JACKIE MCLAUGHLIN: All right. Hello, everybody. Welcome to the first community meeting for the Safety Improvement Project on Broadway. My name is Jackie McLaughlin. I'm the communications manager for traffic, parking, and transportation. I'm going to be emceeing you tonight. This is our first community meeting for the Broadway project. And you will also have a chance to provide feedback after a presentation that we've put together.

At this point, just keep in mind, all of your cameras are off and will remain that way throughout the duration of the meeting. We will only enable your microphone at the end, when you have a chance for your public comment, and that's when you'll have the ability to raise your hand. And we'll go through, if anyone's here on the phone, how they're able to do that as well.

So city staff will also be keeping an eye on that Q&A section of this Zoom, so feel free to share your feedback or comments there throughout the presentation. We'll address your questions and feedback during the designated portion of the meeting later tonight.

And I did want to let everyone know that these presentation slides are available online. They were posted last week. So if you go to the project website at [? www.CambridgeMass.gov/BroadwaySafety, ?] you'll be able to download the webinar slides there and follow along if you'd like to do that. And Chaimaa actually put those in the chat as well. Next slide.

So we wanted to give an introduction of the folks here today. We have Brooke McKenna, who is the commissioner of traffic, parking, and transportation; Jeff Parenti, who is our assistant commissioner. We have Andreas Wolfe, who's the project manager for this project, you'll be hearing a lot about from him. Scott Curry is also here, Associate Planner and Urban Designer from Kittleson & Associates. We have Stephen Meuse, Supervising Engineer for Traffic, Parking and Transportation.

Also from traffic we have Chaimaa Medhat, who you've seen in the chat. She is our community relations project administrator. We also have staff here today from the Community Development Department and Department of Public Works. Andy Reker is our transit program manager. And Nick Schmidt, who just started his role as transportation program manager, is here tonight. They're both from the Community Development Department.

And last but not least, we have Jim Wilcox, City Engineer within the Department of Public works here tonight. So I just want to thank you all for being here tonight. We can move on. Yep.

So today we're here to introduce the Broadway Safety Improvement Project. We're creating a new design for Broadway as part of the city's Cycling Safety Ordinance. So tonight you will find out more about the project's goals and background. And at the end of this meeting, you'll have enough background information to be able to provide feedback today for specifically the section A design and Broadway as a whole.

What that's going to look like, we're going to be presenting a slideshow. And then we have a question and answer section for public input. In the coming months, there will also be more opportunities to be involved in different ways, starting with two in-person open houses next week and a working group starting up this spring.

And I do urge you, if you haven't signed up for emails just yet, it's a really great way to find out more information about this project as they come along. And we'll drop that link into the chat as well for you. You can go to the next slide.

So what we're going to be talking about here tonight, there are seven sections. And as you can see, the end is questions and feedback section. We are going to be spending a lot of time in that. But to give you some background and ability to learn more about the project, we're going to be talking a little bit about the project overview, our goals for the project, what to expect with some of the proposed street layouts, design considerations, and then a big bulk is the Section 8 design, of course, and how to share your feedback with us for that.

And then also next steps, including a timeline and upcoming engagement opportunities. And then we're going to be moving on to the questions and feedback section. So with that, I am going to be passing it off to Jeff Parenti. Thank you, everyone.

JEFF PARENTI: Thank you very much, Jackie. And welcome to our first Broadway meeting. We're excited to have all of you and appreciate you taking some time tonight to talk with us about it. As Jackie mentioned, I'm the assistant commissioner for street management here in the Traffic, Parking, and Transportation Department. And I'm going to give you a little bit of the overview of the project before we get into some of the details. Next slide, please.

So first, the project area-- so this project does span a good portion of Broadway, starting on the west end in the Harvard campus area at Quincy Street, stretching past Prospect Street, and into the Tech Square area. And the eastern end of this project limit is at Portland Street. Next slide, please.

We are breaking the project into sections. And the first section, which we're calling section A, will begin installation in 2025, later this year. And that's the section between Portland and Columbia. And then the remainder, which we're calling sections B and C, will begin in 2026. And that goes all the way to the west end of the project, at Quincy Street. Next slide.

All right, so we're just starting. Tonight, as mentioned is our first meeting-- winter 2025. We'll give you an overview, which we're doing right now. And then we were going to begin the design process for section A and start to get your opinions and comments, take your questions. And we're doing that tonight. Moving on to spring of '25, we'll do some more design feedback. We'll have another meeting on section A, and then moving into the late summer, late spring-summer of this year, we will begin installation of the section A work, Portland to Columbia.

And then moving on to section B and C in summer and fall of 2025, we'll begin that design process. And then in winter of '26, we'll finish up with our design development with all of you. And then we'll do the work of the installation work on sections B and C in spring of next year. Next slide.

So many of you, I hope, are familiar with the Cambridge Cycling Safety Ordinance. It was originally passed in 2019. It's important to understand that this is an action of the Cambridge City Council. The Council has directed us-- the Traffic, Parking, and Transportation Department-- to build separated bike lanes. That's what we're talking about tonight for Broadway.

And the wording of the ordinance is very important. The separation is required, or what is called in the ordinance, greater separation is required in the ordinance. And so much of what we are going to show you tonight is driven by the language of the ordinance. And so there were amendments to it in 2020, which added the requirement to install about 25 miles of separated bike lane by April 30, 2026. And that includes quick-build projects not on the five-year plan. And then in 2024, Council set a new deadline of November 1, 2026. Next slide.

So a little bit more about what the ordinance says-- so it requires us to build separated bike lanes on all of Massachusetts Avenue, Broadway from Quincy to Hampshire Street-- that's what we're talking about tonight-- Cambridge Street from Oak Street to Second. Garden Street from Huron to Berkeley and Mason, that's complete. And then Hampshire Street from Emery to Broadway, that's also complete.

So it also requires 11.6 miles of separated bike lanes in other locations, which is identified in the 2020 Bike Network Vision plan. And you can read more details about that on the website. If you haven't seen it and you're interested in bicycling in Cambridge, the 2020 Bike Network Vision plan is an excellent resource and maybe it's something you can peek at while we're talking tonight. Next slide.

So here is Broadway in the context of the greater network. Go back one. Thank you. Here's Broadway in the rectangle there, which is in the context of the overall bike network citywide that we're trying to create. So the idea is to create a network for bicycling that is safe, comfortable, connected, and centered around people. And so the network is intended to connect important destinations through the city so that people who are interested in bicycling and want to, can feel comfortable doing that.

And so that is the main aim of the network. And we have successfully completed a lot of that already. And if you're interested in what we're talking about tonight and the proposal that we have for Broadway, there are lots of other examples that you can take a look at in your neighborhood and other parts of Cambridge to get an idea for what the project is, how it feels, and what it means to your community. Next slide.

And now Stephen Meuse will talk about how we measure our success.

STEPHEN MEUSE: All right. Thank you, Jeff. Hi, everyone. Stephen Meuse, Supervising Engineer in the traffic department. So we're going to talk about measuring success and what are our goals for this project. So next slide.

So our goals are to reduce driver speeds and improve safety for all users, and to expand the bicycle network, increase bicycle ridership, and reduce bicycle-related crashes, and 3, to address safety and reduce crashes at intersections. So we'll now go through each one of those, the next couple of slides.

So goal number 1 is to reduce driver speeds and improve safety for all users. We know that speed's the number one factor in the severity of crash. Studies indicate that a person struck by a vehicle traveling at 20 miles per hour has a 90% chance of survival. This can vary based on a number of factors, such as vehicle type. But generally, we know that when speeds increase higher than 20 miles per hour, the crashes that might occur with people walking are more likely to be fatal or more serious.

Generally, we want people in Cambridge to drive 20 to 25 miles per hour or less. And that's why nearly all of our streets have speed limits in that range. We also know that just posting a sign is just the first step for that process. We also need to make sure that we design the streets in a way that leads to those speeds that we want to see on them.

So on September 10 through 12 of this past fall, we collected speed data on Broadway. And once this project is installed, we'll use that data as a baseline to compare to after data, usually three years later. And that way, we'll be able to identify if we've met our goals for speed reduction. Next slide.

So here's an example. We aim to reduce driver speeds on streets with separated bike lanes. When we installed separated bike lanes on Cambridge Street, that's the section between Quincy Street and Inman Square about seven years ago, we saw a large decrease in speeds. So speeding was one of the major concerns that residents had about the roadway, similar to what we've heard on other streets in the city, Broadway included.

Before Cambridge Street Project was installed, about 50% of drivers were traveling above the speed limit. After the project was installed and when things settled, so that's that about three years or so, we found that only 15% of drivers were traveling above the speed limit. Enforcement and education are supplemental to proper street design, not a replacement for it. And that's exactly what we're seeing here, where the design of the roadway is what led to people driving more slowly and safely. Next slide.

So our second goal is related specifically to biking. It's that we want to align with the principles and goals of the Cambridge Bicycle Plan. We want to expand the bicycle network, increase bicycle ridership, and reduce bicycle-related crashes. The vision of the 2020 Bicycle Plan, which Jeff just touched upon in a couple of slides prior, is that Cambridge would be a place where bicycling is equally available to everyone, a place where all destinations can be reached by bike. And we want our streets to be designed to accommodate bicycling for people of all ages, abilities, and identities. Next one.

So by accomplishing those things, we can increase bicycle ridership. Increasing the number of trips by bike is consistent with the envisioned Cambridge Mobility Plan, the city's climate action plan and the climate protection plan. Separated bike lane projects are known to increase bike ridership on the streets that they're installed. And at this point in our network build out, since we've been doing this for several years now, we have seen these large increases in people biking. So we know it's working.

In a study of bike-related projects installed in 2021, for example, we found an increase in bike ridership on sections of Mass Ave. that received new or improved bike lanes. We'll continue to study future installations, such as Broadway, to make sure that we are measuring our success. Increased bike ridership on Broadway and other streets throughout the city means that more people can visit Broadway, whether they're shopping, attending school, or visiting friends or family. Next slide.

Third goal is to address overall traffic safety and reduce crashes at intersections. We know that many crashes that we see on our roads take place at intersections, so we'll pay close attention to the types of treatments we can employ there. This could include changes to traffic signals, the timings, intersection layouts. It could also include techniques to slow down turning speeds or to reduce conflicts between drivers and people walking and biking at these locations. Next slide.

And as we've begun implementing the Cambridge Bicycle Plan, we've also observed that biking has become increasingly safer in the city. So when you look at crashes and the likelihood of crashes, you need to compare the crash rates, not the total number of crashes. The crash rate, which is the number of crashes per million bicycle miles traveled, has steadily decreased since 2003, we found. And last year-- I think it was 2023, actually-- we reached the lowest bicycle crash rate to date, since we started measuring.

And so when you look at crashes that have occurred, we've also seen them become much less serious than they had been previously, with more than half becoming non-injury in nature, up from less than 20% when we first started looking at this. And serious or incapacitating injuries have declined by 84%. So when it was over 5% of crashes previously, to now under 1% more recently. So next slide-- What to expect. I'm going to hand it over to Andreas to talk more about specifically what we would like to change on Broadway.

ANDREAS WOLFE: OK. That's great. Thank you, Stephen, and thank you to Jeff and Jackie. And Thanks to all of you for joining us tonight. Looking forward to getting into this project with everyone. So, as said, my name is Andreas Wolfe. I'm the project manager for the city for the Broadway project. And I'll be most folks' lead contact when it comes to public engagement and reaching out to people. So my contact information will be included throughout this presentation and on the website for folks to ask me any questions.

So I'll start with a-- my section is What to Expect. And this is termed in a way that we really want folks to come out of this to get a sense of what this is, but not exactly what this is, because we are still early in this process for Broadway. This is going to be a multi-year project with multiple sections. And this is our first touch point with the community. So with that said, there are some things we know now.

There are some givens that we'll go over with you. There are plenty of unknowns as well. And so we'll start with those givens. But this is just the start, not the end. So as we're going through this, important to keep in mind that much of this can change. We do want to provide an overview of just what to expect generally to set the confines for some things.

And so the first of these elements has been alluded to already. That is a separated bike lane component of this project. So we are planning to install separated bike lanes, consistent with the CSO and the Cambridge Bicycle Network vision. It'll also be a quick-build separated bike lanes.

On the screen, we're showing a number of examples of what a quick build is. But generally, what a quick-build project means is changes to lines and signs and posts, basically, within the existing curb. So there's no underground construction. So on the bottom left, we have an example here in Cambridge of Mass Ave.

And this photo I like because it shows it in the winter. And so these are meant to be all-around-year facilities. We will plow them as shown in the photo. But you have quick-build lanes throughout this country. There are a lot of design guidelines, a lot of established research. The state even has a design guide that we follow-- all communities follow, as these are being implemented city and statewide and nationwide.

The exact materials might vary. Like in some of these photos, the posts are slightly different. The markings might be slightly different. But there is a general sense of what these quick-build lanes look like.

And so what is not a quick build? So the opposite of quick build is capital construction. Capital construction projects-- there are a great way to deliver a project. There have been many projects delivered through capital construction in the city. The classic example is Western Avenue. Inman Square is also another recent example.

The downside to capital construction is that it can take years. This is a full package. It often includes new drainage facilities, new utilities, new curbs, rebuilding the street underground and above. Quick build is much quicker. These projects, these quick-build projects can be installed within months, even weeks, depending on the duration.

And so if we were to, for example, try to build out the bicycle network vision with just capital construction, it likely would not occur in any of our lifetimes. It's really these quick-build projects are what help us really complete these projects within a timely manner and within the expectations of the Cycling Safety Ordinance.

And all capital construction projects are programmed into the city's five-year plan. And so if you are more interested in knowing about what's coming up for capital construction, that's included in there. Capital construction cut is-- it's not just about creating bicycle facilities or transportation facilities. Many of these projects are addressing a number of city issues and a number of competing needs, including utilities, as I mentioned. But more of that can be found in the five-year plan.

So what is Broadway? I think most folks are likely familiar with Broadway today. But there are bike facilities on Broadway in parts, but they're not what we call all ages and abilities. And all ages and abilities is what the spirit of the Bicycle Network Vision, the Bicycle Plan and the Cycling Safety Ordinance seeks to attain, and that is a dedicated bicycle facility that a driver cannot enter. Because those are the types of facilities we know can be used by people of all ages and abilities, and people who are new or want to start biking in Cambridge.

Today on Broadway, we have a mix of what are called painted lanes, which is a lane sandwiched between parking and a travel lane. And then we have many sections with no dedicated bike lane. And so when you're biking on Broadway today, you're competing with drivers for that space. And that's a position that can be very uncomfortable for many people. So we don't call that an all ages and abilities facility.

So what does that look like? To install separated bike lanes, which, again, is what we call an all ages and abilities facility, we have to make some key trade-offs. And that means creating space to add a buffer between the bike lane and the travel lane, so that we can install a physical barrier between the bike lane and the rest of the street.

That is typically white flex posts on a quick-build project. And in order to get that space, we have to take that space from somewhere else. And in the case of Broadway, that's one side of parking. So what you can expect would be to have parking on one side of the street and to have a buffer added in that space.

And the parking, again, it can alternate sides. So we'll have one side of parking, but based on needs of businesses or also the number of driveways, for example, on the street, that parking can alternate, so that we can keep as many spaces as possible. So the next slide is also me, and I'll be covering some design considerations for this project.

Again, this project involves the installation of separated bike lanes. But we know that there are many users of our streets, not just bicyclists. And we really want to address safety for all users as a part of this project. So the first user is, of course pedestrians. This project does provide an opportunity for us to address safety at crosswalks and improve safety for people walking as well.

With separated bike lanes, as I believe Stephen talked about, we see reduced speeds. We actually see a lot of co-benefits that come with that. And with the reduced speeds, you also see people stopping more for pedestrians. And then also, it's an opportunity to address visibility and so on. The right here we're showing an example from Mass Ave., where adding the separated bike lane, we were able to add in some parking restriction at the crosswalk to make that line of sight more visible.

And then crossing, you're actually left with a much narrower street. 10 feet, maybe 15 feet of the street has actually been taken out, which is what gets you the slower speeds and that shorter crossing distance. And then, of course, as for people biking, we are installing separated bike lanes, which have a number of benefits that we've talked about. I do want to highlight, though, on this slide, a bit of the benefit of separated bike lanes over, say, a painted lane.

The first is that there are an all ages and abilities facility, meaning for someone new to biking in the city, it's a much more comfortable experience. But separated bike lanes come with a reduced crash risk. On our separated bike lane corridors, we see better safety outcomes for all users, not just bicyclists.

A major crash threat, which is "dooring," is eliminated. This is when a parked car-- a driver exiting a parked vehicle, opens their door. With a separated bike lane, that crash risk is actually eliminated. And then lastly we see the visual is the visually narrowing I talked about. So it creates a safer environment for all users, not just bicyclists.

Another key user is, of course, people riding transit. And on Broadway, this is a bus riders. The exact details of this we'll cover in the design. But this project is an opportunity for us to change the spacing of some of the bus stops along the corridor. And this is really important because the photo on the right here-- this is of Cambridge Street, but we have many of examples of this on Broadway.

There are bus stops in the city that really aren't truly accessible for someone in a wheelchair using a mobility device. The bus in the photo is actually, you can see, it's not able to pull up to the curb. The bus stop is too short. And getting to the curb is what's really important for the driver to be able to deploy the ramp and lower and raise the floor of the bus, which people who have limited mobility need. So this project is an opportunity for us to adjust the locations or lengthen perhaps some of these bus stops to ensure that accessible boarding is possible.

And then unique to Broadway that we haven't encountered on projects so far is really the needs of schools. There are a number of schools on Broadway. Where today there are a number of schools, such as the Tobin Montessori School, which is shown in the photo, where school buses have to stop and are often parked for 15, 20, 30 minutes during pick up and drop off to let kids off and take kids on the bus.

With a separated bike lane, that becomes a bit more complicated. And so there will be some locations on Broadway where we have to drop bike lanes separation so that we can have school bus loading occur at the curb. So the section diagram, which is on the bottom left here, it shows what that looks like. Again, this is only at schools. But in those locations, we're planning to have a curbside school bus load zone instead of the separated bike lane. And wherever possible we'll have buffered bike lanes instead.

And so this is a bit different. The rest of the corridor you have the separated bike lane between the parking and the sidewalk. There are going to be some exceptions though, where we can't get that full separation in.

And then a bit about parking and loading-- we know that this is an important issue to many people. So as part of this project, the exact details will be worked out throughout the design process, but we hope to keep about 40% of the existing parking. And that's corridor-wide from Quincy Street to Portland Street.

We've inventoried the parking. And there's actually some really helpful data on our website from a parking study that was done last fall, where staff from our design team, Kittleson & Associates, went out and tallied the parking occupancy rate throughout the day at two-hour increments. And this provides an important baseline for us to compare the effects of reduced parking on Broadway. And it's something we want to monitor.

So while we know parking is being reduced, there are a lot of interventions we make to soften some of that impact. And it is a bit of a fresh slate for us to re-envision what that remaining parking becomes, and kind of a touch point with many businesses and other users to see if there's a way we can adjust the parking, such as maybe splitting it between meters and loading or splitting it between meters and residential parking, to continue to accommodate the street with the reduced amount of parking.

And then certainly not least, we really have to consider the needs of persons with disabilities. And this plays out primarily in two ways. One is accessible parking. There, the City of Cambridge has a program that allows residents who use a handicap placard to apply to have a parking space in front of their home. And these spaces, such as the one that's shown on the screen, even on a separated bike lane corridor, we generally provide these spaces next to the sidewalk.

And there are a few exceptions to this in certain places, such as at intersections or crosswalks. However, generally this is preferred that where we have these accessible spaces, we drop the bike lane separation as well to ensure that these spaces can be curbside.

The other key example of this, that I mentioned earlier, is about bus stops. And, again, this is an important issue for someone with a disability. If we can adjust the location of these bus stops to make it easier to get on and off the bus, we're reducing what is a major barrier that many people face.

So with that, I'll turn it over to Scott to go ahead and just go over the design.

SCOTT CURRY: Thank you, Andreas. My name's Scott Curry. I'm here on behalf of the consultant team that's assisting the city with the concept design for the separated bike lanes on Broadway. Next slide.

And so, as a couple folks have mentioned, just as a reminder, we're focusing this evening on section A, which is Portland street to Columbia Street. Sections B and C will be talked about at later meetings. We haven't identified the specific limits of those phases or completed concept designs yet for feedback. Once we get to that point, the city will host some additional meetings to review those designs and get additional feedback. Next slide.

So before I begin, I want to point out that a full-resolution copy of these concepts designs is available on the project website. You can see the URL there on the upper-right hand of the slide. I'm going to move through these from Columbia Street toward Portland street, so west to east along the corridor, and just point out a few of the things that you just heard Andreas mention as he went through the design considerations.

So in these concepts, we're trying to match the parking recommendations with the adjacent land uses. And you can see that means we're recommending changing to metered parking in some places. The meters help encourage additional turnover, so more people can patronize nearby businesses throughout the day. I do want to note, we're not recommending changing residential parking spaces in front of homes to metered parking. We're really focused on commercial uses for those metered parking changes.

You can also see here how green markings are used to indicate places where the separated bike lane crosses the street, and places where the bike lane flexes out to accommodate a different use at the curb. In this case, between Columbia and Windsor, that happens for a proposed accessible parking space on the north side of Broadway.

It also happens for that school bus loading area at the Fletcher-Maynard Academy on the south side of Broadway that Andreas mentioned previously. Also, just want to note that that bus loading area was a specific request that we received from the Fletcher-Maynard Academy. Next slide.

So moving East along the corridor, you can see that there are a few more spaces recommended to change to parking meters on Windsor Street. The bus stop is moving, so it's not in the same space as that new school bus loading zone in front of the Fletcher-Maynard Academy. We're also adding daylighting in a couple of places to increase visibility for drivers and pedestrians at corners.

Just want to note that that's not a reduction in parking, because parking isn't currently allowed in those proposed daylighting areas. There are a few places where curb extensions exist on the corridor, and so the bike separation will go away in those places. Those curb extensions help to support better visibility and shorter crossing distances for pedestrians, so they have that benefit.

Also, just want to note, again, this is a quick-build project. And so changing the curb lines to eliminate curb extensions is something that's out of the scope of this project. You can see between Clark Street and Market Street, we're recommending a loading zone for the businesses on the south side. There's another option that could preserve parking on the north side. But the city prefers the option that's shown here in this diagram. Next slide.

There are two potential options under consideration for this portion toward Portland street. Both sides of the street currently have loading. And we're working with the businesses to understand their operational needs. Generally, the uses in this area are more commercial. So the parking strategy here is focused more on metered parking and loading zones.

You can see in the concept diagram there's an inset that describes an alternative 2 that would switch those meters and loading zone to the south side of the street. So this is something that is still under consideration. And your feedback will be helpful to the city as they try to determine which path to pursue here.

Finally, just want to mention that for all of section A we're maintaining access to all driveways and maintaining separation for the bike lanes everywhere that we have space within the street to do that. I realize we moved pretty quickly through those concept plans. So, again, just want to mention that those concept plan diagrams are available in full resolution on the project website for you to view at home, along with the design feedback survey and comment map. And with that, I think. Jackie, I'm turning it back to you.

JACKIE MCLAUGHLIN: Thank you, everyone. So just a little overview on how to share your feedback with us today and going forward. If you have any feedback during the Q&A, as we've mentioned. Just mention the location, and we'll go back to that slide for you-- will make it easier. And then to view at home, the full-resolution copy of the design is available on the project website. And I also put that in the chat for you if you're interested.

And then, provide feedback online. There's a couple of ways for you to do so. One of the biggest ways is the online feedback survey, which actually just launched. And you can fill out the design feedback survey today that's available on the city website as well. And then it's also available right here on the screen.

And then also come to an open house. I think there are a lot of opportunities to actually interact one-on-one with the engineers and some of the city staff next week, which is a really great opportunity if you have any of those questions. But, yeah, we can move on to the next section and go through turning it over to questions for everyone and next steps.

So the next steps for section A-- right now we're kind of in this preliminary feedback section. We're also reviewing the draft designs and providing some feedback based off of this meeting and some of the open houses next week, as well as those feedback opportunities on the website through surveys, comment maps, and all of the above. And so that's winter 2025, which we are currently.

And then the next stage, just keep in mind this is just for section A, the final feedback will incorporate some of the feedback to draft design options and ask for your thoughts on those options. And that's in the spring of 2025. And then installation is going to begin summer 2025, which is very exciting.

So before I get started, I do want to let you know that we added a question or a poll to the chat about how you heard about this meeting, and do a little gauge of our outreach efforts we're doing so far. So thank you all for those who have answered that survey. I also wanted to give a quick shout out to city councilor Catherine Zusy. Thank you for joining us here tonight.

We did have one question and I wanted to address it in the chat. We can go to the next slide, too. But for those inquiring, we have about 56 members of the public on this webinar tonight, including 10 panelists. So those are city employees. So we really appreciate you all getting involved tonight and being here. So, yeah.

So the in-person open houses that I mentioned previously are next week. One of them is at the Fletcher-Maynard Academy on Windsor street. That's on February 4 from 4:00 to 6:00 PM. And then the next one is that Thursday from 6:00 to 8:00 PM. And that's at the City Hall Annex at 344 Broadway, upstairs in the second floor conference room.

So, like I said, and you can see on the right, we'll have a roll plan of the design. And you'll have an opportunity to interact face-to-face with the city staff working on this project and all of the engineers behind it. So we can go to the next slide.

And so you can see here what's ahead for the community meeting opportunities. Next will be in spring 2025. And that's when we're going to present an update on the design based on original feedback. And then coming up in the fall or winter, we'll host another virtual community meeting very similar to this one for sections B and C of Broadway. So we will be doing outreach around that time.

And then I did mention at the beginning, we urge you to sign up for email updates. I definitely think you should if you're interested in this project. And then that is in the chat and Chaimaa just added it as well again. So whenever a meeting is coming up, we'll be sure to send you a reminder, when there's surveys available. That's a really great way to stay in the loop. Next slide, please.

And so here's an opportunity for you to talk to us. We've been talking to you for quite a bit during this meeting. Thank you all for participating in the Q&A section. We have consolidated some of your questions. And we're going to be kind of turning it back to you at this point. So we also want to hear from you with your loading needs. If there's any questions about on-street dining, other curbside uses, and what are your safety or design concerns on Broadway?

And, like I said, in terms of the feedback, all of those avenues on the website are a really great way to do so. Or if you want to directly talk to the project manager, Andreas, by yourself, you can email him or give him a call. And he's happy to chat things through with you. Next slide.

So, yeah, we are about to open it up for the questions and feedback section of the meeting. You can go to the next slide and go through some rules. So if you haven't been to one of our community meetings before, I did just want to provide a rundown of how this will work.

So starting now, we'll take your comments in the order that the hands are raised. So please start raising your hand if you do have a question or feedback and would like to present it to us. And then if you are speaking, we try to ask you to keep it-- we say one minute. There are about 55 of you. Just please be cognizant of how many of you there are.

We're trying to keep things, of course, respectful to attendees and all city staff. And we're really trying to avoid personal attacks and foul language tonight, of course. So approximately every 15 minutes, we will provide some answers to your questions, and that is both from the Q&A section and with the comments provided tonight.

So this meeting is scheduled to end at 8:00 PM. If I do end up-- if I cut you off or anything like that, just don't take it too personally. We're just trying to make sure that we're getting to everyone here tonight. So with that, I wanted to first address some of the folks who have their hands raised, and we can turn it back to you now.

So I see that the first person who raised their hand is Alex Xenopoulos. Alex, if you would like to go, go ahead. I can ask-- I'll allow you to talk.

AUDIENCE: Yeah, Hi. Can you hear me?

JACKIE MCLAUGHLIN: I can, yes.

AUDIENCE: Hi. So I wanted to ask, of course, about the parking spots. You said that this project will remove about 60% of the spots on Broadway. That's after a similar number of spots was removed on Cambridge Street a few years ago.

How do you assess the impact specifically on residents right now? For example, you can count the number of spots on the cross streets and on the main streets. You also know exactly how many residents have parking permits. How did you do the math? And how did you decide that this reduction is suitable and appropriate? Maybe you can speak to that.

JACKIE MCLAUGHLIN: Thank you, Alex, we've written that down. And we'll get to the next person here. Scott, I have you next and then next after Scott is Lucien Bourque. Scott, I'll allow you to talk now.

AUDIENCE: Hi. Thank you so much for this project. Very excited about it. I regularly use Broadway to go to the City Hall Annex for meetings. So this is a good step towards making that a much safer trip for me. One of the things, looking at this, that I would love to see improved is there doesn't seem to be too much turn hardening on the far side of intersections.

And so I would really appreciate-- as was stated earlier in the presentation, intersections are a major safety concern. And so slowing down cars taking turns across bike lanes significantly improves safety. And I think there's a lot of situations in this plan that could really take advantage of some turn hardening.

And then second, the school bus layover, when there are no school buses there. I'm quite concerned that people are going to take advantage of that as a right-turn lane and just cause even more conflict. So I'd really love to hear how the city plans to prevent that from causing extra conflicts compared to the usual. Thanks.

JACKIE MCLAUGHLIN: Thanks, Scott. I appreciate your comment. Lucien, we have you up next. I will now allow you to talk. You can just go ahead and unmute yourself, Lucien.

AUDIENCE: Sorry. Thank you for taking the time to talk tonight. So, I'm a longtime bike commuter in the city for over 10 years, and certainly appreciate the improvements that have occurred over time. My comments are more general in that I think I would like to hear a lot more about the plan to offset resident parking. I think the reduction in parking is quite significant considering the reductions that have already occurred.

I think also, considering that there are through this corridor, there are multiple separated bike lanes-- Hampshire, Cambridge, and Mass Ave-- all relatively close together. And as a bike commuter, I don't really find that it's necessary to [AUDIO OUT]

JACKIE MCLAUGHLIN: Oh, sorry. I think we lost you. Let's see if I can him. Scott, I'm going to allow you to talk again. I don't know what happened there.

AUDIENCE: Can you hear me now?

JACKIE MCLAUGHLIN: Yes, I'm sorry about that.

AUDIENCE: I was just-- I think this bike lane strikes me as very redundant. And I think when considering the benefits that this bike lane may offer, I think that those benefits are probably significantly overweight by the negative impact that this will have on residents in regard to street parking.

I think the city really needs to come forward with a really, really clear plan on how these number of parking spots, which we cannot afford to lose residents are going to be provided to us, and how parking is going to be offered to the community. I think it's really concerning to me that this is not getting sufficient attention in this discussion, so I appreciate hearing more about that.

JACKIE MCLAUGHLIN: Thanks, Lucien. I appreciate your comment. Sorry about the malfunction there. Next, we'll do one more from the participants here in the chat. And then I can turn it over to some feedback and answers from the city staff based off of our comments that we've gotten so far. So, Alexander Paulsen, you are next. And you'll be our last commenter. And then we'll move back to you all who have your hands raised a little bit later tonight.

AUDIENCE: That's a good thing because we can give [AUDIO OUT]

JACKIE MCLAUGHLIN: You can unmute yourself, Alexander.

AUDIENCE: Hi. OK, hi. Can you hear me?

JACKIE MCLAUGHLIN: Yes.

AUDIENCE: OK, great. Hi. First, I just wanted to say a big fan of this project. I live on Broadway and bike on Broadway just about every day. And so I really appreciate that this will make Broadway much safer.

One concern, I live right on the intersection of Tremont and Broadway. And I know that's part of phase B and C. So I don't know exactly what the specific plans are yet, but that's a very dangerous intersection. I've witnessed somebody getting hit on that intersection, and I've seen a lot of almost accidents as well. So I just wanted to flag that as-- I hope that there will be some plans to slow traffic down there because it's quite a dangerous intersection. That's all. Thank you.

JACKIE MCLAUGHLIN: Thank you, Alexander. All right. We are going to be turning it over to some of the questions we've already received tonight. And the first question is one that has been brought up multiple times, not only in the chat but in the verbal comments as well, about parking. So, Andreas, this one is a good question for you. So the question is, "Why was Broadway included in the ordinance, given that there are three parallel roads already with separated bikeways. Many residents rely on street parking here. So what alternatives are there for parking?"

ANDREAS WOLFE: Thank you. Yeah, and I invite other city staff to chime in, too, if I have left anything out. Or if I don't answer your question, please, can't resident enough, please reach out, and we can try to walk through things when we have more time one on one.

So there are two questions here. I think. One is, why is it in the ordinance? And then the second is, can you preserve more parking? So the cycling Safety Ordinance is based off of the 2020 Bicycle Plan, which was released in 2020. And also a prior version was released in 2015. And that is a project run by the Community Development Department, representatives of whom we have on the line.

But I can provide some background as to why. And, again, if anyone wants to chime in, they can add to it. So in the bike plan, the bicycle network vision recommended streets for different types of bicycle facilities based on a number of factors, including the character of the street. So, is it a primary street? Do you need that greater separation? Is it a minor street where bikes and parking can interact?

And then of those primary streets, like Broadway that we're talking about tonight, there was an appendix based on public input and a number of factors, such as cost and other upcoming city projects, which made recommendations for priorities for which streets to be advanced. And that informed the part of the Cycling Safety Ordinance that includes Broadway.

And through that prioritization metric and the outreach process, Broadway scored quite highly in terms of the need to be a bike corridor and-- well, a corridor for everyone, but including bicyclists-- that it's a important corridor for connecting to major institutions like our high school, other schools. It is a very direct route. And we should have the-- I believe we have the bike counts in the presentation. If not, it's on the website.

There are a number of people using Broadway. Even despite not having the infrastructure, at least 10% of traffic was bicycles. And that's without proper infrastructure. So we know people are biking on Broadway. We know that there are a number of key institutions. And really, the spirit of the bike plan is that all destinations can be reached by bike in addition to driving. And just given Broadway's major role in the city as a major corridor, that also leads itself to being an important corridor for people biking.

JACKIE MCLAUGHLIN: Thanks, Andreas. There were a couple of other questions, too-- and I was wondering if you could stay on with us for a second-- regarding the parking. So one of them is about the possibility to change this proposed layout. Removing parking from one side of the street takes away a lot of residential parking for residents in this area. And then someone also had a question about the parking utilization rate on Broadway. The study posted gives hourly rates at various segments, but no overall rates.

And then also about parking, again-- I'm sorry if I'm putting too many questions on you at once, Andreas, but the lack of parking also will have a big impact on street cleaning days. So was street cleaning and lack of parking taken into consideration with this design?

ANDREAS WOLFE: Yeah. In terms of the physical width of the street, to add separated bike lanes, we must remove parking from one side. And we have done whatever we can to ensure that we're including however much parking we can with it being on one side. So there are some things we've done. So, for example, we provide parking on the side of the street opposite driveways. So when you have a driveway or frequent driveways, you can't have parking on that side of the street.

So there are some things we've done. We still know that this is going to be a major change. But the physical width does not allow us to do anything else to add that separation. It requires extra space in the street. One benefit, if it's any consolation, is that we will be planning to remove the street cleaning parking restrictions, because when you have a separated bike lane, actually, the street cleaner can use the bike lane to access the curb. So you'll no longer have to move.

The side streets will still have street cleaning restrictions because they have parking at the curb. But on Broadway, you won't have to move your car for street cleaning anymore.

JACKIE MCLAUGHLIN: Thanks, Andreas. And also, if you have any further questions about the parking, feel free to reach out to us. This isn't the last time we're going to be discussing it by any means.

So the next question, I can pass it off to Stephen at this point. Is there a standard for daylight distance before an intersection? So that's the question for Stephen. And then right after this, we're going to move on to some of the other questions that we have. People have their hands raised. So up next is Randy Stern and Jeremy's iPhone will be after this.

STEPHEN MEUSE: All right. Thanks, Jackie. I see another one in there too, which I can also answer after this one. So, yeah. Is there a standard distance for daylighting before an intersection? Typically that's 20 feet for the point of conflict. There are other things that come into play-- If there is a building or if there's some sort of obstruction or a change in grade. But typically would be 20 feet before that.

And then the other question I saw in here was there was a question about three years for the analysis to show if the project is successful, and can't we determine if it's working much sooner than that in terms of the loading zones and handicapped parking and visibility? And so when I spoke with earlier today was more about the overall impact of the project. So our speed's down. Our crash is down. And you do really need to have a good amount of data for that over a period of time, after people adjust.

But we do actually assess loading and visibility and things like that within that time period. So on other projects we have gone out and made small adjustments-- moved flex posts, changed parking regulations-- to adjust to those needs that we've heard shortly after implementation. So, yes. The full assessment might take some time. But we're certainly able to tweak these, with them being quick-build designs.

JACKIE MCLAUGHLIN: Thanks, Stephen. All right. We are going to change it over to hearing from you for a little bit. So, Randy, you are now able to speak. So feel free to unmute yourself.

AUDIENCE: Hi. Thank you. I'm Randy Stern. I bicycle quite a bit in Cambridge, and I really appreciate that this project is going to happen in the next year. And it's going to make it a lot easier to bike in that section of Broadway anyway. My question is, I know this is a quick-build project and not a full-street reconstruction.

My question really is, is there a medium between quick build and full reconstruction that can be implemented in these sorts of projects? Because a little bit of construction, such as removing bump outs, hardening corners for intersections with something more able to influence how people drive would be better, or something like floating bus stops in certain situations, but things that actually require small amounts of construction and don't totally rebuild the street.

Is there a way to, in a project like Broadway, consider spending a little more money than quick build to make the project better?

JACKIE MCLAUGHLIN: OK, thank you for your question, Randy. Next we'll take the last three-ish for now hands raised. So that's Jeremy's iPhone, John Pitkin, and Mark Boswell. So you are all on queue. But, Jeremy, right now, you are allowed to talk, so you can unmute yourself.

AUDIENCE: Hey, there. Yeah, my name is Jeremy Gilbert, a long time Cambridge resident. And thanks for all I can see from the presentation. It's a very thorough amount of analysis and work that's done here. So thank you for it. I am very worried about the parking. It affects the livability for people with medical conditions, young children, custody arrangements, all sorts of things like that.

It's lot of people who are going to be inconvenienced or possibly not find these neighborhoods livable as a result of not being able to find parking that they can't avoid. I try to bike and walk whenever I can. But it's just, you can't do everything. I just think that this should have been a progressive plan, meaning that, if we believe that safety is engendered by mainly by lowering speed and improving visibility, why not do those things first? Measure the results and then take away parking spaces?

I honestly don't have much faith that the city can do much to restore parking spaces once they're taken. So if there really is a viable way of doing that, I think you need to address that. Otherwise, my impression is, basically, this is not really fairly treating the constituents who rely on parking as part of a green, livable city. So I hope you can address why a progressive "measure and then reflect" approach wouldn't just be a lot better in terms of making sure everyone has a fair city.

JACKIE MCLAUGHLIN: Thanks, Jeremy. I appreciate your comment. Next, we are going to hear from John and then Mark. John, you can now unmute yourself.

AUDIENCE: Hello. Can you hear me?

JACKIE MCLAUGHLIN: Yep.

AUDIENCE: Yeah. Yeah, I'm a pedestrian. Regularly walk on Cambridge Street and Broadway on the western end. And you said that-- you made the claim that quick-build bike lanes make streets safer for pedestrians. I'm very concerned about this because I've had some near misses from being hit by cars in the last few months. I actually got hit by one on Broadway a couple of years ago. It's a serious matter.

So my question is, do you have actual data on pedestrian-involved crashes that show a decrease where quick-build cycle lanes have already been installed? If so, please share it. And if I may ask another quick question?

JACKIE MCLAUGHLIN: Mm-hmm.

AUDIENCE: Since this is a community meeting, is it appropriate to invite people who hear this, who are concerned about the loss of parking, to get in touch with others who have the similar concern by emailing to bwayparking@gmail.com? Thank you.

JACKIE MCLAUGHLIN: Thanks, John. I also-- I apologize. I'm sorry to hear what happened to you on Broadway. All right, we're moving on next to Mark. Mark, you are now allowed to talk.

AUDIENCE: Hello. Thanks for the presentation. I'm highly supportive of this project. I've been waiting for it for a long time. As a frequent bicycle commuter, Broadway is a very important corridor and direct connection, which was pointed out.

And my question really is about the bus loading zones, the school buses. Is there signage or some other indicator to drivers that they may not park in those spaces when there are no school buses present? I'm concerned about the conflicts of people trying to park there and crossing the bike lane.

JACKIE MCLAUGHLIN: Thanks, Mark. Appreciate your comment. All right. We are going to bring it on back to some of the Q&A questions that we have already received. And this kind of tees off of your question, Mark, which is about school buses.

Jeff, I'm wondering if you could answer this one. So the question is, "Is it illegal to pass school buses during loading and unloading?" This person was under the assumption that it was illegal. And "Could the curb line be reworked to allow for the bus stop in the travel lane? Other vehicles shouldn't be able to pass if it's legal to pass buses during loading and unloading."

JEFF PARENTI: If a bus is loading, and the stop sign and the red lights are flashing, you cannot pass a bus. Please do not pass a bus. There are kids getting on and off the bus.

Yes, there are always options around-- the school drop off area is a very important element of design in any project like this. And it's something that we'll work through with the school department, with the school community, to make sure that the bus loading and unloading is as safe as we can get it for kids who are using the bus vehicle. So it is a very important design consideration for us. We'll do the best we can. But, yes. Please do not pass a loading bus.

JACKIE MCLAUGHLIN: Thank you for that, Jeff. So next question is actually for me. Has the working group for this project been determined yet? And the answer to that is "almost." We are going to be sharing the list of our selecting participants to the city council later this week. And then on the February 3 meeting, I believe, hopefully we'll be able to approve or talk about that with the city council. So you'll be hearing more news about that. Which is another reason to sign up for our newsletter, to get in the loop about that.

So the next question that I have is actually for Jim and the DPW. Jim, the question is "Why is eliminating bump-outs out of scope? Are there spots where a refuge area could be built instead without impacting utilities and be relatively low cost?"

JIM WILCOX: So this section of Broadway, between Prospect Street and Portland Street, was reconstructed by DPW about 12 years ago. That was a full rebuild of the sidewalks, significant curb-line changes, including the bump-outs and drainage to accommodate that. So removing bump-outs can sometimes be difficult. You have to do quite a bit of regrading. There could be drainage work.

There would be pedestrian ramps that would need to be reconstructed. And we'd also lose the benefit of safety for pedestrians that those bump-outs provide by shortening the crossing distance on the street. So doing those type of curb changes and drainage work is really out of scope for a quick-build project.

JACKIE MCLAUGHLIN: Thanks, Jim. I appreciate your answer. We are going to turn it back to you, Jeff, and talk about parking once again, of course. So the question is, "How do you assess the impact of parking lots on residents?" I think this is something that's come up multiple times, both in the Q&A and in the verbal assessment.

JEFF PARENTI: Yeah, it's very clear that parking supply is on a lot of your minds tonight. And I just want to make sure that-- we went through this when we made our comments during our presentation. And Andreas did this a little bit, but just to restate what the project means with regards to parking supply-- and people have asked about the 60%

So normally when you start an engineering project like this, you have project goals, you identify the stakeholder groups, and you have design constraints. And then you start brainstorming solutions. And then you evaluate those solutions and choose the best one with the help of the community. But that is not really what we're able to do in this case, because the way that the cycling ordinance is written, we have a very severe constraint that gives us only two real solutions to this problem. And Andreas did mention this in one of his answers.

So because the ordinance dictates how wide the buffer has to be for the separated bike lane, and that it has to be for the entire length of the project, what it means is that we have to take something away. And there's one of two things that we have to take to follow and adhere to the strict letter of the ordinance. We either take a lane of travel, so we could make Broadway one way, or we take a lane of parking. Those are our two choices.

We are not interested in taking a lane of travel, although if some of you are more interested in taking a lane of travel than taking a lane of parking, please raise your hand and let's talk about it. But we're presuming that taking a lane of parking is the more feasible solution. And so that is what we're putting on the table for your consideration tonight. That is the constraint that we're working under. And so we walk into the meeting with that presumption.

And so what we will attempt to do is to retain as many parking spaces as we possibly can for you. But evaluating the impact of parking to the neighborhood and making value judgments-- we know that parking is valuable to you. We know that it is something that will be difficult to lose. We understand all of that.

Our charge here tonight, starting tonight, is to preserve as much parking supply as we can. And we do that by carefully designing every single block face of the project to maximize the number of spaces that we come out with when the project is laid out. And we'll do our very best to do that. So with that in mind, I want to launch the rest of this project knowing that we can't retain 100% of the parking or 90%. We'll do the very best we can, like I say. But that is the constraint that we have under the Cycling Safety Ordinance.

JACKIE MCLAUGHLIN: Thank you, Jeff. We also-- I think someone just raised their hand. Renee, we'll allow you to talk now.

AUDIENCE: Can you hear me now?

JACKIE MCLAUGHLIN: Yeah.

AUDIENCE: Yeah. OK, so the question is metered parking that exists right now on Broadway, will that become metered parking on one of the perpendiculars to Broadway? Is that what's going to happen? And if so, will there be any special arrangements, such as what I've heard happens in Somerville? The residents won't have to pay the meter throughout the time that they need to park their car.

JACKIE MCLAUGHLIN: Thank you, Renee.

AUDIENCE: Did you get that?

JACKIE MCLAUGHLIN: Yes. We're putting all of the questions together, and we're going to address all of them individually.

AUDIENCE: Oh, OK. OK. OK.

JACKIE MCLAUGHLIN: Yeah.

AUDIENCE: OK.

JACKIE MCLAUGHLIN: And then we have one more question. Nicole, we'll get to you just in a moment. But I did want to talk a little bit to Andreas and ask him a question about speed on Broadway. So what is being done to attain the design speed of 20 to 25 miles per hour? Are there any traffic calming measures and all that stuff?

ANDREAS WOLFE: Yeah, sure. So obviously we need to have good data. And so we have this before data. We do plan to collect after data-- to make sure to measure our reduction-- and share that with everyone as well. But the primary design feature that we use on arterial streets such as Broadway is the roadway narrowing.

It can seem counterintuitive, but generally when you have wider streets, as a driver, you feel a sense of comfort, and that leads you to actually rest on the gas pedal a little more and go a little faster. Once you add a bit more friction. People ease up. And that is the case nationally. It's just driver behavior. But it's also really been shown in our data collection on city streets, such as the project we did on Cambridge Street, where we had a very similar cross section, and we saw those results.

And so that is our goal. So, obviously, if that doesn't work, we want to go back to the table and implement something that does work to reduce driver speeds, because reducing speeds is truly critical. We are optimistic, though, as we've seen that success on other projects that have narrowed roads such as Cambridge Street and other CSO corridors.

JACKIE MCLAUGHLIN: Thanks, Andreas. And just a reminder, there is a comment map available on the Broadway Safety Improvement Project website. So if there are any specific areas that you want to provide comments to, feel free to do so there, and one of our engineers will be able to see.

All right, we are going to turn it over to Nicole, the person with their hand up right now. Nicole, I will allow you to talk now.

AUDIENCE: Great. Can you hear me?

JACKIE MCLAUGHLIN: Yes.

AUDIENCE: OK. Hi. More of a comment than questions. I just wanted to first say thank you for all of the initial work and studies that have gone into the design. I think it's a really thoughtful plan. And as a resident of Broadway, I'm pretty excited to start seeing this come to fruition.

I know a couple people said that they thought maybe the bike lanes on Broadway were redundant. I disagree with that. As a resident of Broadway, I would really appreciate being able to bike safely on my street and not have to divert to another street in order to have that.

I also want to say, I think every project like this is a compromise among all the parties. I'm someone-- I drive. I have a car. I park on the street. I also bike on the street. I bike around Cambridge so certainly can see all the sides. And I think it's important that we work to find, like we said, preserve the most parking possible, while working within the physical constraints of the street, but also considering that it's really it's a safety issue for cyclists and pedestrians.

Cambridge is part of Vision Zero, the idea that zero cyclists will have zero fatalities. And in the past year, there were three cyclist fatalities in Cambridge. So it can honestly be a life-or-death matter. So I think it's really about balancing the safety of pedestrians and cyclists with the needs of car users and others in our community who might be more elderly or have medical issues, and finding a way to address everyone's needs. So thanks for the work so far, and excited to see how it will progress.

JACKIE MCLAUGHLIN: Thanks, Nicole. We will switch over to hearing some answers from our city staff. And this one is also for Andreas.

"We'd like to hear a little bit more about the plan to provide adequate parking to residents in these neighborhoods. The existing lanes, which as a bike commuter in Cambridge for more than 10 years, I can say are sufficient for this transit corridor. But I'm concerned that the city council has not considered the degree of negative impact this will have on parking for residents. I feel like this needs to be addressed further."

Is there anything that you want to address with that, Andreas?

ANDREAS WOLFE: Yes, sure. And, again, I think that this has been a recurring theme tonight. And so you've heard some from other staff, such as Jeff earlier and a bit from me. But we understand that this is an important tradeoff. This is a tough tradeoff to be making with the reduction in parking.

As we talked about in the presentation, though, the objective of this project and the Cycling Safety Ordinance is to have a completed network of all ages and abilities, bicycle facilities across Cambridge that connects major destinations and can be used, again, by people of all ages and abilities. And the existing format of Broadway does not lend itself to that.

The space has to come from somewhere, and to create that, what's needed to create that physical barrier. And so this plan, the CSO, it does not guarantee that there will be the same number of spaces as there is today. We have done a parking study to know what our baseline is and what we're working off of and who's parking where and how much and how long and how often. But there is no guarantee as part of this project that that'll improve.

We do know that likely parking will get a bit worse. But we hope with some of our mitigation efforts, such as accommodating loading and adjusting parking regulations, that we can mitigate some of those uses. That is really a conversation, though, that we're having as part of the specifics with the design. And it's based on the needs of every block and every use that we have to accommodate.

JACKIE MCLAUGHLIN: Thanks, Andreas. One more question for you, Andreas. Sorry to keep you on here. But "What is being done to make the school bus loading zones comfortable enough to cycle through when it's not occupied by buses?"

ANDREAS WOLFE: Sure. So I think I mentioned this, but this is our first time doing this. And where we really encountered this issue on one of these projects recently. We haven't had a street where there are school buses parked on the street the way that they are in Broadway.

So we are trying to work closely with our schools to make sure we continue to accommodate their needs. But we are willing to go back to the drawing table and make these safer and make the designs as best as they can be, and also consider ways that we can eliminate having people park in them who aren't supposed to be there. These are going to be signed exclusively for school buses only.

With that said, that's about two hours out of the day. And there's this other 22-hour window where we need to ensure that our signage and our physical layout prohibits that. We're still early in the design process. So I think that's something we can come back to at our next committee meeting and present some more details about just what that might look like.

JACKIE MCLAUGHLIN: OK. Thanks, Andreas. Just turning it back to parking again, because a lot of people are still wondering some of the offset of the loss of on-street parking. So, Jeff, are you able to allude to some of the loss of on-street parking, especially in context of other parking losses, so that even talks about some of the side street locations as well, if that were to be part of it.

JEFF PARENTI: Yes. And using side streets is certainly an option. There was a question earlier about parking meters on side streets. So we have some choices there. We don't like to put parking meters in front of a residential property or residential building unless there's retail on the first floor or commercial on the first floor. But there are opportunities to do that. And like I was saying earlier, we are looking at every single curb face, every single block, really down to the individual parking space.

And as Andreas showed before, we counted every single parking space on the corridor. We know how many we have. And then we can bring in the side streets or the first, say, 100 or 150 feet of the side streets to see if there's an opportunity there as well. But it's all part of our commitment to maximize as much as practical, as much as really possible, as many as parking spaces as we can during the course of this project.

JACKIE MCLAUGHLIN: Thanks, Jeff. Next question for Jeff, actually. "Can city employees, including traffic and parking employees at the City Hall Annex, be prohibited from parking on Broadway and the side streets?"

JEFF PARENTI: Well, the annex building at 344 has a number of city employees in it. We do have fleet vehicles, which we need to use to get out to calls and things like that. We know this is a source of tension right now with the neighborhood. And, yes, we will be, when we get to that point or that section of the project to design, we don't know which side of the street the parking will be on, whether it's on the odd side of the even side there.

But we do need to accommodate our city departments that are in that building, both the fleet vehicles-- well, really the fleet vehicles that need to be accommodated. The employees have a small parking lot behind the building, which some of you may know. But, yes, that will be part of the project. So our building, all of you who are residents of Broadway or near Broadway who are losing parking spaces, the people that work in the annex building, many of which are on the call tonight, including myself, will also be affected.

And the fleet vehicles that we have, we'll have to find a place for them. So all of this is connected. So we're all affected by the change in the street in some way. And that includes the city employees who work in the building, some of which you are here tonight.

JACKIE MCLAUGHLIN: Thanks, Jeff. So the next question, I wanted to bring it over to Andreas about some of the delivery questions we've received. So how do you think residents will manage deliveries, repair vehicles, moving trucks, or, like, dropping off family members with mobility issues near their homes? So with home renovations taking some months sometimes, how should they handle this?

ANDREAS WOLFE: Sure. The city does have a number of permits that people can apply for. And I might turn it over to Jeff or someone else on the call to maybe provide a bit more detail. But many of those uses, such as moving van permits, tool truck permits, work permits for houses, we can often still accommodate. It's a case-by-case situation, as it is today. And there's a number of factors that go into that.

It does become a bit challenging on the side of the street without the parking, if the person is looking to use space on their side of the street. Jeff, would you like to add anything potentially about moving van permits or tool truck permits or anything like that?

JEFF PARENTI: We always find a way. So the street occupancy division is part of my group as well. And we already have dozens, hundreds of properties around the city that don't have legal parking right in front of their building. And we always find a way to accommodate moving vans, tool trucks, and other service vehicles on theirs. And we'll do the same on Broadway.

JACKIE MCLAUGHLIN: Thanks, Jeff. It's actually a question for you next, which is about first responders, of course. So just a general question, how will first responders be affected by the installation of these bike lanes and what considerations are made? Will the response time change?

JEFF PARENTI: So I remember when we first launched the traffic calming program in the early '90s, this was a huge question. So how are the fire trucks going to get around these curb extensions and these raised devices? Is that going to affect response times? And the fire department and police department have been excellent partners over the years in adapting to the changes in our street layout.

And so, dating back all the way to the dawn of the traffic calming program and the complete streets elements that we've done since then, up to and including the separated bike lanes that we have today, the public safety agencies have been very adaptive. And so the separated bike lanes on Hampshire Street and on Cambridge Street and other places, the apparatus does get to their calls. And the response times have not been substantially affected.

But, that all said, that is something that we are very sensitive about. And as we go through the design development of this project, we will be involving the fire department and the police department at a very early stage and throughout the design development to make sure that-- because they're the experts-- that in their opinion that the work that we're doing, the changes that we're proposing, do not degrade their response times. We're very sensitive about that.

JACKIE MCLAUGHLIN: Thanks, Jeff. The next question is something that you alluded to, Andreas, a little bit earlier with one of the other questions. But in general, why are we jumping right to separated bike lanes? Why aren't we just addressing some efforts to slow down traffic-- so speed bumps, narrower lanes, that kind of thing? Why isn't that the first step that we're taking here?

ANDREAS WOLFE: Well, actually, we are not jumping right to separated bike lanes, I would say. As Jeff just mentioned, we have had a traffic calming program in the city for many decades. And Jim actually mentioned earlier in the call that the half of this corridor, including the section I'm talking about tonight, was reconstructed about 15 years ago with curb extensions, a number of upgrades that certainly were improvements.

And actually, especially in the section we're talking about, there have been some major changes in the last 10 to 15 years such as around the intersection of Market Street, that have made some significant improvements. So this isn't the first project we're doing on Broadway. We've actually been working on Broadway and on many streets incrementally for many years.

Separated bike lanes at this point, though, to truly create an all ages and abilities network such as is envisioned in the CSO, is really the next step. And so we have tried many of these things that have been alluded to. They have been improvements. But there really is no substitute for an all ages and ability facility for a bicyclist other than a separated bike lane on a major street.

JACKIE MCLAUGHLIN: Thanks, Andreas. Two questions I kind of want to combine regarding on-street parking. One person's asking if there's a way to restore any removed on-street parking after the project is complete. And then another person is asking what will happen to the metered parking on Broadway. Will it go somewhere else? Or if residents can maybe use it as dual purpose for residential and for metered spots?

ANDREAS WOLFE: Who is the question for? Is that for me?

JACKIE MCLAUGHLIN: Sorry. That was for you, Andreas.

ANDREAS WOLFE: [CHUCKLES] That's OK. So there is some flexibility. We can easily swap out signs. So, for example, if, when the project goes in, we install a loading zone full time and then we hear that, hey, the hours can be a little less, we can make that loading resident or metered parking during certain hours. This applies to really any of our signed regulations.

The general amount of spaces will not change very much. As we've talked about, we are going down to one side of parking. But we do want to continually to get feedback. And this is really important for businesses, for example, that we can make some of those modifications after the fact, because often really experiencing something firsthand is the best way to provide feedback. And so we want to build some of that flexibility into it to certainly get that feedback and make changes as needed.

JACKIE MCLAUGHLIN: Thanks, Andreas. Don't go away just yet. We have some other questions for you, starting with a question about the shared bus-bike lanes. And this person addresses that it often fails because they can't really share the same space effectively. But have you considered a quick-build curb-level bike lanes at bus stops to maintain wheelchair accessibility, as seen as in some other cities?

ANDREAS WOLFE: Yeah, so I know this commenter is probably referring to a prefabricated type of bus stop. It's typically manufactured by a company called ZICLA. These do exist. They are essentially quick-build material that can kind of jut out into the street to do some of what you would hope with a full-capital project, such as improving bus stops.

They are a significant challenge for a number of reasons. And I know our team at DPW has looked closely at them. But they are an issue for snow clearance, for street cleaning. And generally, we do acknowledge that having a floating bus stop, like a fully built out floating bus stop, is a better alternative to the shared bus-bike lane. So that is our common practice in our capital construction projects.

But these prefabricated bus stops that have been used in some other cities, we found that they don't work in places like Cambridge with the winter climate. They can be quite a challenge from a maintenance and from a street maintenance standpoint.

JACKIE MCLAUGHLIN: Got it. Thank you. Andreas. One question about the timeline, Andreas. So if you wanted to go back for implementation, we have some slides regarding that, I believe. They just wanted to see the timeline for implementation, which is a little different because we're going in sections.

ANDREAS WOLFE: Sorry, I'm just trying to get to the slide that includes all sections at the beginning.

JACKIE MCLAUGHLIN: Yeah.

ANDREAS WOLFE: Yep.

JACKIE MCLAUGHLIN: So this is the project timeline that-- so the question is, "What is the timeline for implementation?" Sorry, I didn't address the question.

ANDREAS WOLFE: Yeah, so this will be made available for people to reference also after the fact. But for those who just need to hear it verbally-- so we've broken it into section A, which we're doing this year, which has an installation timeline in the spring and summer. There will be a repaving of the street planned as part of that. So that's going to take a few weeks. But, again, it's a quick build, so it's pretty quick.

And then the rest of the corridor-- B and C, we will eventually split those up possibly into B and C with different start times, just because it's such a long section. But those are both planned for 2026.

JACKIE MCLAUGHLIN: Great. Thank you. I saw that we had someone who had their hand raised, but I'll give them some more time if they wanted to continue doing so. But I will turn it over to another question. So after-- and this is for you, Andreas-- after the Cambridge Street safety demonstration project data was collected-- so that was in 2017-- and parking demand on the street and whole neighborhood, has similar data on parking demand, supply, and utilization been collected and made available for Broadway and side streets?

ANDREAS WOLFE: Yes, it has. We have posted a number of maps of parking occupancy on the website. We are working on doing a bit more analysis regarding those results. They were collected. We were just able to get them up quite recently. But we do have maps of the occupancy rate, together with a map of the number of spaces, what we call the utilization rate-- or sorry, the supply rate, up on the city website for anyone to look at.

And we're using that data as a baseline to understand just what we're working with today. And so it breaks up little sections into typically a block face or maybe a little less than a block face and just counts the number of vehicles that were there. And that data was, I think, done on a Thursday, Friday, Saturday, and a Sunday morning in mid-October. So the Thursday-Friday is an aggregate for a weekday result. And then we have a Saturday result and then a Sunday morning result for that data.

JACKIE MCLAUGHLIN: Thank you. So that covers all of the questions that I had here laid out for me. And there don't seem to be any attendees with their hands raised right now, but feel free to do so. We do have some additional time here. Andreas, if you don't mind going to how to provide feedback, that slide, so I can give them kind of a rundown of how they can take what they learned tonight and give us some feedback.

So, as I mentioned a little earlier, there is the Broadway Safety website that has a lot of the information that we discussed here tonight. It also includes a comment map, so you can actually see the map and put comments based off of specific locations on Broadway. So if you've experienced anything that you want us to know, please put that on the map.

And then, of course, the feedback online for the online feedback survey. That is a really great tool, and we're going to be pushing that for the majority of the next few months. And that is available for you to complete today. And that SurveyMonkey link is available to chat. And then of course, we have the open houses next week. If you go to the next slide, I can just-- yeah this one. Yes.

There are those two open houses. So if you want a chance to talk to one of us, feel free to join us at one of those. If you can't make it to any of those, please reach out, and we'll be able to provide some coordination for you to speak with someone. But we do have one more person with their hand raised, which is Phoebe. So, Phoebe, I will allow you to speak.

AUDIENCE: Hey. So I had asked a question about Harvard Street. And I'm not sure if you guys were basically answering it just in the course of describing how the project was planned. I know that this was originally devised in 2019. And I was just curious if there was basically any more about that. What I had written in the Q&A is if it was ever considered to put bike lanes on Harvard Street instead.

Because during the pandemic, Harvard was a shared street. And I thought that that worked so well. And it's a quiet street. It's a lot safer feeling. I don't know, I feel like some things have changed in the way people use streets and commute since then. So I just was wondering if there were any further considerations about that.

JACKIE MCLAUGHLIN: Sure. Does anyone have-- would like to address that part of this? And I do know, of course, the bike plan does provide a lot of information on why certain streets were chosen for this, and specifically appendix H might be helpful for you, if you wanted to take a look at why certain streets are prioritized in this. But I'll pass it off to some of the engineer folks who might know a little bit more than I do.

JEFF PARENTI: Yeah. One thing I want to remind people is that people who use bicycles do it for the same reason that people use cars. They have a destination. They have an origin and a destination. That is to say that they start somewhere and they're going somewhere. So if we say we're not going to build bike lanes on any street, in this case Broadway, but we are going to build it on the next street over, what that says to people who have an origin or a destination on Broadway is that we're not accommodating you.

It would be similar if we were to say, close Broadway to all vehicle traffic and then reroute it to say, Hampshire or Harvard or some other parallel street. Bicyclists are no less-- their needs are no less. Their mobility needs are no less than vehicle drivers' needs are, or pedestrians or bus users or anyone else.

The objective of the bike network plan is to provide safe, comfortable bike facilities on every single street in Cambridge in some form. And Broadway, because of its makeup and the vehicle volume that it has, needs to have separation to protect the safety of drivers. Harvard Street is a nice alternative, and cyclists do have the option if they don't want to use Broadway to use that today. But in the future, we would like everyone to be comfortable on every part of Broadway.

So that's why the idea of having, say, a detour or an alternate route doesn't really work in the overall network or for people's basic mobility needs.

JACKIE MCLAUGHLIN: Thanks, Jeff. We do have one more hand raised. Lucien, I know you've presented a little earlier or you spoke a little earlier tonight, if there's any additional comments.

AUDIENCE: I just want to respond to Jeff's comment. I disagree. I've been a bike commuter for many years. And I actually utilize the separated bike lanes purposefully. And I think you're really not giving bikers credit. I think we do seek out safety, and we do seek out separated bike lanes. And I think that comment is inaccurate.

And I will also use the example of Portland, Oregon, which I think has created really excellent bike safety. They have created separated or bike-only streets. And those streets are publicized. Bikers are made aware of them and told to prioritize these streets. And that has worked very effectively for the city of Portland. And I will just state that I find Jeff's comment to be inaccurate.

JACKIE MCLAUGHLIN: Thanks, Lucien. We'll definitely write that down for sure.

All right. It seems as though everyone has went who would like to speak tonight. Again, I want to thank you for coming here and being involved with your community tonight. There are a number of opportunities for you to be involved going forward, so we hope to see you at one of those and sign up for updates.

And as Chaimaa just added into the chat, there is a link for the survey. If you're fresh and would like to have some feedback taken there. So I appreciate you all for being here tonight. And if your question was not addressed, feel free to reach out to one of us, and we'll be able to take it in for you. But thank you all so much, and have a great rest of your night.