

Main Street Safety Improvement Project

Design Options Feedback

Survey Results

About the Main Street Safety Improvement Project

Main Street is an important 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 Main Street Safety Improvement Project, the City will add separated bike lanes to Main Street between Massachusetts Avenue and Portland Street, creating a more-comfortable bike connection between the Port and Central Square. This "quick-build" project will change the layout of the street with new pavement markings, signs, and flex posts.

The project area includes, Main Street between Lafayette Square and Portland Street, connecting to Mass Ave via the Sidney Street Extension.

About This Survey

In May 2023, the City of Cambridge presented design options for adding separated bike lanes to Main Street. To fit separated bike lanes within the existing curb lines, we will have to remove parking from one side of Main 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 June 2023 to December 2023.

1576
Total Responses

45%
Completed Entire Survey

143
Joined Project Email List

What We Did With These Survey Results

Using this feedback, we will take our multiple design options for the street and put together one preferred design. In addition to the survey input, this design will also be informed by feedback we heard at community meetings and open houses, and emails and phone calls from residents and business-owners.

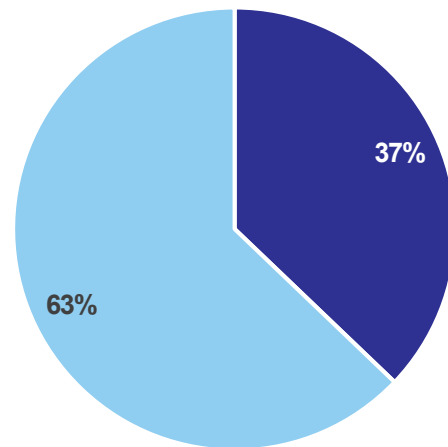
The survey was not a vote. We will be looking at people's preferences and the reasons why they made their choices. The safety of road users is the most important part of the assessment process and the survey provides an opportunity to hear many context-specific thoughts that may not have been evident early on.

Survey Question Results

See Appendix for full survey.

Q1. Would you like to read some more background on the project?

- Yes:
581 responses (37.15%)
- No, take me to the survey:
983 responses (62.85%)



■ Yes ■ No, Take me to the survey

Q2. Sidney Street Extension to Windsor Street: What types of parking/loading are important here? Is there anything else we should think about?

This question was about the layout of Main Street between Lafayette Square/Massachusetts Avenue and Windsor Street. The only difference between the options was between Cherry Street and Windsor Street, where the parking was either on the north side (4 spaces) or the south side (8 spaces), with the latter option having a bend in the roadway at Cherry Street. This question did not have preference options, but was instead open ended to allow the community to express specific needs and list pros and cons.

Answered: 481

Skipped: 1,096

Summary of Responses

- Many comments preferred option 2. In the option 2 design, parking is split between both sides of the street; switching sides at Cherry Street.
- Many commenters wanted the City to prioritize accessibility and access to businesses
- Several requests to prioritize loading for businesses.

Questions 3 and 4 were about the layout of Main Street between Windsor Street and Portland Street. There were three options: parking on the north side only (19 spaces), the south side only (29 spaces), or switching sides at Osborn Street (22 spaces).

Q3. Windsor Street to Portland Street: What option do you prefer?

Design Options	Responses
Option 1: Parking on north side only	16.05% (113)
Option 2: Parking on south side only	38.49% (271)
Option 3: Parking Switches sides	27.41% (193)
No Preference	18.04% (127)

Q4. Why did you make this choice? Do you have any other comments on this section? Do you have thoughts about changes to parking on nearby streets?

Answered: 477

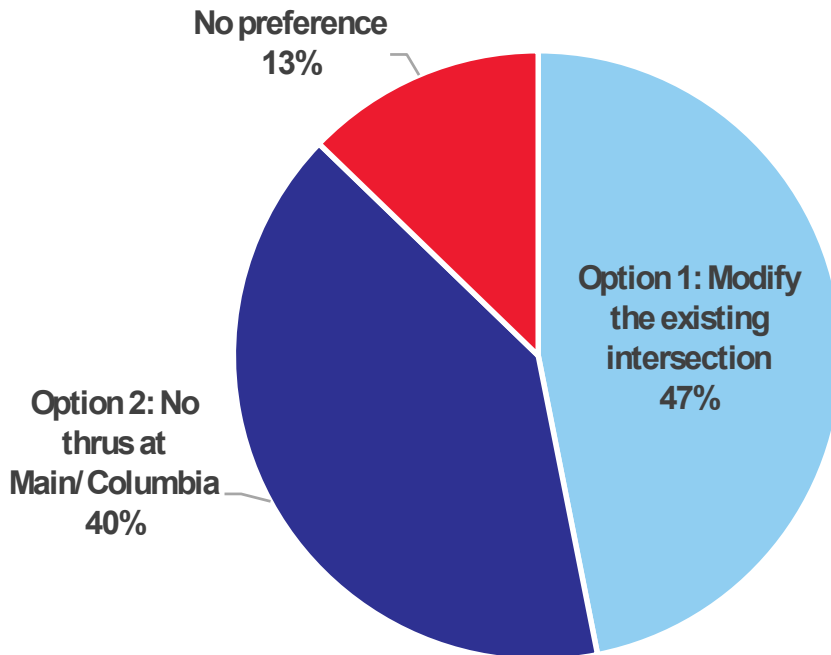
Skipped: 1,099

Summary of Responses

- Commenters who chose Option 2 wanted to preserve as many parking spaces as possible.
- Reasons commenters chose Option 3:
 - Wanted to switch parking to help with traffic calming
 - Noted that parking switching sides would make it easier to find a spot regardless of which way you're arriving from.
- Some commenters who chose Option 1 or Option 3 preferred parking on the residential side (north side) for accessibility reasons, even if there were fewer spaces. (These parking spaces are on the same side of the street as Newtowne Court.)

Questions 5 and 6 were about the layout of the intersection between the Sidney Street Extension, Main Street, and Mass Ave. Option 1 modified the existing intersection by adding separated bike lanes, with no change for vehicle access. Option 2 changed the intersection layout to disallow thru movements from Columbia Street to Main Street or Main Street to Columbia Street. Both options would improve the intersection for people walking by protecting some crosswalks from turning vehicles.

Q5. Intersection of Sidney Street Extension, Main Street, and Massachusetts Avenue. What option do you prefer?



Q6. Why did you make this choice? Do you have any other comments on this intersection?

Answered: 449

Skipped: 1,127

Summary of Responses

- Many comments focused on improving the intersection for pedestrians and making pedestrians safer
- The current light cycle is long and inefficient.
- Several requests to expand Lafayette Plaza and close off the intersection entirely.
- Several requests for no changes at all.
- Option 1:
 - Many feel that this will be easier for drivers and cyclists to navigate
- Option 2:
 - Seems more comfortable for pedestrians and cyclists
 - Many commented that this seems too confusing to navigate.
 - Many believe that drivers and cyclists won't follow the no-thru movement regulation in Option 2, and that this will make the intersection unsafe.

Q7. Do you have any other comments? (If you would like to ask a question or receive a response, please email Stephen Meuse at smeuse@cambridgema.gov.)

Answered: 193

Skipped: 1,383

Summary of Responses

- Overall excitement about the proposed designs.
- Concerns about traffic congestion, accountability for cyclists not following traffic laws, and the impact of losing parking spaces.
- Emphasis on designing for pedestrians first and prioritize safety

Q8. Please provide your email address if you would like to join the project email list.

Answered: 143

Skipped: 1,433

143 people signed up for the email list.

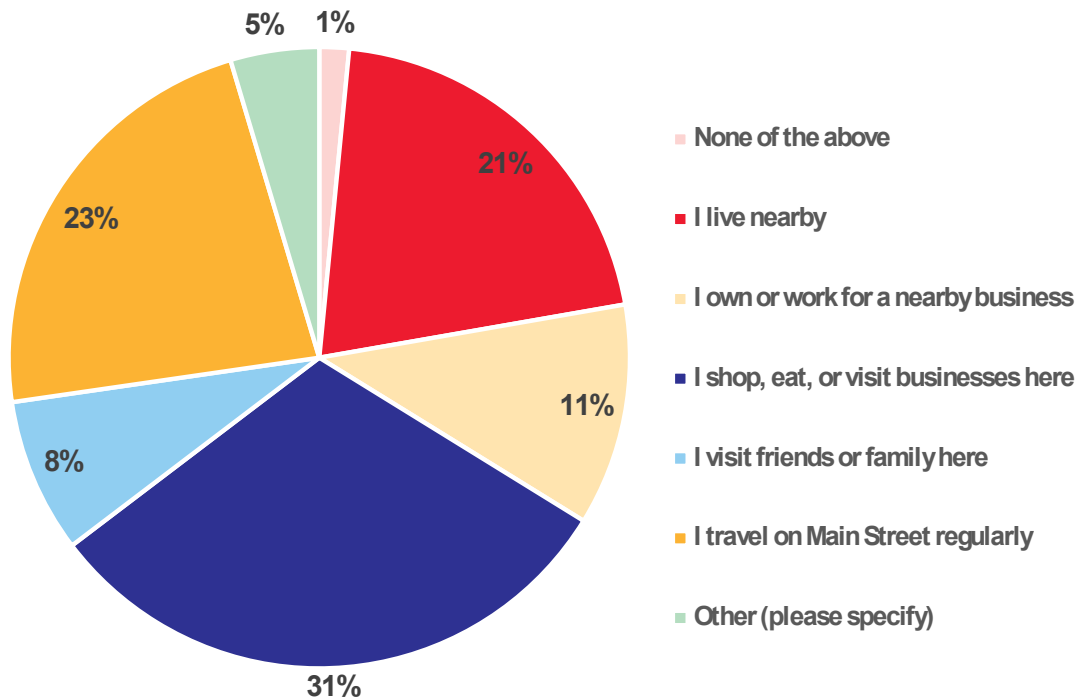
Q9. Have you attended any of the events the City has hosted about this project? (Select all that apply)

Meeting Locations	Responses
First Online Community Meeting (March 2023)	6.98% (34)
Second Online Community Meeting (May 2023)	7.60% (37)
Open House at the Pisani Center (April 2023)	2.46% (12)
Open House at the Pisani Center (June 2023)	2.05% (10)
Open House at the intersection of Bishop Allen Drive and Main Street (March 2023)	3.29% (16)
Open House at the intersection of Bishop Allen Drive and Main Street (June 2023)	3.90% (19)
None of these	84.60% (412)

Q10. What usually brings you to this section of Main Street (Check all that apply)

Answered: 663

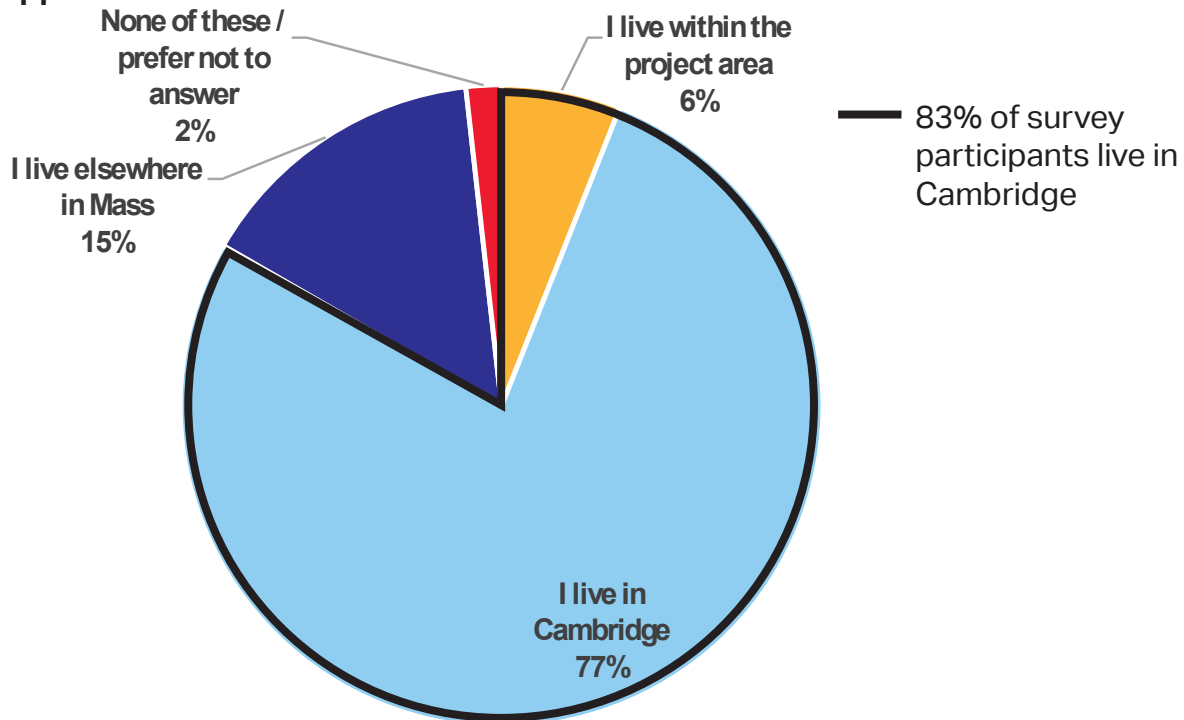
Skipped: 913



Q11. Where do you live?

Answered: 732

Skipped: 844

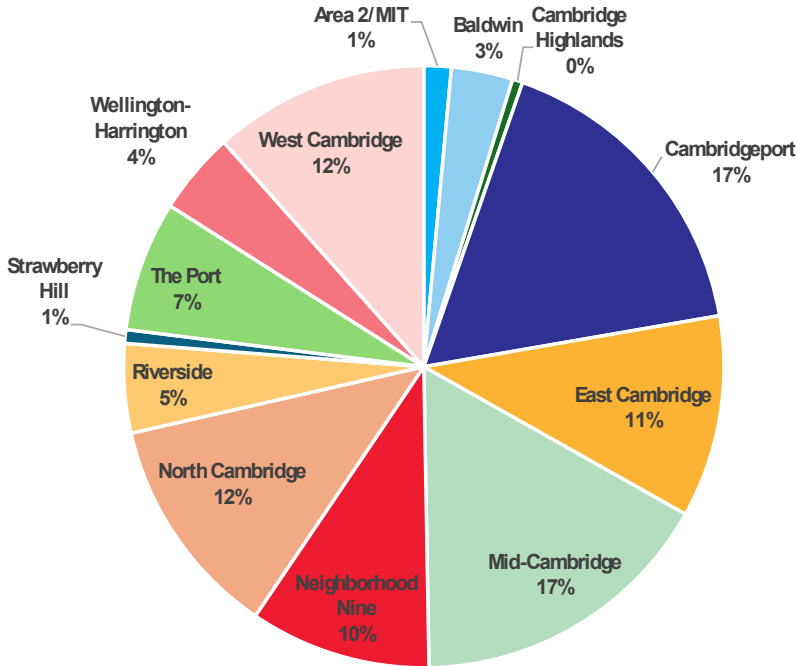


Q12. What neighborhood do you live in?

This Question was only available to those who answered "I live in Cambridge" for Question 11.

Answered: 543

Skipped: 1,033

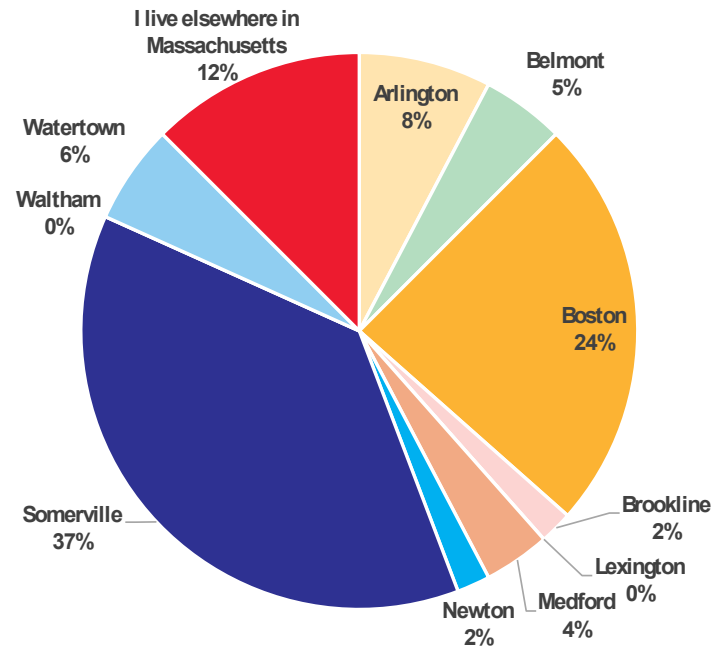


Q13. If you live outside of Cambridge, where do you live?

This question was only available to those who answered "I live elsewhere in Massachusetts" to Question 11.

Answered: 104

Skipped: 1,472



Q14. (Optional) Do you have any feedback on this survey? How can we improve next time?

Answered: 168

Skipped: 1,408

Summary of Responses

- Having both pictures and image descriptions was helpful
- Some said detailed images helped, but some asked for more simplified drawings
- Comments asked for more open ideas
- Give an opportunity to disagree with options
- Highlight the pros/cons of different options more
- Show current state as well as proposed changes

Appendix: Full Answers to Open-Ended Questions

Q2. We will talk to business in the area to figure out what design they prefer. For you, what types of parking/loading are important here? Is there anything else we should think about?

safety for pedestrian cross the street

Either choice is a major inconvenience to those that work in the surrounding area when the \$45 a day parking isn't feasible. Metered parking is most important considering all of the on going construction going on

I prefer option 2, but what is the impact on trees?

What is the existing number of parking spaces? How much is being lost? Did you do a survey about foot traffic in this area?

option 2 is my vote

Option 2 looks like the better use of space, and as someone who bikes and drives, I quite like these kinds of designs!

Try keeping the parking spaces. You are reducing it from 23 to either 8 or 12. I don't think that is good idea.

don't do it at all

Provide Temp loading areas on bike lane sides with designated times so workers don't have to cross the st when loading. You know they will park in the bike lane anyway and you'll be fending off complaints from residents, cyclists, etc.

Either is acceptable. If prefer minimizing zig zags in the bike lane like on Cambridge Street

An aside: why not have the bike lanes on the sidewalk, as they are in many countries and in the Kendall Square area? Safer for bikers to be off the road altogether.

No

Near businesses

Parking spaces adjacent to where there are more stores is important for disabled people so they don't have to cross busy streets and do more walking. Metered parking is more important than drop off and pick up spots.

From a cyclists perspective the most important thing to me is being visible to cars at intersections. I've had 2 very close calls, once on Brattle and once on Hampshire. Both I would argue were more dangerous because the parking extended too far into the intersection and negligent drivers don't see the cyclist 'coming out of nowhere'. It seems like both of these sections are decent in that respect, but i wanted to call it out.

want to park to access businesses not only on main st but also mass ave

My god. Why are we doing this? How is Main Street dangerous? You are going to kill these businesses

Given how much parking we are losing in Cambridge, we need to increase the cost of having a car in Cambridge- e.g., why is the annual parking permit priced so low? Why are parking tickets for street cleaning not the same price as the prior ticket + tow cost, meter parking should be much more expensive.

Make sure that small businesses can continue to operate. That means ease to load and unload and nearby, meter-free parking

I don't drive, but I bike daily thru this street. For me and my family, the important thing are the protected bike lanes.

I live near Central and try not to drive in if I don't have to, if I had a preference for parking it would be for short term parking for when I might want to pickup from a nearby business.

We already have to leave the city for business because there is no parking! Leave whats left of the parking spots alone!!!

Option 2. Loading by the pizza and Chinese restaurants. Tight flex post spacing to avoid cars parking in bike lane

Prefer option 2

Both options will be major improvements. Option 1 seems somewhat better as less switching parking sides is preferable.

Parking on both sides of the street for those of us with disabilities. I can't walk any significant distance to a crossing to cross. More handicapped parking.

I like that the parking switching sides might create a bit of a bend and slow traffic

Maximize the parking in this area, please -- option 2.

More people ride bikes into Kendall from central than the other way. Parking on the north side of street and bike lanes on south side makes sense to me. Switching parking side midstream means more cars making left or U turns, which could lead to crashes.

I am a cyclist so for me it's important that there are parking and loading options so people don't hang out in the bike lane. I suspect (but don't know) that only having parking on one side means people on the other side park in the bike lane so I prefer parking on both sides? I guess

Do not remove parking here. No way to access businesses!

Is there a way to allow short term evening parking in the private parking lot adjacent to the building housing The Dial and Toscanini's so that reduced parking will have less impact on nearby businesses with evening customer bases. Option 2 seems to provide more flexibility for the future.

Possible congestion in front of Toscaninis.

flashing walk cross light at cherry street

I'd rather have option 2. We need parking spot to keep the business open, the elderly that can not bike, they can drive.

Option 2. Parking options on both sides would allow parking without a u turn no matter what direction approaching from, create more parking, and avoid future bus stop disruption.

No parking is important for me, I only walk, bike or take the T. I favor option 1 because it seems to offer the most protection for cyclists.

Option 2

I'm a walker, not a car driver. I find it difficult stepping out to cross streets when I can't see on-coming cars. As an example, when I'm coming out of James Wayvt to cross Cardinal Medeiros I can't see cars coming from my left until I step into traffic. Please don't recreate that hazard here, if possible.

cutting parking by more than half seems unfair

Having more parking seems good if it's otherwise neutral, but I wonder how the potential future bus stop would interact with the bike lane and whether it would be more beneficial to bikes to have the bus stop where currently there is parking so there's room for the bus to pull over without going into the bike lane

How did you come up with this entire idea in the first place? Why are you not soliciting input from Cambridge residents and businesses FIRST about the notion of building bike lanes, changing traffic patterns, altering parking?

Option 2 seems more palatable.

Please maintain as much parking as possible! Between these two options, Option 2, but still I object to such massive removal of parking

Ambulances, snow, emergency situations where will the parking be in those situations?

Option 2: Parking switches sides at Cherry Street

The current pastor space in front of Union Baptist Church also doubles as a drop off space for handicapped, elderly, and wheel chair occupants brought in by The Ride and other services like Lyft. Additionally the Church is in the process of reinstating its meal program for the homeless and elderly. There will be significant loading issues for events involving catering and caskets for funerals. Main Street is also a significant street for busses and 18 wheelers. Someone needs to sit and actually observe the street usage--usages that Option 1 and Option 2 do not seem to accommodate.

Slight preference for Option 2. Reasons: chicane effect + think spots on south side will give delivery drivers a place to stop for restaurants on that side rather than blocking crosswalk where the flexposts end. Delivery drivers for north side restaurants have room to stop on Windsor or in adjacent parking lot on Main St (yes south side building has parking lot in back, but delivery drivers won't know or bother). Another thing to consider: apparently U-Haul returns after hours are instructed to leave vehicles in nearby metered street parking spots. In which case a larger contiguous block of parking might be better?

I think each time parking is on different sides of the street in different sections it causes confusion for drivers

Loading zones and short term (<15 minute) parking should be a priority.

Option 1 seems safer for bikes due to the increased visibility going eastbound at Windsor Street and the lack of bend in the street where cars will continue straight into the bike lane.

I don't need parking on Main St, and neither do most of the people who work and live in the area.

Maybe think about not installing lanes at all

Why are separate bike lanes needed on both sides of street. There are already lanes both sides of Cambridge and Mass ave

Protecting pedestrians and enforcing traffic laws for cyclists!

Option 2...more parking

I fully disagree with having parking next to a bike lane like what you show in this image. Families with children for example are at great risk when they park because when children get out of the car, a bike may hit them. There is a reason why parking should be next to a sidewalk and the reason is that you are safe once you are in the sidewalk.

It is imperative to keep as many parking spaces as possible- and not plan to take them away for a potential future bus stop. Parking and loading is very important for ALL local businesses, you cannot just eliminate half of the spots without expecting an impact. Additionally, as seen from the absolute MESS created in North Cambridge, the best idealized plans do not always work in reality as intended. Cross over parking with bus only and bike lane options create chaos for everyone. Shameful

As a cyclist, I prefer option 1 because the other option will result in conflict between buses and cyclists at the stop.

No preference

Please stop making "improvements" that make traffic worse. Look at roundabout to the BU bridge, after the bike lane was installed it has become even more congested.

all parking and loading is important

This is not a "safety project" It is an adding bike lanes project

I like option 2. Seems like the future bus stop is most relevant here

Please keep the church, pastor parking, and business interests in mind. I urge you to revisit the entire 2020 ordinance, which is based on traffic patterns that are now outdated and has caused so much division in the city and a decline in trust of city government. I also urge you to incorporate more measures to force bikers to ride safely and with courtesy toward pedestrians.

Access for seniors/disabled

Plowing these [...] protected bike lanes

Think about how you have destroyed this city and caused stall traffic throughout the city.

Prefer Option 2

You have not stated how the parking is currently used-- occupancy rates, durations, type of

use. In the absence of any data, I would suggest 12 spaces over 8; the suggested benefits of the 8 space version is mere speculation.

Switching sides is too confusing; make it north only

Common sense

Option 2. More parking sounds good. Lose future bus stop? Doesn't bother me

Trying to keep as many parking spaces as possible is very important. This is a densely populated area with a lot of multi dwelling housing and the need for parking will not go away

Going from 23 parking spaces to 8 is too severe.

Making space for buses and making enough room so bikes can see pedestrians and visa versa at pedestrian crossings. Maximizing parking is also key. Parking in that neighborhood is nearly impossible.

With fewer parking spaces, cars often choose to pull over in bike infrastructure, especially when there are flex posts. To reduce temptation, parking should be on the side of the street where people are most likely to want to park, even if that means fewer spaces.

enough that businesses can get their delivery but not more, no blocking of bike lanes

How many businesses are expected to close due to lack of parking? Check what's happened to Mass Ave in the Porter Sq area

Rethinking these crazy plans which discriminate against seniors who have no place to park anymore.

More parking meters. I frequent business there and can't without parking

Please maximize resident parking and stop jackhammering Windsor street. There have been parking bans and jackhammering for nearly 11 months straight

Businesses and organizations who will potentially be affected should make this decision.

Option 2 is superior. Retains more parking and allows for the future bus stop without another reconfiguration.

More parking spaces

Not removing any more parking spaces in Cambridge

Doing away with the buffer zone and just using posts with bike lane against curb would allow the least amount of lost parking spaces here, Cambridge St and other locations.

I like the second option; more parking; the shift from side to side will keep the car speed down.

Option 2 preferred

None of the design is suitable for me. We need these parking spaces.

I don't think separated bike lanes are necessary. I feel safe riding as long as there is a clearly indicated bike lane. The pylons, concrete strips and inability to see the traffic (and vice versos when driving) due to the parked cars feels dangerous to me and also to most of the people I

talked to when canvassing for the last election. People feel really unsafe with these changes. I don't care what the studies say about other cities. This is Cambridge.

Don't do it.

commercial truck loading / unloading; deliveries; ride sharing pick up / drop off

Maximize two hour meters but separate them from the bike lanes

Reduce parking even more, plan for 4 or 6 spaces at most. This will make driving even harder for people and will provide further incentives to bike, walk, or stay home

Don't take parking away

Every small local business paying commercial rent in Cambridge is paying the higher property taxes and deserves to have a reasonable loading and delivery zone. Removing these zones were one of the most egregious errors during the disastrous roll-out of bike lanes on Mass Ave.

If parking on Main Street is lost, where will side street or off street parking be created? If people who currently rely on a car to reach this area can no longer do that how will no cost public transport be provided for them? Typically, many of these people will be elderly and/or disabled.

maximize parking

All. Keep all the parking

I think switching, like in option 2 is good because it more easily accomadates people coming from both directions.

You are killing small businesses taking away parking spaces

Handicap parking, delivery/loading zones, and 15-minute parking are most important on street. Parking exceeding 15 minutes should be in lots or garages when possible.

I prefer design 1, because it makes it easier to add the proposed "future bus stop" in place of the car parking. This is safer than if the bus stop shared the bike lane for a stretch, because then bikes would have to go around busses to pass them at the stop, which is a chance for them to be hit by cars.

We need a solution for delivery drivers, especially ubereats / doordash. If we don't designate a place for them, they will leave their cars in the streets or shove them into the bikelanes.

I prefer the option that switches the side that parking is on because I believe it will make people less likely to park in the bike lanes.

More parking will make the businesses happier.

Think about the impact of buses flying in behind cyclists

Short duration parking will help maximize turnover for business

I want to support business interests so long as the separated bike lanes are developed.

Option 2 seems slightly more optimal

I prefer the parking on North side design because the loading needs of the businesses are better addressed. If the loading needs are not adequately addressed, then delivery vehicles will end up parking in places that are dangerous to the rest of us.

having parking be available on both sides of the street is preferable

what's important to me is making sure vehicles don't park illegally in the bike lane, I like the sound of the Somerville pilot project to photo enforce illegal parking

Loading zones are more important for delivery drivers, and people taking ubers/taxis

Prefer Option 2

Either option works, but I like Option 2 for future bus availability.

Drop off/pick up for taxis and loading zones tend to be the types that most often park in bike lanes.

The priority should be building the best possible bike lanes and minimizing the space for personal vehicles. I'm a fan of loading zones because they make it less likely for vehicles to block the bike lane.

Option 2 is preferable for 3 reasons: 1) It introduces a traffic calming measure by moving the street centerline. 2) It leaves the area for a bus stop open so it doesn't have to compete with parking 3) It retains more parking spaces for people who need to drive.

quick parking and loading zones are necessary

Bike parking/places to lock up a bike

option 1

Either is fine with me

Please create pedestrian crossing islands in the middle of the street at Cherry and Bishop Allen! And put a crosswalk or two in at Bishop Allen. While I like the chicane and alternating parking sides in Option 2, I think Option 1 is superior because it will make the construction of a floating bus stop for the T70 easier. Floating bus stops are essential—drivers use the "mixing zone" bike/bus stop areas as parking all the time and they create conflict between buses, bike riders, and transit riders. Please don't act like BNRD is a maybe—we need coordinated planning and this is a great opportunity to get ahead instead of behind! Lastly, please talk to the businesses on the south side and try to consolidate/reduce the number of driveway openings. The "protected" bike lane doesn't feel very protected when trucks are turning across it every 30 feet.

More loading spaces instead of metered parking. I fear people will park in the street or block bike lanes for uber pickups/dropoffs if all the metered spots are taken. By having loading zones there will be more spaces for quick drop offs that don't block the road

Option 2 -- retain more parking, chicane to slow traffic

I think the presence of loading zones where cars often double park is desirable. I know that on the Mass Ave bike lanes between Harvard and Central Squares, drivers often pull into the bike and buss areas and stop for loading because those areas are not protected. If alternating parking or keeping it to one side makes this situation better I say do that. My instinct is

shorter term parking and loading zones are preferable to longer term parking to avoid conflicts.

Keeping as much parking as possible without impacting the safety of the separated lane is a good idea. For this I would go with option 2. Given the separation of Church and State why does a Pastor get special parking?

Access to stores for shopping.

both options look ok

avoid instances where vehicles must cross the bike lane to park. is it possible to raise the bike lane to prevent vehicles from stopping/idling in the bike lane, or blocking choke points?

Loading zones should be prioritized to prevent trucks from blocking the bike lane. Even with separated bike lanes the Ubers and delivery vehicles will find a way to block them without adequate loading zones

While I own a car for trips outside of the Boston area, I only cycle within the city. Both options are an improvement, although I would lean towards option 1. Less parking means less cars, which will save the city money and incentive more equitable modes of transportation. But my preference mostly comes from the potential bus stop. A common issue with current bike lane implementation is the conflict between bike and bus. One example is on the stretch of Cambridge St heading west towards Harvard square, between Hampshire and Quincy st. Bus drivers frequently cut cyclists off to get to the bus stop. Anything that keeps that conflict to a minimum is safer and more efficient for bikes and buses alike. While option 1 introduces a potential conflict of bike and pedestrian entering or leaving the bus, that's a much more manageable conflict. An example of this type of bus, pedestrian and bike interaction working well is on Comm Ave, west of the BU bridge.

Remove as much parking as possible in both options. Park car near the bike lane means people often standing, unloading or walking in the bikelane, treating it as a sidewalk. I am also a little worry about the "future bus stop ?" annotation

Should be mostly loading and dropoff/pickup

Plan for the inevitable double parking issues at the UHAUL here. It would seem smart to insure double parking naturally limits driving, not bikers, as this normally forces cyclists to compete with car traffic when they inevitably have to leave a blocked bike lane.

Maximize parking spaces

I would just be sure to provide loading zones that are located conveniently to businesses so that that deliveries to not block the bike lanes.

A loading zone would be appreciated because if there isn't one, the trucks just park in the bike lane (hampshire st has it happen frequently)

keep the accessible/disability space, but otherwise the other parking spots don't bother me one way or the other

Prioritize loading over parking

I like option two I think the slant will help slow cars down on that street

Option 2 seems better, both in terms of preserving parking spaces and providing flexibility for bus service in the future.

I don't care about parking

Please keep in mind the difficulty of curb cuts. Sometimes buses block the bike lane on Cambridge St in front of the school. Then, bikes cannot get back into the bike lane because it is raised.

The amount of parking/ loading is less of a concern than the safety and completeness of the bicycle lane protection. (I both drive and bike around here.)

Same side of the street parking is preferred

consider a floating bus stop in option 2.

Trucks are going to park in the large gap in protection on the south side between Bishop Allen Dr and Cherry St. How are we going to prevent that? The handicap space should be offset from the curb just like all the other parking. The unprotected section of bike lane on the north side in option 2 in the middle of the chicane will see westbound cars driving in the bike lane constantly as they delay swerving to the left.

If a bus stop is added, can it be made floating so that the protected bike lane runs on the sidewalk side of it?

Please add more crosswalks especially if going with option 1

Having parking on both sides means drivers in each direction can find something without having to make a u-turn on the street, which is safer for bikers and pedestrians

My inclination is to minimize parking (i.e., prefer option 1). However I also like the traffic calming effect of switching sides.

The more space for bikes, the better. Cambridge has too many cars and it's really annoying for everyone.

Parking doesn't matter to me. People can pay for a ramp spot if they want to drive their cars. Loading is important, it should be prioritized over parking.

I am ambivalent about parking. My top priority is getting a bike lane on both sides of the road.

Focus should be on accessible parking spaces and loading zones.

I think they both look fine. Don't have a preference.

Very important to think about where bike lanes are crossing streets and pedestrian walkways. Something, maybe raised beds in the bike lanes approaching these points, needs to slow down bike speeds so biking and other non-automotive means of transportation users will pay attention to pedestrians, including handicapped citizens and seniors as well as situations requiring slowing down for street vehicles.

No parking is important to me I don't drive.

When parking switches sides, it creates zones where people double park.

Protected bike lanes without having to cross the street.

Stop project

It seems like 12 spaces is better than 8, although I do not drive. The Bertucci's has a lot of pickup/delivery traffic though.

Aside from maybe a couple of accessible spaces, I would be fine with no parking. It is not a priority for me. If adding bike lanes, would love to see more public bike racks. I'm

Use a solid barrier to protect bikers from cars. Provide loading zones so that trucks do not block lanes

More parking, less bike lanes. All these bike lanes are disrupting and slowing traffic.

Option 2

What's happening with the outside seating areas for Bertuccis and other restaurants on the corner with Windsor?

I don't park or load here, but reduction in parking spaces is a primary reason people oppose separated bike lanes, so I'm in favor of Option 2.

Option 2

Option 2 has a safer sight line for cars turning into Cherry St. Cars routinely nearly hit cyclists turning from Mass Ave onto State St and onto Windsor St due to poor sight lines caused by parked cars; Cherry would have a similar problem. Also it would seem eliminating fewer parking spaces also makes Option 2 preferable. In either option, the area immediately east of the accessible parking space will likely become de-facto rideshare/Doordash parking. This is a huge problem on Mass Ave too.

fewer bicycle projects and keep available parking

where will everyone else park?

These both look good! Thanks for thinking about all these considerations!

2 seems preferable in many ways: a chicane for traffic-calming, and more and stabler parking. Option 1 on the otherhand is a straightaway for cars and the fewer parking spots may be impacted by future bus stop. For either option, minimizing shared space between the bike lane and the future bus stop would be good - which may be easier with Option 1 if it can float inside the bike lane.

Quick parking/loading next to restaurants is most important.

Option 2 (parking switches sides at Cherry Street) presents a great compromise to the existing roadway space. The 8 parking spaces east of Cherry Street should allow for flexibility with parking for businesses and commercial loading zones. In addition, I like how the roadway shifts (like a chicane) around Cherry Street, which would aid in keeping speeds lower through the corridor. The future bus stop area could be adjusted to accommodate bicycles with sidewalk level transitions.

More parking

In option 2, will a bus stop be in the road or will it become a bus/bike lane?

general comment on bus stops in bike lanes: it would be great to have some markings that guide bikes around the bus stop when the buses are there. right now we kind of just haphazardly filter onto the street. other than that if you retain more parking spaces I think everyone will be happy.

Option 2 seems the best!

Less Parking, More bus stops and safer bike lanes

Option 2 seems better because it has more parking. However I note the "future bus stop" issue, and I worry that this bus stop could cause problems with the bike lane on the north side. Also I like that option 2 has cars curving a bit as traffic switches. I like having curvy roads because it slows cars down

business interest is priority

Ability for drivers to understand the layout is important. The switching of sides is VERY confusing and should be avoided.

Option 2 with resident parking

option 2 avoids potential conflict with bus stop, and provides more parking. Seems the better of the two.

I understand the city wants to discourage driving. However, for low income people who are elders, parents of young children, or who work far away, sometimes having a car is the only FEASIBLE option for them. Eliminating parking makes people's lives harder at Newtowne Court. Newtowne Court already bears the brunt of construction impacts in the city yet gets nothing in return. Free parking for Newtowne Court residents should be providing in nearby buildings. It would work for residents to park overnight and then day workers could use those spots when they come to work. It is not okay to discard the needs of the families at Newtowne Court and prioritize the needs of biking commuters (right now overwhelmingly white and wealthy)

How much gig-driver usage is there on this stretch? One thing that defeats the traffic plan is gig drivers stopping wherever they please to pick up people and food. It is an aspect of loading not under control of the businesses

Option two seems to be the better one. The mention of a possible future bus stop where proposed parking is in option one makes it seem like it would cause issues down the line. This would also possible make finding parking easier as you would not need to drive around the block in order to be on the proper side of the road, and likely lose the parking space in the process.

The first option, because it keeps bike lanes stagnant and minimizes parking

One thing to keep in mind in the context of a potential future bus stop is that it's much nicer if the stop is between the street and the bike lane - for example, the stop on the south side of Inman Square is much nicer than the bus stops along North Mass Ave which are in the bike lane. Especially if the MBTA starts running buses more frequently, it can be hard to get through one of those stops if there's a bus in them. The first design looks like it leaves more space open to replace the parking with a floating bus stop, which I would much prefer as a bicyclist. In addition, the lower amount of parking encourages people to use alternate means of

transportation to reach this area, which could improve congestion. One potential benefit of the second option is that the bend in the street would serve as traffic calming, but I still think that the first option is preferable

Sight lines and visibility, and whether a curve like option 2 would make it hard for people leaving parking to see behind them a distance

Please think about bicycle safety! option 2 seems better for drivers, but please look at the data you have to see if in other places with similar switches are there more driven-over white columns? If not, then 2 seems better (unless that future bus stop makes it more dangerous for cyclists)

more parking

Meter and permit

Less parking is better

Parking is important because that's what Cambridge lacks, there's not enough of them. Usually, the " loading / drop off trunks or vehicles take up the parking spaces. Maybe a couple of spaces can be for loading / drop-off only and rest for meter parking. Option 2 , I like because of parking availability

WHY is Cambridge so fixated on providing equal (or better!) access to low incidence users—handicapped, bicyclists, pedestrians—at the expense of the majority—auto drivers and businesses? Really mystifying.

Parking meters and residential parking please! We have lost so many of these in Cambridge.

The flex poles are a huge eyesore and can become dangerous projectiles. Please don't use flex poles.

Currently there is no MBTA Bus traveling in this area... why now? Housing seems to need those parking spaces on East side. Retaining parking just for business side seems biased?

Have signage to remind drivers and pedestrians about bike traffic

Option 2. Require licenses for cyclists and electric hover/scooters and institute fines/tickets/citations for violations by bike riders

Parking not important; short drop off and pick up locations more important

The alternating parking helps provide a bit of traffic calming, which seems to make it the better option.

Encourage maximizing parking in some of these areas so option 2 looks better and allows for a future bus stop. Concern around the shift in the road so please make sure it is well signed or marked. Please do not hurt businesses in Cambridge while allowing cyclist to still continue to ride.

Who parks in these spaces? Residents? Shoppers? I like #2

Handicapped parking

Retain more parking spots

Nice to have more spaces. Clearly, visiting Toscanini's Ice Cream is kind of out of the question for my and my disabled wife.

North side of the street is preferred.

Parking for local businesses is important

Maximize a mix of parking and loading spaces. You could also think about not doing this: I've biked Main Street as is and it was fine.

I'd mainly be biking there, although once in a while drive to restaurant in the winter on that strip. I think second option keeping 12 parking spaces but on opposite side of street seems best

Both plans look good to me because each plan has a separated bike lane on each side of the street, which is better than a 2-way bike lane

Stop any more bike lanes . They cause big problems for businesses and for car transport .

Both of yur plans have too few parking spaces. I have mobility issues and the decrease in parking to access businesses is a real problem for me.

I bike a lot, and I also drive occasionally. Do you need separated bike lanes on each side of the street - wouldn't dual lanes on side of the street (like Brattle St) retain more parking? I'm afraid removing all this parking will just build resentment among business owners, shoppers and drivers. I don't think biking on the street right now is so difficult. Thanks.

Switching sides is fine.

No parking is important to me. Go ahead and remove all parking.

This is a busy business area already short on parking. Restaurants will be affected.

Option 2, having parking and a bus stop and a bike lane feel like a lot of different traffic in a small area

Option 3: do Not proceed

Please make sure the spaces in front of the U-Haul are heavily buffered. They already park in the bike lane often.

I prefer option 1 because it affords more visibility and maneuverability to cyclists turning left from Main to Windsor.

All terrible. Why can't bikes slow up and share a lane?

Option 2 makes sense from a parking standpoint. Obviously it will effect the businesses. How/where will they accommodate their loading needs?

Keeping parking between the bike lane and car lanes is important for safety of the bikers. Ensuring the potential for future bus stops is also important.

I'm a biker and so I don't have a lot of opinions about parking considerations

Please put both bike lanes on the same side, as it is on Brattle, and absolutely, keep all of the

parking on one side for both sections. Weaving back and forth is lethal for everybody. I will never bike on roads that have this, even with separated bike lanes.

Prioritize bus access. Buses bring in more people than a few parking spots ever can. Bus access should be prioritized for social and economic justice as well

What happens to the bike lane if you choose option 2 and a bus stop goes in? I'm a frequent cyclist who'd lean towards option 2 to try to keep the screaming people happier, but not if it means potentially losing the bike lane and riding with even angrier drivers.

Option 2 seems better as it preserves more parking

drivers seem to get very confused by switching sides for the bike lane, option 1 seems simpler and also allows for a future bust stop. Option 2 does not really appear to have a way to do a future bus stop without using the separated bike infrastructure

GET RID OF THE [...] BIKE LANES YOU [...] [...]!!!

I don't need parking, but prefer option 2 to allow more parking for people in the housing there (or nearby), even if across the street for them.

These options seem inadequate. I can just imagine the chaos of these single file travel lanes blocked by people going to church or getting take out and having nowhere to pull over.

As a pedestrian I'm most comfortable walking on the North side of the street given the height of the buildings. I would prefer to have an arrangement that makes pedestrian infrastructure on the North side most pleasant.

I do not park here, but while I am biking past in the evening it often seems like people are briefly parking to pick up food on the north side, so maybe they would prefer north side parking (option 1?) I would prefer option 2, so those short term parked cars are on the opposite side of the street. In the morning it often seems like no one is parked in this section.

I choose parking on both sides BECAUSE of the 4 extra parking spots only. Unfortunately, this will be like Cambridge St. which is very confusing for the drivers. Loading/drop-off, etc. should be on both sides bc business on both sides. Pastor parking should not be eliminated UNLESS there is a church parking lot. Make sure bike lanes are green. It makes it much easier for the drivers, so safer for the bikes.

The greatest number of parking spaces is most important

Please be mindful of needs for the disabled parking spot. The person with the disability may be the driver or the passenger. Is there adequate space to access the trunk of a van to get a wheelchair out?

First responder vehicles! I hope the City consults with these departments for input as you continue to narrow the streets.

U-Haul traffic and deliveries for local businesses should be prioritized.

Go with the option that keeps the most parking.

Make sure really well marked- a lot of times "cars" doubt

I prefer option one. Short-term and accessible parking should be prioritized.

I would want to maximize the number of meters

Prefer Option 1

Option 2

I have been to this area often (when Craigie was open) and never had an issue parking. There is the lot on green street, and this is more of a walking/biking community.

Option 2 looks like a no-brainer, with four more parking spaces.

Food delivery driver zones in front of restaurants

Nice to have some parking on both sides.

option 2 is better

Its good that Option 2 provides more parking spaces, safety for those crossing needs an assessment

Option 2 seems better

There are often food delivery vehicles parked in front of Bertucci's in locations that are not actual loading spaces. Reducing the likelihood of them doing so would be helpful.

better not to have zigzagging in Option 2. There's enough of that on other city streets.

Parking to visit businesses in the area.

Handicap and short term parking for business patrons especially elderly and disabled ones are hugely important- please don't create a disaster bike lane plan like you did in east Cambridge on Cambridge st

I like switching sides, adds a little traffic calming and puts parking near biggest users.

Don't care about parking, defer to businesses. Priority is safe separated bike lanes! With more bike parking pls!

parking between moving traffic and the bike lane is preferable and hard posts, not flexi post should be used as a "soft" barrier between cars and the bike lane

You think about seniors who slightly immobile dropped off in front of the church

For me personally, parking and loading here are not important. More crosswalks are needed here. Cherry Street to Sidney Street extension is a long way to go between crosswalks. People regularly cross at/near Bishop Allen Drive, but there are no crosswalks across Main Street.

enough swing room for mac trucks making turns and deliveries?

Retaining the accessible parking space as-designed will likely cause cars to park in the bike lane at this location.

I value more parking spaces over which side of the street they are on. Especially if a future bus stop may remove 4 spaces on the north side, I think option 2 makes more sense both for current parking and to avoid the cost of moving parking for a future bus stop

I personally don't have any plans to park or load here.

I prefer option 2. the more parking spaces left, the better, and hopefully less resistance to these changes

having more meters in this area feels important for the restaurants

As the Cambridge U-HAUL is located on this section of the street, it's important to think about how folks moving in and out of Cambridge use the street. I think option 2 is the best because it preserves as much parking as possible without interfering with bus stops.

Why are you trying to put small businesses out of business? When people have to circle endlessly looking to park to get to the store they choose, they choose another!

Option 2 is better

Option 2 is better, because it offers more parking. The most important thing for bikers is to make it impossible for vehicles to block the bike lanes. This happens all over the city in the other quick-build lanes, and can be less safe than having no bike lanes at all.

Think about NOT catering to bicyclists and teach them to ride safely obey traffic and not make the city streets look like a child's pencil drawing.

I do not drive to these businesses. I live in Wellington Harrington and typically walk or bike to these businesses.

Residential permit parking

Trash pick up will complicate this further

NA

Option 1 is best. The "future bus stop" should displace parking, not interrupt the bike lane. It also looks like a space for loading/parking can bit just west of Cherry on this option.

Option 1 is better. Parking switching sides seems to encourage more illegal parking/standing in bike lanes.

Option 1 is better.

You are really making life hard for residents and businesses with this excessive and extreme provision of bike lanes. I don't like any of it.

Although I primarily bike in Cambridge, I do think it is important to keep parking, particularly close to business.

More parking spaces needed, for both residents and customers. Please do option 2. People can cross the street to get to the north side businesses.

how does the bus stop work in option 2?

I favor preserving parking spaces via option 2. Else Area IV parking gets strangled even worse.

To be able to go into the restaurants to pick up food/ also to park no more than 1/4 of a mile from where I need to go.

There are too many cars turning onto Bishop Allen Drive and it's very uncomfortable to walk or bike across there. Is there anything more that can be done there?

No

Option 2 is better will need a few spaces on either side of the street to prevent u-turns from anyone needing to park coming from the other way.

So much parking in the city has been taken away. Parking so business and neighbors can access their property should be a priority.

Don't do this - not all streets need separated bike lanes!

option 1

The fewer parking spots the better! Switching sides of the street for parking is confusing and inelegant

The sight lines for drivers entering onto main street from the intersecting roads. The bike lanes push the parked cars further out relative to where you need to stop. If, in order to see traffic on main street the drivers need to pull into the bike lane and then check for oncoming traffic, it can be more dangerous for everyone.

As a cyclist cognizant of others' parking needs I favor option 2

access for emergency vehicles and room for other vehicles to let them pass

I walk and bike in this area. I support the parking and loading patterns that work best for the businesses who need them.

I think it makes sense to maximize the parking spaces and avoid losing additional spaces to a potential future bus stop. Alternating the parking sides also adds to the walkability of the street. This way, while walking on any one side of the street, there are blocks that feel open to the pedestrian, creating a more pleasant walking experience.

Option 2 preferred. Not only does it preserve more parking spaces, but it could be advantageous for both sides of the street to have spaces.

Going from 23 spaces down 8 or 12 is crazy! This will damage businesses small and large.

Protected bike lanes that preserve as much parking as possible

Only elevated bike lanes are safe

I have never needed parking here.

We need more parking in Cambridge not less.

Please make sure there is sufficient loading zone areas for Uber/Lyft/delivery drivers as Mass Ave bike lanes are constantly blocked by double parked cars. Enforcement is also an issue but we also need to make sure there are safe loading/unloading zones.

Looks to me like option 2 provides the same benefits for cyclists as option 1 and preserves more parking spaces so that seems like the best choice

Option 2 seems better - more retained parking, plus a more even distribution of parking on

both sides of the street, while leaving the potential future bus stop more accessible should that plan materialize

Disabled parking & Create parking garages in multiple locations where people with Cambridge resident parking stickers can park for free

maximize parking, esp. in light of possible bus stop (also a good thing!)

These both seem fine. 2 may be slightly better as it's the same except with more parking

Keep Main Street as is. The proposal will make the street less safe for cyclists.

seldom if ever park there

When parking switches sides, cars often block the entrances to the protected bike lanes. Option 1 is superior for bicyclists for that reason.

Being able to find parking is very important. Also having enough room for emergency vehicles to pass is very important.

the more parking the better

policing the biker because I have been hit by speeding cyclists

It's important to have separate loading and parking areas

Parking should be on the south side, since north side offers even fewer spaces.

Is there a way to consolidate the bus stop and the accessible space on the same block?
Does U-Haul need all those curb cuts?

Yes, you continue to create obstacle courses. Unsafe.

I think maximizing parking is important, particularly because it is so hard to park on Mass Ave.

I'm a bicyclist, but I really object to the elimination of so many parking places. Neither option seems viable to me. I should mention that I cycle to work every day to 500 Technology square.

No bike lanes

option 2

Changing sides at Cherry St. would avoid having to change later if there is a bus stop. However, there are more small shops/restaurants on the other side of the street.

Option two seems nice for preserving parking spaces, including allowing future bus stops.

prefer parking in front of Bertucci's; is there any reason the potential future bus stop couldn't be across the entrance to Cherry St instead of replacing 4 pkg spaces? Buses aren't stopping all that often... But crossing the street for Bertucci's parking wouldn't be terrible, though coming from Windsor St it would be challenging..

That, in accordance with English Common Law, the right of pedestrians to safety trumps the rights of cars and bikes. Cambridge has become a pedestrian nightmare.

resident parking, drop off for passengers, loading area for moves

plans are too poor to make educated decisions... can't you come up with better plans?

Businesses are being decimated by the removal of parking spaces. Bike lanes do not need the degree of separation as planned. It's overkill and it's killing our businesses.

Drivers in both directions should ideally have parking options in this stretch. I prefer option 2 for this reason.

Bike visibility around parked vehicles, in particular commercial trucks/vans, is what concerns me the most about lane changes in this area.

That most people are not using bikes for transportation, and those that are travelling by bike frequently do not follow the law, common sense, or Basic courtesy.

I want pedestrians and cyclists in safe places.

Maximize parking spaces, 12 or more.

Option 2

Separate from the business needs that rightfully are being queried via direct contact, it seems like more parking is preferable to less. What is the tradeoff, i.e., what is gained if there is less parking, and what is lost if there is more? The options are not clear what is given up in exchange for more parking (12 vs 8 spaces). If nothing is given up, isn't it obvious that we should have more parking? If there is a tradeoff, I think the diagrams and explanations need to be improved to show it clearly.

maximize parking spaces and avoid putting business out of business because customers can't access

You should reconsider this insanity of bike lanes, you have made a confusing mess of city streets, given a false sense of security to careless cyclists who do not even know the rules of the road and made life even more difficult for those of us who actually live and do business in Cambridge.

Option 2 makes more sense to me as it maximizes safety & parking availability

More spaces with people with disabilities. More parking spaces are needed. Switching might be confusing.

Option 2 would help slow vehicular traffic while also preserving more parking spaces. Easy choice.

I don't park in this neighborhood. I like option 2

To me, the most important thing is that the bike lane is well-protected from any trucks that are loading and are tempted to block the bike lane.

Loading zones are important to me because otherwise people will use the bike lane as a loading zone

Places to pull over for rideshare vehicles—especially important given the number of restaurants on that stretch—is a priority, and it isn't clear how that is factored into either design option. Also, visibility for pedestrians, cyclists, and drivers is substantially reduced when parking switches from one side to the other (I base this on firsthand experience on Garden

Street, where the back-and-forth makes visibility worse for everyone)

Flow of pedestrian crossing.

You are going to kill all small businesses in the city.

Option 2 is better. What no one seems to address is the snow storms and how these areas will be plowed. Where will the cars that are aside of the bike lanes shovel their snow? They have the snow from the road pushed up against the cars. I have not seen one study that shows what the volumes of bikers is to justify all these lanes thru out the city. Parking spaces are taken away so it becomes increasingly difficult for a person to find a space near the shops they want to go to. It feels like you have over compensated for bikers and give little to no consideration to people who drive. I have not seen anywhere in the city where you took away parking spaces that you designate somewhere else to park.

Get bikes off of main street

option 2 provides more parking, which Cambridge needs, but doesn't conflict with the potential addition of a bus stop

Pedestrian safety, driving with least amount of confusion, especially for people from out of town/state

Anything that takes away parking spaces in crowded Cambridge is a bad, bad plan, and only makes life more difficult for resident voters and property owners who pay the taxes.

I would think that maximizing the number of parking spaces would be best, unless businesses have other ideas. The slight turn of Main St. in option 2 may slow down traffic.

I never park or unload here

But will you list

You destroyed Garden St and Mass Ave, and now you're going to destroy Main St. Can you figure out another way to insure bicycle safety, which I agree is important. The designs you are using aren't working at all. And they're not safe for bicyclists either because they can't be seen by drivers.

You are trying to make the city a vehicle free city and put restaurants and businesses out of business.

ELIMINATE THE CURB EXT AND USE OPTION 1 EXTENSIONS

More parking is VERY important for everyone and especially elderly and differently abled people. We can make just make the city more accessible to bikes. It is cruel and unfair.

all the parking is important. Do not remove any parking. It is criminal what you have done in north cambridge.

2

12 is better than 8. Limit parking to 30 minutes.

wherever possible, have the parking spots be BETWEEN the car land and the bike lane

1

Accessibility for people with mobility issues = top priority

Think of the loss revenue for the City on the reduction of parking and businesses lost.

I'd prefer to get rid of all the spots here. The focus should be safe usage of the space for everyone.

Option 2-we need as many parking spots as possible; Bikers do NOT even STAY in the bike lanes NOR do they follow ANY of the road rules!?!

these bike lanes especially w/ dangerous white poles should be suspended.

Please conduct surveys to determine how business customers get to said business. It's often surprising how high the percentage of pedestrians, bicycling and transit users comprise the customer base and how few people drive to local businesses

If option one is selected, when/if the future bus stop is implemented the parking spaces could be used to create a floating bus stop, preserving the separation of vehicles and bikes

Before we take all these big steps making big changes, take away parking for small business, why not take some time for observation. Go through the winter and spring to see what the level of bike traffic is (it's very light in my neighborhood!). Also, hundreds of low cement barriers have been installed in the Brattle Street area. It seems like those will be a potential problem after snows fall for people who don't live here and don't realize they're there (pedestrians and drivers!). Flex poles are sporadically placed but they don't fix the problem entirely. Eliminating parking and creation of some dangerous intersections may be problematic. I'd say slow down and take some time to evaluate your work.

I prefer parking options that support business pick up and drop off but discourage the subsidized storage of private automobile. the first option seems in line with this. it is important to discourage car use in cities to reach climate goals as well.

Why are you taking out parking for bikes that will not be riding in the winter this is [...] BACKWARDS

For me parking isn't very important because I don't drive. But it seems like parking is the most important thing to many people so I think maximizing parking is the best option. I don't have a sense of what types of loading zones are important here.

I favor parking on both sides of the road which is more convenient for people coming from either direction, but I don't feel strongly.

Please make sure the crosswalk by Cherry Street is raised. At the light on the far left side of the map where Main turns left onto Sidney extension, there needs to be a bike box between the crosswalk and stop line for cars so that left-turning bikes have the lead over cars. The layout shown forces left turning bikes into conflict with cars going straight

Option 1 is better. Less confusing. Better bike lane design

I am a long-time pedestrian, and an older person (74 years)...I have not found bump outs at corners to be anything but a nuisance. I strongly encourage you to get rid of them,

It would be easier and more predictable for parking to be on only one side of the street

How about getting rid of the bike lanes all together this is a city not a small town.

I would recommend parking design to encourages lower road speed

Loading zones for trucks

The lack of consistency city-wide and beyond in bike lanes, puts cyclist's lives in danger! A bike lane along parked cars, with a buffer to reduce the risk of "doorings", was functional, known and anticipated by cyclists and drivers; the sudden changes of positioning and orientation of the lanes is an absolute detractor of attention, and makes cycling dangerous! It's beyond time we abandon the blind fanaticism that a group of frantic bike-geeks imposed on our City. Make biking safer: identical bike lanes city-wide, then state-wide. And PLEASE GET RID OF THE CRAZY CONCRETE BLOCK SEPARATORS!!!

Less parking is better

There are more apartments/residential spaces on the south side of the road, making unloading and deliveries much easier if the south side retains more parking. Additionally, by having the road not be perfectly straight, it slows down drivers and makes it safer for the many pedestrians who cross this road during their commute. Option 2 would be the ideal choice.

I don't have a car and would honestly prefer to see fewer cars in the city, but I can't speak for my neighbors.

Prefer metered

Option 2

Either one seems great to me! No parking / loading requirements from me

Leaving space for the future bus stop is important. Let's not have a fight in the future between bus stops and parking.

Option 2 seems better in every way

Option 2. I find parking/biking has more contention than bus/biking. I also worry that option 1 will remove too much parking, especially with a new bus stop.

All of these designs are not well thought out. The amount of space bikers have is more than enough. I don't think anyone designing these have emergency vehicles or delivery trucks in mind. Also putting parked cars OUTSIDE of the bike lanes blocks the view of those actually driving and turning on to the cross streets. I've almost hit 2 people riding extremely fast in the bike lane. One person on a scooter and one on a bike. These bike lanes are making it harder for everyone driving.

Given the future bus stop would eliminate the small number of parking spaces for option 1, option 2 would be my preference.

slightly worried about the accessible space requiring cars to pass through the bike lane. I think the second option is probably better because it keeps more of the parking.

preserve more parking, including public metered spaces. I cycle daily and have done so to and from Kendall Sq area for 20 years. I do not believe fully separated lanes are the best solution.

As little parking as possible. Maximize space for other road users.

option 1 seems better, since drivers will have to wait until after the intersection with cherry street to pull into the accessible space. either way still has the risk of drivers parking in the bike lane itself due to the opening in the flexposts. you can observe the same behavior on mass ave near dumpling house/plough and stars. wherever there is a gap in flexposts, drivers will take it and block the bike lane.

I don't mind if parking is removed but there should plenty of space for loading

I dislike how the bike lane bulges out around the accessible parking space. There won't be vertical protection for the part of the bike lane that goes past the accessible parking space, making it so it will only be separated from the car travel lanes by a narrow stripe of paint. I would strongly support moving the accessible space to the other side of the bike lane or to a side street like the spaces on Sidney Street. Beyond that, I support Option 1 as it leaves more room to install a floating bus stop in the future.

Would like to keep one loading zone space in front of 875 Main St. Businesses here need to drop or pick up items for meetings.

Switching which side parking on it helps slow down cars and calm traffic which will make the street safer.

I appreciate the option to have parking on both sides of the street, and it not being straight for cars could be a mild traffic calming measure.

Metered parking is important here.

Option 2 sounds more resonable: More parking and not interfering with a possible future bus stop.

Option 1 pros: Fewer parking spaces better overall walkability - more walkability leads to better bottom lines for businesses. Parking on same side less confusing. Option 1 Cons: future bus problems? What is the probability of this future bus stop and how big of a problem would it be to have parking there? Can the parking be removed later? Option 2 pros: more parking might make it easier to convince businesses if that's a sticking point. Other: does this reduce the number of total spaces from 23 -> 12 or have some spaces simply moved elsewhere?

There are already bike lanes on both sides, none are needed

Keep as many spaces as possible. Parking should be located as close to residences (vs commercial buildings) as possible.

prefer parking in front of Bertucci's

Is there any way to put the accessible space in the adjacent parking lot? This does not look safe to have the bike lane switch sides with parking. Cars will just end up double parking in the bike lane there.

Putting in cement blocks/curbing makes it a lot safer. Just the plastic uprights don't always work because they get broken and people will park or stand in the bike lane.

The more parking spaces, the better.

There is not even enough parking for residents. The main Street actually needs more parking

space not less. Remove the meters.

I like the chicane of option 2 but would go with whatever the nearby residents at new town courts feel is best

I think ensuring some loading is retained for the businesses is more important than parking spaces, but I'd be concerned about double parking/illegal parking that could occur in the loading spaces, as this is something I see on Mass Ave often. Something to think about: how can the loading spaces be enforced for loading only? Can loading in those spaces be for certain times of the day, and they can be parking during other specified times of the day? Could that be something that works for all of these spaces: flexible for both parking and loading depending on specified times?

Really appreciate the turn hardening at Bishop Allen Drive -- I've had a few close calls with cars turning fast without looking when biking by. Please keep the flex post closest to the curve so that drivers can't just cut the corner anyway. This might be in the plans, but some green paint near the various driveways and loading docks on the south side of the street would be helpful. Current conditions have drivers stopping in the bike lanes constantly. Thanks!

I prefer option 1, because it seems like there isn't enough space between the parking cars and the bike lane to entirely avoid dooring (at least with poles instead of full barriers). Another suggestion: if there will be a future bus stop, then it would be great to have the bike lane not intersect the bus path. E.g., the bike lane could be behind the bus stop. Otherwise, bikers will have to share the road with motorists whenever a bus makes a stop, and it's uncomfortable knowing that a bus wants to cut into the bike lane one is using.

I strongly prefer option 1. The important types of spaces here are drop-off/pick-up and loading zones. Perhaps a couple meters.

Choose Option 1. Option 2 is bad since it increases chance of right hook crashes as bikes approach Windsor St.

As a cyclist on Main St, my biggest concern is bike lane blocked by loading, drop-off, cell-phone fiddling.

Restaurant delivery vehicles often stop in at/around Main and Cherry St. It's not clear which option might help prevent that, but whichever option is more likely to prevent restaurant delivery vehicles from parking where they're in the way would be helpful.

Option 2 seems better. Switching parking sides helps travelers for both directions.

I weakly prefer option 2.

Fewer parking spaces are better.

Parking switching sides creates chicanes, which acts as traffic calming to lower automobile speeds and so increase safety for all users of the road. Have you considered having the parking change sides twice in this area eg also at Bishop Allen? I'd also be interested to know why parking on the south side is not proposed from Sidney to Bishop Allen in either option.

no parking here is important to me. i suppose whatever helps cars block the road / bike lane the least, so if that is loading zones, i'd go for that.

Loading in front of main st can be incredibly important especially for Toscaninis.

There should under no circumstances be such a thing as "pastor parking". What the heck?

You need to find more options for general parking so the business nearby can stay in business

While we want to make biking safe, we need to do it not at the expense of helping businesses thrive. These businesses are vital to the vitality of the streets and contribute economically to the city. Permanently taking away their opportunity for outdoor dining and accessibility can hurt businesses.

Resident permit parking is always important in the city. There should be more permit spots in this area

Car parking is not important to me. Protected bike lanes are.

Both sides. Let's try to minimize the need for vehicles to turn around in order to find parking.

Option 1 makes sense to me as what we should choose moving forward - I think it's important to prioritize alternate forms of transportation with all of the life science buildings going up in Kendall. When the bus stop is implemented option two would impact the cycle lane.

There is no information here about how much parking is there to begin with. I hope the city will opt to maintain the maximum amount of parking. Why does installation of a bike lane need to compromise parking??

Let's be realistic: people drive cars for good reasons and need more places to park near destinations. So the 12-space option seems more desirable.

curb side parking, not the spots floating in the street

*Important that you talk to business first before building, unlike on N. Mass Ave. *too few accessible spaces physically close to businesses (not helpful if shunted onto a side street requiring a much further distance to manage. This goes for all projects under consideration, not just this stretch of Main St.

neither

Option 2 provides more protection for the bike lane, more parking spaces, and allows for the future bus stop. Seems like a win.

keep as many parking spots as you can

The current bike lanes work well. Please do not remove any parking. It is needed by residents and visitors.

I just think a handicap zone should remain and same w a loading zone.

Need to having parking so the business in the area, can have customer. You are proving a hardship for those business

Reliable and more frequent public transportation alternative. Not everyone in Cambridge can bike!

Best to let the businesses decide as they will be most impacted

In practice, I don't care about parking in this stretch; either of these seem fine.

I think I prefer the second option overall, with one exception: I like how the first option has a wider buffer where the bike lane goes around the accessible space.

I don't mind the lane shift in option 2 to accommodate more spaces

Please do a better job than you did/are doing with Garden St. and Mass Ave. North Cambridge and consider residents and businesses

Loading and unloading that does not impinge on the bike lanes is important. Often on the Mass Ave bike corridor there are loading vehicles that force cyclists into the car lanes, in a manner which is unpredictable and unsafe.

Short term parking for personal use, can be metered. Either way the parking/loading should be set up so that it cannot impinge on the bike lane.

Do not remove any parking. HOW WILL SNOW AND ICE BE REMOVED COMPLETELY WITH THE BIKE LANE BARRIERS??!!

As a biker, I appreciate having separated bike lanes at all, and here like both options because they are straight. More spaces looks better to me than fewer north side spaces

Can you build a handicapped space with a bump out like a bus stop so that the space doesn't have to cross the bike lane?

I'm only ever biking to businesses around here, so parking isn't relevant for me. By adding the jog, you make a bit of a chicane which might help slow travel speeds for vehicles. That seems good?

The bike lanes should be better connected to those on Mass Ave. Though should be given to that last 100 feet to safely connect the paths through the intersections

Parking despite potential future bus stop. Option 2 preferred.

Option 2 looks more viable because parking would not be lost if a bus stop is added. A design question - how would the accessible parking space between Cheery and Bishop Allen be accessed on the inside of the bike lane - it would seem to require drivers to back up across the bike lane (and since there will not be many places to park/stop along the street it will likely be in constant use for drop off and pick up, thus reducing the safety of the bike lane).

I want to see enough loading spaces that uber/delivery drivers don't park in the road. Prioritize loading/drop off/pick up spaces over metered spaces. If spaces have to be metered, could the city make them free for 15 minutes to encourage pulling over for loading, and then make them more expensive for folks who stay for an extended period of time?

Option 2 is fair. Bike Lanes but also parking

how will separated bike lanes and reduced parking impact the safety of people who walk

More of both, ADA compliant sidewalks, space between the ADA compliant sidewalks and the street for trees, signs, etc. if this can't be accomplished with bike lanes don't install bike

lanes.

When you move "accessible" parking spaces, you are in fact making them less accessible. I'm not in a wheelchair, but I cannot walk the distances that are required once the accessible spaces are moved off the main street

No preference here; let's do what is most helpful to the businesses; I place zero value on the needs of religious institutions -- participation in organized religion is rapidly dwindling nationally and is not important to many in our community, and religious institutions should not receive special privileges

Where will visitors of residences located on Main Street park? Will more parking be added on other streets?

All/most other elements the same, it seems useful to keep 12 parking/loading spaces rather than 8. It may be useful to consider loading options in the spots nearest Sidney and Windsor

RESIDENT PARKING

I would prefer Option 12. It preserves more parking and makes room for a future bus stop.

Traffic calming (chicanes)

The Bertuccis had outdoor dining on their side of the street, so maybe it is better to have option 2 to preserve that?

Q4. Windsor to Portland: Why did you make this choice? Do you have any other comments on this section? Do you have thoughts about changes to parking on nearby streets?

I made the choice I did because none of the options again make it reasonable for anyone who drives into the area and parks for work

If you need a parking spot, you don't have to change direction.

Do the bike lanes have to be on separate sides? Would it provide more options to put both bike lanes on one side (like Brattle st). I think the residents of that neighborhood should have the most input on the parking option selected

more parking spots. makes south side bike lane safer with parked cars

I can see the advantages of all plans, in particular plan 2 and 3. Having parking on both sides lowers the chances of drivers obstructing the bike lane, but plan 2 preserves the most spaces. No objections to either

I don't approve any of these changes. Once again you are eliminating parking spaces for residents and visitors. You would drop from 27 meter parking to 8 in Althea 3 options. I don't agree with it. Do you want cars to become obsolete?

Loss of parking spaces is a travesty, especially of permit spaces

Preserve as much parking as possible. Cycling is lively and a good environmental choice when possible but these quick builds are not well thought out for people unable to cycle. It's

a bit ableist to assume most people will forgo using their cars

Separate parking and residential areas

I think businesses and residents should decide. See my previous answer about having bike lanes on the sidewalk.

Option 2

Newtowne Court has more parking per unit than current development requires. There should be no reason for any residents to be parking on the street.

Option two seems to be the most fair for residents.

I prefer switching because generally it helps with traffic calming, all else equal.

more parking for businesses

Save all the parking that you can!!!!

We need to keep as much parking as possible as long as there are SO many cars in Cambridge. And increase the cost of having a car in Cambridge per my other comments.

Maximize parking. Crosswalks should be clearly marked with flashing lights. There should be at least on pickup/dropoff spot on the Newton court side

I bike, so I would prefer to not have cars parked on the side of the Newtowne driveway entrances. Cars entering from the streets would be a problem if there were cars parked there between the road and bike lane.

Maintaining the larger number of resident permit spaces while adding protected bike lanes is the more favorable approach.

Maximum number of parking spots still available

Consistency of spaces. Maybe cafe luna can have outdoor seating instead of parking. Side street meters + permits is good.

Retains more parking spaces in very tight 'hood

option 1 is better for the residents.

Maximum possible spaces. Again, hiking to crosswalks won't work for the disabled.

There should be some spaces on the north side to help Newtowne Court residents with mobility issues. Can the switch go the other way? North-side at the west end of the segment and South-side at the east end of the segment? Changing meters to be permit-only spaces during the overnight hours sounds like a good idea. The permit hours may need to shift slightly later than the meter hours. Like, meters end at 6 and then it becomes permit-only at 9 or something like that to help nearby businesses.

There is a some truck traffic on these streets. Sliding the roadway left, then right is confusing and more difficult for trucks. Also, there is commercial activity on the south side of the street and parking is necessary there. Regarding the quickbuild bike lanes, I think they are confusing to visitors, difficult for trucks to navigate, and bad for business.

Bike and pedestrian safety should be paramount. I think more bikes go into Kendall from central because of the way Main st becomes one way later near Harvard. So bikes go on Broadway to Harvard sq. Hence bike lanes on south side of Main and parking on north side of Main seems good,

PLEASE do not remove any parking here. I'm a local resident and parking is a nightmare.

More flexible to serve both resident and business needs.

Actually I prefer option 3, but the jog in the road, as already experienced elsewhere, seems to be an issue for drivers not paying close attention. Would parking (or a bike lane) on the south side, especially in front of the two restaurants at Portland and Main allow them to keep their outdoor seating areas?

I would leave it up to the residence of Newtowne court. Sadly these bike lanes are for the wealthy and white who have time privilege as they bike to their tech jobs with showers. This will make it harder for those who drive and live a Newtowne option 2 and 3 really don't account for pedestrians / parkers and I think there will be a lot of Jay walking and the bikers never stop for pedestrians in a crosswalk so I don't expect them to stop for folks trying to get to Newtown across a bike lane.

Same reason, we need parking spots.

1st priority is safe parking for Newtown residents. 2nd priority is safe parking for shop & restaurant patrons, of which there are more on the north side of the Osborne to Portland block. This also provides some parking on each side of the street, reducing the chance that a driver will do a u turn or circle the block.

concerned about parking in Cambridge, especially with street cleaning

I would defer to those who live in Newtowne Court. And NO metered parking here????

More parking seems good, and from a biking perspective, not having cars parked on the side with more driveway/cross streets seems safer because there will be better visibility of bikes from turning cars

It is more democratic by giving both sides parking along the entire stretch and with the switch the road not being a straight road, it slows down cars. You should make the switch more often to slow cars down even more.

What if none of these options are unacceptable to businesses, residents, pedestrians?

Option 2 seems to provide the most to everyone.

Prefer Option 2 -- or -- Option 3 WITH changing the metered spots--make as much parking available as possible!!

N/a

Give Newtowne Court area parking for teachers at the FMA.

Narrowing Main Street is not a good choice at this time. Having watched and ridden on busses that have had to use the street (T shut downs and special events at MIT), my heart is in my mouth thinking of the consequences of this transformation. As one of the assistant pastors of one of the churches, I am very concerned about this transformation.

Do like the chicane effect of option 3, but prefer option 2 overall. Reasons: To be clear, I'm a big fan of PBL installations. However, their weakest point is visibility at intersections (right hook risk) and I feel the standard daylighting amounts used in CSO projects so far are insufficient (too optimistic about reduced driving speeds). North-side parking will result in frequent conflicts between bikes and people pulling into/out of Newtowne Court driveways. If there is a lot of concern about parking being across the street from residences, is it possible to add more crossings, or improve existing ones (better lighting/visibility)? And again, this option better accommodates delivery/rideshare activity for the several businesses on south side.

these changes seem to eat up a lot of the street, and don't seem to consider anything other than bicycle and parking. What about outdoor dining opportunities, public seating, public art???

Businesses need these spaces

I dont live near here so I do not have an opinion about which side of the street to have parking. However, I think it is confusing for drivers when the parking shifts from one side of the street to the other.

Option 3 would have the best visibility for bikes going westbound at Windsor Street and eastbound at Portland Street.

Given that most people don't drive in the area . . . I opted for the plan with less parking spaces. Parking buffered bike lanes saves the lives of pedestrians and bikers, so I'm happy to see that as part of the design.

Honestly, I don't think you'd listen anyway, your minds seem to be made up.

We need more Cambridge permit parking as so much has been taken away

You are destroying Cambridge with these grotesque capitulations to a tyrannical minority

More parking.

None of these options are great. You should have a single bike lane on one side of the street only. It has become a nightmare to drive around Cambridge.

You're going to create more chaos for neighbors in the area, already dealing with tight spots and especially in the Winter and on street cleaning days. Cambridge should offer residential parking permits in a covered or underground garage (under a park?) in 4 quadrants of the city if it's looking to reduce street parking.

More parking, us elderly do not ride bikes.

As a cyclist, I prefer options 2 or 3

As a driver I prefer straight streets. But when it comes to parking, if all of the spaces are on one side then inevitably traffic coming from one direction will have to turn around to take a space.

Please stop taking car space away and replacing it with bike space. You can use pedestrian space for this.

do not take away any resident parking in this area. parking is extremely important for residents and businesses.

A lot of families in Newtowne Court Park on the street, so not having them cross the street to with kids is beneficial. I would be a proponent of making more side street permit parking

Important to keep HP spaces for seniors and disabled persons

Please maximize parking. Long stretches on the same side of the street seem better than constant switches. I urge you to revisit the entire 2020 ordinance, which is based on traffic patterns that are now outdated and has caused so much division in the city and a decline in trust of city government. I also urge you to incorporate more measures to force bikers to ride safely and with courtesy toward pedestrians.

Cambridge continues to restrict parking for residents which is simply ridiculous

Fuck protected bike lanes.

You are making it difficult for low income tenants to find parking after working long days.

Street design is more likely to influence slower vehicle speeds.

Option 2 appears to have the most legible pathways for all users, including parking.

Without any data regarding current usage (occupancy, duration, vehicle ownership, etc) I would opt to maximize number of parking spaces.

Keep it consistent with westerly north-only side and keep parking near the residents

It all stinks. Where are you proposing to put the parking LotS

We would like permit parking over meter parking. It's difficult to find parking spaces in the port on some nights, especially with recent construction

Parking is already difficult for residents, it's critical to keep as many parking spaces as possible

Balanced approach.

The change will also help slow down traffic, while also saving a medium amount of parking

It gives a chance for residents to park on the same side of the street they live in. That is important for people with mobility restrictions or families with young children. I also feel like the small direction change works like a speed bump for car traffic.

If someone wants to pull over like to drop off or pick up and there no parking anywhere on the side of the street they are on, then they will often block the bike lane, so having options on both sides may help with that.

None of these solutions are great and the traffic in, out and around Kendall is terrible.

All bad options! It has become so dangerous to drive anywhere in cambridge with lanes constantly changing, no easy parking, needing to walk blocks to shop if you are lucky to find side street parking and are able to walk

I don't live there but again, the more parking the better. I have a permit, live in Cambridge but I'm 70, already survived bad bike accident so either I park in vicinity or I stop frequenting the businesses

Please maximize permit parking. There is not enough. This is going to be extremely disruptive for the people that already have a hard time finding street parking

Maximizes parking spaces and keeps it all to 1 side to prevent traffic getting backlogged on both sides from people parallel parking

Our lives have been negatively impacted by the bike lanes on Hampshire Street. The street is super chaotic and parking is a nightmare. Crossing the street is more dangerous now, with poor visibility and bikers who refuse to slow down or stop.

The whole situation is terrible...making driving and biking na fighting an ugly obstacle course. Crossing the street is less of a problem than not be able to park at all.

Feels most fair to businesses and residents

I really don't know enough. I don't have a car and depend on biking in all weather. I trust you to make a good decision.

Safe travel from parking with maximum permit parking.

Option 2 retains most parking of the 3 choices.

The Bike Plan as usual continues to make street unsafe

Your removing less parking spaces

Remove the meters.

Option for people to park on either side. Greater chance to cause delays when someone is parallel parking due to more spots available

More parking

Do not remove parking spaces.

see above. If there's not really input- ie- you've already decided on separated lanes, then I would just ask that it not keep switching- whichever side.

Maximize parking

You should not be doing this.

Is On-street parking a necessary evil? I guess it's better to have parking where people who are more likely to use it on the same side of the street. Plus, perhaps having the street curve will help drivers drive more slowly.

Maximize parking and keep it in one side

Reduce parking as much as you can so that people stop driving

The city is not doing enough to preserve parking. I think it's detrimental to the city to remove as much parking as it has over the last few years and not build parking garages to replace all the parking forcibly removed

Do not remove parking

Removal of this quantity of spaces is dangerous and will not the problems the city is pushing

through. The infrastructure is lacking and now you are piling more issues on top of that.

Again, parking replacement and free transport needs to replace the lost parking.

All are wrong. We will lose tax base with all these proposals with no clear benefit

Again, I think parking switching sides is good because people drive in both directions.

Like I said in the first section, having the parking be on the side of the proposed bus stop will make it safer to install the bus stop later by removing the parking. on this stretch of the street, I am also concerned about the side alley streets, and at those intersections I think it will be safer for bikes if there is no parking on the side where the intersections are, improving visibility for drivers who may be turning.

I think the bend in the road will function as a traffic calming measure

I believe that having some parking on both sides will make people a bit less likely to park in the bike lanes.

parking-buffered lanes near the restaurants keep delivery drivers out of the lane

It is the most balanced. I think you should take the first N spots off side streets

I think it makes sense to maximize parking; but perhaps not if you have trouble crossing streets.

keep people getting out and in of cars from crossing bike lanes for safety of both

cars tend to find it much more tempting to park in the bike lane / block the entrance to the lane when the parking switches sides

More efficient with parking spaces. Also parking on north side creates constant visibility hazards for cars crossing bike path

I chose parking on the south side because I am concerned about the bike lane crossing many parking lot entrances on the north side. Drivers will block the bike lane when pulling out of these parking lots. Drivers may forget to look for bikes when pulling into these parking lots. However, parking on the north side would offer some benefits. The sidewalk closest to the residential areas would be separated from the cars by the bike lane. The businesses on the south side also have driveways, so there will be some visibility issues there too - and those driveways are used by large trucks which are much more dangerous.

switching sides may be seen as more fair by residents and businesses and also may have a traffic calming effect

Preserves most total number of spots which, while less convenient for Newtowne Court, likely makes residents more happy,

I like option 1 better because it allows the spots to be closer to the people who need them

I feel much safer biking on a side without parked cars - often turning cars do not see cyclists in the bike lane. This option minimizes it the most.

Fewest number of parking spaces. Also, in my experience with the parking switching sides, it can cause poor visibility for pedestrians if there is insufficient daylighting

I prefer option 3 because it introduces a traffic calming measure to the street design, which will limit vehicle speed. Safe vehicle speeds are more important to me than maintaining 7 extra parking spaces.

This way there's some parking in each direction as it's hard to access otherwise

I feel like having the parking switching sides makes the road less straight and would slow down cars more. Cars go so fast when they can see a straightaway in front of them, especially late at night.

Making car traffic move lanes will hopefully slow large vehicle speeds in the area.

There's a high likelihood that cars and trucks will park in the bike lane, endangering pedestrians and cyclists, and that these violations will be unenforced. Providing parking in front of businesses would hopefully deter temporary, illegal, and dangerous parking. Additionally, increased pedestrian activity between parking and residential areas hopefully helps calm traffic through the area.

Switching parking allows for more diverse roadway.

Less parking discourages driving

biking should be prioritized in the city

I don't live near there so I don't know what is best the residences there.

Option 2 is obviously the right choice, considering that Newtowne Court already has parking spaces and pull-ins for PUDO all along the street. Parking on the south side will also make constructing the eastbound T70 floating bus stop at Windsor Street easier. I would like to see more of these parking spaces become loading zones! Part of the reason Mass Ave nearby has such good compliance with not blocking the bike lanes is all the loading zones! I would like to see a centerline pedestrian island added at the midblock crossing, even if it comes at the expense of a few parking spaces.

Don't interrupt a future bus stop. While I don't like the potential dooring zone on the north side, if this reaches a full-build, I would want this configuration and it makes sense to change to this potentially longer term layout now

it maximizes parking options and cuts down on zig-zagging lanes, which can be a bit confusing sometimes

Retain more parking spaces.

I think that if parking is mostly permit parking it makes sense to keep it next to homes. Currently the section between Osborne and Portland is often double parked with drivers dropping off and picking up at the restaurants. Without hardened protection (better than flex posts) this may continue to be an issue. There is probably a need for some loading zones here as well.

Allowing some meters on side streets to reduce the parking loss would be good. I like the switched side parking because then there is some parking available regardless if you are heading south or north. If all the parking is on one side then people going the other way have to take U-turns to park.

Safety issues for cars and bikers.

Creating the bend where the parking switches sides could theoretically reduce car speeds

Option 1 appears a bit safer for cars turning onto the street, may not have to block the bike lane as much to get visibility to turn

turning vehicles will have better visibility to see bikes in the lane at intersections. make nearby streets one-way and add parking to one side.

Having the Newtowne court driveway exits behind parking means that drivers will have to block the bike lane when turning to see traffic.

I didn't see any mention of loading zones, these are very important to keep delivery and Uber vehicles from blocking the bike and car lanes

Because of the intersection with Osborn St, I prefer option 1. By having no cars on the south side, visibility of cyclists for cars entering Osborn St is unobstructed. While there is daylighting implemented on all options (which is great), the improved visibility still is preferred.

it feels more balanced, but preference would be to remove even more parking, it is a silly use of space in 2023, unless it is accessible parking.

more solid/continuous barrier of cars to protect bike lane

I think both sides should have parking for no dangerous turns

traffic FLIES down this stretch. The parking switch would calm speeding while also giving close parking options for residents at Newtowne Court.

Maximize parking

I like the chicanes to slow motor vehicles. But if parking supply is the main concern would be fine with a non-chicane option

Option 2 is clearly best. Switching sides is confusing and less safe since it adds unpredictability. And south is better than north since you can keep more spaces.

love that we're prioritizing biking/walking/public transport and being carbon neutral by not prioritizing cars!

I no longer drive. We sold our car to commit to a better community.

Maximize parking while maintaining good bike lanes.

Fewer gaps in the parking rows provide less opportunity for drivers to enter and park in the bike lane.

As long as there's metered options and the bike lanes stay the same I'm good with whatever.

Helps people who need to park on both sides

I'm very happy to see protected bike lanes installed and do not have a strong preference on parking design

I don't care about parking

Nope.

Non major side streets can accommodate the parking spot losses

consider floating bus stops. parking on nearby streets could stay residential permit, or use meter in day and permit overnight. Adding secure and covered bicycle parking on the road or sidewalk near Newtowne Court residents will be helpful to some of these residents.

Newtowne Court residents need parking

Option 1 is best because people who live on the street need to travel the smallest distance between parking and their houses. When it's all the same, as it is here, we should provide that convenience. I like road chicanes but my problem with option 3 is that they're positioned such that cars headed westbound have to swerve TOWARD the bike lane, right at one of the only completely UNPROTECTED sections of it, which I think would make this the least safe part of the whole street.

This minimizes the number of times driveways and intersections cross parking-protected bike lanes. Drivers coming from side streets frequently pull out into the bike lanes to see past the parked cars, blocking the bike lanes, or turn into the intersections without looking, potentially hitting bikes that were partially concealed by the parked cars. I would also be in favor of increasing the no-parking buffer area around each intersection to make it easier to see and be seen.

I see safety benefit from the increased daylighting for the crosswalks and bike lane at the side streets when the parking is on the North side at those intersections.

Again, more crosswalks especially if people need to cross the road after parking

Easier for residents in newtowne court to have spaces closer to their homes. U-turns may be a problem, which causes problems for everyone else involved.

I like parking switching sides as it gives drivers coming from both directions to find a spot easily. Also the non-straight car lanes encourage traffic calming and slower speeds

No strong preference since all options have protected bike lane. Chose option 2 so others don't feel that too much car parking is being taken away

I really don't care about parking. The fewer cars on the roads the better. Enough is enough!

People really need to chill about parking. Cyclists also frequent businesses.

Biking matters more to me than cars do.

It maximizes the number of parking spaces. God forbid someone has to park across the street from where they live.

It seems nicer to not have the road angled like in option 3.

Maximize parking spaces wherever possible.

Minimizes parking

Maximize the spaces while keeping the street more straightforward. Biking west bound, there are curb cuts to worry about, so it would feel safer to only be concerned with those. Isn't

there resident parking inside the development? That makes me deprioritize wanting parking to be next to the development.

I chose option 1 because it retains the fewest parking spaces.

Stop removing parking spots. Inputting bike lanes makes the streets more narrow.

Aligns with Option 2 on Sidney St to Windsor St section

Choosing option 2 minimizes the loss in parking; there's also a fair amount of parking lot space for Newtowne Court on its side of the street.

Volume of permit/metered parking is greater - a plus.

I think the joggle in the street where parking changes sides gives a good visual cue to slow and drive safely.

preserve parking as much as possible...first choice is don't do anything...

there is already not enough parking. Cambridge is a town that still requires a car for groceries etc. the people who need parking are those who can't afford to buy a home with it. biking is a wealthy privilege. don't punish the poor to favor the rich

It's nice to have the parking on the same side of the street where people live, but I don't live or park here and as someone who cycles through, the bike lanes look fine to me in all 3 options.

Option 1 has the parking closer to the residential area and so could e.g. be permit-only overnight to slightly ease the parking losses. Option 1 also avoids possible additional parking losses from a future bus stop; but does have the least parking. It seems like another option of parking switching sides from the north-side to the south-side to both increase total parking and still include a chicane for traffic-calming.

Option 1 is ideal because it removes the most parking, but retains some for those who need to drive. This will ease traffic around the area countering induced demand. Cambridge and the surrounding areas have done a lot to incentivize biking and other forms of transit and biking has increased steadily and sharply. Designs must reflect this and keep roads safer by reducing people driving, eliminating hazardous blind spots that parking creates, and, as this design is doing, creating safe options for people to travel. Alternating the sides of parking introduces inconsistent variable for road users. This is not ideal.

I chose Option 3 because it provides a great compromise for the existing roadway space. It is middle ground for retaining the most amount of parking for residents and businesses given the 3 options presented, and can be flexible with permit and meter parking. In addition, the roadway bends like a chicane, which will help to keep speeds lower and provide a safer corridor for all users. Speeding tends to be an issue on straight roadways, and building in traffic calming will help keep everyone safe. The future bus stop location could accommodate bicycles with a sidewalk level transition.

1. The addition of the turn in option 3 at the crosswalk slows cars down. 2. While option 1 has more parking on the side that people live, there is clearly a series of parking lots on that side already for the residence

This should be up to abutters who permit park

More bus stops please

I like the curved nature of the travel lane in option 3, it slows cars down. Also I think its best to put the parking near where people live - option 1 does that, not sure about option 3? it's better to not make abutters cross the road so much

The criteria should be to maximize parking and minimize confusion for drivers. This option accomplishes both.

More spots is important

Option 2 provides the most potential spaces for Newtowne Court residents. But it also makes it very difficult to go "around the block" looking for a space, since Harvard St. and Washington St. are both one-way eastbound. If you implement option 2, I'd strongly suggest reversing direction of travel on Washington St.

I made this choice to preserve the most amount of parking spaces possible. The City should work with the big companies in Kendall, especially the ones right next to Newtowne Court to get free parking for Newtowne Court (or any low income cambridge resident) parking. Construction mitigation is never fair and never actually compensates what folks experience. For example right now kendall Square developers are becoming gazillionaires and the street outside near Newtowne Court literally smells like sewer due to construction. I worry that it will impact people's health. Newtowne Court residents have to live with nearly CONSTANT construction on all sides, the Tootsie Roll factory, the one catty corner to them right now, Novartis a couple blocks down. It is not okay to continually make one group of people suffer so that Kendall Square developers can get rich and West Cambridge mansions can have lower property taxes. Helping low income people be able to park near where they live is the least the City can do. Many people have multiple jobs, or have physical reasons why walking very far is not possible. Many people are afraid to walk far alone at night when returning from work or school.

Option 3 looks dangerous. Cars have to do a lane shift through a pedestrian crossing and toward bikes coming from behind the line of cars.

I think that either option 2 or option 3 make more sense in the context of a future bus stop, in order to separate the bus stop from the bike lane, but I don't know how much moving the parking to the other side of the street would affect people living in Newtowne Court. One additional consideration is the traffic calming effect of the bend in the street

it might be nice to minimize the amount of street-crossing residents have to do to reach their vehicles, and a bend in the middle of the road adds the same concerns about sight lines as previously mentioned

When parking switches, street is made less straight which hopefully would result in less speeding, making street safer for pedestrians.

do not change parking restrictions on nearby streets, residents by \$25 a year to park and we are running out of parking spaces

parking switching sides adds a natural slow-down

More parking space

There's 29 permit parking spaces plus , like the idea of making 8 meter parking spaces and turning them into permit parking. The making of two bike lanes on each side of street.

All options are dreadful Vos-a-vis daily use. Worst is the switching option. Really, no meters means fewer visitors, period.

Optimize for more parking spots. Will the city be reviewing all the "no parking here to corner" situations on side streets to see if there are more parking opportunities there?

Consistency for visual line for all...drivers, bikers,pedestrians , will make a calmer passage. Retaining all parking for residence priority here is important. Elderly and families with children are often seen here. Again... why bus route now?

Parking across the street is not an inconvenience unless the driver is disabled.

Definitely open up parking on side streets as well. Changing sides allows both residents and business owners to retain some benefit.

Keeps parking on same side of street where people live. Keeps street straight.

Option 1 provides the least protection for bikes as cars turn on the two side streets at the bottom of the image. Since option 3 also alternates the side parking is on, it provides additional traffic calming from the first two options.

while I like option 2, concern around people who need to cross for housing.

Parking spaces next to housing; permit parking where possible

Stop making bike lanes

Handicapped parking

the most parking space options for both the small business and residents! Removing 30 parking spots is going to have a HUGE impact in the area. Hopefully residents of Newtowne Court will utilize the parking and not park on the street.

Keep loading areas for businesses. All the double parking by delivery trucks ubers and individual cars is insane in Cambridge

Because people who live in Newtowne Court have limited parking spaces already.

Parking for both Newtowne Court and the several restaurants and the bank are least limited.

Consistency with prior option - North throughout whole stretch is easier.

Traffic flow on both sides should have parking options

Maximize permit parking.

I have Cambridge permit parking and mostly bike so doesn't affect me as much; generally keeping more parking sounds like it would anger fewer people. Will there be NO metered parking though? That seems not great for the nearby businesses getting non-Cambridge resident visitors

The businesses where people would want to go to are on the south side.

These all look great--I'm looking forward to having protected bike lanes!

Ask residents if they want more or fewer bike lanes before you add anymore !

I do not like that you are taking away accessible parking. This is a real concern for those of us with mobility issues. As an example, you removed parking spaces along parts of Brattle Street. Now I can no longer shop in Harvard Square. It seems that that the will of bikers trumps all--and I am all for some bike lanes. But Cambridge has gone overboard on this issue--I assume because you have received grant money and those making the decisions are younger and able-bodied. So the non-able bodied have to fend for themselves.

I think we need to maintain as many parking spaces as possible and all meters in the city should be permit parking when meters are not in effect.

As much as I benefit from bike lanes, I think retaining the few remaining parking spaces should be a top priority.

It removes the most parking. Less total street parking is better in my opinion.

Parking is difficult as it is. You will not get rid of cars by getting rid of parking. You'll get rid of businesses.

Parking near where people live, other side is commercial buildings only

Option 2 maximizes bike lanes and permit parking.

None of the above

Closer to residential sites.

I mostly travel West on Main St., so I prefer putting the parking on the south side of the street. Additionally options 1 & 3 impair visibility and maneuverability for cyclists turning left onto Osborne, westbound.

All options have merit, but I prefer the idea of a bus stop, and north side parking would accommodate that better

More loading zones

Terrible. Penalizing merchants and older people.

I like the option 3 because it could help with traffic calming as well due to the slight curve

Maximizes parking. I live on a street with parking on the opposite side of the street and it has not been an issue. However, it's not as trafficked as Main Street. Perhaps an additional cross-walk between the two parking groups on the right side of the image above, between the alley way and 614 Main St.

I defer to the people who live on that street

Get rid of all parking, make it harder to have a car in the city. Make it safer for pedestrians to walk. ENFORCE THE 20 MPH SPEED LIMIT

Create more residential parking inside Newtown court as well. Many people cannot get to work without a car. These residents don't need even more obstacles.

Parking on the opposite side provides more spots without sacrificing bike lanes or pedestrian access. Win for all

Seems the best mix of keeping more total parking spaces but making a few more accessible (maybe designate a few as such) in front of housing.

preserves more parking options

changing sides for bike lanes seems to confuse drivers, also parking seems simpler with this option and more of it

It seems to me that current parking along main street is fully utilized, so I am prioritizing number of spaces. Also, with all parking across the street, drivers might be more careful all along the way as they know people will be crossing (can add some yellow flashers and crossing options too). No opinion on nearby streets.

Greatly prefer the street remains straight.

No bike lanes

Option 2 may be best for nearby residents. I wonder if option 3 is safer for cyclists since drivers turning right off of Main towards a large underground parking garage will have better visibility with option 3.

Chose Op2 only bc most parking spots. Cross-walk with pedestrian controlled red light needs to be installed for safe crossing for NC residents of whom many have kids. DON'T use the yellow flashing pedestrian lights. They are very dangerous bc cannot be seen by cars and bikes unless it is dark out or rainy (no sun).

Retains the most parking

Maximizes quantity of spaces

Put the parking by the housing. Otherwise, people will be racing across the street with groceries and babies. It doesn't seem safe.

I think that it makes the most sense to have the maximum amount of parking spaces in an area where so many residents of Newtowne court have cars.

Since lots of complaints about absence of parking, I selected #2 b/c more parking. Parking switching sides may not work

still allows for plenty of parking

Maximize parking.

More parking = less friction, less confusion for drivers.

have traffic calming lights if there is going to be a lot of people needing to cross the street from house to parking - so people feel safe

I would want to maximize the number of permit parking spaces. I am in favor of the proposed change to make meters on side streets behave as permit parking during off hours.

Parking on both sides may make it more accessible for people travelling from either direction. Less "blinker parking" on the no parking side

in general cambridge parking pass holders should be able to park at meters on street sweeping days

As a bike rider, the more swerves in road, the higher chance there is for an accident or for someone to park illegally in the bike lane. I'd prefer for all parking to be on one side of the street.

Mixed use buildings on south side of street will have much more need for drop-off/loading/parking than residences on north side that have a driveway and parking lot

I like having some parking on both sides.

Residents will need parking places. However consider an extra crossing between Osborne and Portland

People who live here should decide

retain parking. Do we know how well a scenario works with meters that change to being permit parking at certain hours?

Please prioritize as many permit spots as possible

There's more permitted parking spaces than the other options.

Parking spaces retained - city management refuses to listen to many of their constituents who want a better balance of cars and bikes

switching sides slows drivers down

Parking on the side where people live seems safer

Keeps parking near biggest users

So long as bike lanes are safe and separated All is good by my family

I regularly drive, walk, and ride a bike on this section of Main Street. I think all of the options represent a large improvement to what exists currently. I prefer to have parking on one side of the street for straighter bike lanes. I sometimes use street parking during non-metered hours for convenience, but I do have an alternative parking option if needed.

seems like an option with more parking would be better

Option 2 provides clear sightlines for cars turning into/out of Newtowne court.

More parking spaces is better. But with parking on the other side of the street, would it be possible to add more crosswalks?

I want parking that prioritizes Cambridge residents and increases road safety for pedestrians. Keeping parking on one side of the street creates more open area and more accessibility.

Parking switching sides is immensely preferable for a) accessibility, and b) public perception that bike lanes are "ruining parking" (the loss of spaces is less apparent).

Cars going in both directions have at least some opportunity to park without having to make a u-turn (which people commonly do even though it's unsafe and illegal

I chose option 2 because it maximizes the number of parking spaces.

parking spots converting from meter to permit after hours makes sense

I think Option 3 is the best because it preserves as much parking as possible while keeping some same-side parking for elderly and disabled residents to access Newtowne Court.

Preserve as many permit parking spaces as possible -- improved bike lane safety will not reduce the demand for permit parking spaces more than likely, though one could make an argument it might modestly reduce demand for metered spaces. Would convert the 8 metered spaces to hybrid metered/permit spaces, where people with parking permits can park there any time, but cars without permits can only park there during metered hours (and must pay the meter obviously).

Keep as much permit parking as possible. Do not convert permit parking to meters.

See my previous note

The institutions on the south side have massive parking garages and should not need additional parking for their use. The residents on the north side may be more car dependent and will utilize the parking daily.

Maximize the number of permit parking spaces that can remain

You are making life worse for residents when almost all the bikers are students and not the people who live here all the time

As a cyclist, I feel safer with this option because cars pulling out of Newtowne Court will be less likely to block the bike lane when trying to exit Newtowne Court onto Main Street. With parking on the Newtowne Court side of the street, cars will pull partway out (blocking the bike lane) in order to look for cars before pulling into Main St. With no parked cars on the Newtowne Court side, cars exiting Newtowne Court can more easily see cyclists and oncoming cars.

Maximize available parking

Option 2 is best. It's cleanest, has the most amount of parking/loading, and prevents double-parking /disruption to the eastbound bike lane by businesses on the south side with the bike lane protected by parked cars.

Option 1 is better. Parking switching sides seems to encourage more illegal parking/standing in bike lanes. Encourage making some of the permit parking next to Newtown court reserved for handicap/accessibility placards.

None of your options provide sufficient parking. Nix the whole plan.

I'd like to keep as much parking as possible. Also, as a bicyclist, I like there to be as few changes as possible on a stretch of street. Parking switching sides means more chances for drivers and cyclists to get confused.

Love the idea to have permit parking available when meters are not

Please do not reduce the number of parking spaces.

More parking is better and if crosswalk are being improved that will be good too.

My main concern is that people will illegally stop and park in the bike lanes if they don't have places to stop for ubers or for food pick up. this is what happens everywhere else.

Parking should remain on the Newtowne court side in this section and not be removed

This maximizes parking of the three options, takes cars further from the housing(better for ahsma and kids) and puts it on the side for business (better for them)

What plans are there for option 2 to have at least 3 places that are designated crosswalks where cars and bikes must stop for pedestrians? Having the max. Number of spaces is important, and with crosswalks there will be safe passage for those exiting parked cars & also for pedestrians.

Option 3 provides at least some parking on side of street where people live but provides more parking than option 1 which also provides same side parking.

switching sides of the street for parking is confusing and inelegant

As all options include my primary concern of separated by claims and I do not make use of the parking spaces in these areas I have no preference.

The city has made a hazardous mess of Garden and Cambridge streets. Don't do it to Main Street.

yes; I would be interested to hear from residents of those streets

Allows more parking spaces and bikers don't have to switch sides

I walk and bike in this area only and support whatever works best for the residents and businesses. I am concerned about safety of residents crossing Main Street to Newtowne Court, if they see this as an issue.

Stop I am a cyclist but I hate separated bike lanes. Mass ave already has them and cuts through the whole city. When the option is being trapped between parked cars and the side walk I ride in the car travel lane. You are making it impossible to do errands that require a car in this city.

On these blocks, it makes sense to keep parking on the Newtowne Court side for residents, especially if they are using permit parking. However, if the south side of the block between Windsor and Osborn is being developed with commercial storefronts, Option 3 could benefit these business and residents by having parking available on both sides of the street.

Difficult to choose between Options 2 and 3. While I typically support preserving parking spaces. But OTOH, there are benefits to have parking spaces on both sides of the street.

Seems like a good balance between maximizing parking and having some parking on the same side at Newtowne Court

This is the most natural flow. Residential access to Newtown Court is preserved.

There's not enough parking, so the options with the most are best. Only elevated bike lanes are safe.

Again, you say how many spots remain, but how many would we lose? This is unclear

Stop this nonsense.

Overall I prefer the curve in the street as I feel it slows down traffic and is safer (assuming

sight lines are good)

Same as previous section. Option 2 offers equal benefits for cyclists and preserves more parking for residents.

Option 2 retains the most parking and helps the local businesses. It looks like Newtowne Court has a parking lot so I am less concerned about resident parking.

Has the most parking

Maximum Parking for Cambridge residents/ division of spots between both sides of the road prefer to maximize resident parking. re metered parking changes, have some concern for Sunday or over-night non-resident visitors

I do not drive so all options seem fine

Again, you have created a survey that does not allow the expression of opposition.

Seems like a good balance between number of parking spaces and having some spaces that are still on the side of where people live.

Newtowne Court has many driveways, so there are many more conflict points where drivers will cross (or block) the bike path to enter or exit the driveways.

the more parking the better

Actually, don't do the project and leave the parking alone

None are great options, since all lose more than half the current spaces. Public transit alone drastically limits job options. For elderly and young children, across street dropoffs are hardly ideal, but 7 more parking spaces matter.

More parking. Better visibility for cars coming out of Newtowne Court. Option 3 a close second, there is probably a substantial traffic calming benefit with the lane shift.

No changes to nearby streets

Preserve parking for Newtowne residents on the same side of the street for convenience. One side is easier to navigate than two..

These parking spots we currently have are nearly always full. I know because I sometimes drive to my office on the weekends and there's rarely space available. All of these will only make the situation worse, but option 2 is the least objectionable. I wish there had been an earlier opportunity to voice our views.

No bike lanes

Having separated bike lanes is the way to go. Otherwise bike riders riding into traffic are put into danger, especially at intersections and where there is heavy electric scooter/bike usage.

Newtowne Court has its own parking lot, this should be considered.

Main st works in two directions and so should parking

There is safety value to not having lane shifts, so I'd vote for options 1 or 2. Option 2 has the most parking which seems worthwhile for having folks cross one street. Perhaps an addition-

al crosswalk or two would help.

I don't drive here except to pick up pizza at Bertucci's

Why are cyclists given carte blanche. Today, at Oktoberfest, with a couple of thousand pedestrians, there were people on ELECTRIC bikes and scooters, zooming around with impunity. Where were the police?

parking is already a problem everywhere in Cambridge. important to retain as many spaces as possible. like the idea of adding night time resident spots. leave 1-2 spaces for visitors on end of blocks.

Stop taking away all the parking in Cambridge!!

I like option 3 because it strikes a balance with total number of parking spots on this stretch while maintaining options for drivers in both directions. Side street parking should be metered during business hours and permit parking outside of those hours.

I picked changing sides to reduce driving speed along the longer street.

That most people are not using bike for transportation, and that those who are tend to be discourteous, not follow traffic rules, ignore pedestrians and generally create chaos.

I want safety for pedestrians and cyclists, but also to maximize permitted parking spaces.

Parking is essential in this area. I have a hard time finding permit or metered parking especially when meeting people for lunch or dinner.

I think it's important to have parking on the side where people live

Tough choice between #2 and #3, as the tradeoff (more parking vs not crossing the street to Newtowne) is clear. Good idea to make the meters into "swing" spaces in off hours.

please minimize loss of parking

Each of these choices is confusing and likely to actually cause more damage than good. You have given inexperienced cyclists "license" to terrorize pedestrians and probably get themselves injured at the same time.

Maximize permit parking

More thought needs to be given to the residents of Cambridge.

What about option 4, with the side switch reversed so more parking is available in front of The restaurants on the south side near Portland St. Live-parked delivery pickups are a persistent problem and locating parking near restaurants could help alleviate it.

Option 2 has more parking. But concerned with safety of residents crossing street for their cars

As noted above, when parking switches sides visibility is substantially reduced regardless of mode of transport. Where are there places for rideshare vehicles to pull over given the number of restaurants on this stretch. Having witnessed multiple instances of emergency vehicles not being able to get through on Garden Street and Brattle Street, I worry that NONE of these designs takes coordination with other city departments into consideration.

Least amount of parking

Keep as many spaces as possible.

Cambridge needs all the spaces it can get.

That a space should be easy to find so fewer cars will be driving around and around.

Please consider more parking for residents who pay taxes rather than taking parking away.

I don't live here and don't do business here

Because it doesn't matter you are going to do whatever you want

Parking switches are a complete disaster. Bicyclists are obscured. You've already seen this on Garden St. Why make the same mistake again?

more parking

Parking on both sides.

Only install one separated bike lane!!!!!! Keep the parking!!!

You should leave more parking. Taking parking away is terrible for area businesses and people trying to access the area. What about people who work here but can't afford to live here? They will have a very hard time finding somewhere to park and patrons as well. Stop ruining this city with these terrible changes to parking.

I like the idea of people not parking for long periods of time. If there is advantage/disadvantage to one side or the other, share the pain.

To reduce loss of parking and negative impact to businesses.

Design could also reduce vehicular speeds

Most spots possible; Bikers do NOT even STAY in the bike lanes, they DON'T follow ANY of the road rules!?!

I don't have a car so I can't bring myself to care about parking, so long as people aren't flinging their doors into me. Also I hate when "bike lanes" get hidden behind parked cars. The lack of visibility and maneuverability is dangerous and worse than nothing.

My choice is to suspend these bicycle lanes. Streets are too narrow w/ too many pedestrians.

Parking is limited as things are. Cutting back on spaces for residents and businesses is not a good thing.

I'd rather have parking than bike lanes I cannot even park in my city to jump out and get food without almost getting a ticket this is [...]

Doesn't Newtown Court have parking lots for their residents? While additional guest parking may be necessary on the streets, the design seems better on the south side and it maximizes parking.

Seems like a good intermediate option and adds convenience for people driving from both directions

Cars often pull out of the housing parking lots to the north and have to creep into the sidewalk to see over those little brick walls and bushes there. Will parking on the north side make this visibility worse and force cars to pull into the bike lane to check for traffic? Fewer cars come in and out from the south side so i think it would make sense to put the parking there. It will also provide protection to the patios/benches at the cafes on that side of the street.

Either 1 or 2. I think the folks at Newtowne Court should have final say, as this directly impacts their living situations

I personally HATE the bike lanes. Bikers have more rights than people walking and driving
I like parking to encourage lower road speed and to have options.

I think retaining the maximum amount of permit parking is ideal. Could there be a light-up crosswalk sign put in at the crosswalk near Osborn Street as well? Cars almost never stop for pedestrians at that crosswalk, and with people parking across the street from the housing area, this would be even more important

Consistency throughout the city, and versatility for ALL users (NOT only cyclists - and do note that we remain a small minority)

In other places in Cambridge where the parking switches sides, the curve of the street usually helps slow drivers down before crosswalks. It makes it a lot easier to cross as a pedestrian compared to streets where the lanes stay straight.

Or add no bike lanes as not enough people use it and all this city tries to do is make it difficult for car owners.

Less parking is better.

Option 3 balances between both 1 and 2, providing good parking for both sides of the street. I also think the road design would slow down drivers and create a safer commute.

Maximizing available parking spaces seems like the most frictionless choice.

Leaves the most spots

Residents can load/unload their cars without crossing the street

option 1 keeps parking closer to housing, and avoids a future fight over the bus stop.

Option 2 seems unfair to the residents, and Option 3 doesn't add that much extra over Option 1, especially with the possible future bus stop, and it makes everything more complex.

I don't drive here, but I like the idea of parking switching sides as it seems like it may be an implicit chicane to slow cars down and reduce speeding.

I recognize the assumption that the reduction of parking spaces is going to happen. However, I would like to register my pin in as a restaurant and driver in Cambridge that the removal of parking spaces leads many drivers to simply stop in the one available lane, leave their car there with the blinkers on, and go into a local business to do their errand. This causes back up and congestion in itself and it's a direct consequence of limiting parking.

Maxims parking

I made this choice because it's SAFER for us residents who actually live in the apartments on the north side of the street. There are kids that will be walking to their parents cars daily living in that complex and crossing the street will pose more of a danger.

Preserves additional parking while still providing an excellent bike lane.

Option 2 maintains the most parking, however, I think it should be up to the residents that use those spaces which plan to go with. I am a biker and would just be using the street so all the options are roughly equivalent to me.

Switching sides is more complicated for cycling safety. Preserve more parking. Maintain metered sites.

the parking switching sides act as a chicane, hopefully slowing down vehicle traffic to safe speeds.

I'm concerned that the cars exiting the parking lots on the north side of the street will pull out into the bike lane for increased visibility before turning onto Main Street. The second option reduces the number of times that car traffic has to cross the bike lanes. Having parking on the south side also better allows for the future installation of a floating bus stop. I would also support increasing the buffer zones at each intersection to increase visibility. Using option 2, you could remove a parking space from each side of each intersection, significantly improving visibility, while still having more parking than the other options.

Same reason, slowing down traffic and including more traffic calming measures is important

I like that south side only has parking on the side without parking lots and might lead to fewer cars pulling out of the parking lots pulling into the bike lane to see past street-parked cars, though I also do like the option that would put parking on both sides of the street.

3 is good because it keeps parking on same side as residence while still having less total spaces than the 29 from option 2. Of course option 1 would be even better in terms of reducing total parking spaces

No new bike lanes on either side of the street

Switching sides at different blocks can be confusing, but any plan should consider what side buses use (unless they run in both directions).

maximizes parking

People need parking but people also need bike lanes so I tried to pick the middle

You are going to need as much parking as you can get here.

This is ridiculous.

It is important that no trees are cut.

Dont have a preference except I like the chicane of option 3. I would prioritize the desires of the new town court residents

Option 1 seems to be the safest for people who are parking so they don't have to run across traffic (even though there's a crosswalk in the mid-block, people will do what's more convenient for them even if unsafe). To ensure this change doesn't disproportionately impact New-

towne Court residents who rely on the permitted parking, I think it's a good idea to change the metered parking on nearby streets to permit parking to make up the difference of what is lost here.

Having the parking switch sides halfway down the street creates a natural chicane. This will encourage drivers to slow down before the crosswalk.

Keeping the number of permitted spots up makes sense to me, even though it is across the street from housing.

Option 1 has best visibility for pedestrians wanting to cross.

If we are to keep any on street parking, it makes sense to retain permit spots near the residential properties. It appears there are metered spots near the businesses. Some of these metered spots could switch to loading or drop-off/pick-up as well.

Switching sides ensures maximum visibility of bikes approaching the two major intersections - reducing change of right hooks. Parking on two sides may aid drivers finding a spot.

I think having parking switch sides encourages cars to slow down, because it means that they can't speed in a straight line.

I wish you'd leave more parking in place but I simply went with the one with more spots on the residential side of the street. I understand why you are trying to make life difficult for folks with cars but it's increasingly difficult to live in this neighborhood.

I always choose the option with the fewer parking spots remaining as cars are bad for the planet, your health and cities.

Switching sides seems more user-friendly and can accommodate street cleaning and accessible parking needs to not have to cross the street. Speaking of which, where are the accessible spots on the South side of Main?

Should not take metered parking away for residential permits. Metered parking is important to manage curb space and raise revenue for the city.

Chicanes act as traffic calming to lower automobile speeds. However I'd put emphasis on feedback from the residents of Newtowne Court as this parking is critical to their lived experiences.

If we can add a day time loading area to 899 Main st and clear cars then it makes sense to put all parking on the south side

More parking. Also there MUST be stopping/loading zones for the businesses. Those could be resident permit at night.

I prefer Option 2 only if at least some of the parking spaces (formerly metered) are reserved for the future business on the south side of main between Windsor and Osborne and between Osborne and Portland. This neighborhood has been underserved by retail for so long, and now that they are getting revived, the city wants to install bike lanes to make it difficult for business patrons and residents to park. There needs to be a solution/option where everyone gives up a little and gets a little - not where it's so one-sided. It's clear that only people who bicycle win out (who, by the way, are commuting and most aren't even living in the neighborhood) at the expense of the actual residents and businesses who live there and have to

put up with this permanent change. Why doesn't the city take a phased approach and give some parking spaces to restaurants to see how it goes before giving all spaces to permit spots?

Reduced risk of right hooks.

Those current parking spots are generally full. I'd rather keep parking on both sides but for this street quantity I'd most important.

I think choice three would be my choice - seems like there could be traffic calming benefits as well.

parking next to the curb is better for seniors

Preservation of as much permit parking as is possible. Excellent idea on all nearby streets to make metered parking open for resident only parking after hours. Be carefully mindful of how parking is situated on nearby streets; too often in this 'build first, ask for community input after the fact' approach, parking is put on side streets only to create heavy, increased traffic through residential neighborhoods as drivers try to get around. Let please be more planful and respectful of existing neighborhoods!

no let the people suffer

Allows for bus stop without impacting parking.

You are not taking into account the danger to the cars that are opening doors into crowded traffic due to the width of the bike lanes. Your plan should not try to everything on one street. The bike paths should be one way so there would be more options for parking for the business owners and more safety for cars opening doors into traffic with vehicles going one way. The bike traffic in the town should have been designed with one way lanes on major parallel traffic areas. You cannot make this work without fallout for the safety of people getting in and out of cars and the business owners.

This project is not supported cost-benefit analysis.

I think it is nice to maintain parking as long as the safety of the bike lanes are adequate and not lessened

Again you need to have parking for business to attract customer. Customer wont come if they can't park

It is becoming impossible to circulate safely in Cambridge with all these "safety bike lanes" for 5% of the population. How about the elderly? Why public transportation is not included in this plan? Not everyone in Cambridge can bike.

Switching the side of parking helps reduce traffic speeds (see Cambridge St, which is terrific (relatively) for speed limit adherence)

Cambridge is steadily eliminating parking city-wide, hurting residents who must drive (families, the elderly) and can't afford a house with a driveway. Please consider this before eliminating even more parking.

I prefer to avoid changes to parking / road alignment in this relatively straight stretch, especially for bus travel. Parking off side streets is always my preference over the main drag.

Stop ruining the streets in Cambridge. Let's talk about the genius who designed the Inman Square area. Who approved that mess? What about emergency vehicles? There's no where to pull over when an ambulance or fire truck are coming down the road? Bikes seems to be the priority in this city. I've lived here my whole life and it's really sad what are streets are starting to look like. These white sticks sticking up from the streets are an eye sore. There has to be a better way.

Preserving permitted parking is a good goal for over harmony and acceptance of the bike lane addition

More parking

Slight turns in the flow of traffic make for effective traffic calming and make the street safer for pedestrians and cyclists

None of the options work.

do not remove any parking, do not put metered parking in residential areas

I love separated bike lanes, but am concerned about visibility between cars on the road and cyclists when cars are turning into side streets on the south side of the road

I like the chicane for slowing drivers to improve bike/ped safety.

Consider adding yield markings at the Osborn and Main crossing regardless of choice of parking scheme.

Alternating sides may help reduce car travel speeds by causing the road to jog over?

The parked car buffer on the south side gives more time and space for drivers so they don't right hook into bikers. Also, consistent bike infrastructure is preferable. Being able to see for several blocks exactly what bike protections there are is useful. It is especially unnerving for new bikers when, say, the parked-car buffer disappears after a block or two.

Maintains almost the same amount of parking, while allowing some in front of the places where people live.

Suggest looking at a mix of permit and metered spaces on Main Street. Removing all of the metered spaces will likely lead to even more double parking by delivery drivers than already exists.

I support retaining some meter parking, possibly on side streets, for patrons of the local businesses at Portland and Main to use.

Normally I like chicanes, which slow down drivers and make roads safer, and I like having parking accessible from both directions. But in this case, there is never an available permit parking space as it is, and any of these designs will decrease the number of spaces. So my priority would be to preserve as many as possible. Also, regarding the changes to the metered parking on side streets, why aren't more metered spaces signed for permit parking when the meters aren't in effect, elsewhere in Cambridge? That seems like an obvious solution to address other places where there is limited permit parking available.

As a bicyclist - if all the parking stays to one side it is more consistent to stay aware of the surroundings then if it keeps switching from one side to the other.

I care about the safety of people who walk, who are hurt by both cyclists and cars

Seems most useful for Newtown court residents and other users. Crossings seem to be an issue given the confusion caused in other parts of the city by the installation of bike lanes.

Residents of Newtowne should decide

Where will business patrons park? Why not widen the sidewalks similar to Western Avenue? Parking remains intact and bikers can be safe?

it would be helpful to understand whether the permitted spots are used primarily by Newtowne court residents, or by a variety of Cambridge residents. the design of the separated lanes seems good whether or not the parking remains on one side or switches.

Why can't you put more parking on the north side? What are the tan marked off spaces on the North side? and you can still have the meters on side street as mentioned in Option 2 be resident parking

More parking

Chicanes that create traffic calming. Largest pedestrian islands.

I personally think the chicaned option is safest, but also am fine with option 2 to make the NTC neighbors happy. I truly think permit enforcement is the way to go here to make the situation better for NTC neighbors

Q6. Sidney Street Extension Intersection: Why did you make this choice? Do you have any other comments on this intersection?

clear instruction for traffic route to be used by electric scooters

option 2 is good in theory but I predict drivers will go straight anyway, so it is potentially dangerous

Option 2 makes traffic flow confusing.

Better pedestrian access

allowing through allows option for cars to go straight onto columbia from main which keeps traffic from main off mass ave which is already too congested

Option 1 seems the safest, but if there isn't much traffic flow through Columbia/Main, then I think option 2 would work nicely! No objections to either

To stop the congestion and have steady traffic flow

it's a mess either way

Too much traffic on BA as it is no need to route more through

It seems safer. However bikes should be allowed to go from main to Columbia

Less car access is better

Pedestrians should be protected from turning cars and bikes who often get irritated that they

have to share light time and become aggressive.

Pedestrian safety

Stop screwing up the city

I cannot adequately assess how these options will impact traffic on mass ave.

Too disruptive to traffic flow from Columbia. Will generate a backup on Sydney and then more on Mass Ave as cars from Columbia want to go back to Main

Safer for people.

Honestly, that extension is [...] already and I don't see the additional complications as any sort of improvement. Reducing to one lane towards Main is going to make things far worse for traffic turning onto the extension from Mass Ave.

Overall, I prefer option 1 as a long-term solution, however, as a quick build option, it does not make sense since the lane markings would be very likely to be ignored by motor vehicle traffic. As it is, and as a bicycle commuter, I routinely see cars ignore the left turn only markings at the intersection of Broadway and Hampshire Street that were a result of that quick built project, and I would expect to see similar behaviors for vehicles traveling on Main street ignoring the left arrow only and proceeding straight through to Sydney Street.

Using Bishop Allen for car access between Main and Columbia is a good idea. The intersection looks a bit strange but hopefully everyone can figure it out.

Ridiculous to close off options for travel. I'm a walker often/ can safely navigate now- don't treat walkers like imbeciles!

Both options are important improvements. option 2 is better for pedestrians.

It's terrible right now, especially light timing from Mass Ave. Get rid of the right turn light at Sidney ext and Main Street and just let vehicles go right.

Bishop Allen can't handle the traffic you're proposing to send down it with Option 2. That street is already crowded and that will only be exacerbated with the parking changes coming to Main Street.

Bicycles commonly go straight westbound on Main St at this intersection, so option 2 is not good. Option 1 looks like it will force bikes to wait an additional half-cycle at the light, which is not good

I would prefer leaving the intersection as it is, but that was not a choice.

Having people get onto bishop Allen near central sq from Main is a risky left turn. Pls modify the Main/Columbia to make it safer for bikes

Drivers and bikes are still going to go straight even if the roads are painted this way — which would make it more dangerous than it already is. I also think the left/right bicycle turn north onto Main/Columbia is going to create more confusion and potential collisions because both bikes and cars are trying to cross in front of each other. Maybe the lights could help with this — if there are separate bike and separate car traffic lights — maybe a blinking yellow for bikes when cars have green (like the blinking yellows to remind drivers to yield to pedestrians on a right turn from Magazine onto Mass Ave at Central.

It seems likely that bicyclists and drivers will ignore the no through pattern at Main /Columbia if it takes them significantly out of their way. Bikes in particular will want to avoid switching to Mass Ave if they are accessing the Longfellow Bridge and Kendall Square. We do better to ask travelers to make choices that seem sensible if possible.

Safer for pedestrian use while retaining easy access to Praline and Toscaninis.

my experience is bikers rarely follow the rules of the road and so for option 2 bikers will just ride on sidewalk or ride against the light not making it any safer for pedestrians.

Unclear how option 2 adds additional protections for anyone

I frequently walk that intersection and never see anyone going straight from Columbia onto Main. The frequent traffic is hurrying to make the light to turn right to Mass Ave or Sydney. Perhaps they already make the turn from Columbia to Bishop Allen Drive, which also would allow for the Main to Columbia maneuver.

second path too complicated for both bikes and cars

As long as there are separated bike/pedestrian lights to avoid conflicts with turning cars, I think it's fine to keep the thru traffic at this intersection. I would also consider moving the bike lane on Sydney St extension going towards Mass Ave to be in between the right turn lane and straight/left car lanes to avoid conflicts with cars turning right onto Mass Ave from Sydney St

Having had no opportunity for early input, how can anyone have significant decision-making power?

You know bike riders are not going to obey a right turn only from Columbia to Main. And it doesn't make sense to limit them. Further, the 3 parking spaces on Sidney should be adjacent the travel lanes, with the bike lane inside next to the sidewalk. Protect even that bike lanes.

Option 1

It works better that way

Most bikers are selfish and irresponsible, using the sidewalk to bike instead of bike lanes and acting like they have the right of way. Car drivers like bikers also feel entitled, making it unsafe for pedestrians.

Are you going to be diverting truck traffic onto Bishop Allen Drive? I am having difficulty imagining either option as convenient for church and businesses in that space.

Glad the Sidney St extension bike lane sandwiched between 2 car lanes is being removed, it was unsafe. However, wish there was a bike box or some other way to facilitate cyclists turning left from Sidney St Extension onto Mass Ave without having to sit through an extra set of signals as turn boxes usually require. I frequently bike south on Columbia then make this turn. In theory Windsor is an alternative but that left from Windsor onto Mass Ave is pretty bad (and Prospect St is scary/can't make a direct left at Mass Ave anyways/requires going through the traffic mess that is Central Sq). No strong opinion on Main/Columbia options, don't think many bikes make that thru movement anyways and Bishop Allen is a fine alternative. So probably go with Option 2 given pedestrian benefits. Might want signage earlier at Bishop Allen/Columbia though to give cars a heads up (in addition to map app updates).

You should show the existing intersection design - it's unclear what is new in the options.
how do the bike lanes impact pedestrian movement?

This is another big mess

Better for pedestrians, means better for all. Safety is the most important issue.

Living in the vicinity, I find the ability to proceed to Main from Columbia useful.

It should make biking and walking at this intersection safer.

As a biker, I choose essentially the shapes that I typically bike through in the area which allows me to protect pedestrians in crosswalks.

Why do you think anything I say matters.

The walk light cycles are too long

Avoid more congestion on Bishop Allen, especially at turn from Columbia onto Bishop Allen.

Stop doing this in the city! It's confusing, restricts access for vehicles causing people to get lost and waste more time driving around trying to figure out alternate routes, causing more traffic and emissions. Bikers often don't pay attention and put themselves and vehicles in danger just ignoring the planned option in favor of the most direct route. Haven't you all been through Porter Square? Bikers always just go straight through on red lights regardless of the lanes and lights. If you're punishing vehicles in favor of cyclists, You need to enforce biking rules and codes.

Please use the option that will be less confusing to drivers. Not sure which one it is.

In either scenario, cars turning right off of the Sidney Street extension onto Main Street are going to want to drive onto those bike turn lanes, unless they are protected.

I'm worried some cars will ignore the turn only lane in Option 2

Neither of these is a good choice. Again, traffic congestion is really bad in Cambridge.

do not make any changes

critical accessibility and safety needs for seniors and disabled people

Massive changes to the intersections just cause traffic problems elsewhere. That said, you should note that the two-stage turn boxes are particularly vexing for drivers and pedestrians, since they never know if bikers will follow the separate turn permissions or not. I urge you to revisit the entire 2020 ordinance, which is based on traffic patterns that are now outdated and has caused so much division in the city and a decline in trust of city government. I also urge you to incorporate more measures to force bikers to ride safely and with courtesy toward pedestrians.

People should just pay attention. 'Protected bike lanes only supply a false sense of security and hide bikes from the view of cars.

You've allowed cyclists to take over this city when most don't follow any rules of the road.

Greater flexibility for vehicular traffic.

I rarely, if ever, see through traffic on Columbia, so the benefit to pedestrians and bikers seems worth the effort

I don't believe pedestrians have a problem at this intersection, but it would be very inconvenient if cars and bikes are forced to turn.

We need better safety for pedestrians

Access to Main Street

Never go straight there anyway. Good plan unless it causes a bunch more traffic at the 4 way stop at Bishop Allen and Columbia

Option 2 will cause more traffic

Eliminating the ability to continue straight from Columbia to Main seems unnecessary and would complicate trips for both bikes and cars

Option 2 might be confusing and lead drivers onto Mass. Av. that don't want to go that way.

the pedestrian safety gains in option 2 are small, and the reduction of efficiency for cars would be relatively large

I bike this intersection almost every day and this change wouldn't affect my route, but even if it did, there's a clear alternative with bishop Allen and I think it's always better if you can protect pedestrians from turning cars and cyclists. Inman Square does not do this at Hampshire and Inman St and it can get dicey.

better safety

None of these options works and who is to say that bicyclists will start stopping at stop signs or red lights? Most don't now!

I drive this intersection often coming back from East Cambridge and our son's apt. To our home in Cambridgeport. I never go straight onto Main here. It's probably smoother to just have no thrus but I don't care. Bikes will go wherever, u know that right?

Forcing people to drive further to connect between these two streets is bad for drivers, bad for pedestrians, and bad for the planet. This intersections is already messy. Confused drivers will be distracted trying to figure out how to get back and will be less attentive of their surroundings

Less risk of pedestrians getting hit by turning cars

Please. Some of us have to use cars to get to work. My child has a medical condition and sometimes we have to go to Children's Hospital. Not to mention emergency vehicles. Option B looks like it does not take into consideration the fact that people do sometimes need to drive—sometimes it is a matter of life or death.

nightmare

Option 2 seems preferable, but realistically I can't believe that cars and especially bikes would not continue to go straight thru the Sidney st. intersection no matter what the signals and signage say.

It seems like a good compromise between safety for bikers and minimizing change/disruption for drivers

Option 2 is safer but I do worry that bikes will turn anyway and endanger all-

My experience as pedestrian & driver has been that many bicyclists do whatever they want, with little regard for what the traffic rules are. And if no enforcement, why make the rule?

Just makes more sense

The no thru would force cars to drive farther added to air pollution

safer for pedestrians

Seems to make intersection less confusing for bikes. Better for pedestrians

Don't trust that cars won't still try to go straight from columbia so might as well make it safer

I don't understand who get this brilliant idea. Do they get paid with? That would a total waste. Do you guys even want people to drive ? If you can't have enough driving and parking space you shouldn't charge vehicle excise tax.

Every install has been riddled with poor design and false choices. Don't do it.

What about making Columbia Street 1-way away from Central Sq? Can the bike line be extended straight through to the small plaza in front of New City and Muku Ramen?

More needs to be done everywhere in the city to make it pedestrian-friendly, so please start here. It's a huge, confusing intersection.

You are overthinking it. Cambridge bikers don't respect lanes or lights, because there is absolutely no policing whatsoever. I used to bike in California and got ticketed twice in six months. After that I became the most careful biker. In Cambridge, it's the exact opposite. Bikers pay no attention to anything, bike super irresponsibly.

Bishop Allen is already too busy and crowded

This has always been a confounding intersection, much like Inman Square, and the "improvements" in Inman need a LOT of refinement before they will be safe for ALL. Pedestrians are the most vulnerable and do not feel safe there anymore.

Looks safer for bicyclists.

Leave it alone. The proposed modifications create a traffic nightmare

No thru also impacts bikes trying to get from central square to main St or vice versa and would force them to take a long detour, use the messy and possibly dangerous intersection, or use the sidewalks to get through. Option 2 may also be confusing to out-of-town drivers who may ignore the no-thru signs and hit somebody.

The no-thru option will increase the number of turning vehicles. In my experience turning vehicles on Mass Ave are a major hazard to pedestrians and cyclists. We should design the traffic pattern to minimize the number of crosswalks that the average vehicle needs to cross.

It would better fit into further improvements for people on bikes on Columbia St.

In theory option 2 is interesting but I believe in practice if someone wants to go from main into the square they will just cut the shortest path across the intersection

Incremental—can do option two later if option 1 does not reduce accidents

Frequently I've had cars come through here quickly when I am on foot to or from a local business. Prefer to use the space effectively for business patrons, not cars passing through

improve the intersection for people walking

I guess I never really use Colombia to get to Main St, so this seems fine. I would definitely be more tempted to go straight from Main to Colombia on my bike though

option 2: drivers and cyclists will frequently break the rules here if you do this

I STRONGLY advocate for option 2. I bike thru this intersection to get to work in Kendall Square, and I have nearly been hit by trucks and other large vehicles turning right onto Main St on many occasions. There is not adequate space for them to turn safely.

Massachusetts drivers would ignore the turning rules implemented in option #2

I bike up Columbia Street to get home - though I generally avoid going down to central square from Inman where I live, due to the lack of existing bikes connecting these areas

Option 2 makes for safer and more comfortable for walking. We must make walking safe for ALL people including seniors, children, and people with disabilities

Throughs are important. Option 2 would shift too much traffic onto Bishop Allen. Cyclists would use it as a Thru anyway and that could cause addition driver disdain for cyclists

This intersection is very challenging as a pedestrian - in favor of making it safer

Option 2 seems much more confusing.

I'm not sure which of these is better from a safety standpoint

I'm not familiar enough with this intersection to make an informed decision about whether it would be beneficial to restrict traffic as in Option 2. Either way, improved cycling infrastructure is welcome and appreciated!

No thrus is great! But I think this needs to go a step farther. This whole swatch of public space is being designed for CARS, with only accommodations for walkers and bikers. We need to think less car-centricly. Let's close off Columbia Street entirely and expand Lafayette Plaza. Make it a mountable roadway so only emergency vehicles and bikes can ride through where cars can currently drive. We have to think big to address the climate crisis; small tweaks aren't enough.

This is a choice between two suboptimal outcomes. In both, we're heavily reliant on police enforcement to prevent drivers from making dangerous (but intuitive) maneuvers. Taking some of the options away from drivers and calming the flow of traffic should make people safer in the area.

I believe we need to change roadways to adapt with the newest recommendations

Less interactions with drivers the better

this intersection is unsafe and non car movement should be prioritized

I support improvements to pedestrian phasing at this intersection. If Option 2 is chosen, it is essential to exempt bicyclists from the no thru prohibition (especially for those coming south/eastbound, because making the left from Bishop Allen onto Main Street will be difficult for bicyclists). Otherwise, bicyclists will ride through anyway and safety will be worse because that movement is not accounted for in the street layout and signal timing. Consider tightening the intersection geometry and removing signals altogether.

I really really like the choice to make Colombia one in both options

Some people will likely just ignore the no pass-thru anyway. Might as well make it an option. Safer for everyone that way.

Option 2 seems safer and faster for bikers. This still allows me to make the turns I normally make while driving around here.

All-way stop control?

I am generally in favor of restricting motor vehicle movement at this intersection. I am NOT in favor of restricting bike movements at this intersection. If there is a way to restrict motor vehicle movements but not bike movements that is my preferred. If not, option 1.

Option 2 appears safer for bikes and pedestrians. Cars going on Bishop Allen is not much of a problem, it would actually shorten the trip a little if they are coming from Kendall since Bishop Allen would cut the corner.

No change to vehicle access. Safer separated bike lanes.

Most traffic is turning Sidney St anyways - simplifying traffic will keep people safer

why not allow vehicles to go straight from columbia to main? it will reduce traffic at the intersection, and it doesn't interfere with any crossings. "no right turn on red" for motor vehicles should be enforced. columbia could be one-way between bishop allen and sydney extension, and bike lanes could be two-way to bishop allen. alternatively, this section of columbia could be closed to traffic completely.

Pedestrian need protection from turning cars, this is a huge issue throughout the city

Toss up. Both have advantages. Option 2 is cleaner, less conflicting, however I anticipate cyclists would ignore the forced left turn from Main to Sidney. While option 2 may be safer, it is slightly more confusing. Option 1 has much more potential conflict, and the left turn from Main to Sidney for cyclists seems potentially hazardous. Maybe slight preference to option 2

Pick the safest option for pedestrians. I don't fully understand the options and why bikes couldn't go straight regardless since they take up so little room.

The immediate bike/car merge at Main/Comlumbia (for thru traffic) has always been precarious at this intersection. the additional crosswalk unprotected at the turn also takes care to cross as drivers sped through the light without being prepared to slow down quick enough at the bend.

Critical to go from sidney st straight on to main. Confusing to eliminate.

Always go with the option that is better for pedestrians.

Long light makes people impatient, have nearly been hit here a couple times while on bike

Drivers won't follow Columbia being right-only without physical barriers preventing them from going straight onto Main. Trying to make a change like that with just paint and signals is going to put pedestrians and cyclists using the intersection appropriately at risk.

This intersection seems like a substantial safety risk for pedestrians and cyclists as-is. I would prefer to see changes to driving to keep folks safe

Other comments = please consider protected bike lanes

Less confusing options for drivers here.

It looks similar to Hampshire street where making all cars turn left improved safety and ease of use!

Preferred pedestrian option

I like the idea of simplifying the intersection and making it safer for people walking

The first option works, the second is too hard and complex

I primarily drive in this intersection (rather than walking or biking). I find the light cycle to be incredibly inefficient. Almost no one goes straight from Columbia to Main. I think making it turn-only could make this more efficient for moving cars through the intersection.

Both of these options are trash. Why are we STILL building unsafe, door zone, unprotected bike lanes? Cars are just going to double park in the painted bike lane, like they always do. What are we thinking?

It always is always stressful turning off of main street onto Sidney street because a car could continue straight and hit you. This would make it a lot safer and more comfortable. Lots of flex posts at the intersection will be important to make sure cars don't cut the corners into the bike lanes or continue straight.

I suspect most people biking West on main Street want to continue on to Mass Ave, and this would be the lower delay more convenient configuration. That said, would it be possible to permit bikes to still go from main Street to Columbia Street with signage indicating bike must yield to pedestrians? People on bikes are going to do this anyway, so best to formalize expected yielding behavior.

Biking turning left in option 1 is scary. Option 2 is great!

I don't understand this one at all. The picture is not clear and the title doesn't indicate that Columbia street is involved

The no-thru's design is a bit confusing and both bikes/cars will likely disobey the street markings. It also encourages a lot of car cut-thru traffic on bishop allen. I like having the protected bike left turn form main to sidney. ALSO: can we get some physical protection (flexposts) for right turns in the sidney/mass ave intersection? both for mass ave onto sidney ext and sidney ext onto mass ave!

Not sure that option 2 really improves pedestrian situation greatly since still car traffic.

Pedestrians and cyclists should have the safety priority. Not cars which are a nuisance.

I bike this intersection a lot and feel like I'm going to die every time I turn left from the left turn lane from Mass Ave to Sidney St. Anything to calm traffic will help.

I would much prefer to have safety improved for pedestrians. I walk everywhere and I know an increasing number of people who have gotten hit by cars at intersections.

It makes vehicular traffic easier to predict, making it safer for those not in cars.

Just change it so there aren't cars turning when people have the "walk" sign and you've fixed all your problems.

Looking at the proposed maps I like the idea of option 2, but I'm honestly quite concerned that drivers would just go straight anyway which could be a safety concern for bikers.

Easier for most traffic

It seems like option 1 will raise the temptation for bikers to go through the pedestrian plaza. On the other hand, option 2 seems a little complicated, will Bishop Allen/Main be able to handle the increased turning traffic?

Safer for pedestrians

important to enhance pedestrian safety

Option 2 is going to divert even more traffic on Massachusetts Ave which is already congested.

we should prioritize walking above vehicles

Some vehicles will still go straight thru intersection in Option 2

Option 2 would probably make the situation worse for drivers who are circling looking for parking, and lead to resistance.

The straight from Main to Columbia slows flow. Bike will still do whatever they wish anyway, they follow their own rules.

I think both options are bad. They're overly complicated and confusing. Also, the left turning bicycle marking from Sidney onto Columbia puts bicycles in conflict with cars making a right turn there; it's a recipe for disaster. I think this needs to be re-thought. Another note on the Mass Ave / Sidney St intersection: the traffic signal arrow for turning left from Mass Ave onto Sidney Ext (coming east on Mass Ave) is terribly confusing and many drivers don't see it until they already have started to make the turn. Loads of drivers also go left even though it's red. I think the left hand of the two overhead traffic lights should be repurposed as a turning arrow signal.

hard to understand

keep traffic where it already is

Lots of people will still go straight through, and it will be more dangerous if people aren't supposed to do it but do it anyway.

This option provides minimal disruption for cars (with the Bishop Allen Dr alternative) and also will decrease the number of cars going through the intersection, while providing pro-

tection for pedestrians and also encouraging bicyclists to follow the road markings instead of crossing the pedestrian mall at Lafayette St. This however will need to be well-marked and well-enforced (especially at the start) to encourage all road users to adopt the safer but more-restrictive traffic pattern.

Option 2 is ideal because in 1, drivers will rarely yield to bikes when coming from Main St. It also eliminates having to merge into the travel lane where there is no bike lane on the next segment.

Safer for me as a pedestrian and biker

I chose Option 2 because it improves the experience for people walking and biking around the intersection and business district. In the future, Columbia Street should be considered for conversion to a one-way street traveling towards Bishop Allen Drive so that roadway space can be better allocated for parking and bicycle infrastructure, and the turn movements at the Main St./Columbia St./Sidney St. Extension can be further simplified.

This is the path I see most cars taking when I am biking at that intersection. However, there is a risk introduced that now biking from Columbia to main takes two left turns on and off of bishop Allen. Going main to Columbia by car is two easy right turns. Going Columbia to main by car is slightly more difficult, but likely you would have taken Hampshire to Windsor

Yeah, I bike through this intersection and not being able to go from main to Columbia would be a royal pain in the [...]. I would prefer to take a nice painted intersection over everybody going down bishop Allen which is a small unpainted street.

All cars thrust on to Mass Ave is a poor choice

Improve pedestrian experience

Prioritize the needs of people walking. Keep things simpler

why are right-turning cars to the left of straight bikes as we intersect to mass Ave?

I think it is a terrible idea to cut off access between Columbia and Main St. Cars will be confused and traffic will back up on neighboring streets instead.

Bishop Allen Drive is not an adequate alternative to the existing layout. It would be bad for cyclists and vehicles both.

For the last six years or so, our neighborhood has suffered almost constant construction. That causes real impact on our lives, for example what used to be a six minute drive to my family members house becomes 30 minutes with construction traffic and detours. For now, we need the most routes possible to drive. Once construction stops or slows down in this neighborhood, an option like Option 2 could work. Y'all consider developments and construction as one offs where we in the neighborhood experience it as constant harm and impact on our quality of life.

It is a complicated intersection. I think simplifying it makes it safer. It would be interesting to know the traffic load doing "thrus", though.

I think it would make sense to continue to allow bikes to go through to Columbia Street, and I'm not sure there's enough separation between bikes and cars in the left turn from Main St to Sidney St Extension - perhaps extending the green paint through the intersection would

help?

I'm concerned major changes to this intersection will cause confusion and cars to not follow left/ right turn only lanes, so although I personally prefer this design given bike preference, I think it will be harder to implement

pedestrians should be the focus, but bikes don't need to be restricted nearly as much as cars but bikes don't need to be restricted nearly as much as cars

It would be interesting to know vehicular traffic patterns in this intersection. My guess is that not many cars are going straight from Main to Columbia right now (and vice versa). That said, if that traffic would switch to Bishop Allen, intersections of Columbia and Bishop Allen and Bishop Allen and Main would become even more congested. Bishop Allen and Main St intersection is a difficult one for cars coming from Bishop Allen due to sharp angle and lack of visibility.

You can have safe crossing for pedestrians by having a light cycle that is walking only in all directions. I would also suggest that walk-only cycles where there are bike paths should also have a blinking yellow bike signal -- cyclists can go, but slowly and yield to pedestrians.

The other option is more confusing for everyone

This gives both cars and bikes advantage, no change for cars and two bike lanes, which I like. I strongly feel that bikes should have a separate light when sharing turns with vehicles, which could prevent accidents and bicyclists getting killed/hit.

A thruway is fine ONLY if cyclists are educated to stop and move as the vehicles they are. Bad riding will result in tickets and/or on-the-spot seizure of the bike for infraction. This has been my experience in a dozen countries worldwide where cycling is established.

I'm worried about traffic impacts.

Please no flex poles. Please don't put bike lanes going both ways on one side of street. It creates all kinds of hazards.

Safer for bikers means safer for all smaller scale traffic.

Beater for pedestrians and there's a lot of foot traffic at this intersection

Option 2 makes the intersection quicker to navigate on a bike.

While I like option 2, it really is unfriendly to drivers there. So either ensuring that drivers who need to get where they go can easily do it without significant burden or working with google maps driving apps to ensure that they don't route people this way

I think the existing intersection works pretty well

Cost to taxpayers and handicapped parking

Pedestrian safety. Please make all intersections the way where when the walk sign is on, NO CARS CAN MOVE!!!

This does not look at the Bishop Allen/Columbia intersection for pedestrians, which gets a lot of foot traffic from the neighborhood. Generally, pedestrians are pretty disadvantaged in these plans.

Simplify the intersection

Long-term, simpler.

I mostly bike through here, but I have not had trouble crossing when walking either. I think leaving the option for cars to go straight would be preferable to get less pushback on the project overall

The thru connections at this intersection are definitely unnecessary with Bishop Allen drive right there, and little used in my experience. The design for the Sidney St extension is odd though. I have to say I prefer the current layout, where the straight bike lane is to the left of the right turn lane.

Sidney street is an important connection to the BU bridge, so I want to maintain ease of access. Also, Bishop Allen drive road surface is in terrible shape and unpleasant to bicycle down.

Cambridge is now sign and lane city--and none of us know where to go when driving. Problematic. In "solving" your situation, you are creating problems for others.

Option One seems to be less disruptive.

More safe for non-motorists.

better for pedestrians

Pedestrians need more protection.

Why would you reroute traffic going straight on main to Columbia? It's unnecessarily complicated and you give no good reason for it

There are lights and a crosswalk here now, there wasn't 10 years ago. Diverting traffic to BA with no light to main will be a nightmare

I worry cars would try to go through anyway, resulting in unsafe driving

Safer for pedestrians.

Better for pedestrians.

Most cars already avoid this straight-through.

I bicycle through these intersections frequently, mostly heading westbound to continue on Mass Ave. I've rarely, if ever, biked or driven from Columbia St. straight through to Main or vice versa. Option 2 seems like a good tradeoff for eliminating potential conflicts between cyclist and vehicular traffic.

Modifying the existing intersection without traffic changes would likely be more popular to vehicles and bikes alike

both bad. traffic should be able to go from Columbia St onto Sidney st

Terrible. Penalizing merchants and older people.

Option 2 makes this intersection less treacherous for pedestrians

I like the idea of not thrus at Main/Columbia in theory. I'm not sure bikes will actually not cut

across from Lafayette Square to Main Street. Think about how to improve it to limit that occurrence and I'm all for it.

Pedestrians are most important in these areas

Seems safer for bikes and limiting the traffic options doesn't seem necessary

Option 1 looks very complicated and I worry about bike safety in that scenario. There was a similar decision made at Mass Ave at Cedar St and it works well for both bikes and cars, even though it is slightly more inconvenient for folks. Safety concerns should come first.

Protect pedestrians. Cambridge police do not enforce speed limits and Uber/Lift drivers routinely go 40, 50, 60 MPH and do not yield to pedestrians. Not everyone can afford a car or bike, everyone can afford to walk (or use their wheelchair).

Neither seems very good.

This area is more dangerous than most intersections in Cambridge in my experience. The current set up has blind spots and poor sightlines for bikers, cars, and pedestrians. The current flow of traffic is particularly confusing for cars and dangerous for pedestrians, particularly the Main/Columbia turn where you often cannot see pedestrians until it's too late. Additionally, the reality is that people do not properly use the cross walks in this intersection, making driving difficult and dangerous due to blind spots.

So much rampant driver red-light running that IMO safety of pedestrians/cyclists should always be prioritized.

I am guessing the no throughs option also simplifies traffic and at the end of the day more cars move through the total area with a simpler light. Drivers really would like simpler lights and directions

I kind of like closing Columbia at Bishop Allen, but I think Option 2 isn't practical; there will be a lot of people going Columbia <=> Main and there will be no enforcement to stop them.

No bike lanes

Option 2 is confusing and it seems likely cars and bikes will illegally go through.

Op2 would be a nightmare. Bishop Allen Drive is too narrow for that much traffic. People from out of town would get really lost. Should NOT be separate bike signals. Most cars from out of state don't recognize what they are. Bike symbols are tiny and not identifiable to non-city people. Bike signals were never outreached so even Cambridge drivers need to be aware and know what they mean. Do an advertising campaign and get them incorporated into the drivers' manual to pass the driving test for Mass. Personally I think they should not exist. Too confusing. Keep normal signals for all -- whether bike or car. Drivers have too many things to check in major intersections with bike lanes/pedestrians. Don't add additional things---it's not safe. Will increase accidents--not prevent them.

I think if you take away the obvious through option many drivers will wind up at this intersection and not know what to do. They'll be forced on Mass Ave and create traffic hassles for everyone. While I like the bike and pedestrian layout better the other way, I think railroading the car traffic is a disaster waiting to happen.

I think option 2 would be a disaster unless you put a barrier in the middle of the intersection.

Bikes will ignore the prohibition unless you make it impossible. Drivers might also because they ignore signage or they are confused.

Right hand turns that cross over the bike lane are really tricky!!!

This intersection is a disaster right now as it is. It's hard already for cars and people to know which direction they have to look and go to drive and walk...I can't imagine adding more bike traffic into the mix.

Appears to be safer for bikers and the green is clearer to drivers

Wayfinding and signage to direct Columbia traffic on to Bishop Allen Drive will make this transition much easier and less confusing.

People need to be able to get around by car.

No thru doesn't seem very practical (and bikes will ignore it - Cambridge appears to have a dearth of traffic enforcement for both cars and bikes).

Option 2 is not an intuitive design given that Main and Columbia are still two-way roads for cars approaching from Mass Ave, and so I suspect cars and bikes would still attempt to go straight through the intersection despite the markings, which could be even more dangerous. As a pedestrian who crosses this intersection frequently, I don't feel like the current design is unsafe.

I think this would be much safer for cyclists as the vehicular traffic would be more predictable it is a weird intersection with timing of lights and the cross traffic. Since Bishop Allen allows a connection I think simplifies and makes a safer intersection

I don't think bikers would use the lane in option 1, they would merge with cars and take the left off of main to go down to mass ave. Which would be more frustrating for cars.

It seems confusing to eliminate travel between Columbia and Main.

It's going to be very hard to enforce the no-thru option and drivers who choose to ignore it will put people on bikes in danger. It also makes the intersection more confusing, which is already quite complex already!

Better for pedestrians is a good thing.

This option provides a clear route for the cyclist from Main onto Sidney

I bike here a lot and making the left from main towards Mass would be safer and easier this way

As a bicyclist, I would prefer not to wait an extra cycle for to make the two-phase turn.

don't overcomplicate things. What's wrong with people driving Main St. to Columbia, or vice versa?

I'm primarily walking and biking but I don't think option 2 will end up being safer. I believe that people will stop drive thru and it will be unexpected, leading to surprising and unsafe interactions

Mm, maybe i chose this because change always seems bad, but it seems like more traffic on Bishop Allen, which is already busy with the church, etc

With a lot of people walking in this area, I prefer the option that improves the intersection for them.

option 2 will totally screw up the traffic that is already difficult in this section of town

Please consider instead closing Columbia to thru traffic and expanding Lafayette square with temporary materials.

Without physical barriers, I'm concerned about people disobeying the no thrus signage and causing an accident for those expecting drivers to follow the signage

I want to increase safety for pedestrians whenever possible.

Pedestrian safety

This is a heavily pedestrian area, with Lafayette Square Park seating (which is lovely, BTW!) and ice cream shops. Anything we can do to reduce vehicular traffic through the intersection is preferable for safety and business activity.

it looks safer for bicycles, and it doesn't take away an existing travel option

The current configuration works for everyone. Why change it? The second option would only cause more traffic problems with a minimal benefit for walkers and bicyclist. I go through that intersection in a car many times each week and I also walk there frequently as I live a few blocks away. I have never felt that pedestrians have any problems there and so don't understand why there is a need to have walkers be "protected from turning vehicles." Option 2 would be a major mistake. k

No thrus at Main/Columbia will just upset people, no need for it, there aren't a whole lot of threes there anyway

No thrus feels confusing

Doing no thrus would further complicate traffic flow in an already complex intersection.

Unclear why you're giving bikes the preference whenever possible. Older Cantabrigian pedestrians, of which there are actually quite a few, should be considered.

This looks like a cluster - am worried people in cars & on bikes alike will not be able to interpret all the myriad of painted lines/blocks/symbols. Just looking at it without traffic signals for context I have no idea what any of it means.

Do not cut off vehicle and bike access between Main and Columbia!! This is a valuable route for both biking and driving, and there is absolutely no reason to change that. Why is this even being considered?

Will they follow new signals?

This portion of Columbia street should eventually be closed to cars as it isn't that useful for traffic throughout. A concrete barrier should be installed to prevent cars from making the right from Main to Columbia and endangering bikes

The design for Option 2 does not seem likely to prevent cars or bikes from illegally going straight between Main and Columbia

It is getting harder and harder for working people who live in Cambridge and need to drive to work. I will vote against all the sitting city counselors and so will my neighbors.

Pedestrian safety

I choose option 1 because it preserves access for people on bikes. Why can't they go slow between Main and Columbia in option 2? The entire zone should be transformed to a slow zone, with the area prioritized for people walking and riding bikes. Cars should be a guest here, with single lanes and slow speeds. The light cycles already slow vehicles down, but I see little reason to inconvenience bike riders and we all know 'no through from Columbia to Main and vice-versa' will not be obeyed. Just like pedestrians will choose the shortest path despite 'cross here' signs, so will people on bikes, riding slow, take the path of least resistance. Bikes are not an inconvenience or danger in this zone, why restrict their options?

The plans are confusing. These designs should be the decision of professional city/traffic planners

more pedestrian friendly - prioritize people not cars

Neither of these options is good; you are making it virtually impossible for cars to navigate the area smoothly and preventing drivers from utilizing the businesses in the area. Go back to square one.

I think that blocking access between Main and Columbia would lead to vehicles circling around, confused about why they couldn't continue straight.

It looks like you are blocking vehicle access from Main/Columbia to (south) Sidney! And you force Main St vehicles to double back to get to Columbia.

1. People have a hard time with change. 2. At best it is already a confusing intersection 3 no new traffic on Bishop or Allen. I'm a walker and have figured it out.

people will go that way no matter what you do and it will be unsafe if some people don't expect cars to make the turn if

More protection for pedestrians

What's better for walkers is better for the city. And too many options at one intersection is confusing and more dangerous

My favorite flexibility in potential routes of travel

Less complex; better for traffic flow

I walk and bike in this area. What is the balance between pedestrian safety and extra traffic on Bishop Allen Drive?

Please stop destroying all the traffic patterns. Inman square is less safe for everyone now. I used to bike and drive through it much more easily before the multiple lights and confusing lanes everywhere. This is not making it easier for cars or cyclists.

I think Option 1 is simpler. As a pedestrian, this area can be tricky to navigate, but not as much as others in Cambridge. I've seldom seen traffic from Main Street continue on to Columbia Street, thus, I don't think eliminating the straight path makes that much of a difference. The bike lane turning from Main onto Sidney Ext. makes sense, but I feel cyclists might naturally follow the shorter path shown in Option 2.

Option 2 is terrible - pushing all turning traffic onto Bishop Allen is a bad idea because it is fairly narrow. Option 1 is fine for pedestrians as cars are typically moving slowly through that intersection

2 is not viable. Many cars would break the law any go straight from Columbia into Main. Not good to set drivers up like that. Let's keep traffic pattern as people are used to and help accommodate the Nike lanes.

I don't think pedestrians have any problem here. Reducing car and bike access will cause more congestion. Only elevated bike lanes are safe.

Stop changing Cambridge streets and putting business out of business.

I do not trust paint to reliably keep people from driving straight through that intersection; with bollards it might work but I honestly don't understand what this change accomplishes. Honestly there isn't much downside as they could take Bishop Allen Drive instead but I really don't understand what the upside is. In both cases the bike travel paths do not look realistic and I suspect people will both take the lane to turn L onto Columbia and go straight through between main and Columbia

Bishop Allen gets slow and crowded enough already. Don't make it worse. Plus option 1 is going to be easier to understand for people who don't drive through the intersection very often.

Why can't a traffic light be installed to protect pedestrians while also retaining access to Columbia St?

Too many changes is too confusing

Protection from cars turning—safe access for pedestrians

Please present an analysis of the CPD crash data for Main Street and neighboring streets.

Option 2 seems safer for bikers.

Disallowing thru traffic for bicycles at Main/Columbia seems dumb. Cyclists will ignore the left-turn only.

Look at the complexity of your proposal. It makes things worse.

Safer for pedestrians.

Although option 2 is well intentioned, cars will break the law and run people over. Need well designed, dedicated, bicycle signaling here no matter what.

This madness is too confusing

That intersection is very confusing

It seems to minimize the inconvenience to all.

No bike lanes

It works fine now, so why not keep it?

Better for pedestrians but will need enforcement plus good signs to tell bikes and cars to turn on Bishop Allen

All these modified intersections are crazy confusing.

Bishop Allen Drive seems a reasonable way to get between these streets and it would make this intersection nicer / safer to use.

I only bike through this intersection, so prefer the option that allows bikes to go from Main St. to Columbia, but I don't feel strongly about that

Another disaster.

RU kidding? You want to keep cars from using the intersection? Traffic is already bad. This would add confusion to an already chaotic intersection

Bikes do not stop at stop signs. The majority ride like entitled jerks and cause traffic chaos because they do not obey the rules. Not even the bicycle red lights. So what's the point?

1 is the better of the two options but really you should consider a 3rd option: Close Columbia to west/northbound traffic entirely. It makes no sense that you'd keep the left turn from the Sydney extension on Option 2 if the goal is to remove traffic for pedestrian concerns. Instead, do the following: Extend the westbound Main St bike lane using two options, one going left to Sydney and one going straight/right to Columbia. The rest of the west/northbound lane should be filled in with sidewalk and/or made into parking or whatever the community wants. That one block is not needed if you're going west on Main, and if you're coming north up Sydney, you can just turn right on Main and then left onto Bishop Allen instead. I'll add my main reason for picking No. 1 if we must stick with the given options is if you are coming south/east on Columbia, you should not be forced to go onto Mass Ave: You should still be able to go straight onto Main.

I prefer whichever option is best for pedestrians.

It's a difficult intersection, but slight modifications could improve it.

I made this choice because I walk a lot and often am fearful of cars turning into pedestrian walk ways- regardless of who has the right of way. I think it's inherently hard for drivers to pay attention to pedestrians

You are taking what is an already complicated situation and making it worse.

Again think about the residents that live in this area. Members of committee should live in Cambridge.

The benefits to pedestrian crossings seem minimal and adds complexity for bikes and cars. Other than striping and signage, what would prevent a car from continuing straight from Main to Columbia, with a cyclist potentially turning left in front of them. This approach would be more appealing if physical changes to the curb layouts with widened sidewalks on the north side of Main were part of the proposal.

I bike this intersection daily. Option 2 appears safer for bikers

Extra protections for pedestrians, and a left turn from Main to Sidney seems easier on a bike than it is now, when cars can go straight from Columbia to main

I walk here much more than I drive here

Making changes to Bishop Allen, which is already a narrow street, highly/densely residential in some blocks, commercial in others, would be a huge mistake. Has the City learned ANY-THING from its efforts to alter traffic patterns elsewhere in the City? Residents of Bishop Allen and neighboring streets (e.g. Norfolk, Windsor) don't have anywhere else to park.

Better for pedestrians

Benefit to pedestrians. Walking, not cycling, is the real green solution to Cambridge transit issues.

Add No thru at Mass Ave.

Bicycle riders should take a road test. They don't seem to have any guidelines.

Columbia should be able to continue onto Main

Bishop Allen Drive is a SMALL street. It doesn't need any more traffic. The city is causing small safe streets to become unsafe with these changes.

that is a terrible intersection for bikers and walkers -- the only real fix is to change car paths.

Your goal is to reduce pollution and no thrust only makes cars and trucks drive further and burn more gas

You need to have the ability to police the area because bikes do not follow the rules and they run stop signs and lights and it is very dangerous. I see this daily in all the bike lanes all over the city.

keep it as is

Less confusion and safer intersection.

Pedestrians are far more important than convenience to cars. This area can be dangerous for pedestrians.

Safer for pedestrians IF enforced! Bikers break all rules and nearly run people over!

I use this tangled little intersection a lot. Don't restrict bike access, plz.

suspend further bike lanes. too dangerous for pedestrians. bike riders do not follow the rules of the road and there is absolutely no police enforcement.

Option 2 is much safer for everyone. This intersection is the worst portion of the route in its current configuration, and option 2 solves many of the current problems, while also keeping everything simple and easy to understand for all users. Thru traffic's access will not be meaningfully limited, as drivers can simply make an early right on Bishop Allen Dr. as I suspect many already do.

option 2 seems much safer for bikes and pedestrians, modes of transportation that we should encourage in our neighborhoods

Get bike riders to obey the rules and slow down or stop for pedestrians ...currently they are more dangerous to pedestrians than cars and do not want their momentum interrupted . As a senior, this is very frightening.

What the [...] are you actually doing?? Making MORE traffic??? [...]

Option 2 seems safer for bikes and pedestrians but I would find a way to allow bikes to access Main street this way.

I don't feel this intersection is very dangerous for pedestrians at the moment and I think it would be somewhat inconvenient to not have thrus. But again I don't feel very strongly.

It looks like option 1 forces bikes turning left from Main onto Sidney Extension to sit through TWO light cycles (one to cross Sidney, then one to cross main). If that's the case that's unacceptable to make bikes wait twice as long to get through an intersection that cars. Bikes will likely choose to ride in the vehicle lane instead to turn left.

I dislike this intersection both as a pedestrian and driver. A left-hand turn from Mass Ave. onto Main St is needed. Better option: get rid of Sidney St. extension, and extend park or (preferably) build housing there. Extend Main St. to its old form, where it meets Mass. Ave. directly, allowing left-hand turn.

I think the whole thing is crazy it's time for new people on the city council

The modifications to traffic will only confuse drivers not familiar with the area at a point where it is too late to turn back and make the correct decision. What will then end up happening is many cars will disobey the arrows on the road to avoid going in the wrong direction. I have been a driver in Cambridge for a long time, and I KNOW that this will happen a lot. (Two examples: I already see this quite a bit for drivers going straight on Sidney to Sidney St Extension, and drivers going straight from Granite St to Waverly St. near Memorial Dr.) This will then have the opposite effect and end up making the road less safe and more unpredictable for pedestrians and cyclists. I am a defensive pedestrian in Cambridge, and I would not feel safer with more road restrictions for cars; I would be watching out even more for cars that decide to disobey the street signs and try to rush through possibly not seeing me because they are making an illegal action and want to get through as fast as possible.

[...] the more complex and refined the design, the more difficult for it to garner widespread support, and again the more DANGEROUS to riders, drivers, and pedestrians. Keep It Simple, Stupid!!!

There should be a dedicated (contraflow) bike lane to allow thru access from Main to Columbia but car thru access is banned

Feels much more comfortable to cross as a pedestrian when turning traffic is stopped

Easier and safer left turn from Main to Sidney, especially for bikes. I'd be willing to bet many bikers wouldn't follow the green over to the crosswalk in Option 1, and that routing will cause conflicts between the rule-followers and corner-cutters.

#2 seems to impede auto traffic for no gain

Simpler traffic flows are easier for drivers and bicyclists to understand

Pedestrian safety is paramount.

Right now a lot of bikes that come down Main St and want to turn right on Mass Ave end up cutting through Fayette Sq, since making the left onto Sydney St Ext is very hard on a bike, but this is dangerous for pedestrians. Option 1 still looks like that would still be an inviting option and just end up confusing for everyone. Option 2 looks a lot safer, and I think the changed traffic pattern for cars makes a lot of sense, as long as there is good signage.

Traffic flow at this intersection is poor (2 lights, poorly timed...) when driving I avoid it all together

Because it's the most logical option to prevent more traffic.

I don't believe people (both cars and bikes) would respect the option 2 restrictions unless the design was modified to have significant physical barriers.

It feels safer for bikers assuming there's going to be a bike signal when turning left off of main street.

Bishop Allen is narrow and congested and should not have to take more traffic. I use this on my bike as a safer route than Mass Ave through Central Sq. Don't make driving through the area more difficult.

Seems safer for cycling

1 seems like it makes more sense. if 1 is implemented though please make sure there's enough flexposts in the right-turn radius from columbia st to the sydney st ext, because otherwise drivers will end up driving in the bike lane (see the separated bike lanes near the boston common). other than that, is there any way to put the bike lane going north on sydney st ext on the other side of the parking? dedicated bike signals will allow for bikes to go on their own cycle instead of needing to navigate around cars anyways.

It looks more intuitive from a bicycle's perspective

I like how Option 2 should make it a lot easier to turn off of Main Street as a bike. This should also reduce the amount of traffic driving by Lafayette Square, which is also nice. I would allow bikes to continue straight though since going straight would allow them to access shops and residences on Columbia street between Bishop Allen and Main street without the left hand turn across Bishop Allen.

Bikes are much less dangerous to pedestrians than cars. Cars shouldn't have thrus but bikes should.

Option 1 is less of a change and less confusing.

As a pedestrian, I will choose whichever option is safest and prioritizes pedestrians. Car-centric infrastructure is what got us into this mess in the first place. Anything that is better for people, not large metal boxes is better for the city because people are the ones who make all the purchases (in terms of shops and stuff)

Unnecessary as bike lanes already exist

Bishop allen is congested enough already. Plan B is absolutely idiotic!

I was leaning toward no preference but pedestrians need to be thought of too and it sounds luke it could be safer for the walkers

The bikes will go thru anyway. That is more dangerous for pedestrians.

No option should be considered. It is already a disaster to find a parking space even residents.

Option 2 seems safer and there doesn't seem to be a strong logic of allowing the straight through movement since other options exist. In addition it would be great to allocate more time for the westbound main-to-westbound mass ave movement. This currently is too short so the only way to get through both arrows on one cycle is to run the yellow at mass ave, which is less safe.

I bike through this intersection every day. I come from the Columbia side and make a right-turn onto Sidney Street. When I make this right-turn, I immediately get into the left-turning lane because I am always making a left-turn onto Mass Ave. Both of these options are problematic because they require the cyclist to add an extra light to having to get through the intersection by stopping in the left-turn box across the street. I can see cyclists bypassing the bike lane on Sidney Street and continuing to head straight into the left-turn lane along with the cars to make the left-turn onto Mass Ave. The proposed options complicate this movement and I don't think many cyclists would add this extra step when what they're already doing is more convenient.

The north side of this intersection has space to be configured as a protected intersection with painted islands

It is extremely important to prioritize the safety and movement of pedestrians over the movement of cars at this intersection. However, neither of these design concepts protect cyclist going northbound on Sydney St. Door zone bike lanes KILL, and they just end up being double parking zones for ubers and delivery trucks.

While exclusive pedestrian phases definitely have their benefits, I hope that in that design the waiting times aren't increased much. Otherwise, a lot of pedestrians will just ignore the lights. Love that bikes will be able to cross straight from Sidney St! (And that there'll be a turn box for going left from mass ave to sidney st -- that's pretty scary currently.) I'm not sure I understand the left and right turn bike lane sections on Sidney Street Extension -- wouldn't we want bikes turning left to be in front of the cars? No strong feelings between the two options, but I wonder if there's anything else we could do to prevent cars from ignoring the rules and going straight if we adopt Option 2. Thanks for putting this all together! Either way it's a huge improvement.

It is quite dangerous as a walker in this area, even when cars are moving slowly. The blind turn, people go far too fast through.

We need safer crossings for pedestrians.

Reduces cut-through traffic by requiring passing between these two streets via Bishop Allen Dr. will be safer and will reduce traffic in this high pedestrian area.

I like the improvements for pedestrians

We should go even further and close off Columbia to cars next to Jill Brown-Rhone Park! That would make the plaza so much nicer to hang out in, and cars could just go to Bishop Allen, then Main St to Sidney St to get to Mass Ave.

I live on a one-way street off of Columbia St. Please don't remove access to my home. It's difficult enough with the never-ending construction, especially with no no5ice that my street will be closed 7 am -4 pm for months at a time. It's making the neighborhood uninhabitable for folks who need cars for work, etc. Please don't drive even more middle-class folks from The Port.

Option 1 looks like it involves waiting for bikes making a left turn from Main St to Sidney St extension, so if that's the case, I would prefer option 2 to avoid waiting. Also, right now, going westbound on Main St and turning left onto Sidney St extension, there's an unclear traffic light. The traffic light is a green ball, but should ideally include a green arrow. A previous Se-eClickFix ticket was closed, but the traffic light should appropriately match the design.

I don't fully get it honestly, but just feel that less options for cars will be safer???

Option 2 seems safer. However, I do worry that many bikers will ignore restrictions so it could be safer to leave as is.

Additional daylighting at crosswalks would be good. Also, raised crosswalks for Main and Columbia whenever the next street reconstruction is happening.

No thru on Main/Columbia additionally encourages bicyclists to use the intended path to go from Mass Ave north and Main St instead of going through the pedestrian plaza at Lafayette Square.

I like the no-thru option at main/columbia, but we need a protected right turn from sidney ext onto mass ave - a curb to protect right turning bikes away from the intersection

Is there any way to still allow bikes to continue straight while disallowing cars?

This is ideal for a host of reasons

will be impossible to prevent people from doing the illegal moves if they want to so option 2 is less safe

I think that the modifications in Option 1 will make it safer for bicyclists, without having to change the entire traffic pattern.

Are you kidding?

Do not eliminate the thru at Main/Columbus. As with other traffic changes elsewhere in the city, the changes are rushed and long-term consequences and impacts on surrounding neighborhoods is not studied or sufficiently considered. The city's traffic changes to accommodate bike lanes has caused A LOT of driver confusion elsewhere in the city, making it less safe for everyone, including bicyclists. The no thru are just going to embolden bicyclists who break the rules with impunity and zero enforcement. For people who still have to get around in cars for legitimate reasons and who live on Columbia or need to get from A to B via that route, this Option 2 will be inequitable. Again - Option 2 prioritizes bicyclists who are passing through the neighborhood over the people and businesses who actually live there by diverting traffic away from main thoroughfares into smaller residential streets, making those streets less safe. So much for "safety improvements" - the city is only considering the safety for the bicycylsts but not for the residents.

Will bees very clear indications or better , some barrier to avoid cars to drive straight from

main to columbia.

Tons of pedestrians at that intersection. My girlfriend was also hit by a car when she was on her scooter at this intersection. Please choose option 2!

Whichever is safer based on DATA!

Probably safer and less cumbersome for all

this looks very confusing

Do not restrict long-standing traffic access onto Main & Columbia! Central Square area is already feels chaotic and dense without drivers fumbling around trying to find alternative routes to these important streets.

people will suffer either way

seems a bit simpler pattern than option 1 (though both options look complex)

Please drop this project.

It seems odd to me but a situation that improves the pedestrian experience would be ideal.

Need to make sure bikers follow the rules of the road as well

No through in Main/Columbia will make circulation even more circuitous than it already is. Maybe alleviate with a single double lane on Sydney's extension instead.

This intersection is difficult to navigate by car as it is. Making it even more restricted is cruel. Writing this as a regular pedestrian at this intersection.

I think the second option is safer and more intuitive for bikes, and the ability to go thru at Main/Columbia is redundant. I'm worried about cars from Columbia continuing straight onto Main illegally because the geometry does not require vehicles to turn right (whereas for cars coming from Main St, the design forces people to turn left).

Truth is you don't want the opinion of the public. The decisions have already been made. I'm filling out this form to voice my opinion but I know it doesn't matter.

Does not change vehicle access.

Without structural changes to the intersection, I have a hard time imagining drivers not going straight from Main St. onto Columbia. People making illegal thrus would be more hazardous when cyclists are expecting a protected left turn.

Nothing

Bikes (including myself) will ignore no thru setup inviting conflicts with pedestrians

there will be too much traffic on bishop allen dr and it won't be able to handle it

I don't think most bikers will actually follow the lights, and most peds will keep crossing at the desi dhaba xwalk anyways, so no need to slow down automobile traffic in the area

The sidney street ext is getting backed up very regularly in afternoon commute time. The timing on these lights needs to be adjusted.

More likely cyclists will use left to Sydney as intended. Option 1 requires 2 phases for people to otherwise make the turn and people won't follow it.

There is room in both options to add a separated space for bikes on Columbia St. approaching and through the intersection, which is the only approaching street without such treatment in both options.

I like the walking improvements. It's worse for me, since I sometimes do continue through, but I think Option 2 makes way more sense.

Improving pedestrian safety at this intersection is most important. But also, in option 2, there is no good reason to ban bikes from going thru. Cars are dangerous. Bikes, comparatively, are not.

Bishop Allen is a viable alternative and this is safer for bikes and pedestrians.

Columbia/Main is a low volume, low speed intersection and creating a more circuitous route for vehicles and bikes will be confusing (and I imagine will be frequently ignored especially by bikes). Better signage for pedestrians would help - telling them to watch for turning vehicles. Or, perhaps traffic calming with a tabled intersection could improve safety without shifting traffic to Bishop Allen Drive.

No one drives or bikes through Columbia to Main. I regularly bike and drive here and always take Bishop Allen to Main.

I lived in this neighborhood for 7 years and have always found that intersection annoying for cars, terrible for pedestrians, and worse for cyclists. In this case I think more substantial changes are better. Did you consider making Columbia St a one-way between Bishop Allen and Main, at least for cars? I chose the option for No Thrus on Main because it looks like it would be more efficient for cars while also being safer and easier for pedestrians. (I am not a cyclist and can't comment on how it would affect biking.)

More convenient. Bike will go straight anyway.

Many bikes go straight on Main and connect into the businesses - so keeping the across option as is seems more practical.

Will this keep cyclists off the sidewalks? Will cyclists be required to obey traffic regulations? Have any studies been done on how the establishment of bike lanes impact pedestrian safety?

Given that bikes will ignore the requirements this has fewer things for bicyclists to ignore.

I would note that there is already too much traffic on Bishop Allen. The visibility lines are poor, and the street is narrow with big cars parking on both sides. I can't imagine what it will be like after a snowfall I'm also what you plan to do to insure that bike riders pay any attention to their traffic signals. Where those have been installed elsewhere in the city for improved "safety," they are totally ignored without any consequence

This option is safest and makes the most sense. There's no good reason why people should be connecting between Main & Columbia when Bishop Allen is there

This makes sense, almost all traffic turns onto Sidney St Extension anyway

My choice is based purely on biker comfort and experience—I have no sense for how detrimental to car travel it would be to eliminate those turn options. For bikers, taking the left from main to Mass Ave is somewhat implausible without a protected motion, which this plan provides.

With access from bishop allen to Columbia, it would simplify this complex intersection immensely to remove the thru options.

this choice safer for cycling and pedestrians

I think Option 2 will discourage more cyclists from cutting through the pedestrian plaza. Also, comment about the whole project: in cases where there are areas with diagonal lines, where cars are not supposed to drive, can these be painted? I think I've seen Somerville use tan paint in those areas to make them more visible. Otherwise people just drive over them.

Safer for all users and will be better obeyed.

Reducing some of the turn conflicts seems great here, I would just try and put much clearer physical separators to prevent people from going straight who are traveling SB on Columbia

Q7. Do you have any other comments? (If you would like to ask a question or receive a response, please email Project Manager Stephen Meuse at smeuse@cambridgema.gov.)

I would like for some consideration to go into keeping as many metered spots as possible for those who work in the area and cannot afford to pay upwards of \$45 a day for parking

Are trees affected, and will there be additional plantings?

I appreciate the city trying to meet the bike lane goals. We need to provide better biking and pedestrian access around the city. Cars are given too much deference

All of these designs look great, and I am excited to see the final design!

Why is this being considered

How are stopping the traffic congestion when you are addressing the bike lanes? How are you holding the bikers accountable who do not follow the traffic laws? You are taking away parking spaces, thus making it difficult to park? How you making this up?

The bike lanes project is an abject failure, unbelievably poorly designed, ageist and ableist, anti small business, and generally a mess.

Looks good. Choice on first one is "1" (no choice box)

Please make real separated bike lanes with jersey barriers In practice, these quick build lanes are just extra loading zones. I rarely get more than a block or to anywhere near Central/ Harvard/Porter where someone isn't parked in a quick build bike lane. Then I have to swerve out of the bike lane, so I'm in a narrow lane with other traffic. I've also been doored twice this month going around the driver side of cars pulled into the quick build bike lines. Make the barriers solid so these are actually bike lines and not UPS parking lanes, Uber drop off lanes, etc

This project it's taking too long to be completed. I understand the pressure that some groups can exert on the City, but people use these streets daily and keep being at risk of getting hit by cars.

Thank you, this looks great

Design should be for pedestrians first, then bikes, last cars

I rest my case

Please consider a different design for bike lanes altogether!! Can't parked cars be the protective shoulder for bike lanes, so we can maintain both?

None

I'm sick of the selfish and careless behavior of bikers. Laws keeping bikers off the sidewalks need to be enforced.

You have succeeded in created hazardous conditions for pedestrians, bikers, and drivers (I am all 3)

Safety is most important.

I'm excited to see these proposed changes! I think parking and street changes can drastically reduce the frequency of car collisions involving both child and elderly pedestrians.

I do not disagree that bike lanes are important. However it is not clear why all the major streets between the river need to have separate bike lanes on both sides. We already have parking issues for Cambridge residents this makes it worse for those of us who commute out of the city and need a car to get to work. In addition I have noticed that separate bike lanes make bikers more aggressive to pedestrians. I can't count the number of times I've almost been knocked over when crossing at a pedestrian crossing, only to be yelled at that I'm in the way. Bikes are wheeled vehicles and need to follow same rules as cars . Stop for pedestrians in crosswalk

The ongoing failure to provide for and protect pedestrians is disgraceful. Get the damn bikes and scooters off the sidewalks and enforce the existing laws.

I like the idea of having bike lanes to offer a secure method of transportation for bikers and increase incentives for people to bike more. However, the current approach has gone beyond this. In an effort to improve bikers conditions you have significantly deteriorated driving conditions, making the city a very hostile environment for drivers. There are a lot of people who NEED to drive and don't have the choice to bike. Many neighbors who are old, who have disabilities or who have children have expressed deep concerns about how complicated and risky you have made it for them to drive and park in Cambridge. In a city that suffers cold and snowy winters this is particularly relevant. A more sensible approach would be to apply the framework that currently exists for public transportation. We should have had a grid of bike lanes that allow you to get to major key points in the City. You don't have buses stopping in every single street. You have them in main avenues or key streets. Then people get out of the bus and walk. The same should be valid for bikers. I also think that bikers need to get some type of training on how to use bike lanes. Many of them are rude and don't stop in stop signs or come at a very high speed making drivers get very anxious every time you have to manage an intersection with a bike lane. Bike lanes are also being used by electric scooters/bikes

which make bike lanes very unsafe to children. Finally, if the concern is the traffic in Cambridge, why don't we discourage the entry of so many cars every day that come to the new buildings in Kendall Square? I would make parking in commercial buildings extremely expensive and improve bus transportation from Alewife to Kendall more attractive. Otherwise you are punishing Cambridge residents when the majority of the traffic is driven by people who come to the City to work. Thank you for reading this. It comes from a deep love for this City in which I have lived for the last 20 years.

Why are you calling this a "safety project" when it is an "adding bike lanes" project due to the ordinance which I do not support. I believe that adding more bike lanes does not benefit a small minority at the expense of others

please keep the safety needs of the growing population of seniors who need to get around, walking and parking.

I share the concerns that many city council candidates expressed in this last election, to the effect that the rollout of bike lanes in general has been problematic. Surveys and sessions don't capture the whole spread of public opinion, and I think parents, who are generally busy and tired and too preoccupied to attend bike-lane meetings, are underrepresented -- yet they are a key constituency since they (we) have no choice but to drive many places. The same goes for the elderly. It should be time to revisit the whole 2020 ordinance, which should not be a straitjacket but should evolve as people better understand what it means to redirect traffic and erect the unsightly lanes for a constituency of bikers that is, of course, important, but that should not have carte blanche to reconfigure the city's look and traffic patterns.

Who wants these 'protected' bike lanes? I think the answer is no one. I was a bike courier in Boston for 15 years and I have found the only way to ride a bike safely in an urban environment is to be seen. Hiding bicycle traffic behind parked cars only endangers bike riders. All of these plans are short sighted and to put it bluntly insanely stupid. Also has there been any consideration to emergency vehicles? These 'protected' bike lanes leave no room for them to pass.

Why are you asking now? You could not care less about what businesses or residents thought in the past. Traffic in this city is a mess, and the City Council is to blame.

I advocate for a functional shared street with good urban design to create an attractive linear public open space.

Do you not have any data about the current usage (number of cars, bikes, pedestrians passing each point in each intersection, occupancy rate of the parking spaces, residency of parked cars, etc)?

Worried about less parking, ESPECIALLY on street cleaning days. Wish so many streets weren't cleaned on the same day. Other than that, overall sounds pretty good. Safe for biking always a plus.

I live at the corner of Columbia and Hampshire Street, home owner and resident for many years and do not have off street parking. Since the new bike lanes have gone in along Hampshire Street and a significant number of resident street parking was removed it has been extremely difficult to park. I would like to propose making Columbia Street between Hampshire and Cambridge Street one way so that we could gain back the much needed residential

street parking by being able to park on both sides of the street. This would be in keeping with Windsor Street and Elm Street.

Just too much focus on the bike community. As a regular, often commuting biker, I can attest that the bikers don't follow rules even with the new lane implementations. More dangerous for traffic and pedestrians. And definitely a huge hit for businesses along Mass Ave heading out to Arlington!

I bike westbound on Main St through the Sydney/Mass Ave intersection every week, and almost every time I end up continuing straight through the pedestrian area of Lafayette Square, because it is an easy and safe shortcut to continuing westbound on Mass Ave. I hope the redesign will discourage riders like me from continuing to do this; it is unfair to the pedestrians.

I used to bike a lot. My son still does, so biker safety is important to us. On the other hand at my age I have to drive (hybrid). All these changes are strangling business. My dry cleaner of 30 yrs on Mass Ave is struggling and I can't get to her often, no where to park. I fear we are creating dead zones, converting store fronts to \$M condos. I worked in Den Haag a lot. We aren't them. Can't be, their mass transport infrastructure is so much better. So I worry. But then I'm old, I'm good at worrying. Still it's getting hard to go anywhere across Cambridge.

I know this is a different project that is only changing paint. But PLEASE pass this along to whoever has been in charge of the mess on Windsor street this year or future infrastructure projects: DPW must do a better job streamlining all of the construction projects that keep digging up Windsor street. It is impossible to work from home, and there have been near continuous parking bans since February. Infrastructure improvements, updates, and maintenance is important but these activities must be coordinated so it is not a continuous year (and counting) of disruption. It has made it extremely unpleasant to live here.

I live at [...]Huron Avenue. Driving in to Harvard square is an obstacle course. The road is now too narrow to accommodate 2-way traffic when I try to turn from our driveway onto Huron Avenue, green grass has been replaced with cement and from the driver's seat I can't see where the rounded curve ends and the road starts. Driving home from Harvard square the other day the bike lane was so wide I turned into it thinking it was the road and had to back out. I can never tell how to make a right turn when right lanes are marked buses only and bike lane. The project design has made what was once a beautiful city ugly and impassable. I favor making it easier and safer to ride bikes but not at the expense of pedestrians (I've been almost run over by cyclists in Central Square) and people who drive because public transportation is not reliable or readily available.

Bicycles should be issued number plates for accountability

For TRUE bike safety, bikes, scooters, mopeds, etc MUST follow State laws which state stopping at red lights, stop signs and pedestrians. Police must enforce the State laws with tickets just like automobiles. State law needs to be amended to require helmets and lights just like motorcycles. Bikes not allowed on sidewalks. Bikes need to be registered for a fee, riders licensed for a fee and excise tax collected. There are bicycles that list for \$12,000-\$15,000 and many in the \$1,000 range.

Don't decide on dumb options and force people to choose from them. Ask for a poll during voting time, add the question to ballot. See what everyone wants.

See above. I believe I represent the silent majority who are not happy with much of what has been done with the bike lanes. Only 10% of residents ride. It would be great if that increased, but even still, it will be at best, what- 20%? And in the winter and on rainy days- back down to probably 5%? You are not addressing the needs of the city as a whole. At the very least it should be more gradual. If we had great public transit that would (as in Europe) that would be one thing, but we don't. Get the free city bus program going and THEN ask people to stop driving.

Bike lanes should be integrated into the sidewalk. Driving in Cambridge is so hazardous because of the way bike lanes were implemented. I walk, bike and drive. Driving by far is the worst mode of transportation in Cambridge because of the way the bike lanes were implemented. Learn from Somerville's beacon st. Somerville ave feels safer too.

Stop disrupting local neighborhoods.

I support more biking infrastructure! Also, on-street parking should be reduced in lieu of loading / unloading zones. Plenty of people block the bike lanes for ride sharing or delivery drop-offs.

I'm concerned about the disappearance of handicapped parking, Many areas of the city have become inaccessible to me and others with mobility issues.

These changes are not equitable, put pedestrians at risk, while reducing resident's ability to park somewhere near their own homes or access the street. Not okay.

Stop. This is all wrong

Enough of this insane bike lane built

Thank you for your hard work on this project, it will help a lot of people be safer

I live on Main St beside the MIT welcome center. The biggest issue we have is delivery drivers (especially doordash / ubereats) leaving their cars in the street or shoving them into the bike lanes. I think that centralizing the pickup locations for these services would be a big win.

There is an immediacy to look for ways to improve off street parking and protect businesses. Also there are so many private buses on our for companies etc now - need figure out way to optimize. Public transit improvement goes without saying. Need tax intensive for creating safe secure bike storage where there multifamily housing preferably sheltered from elements. Soory I missed the meetings Thank you for your efforts

Definitely support protected bike lanes! Thank you!

thank you for the good survey design

Thank you for doing this work! It is much appreciated to make it safer to bike around the city.

Prioritize pedestrian safety and comfort. Then make biking safer.

FYI that the first page didn't have a voting option Used to live nearby and cycled more often here, now only use these streets for commuting or eating out/ shopping / visiting friends in area

Thank you for improving our neighborhood!

Bike lanes are great, but the area is also in desperate need for bike parking.

Please include protected intersections in the design! They are sorely lacking from this and other quick-build Cambridge projects, and they CAN be implemented with paint and posts. Also, build the T70 floating bus stops into the design. Can't wait for this project so I can feel safer biking on Main Street!!

proved dramatically over the As a lifelong cyclist in Boston, Cambridge, and Somerville these improvements make me feel much safer riding in traffic. Things really have improved dramatically in the last 10 years or so. Please continue to keep cyclist safety in mind when planning infrastructure projects.

None of this matters without actual enforcement of blocked bike lanes. At any hour in Central the bike lanes are blocked, and I've seen this even in places with separated bike lanes. The police need to increase enforcement to show the city is serious about bike lanes being an actual "lane" and not parking for Ubers and deliveries.

As a car driver I am most concerned about being able to see bikers to the right of me when I am turning right. My car had almost been hit by a biker when turning right off of Mass Ave. into Church Street. The white posts that separate the car lane from the bike lane make it impossible to see the bikes on my right.

In general, flex posts are useless. They do not prevent delivery vehicles from entering the bike lane and stopping.

Thank you for implementing this project. I avoid biking on main street today due to the risk of getting doored.

Just want to say I'm really glad to see these improvements coming. The quick build project on Hampshire St has been incredible, as well as the Inman square overhaul. I'm also very excited to see the eastern portion of Cambridge St to be improved. There are a ton of reasons to be in East Cambridge, and yet I hardly go because despite living nearby, it feels so dangerous as both a cyclist and pedestrian. Thank you!

I appreciate the focus on improving travel for both pedestrians and cyclists. I ask that you also anticipate bad actors in your street design (ie double parkers, red light runners) to further minimize their danger to pedestrians and the casual cyclists who are undoubtedly our most vulnerable users of this stretch.

Thank you for all your hard work designing and implementing these projects. They really are a game changer allowing more people to access local businesses and institutions by biking and walking. Also reduced vehicle speeds make for a much more comfortable and quiet city.

Keep up the good work!

Please improve bike infrastructure in Cambridge!

Would it be possible to enforce no car parking in the bike lanes? This is such a hazard and I anticipate it will get worse. Thank you!!!

Thank you for providing this important new infrastructure to keep people safe while using all modes of transport to get around. I believe there's been at least one fatality at this intersection and this is a busy stretch of road and important connection in our road network.

The worst piece of this project is the Sidney St extension door-zone/double park zone bike lane. This is a protected bike lane project. We should protect the bike lanes.

Anything that makes the Lafayette Square intersection more convenient and safer for people biking as well as walking will be transformative. In general, I would advocate restricting motor vehicle movements to reduce their volume while still permitting those same movements by bike and foot, so that the street network favors maximum convenience of active transportation and makes those the easy trip mode choice, consistent with the modal hierarchy.

I love the beige painted pedestrian islands. The color gives enough indication for drivers to slow down. ALSO: while this is being built, can we get some protection for bike right turns? Too many of these protected lanes just end at the intersection. Having a few extra flexposts protecting biker right turns would do wonders and encourage cars to take a wider turn radius instead of cutting bikers off.

Great projects to improve bike infrastructure and pedestrian access.

Please prioritize cyclist safety over driver convenience. We need fewer cars on the road for the environment and for a pleasant city experience. At high densities, cities can't prioritize cars. It's unsustainable.

I am personally a fan of limiting thru's since it reduces the amount of rotations the lights need to make to do a full cycle and also reduces overall congestion.

More bike lanes are great!

We need improved signage that no bikes should go through that small walking space in the corner of Columbia and main (Desi Dhaba) as it is too narrow to support bikes and pedestrians.

I commute into the city, so traffic flow concerns me primarily. However, I can relate with, and have sympathy for those who will significantly be affected by parking changes. It is reasonable to accommodate bikers, however, 70% of them do whatever. Furthermore, having to accommodate bus pick up/drop off like Mass Ave. The impact for the convenience of bikers, who still ride into the streets, as well as ride through pedestrian walks is going overboard. Dedicating a bus lane (agreed necessary) however, impacts the general traffic flow. Hence, forcing 'general' drivers to enter the dedicated lane rather than congest intersections. It's truly absurd, and I believe that may be the reason I have never seen law enforcement, pull over general traffic for driving in the dedicated lanes during rush hour.

Watch out for car sight lines when they have to turn right and cross the bike lane- they can't see through parked cars. Also please have a plan for Uber/Lyft/Doordash/etc. When they don't have designated areas for pickup/dropoff and no enforcement as is presently the case on Mass Ave and elsewhere, they block the bike lane, often in multiple places on any given block.

slow down and assess what's happened thus far before you continue this kind of work...

N/A

I really appreciate the separated bike lanes. It's great for our older and younger people especially! Also note that I am *more*likely to visit businesses in the business district (eg Central, Porter, Inman) if there is good bike infrastructure - more important to me than parking!

I bike as much as possible around Cambridge.

I am strongly in support of expanding bike lanes in Cambridge. I live in Neighborhood Nine and commute to work at Kendall Square by bike whenever weather allows (otherwise I use Red Line). My daughter commutes to school in Cambridgeport by bike often. It is extremely important to provide safe biking infrastructure so kids can bike safely. Since COVID, I have observed increase in traffic and also more drivers not observing traffic laws and would fear for my kids biking without bike lane protection. More bike lanes means more people of all ages biking, which will lead to lessening traffic. We cannot build more lanes of traffic, but we can reduce number of people who choose cars as a mean of transportation. Similarly, I support any effort by the City to improve mass transit options. Finally, I want to thank City officials and current City Council for the work they have done at improving our streets in the last few years.

Making separate lights turns for bicyclists which will save lives.

Add FREE shuttle bus service up and down, down and up, all day long the entire length of Mass Ave, Main St, etc to show that you are truly keen to get people to move without their cars, or, indeed, even to own one.

Thanks for your hard work. Go bike safety/infrastructure!

Please fix Brattle St. It's a disaster, hideous, creates traffic, and very dangerous. Put it back the way it was.

I think the bike lobby has taken over without due diligence on their impact on long term, elderly/disabled residents and businesses as well as pedestrians. Most important, they suffer no consequences for flouting rules. If we are moving to be bike friendly, I support it as long as the full complement of issues and impacts are considered, and bike riders are required - through licenses, traffic violation consequences etc - to obey the rules of the road. My children or I have personally come close to three bike collisions while walking in this area - when bikes bombed through a crosswalk at a red light, or plowed through a crowded sidewalk full of pedestrians.

Parking spaces for handicapped population in Cambridge is drastically dwindling. I am slowly being excluded from public life. Why not have more bike lanes on side streets, such as Harvard Street? You can not keep putting bike paths on old existing infrastructure. The elderly and disabled still do need parking. I had to stop using Skenderian Pharmacy on Cambridge St. after all handicapped parking got eliminated. I also can not use the pool anymore for the same reason: not enough parking nearby. (My health is suffering) I am ordering more and more from Amazon because I can not use local business due to lack of handicapped parking. Have you thought about that? Do you want the elderly and handicapped population to leave Cambridge? I have lived here since 1987. I paid taxes, voted, was a good citizen. Now my city says: too bad, go ahead, move somewhere else. P.S. I wrote to Denise Simmons, spoke to disability official working for the city, spoke to business owners. I cannot even go to a restaurant on Main St. Anymore. Living in the city leaves me with few realistic options to be out and participate in city life.

Make all busy intersections have all traffic stop while pedestrians cross! This is the only safe way. I drive in Cambridge daily and the things people do are CRAZY! So unsafe. Protect pedestrians not only cyclists! Protect everyone! Also how about some cameras to ticket people

who do crazy stuff? Thank you.

N/A

I presume that there is a part of the comprehensive planning process that is focused on reducing commercial activity on this section of Main Street, because this is what this plan will achieve.

Ask Cambridge residents if they want all of the bike lanes or if they want fewer of them

I was always taught that we should be reasonable if we chose to live among other humans. Cambridge has gone nuts with bike lanes. Bus and bike lanes take up parts of busy Mass Ave so if you want to turn right, how do you get there? And do you take your life in your hands? Let's be reasonable. Let's also provide for those not able bodied who need a car to get around --and who now have to walk much farther since bike lanes have usurped parking spaces. Not thoughtful. Not respectful in a democracy. Thank you.

In general, cars are very dangerous and don't belong in urban areas. Please keep up these wonderful efforts to remove parking and increase pedestrian and biker safety.

What about two way protected bike lanes to save space on the road and preserve more parking. Also makes plowing easier

The most significant issue I've observed from the quick build on Hampshire Street is the difficulty in making a left turn from a bike lane hidden behind a row of parked cars. That's the lens through which I evaluate all of these plans now.

Thank you for taking the effort to take community feedback on these issues

I'm just happy the city is putting in more protected bike lanes. Bike lanes between traffic and parking is dangerous. Oftentimes those types of bike lanes are more dangerous than rides without bike lanes because if there is a lane between traffic and parking the traffic expects you to stay fully in the bike lane but that doesn't aspire enough space for people who aren't watching out for bikes to open those car doors. I have been doored before whole booking to school in Cambridge and I got a concussion from the pavement even though I was wearing a helmet and muscle damage to my shoulder where the door hit me.

Add more protection for pedestrians INCLUDING from bikers who DO NOT YIELD to pedestrians.

My impression is that smart but too complex lane changes and street setup is confusing people.

GO BLOW A DOG.

Get rid of separate bike signals. They are hazardous as out-of-towners don't have them in their states and won't notice them. Make sure there is no right turn on red. Keep as many parking spots as possible. Make sure loading zones exist on both sides if businesses on both sides.

As a lifelong resident of this City, it's frustrating beyond belief the measures that this City is taking with the bike lines without reinforcing the behaviors or penalizing the bikers for not following road rules. I would hope that Cambridge starts putting in some (any) effort into managing this. Ticket bikers that are running lights, turning illegally and not following road rules.

Forget the fact that this City is shuttering businesses, not holding the bikers responsible for bad riding is causing a divide in this City and making it an increasingly frustrating place to live. It's hard to teach my kids to ride their bikes safely when you have an abundance of horrible riders with zero accountability. Speaking of kids and families, keep in mind that families, especially families with more than one kid have to drive around to get places.

Thank you for prioritizing bike and pedestrian safety!

In the configurations with both bike lanes on one side of the street, how is a cyclist supposed to safely turn into a street on the other side of the street? That involves crossing two lanes of traffic, but there is not space to stop without blocking the bike lanes. As a cyclist, I prefer bike lanes on the same side of the street as vehicle traffic, as I find it easier to manage.

So excited this work is starting, will make moving through this area safer and more comfortable for my family - we are car free and see to move through this area

Thanks for asking. I hope you get lots of good feedback.

No

Thanks for asking the community and all the improvements!

I'm really glad to see Cambridge improving bike infrastructure and thinking, simultaneously, about access for disability and walking. I would prefer a city that prioritizes parking for those who live here as well as good access for others to utilize drop-offs, pick-ups, and loading zones over multi-hour parking for nonresidents.

This work is amazing—thank you for soliciting input and for installing protected bike lanes. Love Cambridge!

I think these types of safety improvement projects are absolutely necessary, despite the attendant inconveniences (I drive and park in these areas so I will probably be inconvenienced, but safety has to be the priority)

I appreciate the need to add bike lanes to Cambridge streets and I also appreciate the need to make pedestrians safer. That said, some of the proposed and already-constructed solutions seem to be poorly thought out. Bicyclists and pedestrians have to share the responsibility of safe roads, and so bicyclists who go through red lights and make illegal turns, as well as pedestrians who cross against the "don't walk" signs need to be more fully recognized as part of the problem.

My husband work at CHA on Windsor St. and his patients already have a very hard time finding parking. They come from places like Everett to receive care. Our small parking lot at CHA is not nearly big enough to accommodate patient needs. Some patients miss appointments because they can't find a parking space, so they turn around and go home. Many of them are medically high needs, immigrants, and low-income, so they really need to receive care in a timely manner. The present situation- in which patients don't receive care because they can't park in our city- is **not** OK! This goes against our values as a sanctuary city and a city that cares about social justice and health equity. Elimination of metered parking spaces on surrounding streets will only exacerbate the problem. As wealthy cyclists continue to commute to tech and biotech jobs in Kendall Square using this stretch of Main Street, I recognize that additional safety measures need to be put in place; I don't oppose them. However, we need to

make the area useable and accessible for ALL the people coming in and out on a daily basis. Prioritizing the needs of largely white, wealthy cyclists without also trying to meet the needs of the disadvantaged patients using CHA's services is a choice that reinforces historical inequities. The City of Cambridge should cooperate with CHA and other landowners on and around Windsor Street to create an additional hopefully larger, designated parking area for CHA patients.

Mr. Meuse, I know you're a biker, but some of us in Cambridge aren't. We actually leave our bikes at our summer place and walk or drive when we get home to Cambridge. Our West Cambridge neighborhood has been turned into an ugly mess by the bike lanes. All summer bikes were invisible on our street. There are more now that colleges are back, but we, as tax-payers, went through all this for the small numbers of bikers? How about those who don't pay any attention to the direction they should be riding in? How about the cars parked so close to the corners that as a driver, you can't tell if there are bikes, or electric bikes coming. And speaking of electric bikes? No speed limit for them? They consistently pass cars and trucks. This Project needs to get a grip on traffic speeds on what's left of our street.

The bike lane construction has been poorly executed in other locations, as you have heard over and over again. Some safety is created, while other hazards are introduced. Vehicles now wedge themselves between the stanchions and block the bike lane in many locations, forcing bikes into the vehicle lane. Food-delivery drivers, i.e., Door Dash et al, are the biggest offenders, followed by large delivery trucks. There must be adequate loading zones and effective prevention of breaching of the bike lanes. This is an extremely unsafe circumstance.

Too much arranging a city around bicyclists

Thank you for making these input meetings and surveys

Thank you for taking the time to create the options and surveys for these quick-build solutions. I can't wait to see what permanent safe infrastructure solutions look like.

Separated bike lanes are the way to go: Pretty much all progressive cities all over the world recognize this. It will carry many more commuters in a cleaner, healthier, and more convenient way. Why give in to the concerns of a very few people who worry about a few parking spaces when it allows for thousands to travel safely. (We never consider to have "shared side walks).

We need fewer car-centric public spaces. See: global warming and other public health crises.

See my comments above. Your efforts to accommodate bicycles are extreme and unreasonably disturbing to local businesses and drivers.

I've been biking the city streets for over 45 years and appreciate the attention to bicycle safety. But I think by removing so much parking for cars you are making car-parking a time-consuming chore for residents, especially those who do not have their own driveways/parking. Trying to find parking, especially after dark, in my neighborhood is often painful and annoying.

When I was at the meetings I heard some people speaking as though they speak for the entire neighborhood. They do not. I live very close to the "project area" and consider this my neighborhood.

As a Cambridge resident who bikes and drives here, I appreciate and encourage continued expansion of the separated and protected bike lanes. I do so enthusiastically and wholly understanding these advancements alter existing infrastructure and can result in the loss of parking spaces. It is a matter of safety and ultimately improves the community in numerous ways. Thank you for pursuing this project and dealing with the individuals and businesses who truly do not seem to comprehend the lives improved and outright saved by these projects.

Please stop with the bike lanes separated from the car lanes it's harder to get past slow cyclists and make left turns now. I also have to worry about getting doored on the left now and pedestrians are more likely to step in front of me riding. Normal bike lanes next to the car travel lanes were far preferable.

You might ask Cambridge tax payers and businesses if they are in favor of these changes. You have ruined Brattle Street and made it dangerous to make right hand turns.

Please design a plan for THE ENTIRE CITY. Piecemeal work like this is making life harder for all residents and visitors.

Sadly, you continue to make it far more difficult to travel around Cambridge.

I'm a bicyclist, but I really object to the elimination of so many parking places. All options seem viable to me, but are a major inconvenience to drivers. I should mention that I cycle to work every day to 500 Technology square. I'm 73 yo, though, and there are times that I prefer not to take my bike. I don't feel that those considerations have been taken into account. And I don't see any accommodation for those with physical limitations.

No bike lanes. People and businesses need parking. Bike lanes disenfranchise 90 percent of city residents.

Mass Ave from Porter Sq to Arlington is a disaster. Please learn from that mistake with future implementation. Also, I think the Brattle St modification is awful, especially around Appleton Street. The driving lanes are too narrow, corners are not at right angles sometimes, and the two-way bike lanes only on the North side are dangerous to bikers (of which I am one).

It would be great if the existing laws governing the behavior of cyclists were enforced.

This project is draining the lifeblood out of Cambridge.

Thank you for accepting community suggestions! I'm at once a driver *and* a cyclist *and* a pedestrian in this area, so I appreciate the desire to make it safe and efficient for all.

Thank you for soliciting our input. You are doing great and important work. I am a pedestrian, cyclist and (reluctantly) sometimes a car driver. We need safer streets for all users. Thanks for what you are doing!

What metrics are you using to assess impacts once bike lanes are installed? Are you using professional traffic assessors or is all of this dreamed up by college interns who dream of biking everywhere? As a North Cambridge resident, the traffic on Mass Ave is a cluster-[...] .

Please stop before more people and businesses are injured.

Cambridge residents should have priority since we pay taxes and live in the city.

I think the link to larger image for question 2 option 3 is bad, takes you to the enlargement for one of the other options.

Have you addressed how street cleaning will occur in these narrow lanes? Also, I think snow storms will be difficult to manage. Do any of those parking spaces allow people to leave their cars there all winter without moving them? Did the city have to go buy new plows to fit in all these narrow bike lanes? I live by Brattle St were they have both bike lanes and islands projecting out into the road. Has anyone thought of how the people who plow are going to know how close they can get to the curbs of these islands? It will result in the snow piles to fall into the car lanes. What happens if we have more than one storm per week??? I think you are going to see and hear of a lot of angry people dealing with these difficult situations you have created. Here is my email so I can get some response tp the questions I have posed. [...]

Get bikes off main street

Taking away parking spaces for residents and tax payers should not happen without their majority consent. Small businesses and permit parking holders are unduly impacted.

Honestly, all of these bike lane projects suck

If bicycle safety is your main concern then enforce the STATE laws where bikes must stop for stop signs, RED LIGHTS and pedestrians. Bikes should also have mandatory lights and helmets. Currently less than 30 % of bikes stop and wait for a green light and rarely stop for pedestrian in cross walks

Whoever is designing these changes needs to have more conversations with actual residents in the area to see how their lives are negatively impacted. Bike lanes are taking over the city in an unsafe and life altering way.

with a scarce amount of parking, limit how long folks can park. It's not fair for some people to store their cars for long periods. This is why God invented parking lots. Please do more to stop the epidenic of double parking Amazon/UPS delivery blockages, and idling ubers.

No parking for businesses for all of these bike lanes, when bikers do not stay in the lanes anyway is not right. Nobody enforces the rules for bikers-why not? In general, safety should be for everyone, but bikers do not yield to pedestrians, are verbally aggressive, and do not get any fines. Families shopping need parking spaces, not everyone is on a bike.

I hate when "bike lanes" get hidden behind parked cars. The lack of visibility and maneuverability is dangerous and worse than nothing. I also hate sidewalk "bike lanes" because obviously pedestrians are in them because they're sideWALKS.

Yes, Cambridge become over burdened with these bike lanes. Police pay no attention to bike riders breaking the law, in fact, if you should find one(police officer) to complain to they will either tell you it's not their job or they have a special group that handles bikes. I make these comments not as a car driver and stopped using my bike a while ago. I feel you are taking your life into your own hands riding on the streets of Cambridge. So yes, I am a pedestrian-only.maybe some consideration should be afforded the many others like myself.

Excited to see better bicycle facilities on Main Street and improved pedestrian crossings at Sidney

Bike and pedestrian safety and ease of use MUST be prioritized over ease of driving and

parking.

[...] probably don't even live in Cambridge just trying to destroy and gentrify, traffic is insane and you suggest making more traffic you're a [...]

Please make sure that all crosswalks are raised and utilize curb cuts to slow down cars and shorten the distance that pedestrians have to cross.

I would like to know when will bikers have to pay their fair wage I taxes for their lane and light signals. We who drive have to pay excise tax and they do t? How is that equitable? I'm a home owner of over 60 years here in Cambridge and I HATE what you all doing to my city. Those of you who are making these decisions aren't even from Cambridge and you are destroying my home.

Thank you for allowing us to provide our feedback as residents of Cambridge!

Our city is INSANE and our inconsistent BIKE LANES design is the prime example!

I commute by bike year round and have done so for decades in the Boston/Cambridge area. Fully separated lanes create unsafe intersections and restrict bikes from making left turns safely with traffic. I believe there are good places to install these, and many places where they are not as helpful as well signed bike lanes in the 'ordinary' location between traffic and parking spaces. Moving bike lanes against the curb and inside parking spaces creates issues. As mentioned, constraint from freely turning left with traffic, danger from people walking across the lane to their parked cars, double parkers, delivery trucks, moving vans, debris and ice in winter, poor surface maintenance around drains and curbs, etc. I am particularly uncomfortable with two way bike lanes along one side of the street. I feel that the unfamiliarity of the configuration creates all kind of traffic delay and danger.

Thank you for your work on these improvements!!

Thanks for improving bike lanes, it's very important for me as a regular cyclist.

Was the first page missing an option 1 or option 2 checkbox?

More unnecessary interference by the city, negatively affecting the residents. Bike lanes already exist, maybe you people should just make more speed humps to slow traffic

Our family is looking forward to this new bike lane connection to central square.

I have two friends who have been hit by bicycles going the wrong way in bicycle lanes. Both families have moved out of Cambridge. They were valued members of the community.

Let's make this city a place to go to instead of a place to go through!

Please stop with the traffic changes and the construction. I still cannot believe we can't cross Mass Ave at Sidney St. What was the point of that?? I'm increasingly convinced that you make these changes on this side of Cambridge but leave affluent residents in West Cambridge alone.

Get rid of all parking. Do it! Be strong.

I'm excited about protected bike lanes on Main St. I bike on it every day with my kids and I appreciate the added safety.

I'm hoping 907 Main can have a voice in this discussion

Please make sure there are enough places for people who drive to park for a short time, like to pick up food or drop people off. If the space is not there, they will block the bike lanes like they do everywhere else

improving the left turn from Main St. to Sidney St. would be a huge improvement, since right now, it is scary on a bike to make that turn and not know if the cars to your left will want to go straight and run you over.

Again, this push to replace parking with bike lanes, without there being proper data to definitively assess safety outcomes is reckless. Also, from the bike lanes that have been implemented already, bikers seem to bike with impunity and often ignore or misuse the bike lanes. If safe biking won't be enforced, there is no possibility of bike safety. In such a case, why do Cambridge residents need to suffer by having street parking eliminated? Please consider designs that aren't so extremely detrimental to city parking!

For most residents these are all very unsatisfactory options.

The biggest eye-opener to me when moving about the City in the last number of months on foot, bike, and car in areas where bike lanes already exist-- is the increasing number of both cyclists and drivers who do not heed lane signage, traffic signals, and safety protocol. It is especially dangerous on N. Mass Ave as one approaches the Arlington line where cars REGULARLY and dangerously drive in the right-hand bus/bike only lane. At times it is nearly impossible to move into the right hand lane at the N. Mass Ave/Alewifebrook Parkway intersection without extreme hazard. Another example are the frequent cyclists on Mass Ave in the Porter Square area who do not heed bike lanes or traffic signals. Their noncompliance adds considerable danger to pedestrians, other cyclists and drivers using the same spaces. The bottom line is, safety changes are only as good as the adherence to the safety markings, traffic signals, and established safety norms. In speaking with other residents and business owners alike, there is wide spread frustration about the fact there seems to be NO ENFORCEMENT! Without enforcement, our streets have actually become far more dangerous to everyone. Where is the ENFORCEMENT???? PLEASE -- lets get on top of what is already built with some enforcement before we continue to add to the unsafe chaos on our streets! Seems like the City is so focused on the forest, they don't see the trees.

Keep on destroying life in Cambridge for the sake of the almighty bicycle

Why did you decide to add two way bike lanes on many of the major roads making it more dangerous to park get out of your car and have two way traffic as well?

Thank you for working to improve this corridor!

The safety improvement plan is disconnected and inconsistent with the housing plan, and a complete lack of planning for the 95% of the population in Cambridge that does or cannot bike and have to contend with poor circulation and parking and no effort or thought on improving public transportation as an alternative to cars.

Please consider residents who need a car but can't afford a driveway. Cambridge should remain family-friendly. Also businesses need customers from the suburbs. Consider investing in eliminating the ever-present litter, instead of eliminating more parking. That would benefit everyone.

Love this project!

Many of us fear you are not really going to listen to us because you have not in the past. Please stop making a mess of our streets. They are not safer!! We have seen more accidents (mainly bikers) and near misses than ever in our many years in Cambridge. We do not feel safer as pedestrians, biker or drivers.

How will snow and ice be removed with the bike lanes??

if there is no parking the businesses will loose out

Too much traffic gets stacked up at Sidney Street extension because left and right bound traffic to Main or Columbia are now sharing a single lane. Turning from Mass Ave to Sidney ext, it is impossible to catch the green turn light. This should be a right on red permissible because the sightlines are very open, so there is little danger in right on red after stop and check.

Please let me know your response to my questions/suggestions. Thanks

Where will tradespeople (plumbers, electricians, carpenters, etc.) be able to park? Some tradespeople refuse to work where parking is difficult, or they charge the customer extra. Have you taken that into account with this design?

Still waiting to learn of all the sidewalks in study area meet ADA requirements.

Why aren't the sidewalks/streets modified similar to Western Ave or Mass Ave where parking os still available?

Rather than 4 turn boxes, could the intersection with Mass Ave become a partial protected intersection for bikes?

I feel that there should be more parking within NTC if that is what is truly needed, because I want to respect the needs of neighbors but that seems to be driving the entire discussion, rather than the best street design. I have definitely heard of a lot of permit abuse too (sales, non-residents, etc) so we should get on top of that too, so that people who are using the system correctly have sufficient space.

Q14. (Optional) Do you have any feedback on this survey? How can we improve next time?

I thought it was well done

No issues

Good.

Voting on options for the first section was missing

Public transportation needs more help

You are not open to asking the important questions of residents and businesses FIRST before acting by fiat. Nor are your decisions as to the impact of separated bike lanes based on any national or CITY data.

None

How about checking in before you start these dangerous projects?

I loved the pictures and the image descriptions--having both helps make the survey accessible.

Clarify who is behind this initiative.

wait and see.

The survey itself is well-constructed, but I don't think surveys and public meetings by themselves are an adequate way of reaching out to all constituencies -- especially parents and the elderly, two groups that seem underrepresented in all the heated rhetoric and name-calling.

The city council should be ashamed of themselves.

Seems great. Lots of comments to sort through. Thank you for the time. We appreciate the ability to give our input :-). You're all doing a great job. Thank you Cambridge!

Offer options that are not so limited...seems like decision has already been made as to what's going to change. We will continue to vote out the heavy "bike lobby" friendly Council members in the years to come. And this comes from a 35 year resident active communiting bike rider.

This process is good. Please repeat for other bike lane projects!

Please send more of these surveys on how to mitigate all of the lengthy and disruptive projects currently underway or planned for the future

Thanks for involving those who will be impacted. For many years, I traveled to work in Kendall Square. Main Street was not navigable. This will make things worse.

The majority of CAMBRIDGE RESIDENTS and BUSINESSES are frustrated and upset by all the bike lanes. The bike ordinance was created and passed by the city council with no real concern for the citizens of the city. At one meeting regarding bike lanes on Gore St. We broke into small groups of 5. My group had 1 city representative, me 2 bicyclists from Somerville and 1 bicyclist from the Port area. My neighbors reported similar demographics in their groups. The Cambridge bicycle committee rallies the bike riders to attend these meetings even when they do NOT LIVE IN THE CITY or live in the neighborhood. A binding referendum for city voters and businesses would show an entirely different sentiment than the biased city council and bicycle committee portrays. It is becoming impossible to own a car in the city. Maybe the councillors should all give up their vehicles and ride bikes.

Improv by asking for open ideas. Do not force people to choose from the ideas that makes commute harder.

I am glad you are offering this as a way to get input. You now need to make sure this gets to all residents, not just those who receive the city's daily email. Thanks

Ask questions that permit more open response

Missing voting option on first question

Forgot a voting option for question 1--maybe intentional?

Very good idea. Thank you.

Great survey, thanks~

great survey. clear. such a good idea to help survey takers understand what the specific decisions are where you need input.

Thanks for posting the link at the intersection.

On the first question, I'm not sure if I selected one of the radio buttons and don't think I was prompted to make sure I input a response.

This is great at least for considering compromises.

The text boxes would be better if they allowed paragraph form, like this one. All the others just turned the text into one long line and lots of scrolling horizontally. Love the opportunity to contribute! And love the good bicycle infrastructure! Please keep motorcycles out of bike lanes.

thanks for asking for our opinions...but you are asking for variations on the basic themes and not considering more serious slowing down of these kinds of projects

N/A

No preference was asked for the Sidney street part of the plan.

You could simplify it a bit and the drawings more St specified.

Survey is fine. Underlying assumptions about such wholesale changes is what I quarrel with.

Make a section for elderly and handicapped people

Map Link to make larger is broken. Also Maps need to show bigger area.

A little bit of a "pre-emptive sell" in the questions.

I think you get my drift from prior comments--(though I have lived in Cambridge long enough to know that my input isn't going to make any difference--sadly enough). Balance. Thank you.

It was great

This was a great survey--thanks for collecting this feedback prior to completing the design!

Overall very well done survey! You could have highlighted the differences and pros/cons between options a bit more, but it was easy enough to figure out.

well done

Make better arrows on the green bike lanes in the pictures. I couldn't tell which way the bike arrows went, and only figured it out via the description. Use bigger arrows maybe. I like that you have this explanation box after every question, and it allows a lot of words. Put a lot of bike holders on the sidewalk to lock bikes. One question -- emergency vehicles get through how? (Autos can't pull over with bike lane protected bc not enough room during heavy traffic. Specify whether wheelchair users are allowed in bike lanes. Create free shuttle services for families with children for grocery shopping, appointments, etc. so they won't have to use cars. Large grocery shopping cannot be carried on bus when handling young kids, and

carriage. Lots of single parents out there whether fathers or mothers! Instead of street bike lanes, would be better to have raised bike lanes over the roads (like overpasses, but with only bikes instead of cars). Do that throughout the city so there will never be car/bike crashes. Thanks for all your hard work and outreach for community input. Would be nice to have sign in Central Sq, Harvard Sq, main parks in Cambridge to notify other people about this survey. Many people don't have email (surprisingly).

Know it would be more work, but perhaps could do little videos to see how traffic would move through spaces - easier to understand if "see" it moving.

This survey was nicely done. Good work!

Nothing to add

This survey was great! The visuals coupled with the clear explanations of what would be different vs the same in each proposal really helped.

It's a step in the right direction. I appreciate the detailed maps, which were well done.

Thanks for doing this survey!

Whatever designs are selected, the maxim must be to cut down as few trees as possible. Planting new trees is not the answer--if they even survive, as many don't, it takes them decades to provide mature tree benefit. The answer is to let existing trees live.

Include options for directing the planners to start over.

The diagrams could be done on maps showing the actual streets and buildings. Or I have seen photoshops on the street that would make it easier to understand

Cambridge government doesn't listen to voters. They ruin historic streets, cause businesses to fail, and design roads that are dangerous. All of these decisions should be voted on by the tax payers.

Have choices for "leave it alone"

I wish we had been able to complete a survey before the options were so limited.

Your questions provide only opportunity to agree with your options and no opportunity to disagree

It's an efficient and clear instrument. Congratulations!

Given the grossly disproportionate concern for cyclists because a few [...] failed to outrun trucks, the survey was well-designed.

Taking these surveys is pointless because you do what you want to do anyway. Which is give the finger to any resident that depends on a car for transportation.

The survey was a little long. But I am committed to these issues so I was in for the whole thing. I'm not sure others would be.

Actually listen to people who live and work here, not a small vocal group of cyclists not willing to responsible for themselves. Also, start being transparent as to the enormous cost of this - so far two miles of lanes have cost tens of millions of dollars that have been admitted so far

- sure the total is well beyond what anyone even guesses.

Focus on the residents.

Please add plans of the existing layouts for comparison. Can't overstate the issue with food delivery/rideshare drivers parking in protected bike lanes, it's a constant along Mass Ave. The design study should anticipate where this may occur (often at openings for driveways) and incorporate ways to prevent it. Would be nice to see the city enforce it more, too often I see CPD roll by and ignore them.

Just want to hear answers....

Start charging bicycles registration and license fees and enforce the laws.

Give more people access to this survey so they can explain their points. The bike lobby is too loud and the millions of other residents are not being heard.

Bike lanes should be for human-powered bikes, not e-scooter, ebikes, or mopeds. The lack of policing is glaring.

In general, safety should be for everyone, but bikers do not yield to pedestrians, are verbally aggressive, and do not get any fines. Families shopping need parking spaces, not everyone is on a bike.

this city has gone way too far with bike lanes particularly the white poles many of which look like they have been hit by cars or other vehicles many times. These lanes are a total safety hazard. If this issue should ever come up as a ballot measure, I think you know where I stand.

STOP THE [...] BIKE LANES YOU ALREADY [...] HAMPSHIRE ST PRETTY SOON CAMBRIDGE IS GONNA HAVE NO PARKING JUST BIKE LANES AND [...] BIKERS

Revert to the prior "universally established" bike lane system, on the RIGHT side of the street. Spend the budget on offering free airbags to Cambridge cyclists!

I was given no poll options for Sydney to Windsor, but I gave my choice in the free response box.

It's nice!

Provide dissenting options for THE RESIDENTS and AFFECTED BUSINESS people ! There are a lot more voting residents than there are local/non local bikers. NOT THAT CITY COUNCIL members care what the resident voters WANT !!!

It is a good survey. Well done.

My tiny brain could not understand the intersection pictures. Maybe a gif with some vehicles moving through it. I realize that might be really hard!!

Why is there no mention of how much parking is presently available on Sidney Street? Without that, we can't tell what the impact of either proposal is?

Thank you.

rationalizing the destruction of the city

You are asking questions about a system that already has some built in assumptions which

are not working now. What you have done to Brattle Street and the safety for people parking and getting out of vehicles and for the turns into streets has been a disaster so I do not really trust the basic assumptions and build out you have already undertaken. It makes it tough to look at options that still insist on putting in bike lanes that make it more dangerous for the cars and trucks who are still operating on the same streets. Cambridge needed a one way street map for bike lanes. You are trying to do too many things on the old streets and it is not working for all the commercial and parking needs of the city. The safety issue is for both bikes and for drivers. You have not sent out the rules for bike drivers in the city, safety equipment? visual ability to drive a bike? not using the bike lanes and entering into the traffic lanes? running stop light? not stopping at signs? If you have no rules for the use of the road why are you building better access to the roads for bikes?

My partner uses this corridor. I would love to see this project move forward in a way to improve her safety as a cyclist!

Consider distributing surveys more widely. Perhaps via neighborhood schools?

Need to ask for suggestions. Not leading q.

The survey would not let me select between options 1 and 2 on the first question.

Survey residents on whether or not they want bike lanes.