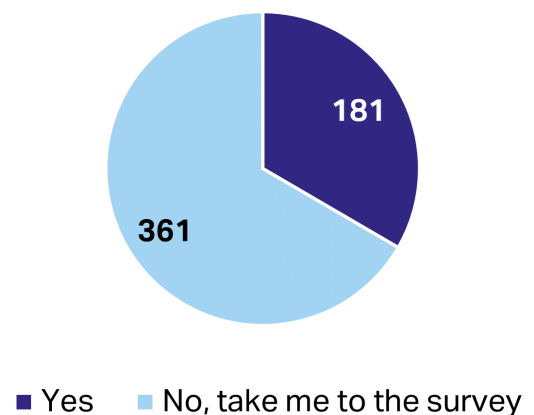
Following the Third Community Meeting, we will solicit feedback on the June draft design and make further changes. We plan to install the project in late summer 2023.

Survey Question Results

See Appendix for full survey.

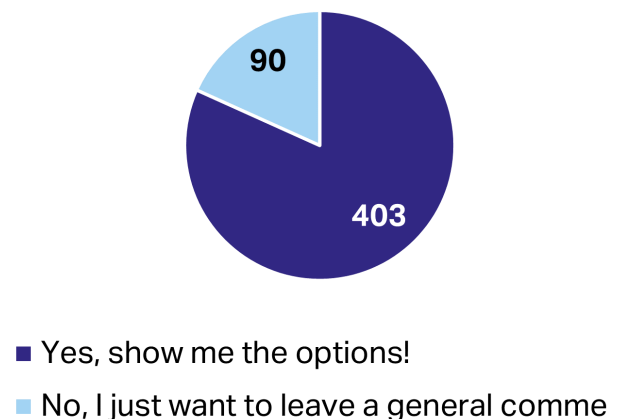
Q1. Would you like to read more background about this project?

- Yes:
181 responses (33.39%)
- No, take me to the survey:
361 responses (66.61%)



Q2. Do you want to provide block-by-block comments?

- Yes, show me the options!
403 responses (81.74%)
- No, I just want to leave a general comment
90 responses (18.26%)



Q3. Bus Stops

Do the proposed bus stop relocations make sense? Will it improve your experience riding the bus? Did we miss something?

Answered: 216

Skipped: 329

Good.

This change would not affect me, as I use the Cardinal Medeiros stops.

Yes

NO. Buses can carry able-bodied and non-able-bodied Cantabridgians. Bike lanes can only carry able-bodied people, who have nothing to carry/haul, and have no responsibilities to transport anyone other than themselves - and only get used when the weather is perfect (a MINORITY of the time). NO do not decrease the number of bus stops - the least-abled of us should not have to go further to get on transportation.

Don't use bus

I think this is a poor decision as many people taking the 85 are elder/disabled living in nearby affordable housing. A greater distance between stops might not make a difference to a person who is younger or lacks physical disabilities, but for many even an extra few yards means the difference between leaving their house or staying home.

These changes make sense to me, but I do not use these lines often.

I think we don't consider the people who HAVE to take the bus for work and who have lower incomes and don't have time for these surveys. We should be sitting at the bus stops and talking to people instead of expecting them to take this survey

relocations should not happen

I don't think you should remove the Hampshire and Plymouth Street stop! My family uses this stop and it is very convenient for us and I don't approve of moving it.

Ok

Your list of benefits makes an assumption about faster and more reliable bus trips. There is no factual evidence to your statement, since there are other factors that cause bus delays. Your elimination of service at select stops of your choosing will impact riders.

Not a fan. The purpose of more stops is to reduce travel time for the riders.

No opinion

The relocated new bus stops are too close to the existing bus stops

Do not change it

It looks okay ðŸ’

Consider how many elderly or disabled residents live near the cancelled busstops

If you keep removing bus stops and parking spaces that seems to cause problems for everyone except the bikers

Fine - But there should be a place for cars to pull over for emergency vehicles along this route.

Makes sense

If it includes access for disability riders it sounds appropriate

As long as it does not impact street parking I am indifferent to this change.

You need an inbound stop between Columbia and a Windsor. There isn't any posted on the map. That serves a huge walking area to get to Green and Orange Lines. It also means no bus near 2 low income housing complexes.

don't care for them. You are impacting a number of people

Great idea

Okay

This will potentially discriminate against Cambridge residents with a mobility or physical disability from using public transit. You claim few people use some of the stops. I would invite you to ascertain who these people are and whether they have special needs.

Should keep stops

I don't like it. As if it isn't hard enough to take public transit in this town. And what do you mean fewer barriers to boarding and exiting?

Now you are making harder for people to get to bus stops

You just keep trying to put more local business' out of business. Disgraceful City Council.

NO you have removed too many stops

Continuing to remove bus stops makes it harder for residents to effectively use these bus stops. If you take a look at the residents in this area, there's a lot of older folks who, if they have few bus stops, will make it harder for them to use public transportation especially in the winter.

Consolidating stops makes a lot of sense. It's important to make the stops as comfortable

and functional as possible - access for people with limited mobility, shelters and seating for people while waiting, route and bus arrival info

Yes, 8 stops seems excessive in this short area and I trust you to decide the best locations for them

I like this plan--especially moving the bus stop on the outbound side for the CT2 at Cardinal Medeiros.

seems good

How much extra walking is involved? Mobility impaired persons need to understand implications

Makes sense. Simplifies, and more efficient.

Seems fine

I bike, don't take buses often, listen to the riders!

this makes sense

in favor

It looks workable, but I would be interested in what riders of these routes who use the 8 stops think.

I would generally be walking or cycling here, but the new bus options look good to me

This is really an issue for the mobility impaired. If the usage is low, then probably OK

"Should improve riding experience for the broader ridership by reducing required stops.

BUT, more important than this is removing bike/bus conflicts. We cannot pit bus drivers/passengers against cyclists by removing bike protection for every bus stop. If needed we should figure out a way to do quick-build floating bus stops. Mass Ave between Harvard and Central is an example of where we do this very poorly and cyclists and buses have frequent run-ins."

Ok

This is a great step. Please work with the T to get more service, especially on weekends.

It sounds better!

Ok

Looks good

I think it's great, especially if they add shelters.

makes sense! and will speed up bus.

I don't take the bus there, so I have no objections.

Feels very reasonable

I think this makes sense, but I do not take the bus here often

I prefer more bus stops than fewer, as long as bus stops do not interfere with protected bike lanes. In this case, unless Hampshire St. were to become 1-way for cars or car-free, I think that bus traffic would interfere with bus lanes, so I'm okay with reducing the number of bus stops in favor of longer protected and wider bike lanes.

These relocations are quite reasonable.

I think this makes a lot of sense, I like it.

That's fine with me

I do not take these bus lines, so I have not comment.

Looks good

Modifying stops to optimize bus routes sounds good to me!

think it is good. in the design please consider to reduce the conflict points with bikes

With the general public returning back to work the Spring of 2023 - could we please review adding one more Bus stop in the area.

seems quite reasonable

Looks good. I use these stops, and there are too many of them.

Location of in bus stop towards Kendall (on Hampshire and Carinal Medeiros across Smoke shop) makes no sense. Should be move up more north

Sounds good to me! The stops are close together anyways

This makes sense to me!

It seems like a much better utilization of the space--fewer, better stops are much more useful for riders.

This make a lot of sense.

I agree. Bus stops are too closed to each other now.

Removing clark+hampshire doesn't leave many good alternatives. But I don't take this line often.

Fine

Great, the busses never yield to bikes and have presented the most danger to me.

This seems reasonable.

looks great!

I don't use the bus, so this sounds okay.

These stops are definitely too close together, it's not a far walk and will make the bus faster!

it would help make the case if you had comparative numbers for boardings at the retained stops, versus the removed stops.

This relocation really would not affect me so it's difficult to have an opinion on it

Good

I think this seems like a good idea, fewer stops is okay for me. It would decrease dwell times and help simplify bus travel for the uninitiated

Makes sense, also less bus stops speeds up the routes overall

When I take the 85 I do not get on or off on hampshire st.

I use both of these stops for the CT2 and agree with the proposed changes.

This makes sense to me. I take this bus and while it is very useful, the stops are too close together. I also bike along this route, so its hard to follow a bus making frequent stops

I do not take the bus in this area, but seems to be an acceptable consolidation of stops

I am in favor of this, but I do not live in that area.

Yes

Putting a bus stop on the north side of Hampshire right at the Portland St intersection seems like a bad idea. It's a busy intersection and many drivers turn left onto Hampshire there. Move the stop down 50 yds so the buses stop clear of the intersection and have space to move out of the street.

Great, go ahead. We need more reliable and more frequent bus services.

Fine by me

agree with this approach

Ok

I'm ok with it

Last resort should be bus stops at intersection of Cardinal Medeiros/portland/ Hampshire - traffic already builds up here and new construction here has reduced visibility. Should avoid adding additional hazards

I think this can work, but I don't think it helps "riders of all abilities" since walking greater distances for the elderly or anyone with trouble walking is more difficult.

Bus stop consolidation is good!

Seems good

additional bus stops

good

I very rarely see people use the stops being considered for removal so that makes sense to me.

No opinion because I never take either of these bus routes (but I have a disability so it is often important to me to have stops that are fairly close together, to limit how much walking I need to do!)

If there are really only a few people getting on and off at the proposed stops to be removed - how many is a few, and can we ask them? This is historically a less wealthy part of the city and we could be placing a burden on people who don't have the time or ability to fully comment on this project

makes sense

agree

Having fewer, higher quality bus stops makes sense to me.

Makes sense

More reliability is better, but traffic causes a lot of issues with reliability and more bus lanes can help. I know this isn't possible for this project, but I know busses are sometimes not reliable so I generally will walk which can be faster than waiting

yes

I don't take these buses so no personal impact.

Looks right.

Excelent

Makes sense, though I don't ride these bus lines

Yes, consolidating into fewer, more accessible stops is great

Excellent

makes sense

Mostly OK, but why no inbound CT2 stop near Columbia St.? And what happens if/when the MBTA Better Bus scheme replaces CT2 with 85?

Seems reasonable to me

Support

makes sense

sounds good to me!

No strong opinion. Reducing number of stops may have negative effect on ridership but excessive number stops slows the overall service down. So long as the space between stops does not exceed 5 minutes walking time, I think it's not a huge issue to reduce them.

Strongly in favor as a regular rider of both buses. I also think the City should ask the MBTA to route them onto Columbia St in both directions, removing Windsor St from the routes. This will improve route legibility and reduce the delays caused by having to turn left onto Cambridge St from Webster Ave.

I don't ride buses daily on Hampshire St, but overall this proposal makes sense to me. One question - I know the idea is to place bus stops on the far side of the intersection to allow better traffic flow and have people cross behind the bus instead of in front. Is there a reason this concept wasn't applied for the new proposed stop at Hampshire and Union?

No comment

This makes sense to me because it would streamline auto traffic and make the bus stops more functional.

I am in favor of the proposed changes. Anything that speeds transit through this area is welcomed. We also need more bus frequency! I am in favor of the new Portland st stop location because there are always conflicts with loading trucks in front of One Kendall Square.

I love this proposal. Fewer stops is great for bus riders and curb use. More bus service is

needed, though. And weekend service should be introduced.

Seems like a good idea

Seems reasonable

I am in favor of reducing the number of stops as this will increase transit speeds and reliability through this area. There should be more bus service! I am in favor of relocating the Portland St. bus stop since there are always delivery and loading vehicles conflicting with the bus stop at One Kendall Square.

This makes sense! There are too many stops on MBTA buses. We need to work to make bus speed competitive with driving.

This seems appropriate and will most likely speed up travel times on these routes.

a bus stop on hampshire between columbia and windsor should not be removed....best to have on main street for elderly/disabled customers

I don't take any of these buses, but properly spaced bus stops sound great!

This sounds better for bus passengers and drivers. As a cyclist I avoid that area now to avoid the bus loading zones (during rush hour).

Increasing bus frequency is important to increase ridership.

Makes sense to me!

YES. The current stops are sooooo close together. Far prefer this proposal

This makes sense to me, although I only have ridden the CT2 and not the 85.

Ensure this is being done with a view of the broader changes to the bus network being reviewed by the MBTA.

That makes sense to me, especially given the data showing few people use the stops.

Makes sense to me as long as this brings the street in line with best practice from the T for bus stop spacing

This won't affect me since I long ago gave up on trying to take the 85: it gets stuck in traffic elsewhere on the route. But it sounds like a good idea!

These changes seem ok to me, although it would be nice to have a second stop on the yellow side of the street on hampshire st like there was before, potentially further up than where it was originally though.

I approve

I think it's great if it's just a few riders who are getting on and off at those stops. It is a lot of stops for the distance, and the bus is not frequent enough to warrant so much infrastructure at the expense of cycling/efficiency for those on it already.

I think it's great! Having fewer bus stops that are better makes more sense than having more terrible bus stops (as they are right now).

n/a - I don't take these buses.

makes sense to me

Overall having fewer and better provisioned bus stops will speed the buses along and help make them more frequent for the same price. This is an obvious win and the city should be doing as much as possible to sabotage the MBTA as little as possible. It's an obvious win. The future locations are still close together by international standards.

makes sense

Building new more accessible stops is a good idea and consolidation of stops will speed up service

seems like too far of a walk between stops. maybe not used as much now because the bus service level is not high enough.

Good idea.

Sound good - I never use those stops

Seems reasonable to me. Please make sure the new locations are marked with adequate signage and ideally, benches (covered preferred).

I think this is reasonable.

Smart idea to streamline the bus stops

I don't use the bus. I feel like you need to ask riders.

seems fine, especially if the new stops also have better shelters and seating

Ok, but would prefer to have the stop remain at the corner of Hampshire and Columbia and not relocate

I think it's a great idea to rationalize and consolidate bus stops

support

Excellent!

I like it

No comment

N/A don't take that bus

Yes this is great. I've read that in Europe bus stops tend to be about 400m apart. In the US we have too many bus stops and that slows down the bus.

N/a

Great!

This makes sense. The previous stops were too close together, and the new ones will be more accessible.

I do not ride these buses, but these improvements make sense to me.

Not opposed to the idea of removing/relocating bus stops in general, but the current plan changes a lot; you've stated that the changes only affect a few riders, but has the city determined whether the changes disproportionately impact elderly or disabled riders?

I think this is better. Less stops, less congestion

I think that is a good idea!

Sounds good.

Getting rid of year round transit for bike lanes that will only be used by a small population in the winter is a bad idea

Dont

Like it. Definitely don't like it as a rider when stops are too close together.

how much farther will the few people who use these spots need to walk to catch the bus?

I am ok with removing some bus stops as proposed.

Not an issue for me.

This seems fair. The new stops seem pretty close to the old locations and we're not losing stops.

That seems extremely reasonable, although I always worry that reducing density of stops trivializes challenges that those with limited mobility face.

I sometimes take the CT-2 to/from Longwood as part of my commute, I think that consolidating the stops for the 85 makes sense as a part of this project if that works for the usual riders of the route as well.

seems reasonable

excellent idea. make the handicapped go farther to a stop

"I only occasionally take the 83 (which may not exist soon?)

If you think this will be make buses faster and more accessible that seems great"

I support it in general. The image is a bit confusing though, the bus stop which would be removed northeast corner of Cardinal Medeiros Ave is not marked. Also unclear if the bus stop between Windsor and Columbia would be added in the east or west direction

Fine, as long as bus stops include a turnout which doesn't allow them to block traffic while loading/unloading.

Looks good.

I don't take these busses so don't have an opinion on these (as they affect others more than me).

Discriminatory towards handicapped, elderly, and people of limited mobility in favor of healthy people who can ride bikes. Don't you care about anything except bikers?

Seems like a great idea!

This makes sense to me consolidation of stops seems good. Want to make sure the buses are easily able to get back into traffic without too much trouble.

I like the idea. The vast majority riders of the CT2 and 85 likely have destinations further towards Somerville than where these stops are, so the consolidation makes sense to me.

This makes a lot of sense to me. I think the remaining stops are still close together, and the fact that they'd be improved stops sounds great.

No opinion. I don't ride this bus.

I like the relocation

Makes sense to me but I don't take the bus along this corridor so take that with a grain of salt

This change makes sense!

Makes sense!

I don't take these lines often. So not much input here!

That seems to make sense, I do notice a lot of empty buses during the day, any improvement could increase usage.

I am concerned that cars headed outbound on Hampshire and turning onto Webster will have poorer visibility when going around the bus. The intersection of Webster should have improved daylighting for pedestrians crossing Webster.

I like it

Seems fine. Looks like there were too many bus stops on Hampshire to begin with. I hope the remaining ones have the bike lane go behind the bus stop, so bus speed and reliability isn't reduced.

"The Hampshire and Union crossing already lost trees recently. Further damaging the tree cover by placing the bus stop at that intersection will be disruptive and unpleasant.

The bus stop at Hampshire and Columbia is very convenient and shouldn't move."

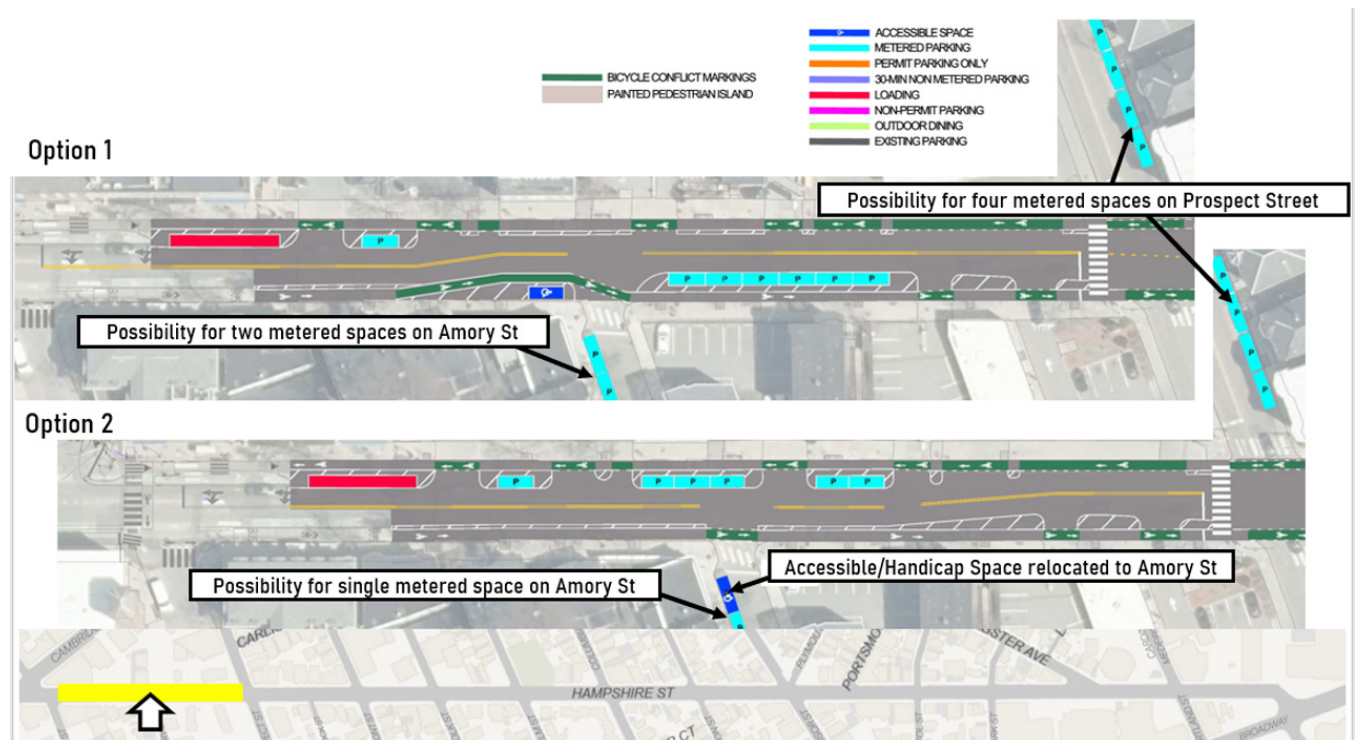
I don't take the bus much so sounds good to me!

looks fine

Q4. Inman Street to Prospect Street Which design do you prefer?

Answered: 266

Skipped: 279



Option 1: Loading and metered parking is split between the north and south sides of the street.

Option 2: Loading and metered parking is on the north side of the street.

I strongly prefer Option 1	I slightly prefer Option 1	I have no preference	I slightly prefer Option 2	I strongly prefer Option 2	Not applicable to me / No comment
11.28%	9.02%	10.53%	20.68%	46.24%	2.26%
30	24	28	55	123	6

Q5. Inman Street to Prospect Street

Why? Do you have any other comments on this section?

Answered: 189

Skipped: 356

I like Option 2 because it creates more consistency for the bike lane. However, Option 1 does seem like it might car driving speeds down overall, which is an advantage.

Please stop this nonsense. You are killing business, making roads less safe for bikers, and becoming a city that drivers hate.

I PREFER NEITHER. It is neither equitable nor is it safe to put in raised bike lanes instead of parking. It's not safe because there is nowhere to pull over to let ambulances and firetrucks through - bike lanes are not more important than emergency access. Secondly, it's not equitable. Mothers, elderly, people who work with tools need parking. At the most, the bike lanes get used in one direction for people commuting from Somerville, by able-bodied knowledge workers. NOPE, neither of the options above are acceptable - unless you're a perfectly-abled man with only a laptop.

one lane distributed fairly

It would be helpful to know which businesses are marked "business." The need for cars in front of a hardware store or a pharmacy is much greater than outside a coffee shop. Similarly, displaced people (who need a car to travel in the suburbs and gateway cities they were displaced to) who have family in Cambridge need a personal car or Uber/Lyft to visit. So, we need to think about what the businesses are and who they serve when allocating parking if we are looking at planning through an equity lens. We also need to know if crosswalks will be added because the distance from relocated/reduced parking appears significant from crosswalks.

Option 1 seems better to me since it keeps the bike lane heading toward Inman Street very visible. There are a lot of driveways for cars to turn into/out of on that side of the street,

so better visibility should be safer. I also like that it gives plenty of room for the accessible parking space and streamlines one continuous stretch of parking heading toward Prospect, instead of breaking up the parking into small chunks like in Option 2.

Regardless of option you need to have disabled parking spaces on both sides of the street. Expecting people with mobility issues to cross Hampshire is just making it more difficult for a group that is already marginalized in this process

i really don't like either one. why do we need to loose parking.

I don't agree with EITHER of these designs. You are taking away too much residential parking and making it harder for people who LIVE in this area to access their car.

Because all of your designs impact accessibility for non-car owners to offload passengers (elderly, wheel chair users), this proposal - while completely inappropriate - seems to allows access at intervals.

You are making this already small street smaller. You are not taking into consideration emergency vehicles. There is no room.

Concerned about motorist conflicts with parking-separate bike lanes and many driveways. Visibility is limited. As both a cyclist and motorist, would prefer a buffered bike lane, with parking at the curb.

"Not enough parking spaces or disability parking space near business
Better to stay consistent on one side of the street for parking "

Where are delivery zones for businesses on this block? Will S&S open extra parking lot

But there should be a place for cars to pull over for emergency vehicles along this route. Option 1 balances the need for cars to be able to park depending on which direction they are coming from. You should allow resident parking on the side streets. As residents we should have have FREE parking. We pay taxes to the city and pay to have resident stickers on our cars.

Which option will be more easily and reliably plowed in the winter? I am assuming option 2.

The city needs to protect/expand and preserve street and residential parking. I am indifferent between these two options but prefer the option that maximizes total spaces available in neighborhood.

I don't want either of them. But option 1 has more parking. The less parking you have on the main streets, the less parking there is on the side streets. I know a handful of people who ride a bike, and not daily. I'm tired of people on this city who come and go every 5 years deciding what's good for the people who have lived here their whole lives.

How are these small businesses supposed to stay open?

once again the city states we don't care about handicapped people, if they did they wouldn't move their parking to a more remote location from where it is today. Enough with this

Cross streets hit Hampshire on an angle. Drivers need to be extra vigilant before making a right turn to yield for bicyclists and pedestrians. Option 1 has a very complicated set of angles that could lead to a very dangerous situation at the cross street.

So you don't care about Cambridge resident on Amory Street?

I prefer having the lanes on the street to remain straight for visibility issues. Cambridge Street in the area around Prescott St, doesn't give a clear view down the street for the bends in the lanes.

You are just hurting businesses and making it impossible who do need to drive to work. Double commuter time and causing more pollution

I prefer Option 2 IF we can improve the location of the disability parking space. It's safer for people biking to have a consistent lane and to avoid having vehicles drive across it. However, Amory St is one-way, can't be entered from Hampshire St. This will make the disability parking space difficult to find and access.

I prefer the more consistent lane and parking treatment in option 2. It is definitely safer than the southbound bump-out in option 1

seems to me this way gives the option for loading/unloading to vehicles going either direction. option 2 would potentially lead to cars making risky U-turns so they can load/unload. \$0.02

There should be NO metered parking. All parking should be for residents or Cambridge permit.

straighter bike path on option 2.

Option 2 seems safer for cyclists.

more parking dpots y 1

while option 2 is preferred, as shown there are still several major issues with the plan as shown.

"I think there are existing use reasons to swap sides of the street. For Inman to Prospect, I really like Option 1.

Also, the alternating sides creates chicanes that can help slow traffic at least to some degree."

Both are poor choices. There is not enough loading space. There is no left turn lane to prospect street. The right turn on prospect street is a major hazard. I can see the tuning 83 bus taking out bikers. This has to be a shared turn lane/bike lane.

Removing cycling protection for car parking (even handicapped parking) is absolutely, 100% a non-starter. Drivers of handicapped vehicles still cut off cyclists and open doors into them just like all other drivers. And as we know, cars will park anywhere. If we remove protection, cars will idle/park in the bike lane and non-handicapped cars will park in the handicapped spot. I would support modifying option 1 to move handicapped parking to the other side of the bike lane. But we CANNOT remove protection while simultaneously forcing cyclists into the street. Cars do not respect painted lines. We know this. Please, please, please do not pick option 1. It defeats the entire purpose of the project.

Option 2 is much cleaner and better design.

Option 2 loses the train calming chicane which is a downside but avoiding the unprotected cyclist bumpout around the accessible parking is probably a net win.

seems fairer to businesses to have parking on both sides of the street

Visibility for turning from Amory Street would be reduced in Option 1, especially when the accessible space is occupied.

Much safer for cyclists to have more continuous protected bike lanes

The more you can do to keep me and my bike from being "doored" by the people in the parked cars the better.

Bicycles going in a straight line is safer

Parking seems better for 2

I generally prefer straight bike lanes offered in option 2; however, with the number of driveways on the north side of the street on this block, option 1 may be safer for cyclists as they will not be blocked from view by parked cars.

Option 2 appears to be the more optimized design layout. Option 1 makes the parking arrangement scattered around the street and requires people using bikes to ride in a non-streamlined route around the handicap spot. Option 2 is my preferred option due to the streamlined and optimized design of it.

Option 1 bike lane curves towards the road, and accessible/disability spot is on the main road. Option 2 has the bike lane more secured from main roads, and the accessible/disability space is also at a safer spot.

"less conflicts between cars and bikers, reducing exposure to cars of option 1 close to the accessible parking space
+ straight bike lane, makes it easier to bike"

current design with the gas station at the corner of Hampshire and Prospect is very dangerous for cyclists with cars making quick right turns into the gas station. Please put up signage for cars to yield to cyclists.

better separation between cars and bikes, design better prioritizes bike traffic

"The parking on the south side of the street is nice protection for the bike lane heading towards the right turn onto Prospect.

Also, parking on the north side could lead to poor visibility for turns into and out of the parking lots there."

Option 2 seems safer. I know it's a disabled spot, but I feel like folks will idle around the disabled spot and stop their cars, blocking the bike lane. Much as they do around the rindge and latin school

Maintenance of more parking spots

Routing the bike lane out into traffic around a parking spot puts cyclists at risk from cars crossing the bike lane to and from the parking spot. It also loses the buffer space between the bikes and cars that makes the lane feel safer, especially to newer cyclists. Not having the barrier will also almost certainly mean uber and lyft drivers will park in the bike lane and/or the area surrounding the handicapped parking spot blocking cyclists and forcing them out into traffic or onto the sidewalk since it will be an open area they can get into.

Avoids the bike line curving around a parking space and puts cars all on one side

Straightening out the eastbound bike line seems good. How strong of a requirement is it for accessible parking to be curbside? I've seen floating accessible spaces elsewhere.

Less weaving for the bike lane is nicer. It will also reduce the places where drivers looking to park will conflict with bicyclists.

Straight bike lanes always feel safer and more comfortable to me than zigzagging, especially in the dark / bad weather when it's harder to see lines on the road.

Minimizing crossing across the bike lane is preferred for all parking types. Disability parking spot looks like a prime place for people to pull over and block while idling (even if they don't need the spot).

1 is less safe, that curve out into traffic is a point of likely conflict. And Hampshire has a lot of people biking on it, safety on this street is really important.

Straight lines are better, can imagine a second car trying to squeeze in behind the handicap spot in option 1 blocking the lane

Easier to navigate in a car or on a bike.

Prefer straight bike lanes. Cars otherwise cut across them.

more parking spaces

Option 1 makes it hard for traffic on Amory St. to see cyclists around the parked car.

"Option 2 looks safer to me because it minimizes required directional changes for both motor vehicles and bicycles
"

Minimize the amount of bike lane back and forth weaving

Option two maintains separation between bikes and cars. This makes me feel much more comfortable biking. Maybe have a sign somewhere to indicate where the accessible spot is

Straighter travel lanes for cars

I ride a bike on this street. Straighter bike lanes are better. Also, a straight bike line at the intersection with Amory St. seems more predictable for a car turning from Amory onto Hampshire.

Don't move handicapped spaces. Keep them where they are, plus add at the other location.

Keeping the bike lanes consistent and not swerving is nice, but it seems important to have an accessible parking spot in. Hampshire

I prefer option 2. The location of the accessible parking spot in option one seems like it could obscure cyclists and cars from drivers turning from Amory street onto Hampshire, reducing visibility.

Easier to bike in straight lines.

Option 1 gives very dangerous spot for cyclists around disability parking. As street paint gets worn down, cars will miss bike lane and go straight through it.

"1. I really appreciate that parking is being used as a barrier between bikes and traffic. So much safer

2. In option 1, it doesn't make sense to jog the bike lane and traffic around 1 ADA parking space. Bikers will go straight through when there is not car parked. Also in terms of loading for the car - the user may feel more comfortable on the side street"

I prefer option 2 because it keeps the bike lane tight to the curb throughout the section. Option 1 has an awkward diversion around the accessible parking space. There is a similar feature on the northbound side of Mass ave south of Beech street, and it is pretty uncomfortable to bike through.

Constantly swerving bike lanes cause confusion

As a biker, having less moving across lanes and confusion for drivers, makes it safer for bikers

I don't like either. Metered spaces should not be going on either Amory street or Inman,

parking for residents on those streets is hard enough.

Better safety for bicycles

Makes sense to have parking split on both sides so that can park regardless of direction of approach

Having spaces on both sides requires the lanes to shift. This is dangerous at night and in the rain, etc. No one knows where the lane is. I have seen cars crash into parked cars not knowing they were parked.

There needs to be parking ability from both directions

How many spaces were available for customers were there 3 years ago, how many now, how many with these proposals. I no longer shop there because of parking difficulties and restrictive traffic movement restrictions.

Less maneuvering required for cyclists

The handicap space in option 1 reminds me of what was recently done north of Porter Square on Mass Ave. I frequently bike through that area and often find non-handicapped drivers half-parked between the handicap parking spot and the bike lane. Keeping things more straightforward with parking together on one side would make for a smoother experience for all road users.

bike path is straight with option 2

Disability parking should remain on the main street

But you need accessible parking on both sides of the street. We need to remember that it is a burden for a disabled person to cross the street sometimes.

should have the maximum number of parking spaces

"Option 1 has too many curves for bikes. It's best for lanes to be a straight shot.

I worry about drivers doing a rolling stop through at the end of Amory street while cyclists are trying to merge diagonally from close to the general traffic lane to close to the curb."

I prefer whichever option 1) provides more metered spaces for businesses, while 2) doesn't take away residential spots. Bike lanes are ruining small business traffic.

The bump out for the accessible space is ok only if there are barriers so that cars cannot encroach into the bike lane so that they do not need to slow down. Otherwise it is unsafe for cyclists

I ride my bike a lot on this stretch of Hampshire. The split parking option is more dangerous.

As a cyclist, I find it a lot safer when the parking/driving lanes are more predictable. Cars seem to suddenly swerve more when there are more bends and lane changes.

"In option 1, the unprotected section of the bike lane is when the cars needs to shift. They will speed through this making it dangerous to cyclists.

In option 2, the unprotected section is after an intersection so hopefully cars will be slowed (after the light)"

straighter path for cyclists

Option 1 accessible space is very awkward.

Cars/ busses are known to not obey bike lane demarcations and as a daily cyclist into CAM I see that this especially when lane shifts occur. Option 1 going East has a bike and car lane shift before Amory which would create one of those dangerous situations where cars/ busses will drive partially overlapping with the bike lane. Option 2 had cleaner/ more straight bike/ care lanes with less shifts and is thus strongly preferred

Option 2 minimizes idling space for vehicles. I can easily see cars taking advantage of the open space near the handicap spot to idle. Minimizing the amount on times a car can cross the bike lane is a priority and option 2 keeps bikes against the curb the entire route.

the simpler any one design, the safer it'll be (even if that's only in one direction)

I think keeping the bicycle lanes as straight and predictable as possible is a strong positive for both riders and drivers. Option 1 requires bikes to basically swerve into the street to avoid the accessible spot, where inattentive drivers (Glued to their GD phones) might not see them. Relocating the spot to a lower-volume side street seems to me to be like a great option for everyone.

Option 1 is more dangerous for cyclists with the disability parking spot where it is located. I often see people without the necessary permit use accessible/disability parking spots so keeping it off the main road is best otherwise cyclists will be endangered.

Please pursue driveway consolidation as part of this project! They're super dangerous for me when riding my bike, especially in PBLs where there's no room to swerve. The gas station and 7 eleven by Prospect St create so many dangerous vehicle movements—would love to see the gas station gone and the 7/11 parking lot repurposed.

Option 1 has the opportunity for more parking spaces overall, plus you at least have some chance of getting parking going both directions (don't need to turn around to park if you're coming from the opposite direction). I do not require accessible parking, so I don't know if the side street spot is preferred or less desirable. If the side street accessible parking space works for those that need it, it might be a nice compromise to take option 1 but switch out one space on Amory for an accessible space so that the protected bike lane remains uninterrupted.

Option 1 removes the protected bike lane at the accessible parking space, and creates a

potential conflict for bicycles

Safer for bikes

Will centralize parking spots and reduce potential congestion points

"I much prefer Option 2 because it relocates the disability parking space to Amory St. The alternative in Option 1 to have a chicane where the bike lane and car lane curve around the disability parking space I think would create conflict between cars and bikes. (If I'm understanding right that there would be no protection for the bike lane at that spot, only green paint.) Cars are likely to enter the bike lane at the chicane.

I have no opinion on the location of the metered spaces, those could be either on the north or south side in my opinion."

The accessible parking space location require the bike lane to move back towards the car lanes which could cause conflicts with fast moving traffic and drivers that aren't paying attention. I prefer the bike kane to remain protected as much as possible

Option is best because it does not introduce a chicane for bike riders and has the ADA space off the main road, which is safer.

In option 2 bike and car lanes stay straight westbound before Amory Street instead of bike lane entering path of cars that possibly don't turn to follow the lane

For option 1, cars don't handle curves (chicanes) well and they will enter the bike lane to keep distance from cars on the opposite side. Also, trucks handle chicanes like that even worse than cars and bikes traveling in the bike lane may very well end up getting hit.

Cycling around the accessible parking space will be very dangerous with fast moving traffic.

Option 2 is much better because it allows the bike lanes to remain fully protected, and doesn't force to make cyclists to make awkward turns around the ADA space. Cambridge would never ask drivers to make such an awkward remover-- it would provoke outrage. The City should not ask cyclists to move in such an awkward and inconvenient manner either.

I bike this route almost weekday and I would much rather keep the bike lane against the sidewalk curb and not have to go around a HC space as those vehicles tend to be larger than normal cars.

removing parking on one side just is simpler and makes more sense for folks trying to orient themselves

Option 2 is much safer for cyclists. The bump out around the accessible parking spot feels quite unsafe, the ones on Massachusetts Ave are rather awkward to navigate on my Urban Arrow Family cargo bike.

Less wiggly bike lanes are easier for all users to predict, thus safer.

The accessible parking space forces people on bikes out toward traffic in Option 1. Much prefer the continuous separation in Option 2.

1 seems like it's asking for drivers to run through empty parking spaces and into the bike lane

The bend in the lanes in Option 1 will lead some motorists to cut through the bicycle lane, which presents a hazard to cyclists.

Less bicycle swerving

Parking on both sides of the street could prevent people from making u-turns to get spots?

Option 2 has a straighter bike lane, which is better!

I'm a little worried that routing the bike lane around the accessible space on the south side will leave a gap in the protection of the bike lane and that cars (without disability placards) will take advantage of that to park in ways that obstruct the lane. But if this is needed for accessibility, understandable.

It seems like the accessible spot in option 2 is better positioned both for bikers and for folks using the spot since it's more tucked away from the main traffic without gaining significant distance. Also keeping all the parking on the other side of the road means there are fewer places for bikes to need to swerve.

invariably cars take up space closest to the curb for loading, and if they see a usually empty accessible spot they will ignore it

This will be much safer for pedestrians and bicyclists. You only have to be worried about getting doored (bikers) or getting turn-flattened (pedestrians) on one side of the street.

I do not think bikers should be going around a Handicap Parking spot so close to the car lane. Also, I have better vision of bikers and pedestrians while driving when the road is straight.

straighter lines, better lines of sight. Morning (inbound) commutes tend to denser in terms of cyclists so squeezing into a lane between cars and curb will cause frustrations and cause more bikes to ride with traffic.

Option two looks like it has a higher proportion of parking protected bike lanes that can't be encroached.

more parking w option 1, plus 1 slows traffic

Option two creates a simpler design for cyclists and drivers as the bike lane does not have to awkwardly shift around the handicapped parking. Option 2 is also safer because it maintains the buffer between cyclists and traffic throughout

Bike lanes should be more protected

will one-side parking mean cars do dangerous U-turns?

I'd only get doored on one side of the street instead of both.

As a cyclist who bikes on Hampshire Street as my means of commuting to/from work, I strongly favor Option 2 because it avoids awkwardly forcing bicycles out into the street to navigate around a parked car in the accessible/disability space. Option 2 still maintains an accessible/disability space by moving it to Amory Street.

"Having the unusual pattern of bikes going around a parking space for the accessible parking in Option 1, immediately following the interaction between the bus stop and bikes, seems like a recipe for reduced visibility and collisions.

I also think that having accessible parking on a quieter side street is much calmer for parking and getting in and out of the car, especially on the driver side in this case (the side close to the bike lane in the alternative)."

The kink in the bike lane to go around the accessible parking spot seems much more dangerous and removes buffer space between people on bikes & people in cars. I predict motorists will drive and/or double park in the bike lane.

Bending the bike lane around the accessible parking space would it make me very uncomfortable as a biker. I would much prefer an option where cars are not crossing the bike lane to park.

Option 2 straightens out the lanes, making it safer. Also having the accessible parking off Cambridge St makes that safer as well.

"Fewer interactions with cars for bikers near handicap space.

Handicap vehicles can unload on less busy street.

Signage should exist to direct handicap vehicles to that spot off the main street "

"From a cyclist perspective, this is more straightforward. I think it also delivers the car parking being asked for...

Parking on Amory and Prospect needs to be communicated to the public. Specifically, I think you need to distribute in paper and by pdf the locations of the new parking spaces to the retail stores owners, who can tell their customers themselves. But you will have given them the nicely drawn material to use"

I prefer Option 2 as it better maintains the bike lane buffer.

I worry about people stopping in the bike lane in gaps for curb cuts on the north side, and I think that will be less likely in option 2.

"I don't think it's reasonable for the east-bound bike lane to leave bike users unprotected to go around a parking spot.

This is not a design that encourages safe biking by users of all ages and abilities."

Cyclists only have to deal with parked cars and potential dooring on one side of the street.

In Option 2, I can't see drivers following the chicane for the handicap spot, and instead just continuing straight (i.e. directly into the bike lane)

The current parking and bike lanes in this section isn't working. People just use the bike lanes as loading zones. It seems that option 1 is a better way of preventing live parking.

Option 2 forces bikers around the handicapped parking space which can create interesting situations with cars, relocating the handicapped parking to the side street if possible makes a lot of sense. While I do prefer the parking on option 2, I believe not having parking in front of the restaurants will just allow people to double park in the bike lane like they do in Inman sq.

Having to bike around the accessible parking spot on Hampshire st looks like it may be a bit stressful because it looks like for that one spot there isn't as much protection.

I dislike how the bike lane in Option 1 swerves out into the street around the accessible parking space. Without physical barriers, cars will cut through that part of the bike lane and it is impossible to install physical barriers because the bike lane encloses a parking spot.

Looks easier to bike

Many drivers will ignore the painted chicane in option 1 and drive into the unprotected bike lane, putting cyclists at risk.

Parking should be available for business customers on both sides of the street.

For drivers, it's easier to understand one contiguous block of parking. For bikers, option 2 gives them a straight path between Inman and Amory where option 1 would require swerving around a handicap spot. For handicap drivers, option 2 makes it easier to park by isolating their spot.

The bike lane wrapping around (and into traffic) to accommodate the handicap parking spot on Option 1 is outrageously dangerous. Paint is not infrastructure nor does it make cycling safer, and so cyclists pushed into traffic and expecting vehicles to turn to stay in their designated lane and to not stray into the bike lane is fanciful thinking.

Keeps traffic moving straighter—in practice, lane shifts on narrow streets like this have drivers and cyclists getting in each other's way

Looks simpler to use.

Two bad options

More parking in option 1. Less space wasted in transition zones

easier for folks to park in both directions

My main concern with this project is that bikers are often worse than drivers when it comes to stopping for pedestrians in the crosswalk. I beg you to do some community education for bikers. They just fly through the crosswalks.

"While option 2 provides a straighter road so more direct visibility while pulling up to the complex Inman Square intersection, option 1 provides additional parking for businesses and local residents while the chicane encourages the cars to slow down. It does force the bike lane around the disabled parking on the south side, though when not in use it would function as a wide lane that bicyclists might use for passing.

Possibly having the loading zone be part-time parking would help people to patronize the abutting local businesses in the heavily commercial area around Inman Square. Additionally, adjusting the payment hours of the spots in different areas would help local residents as well when the abutting businesses are closed.

Would it maybe be possible to combine the two options -- moving the accessible space to Antrim (if that works for people needing accessibility just as well), straightening the south side bike lane while maintaining the chicane for traffic calming. You could possibly add a space or two of metered parking to the north side opposite that as well, which is already broken up by the number of drives. It does however could be asking for compromise from an already vulnerable group ie people needing accessibility, whose needs are also very important.

Additionally, the large entrances for the gas station on the corner add to the amount of attention required by all road users -- working with this business and its customers to change the layout of this section to minimize regions of mixed modes would really simplify this already small and busy intersection."

"Option 2 is better because of the bike lane protection afforded by the off curb parking, and the disabled space in Option 1 will probably be poorly used (badly parked in and occluding bike lane)

I also suspect that we may see people try to double park in the ""greyed out"" areas and potentially occlude the bike lane unless physically discouraged by plastic curbs etc."

Uber drivers will definitely abuse the bulb out + ADA parking space in design one. That's gonna end up being a "I'm on blinker, just a minute," dooring nightmare.

Option 1 seems to present a hazard to bicyclists with its placement of the Accessible/ Disability Parking Space across the bicycle lane.

"remove all the parking and loading.

everyone knows that businesses don't need access to replenishment or auto parking for their patrons.

Just playing into more global warming by allowing any auto parking spaces "

Bike lanes are straighter in option 1. I am concerned about right turns at Portland St, but I don't know if either option is better for that

Biking/Driving on a road that curves left-right can lead to more mistakes being made.

In option 1, it looks like a biker could get rear ended going around the handicap spot before armory street if cars don't respect the painted zig-zag.

Bike lanes zig-zagging around parking spaces, as shown in option 1, create confusion. Additionally, bike lanes in between parking spaces and the sidewalk frequently create conflicts with pedestrians, who view it as a sidewalk extension. Neither option is ideal, but 2 is *slightly* better.

The bike lane bump out in option 1 near the disabled parking spot looks extremely dangerous - physical separation is needed to avoid drivers using the bike lane for a straighter line of travel

No specific comments on this... they seem equivalent to me. Just, I hate biking on the sidewalk side of parked cars. It feels MUCH more dangerous. Seems like its too late now for this project, but it would be MUCH better to be on the street side of the parked cars in order to be able to be more aware of what is happening with the driving cars in the street.

It's easier to navigate for drivers and great to bike riders and walkers.

I strongly prefer keeping the bike lane protected in this stretch, because it is one of the most hectic parts of Hampshire

Option 2 eliminates dooring risk from the accessible/disability space, which, frankly, will be used by delivery drivers (frequent door openings) when not occupied otherwise. Additionally, option 2 eliminates the slight curve around the accessible/disability space, which makes for more comfortable riding (personally, I would need to check over my shoulder before curving into traffic like this, and I do not have faith that all drivers would rigorously adhere to this slight bend in the road).

Option 2 provides protection for the bike lanes for the entire length of this section in both directions.

The location of the accessible/disability parking spot for option 1 is slightly odd, but keeping it on Hampshire Street might make it more visible to its potential users than moving it to Amory Street.

As a cyclist on this stretch, I prefer a simpler, more consistent bike lane rather than one that goes from outside a parking space to between parking spaces and sidewalk.

I prefer the straight bike lanes. Less chance for conflict and better protection.

Seems cleaner to have parking all on one side of the street and eliminates dooring risk.. but the chicane from option 1 is nice too, thus my slight preference

Probably better to have the accessible space more visible

Option 2 is much better. The handicap space in option 1 puts the cyclist at risk of being doored, as they need to travel on the left side of a parked car. It also removes the buffer between the bike lane and car lane. Option 2 avoids both of these issues, while still keeping the handicap space close to businesses.

The removal of resident parking for metered space is another way that long-time residents feel punished. This is a very dense neighborhood and every spot is used especially during street cleaning. On occasion I have spent much time searching for parking only to end up 6-8 blocks from home. It can be a security issue for those making the hike home. It's not the "free" space the cycling proponents say it is, it directly affects residents.

Strongly prefer option 2 because the bike lane remains protected throughout. Would recommend some buffer be taken from the southeast side and added in front of the gas station for added separation from traffic along the conflict area.

If there's no loading zones on one side of the street, Ubers and Doordash will stop in the bike lane or in the road. So good to split it up on both sides of the street.

"It is too likely that drivers will drive in the bike lane in Option 1.
Also I like adding meters to Prospect Street"

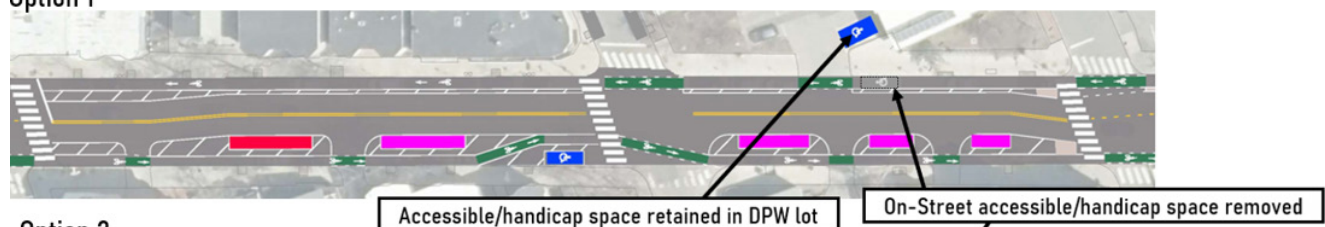
Q6. Prospect Street to Norfolk Street

Which design do you prefer?

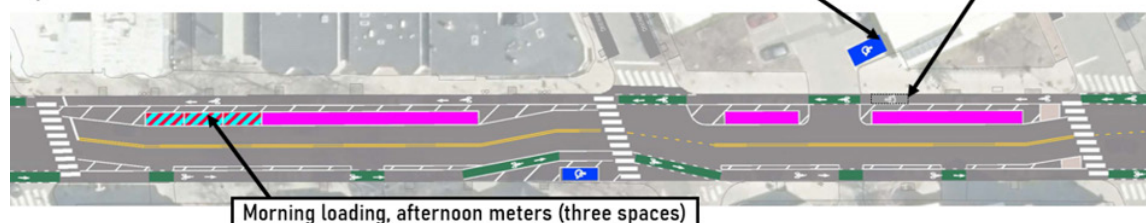
Answered: 256

Skipped: 289

Option 1



Option 2



Option 1: A loading zone and unrestricted parking on the south side of the street.

Option 2: A morning loading/afternoon meter zone and unrestricted parking on the north side of the street.

I strongly prefer Option 1	I slightly prefer Option 1	I have no preference	I slightly prefer Option 2	I strongly prefer Option 2	Not applicable to me / No comment
17.58%	15.63%	31.25%	19.53%	14.06%	1.95%
45	40	80	50	36	5

Q7. Prospect Street to Norfolk Street

Why? Do you have any other comments or suggestions for this section? Do the parking types make sense?

Answered: 136

Skipped: 409

Please stop it all

NOPE. Keep the bike lanes off of Hampshire. Charging residents who need cars to park on the street, so that high-paid knowledge workers can ride their bikes to work the three days a year when the weather is not perfect is unacceptable. It's unsafe, because ambulances and fire trucks cannot get by because of the raised lanes. And it's just a terrible way to spend our money.

The time restricted spots are confusing and end up harming people from out of town who don't understand the proper days and times.

The larger clusters of parking seem safer and simpler to me. I don't understand why Option 1 has only morning loading, whereas Option 2 has complete loading zone, but I also do not know which of those (temp vs constant loading) would be better.

Why so much non permit/non metered parking

No NON-PERMIT PARKING should be considered in the city since 1/2 of the PERMITTED PARKING will be eliminated. This will encourage non residences to use the few parking spots left.

where are all the 200+ employees of DPW suppose to park? this is way too much lost parking. the people who parked on hampshire st are now forced to the side streets and now there will be no parking for residents. dpw does not have enough parking for all of their employees.

NO to both of these options. You have forgotten about the people that live and park in these areas.

Given the senior housing nearby and other residential parking, both options pushing parking and traffic and parking to the adjacent streets.

This shouldn't even be an option. Stop making the city smaller for people just passing through.

Option 1 seems simpler. Consider metered parking if spaces are scarce.

What is usage of the accessibility space? Given aging population, is removal advisable?

There should be a place for cars to pull over for emergency vehicles along this route. Option 1 rightfully allows a place for loading and unloading. There should ALWAYS be a place where cars can stop on both sides for dropping off people.

"Loading space confined to morning
"

We should be preserving non permit parking on both sides of the street. We don't need to eliminate parking to accomplish biking routes. The people designing these plans must have zero relevant experience with effectual urban planning.

Option 2 because there's more parking for the DPW workers. If you take away their parking I hope you're providing other parking for them.

once again let's impact the small businesses and the companies that deliver to them by reducing and moving their loading zones. Delivery companies are starting to charge surcharge fee's for coming into Cambridge. Thanks for nothing Cambridge

Neither one. Seriously, stop already.

I don't like the idea of removing a disability parking space being removed from the entrance of a City building even if there's one proposed to be added to that lot. That's a very small lot, someone with accessibility issues could find it hard to navigate.

Everything looks great on paper. Why don't you try to commute in this mess

This is consistent with the section just north of here with parking on the same side. Also parking next to DPW which probably has a bunch of brief visits daily, slightly better for those drivers not to have to cross the street.

NO unrestricted parking should be allowed. DPW employees take up the spaces. Residents need ALL the parking. Once again City does not care about residents who must have a car

These options seem to be equally safe.

more parking spots by 1 i think

prefer to have loading

while option 1 is preferred there are still major issues with the plan as shown.

While Option 1 has more parking near the more residential side of the street, Option 2 provides more spaces for loading and parking, so I think Option 2 is best.

Pedestrian crossings look treacherous. Switching sides of the street for parking is inefficient and creates a lot of dead space. If traffic calming is the reason, please consider traffic calming for the bike lane.

"I don't understand why we are insisting on removing cycling protection for one parking spot. Bikes are NOT a hazard to handicapped vehicles. It's the other way around!

Also, why are we placing the ONE parking spot right in front of a crosswalk? For all the talk of daylighting crosswalks, we're really planning on putting the single parking spot on the street right where it will block the view of the crosswalk?

Especially with the terrible idea of forcing Kendall-bound traffic to cut to the left to avoid the parked car, cyclists will be looking over their left shoulder to make sure they don't get run over as they cut left, and drivers will be looking left to make sure they don't crash into Central-bound traffic that's cutting towards them. This will mean that nobody is paying attention to the crosswalk. Just terrible placement of this parking spot no matter how you slice it. Please, please please change this."

I love chicanes

"Option 2 is better. It keeps the loading/parking in front of the businesses. With option 2, drivers will double park in the bike lane, causing dangerous weaving and potential crashes/injuries.

Please eliminate the NON PERMIT parking, unrestricted parking. Curb space for car storage is not free.

Use meters or make them resident-only."

"Where are the replacement parking spots? What is your plan for the increased competition for parking spots on the surrounding streets?"

I like the mixed use of the loading zone as long as it is signed clearly. It also looks like this keeps more non permit parking.

Appears to accommodate more parking while retaining loading zone for a reasonable portion of the day

Including loading zones rather than parking makes sense for Uber/ Uber Eats drivers, which are taking over the city. We need some kind of 15- or 10-minute parking only spots for delivery/ rideshare drivers because otherwise they are constantly idling in the bike lane. I am in favor of removing some permanent parking and replacing them with quick get-in get-out type spots. This is especially important for large thoroughfares with businesses on the sides.

Safer for cyclists.

I just don't want to get hit by someone in a car opening their door.

Makes More sense

On this block, there are two common situations that from a safety standpoint are concerning. First is delivery vehicles parking in the bike lane on the southeast corner of the Prospect/Hampshire intersection (generally right by the bagel shop). I think Option 2 is decidedly better for this issue, given that there is real infrastructure preventing vehicles from parking in the protected lane. The second issue is cars driving through the stop sign coming south from Tremont St. I think option 1 might be slightly better for this. Overall I prefer Option 2.

Cars will get spooked by the bicyclists angling toward their lane from behind a car (after passing the first pink spot in option 1).

"less exposure to cars for bikers, because parking is buffer for the cars from behind. the accessible spot remaining at hampshire is making the design very complex and more dangerous. Isn't there an option to move that spot? Or maybe change the design that it is more in line with the rest of parking? Does it need to be next to the sidewalk? Is that because of the height? Maybe it is an option to raise the bikeline there? (just some extra asphalt, as the bikeline needs to be revised anyhow) the current design looks very sub-optimal"

The crossing at Tremont is quite poorly lit at night.

"As a resident of Murdock Street, I strongly prefer option 2 because of the difficulty I currently have pulling out of my street onto Hampshire with parked cars obstructing my view of oncoming bicycle and car traffic.

I also regularly cross Hampshire at Tremont St and strongly advocate for crossing lights at that intersection for the crosswalk. This morning, I had about 20 bikes pass me by as I stood partially in the crosswalk - on the RARE occasion a bike has stopped for me there, one time, the biker behind the stopped bike crashed into it (because cyclists just don't really stop for pedestrians) and another time, this almost happened. Please, please please add crossing lights!! "

I don't know which direction traffic comes to the local businesses, but would prefer the option that makes it the easier for cars to utilize the parking spaces without needing to reverse direction.

More parking options

I find the high volume of drivers who drive straight across Hampshire while driving on Tremont St. dangerous for pedestrians on the south side of Hampshire St. I'd like to see Tremont become one way northbound on one side of Hampshire St and remain one way southbound on the other side to eliminate this dangerous cut-through. I'd propose the north side becomes one-way northbound to open up a hybrid option of option 1 between Prospect and Tremont and option 2 between Tremont and Norfolk with no concerns about having to pull into the bike lane to see around cars parked in parking spots while turning onto Hampshire from either Tremont or Norfolk while preserving loading on the Brooklyn Bagels

side of Hampshire.

Maybe metered parking for the whole block between Prospect and Tremont?

Less zigzagging

I like the split of morning loading/afternoon metered spots.

1 is slightly safer because the parking space protects the curve-out in the bike lane around the HC spot. I'd like to drop a jersey barrier in there to protect the bike lane, also. If it is a hazard to traffic to put a barrier there, then it is a hazard to cyclists to not put a barrier there, and the cyclists are more at risk because they're not wearing armor.

I like the permanent loading zone

Both are bad because they have S curved bike lanes on a straight road.

more parking spaces

The left turn off of Tremont St (traveling southbound) onto Hampshire is currently dangerous because of the parking on the north side of Hampshire.

I'm a bit concerned about the possibility of contention between bikes and motor vehicles on the south side in both proposals, but the loading zone seems like it may have benefits for rideshare traffic as well as commercial loading

People are probably going to park in the loading zones for extended periods of time anyways, might as well try to monetize it

Afternoon meters are a bad idea

Better safety for bikes going around disability parking. Suggestion: There is an issue with ped-cyclist visibility at the disability parking spot. Cyclists won't be able to see peds entering crosswalk if there is a car parked there. Possible fix: Bring sidewalk curb out bike lane boundary, such that peds naturally stop and look at that point.

"I like the flexible loading spaces but it NEEDS to be enforced. I think we all know that all these laws and designs are great but cars are constantly parking in bike lanes, bus parking, and loading zones, and even when 311 is called, or in numerous cases when I've seen police in the area not doing anything, without enforcement and consequences cars will park wherever and whenever they want.

I also prefer option 1 because with the jog in the bike lane of the ada spot, I don't like the idea of cars leaving the parking spot and driving into the bike lane before getting in the car lane."

Bigger groups of parking make less confusion

I think having a designated loading zone is important and we need more of them in the city -

hopefully can train people to use them:)

From a bike perspective, in option 1, the bike lane is completely unobstructed in one direction. In option 2, it's obstructed/rerouted in both. From a car perspective, this is really disingenuous without specifying the number of parking spaces retained or lost. It seems there is more in option 2 but it should be made clear how many more.

Depends on the choice made previously. We should alternate parking on the North side / south side per block.

"There are less streets, parking lots to pull into with parking on the south side of the street. You can't see bikers coming from behind you with parked cars at the turn locations. The handicapped space looks like an accident waiting to happen. Someone that is handicapped has to cross the bike lane twice to move in and out of the space. No one that is handicapped is going to park there. Everyone else will use it as a place to idle etc."

Easier access to Dpw and less likely to be used by individuals entering Kendall for work

Having parking available in both directions

The traffic patterns and removal of parking spaces deters me from typing to this square, these options do not fix problems the city created

It seems better to keep the parking spots grouped together instead of spreading them out
left portion of 1 and right portion of 2

"- should have the maximum number of parking spaces;
- there's room to add more parking near prospect in option #1;
- option #2 is too complicated - people will be towed!"

The bump out in the 2nd option is better protected from speeding cars, but the loading zone is generally good due to consistent parking in the bike lane by idling cars during some hours of the day. This area isn't too problematic for double parked cars, but loading zones generally help with short stops

Again, I prefer the parking on the North side - as I bike here. Also the right hand turn from Norfolk on to Hampshire is very dangerous - hard to see on coming pedestrians (church on one side, fencing on the other) plus parked cars. Very very dangerous for pedestrians, bikes here in current state.

Same as above--as a cyclist (and also as a driver), I experience it as safer (especially when visibility is poor) when lanes are straighter.

This is safer for cyclists. Less chance of cars not moving out of bike lane. Bollards needed to consider option 2

if there is a difference in morning/afternoon parking/loading patterns then one may make

sense over the other one.

Straighter=better. Slalom course may slow traffic, but it's also distracting. Option 1 puts loading/non-permit spaces near commercial users.

Option 1 is strongly preferred as the bike lane shift at the Tremont Street crossing (when traveling east bound) does not automatically lead to a care lane shift (because of the upstream non-permit parking zone). It is known that cars/ busses often partially drive into bike lanes at such "lane shift" areas.

I think having all day loading is important for businesses. Additionally, the less parking the better.

There are more businesses on the north side of Hampshire--makes sense to locate loading there

I still think it is a bad idea to have the bicycle lane swerve out into the road to avoid the accessible parking space for the same reasons I listed in the previous answer. While we obviously need clearly marked and dedicated spots for those who need accessible spaces, perhaps keeping the bicycle lane straight and having easy to activate flashing lights combined with pavement markings this space could be similar to the regular parking spaces that shield the bike lane from regular traffic.

Option 1 could be more dangerous to cyclists traveling from Prospect to Norfolk dodging in and out of parked cars following the bike path gauntlet

"Would like to see refuge islands at intersections with uncontrolled side streets like Tremont and Norfolk.

Would also be awesome if DPW could open a bike connection through their yard on Norfolk St! It's a bike route and would be a good alternative to Columbia St between Union and Central Squares.

I (slightly) prefer option 2 Prospect-Tremont but slightly prefer option 1 Tremont-Norfolk (based on where I think the parking demand is and the driveways situation)."

Seems like there's opportunity for more parking spaces in Option 2, plus more visibility/less weaving for bikes going around the accessible spot on the south side of the street. I also like the idea of the loading zone being mixed use, since a lot of the times those seem to sit empty. Signage for those areas MUST be clear and easy to read when you're approaching in a car. Color-coding signs for these types of zones and using larger font could be very helpful.

No strong preference here.

Option 1 minimizes the potential conflicts as the bike lane moves around the accessible spot. The loading zone provides a buffer as the bike lane moves next to the car lane

Option is best because it has the loading zone. For the love of god, please get rid of

unrestricted parking. Make them metered, 2 hour, or a combo of permit and 2 hour.

Option 2 will make turning left out of Norfolk St safer.

More loading zones make sense and will help businesses and neighborhood deliveries. Cycling around the accessible parking spot appears to be less prone to conflict with cars in Option 2 because the buffer allows for visibility.

Both of these options are reasonable, but I slightly prefer option 2, because the South side of the road is at a slightly downhill angle in this design, meaning that cyclists will be traveling at higher speeds. Putting the bike lane between parked cars and the curb can be dangerous at higher speeds, because drivers are unable to see cyclists before turning right into driveways. The South side of the road also has more driveway conflicts, meaning that there would be more opportunities for drivers to turn into cyclists hidden behind parked cars.

I like the time-restricted loading/meter zone and feel Cambridge needs more of this type of zone.

Simpler easier and less nuance

If keeping the bump out around the accessible parking space is a hard requirement Option 1 is the only safe option. Cyclists shouldn't have to "jut out" from behind a parked car to swerve around another parked car, that's just straight up ludicrous.

Less sharp chicane in the bike lane around the accessible parking spot.

In both options, the accessible space on the south side of the street seems dangerous for bicyclists and pedestrians. It blocks views of oncoming traffic and gives bicyclists the double-whammy of car proximity and being in the middle of a crosswalk right when they come out from behind a parked vehicle. Please move the accessible spot to the north side

A consistent loading zone seems like a better use of the available space than trying to timeshare the space with metered parking.

More consistent side parking. Drivers don't comply with partial day parking restrictions.

In general loading zones work best when they are always loading zones. Otherwise, deliveries outside of loading zone hours end up double parking.

A full time loading zone makes more sense to most drivers. I don't drive regularly, but having such a thing time bracketed is difficult.

For cyclists heading inbound toward Broadway, Option 1 feels safer. In Option 2, cyclists have to hope that cars really do move over toward the middle of the road to avoid the accessible/disability space that's immediately before Tremont Street. This makes Option 2 feel much less safe because a car heading inbound toward Broadway might want to stay towards the right side of the road and thus encroach on the bike lane.

A lot of bikes are packed together in the morning on this stretch. It would be better to have parking on the north side of the street to keep south side clearer to handle the greater volume

The sightlines for people on Tremont St are pretty bad. Drivers will be blocking the bike lane regularly as they peek out to see if it is safe to continue.

more parking spaces, slower traffic

why not metered spots? Why is parking free?

Illegal parking most often happens behind legal parking. In option 2 I predict some illegal parking in the buffer space just after Tremont St. I'd rather the potential illegal parking be on the other side of the street in option 1 behind the loading zone since it is slightly farther away from an intersection.

Having bikes weaving in and out of differently-positioned parked cars greatly reduces visibility, for both drivers and cyclists.

Sharing the loading zone with metered parking depending on time of day is a better use of the space.

"Fewer breaks in parking in option 2 is better.

Possible conflicts by handicap spot in option 1. Option 2 gives handicap drivers better visibility for crossing the bike lane"

there should be another accessible/disability parking space; ex, make all the leftmost pink parking accessible, add a crossing over the bike lane, and remove the area where a vehicle has to cross over bike lane to get to the single accessible parking space

While I like the chicane that Option 2 has near Tremont St, I worry that drivers will continue straight into the bike lane where the accessible space is.

"Consider routing the east-bound bike lane behind the handicap spot near Tremont St. Exposing people on bikes to car traffic is not encouraging safe cycling by users of all ages and abilities.

Consider changing the cross walk and handicap parking near Tremont st so that the crosswalk is west of the parking spot - that way oncoming bike traffic can see the full crosswalk instead of being blocked by a parked car.

The design in Option 2 is better because it adds curves to the westbound car lane which will encourage drivers to speed less.

Consider adding speed bumps and chicanes to further slow down autos."

The chicanes in option 2 will slow down cars for the Tremont St xwalk. I see cars ignore

pedestrians here very frequently.

Cyclists only have to deal with loading (typically very large vehicles) only on one side of the street. Of course, it would be ideal if these functions are not adjacent to bike lanes at all.

Option 2 doesn't appear to have any protection for bikers around the handicapped parking space like option 1 (parking spaces in front of it). I think that design is preferable

Option 1 makes it so the bulge around the accessible parking space does not extend directly into traffic.

As a biker I have trouble seeing past parked cars on the south side of the street, a loading zone right by Murdock as in option 1 would really exacerbate this issue while option 2 seems like an improvement

Option 2 has the same dangerous chicane design. Option 1 offers better protection for cyclists.

I have seen many near collisions when driving south on Hampshire St as it is challenging for drivers heading north to see cars pulling out of Tremont St. It would be helpful to offer a more clear view of cars/bikes and people heading into the crosswalk.

Option 1 way less complex

whatever works better for local businesses

Two bad options

Leaves more parking

I can't tell the difference.

Option 1 requires the bike lane to bend around the accessible space without requiring the cars to chicane for traffic calming. If the businesses are willing to accept only partial day loading zone, it seems like the safer option for a heavily trafficked corridor.

Same thing here - no Uber's going to respect the bike lane if there's no camera enforcement. Adding a designated loading zone will at least reduce the chance of having to swerve into traffic while moving west.

You need either permanent loading zones or a ban on ride share and food delivery services. Obviously the latter isn't happening, so go with the permanent loading zone.

At a glance there seems to be more parking. Otherwise I can't tell any difference

In option 2, it looks like a biker could get rear ended going around the handicap spot before tremont street if cars don't respect the painted zig-zag.

"Both are terrible. Bike lanes shouldn't be in between parking or loading spaces and the sidewalk. Bike lanes should be between the traffic lanes and parking/loading, or as shown at the top of option 1 when no parking is present. Additionally, bike lanes do not need to be the same width as the average car. This too easily enables selfish drivers to park in them. Reduce the width slightly to reduce this idea. "

Same as before. Either option puts me on the sidewalk side of parked cars either in the morning or the afternoon. I don't really like either of those, but if you're going to force me to do it at some point, I don't care when. Probably best to keep it consistent throughout the street though, so cars and cyclists can more easily figure out what to expect from the street, rather than constantly needing to re-assess a new design on each block.

Keep the parking on the same side, it will be easier for drivers to navigate. And making drivers cross the street will be a great educational tool.

Option 1 provides more bike protection as the accessible space transition happens.

Permanent loading zone is less confusing

Option two offers more parking flexibility and I dislike the parking/bike line curving around the handicap spot in option 1, looks like it could be dangerous for cyclists.

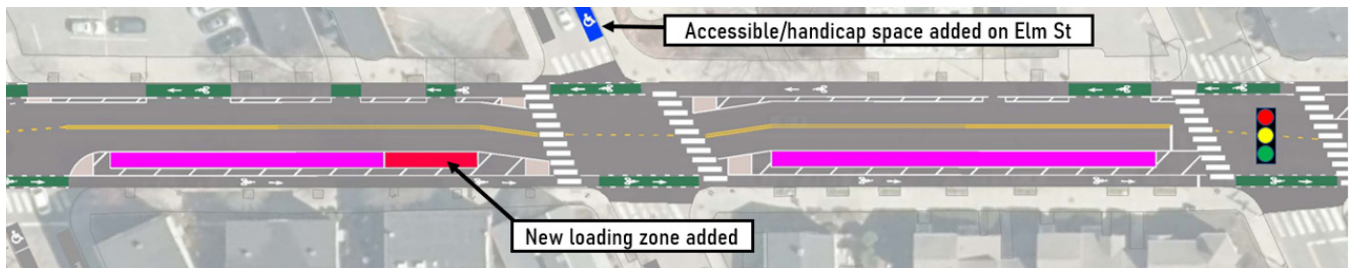
Loading zones that make workers need to cross the bike lane, especially after a long line of cars, puts cyclists and those workers in danger of a bike/pedestrian collision. A better solution that keeps the loading zone would be to swap the loading zone to and parking zone so that the loading zone starts at Tremont Street and the parking is closer to Prospect Street. Of course, a loading zone in conflict with a bike lane is almost always dangerous. It would be best if the loading zone were moved to a side street.

Either way these plans are confusing and will be a detriment to the small businesses nearby. When faced with that many obstacles some people will avoid the area, forcing traffic into other neighborhoods. Reading small signs with times and directives is hard when one is on a busy street trying to pay attention to safety. Too much going on!

I prefer option 1 because in option 2, the bike lane is on the outside, unprotected edge of the chicane. Cars will likely cut through the bike lane rather than follow the chicane.

Q8. Norfolk Street to Columbia Street

We have one design for Norfolk Street to Columbia Street, which has unrestricted parking and a loading zone on the south side of the street.



Do you have comments or suggestions on this section? Do the parking types make sense?

Answered: 117

Skipped: 428

Residents are losing a lot of parking in this configuration. I would suggest that the non-permit parking spots be changed to resident parking only. We need to at least maintain the current number of resident parking spaces on that block. This is critical whenever there is street cleaning on our street (Norfolk St.)

Yes

Stop it!

Loading zones are only for Ubers. Why is the city preferentially subsidizing gig economy/ no health-insurance paying employers, preferentially over the small businesses owned by Cambridge neighbors? No. No raised/separated bike lanes. No spaces set aside for Ubers. Please stop the nonsense and simply re-pave the roads and let mothers and the elderly drive our disabled/differently abled relatives where we decide we need to go.

Seems like you will mostly be reducing parking for people in affordable housing in the neighborhood, who have already lost parking due to redevelopment at Squirrel Brand, etc. These residents have complicated lives which take them to Lynn, Lawrence, and beyond and have families, who can't rely on public transit or on public transit at the times they need. Many folks in affordable housing drive for Uber/Lyft or DoorDash to augment low incomes. Seems like you are just going to hurt people already cut down by inflation and the recent costs of the new recertification model. I urge you not to just think of the planning process in terms of x number of vehicles, but in terms of who drives, why, and who benefits/is harmed by parking reductions and particularly decreases in resident parking spaces.

Looks good to me!

NO non-permit parking should be considered in the city since we are already losing 1/2 of

the parking spaces. This encourages non-residences to use the few remaining spots.

there is still too much lost parking and people will be forced to the side streets.

Again, NO.

Recommend leave this street as is, put up signs to encourage sharing the streets for all. This is instead of your proposed emphasis on cyclists.

This does not make sense. People are not getting rid of cars. This will only create more tension and congestion.

Consider metered parking if spaces are scarce

But there should be a place for cars to pull over for emergency vehicles along this route. There should be space on both sides of the street for this purpose.

Cambridge needs to preserve/expand parking to residents along Norfolk and Columbia St. No reduction in total spaces along these streets.

The more parking the better.

put bike lane only on one side of the road! why impact everyone else and the businesses and the handicapped like you are proposing! Enough is enough with the double bike lanes or should I say bike highways

The mostly straight lanes link nicely to the rest of Hampshire st.

Stop taking away parking and stop saying that bike lanes improve safety for everyone. They don't provide safety for pedestrians. And the reckless behavior of the bicyclists are hazardous to drivers and pedestrians.

To make room for bike lanes, the City continues to eat up parking options for patrons and deliveries. I don't know how the City thinks that all this is going to help the City. Businesses are struggling because it continues to be more difficult for people to come into the City.

More congestion

Looks good. I really like how the last parking spot is well back from the intersections, to improve visibility and safety there.

That looks OK to me, loading zone in front of the restaurant is good

this looks fine

seems sensible

Remove all non-permit parking and make it permit parking only . Residents need parking.

Looks fine.

"clear signage for accessible site
"

none

I like having the parking on the south side nearer the residential uses.

"Could we swap the loading zone with the non-permit parking? I worry that heavy trucks will quickly destroy the flex posts at the front of the loading zone and will then park in the daylighting zone, blocking the view of the crosswalk. Even if they are fully in the loading zone, heavy commercial vehicles will still definitely block the view of pedestrians entering the crosswalk from the south side.

I would also strongly suggest we use planters instead of flexposts for the daylighting zone. That will actually slow cars down and trucks won't just run over them."

The bend at Elm street makes no sense. Anyone consider the school crossing? This will be tough for kids to navigate.

Please eliminate non-permit car storage. Make these metered, expand loading, or resident-only.

Please make sure there is adequate visibility at the end of parking bays so turning cars can see bikes.

General comment: will there be wayfinding type signs for disability parking spaces that not on major thoroughfares? (like the DPW parking lot)

Again, let's prioritize "quick" parking zones for vehicles that are doing delivery or loading. I like this design better because parking protected bike lanes makes me feel much safer as a cyclist. The city should also maybe invest in some signs that instruct drivers to check for cyclists before opening their doors/ not idle in bike lanes.

Like the protected bike lanes

looks good.

Looks good to me

No comments - this seems fine to me.

Replace some non-permit parking with additional loading zones

yes

"yes, new parking types make sense.

make sure to have enough signage for cars to not block bike lanes"

Drivers heading north on both Norfolk and Elm commonly coast into the intersection/ through the bike lane and crosswalk without looking carefully, probably the worst such spot on Hampshire Street. This forces pedestrians into the bike lane, and bikes into the car lane. Anything that can be done to calm those two intersections would be great.

There is too much non-permit parking here compared to lower on Hampshire by One Kendall Plaza. There is less business here

As in my last comment at Tremont, I regularly cross at Elm, the only time this is easy, is when Bill the crossing guard is there. Cars and bikes don't regularly stop at intersections like this where there is no light. This is going to be worse with bikes zipping down the protected lane. Please, please please add a crossing light for pedestrians!!!

Looks reasonable, nice to see a dedicated loading zone added.

I like the non-permit parking

Would prefer parking on the north side of Hampshire between Elm and Columbia to make cyclists more visible to right turning traffic from Hampshire onto Columbia southbound.

No curve-out exposure to traffic, that is good.

Seems fine.

No major safety concerns with this proposal

Makes sense, maybe paint the loading zones to discourage people from parking there

I like this, I like the loading zone being separate from the bike lane. But again - enforcement is important. I have seen only a few blocks over in Somerville care park way in on the white transition stip so that their doors open right into the bike lane.

No, this is right before the turn to Elm which leads to a school - lots of bus, car and bike traffic - having a loading zone here will be dangerous.

Looks fine

looks good

No comment.

Maximize parking opportunities.

Fine with me.

Looks good

This is heavily trafficked by bikes. Bikers want to be able to pass slower bikers. Do not make this a fully protected bike path.

again, maximize the parking - including adding any possible on the cross streets

What prevents cars from parking across the bike lane at Elm Street?

Good to give Oleanna a loading zone. Good to consolidate parking w bike lane on the inside. This is a very very busy corner when the school on Elm St is open

it makes sense

Looks good - mostly straight lanes for both cars and bicycles and therefore no dangerous lane shift areas...

seems fine

Please ensure there is adequate space for cars to open doors without blocking bike path when parked. Add frequent sign posts warning vehicle passengers of passing cyclists when exiting and crossing bike path

The more loading zones the better. Elm St intersection should get crossing refuge islands in the middle of the street. Also, protected corners for bikes would be great (everywhere).

Can you clarify what non-permit parking is? Anyone can park there (Cambridge resident or not) anytime for as long as they want? One thing I've seen in other cities is almost all areas are 2-hour parking, unless you have a permit/guest pass, which means you can park for any length of time. Is this the kind of model that's being considered? Regardless, I think signage will need to be clear (color-coding, larger font that can be read from an approaching car).

No comment

The parking here makes sense. I like the loading zone in front of Oleana, it would be nice if they can still do outdoor dining there like they do today, but it might not be possible since it would be split from the sidewalk by the bike lane.

Get rid of unrestricted parking.

This is a good design, although I would like to see the parking as two-hour or otherwise limited parking. There is too much parking demand in this area of Cambridge to have cars parked on a busy street without permits for days at a time.

Dedicated loading zone could be timed restricted loading/meter.

accessible/disabled space on Elm street might not be immediately visible. Should be on Columbia

Is the Loading Zone wide enough to accommodate a box truck without impinging on the

cycle track?

Is there enough daylighting for the bike lane approaching Columbia Street, or would a van in the parking lane block sight lines?

Great!

Adding a loading zone makes sense.

"Don't see a lot of loading at oleana. Ok.

Has there been any thought to doubling up these areas as ride share pickup drop zones with loading? "

ALL PARKING SPACES SHOULD BE ACCESSIBLE/DISABILITY SPACES. WHY ARE YOU LETTING ABLE BODIED FOLKS PARK IN SOME OF THE MOST IMPORTANT PLACES IN THE CITY THAT DISABLED FOLKS NEED TO GET TO? ABLE BODIED PEOPLE CAN WALK. LET THEM WALK.

Bikes are more spread out along here, so don't have a problem with parking on south side

Does it matter if the parking types make sense? I'm not sure why so much energy is being dedicated to ensuring people are happy with car storage options.

makes sense

seems like parking should be on the same side as the businesses btwn Elm and Columbia? These should be metered spots.

I hope we see enforcement of the loading zone vehicles not blocking the bike lane, as is currently frequent on other parts of Hampshire St, even with cops standing right down the street. Many loading zone vehicles are larger than most parked vehicles, and their drivers seem to feel that gives them the right to not park inside the lines. We either need bigger boxes, smaller trucks, or more enforcement.

Looks good!

Add a bike turn region by elm and Columbia or sync bike turning with pedestrian scramble

looks good.

This looks good, although it would be good to find a solution to prevent drivers from "extending" the loading zone into the crosswalk. This happens all over Cambridge and it causes pedestrians to have to peek from behind a truck to use the crosswalk.

that's a lot of parking but seems fine. maybe one of the non-permit spaces can be changes to accessible.

"This is a good design. I like that there is daylighting so that people on bikes can see the

crosswalks.

Consider a chicane at Columbia st to slow down autos.

Consider adding protected intersections at Elm st and Columbia St to prevent autos from hitting people on bikes.

Consider left turn bike boxes at all intersections.

Please add an all way stop sign and a speed table at Elm St to prevent cars from speeding."

Why is there so much unrestricted parking? Metered parking is already pretty cheap, I don't see why it should be free.

Daylighting the corner at Elm and inbound Hampshire is always a problem, hopefully this helps.

Is the loading zone needed? Is this where Oleana had their outdoor patio in the summer and that should be an option in the future

Looks great!

Make sure there are lots of flex posts, especially around all of the driveway entrances on the upper side of the street.

Seems ok

Looks good!

Simple and clean!

Great

Stop stop stop

No opinion on this

"I'm concerned that the cars will try to avoid the chicane for the Elm St intersection by cutting through the pedestrian island on the north side -- it would be great to have these additionally protected with eg flex posts for increased pedestrian safety.

I'm glad that Formaggio will be getting a loading zone, they are a lovely local small business that supports others in the neighborhood as well and they seem really pleased with it."

This makes sense. I haven't seen much loading action by Oleana but I'm OK if the loading zone can't be any closer to Columbia.

Looks good!

Bike lane NOT between parking/loading and the sidewalk. This is a pedestrian hazard as well as a visibility hazard when approaching intersections. Drivers simply do not check across parked vehicles for a bicyclist traveling at the same speed.

It looks good to me.

Is there any way to reduce the number of curb cuts on the north side of the street?

Will there be enforcement to ensure that the loading zone is used rather than obstructing the bike lane?

I think it makes sense to alternate parking by block. Since this section has parking on the south, the previous section (closer to Inman) should have parking on the north side.

Makes sense! Loading zone for rideshare pickups and deliveries outside Oleana would be useful

It would be helpful to see a before and after graphic to see what is changing. But otherwise this makes sense!

N/A

What about the businesses on the opposite side of the loading zone? Cambridge used to provide loading zones for all businesses now they are being removed and made more difficult to access. Sometimes vehicles need to pull over, it's now impossible in your plans.

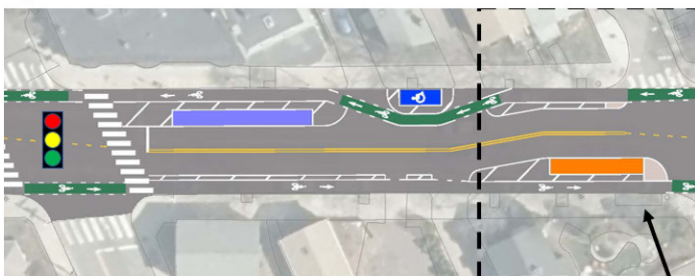
Can the buffer area near Columbia st crosswalks also be treated with a painted pedestrian island?

Q9. Columbia Street to Union Street Which design do you prefer?

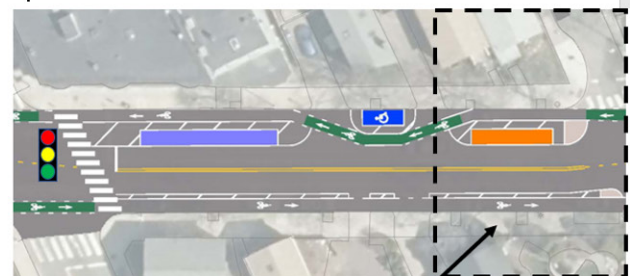
Answered: 242

Skipped: 303

Option 1



Option 2



Permit parking on alternate sides of the street

Option 1: 30-minute non-metered parking on north side of the street; permit parking on the south side of the street.

Option 2: 30-minute non-metered parking and permit parking on the north side of the street.

I strongly prefer Option 1	I slightly prefer Option 1	I have no preference	I slightly prefer Option 2	I strongly prefer Option 2	Not applicable to me / No comment
11.98%	13.22%	29.34%	19.83%	24.38%	1.24%
9	32	71	48	59	3

Q10. Columbia Street to Union Street

Why? Do you have other comments or suggestions on this section? Do the parking types make sense?

Answered: 128

Skipped: 407

HC parking seems to absorb a lot of potential parking (this applies to the other block designs as well). Is there no other location that the HC parking could be located that would allow for additional parking spaces?

I like Option 1 because it probably slows down car driving speeds.

Leave Hampshire street as is!

Both are terrible. Buses help both abled and disabled residents. Bike lanes only help rich, perfectly-abled, responsibility-free commuters. Nope. Neither of these is good, and they are dangerous because there's no space to pull over to let emergency vehicles through.

Resident parking appears slightly near affordable housing in this model. Less walking = less time and risk for lower income elderly/disabled residents.

Option 1 seems safer so any cars pulling into the accessible space can have good visibility for bicyclists, as their paths would conflict. If the permit parking is on the same side of the street, I suspect unsafe circumstances could occur. Since cars need to cross the bike lane to park in the disability space, this is a potentially dangerous area, so fewer parked cars leading up to that spot will help visibility and make it safer.

NOT ACCEPTABLE. One sliver of permit parking on 1/2 a block is nowhere near adequate for a community of this size with few drive ways and numerous multi family buildings.

there is no reason for 30 minute parking

It is wrong to remove bus stops that neighborhood residents USE in order to make more room for bike lanes. I have biked in the city of Cambridge for 25 years and the aggressive

use of bike lanes has cause motorists to despise bikers, they have become MORE aggressive as a result. AND you are ruining neighborhoods by making resident parking impossible. I have lived here for 25 years - your "initiatives" are making driving and biking here intolerable. Nevermind the poor small business owners you are literally driving into the ground.

Once again hurting the residents

In advance of removing accessible parking, consider partnering with local businesses to allow Cambridge residents to park in their lots. This cost should be picked up by the Cambridge department of transportation proposing these disruptions.

Seems simpler

"Less winding on street makes it challenging for snow removal in winter Bette traffic flow Keep parking loading on same side "

Very tough on residents- many of whom dont have off streer parking

30 min parking is not enough time for people to take care of their business

But there should be a place for cars to pull over for emergency vehicles along this route. Option 1 balances the need for cars to be able to park depending on which direction they are coming from. Parking should be for at LEAST 1 hour. You should allow resident parking on the side streets. As residents we should have have FREE parking. We pay taxes to the city and pay to have resident stickers on our cars.

Why can't the bikers share a multi direction bike lane? Will the bikers continue to disobey traffic laws? Or?

"Cleaner lines. Less zigzagging.
"

Neither of these make sense. 30 minute parking isn't helpful unless you are running into a store.

design for disaster! Cambridge is basically putting a wall around the city and we don't want outsiders to come into it

Keeps driving on Hampshire st. Straight. Less chance for collisions with bikes

Make people who have to take the bus walk more. That's nice.

Finding all these options to continue to make it harder for residents with vehicles, who on top of taxes, pay EXCISE TAXES to be able to park. Resident parking is starting to become a commodity here because it's being taken away little by little in Cambridge. This is New England, people will never get rid of their cars here, why does the City keep suffocating residents with vehicles?

Handicap people don't stand a chance

just to keep parking on one side of the street

I like keeping the road straight

Lanes shifts slow vehicular traffic which is safer for pedestrians and cyclists.

depends on which side of main road has documented greater usage of permit spots

they feel about the same safety wise

"I think Option 2 is a cleaner, simpler design.

However, Option 1 creates a chicane which can help slow traffic."

"I cannot reiterate how important it is to not force cyclists into traffic with no protection to accommodate a single parked car. What is the reason for this in nearly every segment? Drivers of handicapped vehicles will door cyclists just like any other driver. Handicapped users are not at greater risk when we put their parking spots in line with all the other parking. You NEED to reconsider this because it's actually a huge safety concern for cycling.

Now, if we're not going to make this very important change, option 2 is highly preferable because the permit parking will mean Central-bound traffic won't be on a collision course with cyclists being forced to cut left around a single parked car."

Why do the parking spaces have to be floating. If the handicapped space is curbside, then the others should be as well. Anybody consider collisions between drivers accessing their parked cars?

Option 1 creates a visibility conflict for turning vehicles (right from Hampshire to Union) at the corner. Option 2 does not.

The handicap spot that the bike lane goes around will be awkward for the bikers and brings bikes unprotected and back into traffic. I don't like it and it's part of both options.

Option 2 is safer

I hope the chicaning (is that the term?) will slow speeds.

Better visibility turning from Union Street. Staggered parking helps to slow vehicular traffic.

Again, looks safer for bikes.

You have parking on both sides of street in option 1.

Preferable

As a cyclist I have no strong feelings either way between these designs.

"parking spots gives protection for cars from behind.

Same remark regarding accessibility spot as earlier, this makes it a complex design. Is there another option possible? Suggested to raise the bikeline to pavement level is that is the requirement"

best to keep parking on one side vs both sides, as shown in option 1

the parking space will better protect bikers in the unprotected section of the bike lane

Zig zag biking is no good. Car drivers have chance of staying 3-4 ft away per latest law, when bikers go around parked cars (in this instance disability parking)

I like that option 2 has less shifting of traffic, but don't strongly prefer either.

Everything is straighter on the road if the parking is all on one side

"Would prefer moving the loading zone to Columbia St and moving the permit parking there to the south side of Hampshire between Columbia and the accessible parking spot to preserve cyclist visibility during right turns from Hampshire onto Columbia.

30 minute parking doesn't really make sense - it's too long to pick up food and too short to eat in. A loading zone or 5 minute parking instead would be better."

The chicane will slow traffic on the street.

Less zigzagging is a plus for me -- keeping all of the parking on one side means that at least cars can just drive in a straight line.

Keeping the roads straight help against drivers driving across the line due to inattentiveness.

2 is better, the parking (especially because it is permit parking) protects the curve-out in the bike lane. And, a jersey barrier dropped in front of that curve would be good for bicycle safety.

Bike lanes should be straight or cars will cut across them.

On the basis of required directionality changes.

I prefer Option 2 because at least on one side the bike lane is not hemmed in by cars (which reduces left/right maneuverability for bikes)

Less bike lane weaving in and around parked cars

Straight line street is easier to drive on

I prefer straight roads with less swerving, and permit parking doesn't seem like something with much more value in one side or the other

Handicap parking spot is an inconvenience to biking in a straight line. When not in use bikers will just go straight instead of following bike path.

Better bike safety, as it naturally brings cars to the outside of the bike lane.

"I bike down Columbia from Cambridge Street then go east on Hampshire multiple times a week. So do many bikers. I either use the ride light to cross the crosswalk and then bike across the crosswalk to go left, or I watch the lights and turn left as soon as the walk signal goes. I have seen bikers unfamiliar with the area get stuck on left turns and have to wait until the next light. I think a longer delay between the walk sign and the green would be hugely beneficial.

I love the restaurant at the corner! I'm glad they get a lot of business, but the double parking is difficult to navigate by bike or in a vehicle. I like the 30-minute parking zone"

easier to have bike lanes on south side without dealing with parked cars around it.

Constantly shifting lanes is an accident waiting to happen. Large vehicles cannot maneuver and stay within the marked lanes.

More on street parking is an important goal

straight street, cars less likely to invade bike path

There are fewer curves for drivers.

Having protection from the bump out is important and permit parkers are generally more willing to walk a little to/from their parking spot so the location on one side of the street or the other seems unnotable

Better for bikes

Avoid bending lanes as much as possible

Option 2 appears safer for cyclists. However, cars may have more visibility of cyclists in option 1 instead of being blocked by the permit parking cars

consistency while riding a bike

Option 1 is a dangerous design as bikes will have to swerve out into traffic (where the disabled parking spot is) and cars will try to go mostly straight going westbound creating dangerous tight spots. Option 2 is therefore strongly preferred as the permit parking box before that area will provide for a straight lane for cars and thus no opportunity to cut into the bike lane that is swerving out...

see earlier comment about keeping clutter to one side

I like that this option keeps the road way as straight as possible which I think will help to keep

the bicycle lane safe.

Distributing parking across both sides is better and makes danger to cyclists more equal in each direction.

Option 1 makes drivers turning right onto Union do so at a more perpendicular angle to the bike lane (better).

"Option 2 would allow for there to be permit parking on both sides of the street when taking into account the next section between Union and Portsmouth, which is why I've favored it here. I think as long as there's some balance on both sides, it will make it better for parking regardless of the direction you're traveling in.

I'm curious why the spots in front of the businesses in this section are 30-minute spots and why other sections (closer to Inman Square or Union/Portsmouth) have metered parking. I don't mind one way or the other, but I'm wondering why this isn't consistent - the laundromat?"

I don't like the chicane in the road + the unprotected bike lane at the accessible parking spot in option 1

Option 2 provides more buffer as the bike lane shifts to go around the accessible space.

"Option 2 is best because it does not have a blind right turn for cars onto Union St, which add conflicts for the bike lane.

Also, maybe have the 30-min non-metered should be a loading zone for food app delivery drivers??"

The parking spot inside the bikelane seems a bit scary, but I'm not sure how to avoid that...

Keeping traffic lines straighter will reduce the possibility of vehicles entering the bike lanes.

I prefer option one, because it could give cyclists more room to maneuver around the ADA space. This design of swerving the bike lane around the ADA space is very awkward, and I believe other alternative should be considered. Nonetheless, if option one is chosen, the City should consider removing the flexposts in the buffer immediately preceding the ADA space to allow cyclists to take a wider arc around the ADA space. I also like how option one creates a slight chicane in the general travel lanes, which could have a traffic calming effect.

Again, Option 2 is unsafe due to cyclists having to jut out from behind a parked car to swerve around the accessible space.

Less sharp chicane for bikes around the accessible space and an additional chicane (more traffic calming) for motor vehicles.

Chicanes help calm traffic.

Straighter lanes are better for everyone

In Option 1, some motorists will cut through the bicycle lane on the north side of the street.

Splitting the parking makes it less crowded on the north side. Don't like swerving out and in with vehicles on all sides. The accessible spaces are creating a lot of swerving. Any chance these moving to the intersections would help with anything else, if that's even possible?

I only access businesses along Hampshire street by bike or foot, so I don't care at all about how the parking is split up

Option 2 is safer for bikers and pedestrians. Bikers only have to worry about getting doored on one side of the street and pedestrians only have to worry about getting turn-flattened on one side of the street.

Option 2 feels much safer for cyclists. In Option 1, a cyclist heading from Union toward Columbia must hope that cars really do move over toward the middle of the road and don't encroach on the bike lane as the cyclist approaches the accessible/disability parking space. Option 2 avoids this by placing the permit parking on the same side of the street as the accessible/disability parking space.

Keeping parking on one side of the street allows bikers to see further in the distance, which is safer in my opinion. I prefer to see as far in advance as possible when biking.

"Drivers might end up going a little slower on option 1, which will be a safety win. If so much money and energy is being dedicated to a single ""accessible parking space"", why not put the bike path on the sidewalk and construct a bulb-out for a van ramp. I am only cynical about accessible parking spaces because a functioning bike lane and safer sidewalks are already a huge win for the many types of people with disabilities who will be able to have better independent mobility. The windy bike lane as proposed isn't something I would take my children on."

slower traffic

Including the permit parking on the same side of the street creates a buffer which will keep cars away from bikes. I fear that design 1's curve to the left just before the bike lane swerved around the handicapped parking will encourage drivers to just drive straight over the unprotected portion of the bike lane. Option 2 seems much safer for cyclists

Option 2 removes the potential for illegal parking behind the permit parking present in option 1.

The chicane in the bike lane seems annoying and unavoidable... but placing it beside parking runs an increased risk of parked cars hitting bikes as they pull out

Reduced weaving of cars and bicycles, which improves visibility for both.

As I biker, I have better visibility navigating around the accessible parking space if there are no parked cars in the way.

Keeping all the parking on one side in this section is more straightforward.

"Option 1 has fewer blind spots for handicap drivers when crossing bike lane.

The veer in the road could be good for slowing down drivers but will likely end up with drivers crossing into the bike lane.

Both options add conflict"

Option 2 seems tidier and more straightforward for drivers. For cyclists, both options feel the same.

"is there a requirement to keep the accessible/disability spaces hugging the curb?

option 1 seems like parked cars will block the visibility of cyclists"

I generally like the traffic calming chicane of Option 1, but I worry that drivers will veer into the bikelane near the accessible parking space.

"Please don't expose people on bikes to car traffic to go around handicap spots. Please add protection to the bike lane if this is unavoidable. This unsafe design prevents people of all ages and abilities from using the bike lane.
"

Prefer that the bus stop at corner of hampshire and columbia not removed

Again, cyclists only have to deal with parked vehicles on one side of the street.

these are all gonna get blocked by "just be a minute" drivers, and none of them will be ticketed, so who cares, make whatever plan you want I'll still probably ride in the main lane.

maybe having the car lane be less straight will cause drivers to go a little slower, which I think would be good

I am concerned about drivers cutting through the bike lane as it bulges around the accessible parking space. If there were enough flex posts to prevent that from happening, either option would be good.

Option 1 again uses the dangerous chicane design. In Option 2 the bike lane is better protected and not in the direct line of car travel.

Prefer the straight line. Where is the relocated bus stop?

Keeping everything on the same side of the street is simpler.

Routing cyclists into traffic around a handicap spot is not safe. Paint does not protect cyclists nor is it infrastructure.

again, as much parking as possible during non rush hour will make bike lanes more popular with non cyclists. which side of the street needs permit parking more (perhaps dependent on availability on local side streets, or resident driveways or lack thereof

Prefer slight bends in the road for cars as a traffic calming measure.

Two bad options

"Option 1 forces the car to chicane and so slow between the accessible and permit parking spaces, whereas option 2 provides a straight-away without traffic calming for the cars while bicycle traffic still needs to bend around the accessible space.

It would be useful as well to get more specific numbers of how many cars could fit in the 30min and permit parking areas."

Uber drivers will try to sneak in between the metered and permit parking in option 2. The soft lane shift in option 1 will also help to reduce vehicle speed imo.

"Better flow for south side bike lane
"

These are both absolutely terrible. Why have the bike lane zig-zag? Put all parking right up against the curb, and put the bike lane in between traffic and parking. I cannot stress it enough, these designs make it more difficult, more confusing and more hazardous to ride a bike around cambridge.

Not sure if separated Permit Parking on a main street makes sense...

More straight

In option 1, it looks like a biker could get rear ended going around the handicap spot if cars don't respect the painted zig-zag.

I prefer option 1, so that way commuting on the south side of the street is fully not annoying. Rather than annoying bits on both sides of the street. (Annoying being forced to cycle on the sidewalk side of parked cars)

Again, keep everything on one side (the north side) of the street.

Whichever option you think will keep people from double parking near the disability space is better

The bend in the roadway in option 1 would hopefully serve as a traffic-calming device that encourages adherence to the speed limit.

Option 1 provides a bit more protection for cycling as the lane moves outside of the

accessible spot. Option 2 has more movement that could help slow cars.

Option 2 appears to keep the cyclists who are navigating around the accessible/disability parking space a bit more protection from traffic.

I think the permit parking near the disability parking space will prevent cars from trying to block the bike lane.

Option 1 might help reduce speed

The chicane in option 1 helps to slow down traffic. However, the handicap space should be in-line with the rest of the parking spaces. The handicap space, as it is now, blocks visibility for cyclists and could cause a conflict with the driveway immediately after the handicap space. Putting the handicap space in-line with other parking reduces conflict points and means cyclists aren't required to ride next to fast-moving traffic with no buffer.

Parking in the middle of the street is crazy and puts pedestrians at peril as they are not as visible to vehicles. It's confusing for me to figure out how to find a meter corresponding to a space and I live here, think of all the visitors who don't know what is going on? Remember all the out-of-town drivers - dropping off thousands of students and their gear.

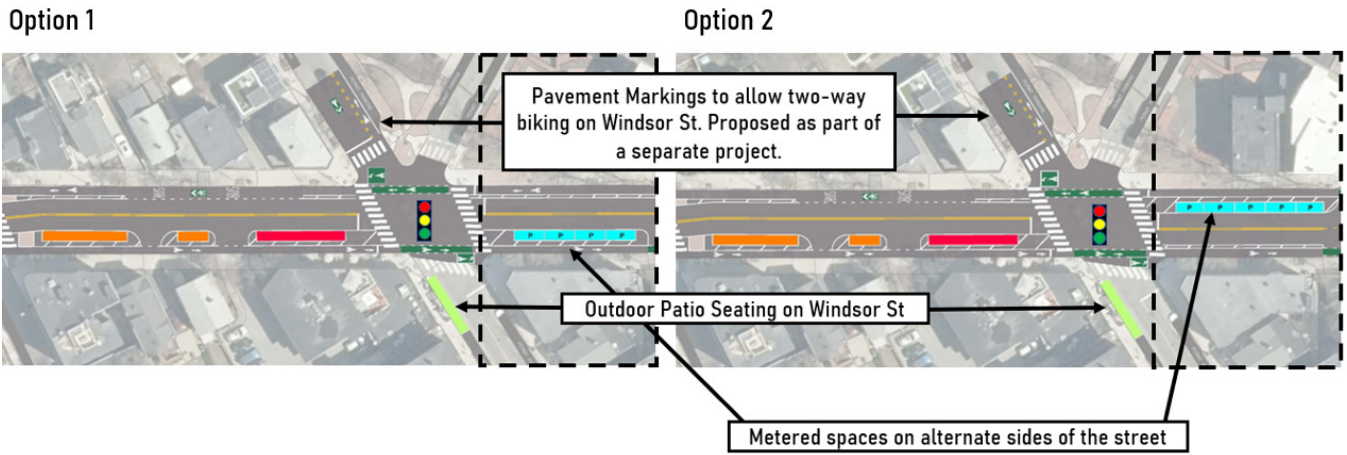
Better visibility for crosswalk at Union

Prefer option 1 because having parking behind the ADA spot would make approaching cyclists harder to see and increase risk of dooring. This option also add a chicane in the travel lane, which would improve traffic calming effect.

Need to have load zones on both side of street so Doordash and Uber don't stop in the middle of the bike lane or street. Don't think there should be permit parking - there is plenty on the side streets. Need those spaces for loading.

Q11. Union Street to Portsmouth Street
Which design do you prefer?

Answered: 239
Skipped: 306



Option 1: Permit parking, loading zone, and metered parking on south side of the street.

Option 2: Permit parking and loading zone on the south side of the street. Metered parking on the north side of the street.

I strongly prefer Option 1	I slightly prefer Option 1	I have no preference	I slightly prefer Option 2	I strongly prefer Option 2	Not applicable to me / No comment
12.97%	19.67%	35.98%	20.08%	9.21%	2.09%
31	47	86	48	22	5

Q12. Union Street to Portsmouth Street
Why? Do you have other comments or suggestions on this section? Do the parking types make sense?

Answered: 105
Skipped: 440

A lot of the resident parking spots are going to be lost. Outdoor Dining - is that on sidewalk? Where are the residents who park there now expected to go? Those resident parking spots are always full.

It is wrong to call this an improvement project. It's a disaster

Both are terrible. Two-way bike lanes on a one-way road are going to result in someone

getting hit. Since there are no licensing/ permitting/ road rule enforcement for bike riders (separate, better rules for the privileged) we all see how they don't follow the rules of the road as it is. Why would the city create special rules that treat bikes as *not* cars?

"It is only fair to, where possible, put parking on both sides of the street so that some residents and businesses aren't favored over others.

That said, the survey should mark what the businesses are that are marked ""business"" in the diagrams. When advocates and planners don't distinguish between businesses, they fall victim to the narrative that ""bike lanes are just good for business."" We know for some businesses this is true, and for others it is not, even if the businesses which are harmed provide essential services, such as grocery or hardware. CDD needs to distinguish what the businesses are, particularly for equity reasons, eg. a pharmacy largely serving elder/disabled residents. Without marking the types of business, decisions over parking configurations seem pretty arbitrary.

It's also interesting that the patio at what I'm guessing is Lord Hobo is earmarked. I urge you to read this article about outdoor dining as a clear indicator of public priorities: <https://link.springer.com/article/10.1007/s42532-020-00070-3>"

Both options seem better than the current situation.

Large loading zone should be residential parking after noon.

Can a buffer protected bike lane be considered for in front of Formaggio and Lord Hobo to accommodate patio dining here instead of on Windsor

where are the cars going to park! there is too much lost parking!!!

"Windsor Street is a VERY narrow and congested street as it is - how do you think adding these bike lanes will create a safer street for cyclist and motorists?

"

None of this makes sense. The city is not built for this kind of infrastructure

I am opposed to eliminating accessibility on one side of the street

I'd like to see city emphasize more parking for businesses and neighborhood residents.

Again, more uniformity, less visual chaos because parking and loading spaces are all on same side of street.

what about an option stating that I don't prefer either option! Basically you don't want to hear from us, as decision has already been made.

Somehow in every design Cambridge residents get the short end of the stick.

Makes more sense to have all parking on one side of the street.

Lane shifts slow vehicular traffic which is safer for pedestrians and cyclists.

1 extra public parking space

"I like the chicane in Option 2.

Please include the ""drunk dots"" (as the K5 crews call them!) or broken double yellow guide lines through the intersection to guide the traffic to the shifted lane positions on the other side of the intersection."

"This is largely fine. Put the metered on the south side of the street to better daylight the crosswalk for Central-bound traffic. Use planters instead of flexposts to protect the daylighting area in front of the loading zone on the south side.

Not a fan of putting buses in conflict with cyclists. Buses are heavy, large vehicles that will immediately kill a vulnerable user. Also, we shouldn't be putting buses and bikes against each other as they are both critical to the future of our transit network."

Why can't parking be curbside? Looks too challenging for pedestrians.

For the new bus stop, is there any way to create a floating island stop so the bus does not have to turn into the bike lane to load/unload?

hopes of traffic calming (though tbh it doesn't seem like a zone where people speed). Plus more parking.

I like the extra space in Option 2, but would the lane shift at the intersection be dangerous?

It might be worthwhile to put parking on both sides of the street just so drivers can stop making annoying mid-street K-turns. It appears more symmetrical but I'm not sure what the safety data suggests here.

parking on both sides of street with option 2. less problems with vans unloading product.

Don't care as much for this one, looks slightly better for traffic

For the business on this stretch, having parking on the south side seems to make more sense. The businesses on the north side have less foot traffic from my experience.

"more parking lots

I don't like the conflict between bikeline and the bus stop. I had in the MIT area / mass ave some near accidents because the bus drivers are not very careful and mindful of bikers. They just put their bus on the bike lane and expect the bikers to accomodate. Isn't there an better alternative?"

Parking location on the north side of the street will prevent cars from potentially right hook into bicyclists

biking down hampshire (to the right), the added parking will make crossing the intersection slightly less terrifying, as the cars will not be veering as much towards the bike lane

Outdoor dining on Windsor? Have you ever driven on it with? With permit parking on both sides it is ridiculously tight as is! There is a school bus stop there across outdoor dining as well as where loading zone is. How are you handling that - bikers as is go around kids when boarding bus

I have a slight preference for the option that doesn't require traffic to shift through the intersection, but it's not a strong opinion.

Option 1 puts all the parking on the same side of the street, avoiding a weird lane shift at the intersection

A lane shift in the middle of a 5-way intersection seems terrifying to me. Option 2 would need to be very clearly lined.

I think option 1 is slightly safer because option 2 has drivers changing lanes, and having observed drivers, that is hard for them and hence less safe for everyone around them.

Might as well keep all parking on one side of street

These are both bad because the bus crosses into the bike lane. The bus drivers never look! And they cut back out into bikes that are trying to pass on the left.

This looks much safer to me than the misaligned travel lanes in option 2

more parking spaces

Makes the street feel less wide for Nbound drivers

Straight traffic lanes

"Thank you for keeping the outdoor patio seating!

No preference beyond getting 1 extra parking space in option 2

"

having only one side of street parking, will help it less confusing

alternating parking side is attractive to not favor one side of the street.

There are more businesses on south side of street so parking should be there.

Do everything to increase the numbers number of parking spaces

Would be nice to have one of those floating islands for the bus stop instead of having it have to go through the bike lane

switch the driving direction of Plymouth and Seckel st. The 5-way intersection is bad.

Good to see a loading zone for Formaggio's and the bar. I think keeping parking on that side of the street is better for the businesses - esp Formaggio which is a quick stop.

"2 way biking on Windsor would be great! Columbia is not a good st to bike on.

Picked option 2 because parking is tight in this section of the neighborhood but concerned about the lane shifting across the intersection"

streamlined and consistent approach for cyclists in Option 1

"Businesses" shown on north side of Hampshire east of Plymouth is a realty management office at Hampshire and Portsmouth; not a traffic generator.

I think drivers will be less frustrated trying to park after a stop light instead of before it. Less angry drivers means happier bikers!

Same issue with keeping lanes generally straight is why I prefer 1.

Staggering the intersection with parking will cause issues with drivers stopping their vehicles in unsuitable positions while waiting to turn at intersection

This intersection is a great candidate for traffic signal removal. The geometry should be tightened overall, but it would be great if part of this project could convert Plymouth St to a dead-end (with paint and posts). This would allow a much friendlier signal phasing (if it is not removed, as it should be).

"Again looking ahead to see which side will have metered spots further down the street and choosing this option to balance them out, plus slightly more parking spaces.

I'm curious to see how the outdoor dining area for Lord Hobo being moved to Windsor works out. I understand why it's necessary for the protected bike lanes (of which I'm in favor), but Windsor is such a tight street already.

Can one spot on the block of Formaggio and Lord Hobo be converted from loading to parking? In theory, the one furthest from the 5-way intersection, so that loading vehicles can move in and out more easily. Right now, the loading space is shared with LH's outdoor dining, so it stretches maybe 2 parking spots instead of the ~4 proposed here. Do they need that additional room more than residents with no driveways in this stretch? "

Swapping what side the parking is on could help slow down motor traffic, I like it!

Keeping parking on one side of the street is safer for bikers and easier for traffic being opposite the bus stop

Increasing visibility to/from the bike lane on the north side of the street (by having parking on the south side) seems more useful than increasing visibility on the south side going away from the intersection

"I'm happy to see the big loading zone in front of Lord Hobo / Formaggio.

Again here I'd be happy if it will be possible for them to continue doing outdoor dining using the street space, but I'd understand if being split by the bike lane would make that infeasible."

Need some more bike parking by Formaggio.

I slightly prefer option 2, because the South side of the streets has a slight downhill grade, which can make Parked cars a more dangerous visibility hazard.

I have no real preference myself, but it looks like Option 1 has one more parking spot, so you should probably pick that because all the parking zealots are going to freak out if you don't.

From these diagrams, it seems that Option 2 misaligns the lanes on either side of the intersection, which would confuse some motorists.

Gets congested on punt in am. Having some ability to pass cyclists through and not beyond intersection will be helpful.

Navigating through this intersection on the north side of the street is already confusing enough. Put the parking on the other side.

This intersection often has lots of cyclists waiting going westbound. Option 2 might allow for more space for waiting.

I'm mainly worried about the loading zone in front of Formaggio Kitchen, where presently there are often pretty large vehicles (delivery trucks, and also in the morning a school bus likes to hang out there for long stretches) parked in the space and hanging well into the bike lane because of their width. I'm not optimistic about their being respectful of the "protected" bike lane unless there is pretty hard protection in that stretch.

Pedestrians only have to worry about getting turn-flattened on one side of the street; bikers only have to worry about getting doored on one side of the street.

It seems nice to have the double-yellow lines aligned at intersections whenever possible, so Option 1 seems better.

As a biker, I prefer to have parking located on one side of the street in a city block.

"These two options are not really different enough to get meaningful feedback.

However, doing a combined bus-stop-in-a-bike-lane is cowardly planning that sends the message that peasants on bicycles need to wait for peasants on the bus while more serious

drivers get to go by without interruption. What a terrible message to send to the majority of users who use this street not in a car.

In general, I am also not a fan of designs that require bicyclists to wait two light cycles to make a single left turn. There are international best practices that are being ignored."

one more parking space

Option 1 leaves the potential for illegal parking behind the meters that seems less likely in option 2.

Reduces the degree of lane shift in the intersection for bus/cars, and increases the changes of a bus seeing nearby cyclists in advance of the bus stop.

Keeping parking all on the same side of the street makes it easier for cars to find the spot that suits their needs. It also allows for the lanes to remain straight.

I like the traffic calming effect the unaligned lanes will have.

"Remove the parking on the south side of the street.

Create a floating bus stop.

Add chicanes to slow down auto traffic.

Mixing buses and people on bikes is not encouraging biking by people of all ages and abilities.

"

Contraflow Windsor is great. I guess if it's a question of 4 spaces vs 5 might as well make it 5, and then publicize the shit out of that decision.

The shifting car lanes in option 2 are not well marked and may cause confusion and conflicts for drivers. The simpler option 1 is better.

Keeping the street a straight line makes it easier to navigate.

put parking near whichever businesses need the parking near them more, north or south--do some have parking lots already?

Two bad options

More parking in option 2 and benefit of slight chicane; but option 1 does seem to provide a more legible route in both directions

We live in 102 Hampshire St, corner of Union. This project is disheartening but I guess you have no choice. Our main concern (besides bikers who ignore pedestrians) is the parking situation. I don't think you have addressed this, certainly not adequately. Where are we

going to park? We have no driveway. As it is, there are usually just enough spaces. What is going to happen when you take half of those away?

"Option 2 causes the cars on Hampshire St itself to be more directly aligned head-on across the intersection, forcing a chicane across the intersection which will provide traffic calming.

If the loading zone here could also be overnight permit parking, that would help offset the removal of parking on the following block of Hampshire."

It makes more sense to have the metered parking by the restaurant and bar. It also makes more sense to have a pick-up/drop off spot here than a block earlier, but I'll take any buffer over the current Ubers idling in front of Lord Hobo.

If it's deemed safe then the misaligned auto lanes may offer a bit of calming? Hey you're the experts here!

2 is slightly less awful because it distributes the hazards onto both sides of the road. Bike lanes, again, are in the wrong position on the road. At least these drawings don't imply that the bike lane will diverge onto a sidewalk, which would be the worst idea, like where it dips behind the bus stop on Hampshire in Inman square and pedestrians step out in front of cyclists all the time. Does anyone on this planning committee even ride a bicycle?

Option 2 seems to have more parking

Keep the design as consistent as possible. If you're going to force me to bike on the sidewalk side of parked cars, keep it that way for as many blocks as possible, so I don't need to keep re-assessing new situations. It is SO awful to bike on the sidewalk side of parked cars. I really think this solution is going to be worse for Hampshire street. This works OK on a low-volume bike street like Cambridge street, but I think it'll be awful on Hampshire where there are gazillions of bikes every day.

Even though I generally want to keep things on the same side, this section does get a lot of deliveries so a south side zone for this makes sense.

Left turning traffic from Windsor toward Portsmouth would have cars to buffer the bike lane.

Seems to preserve more parking without safety impacts

Option 1 reduces risk of right hooking when traveling westbound at the traffic light.

I am not convinced that cars will slow down through this intersection. It is better to keep the lanes aligned as cars cross over Windsor street.

Keeping parking on the south side is slightly preferable for me because I go to Formaggio more than the businesses on the north side

Offsetting the lanes of travel across the intersection, like in option 2, will help slow down car traffic. This is a good thing!

Still don't like vehicles parked mid-street, confusing and dangerous for pedestrians.

Keeps cars going straight in the intersection. Both bike lanes are basically the same.

Need loading on both sides of street so Uber don't stop in middle of road or bike lane. I don't think we need any permit parking. There is plenty on side streets. Suggest making those loading zones. Bus stop should be bumped out. Bus and bike interaction is very dangerous. That is how Dana Laird was killed in Central Square. Keep buses and bikes away from each other!

I strongly oppose relocating this bus stop

I worry that people will park in the bus stop

Q13. Portsmouth Street to Clark Street

We have one designed for Portsmouth Street to Clark Street. The width of the street in the area is too narrow to accommodate parking.



Do you have any comments or suggestions on this section?

Answered: 106

Skipped: 439

Poor design. Resident parking could be accommodated at least on one side. I wonder how much the rents in this whole area will go down when all the residents, fed up with no parking, decide to move out. I'm sure some residents will opt to pay for the street cleaning ticket, since now there's the option of keeping your car parked whenever there's street cleaning but I wonder how much that is feasible also taking in consideration that the no towing is a one year trial so far.

Don't do it

NOPE. WE NEED PARKING. Bike lanes only help rich, perfectly-abled, responsibility-free commuters. Nope.

I think this will be much safer than it currently is. I imagine some people will be pretty upset

by this proposed change, but I appreciate it and think it would do a lot of good as I have had some close calls with parked cars while cycling on this stretch.

This is criminal. Cambridge should compensate residents with tax breaks, free lot parking especially overnight or some other measure to offset the inconvenience and misery all of this will cause.

No room for emergency vehicles

This proposal is unclear about why you are preferring cycling over all other methods of transport, especially to those who have special needs or seniors.

This is horrible

Where will the residents of this stretch find alternative parking?

THIS IS UNACCEPTABLE. There needs to be a place for cars to at least pull over. It is dangerous to everyone if emergency vehicles cannot get by. There needs to be at least 2 parking spaces on EACH side of the street.

Why would we proposed reducing parking for shops and residents? Who benefits from this? Catering to bio tech elites at the expense of regular people?

No bike lane. Parking.

how much parking is being removed? Interesting that you don't show that

No. I give up.

What's the point of this?

Start making money from bikers

Safety for people walking and biking is the highest priority

excellent

Some resident parking is needed in this section

Looks fine

I've been cycling downtown from porter square for over 40 years and I loooove the bike lanes!

good protection for bikes and peds

This is a terrible plan for residents on this section and should be reassessed. strongly oppose.

Painted pedestrian islands mean nothing. Somerville has a bunch of them on residential streets and cars just park in them. Put planters there or expect them to be used as parking. Flex posts are insufficient cause they'll just get destroyed, and only paint is a farce.

What a waste!!! Why no parking?????

"This looks good. Please add fixed barriers (preferably curbs, not widely spaced flex posts) so drivers don't double park.

Can you add short term / metered parking on the side streets?"

Love it

Excellent.

Yea. just keep the vans from parking in the bike lane!

Great

Why can't there be a pedestrian crossing on both sides of Bristol St? Especially given the painted island in this picture.

Since this section has no room for parking, the bike lanes could/should be made wider to accommodate passing, as was acknowledged in the framing for the project.

put enough physical barriers like cement blocks not just flexi posts to prevent cars from parking in bike lanes along this route

Beautiful!

This is a dangerous stretch of Hampshire. Cars typically fly on this portion. Crossing or driving across Hampshire here is dangerous!! Consider doing something a bit more here to slow down traffic...

Looks like a good design to me.

Better than what there is now.

"> Painted pedestrian island

Having physical barriers prevent cars from pulling into the bike lane, especially on a stretch of road without parking. "

jersey barriers at the beginning of each too-narrow-for-parking stretch would be good, that will help focus drivers' attention on where they are supposed to be.

Looks great!

This looks fine to me

Great!

There should be posts to protect the pedestrian islands

That intersection is dangerous. consider some flashing lights or similar to slow traffic down

I am very disappointed to learn that there will be no parking on this section of the street as many residents on both sides rely on these parking spaces. I am curious as to how the city will accommodate the loss of these parking spaces as side street parking is already tight.

looks good

looks good

At this intersection with Bristol flashing lights or raised island is necessary. Crossing with cars across Hampshire is impossible and crossing by foot same given how fast vehicles drive down this flat stretch

Looks good!

Not clear what is being proposed - is the parking being removed?

Find a way to restore parking on both sides

All good.

put both bicycle lanes on the same side of the street. That will allow more room and allow parking on the other side from the bicycles.

Looks good!

The Portsmouth st left turn onto Hampshire is pretty awkward. It'll be better now that there aren't cars blocking the view, but cars will end up blocking the bike lane when turning left.

Totally unacceptable. No consideration for loading, drop-off, moving vans, etc. Difficult to believe that a 12" "deficit" makes parking on one side impossible: If cyclists need to ride single file, so be it. The damage done to the residents is significant. Would also like to see proof that this is a real safety issue. This section of street seems to work well as it. Is there no way to time-share some of this pavement? (The peak demand occurs for only a few hours five days a week.)

Looks good to me

Love this super safe section

looks alright, concrete barriers would also be great, or at least parking enforcement because I have a feeling that there will be lots of people parking illegally in those bike lanes.

It is better to have no parking than to endanger cyclists so this is the safest and most

relevant option.

Love it! Please prioritize a wider bike lane (up to 8') over a wider buffer when striping. Also, the Portsmouth, Bristol, and Clark St intersections should all get pedestrian refuge islands in the middle of the street (even if this means a smaller island in the bike lane buffer).

Again, I'm in favor of the protected bike lanes. This is going to be a tough one to defend to those that aren't. Is there anything that can be done with side street parking to mitigate this? I'm sure you've already thought of everything...

Looks good.

You get rid of all the parking, but it's 1'? If so, make the travel lane narrower, or the buffer between the travel lane and cycle track be 6" less on both sides? Use concrete barriers for the bike lane - otherwise delivery vehicles will double park in the bike lane. You know that will occur.

Love it!

Finally, a properly designed urban road!

Can the pedestrian island be hardened with stone blocks, bollards, or other means, not just paint?

I don't understand why the hashed buffer zone is not one continuous rectangle. Doesn't seem like the cut-ins line up with driveways, and the bike lane isn't green.

This looks good to me.

Perfect. Will led zing warrant flashers?

Make the bike lane wider here

Please use flex posts or something to delineate the areas of "daylighting" so that cars don't park right up against/on the crosswalk! The crosswalks in this stretch of Hampshire are regularly ignored right now, and even as someone who wants to yield to pedestrians it can be hard to see when they're waiting to cross because the view is obstructed by badly-parked cars.

Thank you very much for removing parking and making it safer and more sustainable to live in Cambridge as a cyclist

YES. ALLOWING CAR PARKING IS DUMB. THERE ARE FEW THINGS ON THIS AREA OF THE STREET A NORMAL CANTABRIDGIAN NEEDS TO GET TO VIA CAR.

Looks great.

I agree.

This seems like an excellent opportunity to widen sidewalks

Good

Nice! please put flex posts or other barrier to keep automobiles from stopping in the cycle track.

I'm confused by the painted pedestrian islands, especially on the side of Bristol St that doesn't have a crosswalk. Also by the small, not green, gaps in the cross-hatching. Are those driveways that should have green paint?

Fully support the separated bike lanes!

I like the buffer zone between car and bike traffic. Thank you

can you plant trees or put flower boxes in the no crossing/pole area?

"Add a speed table at Bristol Street.

Add chicanes to slow down car traffic."

Excellent!

I love no parking!

You have removed all of the residential parking!!! This is unacceptable. There are many multi-family Properties in this area with little to no private parking. Where do you expect residents to park? This is going to be an even bigger nightmare during street cleaning months and when it snows and there are limited spaces available. There needs to be residential parking. The side streets are all congested 1 side parking only.

needs more bollards

no parking is fine. Can speed reducing measures be introduced? Looks like cars will just speed through here

I am very happy with the removal of the parking in this stretch of the road. I very much appreciate the increased protection of the bike lanes.

Yes is not ok! There are multiple multi family homes here. Each home has a minimum of 1 car per family. You are taking away much needed and valuable parking to your residents, especially during the times of street cleaning and snow storms. Where are we suppose to park when this happens, as the adjacent side streets are MOSTLY ONE WAY - which limits parking already!!! This is not right

Maybe make people get off their bike a walk this stretch? Seems like a huge change

Stop stop stop

While this project is strictly a quick-build and such only this option is available, it should be moved up onto the city's 5 year list of reconstructions to restore resident parking on at least one side. The sidewalks seems like they are wide enough to slimmed down the 6 inch difference on each side (as mentioned at the second public meeting), but of course accessibility is also of top importance (especially on such a narrow street). Working with the abutting landowners and local residents (including those who need accessibility) to reach a compromise on accessibility, parking, and safety would be best.

Bollard spacing is going to be critical here. See Holland Street in Somerville or Congress Street in Seaport for great examples of Ubers parking in any break between bollards.

Sweet, also I can't wait until the bike lanes are grade separated so cars can't easily occlude them. I get that this is a quick build but unless there's a physical deterrent people will "park" anyway and bike traffic will be forced into the auto lanes

Finally, something that makes sense.

I'm fine with this. Hope the residents can find somewhere else to put their cars.

I agree with width assessment you made here.

I like the painted pedestrian islands

Looks great!

Nice

N/A

So, tough luck for those businesses?

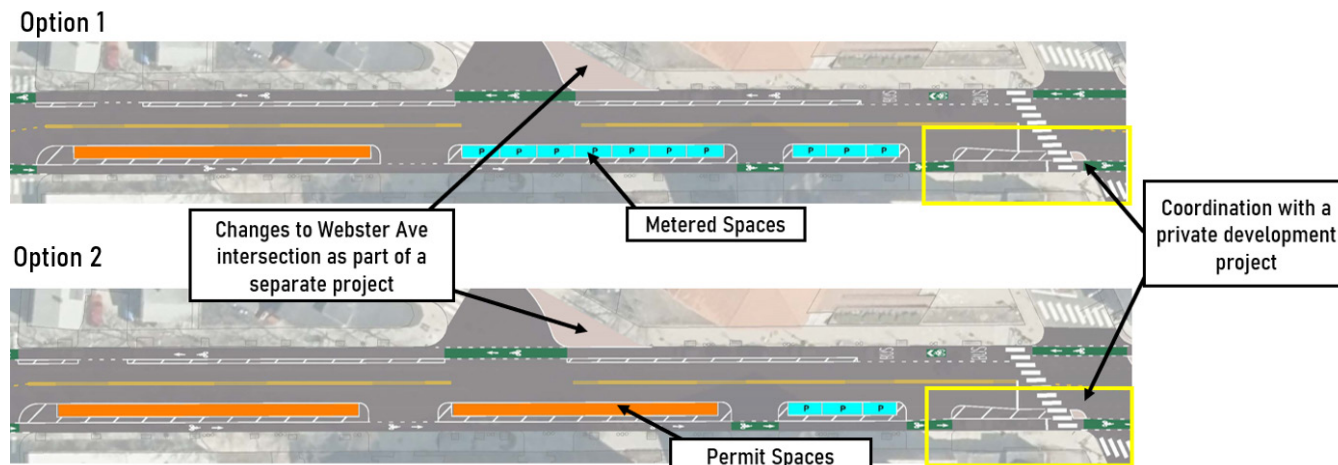
Thank you for making the difficult, but correct, decision here to prioritize protection for cyclists.

I'm concerned about speeding with no parking to slow people down. Can we get a speed table for the crosswalk?

Q14. Clark Street to Cardinal Medeiros Avenue/Portland Street Which design do you prefer?

Answered: 237

Skipped: 308



Option 1: About seven permit parking spaces and 10 metered parking spaces on the south side of the street.

Option 2: About 15 permit parking spaces and three metered parking spaces on the south side of the street.

I strongly prefer Option 1	I slightly prefer Option 1	I have no preference	I slightly prefer Option 2	I strongly prefer Option 2	Not applicable to me / No comment
13.92%	19.41%	38.40%	11.39%	15.19%	1.69%
33	46	91	27	36	4

Q15. Clark Street to Cardinal Medeiros Avenue/Portland Street Why? Do you have other comments or suggestions on this section? Do the parking types make sense?

Answered: 107

Skipped: 438

I live near this area, and metered spaces seem to be more useful to the area. If residents feel they need parking there, perhaps the meters can end at 6pm and begin at 9am, to give residents nighttime parking. I have never had trouble finding street parking in this area myself, except during street cleaning.

"Strongly support retaining residential parking on the north side of Hampshire between Clark and Webster.

Concerned that ongoing construction at 34-40 Hampshire St will block eastbound bus access. (Currently pedestrians cannot walk from the current bus stop at Clark x Hampshire to the replacement bus stop at Hampshire x Cardinal Medeiros because the sidewalk is closed.) Perhaps bus stop removal could be delayed till 34-40 Hampshire is completed?"

Stop wasting taxpayers money with this terrible plan

NOPE. Both are terrible. Buses help both abled and disabled residents, and removing bus stops is an unfair tax on poor, disabled people. Bike lanes only help rich, perfectly-abled, responsibility-free commuters. We need parking and bus stops!!

We shouldn't be reducing bus stops, if that is the case. I bike often, and I ride on the bus. On the bus, I see people with disabilities, and folks who are largely Black and/or immigrants. There is much greater age diversity on the bus as well. At least on the bus, people can bring shopping trolleys and other things which carry more goods, particularly if one is unhoused. I again urge CDD to consider equity here, beyond just "bikes are good."

I am not sure which I prefer, but I would think more metered spots would generally be preferred.

NO non permit parking should be in any of these plans.

but again there is too much lost parking

I prefer metered parking

Already a busy area. This will be catastrophic.

The largest amount of permit parking should be created. Many of the residents on this section of Hampshire drive.

Residential parking should take precedence given the number of apots lost. Businesses at One Kendall have access to garage parking for guests

They are the same. Which is true of a couple of you previous scenarios.

Why do we not have a plan that maximize possible parking along the street?

Which options do merchants prefer? Do you have data on usage?

who says we need to have small businesses in the city? After the the city doesn't appear to want them with all these changes.

Keeps permit parking

You're going to do what you want anyway. You've had lots of feedback but you only listen to the bike advocates, the bike union, etc.

More resident only spaces will be better for the residents in this area because it seems like all the City wants to do is take it away.

No preference on parking. Happy to see plans to improve Webster st., which is currently risky for pedestrians to cross. When biking east, it is very difficult when traffic is heavy to make the left hand turn at Cardinal Medeiros Ave, but many people need to do this to access the businesses at One Kendall Square. Neither design addresses this safety risk.

more metered spaces make sense to me here, I think there may be a lot of demand for that here. On the other hand, maybe the city doesn't want to encourage that? Discourage people from bringing their cars to visit the city. Maybe add some uber/lyft/taxi loading zone instead.

the additional meters would help people visiting businesses around this end of Hampshire St

Residents need parking.

As a resident, additional permit parking benefits me.

"depends on data on parking needs of local residential vs short term for businesses"

maybe the metered spots turn in to resident parking after a certain time

I think it depends on the uses at 50 Hampshire. If there's a new restaurant, I would lean towards the metered spaces in Option 1.

"Makes no real difference to me, as I don't see any safety concerns. If anything, I think we should prioritize parking for our residents over parking for nonresidents. The city has data on parking availability on the adjacent side streets. If vacancy is high, then metered parking is just fine. But if residents are already struggling to park at their houses, make it permit."

Why no parking at private development project?

"I think option 2 is a little better because it provides more resident permit parking for those to the west.

Can the bus stop be a floating island to not interfere with the cycle track?"

Metering is a better use of road space.

I'm biased toward metered parking in this area, but wouldn't want to shortchange residents who rely on permit spaces.

I am hoping that with all the bus stop relocations, the correct data is being provided to

people using the buses (maybe in the form of a flyer inside the bus, which people can grab, or at least a sign) so that it doesn't create mass confusion.

Cambridge should incentivize car-free residents to minimize on-street parking, and encourage visitors to use buses, bikes, trains, etc. So any kind of on-street car-storage doesn't appeal to me much, so I am undecided who should have access to those car parking spots.

More permit is better

This appears to be about the allocation of parking space types. I don't have the data or experience to comment on how these might be utilized.

Glad to see the Webster intersection getting reworked. It's a total death trap at the moment, way too wide and you can't see the crosswalk at all. I'd LOVE to see a permanent crosswalk that allows you to cross through to the pathway between 205 and 207, which makes for easy access to Broadway on foot.

You have a considerable amount of businesses here that need parking. There is ample permit parking on side streets, like Webster, Bristol etc.

We shouldn't subsidize local-only parking next to businesses.

I work in Cambridge and commute in by subway, so I don't have a strong opinion on permit vs. metered spaces.

More metered spots on busy streets

Permit spaces are better than metered parking because there'll be less frequent traffic

I would imagine there's enough demand for parking around here that the permit spots would always be occupied, and metered makes more sense.

Please don't merge the bus stop with the bike lane. The bus drivers do not yield to bikes and are the most dangerous thing I encounter on Hampshire St.

Based on my understanding of the businesses, I think this may be preferable for them.

more (non-permit) parking spaces

I think having more permit spaces for residents is preferable

Metered parking spaces are better for visitors near Kendall sq.

I prefer option 2 because there is more permit parking. I live on Webster and it can be difficult to find parking as a resident.

"Here we are hitting one of the busiest biking intersections. Already on my commutes, I see a minimum 10-12 other bikers alongside me.

I prefer the additional metered spaces over permit spots. This supports the local restaurants that are adjacent. And those with permits can park there when the meter is not in effect. "

Better for businesses.

Having 15 permit spaces now on this end of the street will help accommodate those of us who will lose our parking spaces on the previous section of the street.

having more metered parking gives more options for non-residents

People that live in this area are going to lose parking on both sides of the street . You need to keep as many permit parking spots as possible. There is the Kendall garage close by for visitors.

option #2 is better for resident parking

I defer to people who live around there - as if they need residential parking - they should have it - at least from 6pm to 7am

I don't know which is more needed.

Cars should park in the kendall square garage (and be validated by the businesses). However, I don't know how useful these permit spaces will be because they are pretty far away from most residences in the neighborhood.

more metered parking seems to make more sense here

Commercial abutters have their own parking structures.

More metered parking would increase flexibility for drivers/ visitors to that are and support local shops/ restaurants

I prefer metered spots. Residential permits are heavily subsidized whereas the meters more accurately capture the negative externalities of driving because they're more expensive.

better to prioritize resident parking

Having more metered parking is better for business.

"Metered spaces are much better than permit spaces—bring more revenue to the city and encourage parking turnover, allowing parking to be used by more people rather than monopolized by those with permits who should be buying off-street parking instead. By the same token, consider adding a loading zone somewhere along this block! I don't want the UPS etc. driver to stop in the bike lane.

Distance between crosswalks (780' from Bristol to Card. Medeiros) is much too long. How about a crosswalk (with refuge island) at Webster?"

The people who live in the previous section (Portsmouth to Clark) are absolutely going to need this permit parking. Could also consider hybrid spots as mentioned before (x-hour parking unless you have a permit/guest pass).

The metered parking leaves an opportunity to turn those spaces in the parklets/ blue bike docks.

In general I like for the costs of parking to be paid by the people using them, so meters are good for this (internalizing the externalities)

In general I prefer to see more metered spaces.

Permit-only parking is better here. There isn't a retail scene on this stretch to justify the meters.

More permit parking spaces will help placate people in the neighborhood that complain about losing parking.

I'm just happy to see the weird spot past the stop bar at Portland St will not be making a comeback.

Protected intersection corner at Portland Street would be good.

Metered space is more efficient use, since permitted residents can park in it overnight.

Maybe make the metered spaces overnight permit only?

"Don't drive in area.

Business has parking garage access so give it to the residents?"

I don't use parking and I think cars are a cancer on urban life, but I guess it's probably better to have more metered spaces in hopes of people parking in them instead of illegally running over some posts to chill in the bike lane?

METERED PARKING IS THE ONLY KIND OF PARKING WE SHOULD LET ABLE BODIED FOLKS HAVE. I SUGGEST THAT EVERY BLOCK HAVE AT LEAST ONE ACCESSIBLE/DISABILITY PARKING SPOT--THOSE ARE THE FOLKS WHO ABSOLUTELY MUST DRIVE. EVERYONE ELSE CAN WALK.

What are the details of coordinating with a private development project?

Metered spaces are better than permit spaces

I prefer the option with more metered spaces because it is a more democratic use of the public space. For the years I lived here, I would have a rental car twice a year and had to

park far away because it would be pointless to have a resident parking permit. Having fewer resident spaces will encourage residents to live car free.

One more parking space

metered parking. many people want to park their vehicles near Kendall. This is fine, but they should pay for it.

The less parking the more people will choose other modes

The plan for Option 1 says the spaces are non-metered, but that doesn't match the narrative.

What do your traffic studies say? I can't judge the tradeoff between business and residential parking there. I don't live there but I do bike through it all the time, and I also go to those stores/restaurants by bike, not car....there is the parking garage nearby for restaurants....

"Remove the parking. Add a floating bus stop that protects people on bikes from mixing with buses at the new bus stop.

"

Is the option 1 image wrong? It points to blue "Metered Parking" with a box that says "Non-metered spaces"

I prefer permit parking over metered, because not just anyone can use permit parking.

We need more resident parking available!

how come option 1 has "non-metered spaces" pointing directly to light blue parking, which according to the key is Metered Parking?

People who live in Cambridge and pay taxes need permit parking.

can you not split the permitted and metered parking so both get a little more?

Two bad options

Since you are taking away parking places, it would be wise to provide some permit spots!! Please wake up to the parking crisis this project is going to cause.

"Whether the spaces in this section of street should be metered or permit parking should have strong input from nearby residents and the abutting businesses. It feels to me that having more permit parking here could help offset the parking lost on the previous section, but may negatively affect the abutting businesses if the spots were going unused during the day. It could just be a balance of which hours are paid or not.

While coordinating with the private developer, it would be good to ensure pedestrian safety and accessibility for as much of the construction period as well as afterwards."

More metered spaces makes sense here given all the chicanery resulting from people trying to park by CBC/State Park/Automatic. Also that private developer project is godawful, leaves debris in the road, and is terrible for sight lines. It is the single most dangerous intersection in this stretch right now. IDK that you have any control over that right now, but if you do, please lean on them before a person turning onto/off of Portland murders a pedestrian.

Option 1 makes more sense, but pedestrians will treat the bike lane on the parking side of this street as though it is a part of the sidewalk.

Option 2 is too exclusive with being mostly Permit Parking and only three Metered Parking spots

More permit spaces, fewer metered spaces. Who the heck drives to a business here and needs metered parking?! More important for residents without driveways to have space for their cars.

This isn't an area that I normally use meters but it make sense given the area to have more metered and less permit parking.

I like more metered parking

FYI in option 1, the description says metered parking and the graphic says non-metered parking.

We don't need more space for car storage, while meter parking will help for folks going to 1 kendall sq and other nearby businesses

Public ways should have as little permit-parking as possible. Public ways are public space and should not be reserved for private usage.

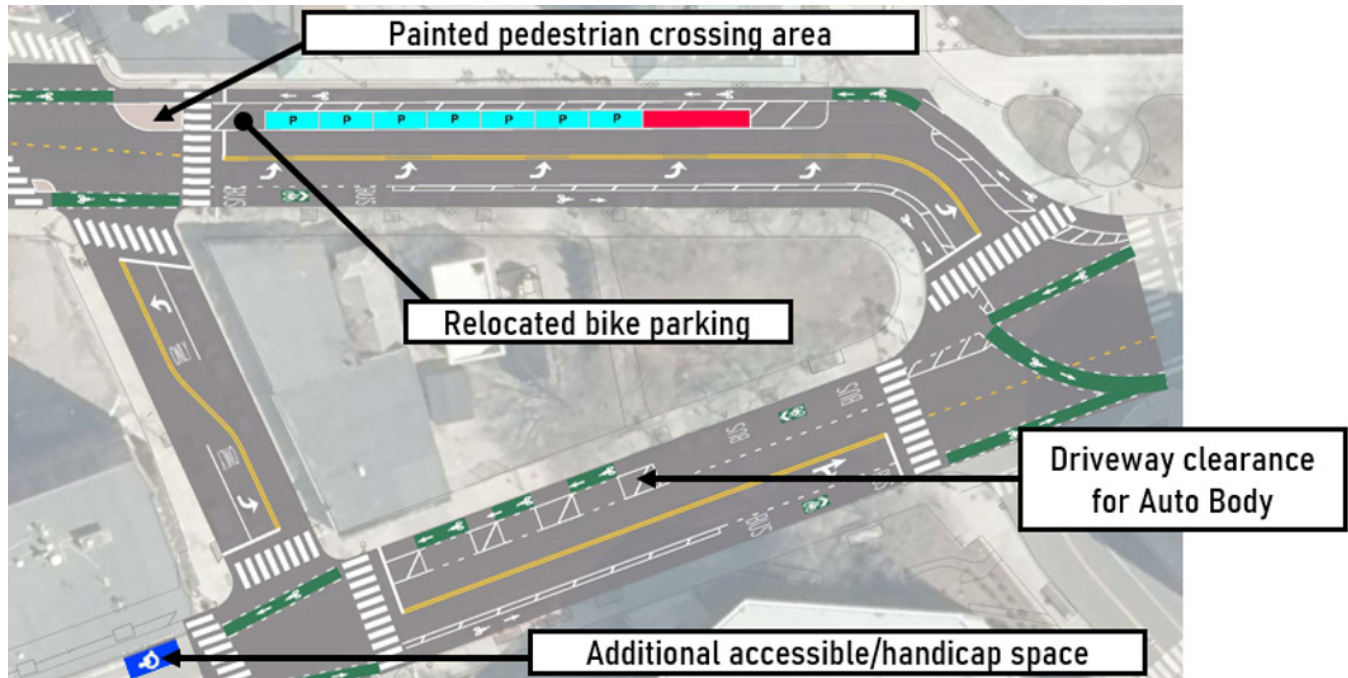
Both are equally confusing.

Don't think we should have permit parking on main streets. Need to reserve for loading and business access. Don't like bus and bike interaction - can we separate? See previous comments.

Q16. Hampshire Street at Broadway

We have one design for the Hampshire Street at Broadway intersection. This design includes metered parking spaces and a loading zone on the north side of Hampshire Street and a new accessible/handicap space on Broadway.

We are proposing a change to traffic patterns at this intersection. Motorists would only be able to turn left on Hampshire Street at Broadway. Access to Technology Square would still be allowed via Portland Street and Broadway.



Do you have comments or suggestions on this section? Do the parking types make sense?

Answered: 168

Skipped: 377

With the proposed elimination of so much parking, it begs the question where will all the residents go. Is the city building new garages nearby?

This section should be pedestrianized, with bike access, and opened for loading a few hours a night or early morning. I've stopped driving through here on my way home because there are so many bikes making the right turn onto Cardinal Medeiros complicated.

Strongly disagree with disallowing right turns and straights at Hampshire St x Broadway. This will significantly increase the traffic and thus danger to pedestrians and cyclists at the no-stop, no-traffic light intersection of Portland St and Technology Sq (immediately adjacent MITFCU) since that will become the preferred access route to Technology Sq from Cardinal Medeiros and by extension Rt 28 due to traffic light patterns on Broadway. Also, removal of

the right turn option will hurt a local business (Advance Tire).

I both options are terrible

NOPE. Cars need to be able to turn both ways. We see the nightmare disaster that Inman Square has turned into and will have to be completely redone. Cars idle through three, four turns of the light there. DO NOT SPEND OUR MONEY TO DO THIS HERE ALSO.

"This will increase traffic and back ups on Broadway and Harvard St. immensely. Harvard St. has a significant amount of public housing. Please don't make life harder for people in public housing. I bike this way often and have never been in conflict with a car.

Also, please do not relocate the bus stop. Moving the bus further from businesses--and making people cross an additional intersection--puts vulnerable pedestrians at greater risk."

The parking types make sense. The traffic circulation change is very interesting. I think this is more in line with how traffic flows, so this will probably be an improvement, so long as there is sufficient visibility for cars turning right through the bike lane onto Portland St. NOTE: The "Today" image has the straight arrow on the wrong traffic lane - should be for right turn and straight.

no none of it makes sense. i don't agree with the intersection changes.

Make sure it's very clear to drivers or they will illegally turn right or go straight once they get to Broadway

NO! You are snarling traffic in this area even more!!!!

This will make traffic even worse

What is the impact to both residents and businesses by your proposed changes? The statements in this survey indicate proposals, yet offer no alternatives.

I would be concerned about motorist non-compliance with the through-right prohibition. May be worth asking Somerville what the no-right turn compliance is like approaching Powderhouse Square on Broadway

Please NO these kind of reroutes just cause more gridlock all trough the area. Get stuck in a constant loop of one way streets that are blocked with garbage trucks school buses and ever lasting construction.

The diagrams are very difficult to assess. Why are there no street names on this map? I think this is a VERY BAD IDEA and do NOT SUPPORT it AT ALL.

Why are we devising plans that create more congestion to accommodate bike lanes used exclusively by elites working in bio tech and other white collar jobs?

Keep it the way it is.

no this design doesn't make sense, it is just moving traffic to the other streets.

How do customers traveling from the west access the tire shop on the corner of Broadway and Portland Street? The shop is on the north side of the street. We want to be considerate of everyone. Do we know how many people turn right at that corner and why? Also, the redirect down Portland will potentially put an incredible burden on Portland and could lead to incredible congestion. I worry about the impact to emergency vehicle trying to get to a fire or transporting someone to MGH. This might be worth additional consideration.

Changing the traffic patterns make no sense.

Does not make sense because the traffic lights in this area are always tricky for people wanting to take a left Broadway to Portland. The lights either have to be better synchronized and timed for traffic to flow properly.

Cluster mess

Proposed change to intersection at Hampshire and Broadway looks much safer for cyclist. The current bike lane between two vehicle lanes is risky and uncomfortable. Metered parking makes sense to encourage frequent turnover for customer parking. Frequent problem is ride share drivers illegally parking in the bike lane, particularly right at One Kendall Square. Physical protection of the bike lanes is critical here.

yes, I like these changes. The light at Broadway and Portland will make left turns there OK

Great idea to make it a left-turn only intersection at Broadway-- that would help cut down the backups caused by the cars trying to turn right or go straight and the many bike riders who go through that intersection.

i like it. feels safer for bikes

Have you actually had the traffic engineer review the current state?

I think so. This is a major choke point for vehicles and cyclists. I generally avoid it by taking Kendall Square to Binney or biking between buildings on the pedestrian walkways to Binney.

I think the redesign is fine for cars but much safer for bikes

the traffic circulation changes are excessive and unnecessary. traffic should be allowed to make right turns at both intersections.

"Parking types make sense. I don't see how we're going to enforce the left turn only onto Broadway. There are going to be accidents here where cyclists get run over by cars making an unexpected right turn or straightaway at the last second.

This is the perfect place to use a modal filter, and have all Broadway-bound vehicles turn onto Portland. There's no parking on that side of Hampshire anyway, and there's a safety concern that would be completely eliminated by having all vehicles continuing to Kendall follow the Portland -> Broadway flow. Cambridge would get hugely positive publicity for

prioritizing micromobility at an otherwise dangerous intersection and would encourage cycling to Kendall more than we ever have before."

This is really dumb. How do you get to the tire shop from the west? You will put too much traffic turning on to Portland St of people trying to get to tech square parking. It will become a hopeless gridlock as well as a nightmare for pedestrians

I think the traffic signs will be widely ignored

"Please, please add real barriers for the eastbound bike lane on Hampshire, otherwise you know drivers will double park in this, the busiest cycle track in the City.

Also make sure the Broadway cycle tracks have solid barriers."

Maybe a disability spot closer to the plaza of restaurants? Looks good

All makes sense. Will be a welcome update.

Parking types make sense; I am a bit concerned about communicating the left turn changes and that drivers will violate the left turn only rule since the intersection lines up in a way that seems like other turns should be allowed. The right turn could still potentially be removed while allowing both left and straight to Tech. Sq.

It makes sense. I rarely see cars turning right or going straight at that intersection.

I am good with this

I ride my bike through this intersection daily. I strongly support the proposed traffic circulation changes. This intersection is currently dangerous for cyclists who turn left, with cars constantly cutting cyclists off to make right turns. The safety improvements from the proposal would be massive. A side note, Broadway street by the tireshop is in desperate need of repaving.

Looks like good improvements

This seems fine. One thing I worry about is traffic backing up from the Portland/Broadway intersection, making it potentially dangerous for bike that are continuing straight on Hampshire.

Great design.

The drivers that go to technology square should definitely be directed to use Portland very clearly beforehand, otherwise this change will create chaos and more traffic/accidents, because most drivers that come to tech square are not Cambridge residents and probably do not know about this plan. They will be confused and I am afraid they will still try to go wrong way when not monitored, or they will try to make illegal u-turns. An alternative option can be that bikers are encouraged to use Portland street only instead of Hampshire Street at Broadway, and drivers can keep left/right/straight options. This will be a very small change for

bikers.

Dislike the left turn only restriction b/c it will likely lead to more dangerous right turns onto Portland St. Current mixing of bikes and cars at Hampshire/Broadway is likely safer for bikes than a greater number of right hooks and backup in the tiny left-turn-only lane on Portland St

"Parking proposal sounds good

Bus stops on bike lanes, that is dangerous

the left turn only from hampshire to broadway is confusing. I wonder how you want to make that clear on the traffic light on the intersection with portland. Guest will not know street names. And I don't think text will make it clear and clean either. Maybe better make that section 1 way and guide all traffic for tech sq and broadway? through Portland? "

No - we need to have access to turn right onto Broadway to avoid the traffic going into Boston. Also a loading zone and 30 minute parking is needed on Broadway for the business located on Broadway and on Portland Street

Portland St is too short; won't more traffic there cause backups? Then Hampshire would back up as well and cause jams (for cars and bikes).

"yes, new proposed is better than current design. Suggestion is to post enough signage, and do not enters will be needed to prevent cars to continue on Hampshire. I have already seen in multiple instances that cars that will wrongly enter the left-only lane then later realize that it is a left only which result in them then making illegal right turn when light turns green- which cuts off bicyclists continuing straight, as well as creating conflict with blocking off other cars properly driving in the straight/right lane.

The current design is extremely dangerous for cyclists as cars will blindly drive into the right/straight lane without using side and rearview mirrors and creating conflict with bicyclists trying to continue in their lane."

I think it makes good enough sense. All of these intersections feel very dangerous for bicyclists, so the traffic pattern restriction may help with this

This will crate an enormous amount of backed up traffic on Cardinal Medeiros going towards Portland where it crosses Hampshire). As is, it is backed up and even made worse with loading docs from One Kendall on Carinal Medeiros. Please consider revising, and potentially moving bus stop on other side of intersection

It might be nice to see a slightly large loading zone given the proximity to restaurants, but otherwise this looks like a good improvement to the traffic flow.

Only allowing left turns onto Broadway from Hampshire would make it a lot safer for bikers!

"What does ""space for tire shop garage mean""? I'm worried it will result in parking in the bike lane. I think (not 100% sure though) this particular garage is usually pretty respectful of the current bike lane, so I'd rather maintain the existing condition of having the tire shop use curb parking than putting the garage in a tough situation and end up having cars parked in a protected bike lane and forcing a merge into traffic to go around them.

Broadway/Tech Sq. is one of my least favorite intersections in Cambridge because it's just too big. Why does Broadway need four lanes????? It doesn't. Tech Square is about 45 feet wide compared to 35 feet on Portland at Broadway for the same number of lanes; those extra 10 feet take more than two extra seconds to cross, which is time pedestrians are in the crosswalk exposed to cars turning off of Broadway.

I would prefer to see a right turn lane from Broadway onto Tech Sq. due to the new configuration. It looks like the intersection's humongous footprint is big enough for contemporaneous right turns from Broadway onto Tech Sq., left turns from Tech Sq. onto Broadway, and left turns from Hampshire onto Broadway. Ideally, you could also adjust the signal timing so that it goes Broadway -> Hampshire/turning cycle -> Tech Sq. (instead of the current Tech Sq. after Broadway) so that pedestrians continue to get an LPI. Will require adjusting the crosswalk signal across Broadway on the west side to be contemporaneous with the Tech Sq. green cycle.

Hopefully, signals at Hampshire/Broadway/Portland/Tech Sq/Cardinal Madeiros intersections will be timed so that queuing in the middle of the intersection will be unlikely."

This may need bollards or some physical barrier to prevent drivers from making the illegal right turn at Hampshire and Broadway

the traffic pattern change is great.

This section looks great, making that left turn on a bike is always difficult today because of cars going multiple directions. Hopefully there's a green arrow at Portland+Broadway to accommodate increased left turns, and I'm a bit worried about increased right turns at Portland crossing the bike lane, but it seems better than today.

Parking types do make sense.

How will you actually prevent cars from going straight/right at Hampshire/Broadway? This is on my everyday commute route and the intersection is already a mess. If a car makes a mistake and forgets to turn at Portland I'm not so sure they'll just make the left at Broadway and circle around, it would be a pretty long detour.

seems okay, and the Hampshire/Broadway intersection has been congested in the past so this makes sense to me.

This is great. That intersection is terrifying on a bike right now.

I think drivers will go straight illegally across the bike lane. I think this is less safe than the old design. Could you install a physical barrier that prevents going straight across Broadway?

Presumably you've done analysis of signal timing, but it seems to me like a few extra vehicles northbound on Portland St could cause back-up/gridlock if some vehicles are not able to complete the left turn onto Broadway. Also it's not clear to me if bikes would still be permitted to straight onto Technology Square? I do observe significant bike traffic going straight in the

AM.

Removal of parking on Broadway between Hampshire and Portland is a terrible idea. Those spaces are always consistently full. Also, the Tech Sq access is convoluted, and the timing of the lights on Portland mean this will drastically increase traffic and increase the likelihood of accidents with pedestrians in crosswalks at the Broadway/Portland intersection. There is also a high chance of traffic accidents at the Broadway/Hampshire intersection as unaware motorists will still drive straight across the intersection. This entire intersection needs to be rethought.

Love this.

This is a better design, I love how it reduces vehicle/bike conflict and prioritizes bikes

This makes no sense! New building is going up across car garage and that will be garage/loading entrance. There is like space for 2 vehicles on that street to turn left on Broadway, will create ridiculous backups. Leave the flow as is

Good! The intersection will be safer for pedestrians

Congestion, confusion, road rage, and longer commute times might occur more frequently in the proposed version..

I take the left turn on my bike from hampshire to broadway and look forward to not having to deal with the cars going straight or right off hampshire.

Yes, the parking types make sense. I like how the design has space for the car mechanic. Currently, there isn't enough space and people often pull over in areas that aren't parking spots, obstructing the road and/or sidewalk.

"This is a hard interaction a bike because there are large vehicles that take up 2 lanes on the curve, or cars that do not understand the bike lane in the middle.
PLEASE enforce any changes in front of the garage. They even encroach on the sidewalk

I am concerned about the bus stop being right after the light and blocking the bike lane rather than at the light. That means the bike will get backed up as soon as the light turns green. "

The proposed traffic flow change looks great for cyclists. The current pattern has motorists cutting through the bike lane, often stopping right in it. Looking forward to not dealing with that any more.

Looks good.

The parking types make sense. Will motorists still be able to continue straight on Broadway going north at the intersection with Hampshire Street?

seems to make sense... not sure how bikes are supposed to get on to Broadway

Creating more congestion and traffic, do not remove straight/right turn lanes

Great solution, well done!

Proposed change makes no sense and it will just create worse traffic in surrounding streets. Portland street where you are re-routing traffic is so tiny and will create backups everywhere.

Changing the access to not be able to go straight from Hampshire to Technology square is going to be an absolute mess. Portland street between Hampshire and Broadway is not long enough to accommodate all of the cars that will be turning left. Please don't do this. It is going to create gridlock on cardinal medeiros and Hampshire. Exceptionally bad traffic circulation changes!

Parking yes - not a big change. Traffic flow seems problematic. The junction of Portland/Broadway backs up in all directions even without redirecting a significant % of traffic inflow into Kendall through this and blocking it with new bus stops. Needs a lot more thought

I would leave as is. Although I don't understand the bike route....

Yes to traffic pattern changes! Will make walking through the intersection much easier.

As long as bikes can still go straight onto technology square I like it. (Your "today" image incorrectly shows car traffic going straight from the left lane which is not how the intersection works today)

ok no right turn to Broadway, but why no straight to Tech sq? More people will turn on Portland that will make bike/cars life a mess (Portland was already backed up before current constructions)

Traffic Circulation Changes: I think this is fixing a problem that doesn't exist - keep the current pattern and don't confuse things and mess up traffic by making anti-intuitive changes.

I think this is great but there will need to be a bike signal to avoid right hooks for vehicles turning onto Portland st

"Good to move this bus stop. Very very dangerous for bikes
Good to add a loading zone; and reduce parking for safety reasons. The block from Broadway to Cardinal M is very bad at the moment. I have no problem with left turn only from Hampshire to Bway and access Tech Sq in this new way"

"Definitely safer and more streamlined for bikes. I don't know how you're going to get signage for people to let them know how to get into technology square. It's a pretty big detour if you miss that turn.

The timing on the traffic lights seems tough here, especially with limited waiting space on Portland st for the left turn which will have more traffic. This area backs up in the mornings (though not too bad) What if Portland St gets 2 lanes going south?"

No

not enough bike parking in the relocated spot.

I think the proposed access to TechSq is not going to work. The right lane into Portland (from Hampshire going east) is often blocked as Portland fills quickly with cars during commute hours (I bike through this intersection every morning on my way to Pfizer); equally the left turn from Portland onto Broadway is already now nearly impossible in the morning since Broadway eastbound is completely blocked during commute time. Trying to increase traffic flow as displayed above is impossible and would lead to complete gridlock with current traffic flow (there are only ~2 car spaces for the left turn lane on Portland...any additional cars wanting to make a left turn there would completely block Portland South traffic flow). Only solution could be to dramatically increase traffic flow on Broadway south so that no backups would happen there and drivers coming from Portland could be "guaranteed" an ability to make a left turn onto Broadway (I am a cyclist but speaking for drivers who would be completely screwed with this design)

I understand the impetus to remove the right turn, but it's a move that's little used and it provides the only way to get to the spaces on Broadway that are allocated to Advance Tire, which is a valued asset to the neighborhood.

you will NEED to put concrete barriers on the south side of the street there, I ride this street everyday and this section is one of the worst for people parking themselves in the "bike lane" that exists now. Also with the change to left only (A good change) maybe a prominent sign at portland/Hampshire letting people know basically what is in your second image would be helpful.

"Please have adequate sign posts warning vehicle passengers to be cautious of passing cyclists!

I fully agree with proposal to change traffic circulation rules. It is particularly dangerous as a cyclist to be squished between the two lanes going in different directions between Hampshire and Broadway"

Support the left turn only plan. Consider enlarging the loading zone; there are a lot of taxi pickups/dropoffs by Cambridge Brewing Co etc

"Can One Kendall not use the driveway area behind Mamaleh's for loading? That would be ideal so that the street space can be reserved for parking.

I think the new traffic pattern will work, but again, signage will be key!"

I like this a lot!

Some motorists will probably still go straight from the left turn only lane on Hampshire, so either physically prevent them from doing so or change the design to allow that if possible

"I'm happy to see all the metered spaces in front of 1 Kendall Square, which is very busy with restaurant and other business traffic.

I'd like to see more bike parking in One Kendall Square, either by devoting more space to bike racks in the plaza or by converting one of the metered parking spaces to be a bike parking rack instead. A ton of people park bikes in the plaza there, and the bike racks are perennially full.

At some point last summer one of the parking spaces had a temporary bike rack installed in it, which saw a lot of use. But it was removed sometime in the past few months.

I like the attempt to reduce conflict between cars and bikes at the intersection with Broadway. I'm worried it will still be confusing to drivers, but it does seem like the best option since otherwise you'd have a lane of cars crossing a lane of bikes."

Will there be a Physical barrier to stop drivers from continuing straight to Tech Square?

"Increase the number of loading spaces adjacent to 1 Kendall Sq - ARE has a huge garage that patrons can use.

Barriers are needed between the cycle track and the tire shop spaces because their customers will block the cycle track."

I like it!

I really like the left turn only at the end of the road. I feel like that is the way most traffic flows.

Meh - still a horrible intersection and this is small changes that are not going to improve the overall traffic flow - take the existing land and redesign the whole thing. Also, isn't the bus stop being changed just changed recently in the last few years?

I am concerned that many motor vehicles will not follow the posted signage and continue straight, this will need significant enforcement or some sort of centerline barrier to ensure compliance.

This is a great idea overall in my opinion that will simplify movements and reduce the safety risks to people biking through the currently chaotic, unprotected Hampshire/Broadway intersection. Only suggestions are to harden the left turn for MVs from Hampshire onto Broadway, for example with bollards; and to continue the bike lane westbound on Broadway fully through the intersection.

I suspect removing the right-turn option from Hampshire-Broadway will lead to motorists then just performing the turn illegally by cutting through the cycling lane.

Love it. Yes.

Looks good. Tricky intersection combo. Let's see how this goes.

Yes!

Allow for cyclists to proceed straight onto the road to technology square

LOVE the change in traffic patterns; I routinely almost get creamed by right-turning vehicles crossing the bike lane. I'd vote for more loading-zone space because I think there are usually more than two Ubers visible when I pass through this stretch. And this is a place where I'd love to see some experimentation with curb-type protection of the bike lane, because otherwise they 1000% will just park in the bike lane on the south side of the street.

The tire shop situation is bad. Lots of cars always driving around and the bike lane is a joke to drivers who need their car fixed or are waiting to talk to a mechanic. Should think about signage and wayfinding so that drivers get out of the way and I don't need to jump out into traffic.

YES. THIS IS BETTER. MAKE THEM ALL ACCESSIBLE/DISABILITY PARKING. WHY WHY ARE WE CATERING TO THE LOWEST COMMON DENOMINATOR OF HUMAN? PEOPLE WHO CAN WALK SHOULD WALK.

Looks good

"Motorists would only be able to turn left on Hampshire Street at Broadway" = As a driver, I hate this intersection due to the bikers not being protected. As a biker, I currently avoid this intersection at all costs!!! I love the bike lane changes to this area. Thank you so much for making this traffic and bike flow safer for everyone!!!

Make technology square left turn as well to reduce wait times at the light

"I'm OK with the new turn requirements. They will promote safer interactions between drivers and bicyclists.

Please time the lights so that people on bicycle aren't arriving as the light turns red. In my experience, Prospect to Portland takes less time than Portland to Broadway because the long red lights are inconvenient for people on bike.

It is also sending the wrong message to mix bus stops and bike lanes. Please stop proposing these bad solutions. Drivers can wait behind the stinking idling bus in the rain without issue. People on bikes have a reason to be very uncomfortable in these situations, especially if a bus surprises them from behind."

The traffic circulation changes are great and improve safety. However bikes should be able to go straight from Hampshire street

proposal is safer than current for inbound cyclers. Perhaps the traffic light phasing can be changed to enhance efficient movement of different traffic modes.

The left turn only will need to be very clearly marked including prior to Portland St. and I still predict many illegal straights onto Technology Square. This will increase motorist right turns onto Portland St. which will be in conflict with people on bikes going straight through the Hampshire/Portland intersection. Signal phasing and a further forward stop line for people on bikes should be implemented to protect from right hook collisions. I predict illegal parking behind the loading zone. Will bikes be allowed to go straight from Hampshire to Technology Square? Drivers will probably use the bus stop as a right turn lane onto Technology Square, impeding bikes & buses.

The changes to motorists' patterns makes sense; I would love if the options for cyclists would be made equally as clear by signage and pavement markings at the intersection. Thanks for reducing the friction between motorists and cyclists at this intersection!

"Yes yes yes. The current design I have been nearly hit by right turning drivers on Broadway at least weekly. Especially if the light is green.

Allow bikes to cross during pedestrian walking at this intersection and yield to pedestrians. "

good idea to get rid of that turn for cars, since they can do it at the intersection before.

Good idea to update traffic pattern

still feels dangerous to be honest

"This is a good start.

Consider making a floating bus stop. The bus should block auto traffic instead of creating unsafe mixing between people on bikes and the bus.

"

I love this. Cars are always doing dangerous things to get into that straight/right lane.

excellent!

I like the no left turn redesign

Eliminating the left hand turn from coming from Broadway to Hampshire street is going to cause more traffic

The no-right-turn off Hampshire is a clever idea

looks good to me.

"I like how the changes in circulation prevent cars from cutting across the bike lanes at the intersection.

It is unclear to me if bikes are allowed to travel straight across the intersection to Technology Square."

I do not agree with this recommendation at all. Cars should continue to go straight or turn right from Hampshire to Broadway.

I walk through that intersection every day. The parking types make sense, and removing the left turn is good. But removing the ability to go straight from Hampshire towards Technology Square will confuse a LOT of drivers. It'll be hard to enforce, and people will still do it, just illegally. Illegally driving straight will make the intersection more dangerous than it is today.

Is any physical protection being afforded for on-street bicycle parking?

will relocated bus stop make it harder for pedestrians going west on broadway? Whatever gets cars off the road! we've lived and cycled regularly here over 40 years, now on the 3rd generation of bikers, and all the bike lane changes, slow though they've been, are wonderful

I would prefer if Hampshire could be made one way between portland and broadway. But this looks like a decent quick build solution to limit people speeding through there.

Looks like the changes won't make the flow significantly worse than it already is. It might inconvenience a few local residents, but probably not much.

This makes a lot of sense. It will be confusing for people who don't rely on apps for directions. But that will likely be very few people.

Stop stop stop

I'm sorry, did I miss the memo that prioritized Technology Square over residents who live on Hampshire Street?? Please please keep the right turn from Broadway onto Hampshire. Please. Is this so bikers don't have to stop? Please stop putting the bikers ahead of everyone else. I am all for biker safety but there are those of us who do not bike around Cambridge. Our lives should not be rearranged for bikers or for people working in Technology Square.

"If you are including the block of Broadway as well to work out that intersection, I might suggest including the intervening block of Portland St as well to safely coordinate traffic flow across all three intersections of Hampshire and Portland Streets, Broadway, and Technology Square.

For example, maybe restrict the left from Portland St onto Broadway to simplify that intersection and provide access to Technology Square via allowing a straight from the end of Hampshire St.

A formal study of this area may be particularly helpful with the close proximity and heavy traffic of all types through this intersection.

As to parking types, I would open as much of it as possible to metered parking while maintaining sufficient loading for business at One Kendall. Adding an accessible space here or on a nearby abutting street would also be great for those whose need it."

It'll be dangerous to implement flow changes until the construction @ Portland is done, and I would love more loading zones to deter Uber antics on this very restaurant heavy block, but overall this looks safer than the current option (especially the removal of the very dangerous right turn lane from Hampshire onto Broadway.

Coooooooool yeah this is great

Great idea. Please continue to remove opportunities for car vs bike conflicts.

This proposal will cause traffic to back up significantly without creating a safety improvement for cyclists or drivers. Removing the proposed amount of parking will also definitely harm businesses in the adjacent plaza. This is a terrible idea.

Cars on Hampshire street at the Broadway intersection might ignore the turn only sign and then hit bikers who are in the bike lane going from Hampshire to Broadway.

This is great and will really solve a lot of difficulties with this stretch of road. A couple suggestions: first, perhaps a post or other physical barrier to prevent cars from going straight onto Tech Sq from Hampshire would be helpful. Also, somehow preventing Ubers from pulling over into the bike lane on the south side of the street will be critical. (Flex posts? concrete on the ground?) This is a very common Uber stop place and there needs to be some physical way to force them to find a better place to stop.

I like this. I often use the Hampshire/Broadway intersection (both directions) and over proceed straight across Broadway. Having cars fighting for space to go straight feels dangerous. It's great to get ride of this. I also look forward to a protected bike lane on that first section of Hampshire heading west from Broadway - it often feels dangerous. My experience commuting by car has me using the turn from Hampshire to Portland and that is an easy move. You might want to consider light timing to enable cars to find time to take a right. As you know, many bikes go straight on Hampshire heading east and have the right of way over cars taking a right on Portland. I usually don't have trouble taking a right in my car but I do see times when on a bike that drivers getting frustrated waiting for those of us on bikes to clear the intersection.

without proper enforcement I am confident drivers will continue to take right hand turns against traffic patterns as has been happening with inman redesigns. while great in theory I worry about surprise illegal turns hooking cyclists and pedestrians. the city needs to take the enforcement aspect of this seriously and petition the state government for camera based enforcement

Generally positive. Wondering how to prevent illegal moves at the Hampshire and Broadway intersection.

"Biking on Portland from Mass Ave toward Cambridge Street is something I have to do a decent amount, and this may make it more stressful with turning- Portland feels narrow and stressful
"

Looks great!

I think the traffic circulation changes will make the intersection much safer!

I like the traffic circulation change.

I appreciate removing the conflict where the bike lane had to navigate between cars. I am worried that cars will go straight through this light and not honor the left turn only. This could be scary for bikes turning left.

Looks good!

Could bicycles proceed straight to tech square? Forcing a left turn onto broadway for those

riders would be unfortunate. Also the 1 kendall bike parking is often full, I suggest converting one car parking space into more bike storage at least during summer months

There should be flex-posts in the Broadway/Hampshire intersection enforcing the left turn only nature of the intersection.

N/A

This is a heavily traveled place, with more usage to come as Kendall continues overdevelopment. Again, too confusing for drivers and pedestrians alike.

"Concrete buffers will be needed in front of the Auto Body shop, or I think they will park in the bike lane or break off the posts.

There is another entrance to Tech Square farther along Portland. Will drivers use that, instead?"

This is a fantastic change. This intersection is really difficult to bike right now is the cars don't really know where they're going and they have to cross the bike lane to go straight or turn right. Additionally, unfortunately inexperienced bikers also tend to go on the pedestrian walk sign which is actually against the light and traffic. It's not obvious right now (without having been to this intersection before) that doing that is against traffic and really dangerous. This proposed change solves all of those problems and I am strongly in support.

"Hardening of corner at broadway, along with ensuring navigation apps are updated, will be critical to ensuring compliance with left turn prohibition.

Please also consider adding signage in front of auto shop to make it clear how the buffer area is intended to be used and ensure the bike lane does not get blocked."

Don't like buses and bikes mixing. If you're going to prohibit right turns onto Broadway, why not make Hampshire between Portland and Broadway bus-only plus loading for businesses there? That would make it way less stressful for bikes and drivers, and help with bus speed and reliability. Seems like a huge amount of road space in this area that could be repurposed for walking, biking.

Q17. Do you have any general comments?

Answered: 127

Skipped: 418

the addition of the Broadway design is going to impact Advance Tire as all parking around them seems to be changing. Has the city engaged and addressed any of their concerns?

Please do not remove the parking on Hampshire street--businesses and residents DEPEND on that parking! Please find an option for bike lanes that do not sacrifice parking spots!!

It's concerning that the city considers destabilizing neighborhoods to the degree shown without providing viable alternatives to replace parking that's being taken away. This will dramatically affect property values and substantially alter the mix of residents in place.

You are ruining Cambridge block by block

"As part of a two-person, four-bike, one-car household at 111 Hampshire Street, I have tried really hard to embrace some variant of the proposed bike lanes which is why my response is last-minute. I'm all-in on safety and climate-saving measures, but the Hampshire Street plans don't make sense to me.

I attended the March meeting via phone, and find myself in agreement with the participant who said that he had biked to work in Boston for thirty years and chose an out-of-the-way Hampshire Street route because it was so safe. For twenty-six years - with some pandemic interruption - my husband has commuted by bike, and I bike almost daily. From a safety point of view, we'd both like to see big intersections hardened (Prospect, Columbia, Windsor, Cardinal Medeiros through to Broadway) while leaving things as they are for the rest of the stretch. With the exception of navigating those big-traffic areas, Hampshire works for us.

If the City does decide to go through with either plan, I think it should give residents more notice so that people who rely on cars for work or simple mobility issues have the notice they'd need to move, whether they rent or own.

There also has to be clear provision for parking moving trucks, contractors, etc., not to mention delivery vehicles.

Finally, while the Inman reconfiguration is great for biking, it's bad for driving and the environment. The backups and resulting idling are significant. With office development continuing apace in Kendall and booming in Union Square, it seems clear that Hampshire and its major intersecting streets are going to get slammed by car traffic, and this seems like the wrong time to restrict the ""give"" in our streets.

"

Do not spend our city's money to preferentially subsidize rich, knowledge-worker, responsibility free commuters over the people who own businesses, raise children, grow old in Cambridge. Do not make any more raised bike lanes. Do not remove bus stops. Do not remove parking spaces. Do not park shared bikes on the street. Do not create separate road rules for bikes and cars. Unless you want Cambridge to be a place only the "have"s can live - what is what you are doing.

It seems to be the trend that these projects move forward anyway, but I am an idealist and clinging to hope that equity will make more gains here. This includes concepts I introduced in the survey, such as the quantity and location of bus stops (do you need to walk farther or cross more streets to get to a stop?), which streets absorb more traffic--streets with public housing, or streets with more market housing, for example--and which streets will lose parking--streets closer to or further from public housing...will win out. Cambridge natives in low-income housing need cars for many legitimate reasons, such as gig work, The Ride being terrible, and family displaced to gateway cities. I hope that you talk with people and go beyond the usual surveys that get circulated by advocacy groups on both sides of the

debate. I urge you to also consider what businesses serve folks who have a greater need vehicles, eg. hardware stores and pharmacies. These are essential services we all benefit from.

"Thanks for doing this!

For clarity below, I live outside of Cambridge, but work on Hampshire Street in Wellington-Harrington."

One way bike lanes on area 4 streets would preserve parking and provide safety for bikers. Hampshire, Broadway, Harvard etc could all have one side bike lanes going in directions opposite of each other. Please consider.

Thank you for doing this work!

How can you continue to take away bus stops for people WHO LIVE in this area and rely on those BUSES - all for the use of people that ride THROUGH our neighborhoods. You have totally lost your perspective on how your proposed changes will somehow "improve" our lives. You are trying to improve the lives of people who RIDE through our neighborhoods. I live and work here and to move bus stops and totally re-arrange traffic patterns, to take away residential parking is making my life more challenging!

The city is only 6 square Miles and yet you are forcing 25 Miles of protected bike lanes. The city can't handle these drastic changes.

There is significant bike traffic on this corridor. Bike lanes need to be wide enough to allow bikes to pass other bikes. (this isn't quite the case on Beacon Street in Somerville, where faster bikes were passing me on the sidewalk). A more conventional bike lane (with cars parked at the curb) offers a bit more flexibility in this regard.

"There is insufficient parking spots available near business. Not every can walk or bike to get around

Bike paths are not making biking safer just adds to more congestion and pollution from cars sitting idle gridlock in the city from single lane street no left or right turn options etc
It should not take 40 min to drive 2 miles to drop off kids to school or get to work
"

Do you have any thoughts about helping pedestrians or drivers? Or, does the Bike Lobby just own you?

All of these projects fail to address the ability for pick-up and drop-offs as well as providing places for cars to pull over for emergency vehicles along this route. It is very dangerous and I have seen the inability of ambulances, fire trucks and police cars not being able to get through and having cars go into the bike posts! It's dangerous to everyone including bikes. I DO NOT SUPPORT this effort to expand bike lanes at the expense of overall ability to traverse the city by car or by foot. I am especially concerned for the elderly population of this city. They and people with young children and having their ability to get to places, to drop off kids, to pick up items at the grocery store etc unless they are on bike. I

The city's focus on kowtowing to the elites that have the privilege to ride their bikes to work at the expense of everyone else must come to an end. We need plans that focus on creating a Cambridge for all not a Cambridge designed for elite white collar workers.

The public taking this survey is pretty pointless because even if everyone said they didn't want the parking taken away, the city still would.

Don't even know why I am commenting on this at all as the decisions have been made and you really don't care about public opinion or the handicapped or small businesses. Can't wait for all the lawsuits to happen as they are in process.

This like some other areas is densely populated. Please ensure you strike a balance with cyclist needs and those that live in the area. If you strip away most of the parking in an already tight neighborhood it places an unfair burden on those that require on street parking. Additionally consider our aging population, physically challenged, and those instances that require the use of a vehicle. There must be a balance when setting future plans where a bike is not an option. Thank you.

Bike lanes are likely to make cycling safer for bike riders. But they seem to prioritize the relatively few (compared to the volume of auto passengers and pedestrians) and youth over seniors and young families. Hampshire is roughly parallel to Cambridge St and to Mass Ave, both of which now have separated bike lanes. Why not leave some streets as auto friendly, others bike friendly.

Many Cambridge residents, including myself, feel ignored by the push for these changes. I know older folks who are scared to cross the streets because of the recklessness of bicyclists. Your pandering to the strong bike union and certain populations (young, healthy, able to bike) has resulted in any ugly landscape, dangerous build-outs, streets that are hazardous to drive on because of the abrupt changes (Cambridge Street for example). And bicyclists still have no accountability! No licensing, registration, insurance - they get everything they asked for and we get reduced parking, dangerous pedestrian crosswalks, etc. And where are the DPW employees going to park? They already park on all the side streets - and they have no permits, just yellow vests on the dashboard. Also as has been said by a few people on the webinar panels - Our goal is a car-free Cambridge - can someone tell me how that's going to look in reality? I've asked this a few times and no one can tell me. Before bike lanes are put in, fix the potholes in the streets, fix the sidewalks, fix public transit.

You are destroying mobility in both Cambridge and a large swath of adjacent Somerville for all but the cyclist community. The massive removal of parking is a hardship for both businesses and their customers. I have virtually attended most of the so-called informational meetings and have the distinct impression that you and your transportation department cohorts simply do not care. Otherwise you would have balanced the parking loss with true mitigation measures, such as creating some parking lots and/or a parking garage at strategic locations. If the purported purpose — to make bikers "safer" — has any validity, you have not accomplished it with your wide-ranging infrastructure "improvements." Instead you have emboldened an astonishingly reckless segment of the population that now feels it has free reign to ignore pedestrians in crosswalk and on sidewalks, blow red lights with impunity, and ride the wrong way down the designated bike lanes. But I think the real goal

is as your colleague Brooke McKenna stated at a recent meeting, which is to discourage driving. And you are succeeding with that, as many people, including myself, will increasingly go to outlying towns for shopping, errands, restaurants, service providers, etc.; nobody wants to be forced to spend 15 minutes driving around residential blocks, seeking scarce spaces on already-parking-challenged streets. What you have done (and area continuing to do) is grossly unfair to those residents who, along with their service providers, depend on accessible parking: you have set up a competition between the much-maligned drivers seeking parking to patronize businesses and residents of the side streets, many of whom lack off-street parking, as I do on my street just outside of Inman.

Residents with vehicles are getting shortchanged in the City and it's getting tiring. We pay excise taxes that are supposed to go to benefit streets and instead it seems like all the City is willing to improve are bike lanes. If there is going to be a massive shift in the City to bikes, then they should be required to pay for their share of the road. Subject them to ticket enforcements like autos and have them register/pay a bike tax. I walk to work and I see cyclists constantly going through lights and not stopping for pedestrians because they think with a bike lane they are protected from following the rules of the road. We all need to share in our responsibility of using the roads.

Thank you for making our streets safer. I would suggest placing bike lanes together on the same side of the street. That allows for more car traffic space and parking space. Remember that bikes are mostly a fair-weather transport. Safer car traffic and parking means safer bike traffic experience.

Accidents with bikes have increased since the projects has started

The City is making a mess of the streets. Lanes are very hard to follow. Traffic backs up on the larger main roads and filters into the neighborhoods. Brattle street is horrible. The bike lane is so ugly and now islands that push traffic over is unsafe. Cars are going to end up hitting these islands (if that's what you would call them) parking is being taken away making it nearly impossible for small businesses. It's so sad to see what's happening in our wonderful City. The City is not what it used to be. I guess the City is not in favor of small business? Just large pharmaceutical companies and biotec firms. So sad

If you combine bi-directional bike lanes, what can you do to avoid the "London problem", i.e., not looking in both directions before you step off the curb? I damn near got run down by a bicyclist the other day when I failed to look in the opposite direction of the traffic on a one-way street (Garden Street and Gray Gardens East).

I live in Arlington, but commute to work in Kendall Square 2-3 times per week, usually by bike, with the T as a back up. Strongly support improving safety and comfort for people walking and biking along the entire length of Hampshire St.

i wish these projects included plans for more municipal trash cans. seems to me a lot of the garbage the piles up for street cleaning day would be tossed in bins if available.

Please summarize number of permit, non-permit, handicap spaces currently and in each of the proposed options.

Thanks for making my bicycle commute safer!

Not having enough parking spaces makes it impossible for those of us from the outskirts of Cambridge to visit Inman Square. We're not near subway lines and are too far to bike. This will do real harm to businesses in Inman Square. I've already stopped shopping in places in Cambridge where parking has become scarce.

biking improving/ distribute stickers with 'dutch reach' advice (to lean across and open car doors with inside arm; reduce risk of braining someone with a door

While the bicycle ordinance is a disaster in almost every way, the changes made in the city so far, and the changes outlined in this survey continue to be terrible. I question the cities ability to intelligently plan for shared use roads.

Please implement soon!

"The most important single feedback I have is: please reconsider forcing bikes into traffic around parked handicapped cars. See my details comments for reasoning.

Secondarily, please use planters instead of flexposts to protect daylighting zones."

Folks, this is really poor. You fail to consider the impact on pedestrians and waste too much valuable street space. You really should have considered a two way bike lanes due to the high number of bikes during commuting hours. You should have also considered traffic calming for bike lanes. The left only from hampshire to broadway is a really, really poor choice.

"This project, like all recent changes to Cambridge traffic patterns, is clearly bicycle-centric. As a long-time cyclist living in Cambridge (since middle 1970s) I am in favor of none of this. Taking away parking along crowded residential streets to create these dedicated lanes does more than just disadvantage automotive traffic. The lanes have encouraged an entitled class of commuters. You have probably heard from people who have been run down, or nearly run down by commuters riding in, or out, of the bike lanes. And you have ignored them. Perhaps because these stories are anecdotal, or because there are very few police reports of those.

As for the accidents that do make it to police reports, has there ever been a systematic evaluation of cyclist culpability in accidents or fatalities? I haven't seen one.

Listening to the recent community meetings you have hosted I hear plenty from cyclists but precious little from people who are opposed to the lanes because of the loss of parking. Most of the latter group probably believe, as I do, that this project will move forward in spite of protest or resistance. Nevertheless, the comments from some in the neighborhood about the desirability of more bicycle commuting come across to me as ridiculous. Convenient as the lanes are for cycle-commuters they a danger to all local pedestrians, including blind, elderly, and mobility impaired people.

The cyclists who make Hampshire Street a hazard to pedestrians, and now car owners, certainly don't do their grocery shopping by bike. They don't travel long distances to their

jobs or distant events by bike. This project, and the 4-city consortium that promotes Blue Bikes is driven by hostility to the automobile. But is there a widespread issue of autos busting through red lights? Or barreling against one-way traffic. Or making it difficult for pedestrians to cross, or get into or out of their cars? Or running people down, or verbally abusing people who cross through existing bike lanes?

These are not rhetorical questions. I ask just to emphasize that the lanes have created a two-tier traffic structure, one for a privileged (that is underpoliced) group of commuters. And that said I realize this project will move forward no matter the level of resistance. If I can commend it for anything it's the political savvy that has so muted neighborhood resistance."

I support this project! I bike Hampshire every day on my way from East Somerville to Chinatown. I hope that the intersection with Broadway is improved. Coming down Hampshire and making a left onto Broadway is always scary and generally involves weaving through cars that are blocking the bike lane.

"This design looks good. I am someone who commutes this way very often. My partner commutes this way every day.

One thing the City Council could consider is making a dedicated bike network through Cambridge that is completely closed to cars, such as by making certain lightly trafficked streets drivable only for residents.

It is a radical move, but the city has been moving in the right direction for a long time with respect to protected bike lanes. Bold steps are needed to continue leading the way, especially so that other parts of Boston can look to this as an example."

My husband got doored by a driver getting out of his car in the road last week. please try to allow enough space to prevent this type of thing. Sooooo dangerous.

Thanks for asking for feedback. I bike from my apartment near Porter Sq into Boston along this route multiple times per week. While I generally feel comfortable along here as is, hopefully protected lanes will make this route more accessible to cyclists of varying abilities.

Unfortunately, there are considerably less resident parkings with these plans. Another note to consider is that the resident parkings should be equally distributed on both sides of the street, so that enough parkings are covered for street cleanings.

Parking already sucks!!! More people have cars post covid and parking is already a huge hassle, especially on street cleaning day - sometimes there is literally no where to park other than on the street cleaning side of the street. There are ways to add bike lanes without taking away so much parking!! I mostly commute to work by bike and use my car infrequently, but the bike lane / bus lane situation is getting out of hand! There's no right answer, but taking away so much parking throughout the entire city is NOT the answer. Are you opening up free municipal lots for people to park in overnight? Where is everyone supposed to park? Are half of the Cambridge residents supposed to get rid of their cars? Would love to know what residents are supposed to do.

"- can you paint the whole bikelane green? Like beacon street in Somerville? It makes the design so much more cleaner and more clear. With just white lines on the street it is some times still unclear, like on Cambridge street west of Inman.

- on some sections of hampshire st there is a big slope close to the side walk. Probably to guide rain to the drain, but it is too much for pleasant biking. Especially on the north side of the street. Please level the asphalt where needed

- I'm not a fan of the bus stops on the bikelanes. This constructions in other places in the city are problematic. Had some near accidents because it is very unclear who has right of way. Especially in busy times.

"

I am glad to see that safety is being prioritized. Thank you to the city for being a leader in safe streets. Protected bike lanes would prevent fatal events and increase access to those not comfortable biking.

Please consider the residents and business of this area and not just the bikers.

"Thanks for all the great effort on this project so far. Hampshire street is a major bicyclist artery connecting multiple different commuter and casual bike routes. Especially as a year-long bike commuter from one end of Cambridge to the other, Hampshire street is a major part of my commute. It would be great to see it improve from this project, as I and fellow cyclists have run into many near-misses and other conflicts with vehicles on this street. The bike lanes on Garden Street between Huron Ave and Waterhouse St is a great example of how Hampshire street should be done.

Hampshire Street is also very dangerous due to drivers not following speed limits, so having more reminders of the speed limit will be extremely useful. Another suggestion is to put more light up signage at cross walks. Many drivers are still distracted at the wheel so having light up crosswalk signage is great for both drivers and cyclists to know that there are pedestrians ahead."

Thank you for all the great work making our streets work for everyone, not just people in cars! Hampshire street has always been a popular bike corridor, and I hope to see the number of bicyclists and pedestrians increase. Of course, there's still a long way to go, but this is step in the right direction. I look forward to future projects and improvements!

Thank you for doing this work! It will make biking down Hampshire street way less dangerous, and it's greatly appreciated :)

Generally approve of protected bike lanes. However I am a winter driver, commuting to Kendall Sq and the lessening of parking especially non residential spaces will make stoping at businesses much less likely.

Excited to see this project! I commute to Kendall from Davis via bike and use this route. Broad comments: Lanes that "wiggle" (eg, because on-street parking changes sides) limit bike speed and can be dangerous/confusing for interaction with cars, compared to lanes that keep a consistent position on the road. I would value fewer "wiggles". As a current user of protected lanes past Inman -- please staff up traffic enforcement during periods of change to help users understand complex patterns (eg, Inman, where I nearly got creamed by a car

today!) And, please include clear markings for bike-vs-ped and consider where homes & businesses can put their garbage cans on garbage day. Thanks!

It would be nice if some of the newly allocated bike lanes could have their pavement checked for potholes etc, and fixed. Repairs done in bike lanes ought to last longer, since bikes are so much lighter than trucks and cars.

I bike this street in its entirety every work day and I am happy to see improvements. The most dangerous experiences I have had are with T buses because they do not yield to bikes and will aggressively pass bikers, then cut into the bike lane to stop. Please don't mix bus stops with bike lanes, it is terrifying.

Overall these proposals generally look good. FWIW although I am not a Cantabrigian I work in Kendall Square

minimize the amount of bike lane weaving

Good luck. I have dear relatives who moved out of Cambridge in the 70's due to lack of parking, that was a time of 1 car households. Respectfully, don't try too hard. You will never please everyone, the best way to improve safety is to raise taxes & crosswalks.

I bike commute along this stretch and am really looking forward to these changes

I would suggest painting bike lanes green throughout their length. Gives much improved feeling when biking. It significantly helps avoid cars parking there or peds walking into bike lane.

I agree with the city's plan for separated bike lanes in each direction from Kendall to Inman Squares. This is a critical bike transportation link in the overall plan and will increase the patronage of businesses by customers who travel by bike.

The approach to all of the bike safety problem is theoretical, not practical. The 'listening' sessions are a joke, as there's no evidence that the concerns of people who do not bike, cannot bike and will never bike, as well as the actual users of the ways being disrupted, are taken into account. There's no credible evidence of measurement and evaluation. A waste of city resources and erosion of the efficiency of transit and quality of life for the vast majority of residents and users of the public ways.

Excited to see so much protected bike lanes!

I am so excited to see the designs for this project and cannot wait to use the protected lanes when they are installed. Biking is my primary mode of transportation and I appreciate the city's efforts to make Cambridge safe for cyclists.

no, will be great once it gets started!

If these improvements for bicyclists do not also improve conditions for pedestrians along Hampshire Street, a real opportunity will have been lost. I walk portions of the street daily,

and regularly see speeding in excess of 25mph and cars cutting off pedestrians crossing at the light. The problem of too many cars on the road will not be solved by the addition of bike lanes alone; it will be solved when all alternative means of transportation are enhanced, and irresponsible drivers are levied stiff fines for endangering others.

Please do not make those traffic circulation changes to not allow access to Technology Square from Hampshire. It is going to cause absolute gridlock and a complete mess. No one can turn left on to Broadway now from Portland. The lanes are too short on Portland between Hampshire and Broadway to accommodate additional cars that will need to turn left. It is impossible to turn there now as many, many cars are going straight from Portland to Cardinal Medeiros. It is a very busy intersection and this will make it worse.

Cambridge is making most difficult for me to shop and go to restaurants. As a senior with mobility issues I need parking and handicap when possible. I often do not go someplace because of the lack of parking available.

I bike through this corridor daily am often afraid of getting hit by a car while biking in the unprotected bike lane. I also drive through this area and park at some of the businesses, though less frequently. I am thrilled by the proposed changes and eagerly awaiting the day when I can feel safe on my entire commute from North Cambridge to Technology Square.

Please do not reduce parking in this area by doing this project. Parking is already difficult to find, and needed by area residents, shoppers, and visitors.

I have been biking this stretch of road for the past 13 years. I am not in favor of protected bike lanes, because there are too many bikers -- and too many slow bikers. I will need to end up biking on the road to go at a reasonable pace (I am not a super-faster biker either, but this stretch really has a lot of slow people).

Please do not create any more east west bike lanes. We already have enough. Businesses are being hurt by reduced parking. Cambridge is losing its small business base.

"The elimination of so much parking is destroying the retail businesses, changing the sense of community and activity. Inman Square is "dead" in the evenings, North Cambridge has no life on Mass Ave.

I am a biker, glad to have markings on the streets and slower speed limits. But please stop removing so much of the parking."

Bike lanes currently in place in Cambridge are confusing- not consistent - and dangerous for pedestrians.

Will this project reduce lines for automobiles?

I support separated bike lanes.

This looks good - I like the way you show it block by block. I use Hampshire St a lot - I have lived on Elm St for 35 years. I am glad to see so many people bike but we need these changes for safety.

I have been knocked off my bike three times in Kendall Square (once each by a cyclist, car door, and pedestrian running out between cars) and nowhere else in Cambridge. I'm super grateful for all these changes, which seem to much better divide cars and bikes and make interactions between cyclists and pedestrians more visible. The one other general comment I would have is that cars will often temporarily park at the beginning of a divided bike lane, blocking it from use. If you could make sure the first post after an intersection prevents this, that would be awesome. As well, I've sometimes almost ridden into the first post of a divided bike lane when it's dark/raining. The more this first post could be extra reflective, the better. Thanks a million!

I ride this stretch regularly and would like to see separated bike lanes that are not too narrow. There's a lot of bikes traveling this corridor. Narrow lanes are especially worrisome when we are sharing them with heavy e-bikes.

This requires better balancing residents' needs with those of cyclists; perfect adherence to dimensional standards ignores real-world conditions.

I do not feel safe using existing bike lanes. Every single commute, I have to go out into traffic due to a delivery truck or Uber driver parked in the bike lane. Or, I am in some verbal conflict with someone walking or just standing in the bike lane. With the sidewalk Right There, Pal! Whatever the reasons, if we are powerless to reserve bike lanes for bikes, I see no point in building more of them. Take out the old ones, widen the sidewalks.

I love this project. I bike this route almost daily for work and all these changes seem like they will greatly enhance safety while helping achieve our climate goals.

These plans are great and I look forward to the improvements in bike safety they offer. Please ensure that the construction is done in a safe manner that doesn't inconvenience drivers to the point where they get impatient and take risks. The Inman Sq works made crossing that area very treacherous as a cyclist and that stretched over a period of many months.

I use Hampshire St at least 3x a week to get to work in Kendall Sq by bike. Excited for the coming changes!

Very supportive of this project! Overall, I would look at adding pedestrian refuge islands in between the two car lanes at uncontrolled side street crossings. In the future, for full reconstruction, I think Hampshire St should get widened sidewalks and receive traffic diversion for cars, turning it into a Dutch-style "fietsstraat" without separation.

I most definitely support protected bike lanes as a (timid) biker myself. I also live on Hampshire St and have no driveway, so I understand what it's like now to find parking, let alone with half of it removed. With only one car for our household, it's hard to think of what else can be done. I don't think it's within the purview of this project team, but Cambridge/Massachusetts needs to find ways to incentivize reducing cars per household and getting people into biking. This is one step in the process! Thank you for your work, because I know there's a lot of negativity thrown at the project team and you're all just trying to do the right thing.

I'm very happy to see the move toward protected bike lanes on Hampshire St. Thanks for your work here!

Thanks!

No specific comments, but thank you for helping to make Hampshire Street more bike friendly. It's a great route to bike to/from the Porter Square area, especially since Beacon street is already pretty easy to bike.

Thanks for your hard work on this project! My partner commutes down Hampshire every day, and I always sorry that she'll get doored in the existing bike lanes. This project is sorely needed!

The intersection of Cambridge and Cardinal Mederios and Warren Street is one of the WORST if not in Cambridge. Either put a proper light or fix the intersection to a proper four way to avoid more accidents and pedestrians getting clipped regularly.

I live in North Cambridge but often cycle on Hampshire Street. Please add bike lanes and improve pedestrian safety. thank you

I fully support this change!

This is a terrific and long overdue plan to rebalance Hampshire Street for the safety of its top users--people biking. Please implement it as quickly as possible. Thank you, thank you.

I'm split on the protected lanes. It gets tricky when cyclists run lifts and are slow and then you have limited ability to pass. I'm hoping the some of the designs implemented can account for this condition. I have other routs available but this is by far my preferred route into gov't center. Thanks.

I don't think that there is much point building additional bike lanes until we fix the problems with the existing ones. Every bike trip that I make is made a lot less safe by vehicles of all sorts parked in the bike lane. There's little evidence of anyone enforcing it. This morning on Mass Ave, I kid you not, I saw two cars a mile apart driving in reverse in the bike lane.

This is a fantastic project, I can't wait for it to be completed!

I'd just like to reiterate the importance of making the crosswalks along this stretch clear and visible by restricting parking around them (and maybe, if it's within scope, doing some traffic calming like speed humps right before them?). The way car drivers ignore people trying to cross is egregious.

Pardon me, why are we catering to the stupidest kind of car driver? Hampshire overall should just contain loading zones and accessibility/disabled parking. Any metered parking should be priced extremely high to discourage parking--I'm thinking \$60 per hour. This is a main thoroughfare and could move more people with dedicated, protected cycle tracks and maybe even a bus lane with just one way car driving. Why are we bothering to cater to these phone absorbed crash dummies at all? They aren't shopping at our stores or making a

positive difference in our neighborhoods.

I am a planning student at MIT and I've found this a really great way to think about some of the planning world I might join!! Thank you!

Thank you for designing projected bike lanes from Inman Sq to Kendall Square, which will make it safer! I can't wait until Cambridge offers these protected bike lanes so it is safe enough for my 15 year old son to bike from Inman Sq to Kendall Square! Please keep the bike lane design as straight as possible with few visual obstacles so kids can see as far as possible to bike safely.

I bike through here on my commute. I look forward to this project and really appreciate Cambridge's efforts to make Cambridge a more accessible place for vulnerable road users

The lane should be wide enough to pass. There are so many bikers going at different speeds on e-bikes, scooters, and regular bikes, that we need to ensure safe passing width. Also need to fix the approach to Broadway - the bike lane is almost always blocked by cars trying to get into the right turn lane.

"I think it's important to consider that Beacon St / Hampshire St is one of the most heavily used bike corridors in the country.

You should seriously consider closing it to private auto traffic and focus on just having bus lanes and expanded space for pedestrians and people on bikes"

I live in Somerville but travel through Cambridge frequently for commute, errands, and general transportation. I strongly support protected bike lanes on Hampshire and whatever necessary parking removal is needed.

I commute between Alewife and Kendall Sq almost every workday, always on a bicycle, riding the entire length of Hampshire Street. I wholeheartedly support separated bicycle lanes and improved crosswalks. Thank you for your hard work to make living in Cambridge safer for all of us.

There needs to be more consideration for residential parking. There are many many multi-unit buildings on Hampshire St. with no private parking provided. Residents need a place to park and you are eliminating too many parking spaces. Where will ppl go during street cleaning & regular snow storms when parking is now already very limited in the area.

Generally, I would like to see speed reducing measures included. We see cars speeding in this area quite regularly and it makes the crosswalks quite unsafe.

I commuted that route in the 80s, and now everytime I cycle that way, fairly frequently still, I marvel at the bike lanes. thanks for all you do.

Thank you for doing these protected bicycle lanes. I use Hampshire a lot biking and it always feels like a dooring risk every time I go down it.

"Please think about the parking ramifications.

Please remember that you are causing upheaval for people who live on Hampshire street. We are real, regular people; you may have forgotten, in all of your planning, that these changes will affect our lives.

Please, please do not take away the right turn from Bway to Hampshire. "

Thanks so much for working hard on this very important corridor to improve safety for all road users.

The big unresolved issue with this street design is that Uber drivers 100% don't respect any street markings or soft bollards the closer you get to Kendall. There's been no significant parking/standing enforcement in that area, which sends the message that it's totally fine to fudge the rules to make a dropoff. I'd really love to see any enforcement to make sure gig drivers stop using the bike lane for "just a minute" any time they want.

Thanks for the work you do.

The current varying methods for bicycle infrastructure in this city are creating confusing as well as increasing the amount of time it takes to ride anywhere in Cambridge. It also increases the placement based likelihood of bicycle/pedestrian collisions by putting bike lanes in between parked cars and the sidewalk, or putting bike lanes onto the sidewalk. New designs need to work with the speed of a cyclist on these roads, and not deliberately slow them down in favor of getting them out of the way so that drivers can instead do 30+ on streets which are not marked to allow that. Hire more experienced cyclists for these design teams and stop overdesigning for the sake of making it look like you've gone above and beyond. This is an embarrassment.

Overall, effort needs to be made to prevent cars from parking in the bike lane (uber, lyft, loading/unloading). Also, making sure that cars can still see the bikers is important (for example, turning onto Line St from Cambridge St (heading toward Harvard), it is hard to see bikers behind the parked cars)

An important issue you brought up is that bike traffic is so heavy on Hampshire St. during rush hour that there is a need for faster cyclists to pass slower cyclists. But you didn't address that issue in the design?

"I really wish you hadn't put the bike lanes on the sidewalk side of the parked cars. I feel very unsafe biking on Cambridge street where this design has been implemented. On that street, people frequently walk in the bike lane, and it is very very difficult to cross every intersection because (even with daylighting) it is very difficult to see if there are oncoming cars without significantly slowing down at every intersection. Needing to slow down and speed up so frequently significantly discourages me from biking. Furthermore, Hampshire street is MUCH busier for bikers than Cambridge street. I think this design will promote conflict between cars, cyclists, and pedestrians because of the larger number of cyclists. Not to mention faster cyclists being stuck behind slower cyclists, and then going out into the road much more... ugh its going to suck.

PS - I do live 'outside of cambridge' but by that I mean I live just on the other side of Inman Square in Somerville, so I essentially live directly on this bike route. I think you should have added an option for ""outside of cambridge but within a 5 minute walk of Hampshire St"" or something like that."

I work in Cambridge and use this corridor when I am riding or driving to/from work. I also use the bus/T to get to work.

Thank you for building the bike lanes!

Thank you for helping make it safer to bike!

Good work team!!

Thank you so much for the redesign! As a cyclist who commutes from Boston to Cambridge regularly, and one who rides through Cambridge to get to northern cycling routes, Hampshire Street has been difficult to manage. I've had many near-misses on Hampshire Street, and this redesign goes a long way to improving safety for cyclist and pedestrians!

I live in Arlington and bike commute to Kendall Square. From a cycle commuter perspective I like this recommendation of reducing bus stops on Hampshire, however I worry about the reduction in bus stops for mobility impaired individuals that use public transit. I think one of the biggest dangers is also the way in which buses drive and I'm not sure how changing the infrastructure may be able to address that.

Looks great! I'm looking forward to biking here.

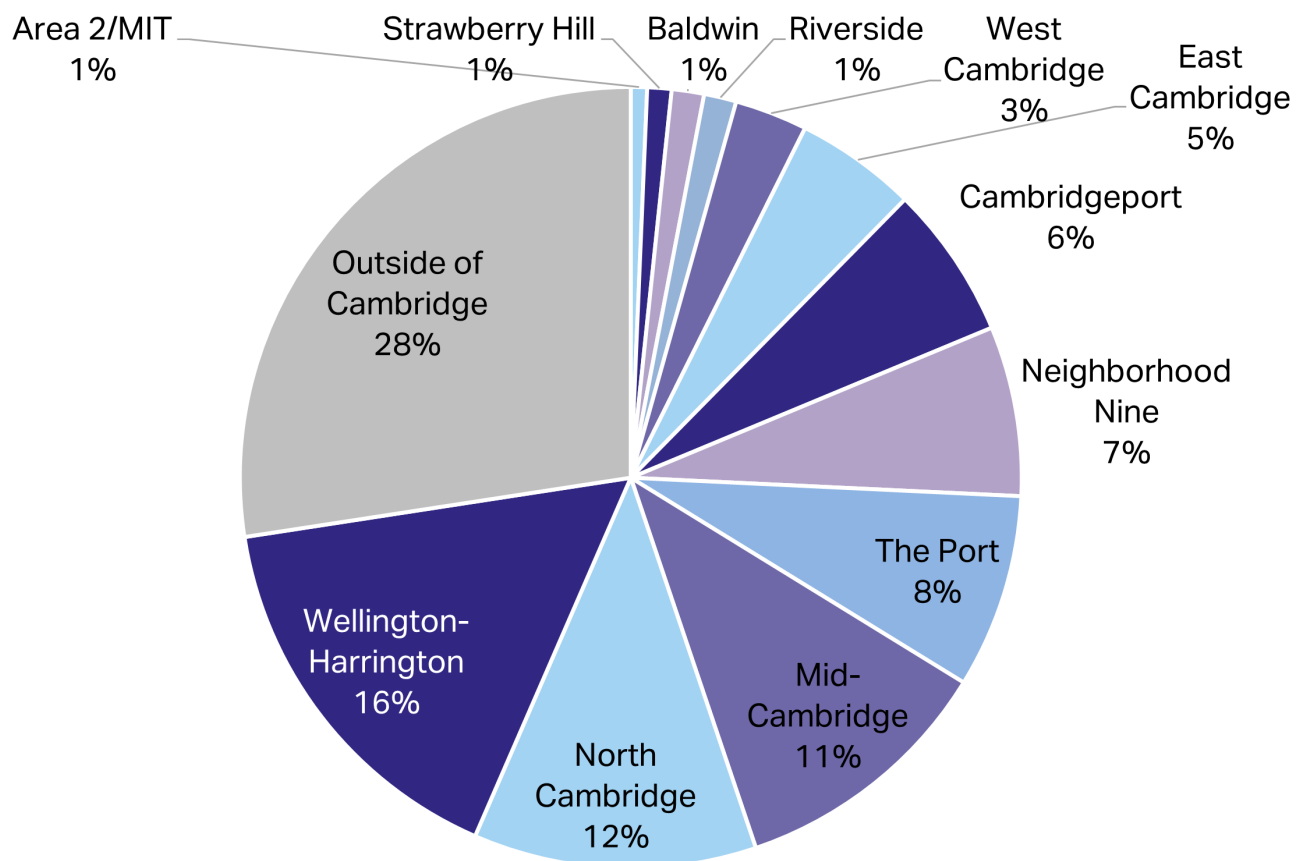
I am strongly in support of this project as are many of my friends and coworkers who bike this route. I bike this route every day and I'm so excited to not have to worry about getting doored!

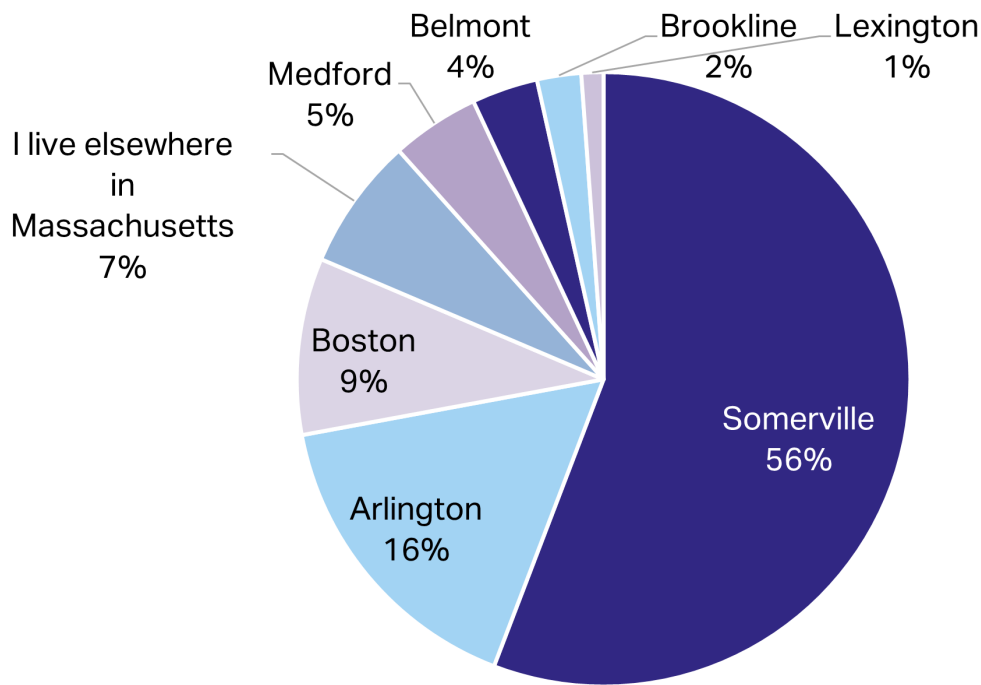
Q18. What neighborhood do you live in?

Answered: 299

Skipped: 246

- Area 2/MIT: 0.67% (2)
- Baldwin: 1.34% (4)
- Cambridge Highlands: 0%
- Cambridgeport: 6.35% (19)
- East Cambridge: 5.02% (15)
- Mid-Cambridge: 11.04% (33)
- Neighborhood Nine: 7.02% (21)
- North Cambridge: 11.71% (35)
- Riverside: 1.34% (4)
- Strawberry Hill: 1% (3)
- The Port: 8.03% (24)
- Wellington-Harrington: 16.05% (48)
- West Cambridge: 3.01% (9)
- Outside of Cambridge: 27.42% (82)





Q19. If you live outside of Cambridge, where do you live?

Answered: 86

Skipped: 459

- Arlington: 16.28% (14)
- Belmont: 3.49% (3)
- Boston: 9.30% (8)
- Brookline: 2.33% (2)
- Lexington: 1.16% (1)
- Medford: 4.65% (4)
- Newton: 0
- Somerville: 55.81% (48)
- Waltham: 0
- I live elsewhere in Massachusetts: 6.98% (6)
- I live outside of Massachusetts: 0

Q20. Please share your email if you would like to join the project email list.

Answered: 91

Skipped: 454

Answers removed from public report.

Q21. Do you have any feedback on this survey? How can we improve next time?

Answered: 76

Skipped: 467

Show existing conditions and provide details in writing between existing and proposed (especially parking counts).

It's way too complicated and the choices are all bad

You guys are doing an excellent job. The City Council should not have decided that bike-safety improvement could or should be measured in the number of miles of protected lanes and then set an arbitrary time limit.

Please stop the bike lane conversion insanity. A very small number of privileged few want this. The vast majority rest of us do not - even those of us who ride our bikes to work and for pleasure.

Please let us know what type of work each business does. Thank you.

I think including a question about affiliation to the area could be important. People who live here vs work here vs shop here, etc. will likely have different preferences. Understanding their use case for the area could be informative.

Since the proposal calls for losing more than 1/2 of the resident parking, please do not allow ANY non-permitted parking in the city. Metered spaces should be used by all non-residents.

You can NOT do this project. It will ruin this city and her it's residents. Stop rewarding those passing through the city.

The credibility of this survey, even given length, is knowing that you spoke in person to all residents and businesses who reside in Cambridge.

I like the bike lanes the way they are.

Nice survey, reasonable length and good explanation of the concepts.

Your maps should include the street names and indicate the North, South West East axis on each map.

Present plans that work to increase parking available to businesses and residents.

don't say you want to hear from the public if you really don't want to hear.

Being able to provide a comment is much appreciated.

"Some of the images are too small (don't care much for us older folks, huh?) and the photos

with the traffic pattern changes are hard to read as well. Also ""which design do you like better?"" How about NEITHER as an option, instead of no preference.
"

I do not believe this survey is sincere, as everything you are undertaking is basically a done deal already

Because of the new designs I could not get/use a dumpster on Mass Ave to re-roof a building

I'm glad you ask for input please consider the other half that can't walk or ride a bike. Sigh

It doesn't seem to matter what your constituents think. The Bolsheviks running our City Council make poor decisions.

The city council does what they want. I am sure they will not listen to a survey. Just optics.

"Well designed survey. I like how you incorporated the design options into the question pages, which makes it easy to evaluate for people who aren't familiar with the material from earlier meetings.
"

it's a good survey. i like the fact there is a meta-survey (about the survey) at the end.

It would be nice for some traffic enforcement of bikes on Hampshire. I cannot remember the last time I saw anyone enforcing traffic laws for bikes on Hampshire. There are too many bikes that blow through red lights and crosswalks with pedestrians.

I work on Hampshire St. I hope the users of this road and neighborhood who don't sleep there are not discounted

Great job!

Seems excellent!

this is a great survey. good visuals and well explained. keep killin it!

No notes

It would be nice to see some statistics about the use of buses (how frequently each stop was used), instead of stating "this stop is not used much", also about the use of parking spaces.
Thank you

This proposed project is going to cause undue stress on the residents in this area. Parking is already at a critical mass. We can't locate parking now and forgo having company due to this already existing issue. Please consider things like one way bike lanes in area 4 to preserve parking. This can easily be accomplished since a lot of streets in area 4 run parallel to each other. One way lanes could be enlarged and flex posts installed, parking could be preserved and shared streets could be used for cut thru's. Please consider and preserve parking.

Offer more information and consideration for the residents and businesses. COVID-19 pandemic is coming to an end, more people will be traveling to work and work in this area we travel by car and buses. We also utilize all of the business in the area from the coffee shops, to the physician offices, restaurants, and automotive shop. Please offer parking for all.

Nice to see improvements happening to the streets into where I work (Kendall). Especially the introduction of explicit loading zones, since right now most loading from ride share drivers either blocks bike lanes or blocks traffic when they double park.

No.

Thank you for the short-form vs long-form option!

"I like how the survey broke down the different sections.

Having a ""primary commute mode"" would be nice since I only go through these areas on foot, bike or bus."

You could ask where we work instead of just where we live.

I think it would be helpful to know how many options are in the survey so it's easier to estimate the time to complete it. Having an indication of true north on the map tiles would have made it easier for me to parse.

Do what you have to do. Don't ask too many questions. Everyone has an opinion. It's impossible to please everyone. Hire experts to analyze the problems. Heed their advice. Fix things in a timely manner. Thank you

This is nothing other than a suggestion box; furthermore, as a convenience sample it represents nothing beyond the opinion of self-selected respondents. If you want representative opinion, put the entire safe streets question on the ballot and see how that goes.

very clear presentation and relevant questions.

Looks like we're pushing a lot of parking into side streets and a lot more traffic which they aren't designed for. We already have people racing through Clark st and driving the wrong way down the one way st

I sometimes looks to me as though the bike lanes lead to no bike lanes... I guess I'm reading the drawings wrong. :(

"ask more questions.

"

It's good!

Survey assumes the safety improvement project is a good thing. There are already enough

East/west bike lanes that have caused limited parking and business disruption. Enough!

Be sure that there is also enough room for cars.

Color coding the parking types makes it tricky to remember which is which. Make the legends easier to read. (Also not as accessible for colorblind people)

Thanks for the effort to try to improve shared road safety and access. I have been a daily cyclist for 10+ years to work at Pfizer and any improvement is a huge step forward.

Thank you for the survey, and for considering my opinions.

Thanks for doing this! I read somewhere that this exact section of this exact street has perhaps the most bicycle volume of any street in the U.S, and my experience biking this almost every day to get to Kendall for the last 8 years is always an exhilarating experience being with swarms of other bicycles. I think adding well thought out safe infrastructure will be a huge plus for safe sustainable transportation in the area. Please try your best to ignore all of the crazies who will start shouting about parking spaces.

Really liked it!!

It might be useful to gather info on the overall perspective of the respondents to understand whether they primarily travel by car, bike, T, etc. It also might be useful to gather demographic info to see whether the survey respondents are representative of Cambridge residents at large.

I think this survey format was very helpful.

Maybe provide more quantitative questions to answer.

Excellent survey. I really appreciate the quality of your public engagement on this project. Thank you for leading American on bikeway design :)

Great work. Thank you for helping me enjoy a better commute on my bike.

Well done. Clear explanations and images.

Thank you for advancing this project to improve safety for all road users.

Super-clear: I loved the block-by-block images!

STOP CATERING TO CELL PHONE ABSORBED CRASH DUMMIES, START CATERING TO PEOPLE WHO ACTUALLY LIVE AND WORK IN THESE NEIGHBORHOODS

The options weren't very different. I would prefer to see some bolder designs.

Good. I appreciate the opportunity to give feedback on multiple options.

Thanks for the detailed info on the current designs and for engaging the community so

much!

"Try not to update the survey as much after releasing.

Drawings are very good.

In general the biggest challenge I face biking through Cambridge is where the bike lane meets the intersection. Most the time I find it safer to be in the middle of the road then in the bike to avoid being hit by turning drivers or to make left turns (when there's no oncoming traffic).

Most of these designs aren't as clear enough about how intersections and left turns for bikes are handled. "

This was straightforward. thank you.

I admire the block-by-block detail and I like the option to just leave a general comment. I think there's often too much community input for these things, however.

get rid of all the parking, run buses straight up this corridor all the way to arlington. Mexico City doesn't need parking on its arterials, why do we?

Nice survey. Easy to use and great having multiple options if available

Thank you. I'm really excited about this project.

"I like the block by block approach and I'm also glad others can submit general comment. Strictly one or the other would leave some voices out.
"

Survey is great, thank you.

More options on where do you live. Someone who lives in Somerville but way up the hill has a different impact on this project than someone who lives in Somerville very very close to Hampshire St. (TBH this is a general comment about interactions between Cambridge and Somerville. Just because I live 3 houses into Somerville doesn't mean I'm not impacted by things done in Cambridge! I'm more impacted than most Cambridge residents in fact!)

You are right to offer more information before getting started as some knowledge of the area, current plans, and recent changes to the corridor are required to provide thoughtful input. Well done.

Separated bike lanes, I and many others bike to work in Cambridge all year round

existing conditions graphics might be helpful!

Appendix: Full Survey



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Thank you for your interest in Cambridge's Hampshire Street Safety Improvement Project! We're adding quick-build separated bike lanes, making improvements to existing crossings, and making changes to parking and loading on:

- Hampshire Street between Inman Square and Broadway
- One block of Broadway between Portland Street and Hampshire Street

To learn more, visit www.cambridgema.gov/HampshireStSafety.

This survey will close on May 30, 2023.

Would you like to read some more background on the project?

☐ Yes

☐ No, take me to the survey

Project Website: www.cambridgema.gov/HampshireStreetSafety

Contact: Project Manager Andreas Wolfe at awolfe@cambridgema.gov.



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[Background](#)

Through the Hampshire Street Safety Improvement Project, the City will create a more comfortable biking connection between Inman Square and the Port/Kendall Square.

We'll add separated bike lanes, improve existing crosswalks, and make changes to parking and loading on:

- **Hampshire Street** between Inman Square and Broadway; and
- **Broadway** between Hampshire Street and Portland Street

We know that we will have to remove parking from one side of Hampshire Street, because the street is not wide enough to fit separated bike lanes, two parking lanes, and two general travel lanes. This is because separated bike lanes, which include a buffer area, are wider than unprotected bike lanes. Parking can switch from one side of the street to the other.

We plan to install this project in summer 2023.



"Quick Build" Project

This is a quick-build project, which means we are not digging into the ground or making changes to the width or shape of the road. Instead, we will make improvements using paint, stencils, flex-posts, new signage, and changes to traffic signals and signs.

Quick-build projects allow us to make changes to our streets more rapidly and to make adjustments even after a design is installed.

About Separated Bike Lanes

Separated bike lanes provide dedicated spaces on the street for bicycles, physically separated from traffic by a vertical structure like a curb, flex-post, or other barrier.

Separated lanes increase comfort, reduce crash and injury risk, and eliminate the threat of "dooring" from parked vehicles.

The Cycling Safety Ordinance

The [2020 Cycling Safety Ordinance](#) requires that Cambridge install 25 miles of separated bike lanes across the City within five to seven years. Hampshire Street is one of the streets where separated bike lanes are required.

More Information

Sign up for our [email list](#) and visit the [project page](#)!

On our [project page](#), find materials from past meetings, read more background, and learn more about engagement and our project schedule.

Project Website: www.cambridgema.gov/HampshireStreetSafety
Contact: Project Manager Andreas Wolfe at awolfe@cambridgema.gov



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This Survey

Right now, we're in the design phase, and we want to hear from you. **In this survey, we'll go block-by-block and ask which design you prefer.**

We know that we will have to remove parking from one side of Hampshire Street, because the street is not wide enough to fit separated bike lanes, two parking lanes, and two general travel lanes. This is because separated bike lanes, which include a buffer area, are wider than unprotected bike lanes. Parking can switch from one side of the street to the other.

We will combine preferred options to come up with a single design.

These designs are not final, and will change as we receive feedback, gather more information, and talk to local businesses and neighbors -- **so**

let us know if there's a spot where you would like a change.

This survey will be open until late spring/early summer 2023.

Do you want to provide block-by-block comments?

- ☐ Yes, show me the options!
- ☐ No, I just want to leave a general comment

Project Website: www.cambridgema.gov/HampshireStreetSafety
Contact: Project Manager Andreas Wolfe at awolfe@cambridgema.gov.



Bus Stops

As part of this project, we are proposing to reduce the number of bus stops in the area.

Right now, this is only a proposal. We want to hear from you!

Below, we describe our proposed changes and the benefits.

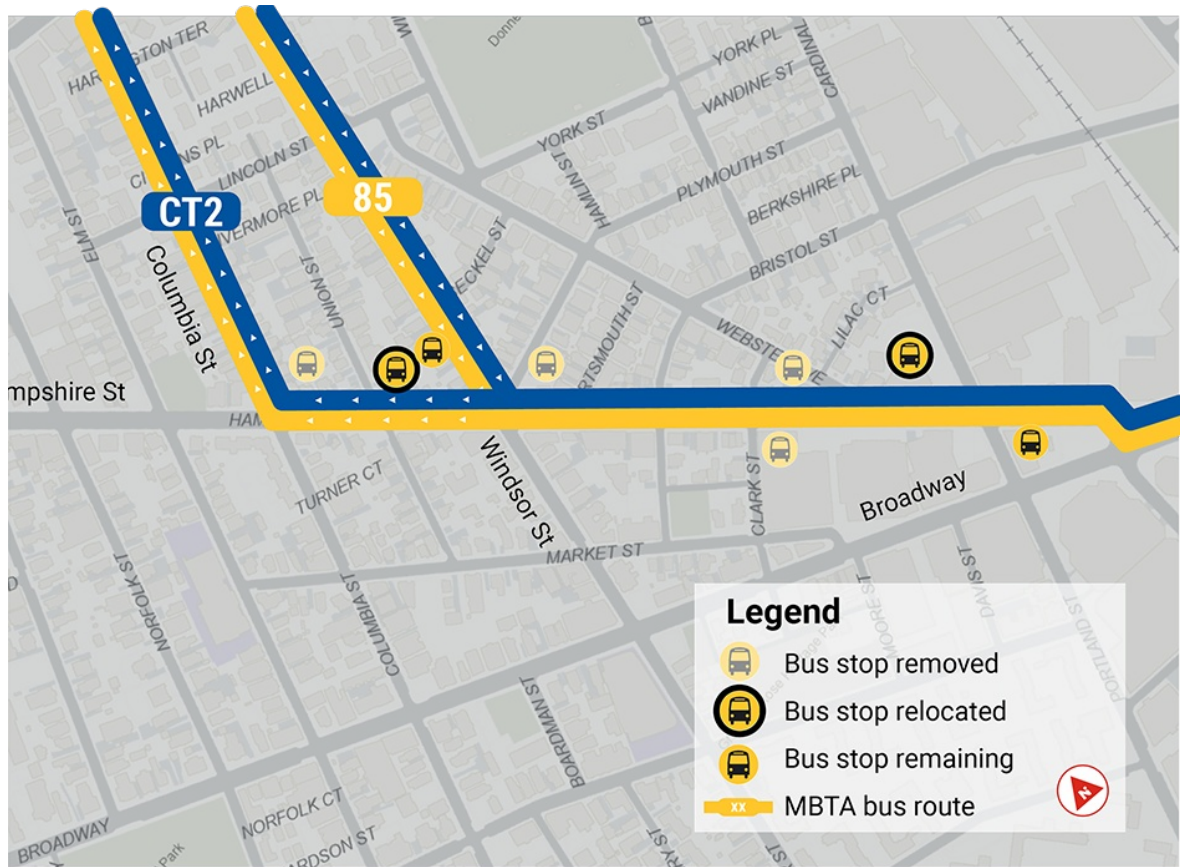
Proposed Changes

Today, there are eight bus stops on Hampshire Street between Columbia Street and Broadway. We are proposing four bus stops:

- Two stops near Windsor Street (*for the 85 bus*)
- Two stops at Cardinal Medeiros Avenue/Portland Street (*for routes 85 and CT2*). We would relocate the outbound/westbound stop to the northwest corner of Cardinal Medeiros Avenue.

Removed stops would be:

- Hampshire Street at Columbia Street (outbound/westbound)
- Hampshire Street at Plymouth Street (outbound/westbound)
- Hampshire Street at Webster Avenue (outbound/westbound)
- Hampshire Street at Clark Street (inbound/eastbound)



[Click here to view a larger image.](#)

Benefits include:

- New stops will have fewer barriers to boarding and exiting a bus and to deploying a bus ramp, better serving riders of all abilities.
- Faster and more reliable bus trips due to improved stop spacing.

We know that there are only a few riders every day who board or exit the bus at removed stops. Right now, this is only a proposal.

We Want to Hear From You

Does this make sense? Will it improve your experience riding the bus? Did we miss something?

What do you think about the proposed bus stop relocation?



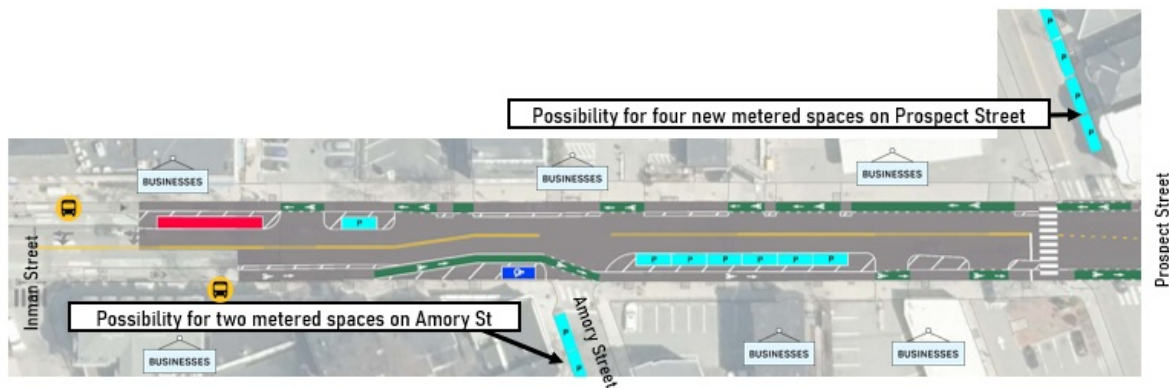
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Inman Street to Prospect Street

We have two design options between Inman Street and Prospect Street.

Option 1

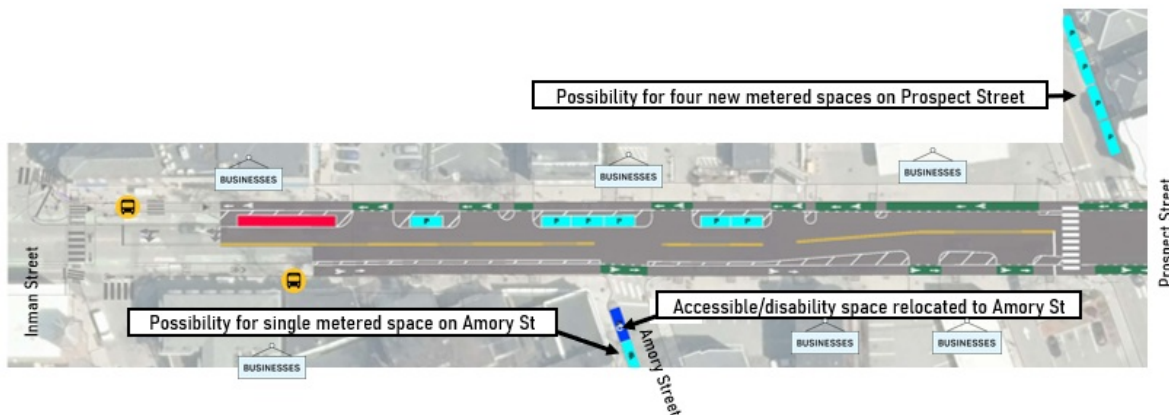
Loading and metered parking is split between the north and south sides of the street.



[View larger image.](#)

Option 2

Loading and metered parking is on the north side of the street.



[View larger image.](#)

Key:



Bus Stop



Business (Retail, restaurants, offices with main entrance on the street)



Bicycle Lane Crossing at Street/Driveway



Painted Pedestrian Island



Accessible/Disability Parking Space



Metered Parking



Loading Zone

[What do these parking types mean? Click here to learn more.](#)

Which design do you prefer?

I strongly prefer Option 1	I slightly prefer Option 1	I have no preference	I slightly prefer Option 2	I strongly prefer Option 2	Not applicable to me/No comment
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

(Optional) Why? Do you have other comments on this section?

Project Website: www.cambridgema.gov/HampshireStreetSafety

Contact: Project Manager Andreas Wolfe at awolfe@cambridgema.gov.



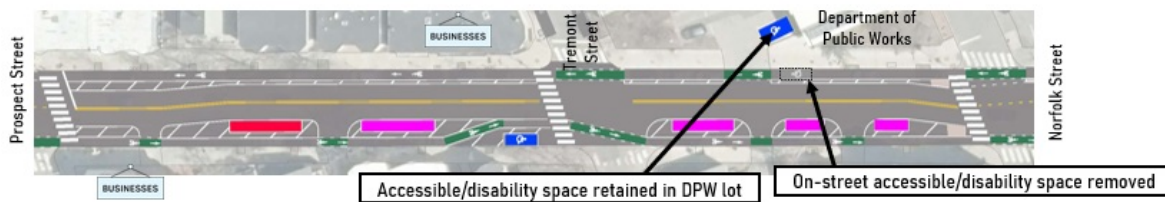
**CITY OF
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Prospect Street to Norfolk Street

We have two design options between Prospect Street and Norfolk Street.

Option 1

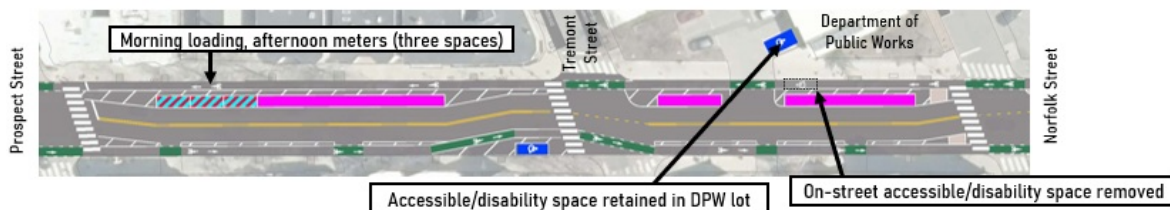
A loading zone and unrestricted parking on the south side of the street.



[View larger image.](#)

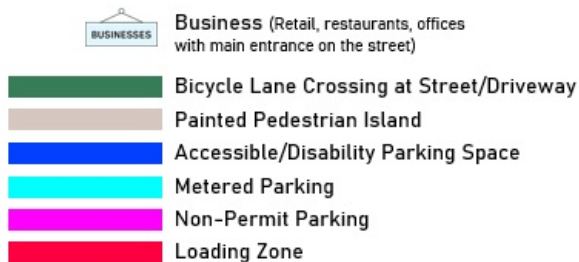
Option 2

A morning loading/afternoon meter zone and unrestricted parking on the north side of the street.



[View larger image.](#)

Key:



[What do these parking types mean? Click here to learn more.](#)

Which design do you prefer?

I strongly prefer Option 1	I slightly prefer Option 1	I have no preference	I slightly prefer Option 2	I strongly prefer Option 2	Not applicable to me/No comment
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

(Optional) Why? Do you have other comments or suggestions on this section? Do the parking types make sense?



Norfolk Street to Columbia Street

We have one design for Norfolk Street to Columbia Street, which has unrestricted parking and a loading zone on the south side of the street.



[View larger image.](#)

Key:

	Business (Retail, restaurants, offices with main entrance on the street)
	Bicycle Lane Crossing at Street/Driveway
	Painted Pedestrian Island
	Accessible/Disability Parking Space
	Non-Permit Parking
	Loading Zone

[What do these parking types mean? Click here to learn more.](#)

Do you have comments or suggestions on this section? Do the parking types make sense?



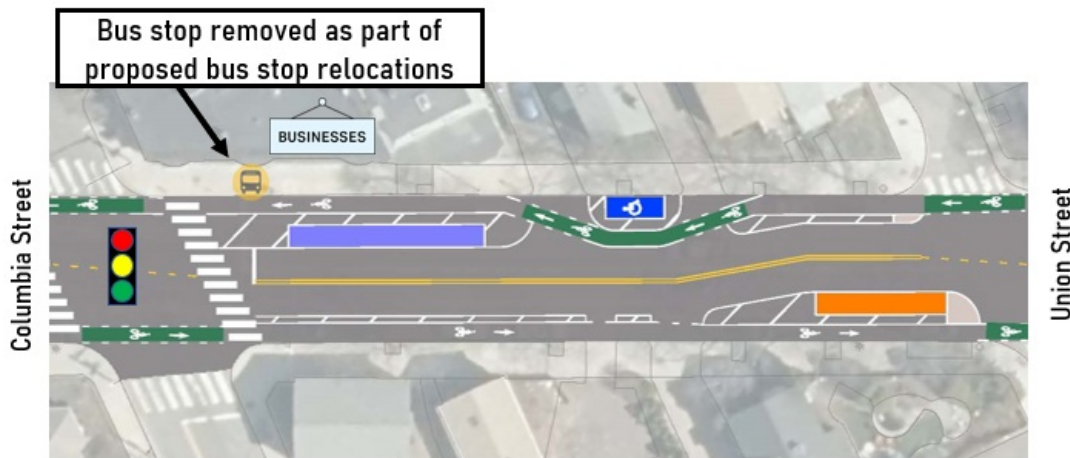
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Columbia Street to Union Street

We have two design options between Columbia Street and Union Street.

Option 1

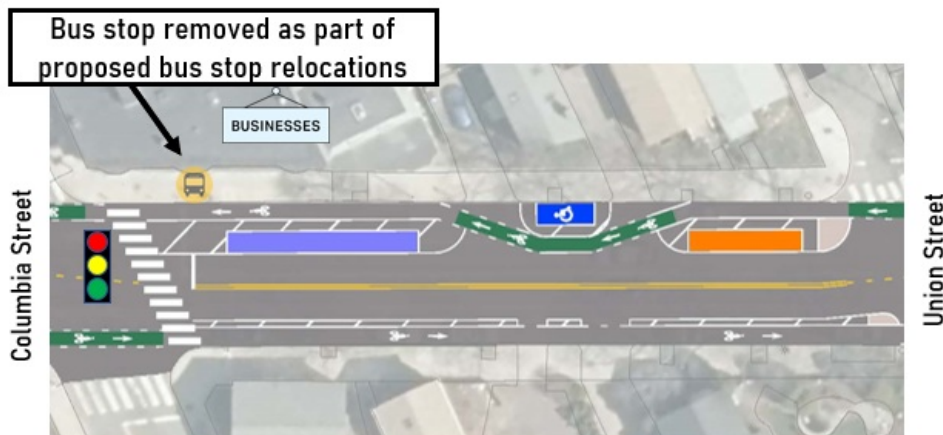
30-minute non-metered parking on north side of the street; permit parking on south side of street.



[View larger image.](#)

Option 2

30-minute non-metered parking and permit parking on north side of the street.



[View larger image.](#)

Key:



Removed Bus Stop

Business (Retail, restaurants, offices with main entrance on the street)



Bicycle Lane Crossing at Street/Driveway



Painted Pedestrian Island



Accessible/Disability Parking Space



30-Minute Non-Metered Parking



Permit Parking

[What do these parking types mean? Click here to learn more.](#)

Which design do you prefer?

I strongly prefer Option 1	I slightly prefer Option 1	I have no preference	I slightly prefer Option 2	I strongly prefer Option 2	Not applicable to me/No comment
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

(Optional) Why? Do you have other comments or suggestions on this section? Do the parking types make sense?



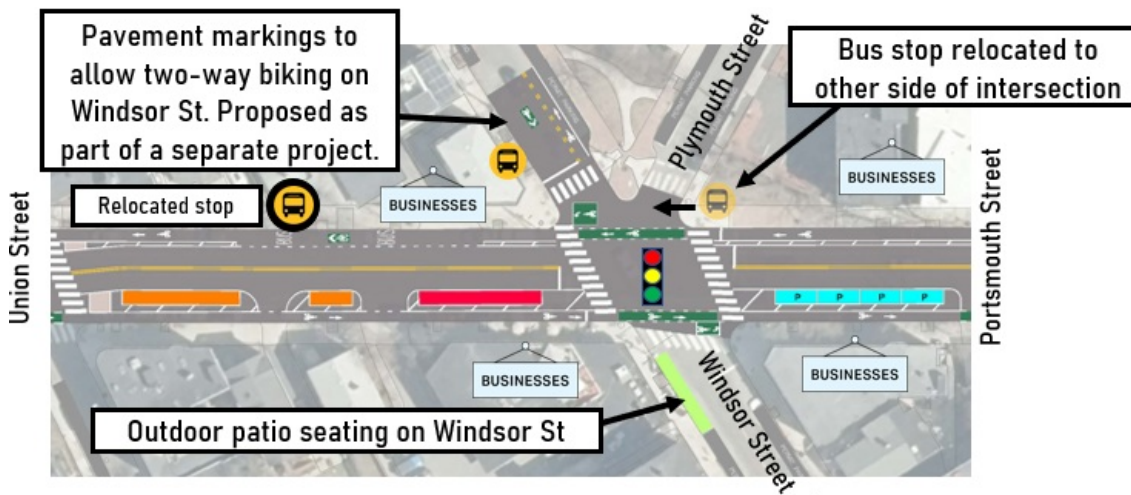
**CITY OF
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Union Street to Portsmouth Street

We have two design options between Union Street and Portsmouth Street.

Option 1

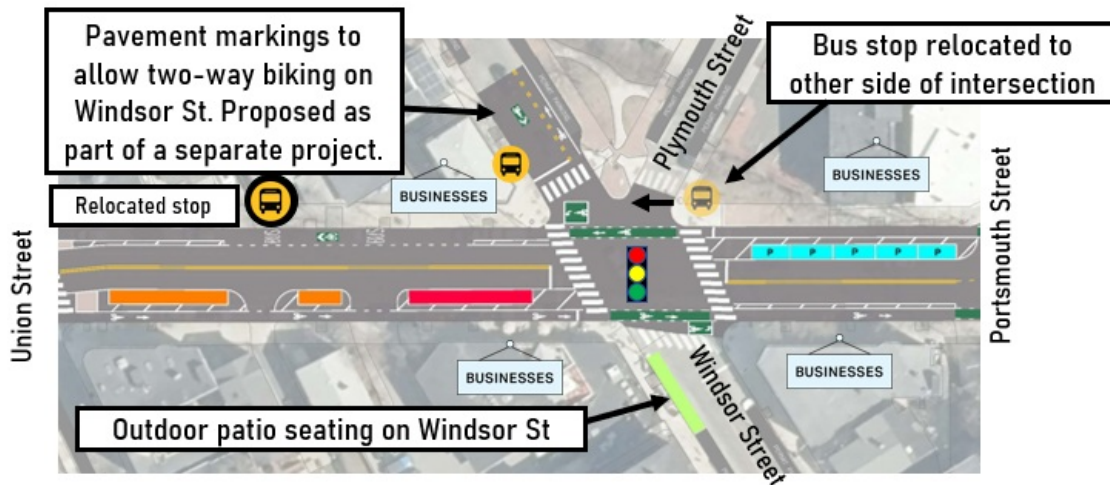
Permit parking, loading zone, and metered parking on south side of the street.



[View larger image.](#)

Option 2

Permit parking and loading zone on the south side of the street. Metered parking on the north side of the street.



[View larger image.](#)

Key:



Removed Bus Stop



Relocated Bus Stop



Existing Bus Stop



Business (Retail, restaurants, offices with main entrance on the street)



Bicycle Lane Crossing at Street/Driveway



Painted Pedestrian Island



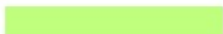
Metered Parking



Permit Parking



Loading Zone



Outdoor Dining

[What do these parking types mean? Click here to learn more.](#)

Which design do you prefer?

I strongly prefer Option 1	I slightly prefer Option 1	I have no preference	I slightly prefer Option 2	I strongly prefer Option 2	Not applicable to me/No comment
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

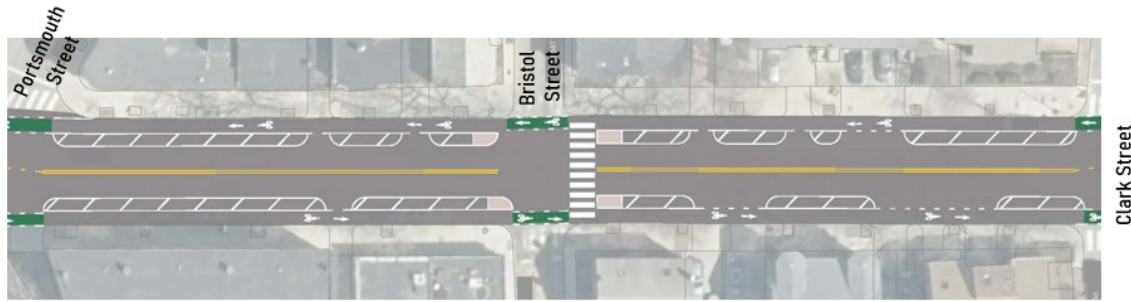
(Optional) Why? Do you have other comments or suggestions on this section? Do the parking types make sense?



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[Portsmouth Street to Clark Street](#)

We have one design for Portsmouth Street to Clark Street, which does not have any parking or loading. The width of the street in the area is too narrow to accommodate parking.



[View larger image.](#)

Key:



Business (Retail, restaurants, offices with main entrance on the street)



Bicycle Lane Crossing at Street/Driveway



Painted Pedestrian Island

[What do these parking types mean? Click here to learn more.](#)

Do you have any comments or suggestions on this section?

Project Website: www.cambridgema.gov/HampshireStreetSafety
Contact: Project Manager Andreas Wolfe at awolfe@cambridgema.gov



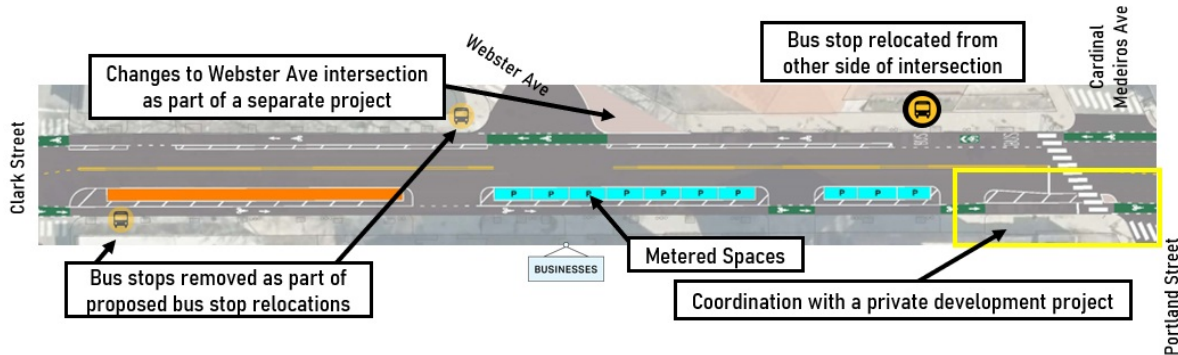
**CITY OF
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[Clark Street to Cardinal Medeiros Avenue/Portland Street](#)

We have two design options between Clark Street and Cardinal Medeiros Avenue/Portland Street.

Option 1

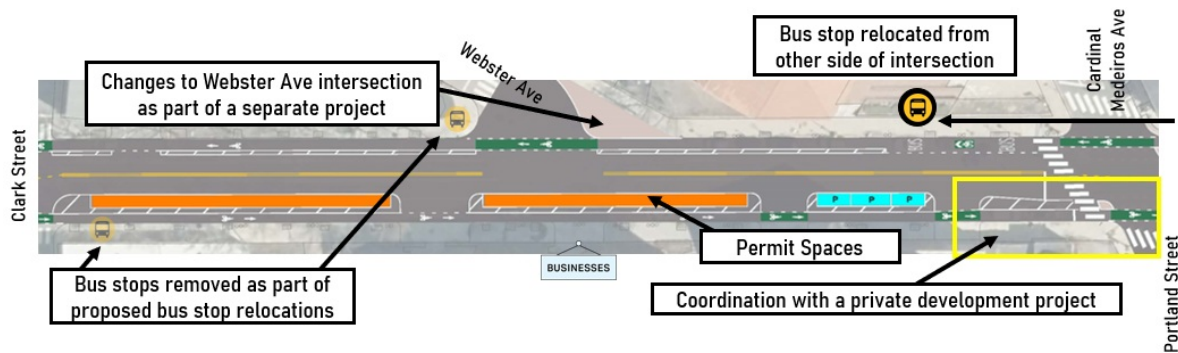
About seven permit parking spaces and 10 metered parking spaces on the south side of the street.



[View larger image.](#)









Option 2

About 15 permit parking spaces and three metered parking spaces on the south side of the street.



[View larger image.](#)

Key:

-  Removed Bus Stop
-  Relocated Bus Stop
-  Existing Bus Stop
-  Business (Retail, restaurants, offices with main entrance on the street)
-  Bicycle Lane Crossing at Street/Driveway
-  Painted Pedestrian Island
-  Metered Parking
-  Permit Parking

[What do these parking types mean? Click here to learn more.](#)

Which design do you prefer?

I strongly prefer Option 1	I slightly prefer Option 1	I have no preference	I slightly prefer Option 2	I strongly prefer Option 2	Not applicable to me/No comment
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

(Optional) Why? Do you have other comments or suggestions on this section? Do the parking types make sense?



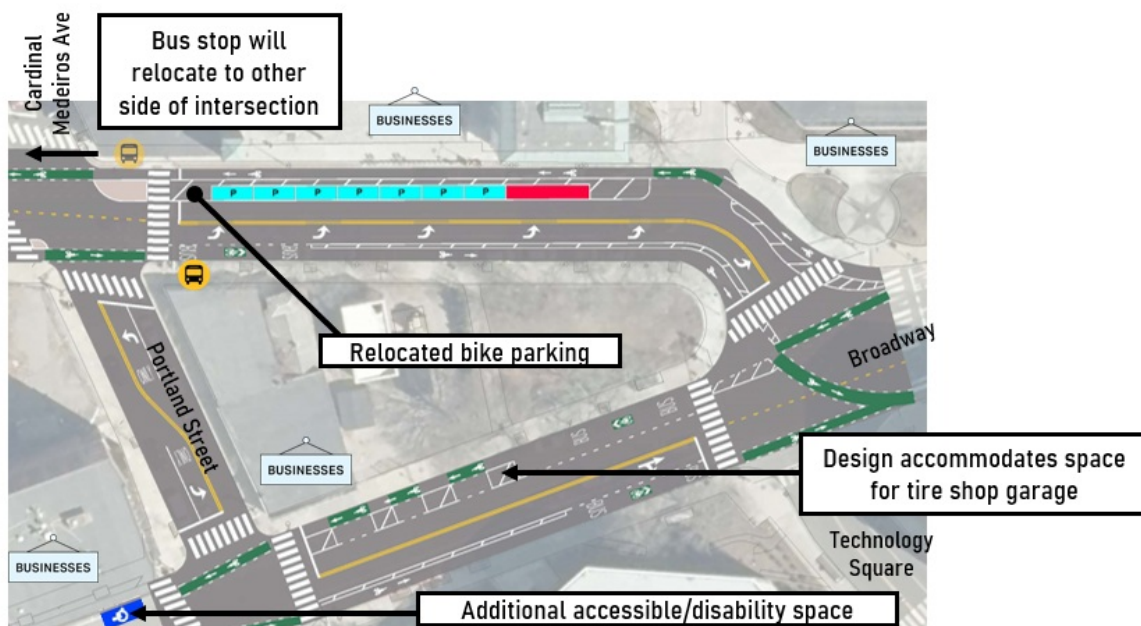
CITY OF
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Hampshire Street at Broadway

We have one design for the Hampshire Street at Broadway intersection, including two blocks:








- Hampshire Street between Portland Street and Broadway
- Broadway from Hampshire Street to Portland Street

This design includes metered parking spaces and a loading zone on the north side of Hampshire Street and a new accessible/handicap space on Broadway.



[View larger image.](#)

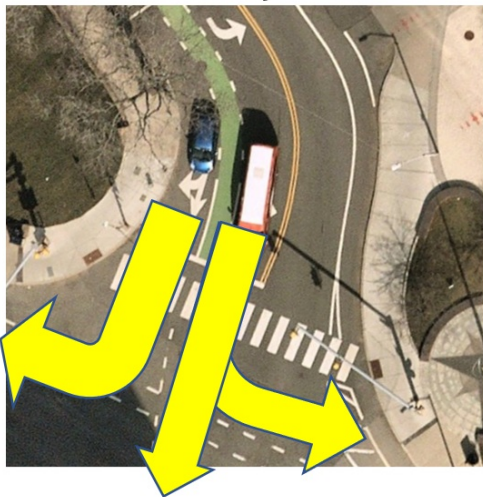
Key:

-  Bus Stop
-  **Business** (Retail, restaurants, and offices with main entrance on the street)
-  Bicycle Lane Crossing at Street/Driveway
-  Painted Pedestrian Island
-  Accessible/Disability Parking Space
-  Metered Parking
-  Loading Zone

[What do these parking types mean? Click here to learn more.](#)

Traffic Circulation Changes: We are proposing a change to traffic patterns at this intersection. Motorists would only be able to turn left on Hampshire Street at Broadway. Access to Technology Square would still be allowed via Portland Street and Broadway.

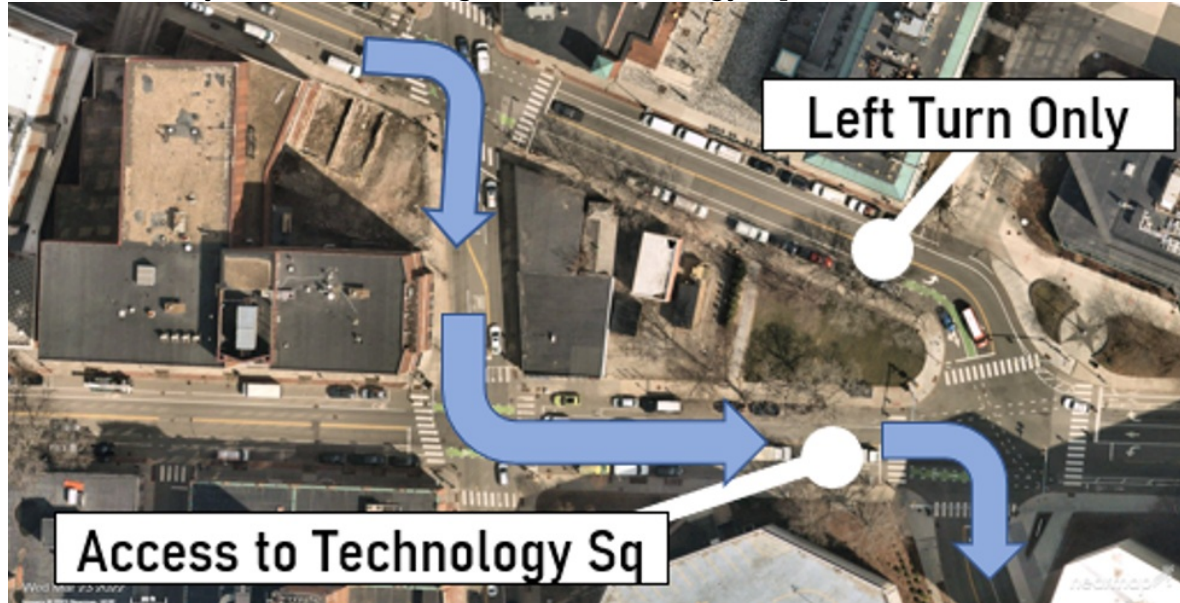
Today



Proposed



Drivers accessing Technology Square would turn onto Portland Street, turn left onto Broadway, and then turn right onto Technology Square.



Do you have comments or suggestions on this section? Do the parking types make sense?



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[Tell Us More](#)

Do you have any other comments?

(If you would like to ask a question or receive a response, please email Project Manager Andreas Wolfe at awolfe@cambridgema.gov.)

Please provide your email address if you would like to join the project email list.

What neighborhood do you live in? ([Click here to see a map of Cambridge neighborhoods](#))

- ☐ Area 2/MIT
- ☐ Baldwin
- ☐ Cambridge Highlands
- ☐ Cambridgeport
- ☐ East Cambridge
- ☐ Mid-Cambridge
- ☐ Neighborhood Nine
- ☐ North Cambridge
- ☐ Riverside
- ☐ Strawberry Hill
- ☐ The Port
- ☐ Wellington-Harrington
- ☐ West Cambridge
- ☐ Outside of Cambridge

Project Website: www.cambridgema.gov/HampshireStreetSafety
Contact: Project Manager Andreas Wolfe at awolfe@cambridgema.gov.



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[Tell Us More](#)

If you live outside of Cambridge, where do you live?

- ☐ Arlington
- ☐ Belmont
- ☐ Boston
- ☐ Brookline
- ☐ Lexington
- ☐ Medford
- ☐ Newton
- ☐ Somerville
- ☐ Waltham
- ☐ I live elsewhere in Massachusetts
- ☐ I live outside of Massachusetts

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(Optional) Do you have any feedback on this survey? How can we improve next time?