

# Broadway Safety Improvement Project

# Design Options Feedback

# Survey Results: Section A

## About the Safety Improvement Project

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

Through the Broadway Safety Improvement Project, the City will add separated bike lanes and bus stop improvements to Broadway. This project will be installed in 3 sections:

- Section A from Portland Street to Columbia Street
- Sections B from Columbia Street to Ellery Street
- Section C from Ellery Street to Quincy Street

## About This Survey

In Winter 2025, the City launched the public engagement process for the Broadway Safety Improvement Project. A community survey was introduced to gather feedback on the design of Section A: Portland Street to Columbia Street, in anticipation of installation in Spring 2025.

To accommodate the new separated bike lanes within the existing curb lines, parking needed to be removed from one side of Broadway. This survey sought input from the general public on parking preferences and potential bus stop locations. We asked similar questions to the Broadway Working Group, business owners, and stakeholders like the Fletcher-Maynard Academy administration.

**574**  
Total Responses

**54%**  
Completed Entire Survey

**91**  
Joined Project Email List

This survey was open from February through April 2025. Additional surveys will be conducted as the project advances to other sections.

## How Community Feedback Guided Our Decisions

Using community feedback, we put together a new design for Section A. This design was informed by survey results, feedback we heard at community meetings, open houses, working group meetings, emails and phone calls from residents and business-owners.

The survey was not a vote. Rather, it served as an opportunity to gather a wide range of context-specific insights from those with local knowledge. We reviewed both the preferences expressed and the reasoning behind them. Above all, the safety of all road users remains the most important factor in the assessment process.

The updated design is posted to the Broadway Safety Improvement Project webpage ([www.cambridgema.gov/BroadwaySafety](http://www.cambridgema.gov/BroadwaySafety)). We made adjustments to improve the design—such as modifying parking types, exploring new parking and bike lane layouts, and addressing community concerns as much as possible. These specific adjustments are reflected in the design plans.

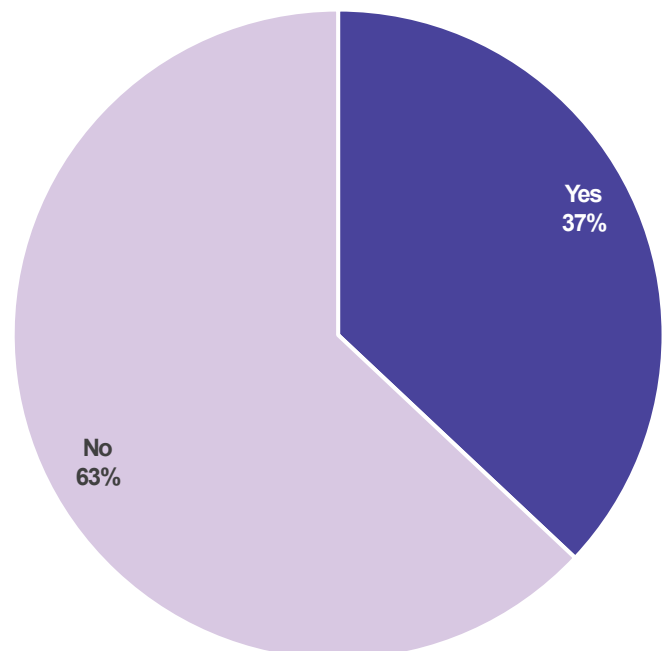
To stay updated on this project, visit the [project website](#) and [sign up for email updates](#).

## Survey Question Results

See Appendix for full survey.

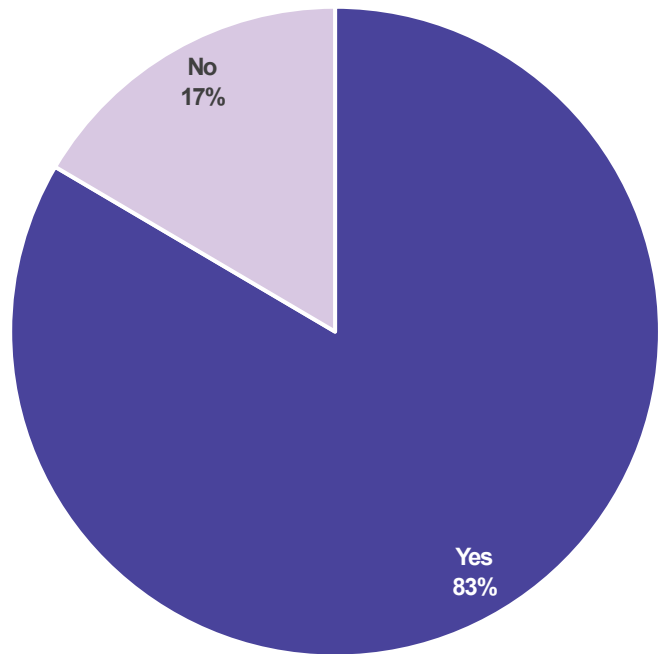
### Q1. Would you like to read some more background on the project?

- Yes:  
208 responses (37%)
- No, take me to the survey:  
354 responses (63%)

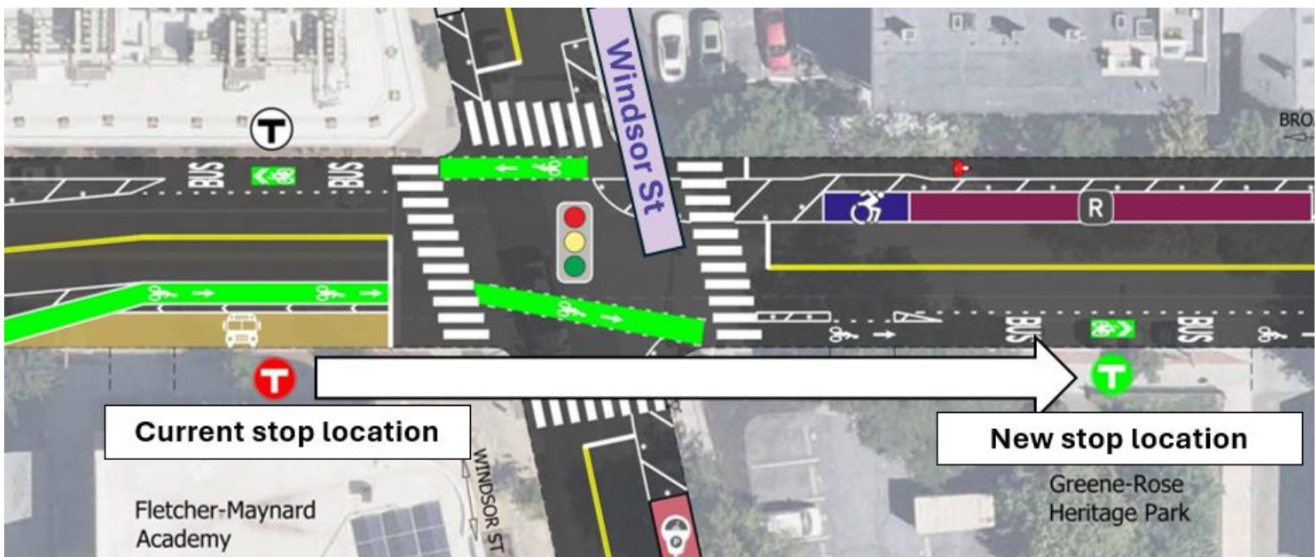


## Q2. Do you want to provide block-by-block comments?

- Yes:  
409 responses (83%)
- No, I just want to leave a general comment:  
81 responses (17%)



## Q3. How do you feel about the proposed bus stop move?



*Map of Proposed Bus Stop Move*

**Answered:** 258

**Skipped:** 316

### Summary of Responses

- Many commenter's supported the proposed bus stop move.
- Supporters most often cited better bus reliability and less delay at the traffic light.
- Several respondents requested bike signals to reduce bus-bike conflicts at the

intersection.

- Several respondents asked for floating bus stops to better separate cyclists and buses, and to reduce the possibility of illegal parking and driving in the bus stop.
- Some oppose the project more generally and therefore oppose the bus stop move.

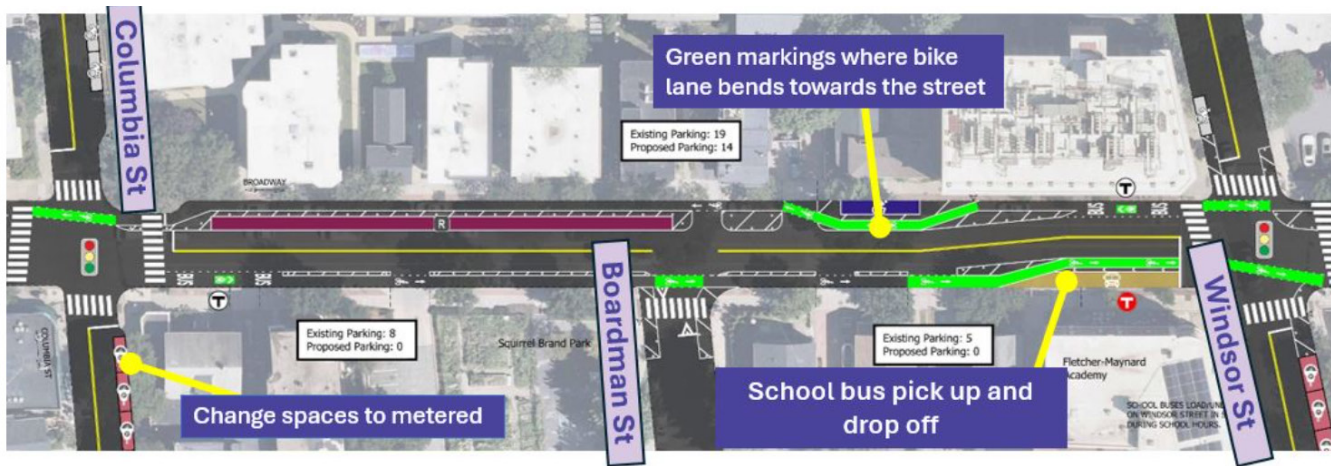
### Design Choices: What Was Considered and Why

The concerns about bus/bike conflicts are mitigated by the bus stop being a little bit past the far corner of the intersection. The flex-post buffer resumes on the far side of the intersection for a couple feet before the gap for the shared bus stop. This means bus drivers cannot begin their merge into the bus stop until after they have proceeded through the intersection.

Floating bus stops require constructing new curbs, so they are not included in most quick-build projects. The City added flex-posts to the design plans in the front of the school bus loading zone to block any drivers from using the stop as a right turn lane.

Based on the overall neutral to positive response to this question and because the design addresses the most common concern about bus/bike conflicts, this bus stop was moved to the far side of Windsor in the final design.

### Q4. Do you have other comments on this section?



*Map of Project Area from Columbia Street to Windsor Street*

**Answered:** 236

**Skipped:** 338

### Summary of Responses

- Survey respondents expressed general opinions about the project, design improvements, and shed light on other transportation-related challenges, such as maintenance and enforcement.
- Support for protected bike lanes was common, with many citing safety, environmental benefits, and improved biking experience, especially near schools.
- Suggestions specific to this block included relocating the school bus drop-off and handicap zones and avoiding instances where the bike lane is located between

parking/loading and the travel lane.

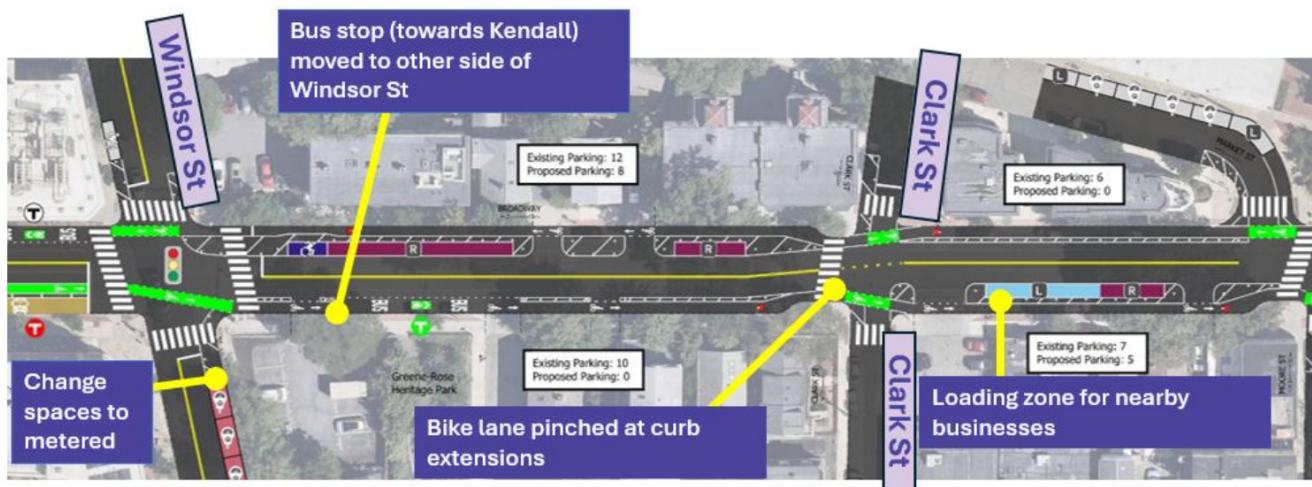
### Design Choices: What Was Considered and Why

Although enforcement is separate from street design, this project includes lane narrowing and other elements that typically result in a lower vehicle operating speed because of the way the road feels to drive on. This design also includes physical barriers to prevent illegal parking near intersections, which greatly improves visibility for all modes of travel.

Accessible/disability spaces on Broadway were installed as part of our [Residential Accessible Parking Program](#). Because of this program, the City was able to discuss the individual preferences and needs of each individual user of these spaces. If requested by the user, we accommodated curbside accessible parking over floating accessible parking. Floating accessible parking is only provided when directly at a crosswalk and signal and only after careful consultation with the user of the space.

After careful consideration, the Fletcher-Maynard Academy administration expressed a preference for the Broadway location for school bus drop-off.

### Q5. Do you have other comments or suggestions on this section?



*Map of Project Area from Windsor Street to Clark Street*

**Answered:** 203

**Skipped:** 371

### Summary of Responses

- Many respondents wanted the City to prioritize access to businesses, while others stated they would rather see resident parking than metered parking.
- Some valued protected bike lanes and improved visibility at intersections
- Survey respondents expressed concerns about the curb bump-outs at Clark Street because they bring the bike lane closer to the travel lane.
- Concerns were raised about enforcement of loading zones and no parking zones at intersections.

- Some responses praise the City’s safety and climate goals.

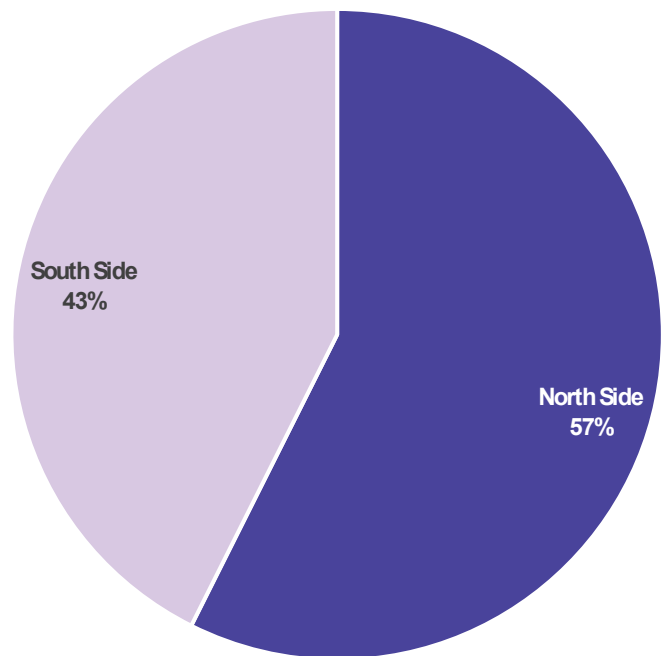
### Design Choices: What Was Considered and Why

It was challenging to balance the requests for prioritizing metered parking, resident parking, and keeping the parking on a consistent side of the street. The compromise was to generally try to put parking on the side of the street where more spaces could fit. In addition, staff are investigating the use of overnight resident permit requirements at some metered spaces, pending further outreach with businesses. The City did change the resident parking in front of Dunkin and Fresh Mart to metered parking on the design plans, as some of the responses suggested.

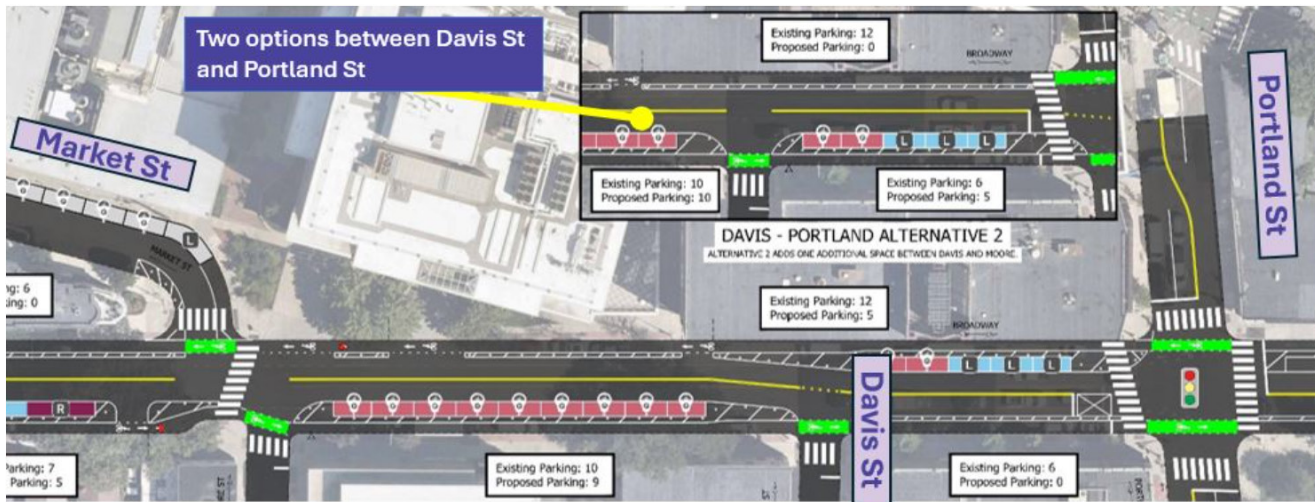
Because this is a quick-build project, The City is not able to remove previously constructed curb bump-outs due to the effects on drainage and the overall project timeline. The curb bump-outs also shorten the crossing distance for pedestrians, improve visibility, and visually narrow the roadway – this should result in slower speeds in the area overall.

### Q6. What side should we put parking on between Portland St and Davis St?

- North Side:  
97 responses (57.40%)
- South Side:  
72 responses (42.60%)



## Q7. Do you have other comments or suggestions on this section?



*Map of Project Area from Davis Street to Portland Street*

**Answered:** 176

**Skipped:** 398

### Summary of Responses

- Several respondents favored alternating parking sides or using a north-side layout to slow traffic, while others expressed concern that too much zig-zagging could confuse drivers.
- Feedback on parking changes were mixed. Some valued the safety benefits, while others were concerned about impacts on businesses and the reduction of metered spaces.
- A common theme was visibility at intersections. Many stated that south-side parking reduces sight lines for drivers turning onto Broadway, increasing the risk for cyclists and pedestrians. Others supported north-side parking to improve visibility for both directions of travel.

### Design Choices: What Was Considered and Why

In weighing the trade-off between the traffic calming, visibility, and loading convenience of the north side parking versus the consistency benefit of the south side parking, the City opted for the north side parking. Because the travel lanes were newly paved and bounded on either side by freshly painted pavement markings and flex-posts or parked cars, the City believed the “zig-zagging” would not be as confusing on the street as respondents perceived from viewing the roll plan.

**Q8. Do you have any other comments? (If you would like to ask a question or receive a response, please email Project Manager Andreas Wolfe at [awolfe@cambridgema.gov](mailto:awolfe@cambridgema.gov).)**

**Answered:** 167

**Skipped:** 407

### **Summary of Responses**

- Many comments supported protected lanes for safety and biking access for all ages and abilities.
- Some comments called for raised crosswalks, better lighting, and stricter enforcement.
- Many survey respondents wrote about their own experiences and challenges on Broadway, whether they were for or against the proposed design.

### **Design Choices: What Was Considered and Why**

Although full construction (raised crosswalks), electrical/lighting work, and police enforcement are not within the scope of this quick-build project, the Department of Transportation can pass this feedback on to other City departments who may be better able to address it.

Thank you to everyone who took the time to write about their experiences on Broadway! We wish it was possible to accommodate everyone, and hope that the effort to implement [Flexible Parking Corridors](#) will provide some mitigation in areas where the public space is too narrow to fit everything.

**Q9. Please provide your email address if you would like to join the project email list.**

**Answered:** 91

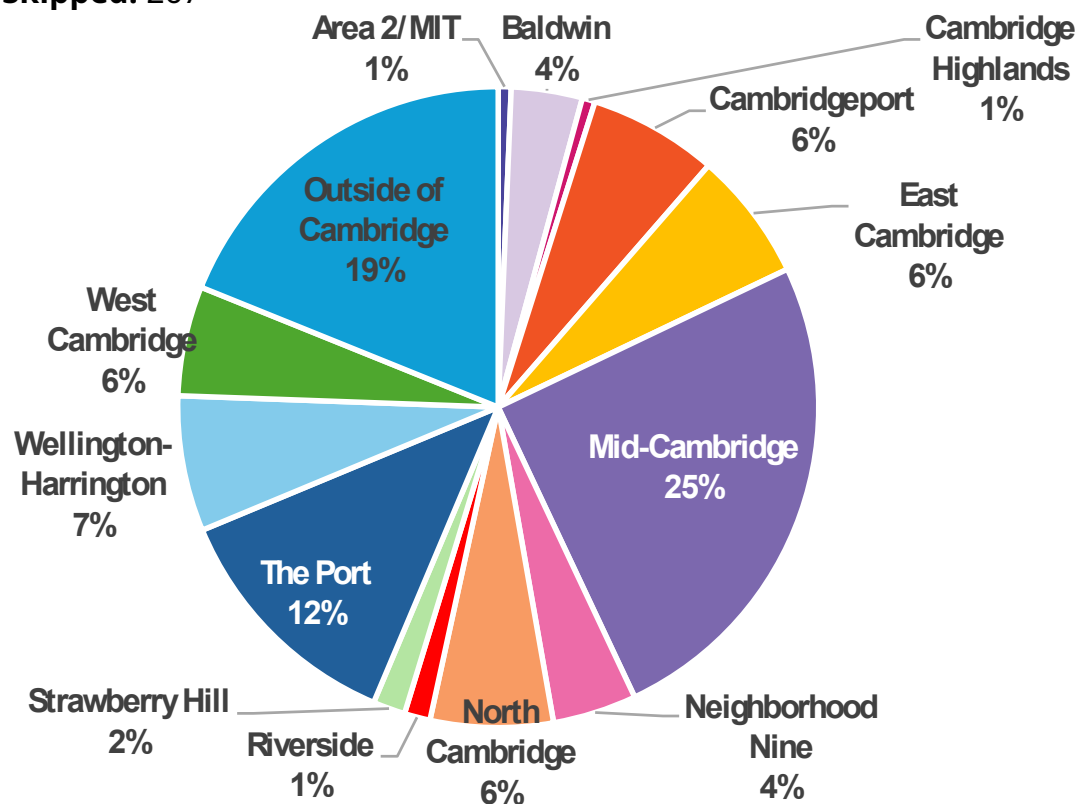
**Skipped:** 483

91 people signed up for the email list.

**Q10. What neighborhood do you live in? (Click here to see a map of Cambridge neighborhoods)**

**Answered:** 307

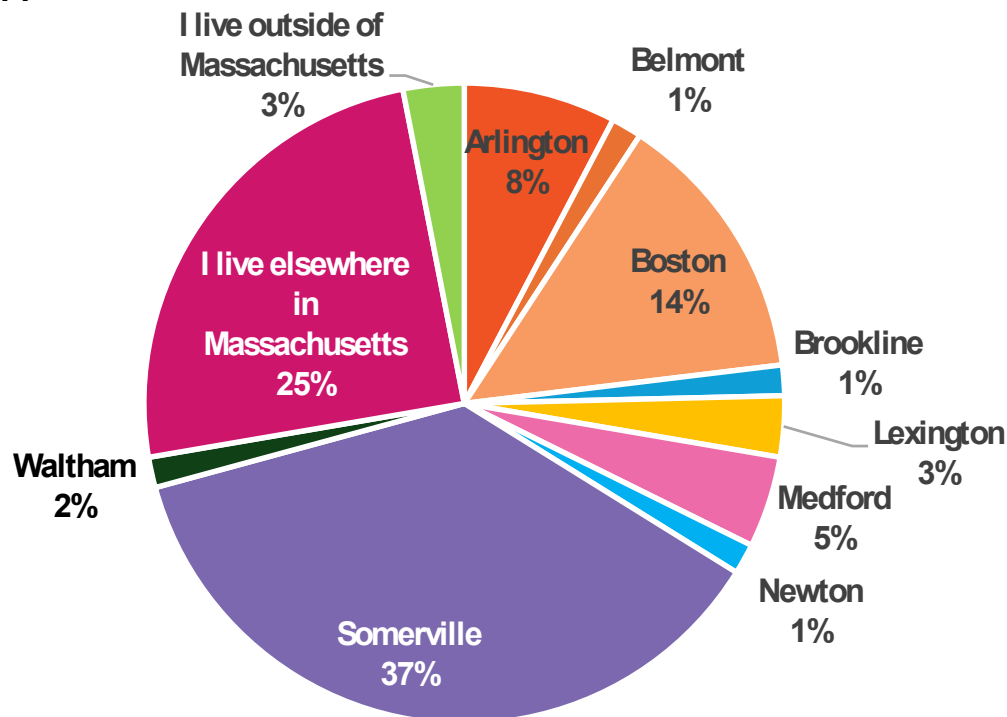
**Skipped:** 267



## Q11. If you live outside of Cambridge, where do you live?

Answered: 65

Skipped: 509



## Q12. Do you have any feedback on this survey? How can we improve next time?

Answered: 79

Skipped: 495

### Summary of Responses

- Many appreciated the block-by-block structure and visuals, but some found graphics small, confusing.
- Several comments noted the project was presented as a “done deal,” rather than a project soliciting feedback.
- Some respondents emphasized the importance of transparency and engaging the public earlier in the process.

### Design Choices: What Was Considered and Why

This project is one of the “Special 4” mandated by the City’s Cycling Safety Ordinance (CSO). As such, the Department of Transportation is required to install vertically separated bike lanes along Broadway and use materials that enable rapid implementation. These aspects of the project are not optional, they are required by the CSO and are essential to achieving the project’s core goal of improving bicycle safety. For this design survey, we focused on elements that could be adjusted or refined, so that public feedback could meaningfully shape the final design where feasible.

## Appendix: Complete Answers to Open-Ended Questions

### Q3: How do you feel about the proposed bus stop move?

This is a negative impact for children and adults who cross in this safe area and wait for the bus. please do not move it. it would serve no purpose

This makes sense in the abstract, but with residential construction planned for adjacent parking lot, it could see at least a year of disruption. Bike lane needs additional bicycle stop light when bus pulls over. It might be a shock, but sometimes bikes need to stop to increase safety for all.

This feels like a great logical move and I'd be confused why this wouldn't happen

Bus stop should not be moved

Indifferent.

It makes sense! Making sure that buses can move in a timely manner is very important to me

This seems fine

Sounds like a good idea for bus time reliability.

Good, I like it!

ok

The proposal sounds reasonable, no immediate concern.

Sure move the stop, but generally, these bike lanes are a terrible idea. In my opinion they have already caused one fatality on the corner of Hampshire and Cardinal Mederios Ave. It would be best to truly separate the bike lanes and move them to less used roads. All the current design does is hide cyclists behind parked cars where they are more difficult to see and likely will get "doored" not to mention the loss of parking for local business.

Sounds good

not too far from current location, seems ok

Makes sense to me

Please move benches to the new bus stops

This is acceptable.

good

Moving stop to far side of traffic light will help speed up travel time and reduce waiting -- good idea.

Love it.

Looks good.

I like the new location

I strongly dislike this update for many reasons.

1. this update creates additional bus / bike overlap zones now, one before the light and another after. At the very least, it would be nice to consolidate these

2. The proposed school bus parking in front of the Fletcher-Maynard Academy severely disrupts the bike lane. Dedicated bus parking on Windsor Street or Harvard Street could avoid this and offer a safer pick-up and drop-off zone for kids. The proposed bus parking zone on Broadway would also be empty for all but two 30-minute windows each day, leaving the space vulnerable to other cars driving in and out of the bike lane for temporary, illegal parking. this stop could be moved to Windsor street without disruption if the metered parking on windor street were also moved to the school-side of the road and the road divider were shifted accordingly.

The move is fine, I'd much rather see a floating bus stop design though instead of a mixing zone for bikes

I don't have strong opinions. But feel reducing parking so dramatically is going to make this a more congested and thus dangerous situation for all using the road.

That move strikes me as not all that significant. If it makes sense, why not?

good idea

This makes sense.

Approve the move but leave it as is for now until it needs to be repaved.

Main thing is unless there is significant, independent derived data that the cost to move the bus stop will save more money compared to creating it, those funds should be allocated to other MBTA projects.

The bus Stop move is fine.

Makes sense

sounds ok

I'm open to the bus stop moving, but want to make sure it doesn't impact biker safety in an already busy intersection. With two bus stops, one for school buses and one for public buses, I could see there being more confusion for bikers on where the buses will cross into the bike lane and pull over. Please keep this in mind.

No thoughts. Seems fine

Fabulous. Thanks.

This is good because it will keep the buses moving faster.

Shared lanes for buses and bikes are dangerous for biking. Leaving the bus stop in its current location would be preferred.

Seems like a good idea

Sounds ok!

I don't use the bus on Broadway but this seems reasonable. I am hoping for the most pedestrian safety from cars when crossing at the crosswalks. anything you can do to slow the rapid turns during the walk cycle.

This new change removes conflict zone between bikes and busses, pushing bikes into

traffic. The new design is safer

That's fucked up. What about the people who need this parking badly I.e the projects? And the people who can't afford parking in a private lot. Shame on the city for this.

The busses are so infrequent on Broadway it won't matter

Sounds great! It may be worth considering an explicit bike priority signal do that bicyclists can get ahead of the bus before it occupies the shared lane (assuming bus and bike are both coming from a stop light at Windsor)

It makes sense for the reasons provided but I want the information to be provided to the residents of the George Close building that houses individuals with mobility challenges and the elderly. I believe they may be the most impacted.

I feel that it is a good design choice, however I worry about conflicts between bikes and school buses traveling straight through the Windsor St intersection. Can these be phase separated? Or (preferably) can a floating school-bus stop be installed?

Makes sense

Makes sense, especially to improve school bus parking

I don't use this bus route so no comment! I will say, the bus stop on the 1 that just got moved to the other side of hancock and mass ave: the bus now stops directly in front of a city mailbox/trash can, which makes it very difficult to use the rear entrance, especially when we have a lot of snowbank. So please keep that in mind with the redesign/ placement!

Looks great, though I wish it did not create a direct conflict with bikes

No special feeling, because I'm not around this area enough at school bus loading times. It's a thoughtful change, and mirrors the bus stop arrangement at Prospect, Norfolk, and Columbia, i.e. more consistent.

I think this move makes sense. Having the bus stop further set back from a stop sign avoids bike traffic backing up when a bus is stopped near a stop sign

Makes sense

Good to move the stop after the intersection. The school bus stop looks dangerous, school bus drivers are some of the most reckless and inattentive on the road

Perfect

OK

seems like a good plan

This makes sense.

Love it! It makes a lot of sense.

Sounds fine.

Makes sense

mostly indifferent but the benefits seem positive

öŸ'

OK

I do not object to the specific location of the proposed bus stop location.

However: shared bus/bike lanes are stressful if a) bus drivers aren't very careful about crossing paths, especially with the angled bike lane crossing Windsor St, and

b) motorists also have a much higher tendency to stop and station and block these lanes, moving only for buses - without any other enforcement having a bike/bus lane would cause safety issues for cyclists.

I wish it were possible for this project to include peninsula (œfloating ) bus stops for the MBTA like the Cambridge St. project, but I agree it makes sense to prioritize putting the school bus space by the school, and if it can't be put on Windsor St., then having it there on Broadway is understandable.

It's okay as long as you don't move the Columbia St stop.

This appears to make sense. Why wasn't this done sooner absent the CSO?

I highly approve of this move. There are often school vehicles idling or fully parked in the stop's current location, and the far-side relocation would resolve this issue.

Seems reasonable to me, it also seems a bit more centered between the previous and following stops

Logical proposal

I like it

Makes sense so it doesnt interfere with school busses at Fletcher Maynard. The handicapped spot away from the curb is a big problem. Handicapped persons should not have to cross a traffic (bike) lane to access the curb. The narrowing of the bike lane is little to no help.

I would be concerned about the timing of the pedestrian cross light, would cars have a green to turn while pedestrians have a walk?

It makes sense for one space to be utilized by both city buses and school buses.

No problems

Good -- seems a lot safer to bikers and drivers at the intersection who would be at risk of being hit by the bus

OK

I think it will obscure another intersection from view and slow traffick/cause buses to go into the bike lane even more often. Though I do not bike all that often, my biggest concern is the safety of pedestrians and bicyclists. Right now the police do absolutely nothing to ticket people who threaten bicyclists or park in bicycle lanes. So I think that proposed change actually will cause buses to hurry through the intersection and possibly run over bicycles. I am fine with the bus having to wait, going slower and being safe.

That's fine - it also gives the person running to catch the bus extra time if the bus is stopped at a red light.

No opinion. The rationale sounds sensible.

Do not move it.

The current bus stop location looks safer for cyclists. I do not feel very comfortable sharing a lane with a bus on my bicycle vs. having a separate lane.

Fine by me

is fine with the move.

Sounds great but I don't take the bus from there.

This is good

I'm ok with this

Very Good

No strong opinion. However your comments "past a traffic hour light" rather than 'before' makes perfect sense, even though putting another bus stop for the school immediately before the light seems like the perfect way to create mind numbing traffic jams.

Stop the inconsistent bike land madness NOW!!!

That's fine

I think it makes sense to have the stop after the light as long as there's enough space to pull over and allow passengers to safely load onto the bus.

One concern I have a someone who rides a bicycle: If I am waiting for a green light and a bus is waiting beside me. When the light goes green, the bus is trying to race out ahead of me to cut in front and complete the stop. Something that is nicer about the bus stop being in front of the light is that the conflicts of merging at speed are reduced.

Looks dangerous.

It think it will be inconvenient.

No preference.

Too far from original location.

this sounds reasonable

I think moving it makes a lot of sense for the reasons listed

Support this change.

Makes sense.

The bike lanes should be blocked from a straight shot through the intersection. e.g. push a section of the sidewalk into the bike lane so the cyclist must turn slightly/slow down/stop, Intersections are the most dangerous for cyclists - bike traffic calming is needed.

Looks fine to me

Whatever will keep the traffic flow best efficient and smooth without backing up

Seems like a good idea

This is a good move, improving the bus travel time.

Leave well enough alone

Confusing! Broadway should NOT be narrowed like this. As you see with the current snow and ice there is no where to put the plowed snow - forcing pedestrians into the street.

Sounds like a good idea

Moving this particular bus stop seems like a bad idea. The major problem with moving the bus stop across the street is that then there are two bus stops creating a gap in separation for the bike lane, not just one stop. Thus, this is less safe. Furthermore because of (a) the other curb cuts in the area and (b) the floating parking on the other side of the street (which takes up cross-section space), the new bus stop by Greene-Rose Heritage Park appears to be have a much more "minimalistic" and less separated design than the proposed design for the current stop in front of the Fletcher-Maynard Academy. This doesn't seem fixable and is thus another reason to keep the bus stop in its current location in front of the Fletcher-Maynard Academy.

It makes sense

Looks good

Think it is to far

I would fully support this move if the bus stop simply traded places with parking. However, I do NOT support removing parking spaces to reallocate them for school busses! PLEASE DO NOT DO THIS. The parking around fletcher maynard is always a complete mess with parents double parked everywhere and tying up existing spots, making parking almost impossible for blocks around the school for much of the afternoon

This location makes sense to me

great idea

It's fine.

Positive!

Sounds good

Makes sense

Agree to the move - makes sense

I'm a fan of having the bus stop after lights.

I support it

Leave it where it was. It should be next to the academy where the people are |.esp in bad weather.

If it's necessary and helpful to predistian, it makes sense!

Great idea

Makes sense, I like it

Seems better than having right at the elementary.

Seems a good idea.

Agree with the move.

Neutral

This makes significant sense and should happen.

Makes sense.

Makes sense

Fine.

Fine

Better for traffic

It's a good idea.

Leave it where it is.

Don't use it so no opinion.

This is a great idea

While I don't have an opinion about the specific location, I do about the bus stop and bike space being shared. This situation is terrible: if there is a bus there, there is nowhere for people on bikes to go. And these spaces are often filled with illegal parkers.

In favor, prefer!

Don't move it

I hate these shared bus stop bike areas. It sends the message "bicycle peasants, wait here behind the bus peasants and smell the fumes while the serious people in cars pass by because they are more serious than you". Like, other cities have designed best practice before you, please just use it

I don't like the idea of moving this bus stop. It will be very inconvenient with kids in the winter months.

Crossing bike and bus lanes seems dangerous. Will there be signals at the traffic light for bikes and busses to alleviate confusion while making turns at the intersection?

Seems positive

This makes sense

As a cyclist I have been run off the road and fallen on the sidewalk because I waited at a red light and the bus immediately cut into the bike lane in the middle of the intersection to get to a bus stop after an intersection. This seems incredibly dangerous. Reporting it to the MBTA did nothing.

why try to fix something that isn't broken???

Sounds good. I've heard of this light placement design choice. Checks out

I think that with bike lanes on mass ave, Hampshire st and Cambridge st, Broadway should be exempt as it causes way too many difficulties for residents and businesses alike. The majority of homes on Broadway do not have any parking as it is and with parking at a premium (Broadway has already inherited lost Cambridge st parking residents) I get that in order to make life that much easier for those that bike through the city, you are purposely making life that much more dangerous for those of us that live in these neighborhoods especially near the schools. Moving bus stops and blaming it

on maybe having them wait for the next light instead of actually saying out loud that the bike riders blowing through red lights and making crossing the streets even in crosswalks dangerous due to there being absolutely no repercussions for dangerous bike riders is absurd. (Same as locking up merchandise instead of prosecuting the thieves)where does it end? Makes this make sense

No objection

Makes sense

Does this area need second stop? There is one at Columbia St just 2 blocks away

No issues

Terrible. the whole project us a waist of money! Stop the bike lane projects, You are creating traffic congestion and pouting air in our city. Its terrible!!

Logical to move it after the light.

If this will improve service reliability, this is a good change.

Makes sense

I agree.

Love it

Very good

Great idea moving the bus stop away from the school and nearer to a public park!

I think it is a good idea.

Great plan!

I think it makes sense to place the bus stop after the traffic light to increase reliability

I like it. Sounds good.

No opinion

This is an improvement

Seems logical, feels okay to me

This makes sense.

I support it.

Good!

I'm not sure I understand why the MBTA and school busses can't use the same loading space.

Great

School bus parking should float beyond the bike lane. Its parking, not for drop off/pick up. This would make the bike lane more protected. Also the bus stop would be better for cyclists as a quick build floating bus stop.

Any changes that help improve the movement of traffic safely and efficiently is good. This looks like an excellent plan.

This sounds great! However, I'd really appreciate a quick-build floating bus stop here. In addition to removing the conflict with bikes, it also improves bus reliability by getting rid of the need to merge in and out of traffic while pulling over. In addition, it should allow for improvements to that corner of the intersection, since buses wouldn't need to pull over directly after it.

Don't care

ok

I support the move to after the traffic light, it is better for traffic flow and those waiting to board after the traffic light.

As long as the school bus is able to still park in the area without the kids having to cross the street.

Seems fine

I don't think it's a good idea since you got a bus stop in a bike lane

Sounds good. The bus does tend to stick at the light there.

I like it.

Neutral

Sounds good.

This would be great and speed my commute on the bus

great! after-intersection works better

Good, I use buses in Cambridge a lot and I think they tend to be less likely to get delayed when after instead of before the red light. I like the change.

looks good

The bus stop moving makes sense, but the school bus pick up/ drop off area puts cyclists in a more dangerous position being unprotected next to traffic. What measures can be put in place to limit cyclist/vehicle interaction? Does adding a bike signal at this intersection make sense here?

I mostly use the intersection as a pedestrian and have no opinion on the proposed bus stop relocation. There do seem to also be school buses that stop at the current location and would likely need to remain as that is the handicap entrance into the school

This is a good idea, bus stops close to intersections can be dangerous for cyclists as well

No opinion

Sounds good! Logic is sound! Making the move makes sense

Great idea!

This seems like a good improvement for bus riders

Moving the bus stop is great, but could this be improved with quick build floating bus stops (like proposed in the participatory budgeting)?

good idea

Significant improvement

I have no objection to the proposed bus stop move.

Seem like it makes more sense

Its fine.

Good in general, but how will the bus stop be affected by the construction of the proposed new building at 240 Broadway?

The bus stop move is good, far side stops reduce delays. However the design is bizarre and creates numerous conflicts with the bike lane. Buses and bikes will cross paths three times in this design. Move the queue jump outside the bike lane and use floating bus stops instead of merge zones with the bike lane.

Make bike lane behind bus stop please

Seems like a good idea.

This is a minor adjustment. Fine by me.

Makes sense, would love more reliable timing of the bus

Ambivalent

Looks great!

Neutral to positive

This makes sense to me as it would move it after the light. I do worry about cars double parking in this bus lane, as cars always double park in bus lanes, but that isn't solved with either location.

It makes sense, and should improve overall flow at the Windsor intersection which is sometimes jerky with turning movements blocked by school and/or bus activity

Bus stop move looks good, but setting up the bus stop in this way is typically horrible. Many cars end up just parking in the space in other areas with this same design. Can there be a bump out so that the bus doesn't need to pull over and cyclists are not conflicting with the bus?

Makes sense and not a big change.

I like the idea of having dedicated school bus space (although this does not personally effect me). As a cyclist that bikes this route daily for my work commute, I really like the daylighting on the West-bound side of the street (this was a part of the Hampshire redesign that felt particularly unsafe) - could this be paired with signal priority for cyclists?

Having a bus stop in front of a public park (instead of a school) also just seems more pleasant. It would be a nice place to wait.

It would be great if this was a floating stop to better accommodate pick up and prevent conflict between bikes and buses

Sounds good

Sounds good to me, more efficient!

I love this. Full support

Placing the bus stop after the traffic light forces bus drivers to contend with making the light and merging with bicycle traffic at the same time. As a cyclist I have witnessed many times that bus drivers priority will not be safely merging with cyclists if they have a yellow light.

I think the whole plan is ridiculous and a waste of money

You have to do what you have to do, but I worry about school kids who take the MBTA bus (like my child) cross Windsor St to get to the school. I hope raised crosswalks and bulb outs and crossing guards are part of the plan

This seems like a good idea

Looks like a smart decision, though guidance for how bicycles should handle bus interaction is important in terms of road markings and signage proximal to the stop makes sense for all the reasons given

positive!

Please keep current stop as it is separated from bicycles. Buses (largest moving pieces on the road) and bicycles (smallest and most vulnerable) should not share a lane at a bus stop. Buses constantly try to push bicycles out. It is dangerous.

it will be incredibly dangerous. Traffic will be piling up along this entire route, making side roads a menace. What's your plan for inclement weather and snow removal?

Bus stop should not be moved to please one group of people  
stupid

I don't use this bus stop but it seems like a neutral move.

Waste of resources

It's terrible, why are you changing everything?

I fully support the decision not to place a bus stop before a traffic light. I suppose the stop was moved next to the park, but why not make the new bus stop right after the traffic light?

Not convenient to the students. Do not agree.

Terrible

Good. Far side is generally safer and more efficient than near side.

Seems OK

Restricted bike lane blocks residential buildings from being able to have pickup/drop-off. No spaces shown on this block for loading/unloading.

Not a good idea

Better to have it after the light to allow for less delays

good move

Just another awful plan in a long list of awful plans

Waste of more money

I'm ok with this

I like the old bus stop

Nothing should be moved for ridiculous bike lanes that are rarely used

Remove the bike lane

Looks like a waste of resources. Also, seems like it would be better to keep the current location because it would be less disruptive to traffic on that side of the traffic signal.

Bad choice. Climate never gets fixed by this kind of nonsense. You make it worse.

This isn't necessary.

It's beyond insane

#### Q4: Do you have other comments on this section?

removing parking to add bike lanes that will be utilized by few is pointless. this negatively impacts residents who rely on parking near our homes. this creates a dangerous issue of adding more housing but providing no parking. it's bad enough that the residents at 238 Broadway are losing there parking spaces and will have to compete with all the other residents in the are for the same needed spaces.

Loss of 13 parking spaces is unconscionable. In addition, making existing residential parking into metered parking actually ENCOURAGES auto use, since residents have to leave during parking hours. The unintended consequences actually increase danger for walkers and cyclists.

The bike lanes bending into the street are pretty dangerous feeling when you are riding. Crossing in front of a bus is also dangerous. I often find the bus drivers are the most scary to bike around. Drivers making a right onto Columbia street also often cut off bikers -- can that be marked green or more clearance given to bikers?

Having the bike lanes on the inside of the parked vehicles (between the parked vehicles and the sidewalk) protects bikers from traffic but makes garage entrances extremely dangerous. Vehicles coming into the garage entrances have almost no visibility to the incoming bike in the bike lane, due to parked cars blocking their view. Mirrors do not help. The recent changes, for example, near 50 Hampshire street are a disaster waiting to happen.

The city should make sure that there is significant clearance around garage entrances, without parking spots, so that there is visibility for bikes. This will reduce parking spots even more, which is already too low. It would be best to consider alternative designs.

It's really scary to bike between traffic and parked cars, so I really like this design

Why is this particular handicapped spot against the curb with the bike lane ending into the street?

This looks similar to what the bike-lanes on Hampshire look like and those are great so this seems great!

Really happy about the protected bike lanes. I think the school bus pickup/dropoff should be on Windsor or Harvard street and the handicap parking spot on the north side of Broadway could be moved also to the Windsor spot (north of Broadway)

The zig-zags around the handicap space and the bus zone will force bikers to slow down, especially considering that they reduce visibility of electric scooters traveling the wrong way (a common threat on Mass & Western Aves). I will be tempted to switch to the street to safely maintain my normal pace.

In my opinion, this design with having parking hiding the bicycle lane behind (often big) parked cars is a very very very bad idea. Cars and cyclists benefit from visibility to each other as much as possible. I'm all for better protected bicycle lanes and I don't care about inconveniencing cars. But there are better bicycle lane designs. Please don't use this one. My belief is that bad accidents will happen because of this design. We already saw it on Hampshire St.

Generally, these bike lanes are a terrible idea. In my opinion they have already caused one fatality on the corner of Hampshire and Cardinal Mederios Ave. It would be best to truly separate the bike lanes and move them to less used roads. All the current design does is hide cyclists behind parked cars where they are more difficult to see and likely will get "doored" not to mention the loss of parking for local business.

There is too much Resident Permit parking. Most small streets in Cambridge are already Resident Permit Parking. If main arteries like Broadway start being Resident only, where are non-residents supposed to park? Adding a few slots on Columbia and Windsor is not enough.

looks fine

None.

the bending of the bike lane close to the road is not good. Cyclists think they can overtake at these bends and they come onto the road. Please place barriers between road and where this bike lane bends

You have done a really good job fitting in all the various uses. It's crowded and busy, but there's got to be room for every type of user.

Make it so.

No, I like this

Yes

1. Handicap parking space should be changed:

\* The approach to accommodate a single handicap spot by rerouting the bike lane isn't ideal. I recognize the need to accommodate handicap parking, but this design is a comical imbalance between a single parking spot and requiring 1000s of bike diversions into an unprotected portion of the road.

\* This design could be used as a meme for government overregulation at the expense of common sense. How can we be more creative here and find a better space for this spot? Can we create a handicap accessible curb cut so that the bike lane can stay against the curb? Just one block down we see a handicap spot on Broadway that does not disrupt traffic. There is already one handicap parking spot around the corner on Windsor street. This seems like a logical place to expand handicap parking. Further, it might be safer and more efficient for users of this spot to get off on Windsor.

2. Proposed bus parking in front of the Fletcher-Maynard Academy severely disrupts the bike lane. Dedicated bus parking on Windsor Street or Harvard Street could avoid this and offer a safer pick-up and drop-off zone for kids. The proposed bus parking zone on Broadway would also be empty for all but two 30-minute windows each day, leaving the space vulnerable to other cars driving in and out of the bike lane for temporary, illegal parking

That bend in the bike lane for 2 parking spots seems dumb. Just begging for bikes to be hit

We need more parking. Please keep cyclists to Cambridge street and Mass ave, it seems safe to have a smaller number of roads with larger well established bike lanes, than trying to turn every street into a hybrid situation.

Separated and, where possible, buffered bike lanes make sense, and I think they're worth the loss of parking spaces.

looks ok

Please stop removing parking spaces and replacing free parking spaces with metered spaces. Not everyone has off street parking.

In favor of locating EB bus stop from in front of Fletcher-Maynard. I may suggest leaving one pickup-dropoff space behind the school bus pickup-dropoff since other school vehicles (maintenance, etc) also tend to park at this location.

Why are you putting metered parking on a side street?

The stop light should have a Specific Arrow for Turning RIGHT, nobody understands that they are not supposed to go into the bus lane for turning right.

Hate it! Removing so much parking is a horrible idea - and splitting it side to side, like Cambridge St, will make it hard to drive and confusing

is the bike line demarcated by bollards or is it just a line?

If the latter, will it be parking by ubers and delivery trucks?

It looks pretty good to me! Generally, I'm not a huge fan of bike lanes bending around parking, as it can make visibility challenging on a bike, but it seems reasonable to slow down traffic in front of the school. My only concern is the large amount of unused space around the accessible parking. I could see that being a spot for a lot of pickup/dropoffs that block the bike lane. If there were an additional accessible parking spot or two along the north side of the street between Boardman and Windsor, maybe that would help.

This is great. We need more and better protected bike lanes. Biking is healthier and makes everyone else's commute faster and it's better for the planet.

Glad to see the continuous, protected bike lanes here

The changes to metered parking are good. Unfortunate that school buses need to load on Broadway rather than Harvard which would be safer for both bikers and kids.

Thank you for making bike lanes safer

Looks great - again I just want to make sure the intersections slow drivers speeding and barreling through turns. Any type of thing that you can do would be greatly appreciated.

Fukcin bigots. Trying to eliminate parking spaces for the poor. Clown council. Paul warned us about it

You remove all this parking and then remove even MORE from the side streets? This is insulting to residents, all city employees should also be required to give up their vehicles! And the city should be mandated to find OFF street parking for their dozens of vehicles that use resident parking.

One thing that would be concerning is if school bus loading overflows back into the bike lane

I Do Not like the proposed metered parking taking away residential spaces. I am not a fan of the design which caters to people passing through the neighborhood. Parking during non peak commuting hours should be implemented in the design if possible via signage.

Can the school bus loading move to Windsor street? It seems like there is collision potential with bikes and buses if kept on broadway

This is going to be a parking disaster for residents. I have lived on Boardman Street for 20 years. (My family bikes as well. I taught 3 kids to bike in the squirrel brand park). It is a one block, residential street with only one driveway. The city has built a lot of this housing itself. Two spots on the street are taken up by handicapped spots. During the day we often have fletcher maynard folks parking here too. This week a school bus has been taking up 2 spots on the street as well. There aren't enough spots for residents as it is. The adjacent block on Harvard street is blocked off for school use. If you take away all of the spaces on Broadway, we will be stuck with nowhere to go. Not to mention the changed metered spaces on Columbia.

I appreciate the bike lanes being protected by both flex posts and, where applicable, parking. I'm a little concerned about how the school bus stop leads to an unprotected bike lane right in front of an intersection. I hope you'll be careful in other ways to make sure to minimize conflict between bikes and cars here.

I am begging the city of Cambridge to pleaseeeeeee stop using the parked-car-protected-bike-lane model and move to a center-of-street parking model. When implementing cars as the "shield" between moving traffic and the bike lane, you are essentially 100% obfuscating the drivers' view of bikers and vice-versa.

This is problematic, as drivers often pull hard right turns through intersections at green lights, colloquially known by cyclists as a "right hook". City planners of Camberville will remember the

25-year-old woman who was KILLED last year outside of Kendall One on her morning commute due to this oversight in planning.

Not only that, but it also increases the frequency of being “doored” by drivers,, which has also caused a number of deaths. Please consider adding additional raised cross-walks which serve as speed bumps to slow cars down, and at MINIMUM,, additionally, reduce the number of parking spaces so that there is at LEAST 30 feet of un-obscured bike lane before the intersection.

Yeah I am pretty against this. The separated bike lanes in the parts of camberville will all these intersections (both lights and stop signs) seem to be more dangerous. Cars at intersections almost never check the separated bike lane and only look beyond it into the actual road. The worst example i can point to are the lanes on hampshire coming out of inman where there is a row of trees separating the bike lane from the road. Cars are not looking for bikers behind a row of trees, and i think the more separated the bike lane, the more dangerous the intersection becomes. As a biker I feel safer biking directly next to a car going a similar speed to me (that i know can see me) vs having to hope that the car at the next intersection will remember to check the bike lane as well as the road.

On the section where the bike lane bends to go around an accessible parking zone, will nothing be in place to protect cyclists other than green paint? What about a speed bump on either side across the roadway that would slow down drivers and make them aware of bikes shifting to join them in the main roadway?

It seems awkward to have to curve the bike lanes around the accessible spots (I don't know their utilization), and I imagine many bicyclists might just run through the spots if they're empty rather than go towards traffic. But I understand the accessible spots need to be curbside.

It's good and simple. It would be much better to have floating bus stops so that bikes and buses don't have so much conflict. Zicla and others make modular quick build bus stops that you really should consider here, and when this street eventually goes to full redesign those quick build modules can be reused

Recommend rigid barriers like concrete bollards between pedestrians or bikers and cars in any locations with high rates of cars hitting pedestrians/bikers

Look v good

I'm somewhat worried about cyclist safety in these two intersections. Is there a way to protect them more? For example going west bound toward columbia st on Broadway, it looks like bikes could get pinched by vehicles especially right turners.

Looks great!

Bending the bike lane to accommodate parking for a car or a bus is not working well in practice as it puts bikes in danger all the time with large or small vehicles. Instead you can consider simply keeping the bike lane straight and have the car or bus park on the outside with enough space for people to land. Yes people will have to cross the bike path then, but this is far better than bikes having to cross paths with a car or bus all the time.

Biking to the left of a bus (in that school bus pick up and drop off area) can be really stressful. Perhaps surprisingly, I prefer the mixed bus/bike lanes like the one at Mt Auburn and Putnam because I can continue biking straight if the bus isn't there, or just follow behind a bus (at a safe distance) if one is there.

No. I think this looks fine -- at least on paper.

no

if buffer zones (esp triangle shaped ones) are made too long/wide, motorists will station in them, blocking bike lanes and causing safety hazards for cyclists.

Please also actually use solid bollards and not flexiposts - within weeks of installs, most flex posts end up smashed into bits, leaving jagged posts that are equally hazardous to cyclists and pedestrians if near crossings.

I'm totally against changing the residential spaces on Windsor to metered spots. The row of houses/condos on Windsor between Broadway and Harvard has very little off street parking. Making those metered spaces totally hurts those residents and all the residents in the housing blocks south of Harvard.

Parking is already painful because there is a lot of multi unit residential buildings in the neighborhood. In addition, removing residential parking and then on top of that, replacing residential spaces with metered in a high density low income neighborhood is pretty thoughtless and unnecessarily forces those who cannot afford to pay for parking to cough up parking fees and ticket fines. The same goes for metered parking on Columbia Hate this idea.

How will Uber, Lyft and DoorDash work in this section? Absent enforcement they will continue to block traffic or park in bike lanes. Where do these entities fit into the plan?

Could the spaces on Columbia and Windsor Sts be metered during the day but resident permit overnight? especially because this block is losing all the parking on one side and has no crosswalks, it might help lessen impacts on local residents

relatedly, a crosswalk across Broadway at Boardman St would be convenient for pedestrians

Making a left turn Riding a bike down Boardman St. On to Broadway st. Would be difficult to get onto the bike lane. Take away a parking spot. Taking away all the parking on Broadway Street would be perfect. The lanes are too small for buses to fit in their lanes. When adding a bike lane on top of parking spots will keep putting cyclists, pedestrians, and drivers at risk for harm.

I like it

The buffer on the eastbound side of Broadway is too wide. It causes the parking on the other side to be too narrow. Also, having the flex post bollards too close to the parked cars makes opening car doors a problem and forces parked cars too far into the street.

The proposed bike lane and the relocation of the bus stop seems problematic. Sharing a space with a vehicle that is pulling in/out is always the most nerve wracking part of cycling.

This stretch eliminates too many parking spaces for visitors. You have taken away more spaces than you are leaving behind. Where will non-residents park to visit businesses like Lamplighter Brewing?

Don't add more metered spaces, help the residents

Do not increase the bike lanes

I agree with making the spaces metered so they are more accessible to individuals without a permit

I like that there is a designated accessible parking spot! So needed for elders and others, including delivery! I wish there was a designated uber/lyft pick up drop off zone everywhere! As it is, people often wait at zebras (so as a driver, I don't know if I should be pausing for them or not) and often times it is the uber/lyft/doordash/amazon/fedex/ moving van that is parking for a "moment" in an intersection or double parking. Then the bicyclist has to go around, sometimes aggressively, and as a driver I cannot see. This can actually happen sometimes on BOTH sides of Harvard St or Broadway, and a pedestrian can't access the zebra and will dart out ahead. Or cars will often zoom into the wrong lane for a "moment." So it would be great for there to be designated drop off zones, and for lyfts/doordash/delivery to be TICKETED or PENALIZED by the police for not doing what they should. Currently there is NO motivation for following the law. So this infrastructure doesn't do any good.

I don't see any "Proposed Loading Zone"s on your map. Otherwise it looks ok.

It is confusing to everyone when travel lanes (both car and bike lanes) jig/jog instead of simply go straight. Few people expect or understand it. This is a decision to make future accidents happen.

I appreciate the sheltered bike lanes, but attention should be given at intersections so cars that are turning pay attention to the bike lane.

Love this !

consider the seasonal conditions

The curved bike lanes seem unusual (but maybe they aren't) and seem like they could lead to conflicts with vehicles. I prefer the bike lane be between parked cars and the side walk. I'm not sure if that puts bikes in a door zone from the passenger side of vehicles. I don't see proposed bike facilities. In general there is not enough bike parking and the bike racks are often full.

We need to consider families we with small kids. It is not feasible for families with children to have to fight for limited parking spots. It is not always feasible for families with kids to use bikes or public transportation either. There should not be a reduction in parking spaces

would like to see some more resident parking added to this diagram

STOP the inconsistent (Garden st; Inman SQ!), dangerous (Brattle st), and drag on small businesses asinine backwards bile lane development NOW!

No meters in this area. It is already hard enough for residents of that street to access local parking. Meters were make it impossible for them to have access.

Is t possible to add a speed hump to Boardman so that the cars stop at the crosswalk. As a pedestrian, cars often pull across the crosswalk at stop signs into the intersection to check for oncoming traffic without looking first. I am a little worried about the interaction of bike traffic at the accessible parking. Is there a better solution possible?

Parking is already a constant problem. With the proposed bike lane, it will essentially eliminate many existing parking spaces. In addition, installing meter parking further exacerbate resident parking issue. This block is very congested with many residents. People need to park closer to their residence to load and unload groceries, and other heavy items. Alternatively, we could make the sidewalk as bike share sidewalk. We already have a brick lane and concrete sidewalk. All we have to do is to mark the lane. The sidewalk is wide enough to accommodate bicycles. Cyclists may not like the inconvenience of hopping on and off the lane, but that would keep them safer without disrupting residents' need for parking spaces. Most bike traffic is during commute hours in the summer. Another option is to create some public parking spaces on Linwood property ground located at the corner of Columbia St. and Broadway. I rarely see anyone use the space. Meter parking can be designated there.

Something of concern about the bus pick up and drop off is that this arrangement might make it unclear that cars/bikes must stop in both directions during pickup and drop off. There is therefore no advantage to this space unless it is intended to become a layover space for buses.

Bus layovers are not legal per the wording of the current cycling safety ordinance and there is a risk of lawsuit if this use case continues. The Main St. layover for the MBTA is also theoretically outside the ordinance. Not trying to be a problem here, but it is certainly bending the ordinance to create bus parking rather than a stop.

Cyclists have good alternative routes on streets that are wider than Broadway " Mass Ave and Hampshire. The volume of cycling traffic does not merit adding separated bike lanes on Broadway. Further, Broadway has a number of interesting businesses that will be impacted by removal of parking. The proposal will make Broadway more dangerous.

I understand the change to some of the side street spots to metered to mitigate the loss of spots

on Broadway, but it negatively impacts residents who own cars.

Yes. Will school buses block traffic?

For future planning: Columbia or Windsor are dangerous for biking and one of these streets (or another going in same direction) should have bike lanes

If accessible parking is not required here I think resident parking would be better since we are losing so many spots. This area feels the loss of parking even more sharply because we just lost so many spots on Hampshire St.

No

I think I see at the stoplight a protrusion (extension of the sidewalk) into the bike lane that eliminates a straight shot thru the intersection. If so, I like this because bike would have to slow down or stop at intersection. This is much safer. Two death could have been avoid if the cyclist stopped (or slowed substantially) at the intersection.

Parking is VERY important despite you all trying to remove it all from the city. Businesses and residents suffer. Please keep as much parking as possible so that EVERYONE has fair access. Metered parking spots should be allowed for resident permit parking overnight.

I do t think separated bike lanes are necessary on b'way as, of all the streets leading into Kendall and Harvard squares, it sees the least amount of bike traffic. As you say yourselves, it is too narrow to allow for both bike lanes and parking. Much of bway is residential and there's little off street parking. Halving the residential parking on b'way will make the already bad parking situation on cross streets even worse.

Yes, it is so unfair to push metered spaces onto the side streets - residents need these spaces, there is not enough room as of now for all residents! Terrible idea

If you are asking about the separate bike lane there really needs to be a more permanent barrier than the white poles. Cars park in-between them and ride over them and they brake off. The cement curb barriers are safer for the bikers

Concerned about areas around accessible parking where bike comes into close proximity with cars; concerned about areas where bus and bikes share the lane

I appreciate the extra design work for the bus stop in front of Fletcher-Maynard Academy, which maintains as much separation as possible with a curb-side bus stop. It would be great to see this type of design replicated widely elsewhere.

No

The bike lane in front of the school does not take into account that families WILL use that lane for drop offs in the mornings, creating a dangerous situation for bikers.

No

Cyclists already have bike lanes one street over from Broadway. I am not in favor of encouraging cyclists on Broadway because they are difficult to see, and this is essential residential parking

Looks like it minimizes conflicts between cars/buses and bikes!

I am very opposed to creating metered spaces on Columbia Street. What is the reason for this? People who park in this neighborhood live here or are delivering goods.

when you put parking on the side of the street leading up to a right turn, you make it nearly impossible for cars to see the bikes coming when larger vehicles park in these spaces. I both bike and drive. These sections on Hampshire scare me regardless of which mode of transportation I'm using. You should flip the side of the parking so it doesn't immediately precede right turns.

It looks great

Very needed

I like the proposal

Accessible parking zone makes no sense unless someone who is in a wheelchair lives close to that spot. Eliminate if there is no person living at that exact spot. If required by some law then move to the very beginning of resident parking at Columbia and Broadway as bikes will slow down there in any case.

The bike lane going around the school buses seems dangerous. Drivers aren't very good about staying between the lines when the road shifts. Maybe there can be extra flex posts here to make them move?

Why do the bike lanes have to bend around accessible spaces? The bike lanes on Somerville Ave in Somerville don't do that.

Making the bike lane go around the accessible spot is a dangerous maneuver as it pushes bikes and car lanes back together quickly, right after making car lane shift left slightly. Why is this accessible spot treated differently than the one on the next block?

If you're getting rid of parking spots, at least you could get rid of meters as a compensation

I would do whatever it takes, if it is in regards to saving life.

Looks great

Impressive that it only eliminates 5 parking spots. This will be a big improvement for bikes.

I think the proposed metered parking should stay as resident permit parking.

No, sounds good.

No

No. Separation is key or people just park in the bike lanes. Also I do not feel safe biking with my kids when there aren't separated lanes. The missing piece of better safety for all is traffic enforcement, CPD does zero traffic enforcement and I have no idea why.

It's not clear to me how the bus stop and bike area would work. I'd be nervous biking in this high traffic area. Is there a box at the light so bikes can get ahead of the bus if it plans to stop afterwards?

No

That's a lot of parking being removed from the odd side of the street.

Try to find a place for accessible parking where you don't have to swerve the bike lane around it. Do something at the Columbia st intersection so that cars making a right turn can see the bikes hidden behind the parked cars before making the turn.

Confusing setup. Will lead to more issues and dangerous situations for cyclists/pedestrians. Especially with the bump out on Columbia/broadway (northeast corner)

DO NOT REMOVE PARKING. This is a terrible idea. You've already removed parking on neighboring streets. Remember that the majority of Cambridge residents do not use bikes to get around Cambridge and do not want parking removed. Removing 50% of parking for the 1% who ride bikes is inequitable and unfair. You talk about equity when it's something you want but when it's bike lanes, the rest of the residents don't matter. You don't care if small businesses lose half their revenue or if limited mobility people lose their parking.

Too much accomodation for bikes, and little for pedestrian satety. Some bikers use the sidewalks even with bike lanes - I think that they need to be licensed and ticketed.

Get rid of the bike lanes and bring back parking.

This area, specifically around Columbia St., Windsor St., and Broadway, are largely populated by families who rely on personal transportation to get to work, school, etc. The removal of so many parking spots, and the addition of metered parking is reflective of a concerning trend in this City where families are being put on the backburner to appeal to a rapidly changing Cambridge population. I don't think it's crossed anyone's mind that the people who most likely will end up paying for proposed metered parking in highly residential neighborhoods are the residents themselves. Our excise taxes just came due, parking ticket prices have increased substantially, and yet places to park cars are disappearing every year. Cambridge works for the wealthy families with personal garages, and the young professionals who can bikes/rely fully on public transport because they do not have to take kids to multiple schools, doctors offices, etc. It is unfortunate the City cannot find a balance, and I worry where this trajectory will leave families in the coming years.

see previous comment about the bad situation when bikes and buses have the same spots

Flex posts are often not sufficient or long lasting, what about a semi-permanent curb surface with posts? Cars will often run over and make the bike lane inaccessible/unsafe

Residents park on Columbia between Harvard and Broadway. These spots should not have parking meters. Are you trying to make my neighborhood unliveable?

Remove bike lanes altogether

If everything is quick build, why are you taking so much time and effort on the design?

We need parking on both sides of the street. We have bike lanes on Cambridge Street, Hampshire Street, Main Street, and Mass Ave. Parking was eliminated on all these streets. We don't need crosstown bike lanes on every single major thoroughfare.

I hate where the bike lane bends into the road with no protection from cars. I also dislike how busses will have to cross the bike lane for the school as they may back up into it and obstruct travel

I really don't like where the bike lane bends outwards towards the street unprotected. I also am worried that school busses will back up and obstruct the bike lane. Having driven 40ft busses I know how hard it can be to see bikes in the passenger side mirror

Very supportive - biking is how my family travels around the city and anything to make it safer and reduce conflict with folks driving is huge.

Please stop hiding bike lanes behind parked cars. Mass Ave from basically MIT to Prospect St is basically a death trap because cars can't see cyclists continuing straight across Vassar, Windsor, State, and Essex Sts...

WHY?

The bike lane diversion seems annoying and unintuitive, but if it's required for handicap access, I guess that's okay

The insanity!!! Now you want to take an area with limited parking even worse AND take some of that and because you're losing revenue, trying to recoup it by making permit parking into metered parking, a 3rd grader in a special needs class can see the idiocy here. Is anybody even looking at any of this from Cambridge residents in mind? We don't all live in the same city where we work nor do we all have driveways and I really wish someone, anyone would take US into account.

No objection, seems great!

I don't think you should be adding any metered spaces

Looks fine

Yes, stop building bike lanes, they are empty most of the time. Cambridge is transit city, people

drive in from all over Metro Boston to work in Big Pharma and congest out streets. They are not biking from Weston, Wellesley, Newton etc.. they all drive and you are making roars smaller, making these cars idle in traffic and emit gasses that pollute air and help add to global warming. Spend the money you are spending on bike lanes on more worthy projects in our city.

Please make sure that bike lanes are at least fully guarded by flex-posts where they must bend toward the street.

I have a sense that the city does not care about residents that have cars.

All your efforts regarding bikes have caused businesses to fail and have put a burden on residents that need a car for work.

I disapprove of these changes.

question: at the Windsor street intersection, will it be clear to drivers whether they can use the school bus pick up and drop off as a right turn lane? There is often confusion about this (I see this as a biker) at the intersection of Beacon and Kirkland, for those coming from Somerville on Beacon who want to take a right turn on Kirkland. It requires crossing the bike lane so it's helpful if it's known to all road users whether this is legal (or likely to happen).

Also at all intersections where cars can take a right turn, I'd like to encourage poles or some other physical barrier that prevents vehicles from cutting into the bike path to make their right turn faster/earlier.

This new parking design means that both the left and right sides of a car are exposed to traffic--- car or bike traffic. Therefore, drivers who care for disabled people or children, will need to spend the time required to help disembark these passengers totally exposed in traffic. With the old design, drivers could help these passengers in need disembark while at the pavement. This new design puts drivers at great risk, as well as children and disabled people. Bear in mind that these people often have no alternative rather than drive, yet your plan will leave them totally exposed. Tragic accidents are bound to happen.

Would like real protection where bike lane meets road

Ensure the bike lane is well protected. If it's not, cars and trucks, especially uber/lift/deliveries, will take the opportunity to pull over into it. Kids (and adults) need to use these bike lanes safely.

As someone who bikes very frequently on Columbia/Broadway streets I am highly supportive of this plan and encourage the City to continue its mission of reducing fatalities and traffic dangers for cyclists across the city. A safer city for cyclists is a safer city for pedestrians, and a more inclusive city for all residents with bikes or no bikes. Thank you.

wouldn't it be possible to not cross bike lanes and the bus?

Grateful to have separated bike lanes! I feel so much safer this way. I find that I end up going to local stores more when I bike places.

I support these changes in general.

The bus loading should be moved to the side or Harvard to maintain the protection.

As a resident, voter and City employee, I oppose any reduction in parking.

This seems very well designed. Fully in favor of these changes.

There should be more parking in this area. There are a lot of low income families who rely on their cars or public transportation. Not bikes. The less cars that are able to park on Broadway, there more cars are parking on the side streets, which at night are already very full. If there was a way to make parking available at night and bike lanes during the day that would make a lot more sense. People aren't generally not biking after 8 but they are definitely parking their cars to go home.

I support the proposal.

Can the empty spaces on either side of handicap parking be used for bike racks, motorcycle parking, or some other use that doesn't impact sight lines?

Very much appreciate inclusion of protected bike lanes. I do have concerns that the area by the FM Academy may lead to conflict between bikes and busses since they will be switching positions in effect.

Floating bus stops! Please! I really want to see floating bus stops, especially near intersections like with Windsor St, where a proper protected intersection would make a lot of sense.

I would really like it if Cambridge started implementing quick-build floating bus stops. I understand that we may not always have the budget to do full-construction for bus stops, but we can still reap most of the benefits by using products like Zicla's Victorial system. I understand that DPW has some concerns about winter maintenance, but we aren't the first winter city to implement quick-build floating bus stops and there exist solutions to the problems we would face.

Aside from that: I really appreciate the bumpout on the top-right corner of the intersection with Windsor St!

The bike lane would be safer and the accessible parking spot equally accessible if the accessible spot was floating and a raised crosswalk was added between the accessible spot and curb, across the bike lane. This could be quickbuild. I like the hardening of the right turn heading west onto Columbia St with a flex post added to protect the intersection. Same for the right turn onto Boardman st.

Not now.

no

I have wariness that the school bus parking zone will be used by other road users /parking. And it will also cause congestion for road users wanting to turn, or go straight. There is already very bad congestion on the roads during the morning and afternoon times.

not enough parking

As a bicyclist, I have found lanes that bend in Cambridge and Boston to be very dangerous because you are constantly weaving in and out instead of riding consistently. Cars and other vehicles will often block access, flex posts go missing, lack of lighting in the dark makes it hard to see the lane boundaries for bicyclists and for other vehicles, passengers exiting vehicles often don't know that there is a bike lane between them and the sidewalk, vehicles turning don't know that there is a bike lane on the other side of parking, which makes every driveway and street corner a hazard, and upkeep related to street sweeping (e.g., leaf and trash removal) and snow removal is inconsistent even if the city ensures that there are vehicles specially sized for the bike lanes. I would feel much safer if the bike lane was consistently between the "regular" travel lane and parking/bus stops, rather than weaving in and out. Being closer to the travel lane means I can share the lane more easily when there is an obstruction (e.g., cars blocking entry or exit to or parking in the bike lane, a patch of ice/snow or wet leaves, trash, potholes around gutters, puddles that I can't see the bottom of to see if there is a dangerous pothole, and so on). It also makes me more visible to cars that are potentially turning right, and prevents me from being doored or running into passengers exiting parked vehicles on the right.

If bent lanes are here to stay, it would be great to have parking consistently on one side of Broadway to minimize the amount of weaving that bicyclists need to do and reducing the danger of not being seen by right-turning drivers in one direction of travel. (I'd rather be extra on-edge at every intersection one way of my commute than constantly in both directions.)

Why are you limiting spots on a residential street?? And making the residents pay for parking? I don't get how this will reduce the footprint of CO2. Many professors I talked to said this will

create more pollution by stalling and people looking for parking

Who is gonna enforce the accessibility parking? Wouldn't it be better to do something like the accessibility parking on Comm Ave in the BU section where the bike lane stays against the sidewalk and there's a crosswalk/ramp across the bike path for the accessibility parking?

I would prefer to have fully protected bike lines on both sides. The north side is protected by parked cars, while the south side is only separated. As a regular bike commuter, I know that this does not stop cars from entering, blocking, and swerving aggressively into the bike lane near vulnerable people. If removing the parking is necessary to make room for protection on both sides, I would much prefer that.

This is not good idea to reduce parking.

This looks like it will introduce conflicts when the bus/accessible traffic crosses the bike buffer.

I wish the bike lands remained protected the entire way, I understand the accessibility issues with handicapped parking and bus stops but if a solution is possible it would make me much more comfortable biking along Broadway

looks good

No concerns

This is also good. Limiting vehicle parking encourages foot traffic for businesses and further reduces vehicle traffic in the city. We still need more enforcement of cars parking temporarily in the bike lane, though. Separated bike lanes are safer, as well.

Can the school bus loading and/or accessible parking be accommodated on Windsor St? The exact location of the accessible parking seems disruptive to cyclists, especially with the bike lane just having transitioned from a shared bus/bike lane

I would really like a curb or something similar protecting the bike lane. Would it make more sense to have a two way bike lane on one side of the road?

Looks good!

This would be a great improvement. My only additional comment would be to go beyond just flex posts, as drivers often go over them to park in bike lanes.

Enough with the bike lanes in every street. Residents also need parking. You are making Cambridge unlivable

Is it possible to move the school bus drop-off zone to Windsor Street? The morning rush hour and morning drop off overlap, which could make it dangerous to bike through.

Good idea, more bike lanes is better for the city

These protected bike lanes are essential. I strongly support this.

I appreciate adding meters to parking.

My worry with the buffered bike lanes is the crossover traffic, I've had issues before when buses don't see or don't look for a biker before pulling over/turning

Happy about this proposal but why not add protected bike lanes?

Can you add lines to the resident parking on Broadway and Columbia? I like the added metered parking.

These bike lanes have a lot of unprotected sections. Move the school bus loading around the corner use a floating island and raised crossing for the handicapped spaces instead of redirecting the bike lane around them.

Bike lane behind bus stops please

I'm a little worried about conflicts with school busses departing at the Windsor st intersection. With the bus loading/layover space so close to the intersection, any movement to depart would involve crossing the bike lane in the intersection. Given busses are big vehicles with big blind spots, this seems hazardous.

Also, are there any left turn considerations for bikes turning onto Columbia or Windsor? Eg, bike boxes/two stage turns, or are bikes expected to merge into automobile traffic for those movements?

The intersections on both sides of this stretch and the entire project are unsafe for pedestrians and cyclists and do not protect enough from turning vehicles "overlooking" you. Intersections should follow a Dutch protected intersection design that slows traffic at the curve and has protective physical islands to clearly communicate how the intersection is to be used.

Looks promising.

In general with a lot of these changes, we have a problem where package delivery drivers, mail vehicles, food delivery, taxi & rideshare vehicles, etc end up parking in bike lanes for just a minute so that they can drop off &/or pick up items & passengers. I think we may want to think about sprinkling in lots of ultra-short term loading zone parking "like, a spot on every block or so where parking is allowed but only for five minutes, enforced by cameras " as a way to keep the travel lanes (for both cars and bikes) clear & safe to use.

Sounds great!

Looks great!

Looks great. There is plenty of parking in the area already and the loss will not be ideal, but it will be fine. Please put hard barriers at turns, especially on the busier streets like Windsor and Columbia!

Can there be curb bumpouts so that the bicycle lane does not have to go around handicap parking and/or the bus pick-up and drop-off areas.

The school bus and bikes would have to switch sides after the intersection with Windsor St, unless the school bus only ever turns right. This would be a disaster. And on the other side, the shared bus and bike lane with no buffer for bikes to go around a bus is problematic. The parking buffer between cars and bikes always gets way too close to the intersections, which means bikes can't see cars turning right until it's too late, and vice versa. And the longer the stretch of uninterrupted buffer parking, the more difficult it is for bikes to pass each other or make turns.

This looks like a very pleasant and easy ride for cyclists, in both directions! Very glad to see the accessible parking zone. Chicaning at the bus stops looks good.

Love to see more bike lands leading to schools.

Love protected bike lanes. We live in a city, if you want to force the negative externalities of car ownership on others (on street parking being one of them), move to the suburbs.

Do accessible spots NEED to be against the curb? if not, keep bike lane against curb. I can see people parking there and blocking bike lane.

The flexpoles will not work in the school bus pickup and drop off area. This area will be used by cars to temporarily park as well.

Let's make sure the signs clearly indicate the bike lane, and no stopping/parking for cars.

Flexpoles will be knocked over by plows, buses, traffic etc. The green bike lane and raised curbs are more helpful.

No looks good

Bike lanes on both sides is best. Do it.

Extremely pro protected bike lane! These improvements are critical for keeping residents safe. I do own a car and street park it.

Cramming in as many cars as possible is not our future. Please move forward with the protected bike lanes and other improved transportation options that reduce the need for those cars to be parked there, or used, at all.

Waste of money and will cause far more problems than it will relieve

I HATE bike lanes that weave in and out of protected and unprotected bike lanes. Once you have an unprotected bike lane it is MUCH harder to get kids to safely bike along a high traffic road (esp at the interface of protected to unprotected)

There has to be a better way to have accessible parking and protected bike lanes on the same block.

these types of separated lanes are great, however it's important to ensure the bike lane is well demarcated with ideally concrete blocks, and not just plastics bollards (which do get driven over).

Two comments:

1. Resident Permit Parking is a poor use of sqft on a major street ("major street" = snow emergency route), these should be metered, loading, or some other such use

2. The proposed eastbound bike lane before Windsor by the FMA school bus loading zone is highly vulnerable to illegally stopped cars from parental drop offs during school hours (it already is used this way currently). How can this plan be adapted to physically dissuade / prevent parental vehicles from blocking the bike lane during rush hour? Is there an appealing alternative location for parental drop offs? For example, if you removed the metered parking spots on the northbound side of Windsor before Broadway and moved them to the southbound side instead (directly next to FMA and right after the Broadway intersection), you could make those metered spots invalid during school pickup/dropoff times and encourage it for use by FMA parental vehicles at those times (and those metered spots could also be Resident Parking during evening hours).

curbside accessible spot is confusing when every other spot is \*not\* curbside. isn't there already a curb ramp for the adjacent driveway? that could enable a floating accessible spot

Great changes and improvements! Love the parking change to metered. School bus stop is separated from vulnerable bicycles and clearly marked to let bicycles pass first. Green bicycles lanes are much better than nothing.

Is this a joke? Seriously? Is this a joke?

I live here, work for the city, require a vehicle for my job. This change will force me to move.  
dumb

I like the change to permit parking for the section to allow more residents to be in those spots. There is minimal impact there, I have never had trouble finding parking near and around this street. The bike lane here is a huge upgrade, I am a fairly confident bike but I usually am taking the lane to avoid being in a door zone in areas where there is not bike lane and I know this is frustrating for drivers when I am only able to go max 20 mph and they want to go 35+ mph

Get a real life losers and solve real problems

This is going to create insane traffic and they're won't be anywhere to park.this is horrible.

Not specific to the bus stop at this location, but it seems wasteful to dedicate the school bus stop while they only utilize the space for a limited time of the day. Can't we make it a meter parking space when the school bus does not park there? We can place a sign to make it clear that the car will be towed during the school bus designated time. If the school occasionally needs the school bus parking during the day, they should apply for the temporary parking ban signage (the city can issue one without cost?)

The city will allow 4 to 6 stories multifamily home, which means more people will move in Cambridge. Accordingly we need more parking spaces. We should not reduce any parking spaces. Currently we already have bike lane. It works well. The new design wasted valuable land on Broadway. Currently bike lane is at the left side of vehicle lane. We can consider to move the existing bike lane to the right side of vehicle lane. We should not reduce valuable on street parking spaces.

I live on Broadway. It is difficult to find parking spaces. There are only limited bikes. In winter, there is no bike on Broadway. It is cold and snowing in winter in Cambridge. Bike is not an appropriate transportation approach in winter in Cambridge at all. The bike lane will be no use in Winter. Why do you want to waste the valuable land. Bus, Subway and walk are the best transportation approaches for people who do not drive. If people would like to do exercise by biking, they can go to parks. Most people do not use bike. The proposed change is a waste of valuable land. It negatively impact the development of Cambridge.

Bus, Subway, Car are the transportation we use.

I wish the accessible parking space could be placed on a side street to avoid swerving the bike lane out toward traffic and into a door zone.

Please consider using a quickbuild curb-level bike lane instead of having the bike lane swerve back towards traffic.

Here is an example: <https://www.zicla.com/en/blog/accessible-bus-stop-designs-vectorial-system/>

Here is the same system implemented in cities with cold climates: <https://www.zicla.com/en/blog/winter-street-design-with-zicla-products/>

In general shared bus stop bike lanes do not work and they are certainly not all ages and abilities. Please reconsider.

Dumb

Bike and pedestrian safety should be prioritized

Bike lanes negatively impact businesses and the general public's overall commute

Awful plan

Very dangerous when was it ok for bikes to be on the road with buses and cars? How many more people are going to get hurt

Going from 32 parking spots down to 14 makes me glad I'm not a business owner in that area. Will Vespa's, other motorized bikes and battery powered ones be allowed on these bike paths, as I see them in every other one in the city? Many with no license plate or registration, and traveling at excessive speeds.

Car lane bends in other areas in the city that I drive have made those streets more dangerous imo. People just drive straight through the bends so when I try to adhere to the markings, I risk getting sideswiped by another car. I rarely see bikes in the designated lanes to begin with also.

With the amount of bike infrastructure being built with taxpayer money, can we have a serious discussion about excise and registrations for city bike use?

This encroaches on the street and will cause congestion and traffic

Bike lanes cause traffic backup and issues for emergency vehicles. This is a ridiculous idea to implement in the already congested city.

Remove the bike lane

There is no need to have a center line on the street that is not in the center. Again, this is a waste of resources with no net benefit to pedestrians, cyclists or motorists.

Idiotic. More traffic pollution results. No one bikes in Boston 6 months a year. What blue haired fool came up with this?

Ridiculous to do this, there's already enough bike lanes and not enough parking. Why not make the problem worse?!

No

This is a dumb idea

I protest any parking removal and the change to metered spaces.

## Q5: Do you have other comments or suggestions on this section?

reducing parking to once side is becoming like forced gentrification. Broadway, Main & Cambridge streets are the lifeblood of the city. We see the negative impacts of businesses leaving Mass ave in North Cambridge as well as in the area of Cardinal Mederious, Portland & Hampshire. Without parking residents & outside customers go elsewhere. no one wants to drive around looking for parking.

See previous section comments. In effect, conversion of residential parking to metered parking actually removes that many more spaces from residential use, prioritizing commuter motor traffic in the area at the expense of considerations for people who actually LIVE there.

Can the bus & bikes be more separated? I find bus drivers are sometimes the most dangerous. Can there at least be green painting for bike lanes in more spots?

there is no reason to install parking meters whatsoever

Same comment as before. This section has quite a few entrances on the side of the parked cars.

No

not sure why the buffer extends into the intersection on Bway WB, no car will go around that they're just going to drive over it.

Looks great!

Really like the protected bike lanes

Sure hope you will have posts to keep Ubers & Lyfts from standing in the bike lanes while they wait for calls & pickups.

I wouldn't call this a separated bike lane. It is just hidden from sight. Again consider moving these to safer side streets

In my opinion, this design with having parking hiding the bicycle lane behind (often big) parked cars is a very very very bad idea. Cars and cyclists benefit from visibility to each other as much as possible. I'm all for better protected bicycle lanes and I don't care about inconveniencing cars. But there are better bicycle lane designs. Please don't use this one. My belief is that bad accidents will happen because of this design. We already saw it on Hampshire St.

Looks fine

The bike lanes here look very helpful. Please be aware of the garage access to 201 Broadway cutting across the lane

concerned for reduced parking, and reduced / ease of access to offices and especially retails

None

Including separated bike lanes and shorter ped crossing is key to making this stretch safer for everyone. Don't back down on

Love it.

No, I am in favor of this design

Mentioned earlier, but moving the bus stop beyond Windsor now creates two bus/bike overlap zones. This is far from ideal.

2. The Windsor Broadway intersection is a prime contender for replacing the stop light with a stop sign. This would significantly ease traffic, right around a school where it would be important to do so anyway. During school hours, you could use a crossing guard to help move traffic more efficiently and safely.

3. Windsor street intersection is poorly lit for pedestrians and the lighting should be improved

A floating bus stop allowing the buses to stop in the general traffic lane is preferable in my mind, as it prevents both the bus stop and the bike lane from blocked by parked cars. If this is not possible, could this location be considered for automated parking enforcement?

No complaints besides the lack of floating bus stops

Again, I strongly support separated bike lanes, and I think they are worth the loss of parking.

no

Please stop removing free parking spaces. Not everyone has a bike or can bike. There are bike lanes on Cambridge St. we don't need them on Broadway too.

same as previous comments.

Again - reducing parking by 60% is a stupid idea

If there is metered parking on Broadway, will this impact free parking on adjacent streets?

If possible, please add another parking space or two on the north side of Broadway between Windsor and Clark, as it's typically a busier block for resident parking. Then swap the resident parking near Fresh Mart/Dunkin Donuts for metered parking. There are a lot of construction workers and other non-Cambridge residents who frequent these businesses. Thanks!

As someone who bikes here a lot, including with small children, thank you for this change. Please don't back down. Cambridge should lead on the environment. Now is not the time to go back.

With the loss of so many metered spaces in the area - increased space sharing with the remaining parking should be a priority. Remove the very lightly used loading zone on Market Street and replace with a meter. Consider meters on Clark Street allowing residents to use overnight but allowing transitional use during the day. Consider a meter in front of the convenience store rather than residential. Limit the loading zone time to allow for more shared use when loading is unlikely to happen.

It would be nice if the side of the st where parking is located didn't keep switching here, but otherwise this looks good

Windsor is a really wide intersection and again think about ways to make the crosswalks shorter and safer. I am a little worried especially about the angled path for the bike lane headed to Clark -

Protected bike lanes?? More like protecting the wealthier class

You are destroying neighborhoods

More green paint at driveways?

I need more information around the metered parking proposals in residential areas. The changes in zoning doesn't mean metered parking is now acceptable. I have strong opinions in this area.

Wasn't the city proposing additional housing units here? How can we add new housing while eliminating parking. This seems counterintuitive.

Glad to see lots of separation. When I ride on Broadway now, cars blocking the bike lane is a major problem, and I hope this will help.

Please see my last comment (reconsider separate bike lanes!)

The bike lane should not go between a loading zone and the sidewalk. If an accessible parking zone has the bicycle lane going around it, a loading zone should have the same treatment. Otherwise it is an invitation for trucks to illegally park in the lane itself, or stage pallets, hand trucks, or other delivery items in the bike lane. The only way this arrangement would work would

be 24/7 enforcement (something I've only seen on one occasion in Brooklyn, NY). Otherwise, the protected bike lane will end up only ENDANGERING cyclists further on that stretch.

Unlike the other section by Boardman/Windsor, the accessible spot is now separated from the curb. I wonder if consistency is important. No other comments, but I appreciate the cutout for westbound right turns onto Windsor.

Perfect

Looks v good (I live around here and ride these streets all the time)

Approaching intersections where there is parking protected bike lane, is there enough visibility for cars to see bikes before making turns? For example on Broadway west bound before Windsor.

Looks great!

Having parking on one side is fine if that is the space we have.

Love the reduced parking and the new loading zones! Loading zones are so helpful for keeping food delivery drivers out of the bike lanes.

I am concerned about the areas where the curb extensions are occurring. Will car drivers move over to stay with their lane or will they veer into the bicycle area?

no

I have concerns that turning onto this bike lane from Clark will be too narrow of an entrance, especially for the bottom half of Clark displayed on screen.

I wish it were possible to reshape the curb at the Clark St. intersection to prevent drivers parking in the crosswalk, like some other projects have done, but I understand if that is outside the budget of this project.

There are a higher density of residents who live south of Broadway, but the residential parking is on the North side of Broadway. Why?

Have you looked at the number of residents who own cars in this neighborhood and where they might live relative to this street map as a way to determine where the most parking demand might be?

Same as prior comment

Prioritizing the intersection of Broadway and Clark St for changes to widen the road to keep the bike lanes more separated could be good

Is there room for an additional parking space in front of 227 Broadway between the driveway curb cuts? Currently there is often a car parked there, and I'm not sure that zebra lines would prevent people from parking there anyways.

No parking on Windsor Street during school hours. Buses block on coming traffic for drop off and pick times. Put metered parking on Harvard st. in front of the

Rose-Heritage park. That has plenty of space.

would be great to have larger physical barriers for bikes near clark

The buffers where there are no parked cars are too wide and a very inefficient use of street space. The parking stalls are too narrow. This is a real problem in the loading zone as most trucks will interfere with vehicle traffic and cause a hazard for delivery persons offloading and loading trucks.

There need to be more metered spaces for visitors. Where will non-residents park to visit Garment District or Lamplighter?

Who's going to enforce bicycle adherence to stopping at traffic lights? I see bicyclists blowing through red lights all the time.

Keep it pedestrian, bus and car friendly. Bike lanes have had their way

Does "pinched" mean "gone"? Why change spaces to metered? Why should we have more metered spots? Residents need those spots. We have little enough parking as it is and most residents are low income. Why should they have to pay? Those are often people trying to pick up their kids etc. The main thing is to limit double parking on that street. I don't see why you need metered parking or what it has to do with improving bike lanes.

Looks ok.

Simplify the design: keep parking on the same side of the street throughout.

I would not have a loading zone with a bike lane sheltered on the inside. It would make more sense to switch them around so bikes don't get blocked when vans and trucks are loading and unloading. The pinched bike lane also seems unsafe and will make it harder for cars to see cyclists.

no

The bike lane pinches at intersections look dangerous.

The bike lane design should be similar to certain countries in Europe where it is essentially a bike lane on an extended side walk. Reducing parking spots is not considerate to families with children or elderly where the best option is for them to use a personal vehicle

again, additional parking would be good

This is a narrow area. Bike lanes would be very difficult and dangerous there.

Speed humps at the corner of Clark stop signs.

Again, resident parking is a major issue here. Creating meter parking is basically prohibited residents from parking in those spaces.

The proposal will not improve safety, but will have an adverse impact on the local stores, Dunkin Donuts, and restaurant.

No this section is a good compromise of all the public space needs.

I understand the change to some of the side street spots to metered to mitigate the loss of spots on Broadway, but it negatively impacts residents who own cars.

Poor designing and planning. Why not extend the sidewalk a la Beacon Street, Somerville?

It looks like you can fit another resident parking spot on on this plan. Please add if you can! I agree that having the loading area outside Dunkin' is a good idea.

No

Again, at intersections bike should have to slow or stop, Add a extension of the sidewalk into the bike lane to eliminate the straight shot thru the intersection

See previous comment

Again I think removing residential parking on b'way creates more problems than it solves

Can't get rid of parking. You have to think about everybody there's enough bike lanes in Cambridge.

Again, putting metered spaces on side streets is a slap in the face to residents who depend on this parking. This is a highly dense residential area!

When I cross Broadway near Clark street and Market street as a pedestrian, visibility for drivers has seemed poor and speeds high. I like that there is no parking near the crosswalks. It may be useful to have the loading zones be used by food pickup services as well, otherwise I am afraid they will park in the bike lane.

The Taiwanese restaurant has parking on-site and the other businesses around don't seem like they'd require significant loading, so maybe those spots are unnecessary.

As mentioned on the first page, I would urge you to keep the bus stop at Windsor on the existing side of the street in order to avoid creating a new bus stop requiring lack of separation. This slide illustrates how adding the new bus stop requires eliminating separation for almost an entire block on the inbound direction, which is less safe than maintaining separation.

Why can't the bicycle lane be only on one side of the street that way you could see the bicycles

Taking away too much parking

Please do not remove residential parking. It is already extremely challenging to find spaces and this will make it much harder to live here. Please consider boosting the safety of bike lanes on streets such as Harvard or Hampshire rather than removing parking on Broadway

Some sort of raised cycles track (similar to the Hampshire St @ Cambridge St bus stop) could be used by the handicap parking spot to help make cyclists more aware of the conflict zone.

Same as previous.

Great!

None

I like the proposal

Bikers must be informed of rules & abide by them! Stop for red lights. Stop for pedestrians in crosswalks. The bike lane should not be a chute where they never yield or stop!

Is it possible to not pinch the bike lanes at the curb extensions?

Looks good - we need bike lanes

You can make changes that'll be of benefit to all, ( drivers and biker and those who used the road on foot.

Also good

Do we need the curb extensions? Can that space be used for the bike lanes so they don't have to be pinched.

Good to reduce parking, I still have questions about the bike/bus shared areas.

No. It's an improvement

No, sounds good.

This makes sense. The net good of better bike, pedestrian and public transit infrastructure far outweighs the loss of some street parking.

No

This is my block. We are losing not only all the parking on the even side of the street but 4 spaces on the odd side. Could the accessible space be moved closer to Windsor St. so that we could save one of the two spaces in front of it.

Elevated risk for cyclists (esp on right hand turns for cars)

Don't remove parking. Don't remove parking. Don't remove parking. And did I mention, don't

remove parking.

When there are so few places for cars to park or pull over, they block the bike lanes -- for deliveries, uber rides, etc. I would encourage you to come up with a better plan than what you have been doing like this in other areas.

It's horrible.

This area, specifically around Columbia St., Windsor St., and Broadway, are largely populated by families who rely on personal transportation to get to work, school, etc. The removal of so many parking spots, and the addition of metered parking is reflective of a concerning trend in this City where families are being put on the backburner to appeal to a rapidly changing Cambridge population. I don't think it's crossed anyone's mind that the people who most likely will end up paying for proposed metered parking in highly residential neighborhoods are the residents themselves. Our excise taxes just came due, parking ticket prices have increased substantially, and yet places to park cars are disappearing every year. Cambridge works for the wealthy families with personal garages, and the young professionals who can bikes/rely fully on public transport because they do not have to take kids to multiple schools, doctors offices, etc. It is unfortunate the City cannot find a balance, and I worry where this trajectory will leave families in the coming years.

see previous comment

Please do not remove our resident parking spots. We use our cars to get to work.

Remove bike lanes and add parking

I don't love the shared bike/bus areas but we know it makes drivers angry when they have to wait their turn

We don't need to eliminate any more parking spaces. Hundreds have already been eliminated on four other major thoroughfares that are all going in the same direction that Broadway goes. Stop this!

No complaints other than I wish the Bus stop was a floating stop with an extended curb and the bike lane popping up to curb height on the right side of the bus. These were all over D.C. and when I lived there and were much more comfortable than merging with busses

Very supportive - I love having more safe transportation corridors for my family when we bike.

people who live in the area do NOT benefit from this!!

Hell yeah. Bike lane. Bike lane. Bike lane

Why not just have A bike line designated/seperated lane on one side and leave parking alone for both?

Bike this everyday and love the improved bike lanes!

Don't think there should be meter spots added. Also on the existing parking on Broadway there is a section with no parking where I always park and is big enough for a car.

The stretch after Clark St is going to be tricky. It can almost be guaranteed that there will be an excessive number of people in cars illegally parked to go into Dunkin Donuts, likely blocking the bike lane.

Same as last one | terrible

Please make sure the intersection at Clark St is carefully plowed in the winter to allow for people riding bikes to use the lane safely. Because the bike lane will no longer be straight, I worry about snow accumulation forcing bikes to swerve more at the intersection as they are no longer able to comfortably push slide left into the lane when needed

I have a sense that the city does not care about residents that have cars.

All your efforts regarding bikes have caused businesses to fail and have put a burden on residents that need a car for work.

I disapprove of these changes.

This new parking design means that both the left and right sides of a car are exposed to traffic--- car or bike traffic. Therefore, drivers who care for disabled people or children, will need to spend the time required to help disembark these passengers totally exposed in traffic. With the old design, drivers could help these passengers in need disembark while at the pavement. This new design puts drivers at great risk, as well as children and disabled people. Bear in mind that these people often have no alternative rather than drive, yet your plan will leave them totally exposed. Tragic accidents are bound to happen.

Would like sidewalks raised if they are not already

Ensure bike lanes are well protected so cars and trucks do not park in them as they often do on Hampshire street.

I like the idea that bike lanes are towards the sidewalk, but there is always the problem of crossing people that open car doors when parked and cyclists. Also crossing the lanes without looking. A proper distance and maybe colored bike lanes make the people more aware

I like how the parking spaces are metered.

I like how there is vivid green paint to remind cars that bikes are coming through.

Like it

As a resident, voter, and City employee, I oppose any reduction in parking.

This looks excellent.

Again, we need more parking.

The proposed changes seem good to me.

is there not room for a parked car between the two driveways on the north side of the street? If not, how about bike or motorcycle parking, or a parklette, or some other nominal use to avoid wasted space?

This looks great!

Please change the bump outs to keep the bike lane at the curb and add a pedestrian island. Much safer and more comfortable for all - shorter crossing distance for pedestrians, safer bike lane. Can't believe it would impact drainage! I like what appears to be three flex posts to harden intersection of right turn onto Windsor St from Bway westbound.

Bus stop after the traffic light makes good sense.

I like the way there is segregated cycling down main street in Kendall square

If bent lanes are here to stay, it would be great to have parking and loading consistently on one side of Broadway to minimize the amount of weaving that bicyclists need to do. Additionally, having bike lanes between loading zones and the travel lane hasn't been very effective for me as a bicyclist. It often leads to me being unable to use the bike lane. I'd rather have the loading zone closer to the sidewalk and have the bike lane closer to the travel lane so that I have somewhere to go when the bike lane is blocked, as it inevitably is, by the people unloading.

By limiting the parking spaces for residents, not only it's going to cause pollution, but also it's ableist. I thought we were an open community that accepts all regardless of gender, sex, and disability. If you get rid of these parking spots, how are the people who need handicap spots/

parking spots in general that need to get to their appointments and other errands. The Ride is expensive as it is - even at reduce cost. And some of us have groceries to bring into the house. By double parking, we are creating traffic. And by creating traffic, it means we are creating CO2.

For this zone I also would prefer properly protected bike lanes on both sides of the street, rather than just separated as we see on the south side in the plans.

Do not reduce car parking.

Separating these bike lanes would be very useful and would make me feel a lot safer on the many days when I commute by bike.

looks good

I like it.

agree with it

This is a busy intersection with many bikers and the separated bikes lanes are very needed.

Why is the accessible parking away from the curb here but next to the curb on another section? Can it always be away from the curb?

Same comment as on previous street. I would really like a curb or something substantial protecting the bike lane. Would it make more sense to have a two way bike lane on one side of the road?

Also looks good.

I think the proposal would be a serious improvement for the safety of all road users in the area.

Enough with the Nike lanes in every street. We need some parking. Not everyone can bike to work - some work out of the city. You are making Cambridge unlivable.

good idea, please ensure proper daylighting at intersections

Drivers will definitely stop in the westbound bike lane between Clark and Market, rather than u-turn to use the designated loading zone. The pinched bike lane will be dangerous unless it's protected in some way (flex posts wouldn't be enough since vehicles just hit/drive over them), since drivers typically don't adhere to lane markings well in this area.

These protected bike lanes are essential. I strongly support this.

Too much shared bike/bus lane. I appreciate adding meters to parking.

Seems good.

I like the added metered parking.

Floating bus stop instead of merge zone would be far safer. Do not prioritize parking over protected bike lanes.

I am worried that the stop line for drivers at the intersections is a strong enough cue, and like currently drivers will often stop on the pedestrian crossings.

No comments. Looks okay to me.

Primary concern in these areas is when parking goes too close to the intersection, and then cars don't see cyclists until it's too late. This seems to solve that nicely.

Looks great!

The bike lane pinching isn't great. Is there anything that can be done at these points to ensure cars don't just drive through the lanes? Maybe small bumps on the edge or something?

Why is this accessible parking spot not adjacent to the curb, but others are? What is the requirement because this is not consistent design work.

The loading zone for Mulan/Dunkin is perhaps not large enough for the # of vehicles that currently use both sides of Broadway for coffee run parking. Maybe the R spot goes away?

I like the idea of explicitly designating loading zones, but in my experience cars often pull over into the bike lane for loading anyway, which is obviously dangerous and annoying. The signage needs to be extremely clear and the loading zone needs to be extremely convenient for this to have a chance of working. Same comments about buffer parking extending way too close to an intersection for visibility.

This looks great! I'm a little worried about the flexiposts East and West of Clark - not irregularly, those flexiposts just get run over/back up. Cars "find" parking spots on painted chicane roadery, which defeats the daylighting. Eastbound, I'm a little concerned that delivery trucks would "find" extra space at the loading zone by parking in the bike lane. Otherwise, the design looks good. I don't like cops, for one, because they have not been sympathetic or understanding of cyclists and bike safety (especially in 2024), but enforcement of the newly designed street seems important here.

Same as previous question. Great design. Separated bike lanes are critical to safety and on street parking is a total waste of space. Why should residents suffer so a handful of people can park their living room on wheels for essentially pennies.

Please make the entire bike lane path green for better visibility and so that traffic will cope with it!

Is it possible to remove the curb extensions so that the bike line is not pinched? That seems dangerous

Bike lanes on both sides is safest. Do not change that.

Very pro bike lane!

Overall support for protected bike lanes. When loading zones are placed on the street side of a bike lane the cross traffic of loading and the size of the vehicles makes the bike lane effectively closed anyway. In these situations it's best for the cyclist to Take The Lane anyway, so the loading zone should be moved to the curb and the bike lane kept on the street side of the loading vehicle. If the loading can't be moved off street.

Make the bike lane protected. It's 25 and we are in a climate emergency, why are we still using horrible designs?

plastic is not protection, paint is not protection.

I like the increase in resident parking as well as the separated bike lanes.

looks pretty good

Loading zones are great! Bicycle lane by the loading zone should be clearly marked. Bus stop should have a separate bicycle lane as buses trying to stop and bicycles trying to move cannot coexist in one lane (while completely occupied by a large bus).

Another joke. NO ONE IS ASKING FOR THIS.

It is important to have these loading zones for businesses. Maybe that spot by the zones should be a short term spot for people to park 15-30 minutes rather than residential if it's in front of a business. Also could allow for quick drop offs. Bike lanes a great upgrade from existing and feels like it continues to flow well.

Same comment as before. You creating traffic, pollution and there's no where to park.

This may already be a common practice, but does the loading zone can be used as quick customer parking by the discretion of the business when there is no delivery truck? Can the

space become residential parking off hours?

As I mentioned previously, Cambridge is cold and snowing in winter, it also has plenty of rainy days in Spring, Summer and Autumn. Cambridge is not an appropriate city for bike. People take bus, subway, walk and car. Please do not waste the valuable land. For the city's development, please do not reduce any parking space. We should consider how to increase parking spaces.

The city needs to keep the Broadway. Please do not change the Broadway to a narrow way.

Please include concrete block or other durable separators for the bike lanes.

It's fine except for the shared bus stop bike lanes. Right turns could be hardened to slow right turning cars. I'm not concerned about parking, only that safety will increase.

Cars are for the road bikes have plenty of places to ride

Bike lanes negatively impact businesses and the general public's overall commute

This is why I don't go to Boston or Cambridge anymore I will spend my money elsewhere

Another awful plan

35 to 13 parking spots is utterly ridiculous! Seems like these lanes function more as to bankrupt local commercial business', than to help bicycle safety and congestion. Once again, glad I'm not a business owner in this area. What is their input in these decisions? Will there property tax be decreased due to city's decision to curb people's ability to access them?

Please don't make these changes. We don't need to disrupt the city for bikes

Bike lanes cause issues for emergency vehicles where the cars on the road have nowhere to pull over and cause traffic backup. The lanes are rarely used and are unusable throughout half of the year. This is ridiculous.

Remove the bike lane

How often are the separated bike lanes going to be cleaned? If the bike lanes are filthy, they will not be used.

Idiotic.

Same as before - insane to add more bike lanes. Traffic will get worse. That means MORE cars sitting idle on the road and MORE pollution that you seem so concerned about

Terrible idea. Expect fewer visitors (less commerce/less taxes) from this.

Throw this plan in the trash

## Q7: Do you have comments or suggestions on this section?

we need to keep the parking spaces as it so that residents and commercial vehicles can both share the space. bikers do not have to pay for inspections, resident stickers, excise tax, etc. this is unfair to the taxpayers who have vehicles

North side

The principal plan makes more sense, as this area has much less housing than others. Metered parking has always made more sense in this area and the main plan continues that philosophy.

More green markings for bike lanes. Green markers in front of cars at intersections are also helpful

Placing the parking on the south side seems to reduce the visibility of bikers to drivers entering Davis st. The cost of going to the north side is one parking spot. This is not ideal, but it's better than an accident.

No opinion, I don't park near there

parking on the south side means poor visibility into the bike lane for right turning cars on Bway EB at Portland.

Keep south side to reduce the number of times parking switches between north and south

Strongly prefer that car lanes do not shift in the Portland St intersection and this tends to lead to trouble.

I think the buildings north of the street would most benefit from the loading zones.

Otherwise, in my opinion, this design with having parking hiding the bicycle lane behind (often big) parked cars is a very very very bad idea. Cars and cyclists benefit from visibility to each other as much as possible. I'm all for better protected bicycle lanes and I don't care about inconveniencing cars. But there are better bicycle lane designs. Please don't use this one. My belief is that bad accidents will happen because of this design. We already saw it on Hampshire St.

There are many businesses on the North side, and no business entrances on the South side where the parking slots would be located. It makes less sense to put parking slots there.

South side seems like better visibility of bikers at the corner of Portland and Broadway and allows easier parking for vehicles moving in both directions

please put the parking on the side of 201 Broadway. we had a death on Hampshire because a truck driver could not see a biker leading up to the intersection. daylight intersections.

the building at 201 Broadway needs a loading zone for drop offs and pick up. it is a busy building

Putting parking opposite Davis Street makes for safer turns into the main street.

My opinion is to have parking on the same side as the rest of the street instead of the opposite side. I think this will make for better flow.

No the rest is fine

The current design is messy and could be improved to better support the linear flow of cars, bikes, and pedestrians and reduce confusion. For example, parking spaces switch from side to side too often (especially around the Garment District)

The 'zig-zag' effect of keeping some north side parking may help with traffic calming, which I am in favor of. I think it gives more daylight to the bike lane crossing of Davis St, which will improve safety for cyclists.

Ideally keep as much parking as possible. I would prefer both sides have parking, and bike lanes are restricted to high volume, well established bike lanes.

Not knowledgeable enough to have an opinion.

assuming that "south side" = alternative 2

Please stop removing parking spaces. We have enough bike lanes.

I am not familiar enough with this section to comment...removing parking in Cambridge makes no sense if you are trying to build more housing !!!!!

Parking on the north side to improve visibility of east-bound bikes coming into the intersection why not have alternate side parking and thus prevent car

storage?

Please keep parking on the same side of the street for the whole block!

Just cut all the parking. It's ugly and encourages unhealthy, harmful practices. Beautiful cities that care for their residents limit parking.

Access for truck traffic into Davis Street is needed for 200 Broadway, 141 Portland & fire department vehicles. The turn into Davis becomes constrained with the parking on the North Side. There is also the loss of more metered parking with the North Side design. The metered parking drops from 28 to 11 in the North Side design and any ability to retain metered parking for the five commercial buildings plus the local restaurants, retail, cafe & convenience store is desired. Add metered spaces to the beginning of Moore Street where there are current no parking restrictions at all.

I believe alternative 2 is the North side but it 's not clear from the image which side is North or South. I chose alternative 2/the North side because it allows for more parking spots.

There seems to only be a crosswalk on one side of the intersection at Market. I don;t see one to cross Broadway at Davis at all?

I thought this city was about helping out the poorer residents not making them poorer

This is so confusing and convoluted it will cause more bike and vehicle "crashes" and endanger pedestrians

North side parking so that the bend in the road provides traffic calming

I don't like the available options.

Daylighting looks a lot better with parking on North side

north side for personal reasons (i only bike south on broadway on my commutes)

Alternating parking will likely force drivers to be slow down and be more aware as their travel lane shifts.

Not an especially strong opinion but my aesthetic for balance and convenience says to have some amount of parking on both sides. The bend is also traffic calming and keeps the alignment aligned to the current configuration immediately east of the Portland intersection.

Block-by-block alternation of parking is great to allow both easy access for loading and to calm traffic by gently weaving the road

I defer to people who live near this block and use the parking. I am fine either way

Protected intersection features at Portland are critical for bikes. Can more be added?

Parking on the south side is a bad plan because it will limit visibility of bikes by vehicles traveling east.

No.

I could be wrong but I think there are more businesses currently on the south side.

suggest north so there is more visibility of bikers heading towards Portland at by cars going the same direction

I only suggest South side due to the propensity of motorists to station/park in striped zones, and those zones at the end of the proposed alternative 2 gives way more space for folks to chose to do this.

It ocured to me the extra bollards around the parking on the south side could make drivers more cautious when turning right from Davis onto Broadway and Broadway onto Portland.

See my earlier comments.

The significant reduction in loading will impact deliveries and ride share.

Although I would prefer the chicane created by having the parking and loading zone between Portland and Davis Sts on the north side, it's important to talk to the local businesses about how it would impact them and to consider any unpredictable behavior from drivers going to said business

Maybe the parking from Moore/Market St to Davis St could be on the north side if the parking from Davis to Portland is on the south side? Tho that might create the issues for this block and its businesses, but would also create two chicanes for traffic calming.

Closer to businesses people are more frequently accessing

i like when parking switches because it slows drivers down and ensures safer driving for pedestrians

The zigzagging of auto traffic is very inefficient and creates an unnecessary driving hazard. Traffic calming effects of this are minimal at best. Simple observations of where this is used (Hampshire street) will prove the point.

Either is fine as long as the bike lane is in-between the sidewalk and parked car!

The option that saves more metered parking spaces is best.

I don't have an opinion, but I bet both businesses do. Perhaps garment district should be grandfathered in? But, to be clear, as a person who lives on Davis street, trying to take a left or even a right onto Broadway is perilous. This is again not because of the actual parking on Broadway but because of the constant, non ending illegal parking. People sometimes partially block the intersection, are idling in the "extra" spot where they are not supposed to be, etc. They block the view to the street. This very often trucks, including mail trucks, delivery trucks, or just an extra truck left over from some sort of construction project. Traffic ENFORCEMENT that had some sort of teeth and was seeking to prevent accidents or seemed to care about protecting bicyclists from injury and death would be beneficial.

The parking should be on the South Side because there is much more residential housing off Harvard Street that needs off-street parking than there is in that section of Hampshire St. Many of the houses on Hampshire St. around there have their own driveways.

I don't care what side the parking goes on, but all of it needs to be on the same side of the street. Given the two options presented here, that would be Alternative 2.

Both sides

Option 1 looks safer for cyclist visibility

seems more open space, you have not indicated where is north on the drawing

I think parking should be on the outbound side (going away from Kendall sq).

please keep the metered parking where it is now

Bike lanes will not work on such a narrow streeting area.

I think as many loading zones and accessible parking on both sides of the street. Can you add a few more of both?

Remove meter parking. Residents need the parking spaces. What is the point of getting a resident parking permit when you cannot find a parking space.

The Garment District "a unique store" needs customer parking. It wouldn't be surprising if the owner looks for another location outside of Cambridge.

I prefer the switch over for parking because it breaks up the straightness of the road which (as a driver) slows me down. I think it is safer for everyone if the design speed of the road is lowered by shifts like this one.

Alternative 2 is better (not sure if that's south or not). Cars already park where they aren't supposed to in the alternative 1 option.

Poor designing and planning. Why not extend the sidewalk a la Beacon Street, Somerville?

The bottom side should have the parking. It improves visibility for drivers having the drive lanes straight.

No

Preserve the most parking.

Do not remove parking to just add 'loading zones' only. Keep the parking and then those that need to use it as loading will do so for the duration of time they need. As a business where this has just happened, it was a HORRIBLE idea, and eliminated much needed customer parking and access. Or, it should be allowed as loading AND parking with proper signage and meter.

Of the 2 options shown, the 2nd seems less bad

Neither side

Both sides!!

I prefer the north side because it adds a horizontal deflection for traffic, which moderates speed. Having parking on the North side also improves visibility for east-bound vehicles to Portland st.

There are a lot of pedestrians crossing from around Davis St to the other side of Broadway, so a pedestrian crossing may be warranted at Davis.

Having parking on the north side has two advantages:

(1) The chicane will slow motor vehicle speeds.

(2) Parking on the south side will obscure bicyclists approaching Albany inbound. In contrast, parking on the north side occurs "after" the intersection for outbound cyclists, so this does not obscure bicyclists at the intersection. This is known to be a dangerous intersection, so anything we can do to make it safer will be highly desirable.

PLEASE leave parking on both sides. Cyclist safety is important, but this project is being done at the expense of the people who are trying to live here. Please come up with different designs that do not remove resident parking.

Option 1 looks better for slowing traffic

As long as you avoid parking immediately preceding right turns, either is fine.

Whichever proposal has the most spots should be chosen. (I randomly selected the North option)

Seems like north side parking would be difficult with afternoon commute, but maybe morning commute and south side have the same problem.

The side of the road that's more suitable to everyone.

Keep things simple and consistent

Don't really care which side. Looks great overall

The parking should be put the side across from Davis St.

If you have data on when traffic is busiest I would let that direct parking. I assume it's busiest on the south going towards Kendall and more accident prone in the morning.

No strong feelings (no preference may have been a good survey option here).

No opinion

Abutters should make this determination.

Why are we doing this? It will help a small proportion of the population while making life difficult for everyone else to who need cars in their daily life

If a driver is looking for a space, it's more convenient if all the spaces are on the same side, than if they have to u-turn to get to a vacant space.

Do not remove parking on either side. Let bikers walk their bikes.

stop it

There are a lot of vehicles stopping on the north side of the street in this section for deliveries, dropping people off, etc.

Please don't remove more than 1-2 parking spots. It's tough enough to live in this neighborhood

Both sides need parking

We know drivers are going to park in those no parking areas just before the crosswalks. It will be impossible to see pedestrians over the SUVs blocking the view. Please don't put us in a situation where pedestrians and bikers are angry with each other because it was designed badly. Fill the entire no parking area with flex posts

You need to keep the parking on both the north and south side. This street is a residential street. Where are the residents going to park their cars?

Less parking overall should be in the plan too much in both alternatives

Does it matter? I don't think so. I'm also not sure why the government is obsessing over anything other than parking for folks with disabilities, taxis, and commercial deliveries. We gotta get back to our cities roots and ditch the car subsidies.

BOTH SIDES

Leave Broadway alone or exempt, 3 schools and municipal offices need to feel safe which it totally isn't as it is. I'm beginning to believe that you are waiting to see which streets have more deaths to then backshift (it will be too late, especially when it is a child being murdered by speeding bikes)

It keeps the car travel lanes straight, which feels more intuitive, though not sure if it's safer (may encourage speeding)

Change market st to residential parking

Leave parking in both sides and dont build bike lanes

My preference - keep the parking all one side, but don't add the 10th metered spot on the block west of Davis St. More daylighting is safer, especially if it's beyond the minimum required. This assumes some sort of physical barrier is there to prevent people from using that space to park illegally for "just a minute"

put the loading zones before the metered parking. Also take out a metered parking and put in a bike rack or bike parking

I have a sense that the city does not care about residents that have cars.

All your efforts regarding bikes have caused businesses to fail and have put a burden on residents that need a car for work.

I disapprove of these changes.

Parking options on both sides reduces some instances of drivers from doing dangerous u-turns to get into an open spot on the opposite side of the street.

It does matter which side you put it. This new parking design means that both the left and right sides of a car are exposed to traffic---car or bike traffic. Therefore, drivers who care for disabled people or children, will need to spend the time required to help disembark these passengers totally exposed in traffic. With the old design, drivers could help these passengers in need disembark while at the pavement. This new design puts drivers at great risk, as well as children and disabled people. Bear in mind that these people often have no alternative rather than drive, yet your plan will leave them totally exposed. Tragic accidents are bound to happen, regardless of which side you pick.

Raised sidewalks

Garment District is a major business in the area that may need to have loading at the front of the building in order to move product in and out. South side loading zones may be more conducive to success for businesses in this intersection.

It's hard to say without understanding the context. But I guess that having both options would add diversity in the sense of which side to park, on the other hand, I wonder if that makes the street narrower, considering the space needed to open the car doors?

North side. If I understand the map correctly, the North side is next to Wellington-Harrington, and more residential. The south side is that new life sciences building and less residential on that side. Favor the residents given that parking spots are being reduced.

Both sides.

I think alternating which side of the street the parking is on provides more convenience for parkers and might help slow traffic before the intersection

Both

North side parking allows for more flexibility for drivers

south side gives an additional parking spot.

Parking on the north side adds an extra chicane, calming traffic.

Please change the bumpout to keep bike lane near curb and add ped island. I like parking on the north side because a chicane will calm traffic speeds and make it safer.

I don't live in that area so I can't give an educated answer.

Cannot comment as I don't understand the diagram

I would prefer having parking consistently on one side of Broadway to minimize the amount of weaving that bicyclists need to do. I would also prefer that the bike lane be between parking and the travel lane, as it makes me more visible to the moving vehicles and reduces the likelihood of right-hooks. In cases where the bike lane is between parking and the sidewalk, I've also literally almost run into passengers exiting vehicles on the right, not realizing that there is a bike lane, and it makes every inch of those parking lanes more stressful than sharing the travel lane because at least drivers tend to move more consistently than pedestrians/passengers exiting vehicles. Additionally, those long parking-"protected" bike lanes often have their entry and exit blocked, whether from double-parked vehicles or from poor snow removal.

By limiting the parking spaces for residents, not only it's going to cause pollution, but also it's ableist. I thought we were an open community that accepts all regardless of gender, sex, and disability. If you get rid of these parking spots, how are the people who need handicap spots/parking spots in general that need to get to their appointments and other errands. The Ride is expensive as it is - even at reduce cost. And some of us have groceries to bring into the house. By double parking, we are creating traffic. And by creating traffic, it means we are creating CO2.

Putting the parking on the north side will act like a chicane. This is great for the safety of bikes and pedestrians.

Both side.

looks good

The road having a small chicane will slow cars and so provide an additional boost to safety.

Parking switching sides allows the road to bend which may aid traffic calming

North side so that cars going either direction have parking opportunities

Having parking on alternating sides of the street would help with passive traffic calming as well as provide access for people who must drive have easier access to both sides of the street

When are you going to add more parking - even garages?!?! People can't rely on bikes alone.

please ensure proper daylighting at intersections

Northside is better for any parking because right turns, as a driver, past parked cars (even if there is a small no-parking area) to look for bicyclists coming down the bike lane is REALLY hard. (This is a big issue on Hampshire St.) That said, if it's possible to put some loading/parking spots on the north side between Market and Davis, and not just all on the south side, that would help since I can see drivers using the northside bike lane as a loading zone.

I appreciate adding meters to parking

Adding the extra bend in the road usually slows drivers, plus for those with limited mobility, having the option of parking on the other side of the road may be helpful

Either seems ok to me.

North side because there are meters on the south side to the west. These loading zones would be good for Kendall Kitchen and Teaholic.

North side parking creates a small chicane effect which would have the benefit of slowing down drivers.

I do not have a strong opinion here

Forcing traffic to zig zag seems like a potentially useful traffic calming tactic, so if parking is to be allowed on the south side to the west of Davis St, then putting it on the north side to the east will force drivers to shift over, and slow down. This is a good thing.

I think it makes things easier for drivers when lanes are straight. Alternative 2 is simpler and has 1 more parking spot. Also, if possible, would be good to shift the buffer more west (not as much buffer needed after an intersection as before one, with Davis).

No opinion on location for parking

I don't know -- whichever side more cars come from.

I like the mix of some parking on both sides of the street. I also really like the Eastbound car lane stop line set-back from the bike lane stop line. Google Maps still has the police line set up on Portland from Minh-Thi in late June 2024 - in both designs, I like the visibility for cyclists at this intersection.

It's important to grade separate the bike lanes where the parking and loading zones are to prevent drivers from blocking the bike lanes

North/South is confusing since the map doesn't indicate North or South. But 'Alternative 2' sounds good.

Make all bike lanes green please

meandering roadway will likely improve safety slowing cars. north side help with this.

no parking instead so better visibility for drivers cyclists and pedestrians. It's okay they don't need street parking there. Trust me.

As a pedestrian and cyclist I would suggest the north side because it adds a bend to the street which would slow traffic. But I think the business' at this intersection should have preference for which side they want loading on.

if bike lanes are not separated from traffic cyclists are going to get injured or killed. Drivers are going to use the bike lanes for parking, etc... etc..

Just a heads up that keeping the bike lane proximal to the side of the loading zone open will require some good lane protection

I don't have strong feelings about it but by default, alternating sides seems like the fair way to go

Please change resident parking to metered. Cars should not live on the street.

ACTUALLY, JUST REMOVE ALL PARKING. THAT WAY EVERYONE CAN RIDE THEIR BIKES ALL YEAR!

Neither side, we have don't want bike lanes

No brainer: Alternative plan 2 gains 1 more parking space and more protection for the bicyclists (for those who travel on Broadway toward Tech Sq do not get nipped by the car turning right onto Portland Street.)

North side introduces a slightly traffic calming chicane.

North side gives cyclist a better view of right turning cars when cycling east on Broadway.

Both sides parking

Should be on the north side to slow drivers with the lack of a straight shoot road. This will make people pay attention more

Bike lanes negatively impact businesses and the general public's overall commute

How about both sides? You know, like a real city

Great just make more traffic so it can start on Cambridge st in Woburn dummies

56 to 29 is once again laughable.

I chose north side as I was only able to pick one. I would have said both if it was an option ;

Also, while looking at map. I realize how much of a headache all these markings are. It 's hard for people to drive and read 17 different markings on the road with signage and pedestrians etc. kinda stupid looking at it all really

Also. Loading zones! Tremont is a joke now. How are these businesses supposed to get product?

Don 't disrupt the current parking which is already limited

Neither should be an option as this will cause harm to those in the area.

Both side need parking not bike lanes

It makes zero sense to have a bike lane between the curb and parked cars. This design is less safe for all involved. The road should remain as wide as possible, split down the middle and cyclists, pedestrians and motorists will be better off.

move

Parking on BOTH sides. You people are insane with this bike lane nonsense

Put parking on both sides and stop fucking with people

**Q8: Do you have any other comments? (If you would like to ask a question or receive a response, please email Project Manager Andreas Wolfe at [awolfe@cambridgema.gov](mailto:awolfe@cambridgema.gov).)**

I really hope you would consider adding a raised crosswalk at the intersection of Norfolk and Broadway. I have personally seen a biker accident and 3 near collisions with pedestrians. Cars drive too fast through this area and there is no deterrence for speed. This area is also right next to the park where they often do evening soccer practices.

losing 60% of the parking spaces has a negative impact for everyone in our Port neighborhood. residents and visitors included.

What this plan lacks are devioeces to slow down cyclists to 15 mph. Introduction of bicycle stop signs at high pedestrian use areas -- like bus stops -- would greatly increase pedestrian safety at a small inconvenience to cyclists.

I am not sure the redesign will improve biker safety, while at the same time it will reduce the number of parking spots. Given all the limitations for parking garage spaces that Cambridge places on building construction, it is increasingly becoming inhospitable to business. At the same time, the changes do not make it more appealing to pedestrians or bikes.

When I became disabled I couldn't bike anymore and became very dependent on the 68 bus. I think it is crucial to pair updated street design with more regular buses to truly make the streets accessible.

I fully support protected bike lanes on Broadway - my son rides there regularly and has often told me how unsafe he feels. The design seems to try to make it safe for bikes and still keep it accessible for cars and retaining some parking. Thank you for your work on this.

Really like the protected bike lanes!

Please pick a better bike lane design. We need more and safer lanes but this is not it.

Bike lanes are essential for safe and effective travel through Cambridge!

In general, bike lanes hidden behind parking slots are a good idea, but they can be extremely dangerous at any parking entrance. The new design on Hampshire St is insane, with the parking garage entrance near 50 Hampshire being a major hazard. The parking slots are too close to the entrance, making it impossible to see bikes traveling in the lane at high speed when entering the garage. Such parking slots should be removed.

I'm supportive of this initiative!

I actively support this design. Thank you so much for the thoughtful plans and clear communication.

Broadway is a critical route in Cambridge, serving the public high school, an elementary school, and a library, and connecting Harvard to Kendall Square. It 's fantastic to see an investment in safer, greener, and more equitable transportation, especially on such an important road.

As an avid biker, I often feel unsafe on Broadway so I truly appreciate this project.

I just wanted to express my support for the project as a cyclist who lives in Wellington-Harrington (near the intersection of Columbia and Hampshire). Thank you!

I strongly support the creation of protected bike lanes along Broadway. My family and I (including our 3-year old daughter) will be biking along Broadway to drop her off at public school starting in September. Right now, biking along Broadway feels unsafe and risky. We drive instead because getting to school would require 2 different buses and a long walk. Protected bike lanes will make us feel confident we can transport our kids via bike to/from school, instead of taking a car.

I would propose several changes to the current design. The current design is messy and could be improved to better support the linear flow of cars, bikes, and pedestrians and reduce confusion. For example, parking spaces switch from side to side too often (especially around the Garment District). Proposed bus parking in front of the Fletcher-Maynard Academy severely disrupts the bike lane. Dedicated bus parking on Windsor Street or Harvard Street could avoid this and offer a safer pick-up and drop-off zone for kids. The proposed bus parking zone on Broadway would also be empty for all but two 30-minute windows each day, leaving the space vulnerable to other cars driving in and out of the bike lane for temporary, illegal parking. Finally, The approach to accommodate a single handicap spot by rerouting the bike lane isn't ideal. It might be safer and more efficient to move the handicap lane to Windsor, right next to the existing handicap lane.

I also recommend Cambridge take this opportunity to roll out more than just bike lanes " such as enhanced lighting around crosswalks (especially near Windsor and Columbia Streets) and art installations and tree plantings to beautify our streets and calm traffic.

Looks great, especially on Windsor st and Portland st where there has been many accidents

Please stop adding bike lanes. It makes the city so much harder for older and disabled people to navigate. Low income residents typically need cars to access their places of employment. Accommodating bikes typically only enhances life for wealthier, well educated residents and harms socioeconomic diversity. It also does not do much for the environment. Please keep our city accessible and diverse, and keep bike lanes to those larger, well established lanes on major streets and stop adding them elsewhere!

I strongly support the construction of separated and protected bike lanes on Broadway.

Also, as someone who lives ON Broadway and walks daily in the area, I support measures to discourage through traffic, which has become increasingly dense, fast, dangerous, and rude, with rush hours becoming longer and longer to the point where they'll soon take up most of the day. Incentives for people to bike, take public transportation, walk, or stay the [bleep] home should be prioritized.

And to people who yell and whine about the loss of parking: STFU. This a densely populated part of a densely populated city, where a car is not a necessity for most people.

Removing 60% of parking spaces is simply not acceptable. There are already bike lanes on Cambridge Street. Not every cross town street needs them. This really feels like it's being rammed down peoples' throats. Just because you ask for comments to make people feel like they have a say, if you don't actually listen to their input it rings hollow.

Bike lanes are much needed here, and while I feel sorry for all residents who are currently upset about the reduced parking (based on the comments on the map), I hope you accelerate with your plans to put bike lanes here. I do not bike on Broadway, even though it's the most convenient route for me, simply because it does not feel safe in its current state. I will bike with my kids on Beacon St instead in order to use the separate bike lane, which feels much safer. So I really hope you're able to move quickly on Broadway St.

Thank you for creating plans to keep us all safe! Parents with children biking independently appreciate this so much! We worry about kids getting "doored" while biking and this plan seems to keep this in mind for biker safety. It is much appreciated!!

We frequent broadway in our car as well and we like the parking plans you have created. It's nicer having all the parking to one side.

Losing 60 percent of parking on Broadway is a bad idea. I appreciate that the city encourages non vehicle transportation and lived car free for nearly 20 years in the city. I biked to work for many years, on many routes. Now I'm older, as are many Cantabrigians, and I don't bike in winter, at night, or on rainy days.

The Hampshire St bike lane, parallel to Broadway, is pretty safe and not crowded. However, bike lanes separated by parking shouldn't have parking right up to the intersection - drivers turning right can't see through parked cars.

When working evening shifts I drove because I would not make the last bus. When arriving home late at night by car I often had to drive up and down neighboring blocks looking for a space.

Broadway needs to be able to accommodate workers who need daytime parking, residents who need overnight parking, and flex spaces on street cleaning days when people from other neighborhoods need alternate parking.

Please address parking impacts and if any thought is being given to where existing residents are supposed to park, particularly given the bldg, planned on the corner of

Windsor and Broadway (30 units, no parking)

Don't back down!

I am so unbelievably thrilled about the addition of bicycle lanes to Broadway. It's going to make that part of the city so much nicer and more accessible to people on foot and rolling. I just want to make sure it is equally safe for people walking across the street, especially those that require mobility devices.

I strongly urge the City of Cambridge to reconsider the Broadway Safety Improvement Project as it will remove dozens of parking spaces, hurting small businesses and giving residents less places to put their vehicles. Additionally, the necessity of this project is questionable as there are already separated bike lanes on Cambridge Street and Hampshire Street which both lead into Kendall Square. Why then is it necessary to do this on Broadway too and pull out more even parking spaces? As someone who uses parking spaces on Broadway to commute into Kendall Square and whose son also parks on the street to go to early morning CRLS clubs, I ask the city to consider our needs and not go forth with an unnecessary and impractical project.

Thank you very much.

I'm really excited to see safer bike infrastructure on Broadway. It's often the best route for where I need to go, but right now it feels very unsafe to ride on. It's also frequently difficult to cross as a pedestrian due to few signals, insufficient daylighting, and high speed of cars, so I think this project will improve my experience as a pedestrian as well.

I'm of the belief that 100% of the parking in this area should be STRICTLY for disabled spaces and that public parking garages need to be built. Parked cars do NOT need to be occupying so much space in Cambridge.

In general I'm always soooooo close to being murdered every time I bike down Broadway,, and I am BEGGING to implement some arrow signals so I'm not FIGHTING FOR MY LIFE against two different idiot drivers both champing to make an unprotected left yield directly into a swarm of idiot Google software engineers who don't know how to look while crossing the street please and thank you.

Pweaseeeee add some more stop signs oh my god cars should not be going 50 down a heavily trafficked street at 4pm in rush-hour omg.

To make this successful will require actual enforcement of parking rules, especially around school bus zones and loading zones. See Mass Ave's section of quick-build lanes between Central and Harvard for daily examples of delivery trucks, rideshare providers, and private drivers illegally blocking protected bike lanes, placing cyclists in danger.

I most want to voice my support for this project. I realize many may be opposed to this project, because there is a lot of change, especially for users relying on Broadway for on-street parking. I know this project isn't perfect, but on balance, this project better serves the users of this City

resource, whether they travel on foot, on bicycle, by bus, or by car. I commute by bicycle and it is very important to me to have a \*complete\*, high-quality \*network\* of bicycle lanes. Roads are primarily for moving people, and the City has taken a great stride forward in making it safer for its users, for all modes.

I hope you can stay the course in the current anti bike lane hysteria that is sweeping social media. When this is done, please try to focus on cross-town connections as there are few good options to go east-west. I work in Kendall and live by Tufts and ride a section of Broadway every day, and all around Cambridge for errands year round.

Big supporter of the new bike lanes

I am sad to see some people defacing your posters in the neighborhood. I appreciate that someone replaced them. I wish there was not so much hostility toward people who ride bikes.

I question whether it is necessary to have bike lanes on Broadway when Mass Ave., Hampshire, and Cambridge streets are already providing cross town access. Elimination of 60 % of parking in an already congested neighborhood is burdensome. Side streets already have little to no parking for residents and a new 20 apartment building is going up at Windsor and Broadway. Broadway itself is fairly wide so bicyclists are not as cramped as they may be on other streets. Additionally, snow and ice removal is an issue. A family member broke their arm this year from a accident caused by ice falling into the bike lanes. The clearing of crosswalk has been abysmal. With ice completing blocking some crosswalks for many days. The intersection at Portland and Hampshire is a good example. I bike, walk, and have a car. I and many of my neighbors need cars. I think the city may be overly locked into their design thinking. Not every street major street needs a bike lane. I appreciate the lanes. I have had 3 bike accidents in the past and none since the improvements but I don't think taking so much parking on Broadway benefits our community.

Thank you for your work on this important infrastructure safety improvement

I strongly support carrying forward with this project to add protected bike lines along both sides of Broadway

Please consider adding raised crossings for pedestrian safety, bike safety (when cars turn) and traffic calming.

This project is super exciting! I rely on safe bike networks and this plan seems like a huge step forward. Kudos to the team and thank you for all your hard work!

I don't own a car and I've ridden my bike along this route 5 days per week as part of my daily commute for the last 15+ years. I'm very excited that there will be bike lines added, especially by the school and the library. I've witnessed accidents there, and been involved in (and witnessed) so many near misses. It's a particularly scary stretch of Broadway.

In terms of this part of the project, I'm not sure what can be done about it (aside from enforcement) but something to be aware of is that there is a lot of traffic into Advance Tire on the corner of Broadway and Portland. I'm not sure if it is the customers or the staff (or some combination of the two) but I routinely see cars that are sort of half pulled into the driveway, either partially or completely blocking the west-bound bike lane. Again, I'm not sure if there is a solution to this but it is something to be aware of.

Thanks for all your work on this! I can't wait for it to be completed. I will feel much safer every time I ride that stretch of Broadway, which is usually multiple times per day at least 5 days per week.

(I don't live in Cambridge, but I am concerned about this and other projects because I work, shop, and visit friends in Cambridge.)

Please do not remove parking ! ..it places an unfair burden on seniors and others who cannot ride a bike

Overall it doesn't seem like there is much choice as to where the parking/loading zones should go given the number of driveways on this stretch, as the plan tries to maximize both parking space and safety.

It would be great if metered parking was specifically charged during the day but limited to residents at night.

In general, as parking spots are removed, remove those closest to intersection, as parked cars block the view of bikers trying to cross the street.

The zigzagging of auto traffic is unnecessary

Buffers on the sides where there are no parked cars are too wide and by being as wide as they are, creates unnecessarily narrow parking and loading zones. Remember Cambridge Streets are very narrow in general and the designs need to reflect that.

I am a frequent user of Broadway closer to Inman and the CPL, a protected bike lane is extremely necessary! Perhaps with the loss of parking spaces, the parking garage under the library could be utilized more.

I work on the west end of Broadway and frequent businesses on the east end. I do not have a resident permit and I'm very concerned about the reduced visitor parking in these plans. I live 20 miles away, too far to bike to Cambridge. Please try to save more parking spaces. Thank you.

In general, all along Bway, whether I am on a bike or in a car, visibility of pedestrians crossing is poor. Also, could there be more crosswalks? In general, they seem very far apart.

The main issue with any new design is that someone has to be in charge of enforcing traffic laws. A design does no good if people do not use it as intended. I recognize that perhaps you may say that that is not your responsibility, but then I say what is the point of designing anything? The first and foremost goal should be reducing death, especially the death of young people who are most likely to be biking. It is sickening that our city has not prioritized this. I worry every day that my teen bikes to school. To the point where I discourage it, which is really too bad. By the way, he now takes the current bus and has no complaints that it is too slow. I think safety should be the number one concern, not speed.

I appreciate the thoughtfulness of this plan. I just feel very bad for people who bought homes in this area without knowing you were going to take away most of the on-street parking.

Making the last section of Broadway right before the Longfellow Bridge still does not make sense to me. Wouldn't it have been much more efficient and cause fewer traffic issues to create an alternate route for bikes vs cars?

I fully and completely support separated bike lanes and optimizing Broadway for all people, not just car owners. Most people in Cambridge do not commute by car. But please simplify the design and let travel lanes go straight.

Segregated bicycle facilities on Broadway are unnecessary and ill-advised. It will slow down emergency vehicles and create congestion. It will block access to the homes of people without driveways. It will provide little or no added safety to cyclists. There are already three good parallel street alternatives for cyclists - Cambridge/Hampshire w/separated bike lanes and Harvard Street (low traffic volume street).

Thank you for separated bike lanes!

Busses need to be smaller and shorter in height more like larger van much more view window and drivers have to slow down in the routes, I often see buses speeding more than the mandated limits. Why would they be in a rush?

Yes, these suggestions for this area are not taking into account the real need for residential parking and safety. Go back to the drawing board. This is a horrible plan.

I really like the overall design and am incredibly happy with the next section of the bike network. Intersections are super tricky as a pedestrian and anything you can do to get vehicles and pedestrians to interact less would be appreciated. For example, left turns during walk signs means drivers rush to turn left without yielding for people using the crosswalks during the walk signal - example, mass ave crossing Linnean. Keep up the amazing work.

That is a major thoroughfare that includes lots of apartment buildings and some triple-deckers. I used to live on that route. The bike lanes would push cars onto the side streets (which are already full), and they would make it difficult for taxis and ride-share cars to stop and pick up passengers. I see this making the area less livable.

Cyclists can easily get across the city using Cambridge, Hampshire, and Mass. Ave bike lanes. There is no need to add bike lanes to Broadway. This is essentially the last open street through Mid-Cambridge. Harvard Street is already too narrow for bike lanes.

This is taking away too much parking.

To the city deciders: How many times did you bike to work in the last two weeks?

I understand that we need to protect cyclists. Please try to balance the need of residents who drive and occasional cyclists. Perhaps, a survey to residents on how frequent they use bicycles would help. I usually see very few cyclists except the summer. Maybe we could open the bike lane for seasonal use. Remember, during snow emergency, residents need to move their cars. City parking lots are not big enough to accommodate all these cars.

I am very familiar with Broadway as a former resident and patron of the street's commercial establishments.

Thank you for your tireless work on these projects. It is very much appreciated and I hope that y'all know that you are having a massively positive impact on Cambridge and the Greater Boston Area with the completion of this work.

Generally, my opinion is that I am in favor of bike lanes (although I am unable to bike) but driving/parking should not be compromised unless/until public transportation throughout the city is improved and more reliable. I currently drive Broadway to get to doctor's appts. in East Cambridge because bus/T options, including wait times, would take at least 45 minutes (opposed to 10 driving) and require more walking than I can do comfortably.

Poor designing and planning. Why not extend the sidewalk a la Beacon Street, Somerville?

I don't drive, I get around by bike, walking and occasionally by subway and bus. And occasionally riding in a friend's car. I am happy to see more protected bike lanes but I have friends and neighbors who drive, who must drive and are worried about the loss of parking, difficulties lugging groceries from blocks away and bringing aged relatives from blocks away. Broadway is a wide street - as a cyclist, I am comfortable with it as is, although in rush hour in the dark, it is not ideal. I often bike along Harvard St. instead because it has less traffic. That is not an option going from Portland Street towards Quincy St. because Harvard St. is a one way street and so I must go on Broadway. Or Hampshire, with its lovely protected bike lane. Could we compromise and have a single bike lane on Broadway, for cyclists going from Portland St. to Quincy St. direction? Would this allow the project to protect more parking spaces? As a side note, protected bike lanes between cars on one side and the sidewalk on the other are certainly protected from traffic but there is more likelihood of crashing in to someone trying to get from sidewalk to their car or just standing in the bike lane, chatting with friends. Of course we cyclists should be on the alert for this, but I sometimes feel more comfortable on a bike lane between traffic and parked cars. Oddly.

Thank you,

Catherine.

Again, all the lost parking spots between the Broadway project and Hampshire project is really painful. Especially on street cleaning weeks. Plus there is high population density in this area. Please also explore how parking can be increased on side streets to ease the pain.

The overriding neighborhood issue is parking. Fix that (alternative lots/space) and you'll have support. Cyclists view Broadway as another super highway and care not about the people who live in neighborhood. This project put a huge hardship on the residents along and on side streets to Broadway. Parallel routes already exist a few blocks away for cyclists on Mass Ave and Hampshire Street. The bikes paths are currently under utilized.

I strongly oppose separated bike lanes on b'way- surrounding streets already have them and carry the bulk of the bike traffic between Harvard and Kendall squares.

Separated bike lanes are an essential component of safe, accessible, sustainable and equitable infrastructure for our city. I bike on Broadway frequently and cannot wait until doing so feels safer and easier. My spouse was doored on Broadway a number of years ago and we count our blessings that he was not more seriously injured. I also drive on Broadway and respect the balance that this plan tries to strike. Change is always hard, but I know that we are a city that moves forward and makes improvements because we understand that communities cannot be stuck in time when a better future is possible.

Broadway is a snow emergency route and a major East West street used by emergency vehicles. You are endangering residents by narrowing it. Terrible for everyone living here and you know it - there is not enough room as it is now. Why is the city now constantly hating on people who live here?? This will create an unsafe situation for us and the city doesn't care.

I'm thrilled Broadway is going to be safer for biking. My husband or I take our son to preschool every day by bike, and with recent fatalities of bike riders, I'm happy the city is going to be increasing bike lanes particularly on Broadway. I love on Fayette St Thank you!

Thank you for your efforts on this project, which I highly support. I appreciate your detailed work on these designs and the opportunity to provide feedback.

While I am a strong advocate for alternative forms of transportation, I am not convinced that bicycle infrastructure on Broadway should be a priority. As a major E-W corridor, Broadway is redundant with both Cambridge and Harvard Streets. Cambridge St. already has bike lanes; Harvard Street has very little vehicular traffic hence making it a great route for cyclists. Prospect Street, in my opinion should be very high on the list for consideration as a bike route. It is one of the only streets with a N-S orientation and serves as a major connector between Cambridge and Somerville. (Central Square and Union Square. Furthermore, Prospect Street is not encumbered by on-street parking. It would be relatively easy to accommodate bike lanes by removing the under-used dedicated turn lanes.

I frequent businesses etc along Broadway and drive along there to get to meetings. I am an elderly woman with a handicapped permit; car is my only means of getting somewhere. I am concerned, as I am all over the city, about the removal of so much parking. I have relocated almost all my business (hair salon, nails, insurance agent, eyeglasses) to other towns as a result, This can scarcely be good for the Cambridge economy

If you are going to remove street parking you must provide another parking option for residents! Renters like myself do not have many options, and the local parking garages are astronomically expensive. I have lived in Cambridge for 15 years, and plans like this may force me to move out of the city.

No more bike lanes! I am a cyclist and feel the city has enough. Taking away parking spots and not offering an alternative is ageist and exclusionary. Our elder neighbors need on street parking and those who can not afford for private parking are left out.

I always take Cambridge st on my bike even when Broadway would be faster because of the lack of protected bike lanes. I'm really looking forward to the bike lanes, public transit improvements, and pedestrian safety improvements!

I lost my residential parking in front of my building on Cambridge Street due to bike lanes. I am disabled & it was a great loss- esp having to bring groceries around the corner, with a cane, in the snow.

The bikers in the bike lane do not yield to me in a crosswalk- and I have a cane! There needs to be more signage or something to inform bikers to yield/stop. They treat the bike lane like it is an uninterruptable chute!

while it's admirable to encourage bike safety, taking away parking spots in a city where there are more and more cars and the aging population cannot bike seems counterproductive.

Okay, thanks!

The loss of parking will be so painful to so many people. You're not saying it out loudly--and I don't blame you-- but I hear we'll lose 60% to 75% of what we have now, which is often not enough.

In the plan I see so few parking spaces along the entire length of Broadway--and if people can't park on Broadway they will go into the already crowded side streets.

Has anyone thought about a compromise that will save us SOME parking? Do we have to yell and scream at city council meetings (which I really don't like doing).. or can a few of us work with you on an alternative?

In general, I like the plan. What you have proposed will make me more comfortable biking on this section of Broadway.

You are planning to reduce the parking on Broadway by 60% (you said you hope to retain 40% of existing parking). Do you have any data that indicates how that will impact people who live on or near Broadway - whether renters or owners, apartments or free standing units?

How will automobile traffic be impacted re: driving times i.e., from North Cambridge to Kendall Square, Central Square, etc.?

I am writing in response to the proposed Broadway bike path project.

Earlier this month I attended a community meeting at the Fletcher Maynard School concerning the construction of a bike path to be constructed on Broadway. At that meeting I was provided with an opportunity to view the proposed plans along with parking related information. As a cyclist, I appreciate the effort to go green. However, I am extremely alarmed at the 60% reduction in the number of parking spaces associated with the project.

I have been a resident of Cambridge, and have lived in the neighborhood for more than 65 years. Parking has always and continues to be a major challenge. That fact, combined with the police department's unwillingness to tow illegally parked vehicles who regularly block my driveway, has resulted in my being late for work or unable to enter and exit my driveway at my convenience. This, even though the driveway entrance is clearly marked by the city's Department of Public Works posted signs as a "no parking" zone. I feel lucky if the illegally parked vehicle is even ticketed. In the past, when I have asked the patrol person why they won't call a tow truck, I have been told that the Police Sergeant has instructed them not to do so. Instead they spend upwards of an hour trying to locate the owner of the vehicle. Clearly, this has not worked for me. Obviously, this proposed bike path will further exacerbate the parking problem.

Please note that other residents present also communicated their parking concerns. One resident stated that he has had a visiting health aid stop coming into his building on Broadway to provide services to two housebound elderly persons because of the parking situation. I feel that this project is an attempt to be politically correct at the expense of a functional solution.

As I stated earlier, I have been a resident of the City of Cambridge my entire life.

Respectfully yours,

Ronald Inniss, Resident

Please take a lesson from Garden Street and remember that these changes will have far-reaching effects throughout the city. Many people park along Broadway to go to Harvard Square, the Cambridge Public Library, Harvard Yard, and shops all along the corridor. These changes will have far-reaching effects well beyond the immediate abutters. Please don't take away parking!

Please reconsider this project. Will make everyday life difficult for majority of the population

Yes, but I am sure Andreas will ignore them like he did all our suggestions for North Mass Ave.

With a protected bike lane on the curb side of parked cars. it can be difficult to see a bike going in the same direction at an intersection when driving a car and turning right. The view of the bike can easily be restricted by parked cars especially if the parked vehicle(s) is an SUV, van, or truck.

Why are you wasting time and money on this?

I 'm grateful for separated bike lanes, but the flex posts are really not ideal, especially in winter. Snow collects around them, melts, and then ices up, rendering the bike lane more dangerous than the street. Please consider alternatives!

I do not believe its necessary or possible or financially responsible to lose parking and travel lanes for cars on Broadway. Cambridge street Main Street and Broadway are not about safety. Bikes do not have to have protected lanes on every street. Cars cannot go down every street. The ordinance is unreasonable and financially unsustainable.

I am surprised by this proposal as a lifelong Cambridge resident, and someone who has recently lived in the area near Broadway/Columbia St. By the evening, when all the families return home, there is rarely any parking. There is not enough bicycle traffic that would warrant the removal of 60% of parking spots. I also do not see the need for metered parking in largely residential areas such as on Broadway and Columbia. Residents will end up paying for those meters. The shift in Cambridge is palpable, and it is troubling to see Cambridge become less and less family friendly. Somehow we never have room for housing, but the highest bidder is always given land. It's a money game, and clear that Cambridge has been redesigning itself to be a leader in tech and pharmacy, and the city these companies would like to advertise to their prospective employees. Promoting bike riding and public transportation to everyone is not realistic. Families still need cars, and places to park them which we pay for. This proposal has nothing to do with safety. It's a joke.

Thank you for making improvements to this street

Looks pretty awful for those of us who live in The Port. Have you actively canvassed our neighborhood to see if anyone who lives here wants these changes?

Based on the way your bicycle numbers have been exploding year over year, Cambridge has clearly been suppressing demand for biking by having it be so unsafe and only finally making progress on the network. Please make sure you capture the benefits this will bring to the businesses as well

I 'm very excited about this project. I live in Boston and travel to Cambridge a lot. We don 't own a car in our household, so we get around only by bus and bike. As you can imagine, the quality of the bus and bike options greatly impacts which parts of the city we visit and which businesses we patronize.

STOP!

Keep it up! Do Main St next!

There is a section of market street near the Arthur J Shallow playground that says no parking for no reason. Residential parking should be added to this section to help improve flow. Also there

is a handicap spot on Clark St that is solely used by our neighbor who has a driveway and several parking spots and should be converted to residential space.

Lastly - I truly find the separated bike lanes to feel more dangerous as a driver. When I turn right onto Columbia or Windsor from Hampshire St toward Broadway I feel there are really bad blind spots where I cannot tell if there are bikers coming. I feel like the existing bike lanes on Broadway make bikers MORE visible and this project will actually make bikers less safe.

You are taking parking away from the most vulnerable population in Cambridge many with no driveways and yes people who LIVE here have CARS! You have already taken parking away from adjacent Hampshire St and forcing everyone to park on side streets where there are the most curb cuts for driveways. Please STOP this madness you are making bike lanes for people from other cities commuting. Drive around on a Saturday or Sunday no one is riding a bike!

There are already bike lanes on Broadway. There is no need to take out more parking spaces. It will make it harder for residents to find parking space. I am a biker myself and I am opposing this proposals.

More bike racks and bike parking would be nice, I don't even care if they are 'metered' locking my bike to signposts or fences is not optimal

Raised sidewalks everywhere and as much separation from bikes and cars as possible

The design should be forward thinking. With the new zoning how will our city grow? There will likely be many more bikers and pedestrians to support and protect. Continuing to prioritize cars and constituents who are not comfortable with change will directly result in adults and kids in our community getting hurt or worse. I don't understand how we are still debating putting cars above life for any scenario. These projects, or lack thereof, highlight our values. Safer, more accessible streets better protect young and old alike and promote healthier living. More people out also means more spending at businesses. We spend more when we are not driving by.

I appreciate the protected bike lanes, even though I have a car and park on the streets. I also bike around, and walk, so want our streets designed first for when people are walking, then biking, then driving.

Please reconsider using flexposts. They are incapable of stopping cars from intruding into bike lanes and injuring cyclists. Their only purpose is to spare cars from damage if they intrude into a bike lane. Barriers should protect people, not paint jobs.

I do not believe these changes will improve the lives of Cambridge residents, which should be your primary goal.

I am impressed with how thoughtful and well designed these plans are. Cambridge is fortunate to have engineers and designers who look to accommodate all citizens, drivers, bikers, pedestrians, businesses knowing that compromise is necessary to make necessary improvements and upgrades.

I'm very excited for these changes. It will make biking here feel much safer and make me less likely to drive when I go to that area, and more likely to go to that area.

It looks quite good. It is important that intersections have clear visibility for motor vehicle operators to see both pedestrians and the bicyclists and others in the bike lanes.

Please consider quick-build floating bus stops as part of the standard design for protected bike lanes going forward.

I fully support the tradeoff of parking spaces for safer bicycle and pedestrian ways. It would be good if the city project page included parking study data indicating where additional parking may be available on side streets or in re-purposed private lots under the new ordinance change.

Bike lanes make much more sense for the majority student population that lives in Cambridge. Students don't want to buy or rent cars when moving to a new city. Bikes are much more economical.

Im in waltham and would love to connect our networks.

I cycle to work daily on Broadway from Mid Cambridge down to Kendall Square. On a daily basis I will have a near miss, unless the road is empty. The road is already very tight /narrow due to parking on both sides of the road down Broadway - the Main Street renovations to include separate cycling paths have made a world of difference.

I live in Brighton and work in Kendall Square. I have many potential routes, some with separated bike lanes/paths and some without. I find biking on Broadway right now, from Harvard Square all the way to Draper Lab near Kendall Square to be the safest of all of those routes because the mix of shared lanes and painted lines gives me more options. I can move into the "regular" travel lane as needed to avoid potholes and patches of ice, snow, and leaves, and to get around double-parked cars blocking the right edge of the travel lane, whether there's an actual bike lane or not. I can also see when there's a pedestrian crossing the crosswalk, something that's hard to do when parking blocks my view of the street. Additionally, Broadway already has so many traffic lights and is mostly one lane in each direction, which forces cars to drive slower than they do on neighboring streets like Harvard (mostly intermittent stop signs) or Mass Ave (multiple lanes, and more vehicle traffic in general). Between Draper and Kendall, the separated bike lanes can get sketchy given their uneven paving and lack of snow removal and the fact that vehicles do block them regularly during my commute. While I understand the benefits of bike lanes, their implementation treats me more like a pedestrian than a vehicle on the road. Even though legally, I can still take the road, the separated bike lanes locks me into a very narrow lane of travel with limited escape hatches. Having bikes hidden on the other side of parking makes every single intersection a danger for right hooks, and every single parked car is a person waiting to open their door into my path, without giving me much room to navigate around them. Bike lanes between parking and sidewalks may feel safer but they create different dangers than and make my rides more stressful than simply sharing the road or riding in bike lanes that are between the travel land and parking.

By limiting the parking spaces for residents, not only it 's going to cause pollution, but also it 's ableist. I thought we were an open community that accepts all regardless of gender, sex, and disability. If you get rid of these parking spots, how are the people who need handicap spots/ parking spots in general that need to get to their appointments and other errands. The Ride is expensive as it is - even at reduce cost. And some of us have groceries to bring into the house. By double parking, we are creating traffic. And by creating traffic, it means we are creating CO2. I cannot reiterate this enough on how mad this made me that you asked my elderly neighbor to sign up for biking classes yet she is limited to walking and needs her car to get around! Shame on you guys. Seriously

How does this design consider and account for cars blocking the intersections during rush hour? I love making this street safer for bikes and more efficient for the busses (I take the 64 to/from Kendall).

A large share of residents of Cambridge and other nearby towns are pedestrians and bikers more often than they are drivers. Broadway is a critical connection, especially in the bike network. Making the road extremely attractive to bikers should be the first priority. I used to live on Elm Street right next to Broadway (now nearby in Somerville) and biked in the area often. While I feel strongly that this improvement will be a big step, it can be even better.

Where would we park our cars if you reduce over 60% of current parking space?

I fully support protected bike lanes.

Very excited for this, I don 't tend to bike in this part of Cambridge because the gap between central or Harvard is somewhat daunting. With Broadway and Main street 's lanes that will probably change.

I think parking should either be evenly split between north and south or just 100% on one of the options.

I care a lot about bike safety. Cars will drive into bike lanes if they are not unable to. Delivery vehicles will park in bike lanes if they are not unable to. I see it constantly in Boston. If at all possible, add a curb where it doesn't block the bus/handicap spots. Even if you had to do a two-way bike lane on one side of the road (and then have parking on the other). I also understand the desire for parking. There should be free or meter-rate public parking structure added nearby.

I routinely bike through this area on my commute from Somerville to Kendall Square and am excited by the proposed changes. They would greatly improve safety along the project corridor and encourage others to bike when possible.

Biking with no bike lanes is safer than people stopping/parking their cars in a bike lane and bikes having to get around them - so I would hope that having more loading zones available on both sides of the street would help mitigate that. Another issue I see a lot as a driver and bicyclist is that trying to turn right at an intersection past parked cars and bike lane is that it's nearly impossible to see bicyclists coming due to the cars blocking visibility. Ironically when the lanes are travel/bikes/parking, it would be easier to spot incoming bikes on the right by just using the car's side mirror -- but now the side mirror is useless when trying to see bikes in a bike lane when it's travel/parking/bike, and you can only look for bikes after having starting to turn and looking through the windshields instead. So having parking spots AFTER an intersection seems much safer to me. Drivers also tend to pull over and park/stop in the spots/areas right after an intersection anyway (whether it's designated loading/parking or not), so may as well consider how drivers currently use the streets/intersections in the design.

This project is amazing and should be built immediately. The city's plans to mitigate parking in other areas is more than sufficient. We need to encourage less car traffic in this city.

Thanks, this is great. It is a lot of change and the road seems difficult to work with but do what you can.

Parking cannot come before human life.

Please don't take away so much parking on Broadway. This will have ripple effects for all the area businesses and people living in apartment buildings, but also around the Harvard campus and even in Harvard Square. I often need to park on Broadway to get to stores in the Square or on Mass Ave. In general I feel extreme frustration at how the Cycling Safety ordinance is remaking our city without continued discussion or clear-eyed cost-benefit analyses of how many people actually benefit, and how many are inconvenienced, from the lanes. Nothing makes me feel less valued or heard as a Cambridge resident who doesn't bike. Is there any way to revisit this, five years later, to get a new round of feedback from frustrated citizens -- parents, children, elderly, and those who don't bike for whatever reason? Please!

I am delighted that this project is happening. I just moved here from the Netherlands and miss the state of infrastructure, especially safe street design focussed on safety for the least protected participants.

There will be opposition because of reduced parking. Please do not let this deter you from the plan. Private vehicle parking for a few car owners is competing with thousands of residents who want a safe, walkable and liveable neighborhood.

Just make sure a few spots remain for people with disabilities and loading zones, the rest is luxury for a select few.

We are citizens of Cambridge and do not want bike lanes. They are poorly designed and there is not enough space for hard working, tax paying residents to park their cars.

No other comments.

I'm Somerville resident, not Cambridge, but our communities are adjacent & intertwined, and my family spends a lot of time walking & biking around Cambridge, so these improvements are very much appreciated!

Thank you for moving forward on this project! I live on Clinton St and commute by bike to the Seaport. I take Broadway home every day, and it is the only part of my commute without protected (or even existent) lanes on the Cambridge side of the river. As a 6-months pregnant woman, I really appreciate the additional safety of the bike lane, and I look forward to riding in it with my child when they arrive!

I am very excited to see safety features put in here!

I live in The Port, on Harvard St, and this project is so important. The people saying "just bike on hampshire or mass ave" clearly do not bike -- it's unfair to ask someone to have to go out of their way to go from A to B simply because they want to ride their bike safely. I bike to and from work and businesses all the time, and I currently avoid Broadway because it is unsafe, cars speed, and it's filled with double parking. My routes would be way easier and less stressful once there are bike lanes. Please go ahead with this project swiftly!

I bicycle in this area often for my commute and my comments are mostly related to inconsistent handicap parking requirements and bus conflicts. Often bus stops are used by delivery vehicles as temporary parking which causes a lot of conflicts during rush hour. If these can be eliminated by having bus stop bump outs, it keeps everyone safer. This could also be done for handicap accessible spot.

<https://www.zicla.com/en/blog/accessible-bus-stop-designs-vectorial-system/>

Glad that you're not planning to put in those bidirectional bike lanes. Those are a disaster because they disrupt expected traffic patterns, leading to accidents

Please do not cave to car drivers who want everyone else to deal with the huge negative externalities of car ownership in a city setting. Pedestrians, bikes and public transportation users should always be the priority.

I am so excited about this proposal, as I live in East Cambridge and bike on Broadway all the time to get to other parts of Cambridge. The existing bike lanes feel unsafe and I sometimes decide I'm not willing to risk it. I look forward to using the new bike lanes to go to the main library and businesses like Lamplighter and Cleenland!

bike lanes need to be raised / separated / protected.

bike lane blockers like cars and tracks need to be fined

paint is not protection, plastic poles are not protection

we're in a climate emergency, Cambridge needs to act like we are

I work in Kendall Square and Broadway is a big bicycle thoroughfare for getting to other parts of Cambridge, I'm excited.

while I rarely use this lower segment of Broadway, I often use the segment west of Prospect. today, it's an uncomfortable route to bike: you have to be a very road-confident cyclist given the frequent conflicts with autos.

I understand that many residents are upset about parking and want a more "inclusive" (i.e., more parking) roadway. But the fact of the matter is that (a) Broadway's current design scares away potential cyclists, (b) Cambridge's irregular street grid provides no alternative routes for cyclists, and (c) there are miles and miles of two-sided parking residential streets immediately adjacent to Broadway as well as commercial parking options.

Thank you for the bicycle lane improvements! Great to see alternatives to cars which I physically cannot drive.

The lack of existing parking is already an issue in several neighborhoods in Cambridge. Taking more parking away does not factor in the needs of all residents. Not everyone has the ability to

bike nor is it feasible to expect the majority of residents to bike, for several reasons (weather, physical ability or health issues, getting family members to appointments, shopping, etc.). This plan does not take into account all residents. Where will the cars that would normally be parked on both sides of the streets go? Where is the parking to take that into account?

NO ONE ASKS FOR THIS. Stop imposing your BS on the citizens in the name of "Climate Change". This does literally NOTHING other than congest the city and piss people off. "Climate Change" - my God. Stop lying. This is why Trump won. Because of this shit.

STOP SCAMMING BOSTON RESIDENTS. CLIMATE SCAM.

Keep up the good work, I know your job can be difficult to find a middle ground between residents who have different stakes in the areas but I like this idea. More bike lanes are a net positive for the city and this idea works to incorporate thoughtful parking, loading zones, bus stops, and pedestrian improvements.

We don't want traffic or bike lanes. Why are you doing this? Fake climate change?

please consider allowing residents to park at the school bus stops and loading zone overnight: for example, 20:00 ~ 7:00? the exact hours can be adjusted for individual needs.

Please do not make the beautiful Broadway to a Narrowway. There is no bike on Broadway in winter and rainy days. Cambridge will have more houses after implementing the 4 to 6 stories zoning, which needs more parking.

I really don't understand how you can remove 60% or more of parking on Broadway, considering that parking has been removed from Cambridge and Hampshire as well. Honestly, where are people going to park. There is barely any spots to being with. How are people going to go to the Library?

Bike lanes are not useful and are causing more congestion and problems. Please reconsider these costly changes. I do not see anyone using the bike lanes when it rains or snows.

No parking and increased traffic is a huge problem. We need to rethink bike lane expansion.

I'm excited and very much look forward to this connection for biking between work, home, and other destinations in Cambridge!

I'm glad that safety is given more weight than parking.

I live on Broadway and Ware and work in Central Square. I use BlueBikes to get to work, and having a seperated bike lane on Broadway will be a huge help. I never bike on Broadway because it's too dangerous. I'm looking forward to 2026!

Where are the designated spots on each block of residential parking you are eliminating that will be able to be used for pickup & drop off?

It is a hardship for residents to lose the ability to load things in/out of their property.

Bike lanes negatively impact businesses and the general public's overall commute

The vast majority of people in Cambridge can't afford to live in Cambridge.

You can obviously tell how I feel from my previous comments. It seems like your shoving these bike lane projects down peoples throat very quickly. Can we slow down at least and see how things pan out in other areas of the city? I don't feel like that is much to ask. More studies for one. Some areas sure, it may work. But to just do it everywhere seems illogical.

Oh just thought of this because it's winter. But can some of these things be instituted as a seasonal basis? Less obtrusive cement curbs like tremont and more subtle ways to change it seasonally. All months are not the same in this part of the world. A bike lane in august should be different than it is in august perhaps.

Thank you

Dan

These bike lanes are disrupting traffic patterns, parking and causing hassles for the residents and businesses. Where are people supposed to park for businesses? They will suffer.

Please reconsider this plan. Bike lanes are not progress and cause harm to those in the area due to increased traffic, limited parking, and emergency vehicles being trapped in traffic. Thank you for your consideration.

Bike lanes add to vehicle congestion.

This project and all similar projects should be stopped.

Ã'o move

Bike lanes are making our city worse and going to drive people from it. Business will suffer, people will stop visiting because there 's nowhere to park, impossible to drive, all while bike lanes are EMPTY

Are you trying to hurt Cambridge 's businesses that rely on visitors from outside?

You people are clinically insane

I do not think this project is necessary. As a long time bike commuter and resident of Cambridge, there are currently sufficient bike lanes in this corridor and easy for bikers to access them. The separated bike lanes on Hampshire St, Cambridge St, and Mass Ave are all within 1-3 blocks and I do not see the purpose of adding an additional bike when considering the negative impact this will have on residents who rely on on-street parking. Since the existing bike lanes have been implemented, on-street parking in Cambridge has become very difficult and has put a significant strain on many residents. While bike safety is important, this additional bike lane will add little benefit and make parking in Cambridge exceptionally challenging. I urge the City to reconsider this plan.

## Q12: (Optional) Do you have any feedback on this survey? How can we improve next time?

Don't present it as a fait accompli.

great survey!

Thought it was good to lead respondents through the specifics rather than just open comment

Repetitive on several points. Consolidate things for design choices that are the same everywhere anyway. Thank you.

Maybe make south and north side more clear as many people will not know these directions

I thought this was a good way to collect specific, section-by-section feedback

I am shocked to see this late in the process how extensive these changes are.

It's not terrible, but the graphics could be clearer.

Dont remove on street parking, it will kill all of the small businesses (like mine!). Please stop this madness

Stop pretending you're listening to people who do not want your improvements.

I realize you can't manufacture parking when you want to accomodate bikes. But the city could do more to rethinki

parking policies that allow long term street parking and the abuse of visitor permit use.

Don't take public comment. Only grumpy old people have the time for this shit. Do the changes you know the city needs. Let us vote on election day and then please leave us alone.

Actual residents are being harmed you may "ask" for input but decisions are made before hand

You forgot Watertown in the list of other cities!

I like the ability to give block by block feedback (and yet to skip it if I don't want to). Diagrams are a bit small on phone, but I'd seen them before at the Open House.

Great format! It would be good to have the first page show an overview of what the pages will be so we can put comments in the best place

You are doing a good job. Thx

Label on the map the "north side" and "south side" options to make them obvious.

If an icon is not present in the map being shown, remove it from the key.

Thank you for making more bike lanes!!

Please listen and refrain from from serving only one segments of the community

Thank you for taking feedback and altering the original plan that eliminated 75% of parking spaces across Broadway. Eliminating 60% is still too high, but I'm pleased to see there was room to maintain some of those spaces.

Great to break it down into sections. No further ideas!

This survey monkey survey is excellent. I feel grateful to be able to provide my feedback. The survey design itself needs to prioritize safety and traffic enforcement. You really need to see how people ARE using the streets, not how they SHOULD be. Thank you!

I like the survey - well done!

As someone who cycles to work every day on Broadway, I actually don't think it's a good idea to put in bike lanes. If it's dark, rainy or snowy, I simply take Cambridge St to Hampshire or ride in along the river. I know not everyone has the same route as me but it seems excessive to get rid of 50%+ of the parking when people who want protected bike lanes could just go one street over.

Some of the very open-ended questions seemed harder to respond to. More specific questions would help.

It's very bothersome that this is being presented as a done deal. Many of us seek to amend the Ordinance to remove Broadway from this treatment - as was the case prior to the 2020 amendments.

Thank you!

It is well made but can be clearer for someone not totally comfortable with map reading

I live near the high school and library and am incredibly worried about any loss of parking in this part of Broadway with so many city amenities nearby

This is a very complicated survey. The language and graphics need to be simplified. Even on a large screen computer, which I have, they are too difficult to see and comprehend.

I am not sure if it's possible to render street views of the plans and count the number of parking space total changes in a table but that would be helpful for me to better assess.

Survey BEFORE you make decisions.

This survey is fine. Thank you for the opportunity to provide comments.

Provide information background data from the CPD crash data base, traffic vehicle and bicycle volumes (including on alternative routes), and interviews with the owners of the street's commercial establishments.

I loved this format. I would maybe add an attachments option to the open comments section if this platform would support it. While I did not have any visual supplements to my comments in this response, in future it may be helpful to better illustrate my concerns/comments with a drawing or image.

Thanks!

Poor designing and planning. Why not extend the sidewalk a la Beacon Street, Somerville?

Helpful to break it up by street section. Thank you for soliciting feedback.

Very detailed. I'm not sure what you'll learn. I'm guessing you'll get mostly cyclists responding that ride through the area and view it as a highway not as a neighborhood. You'll might get some bus rider/handicapped response. HINT: The overriding neighborhood issue is parking. Address that and you'll have support for the projects.

Suggest bicycle infrastructure on streets where removal of parking spaces is not an issue.

Stop taking parking away from businesses and residents

I regret missing the survey for East Cambridge shared toads

lack of concern for handicapped parking, loss of room to maneuver around trucks unloading lack of enforcement of all vehicles using shared space

Very good, very clear. Appreciate the opportunity to review and weigh in. Thank you!

The maps were very small!

By keeping the feed simple, and more understandable...

I hope the opinions of those who do not live in Cambridge are not priority here. Most people that choose not to live in the city prioritize car infrastructure. We have vast suburbs entirely devoted to cars, this dense city should not emulate that nor should it prioritize the preferences of non residents. I became a bike commuter when bike infrastructure improved and as improves am increasingly biking with my young children.

Photos would be nice.

Stop the project

I did not have a chance to make my comment which is that the most stringent and protective measures possible for bikes and pedestrians must be implemented even especially to restrict the speed and volume of vehicular traffic under all circumstances.

Stop removing parking. Stop installing bike lanes on busy streets. Come up with a better idea that works for the rest of Cambridge residents.

Stop the madness!!

Be honest that the ordinance mandates this. Honestly I think its unfair to make people think they can stop this.

it would be nice to see an image of the street from the users perspective, not just plans

JUST STOP!

Pretty good presentation of scope and options before eliciting feedback.

This is waist of money, you are creating traffic congestion, you are creating pollution, and while bike lane projects is unscientific

Take the responses into consideration. I'm afraid you'll probably ignore the ones you disagree with, and you are just doing this survey to offer the illusion that you would like to hear what people really think about

No

Thank you for asking.

great!

Good survey, thank you!

Very nice to see the detailed maps in the survey.

Show the neighborhood area maps in relation to the adjacent neighborhoods. It's hard to envision how the proposed changes would affect the selected area around it without that perspective. Thank you!

I live 1 block from Broadway and it is a very popular cycling route in need of safer infrastructure

You forgot Watertown in the list of cities to choose from!

When I tried to access the Broadway Feedback map (using Firefox) the map wasn't working .

nicely done survey :)

This looks great and was easily understandable from how it was presented - the street-by-street style was a great way to break down all the detailed changes. Thank you for soliciting feedback on this design project!

Placing the key above the map or introducing it before the maps might be helpful. It did not fit on my laptop screen at the same time as the map

By not being a liberal :)

No bike lanes, they're a horrible idea that create too much traffic.

A right wing account with a large following has shared this survey on Twitter. This account has profiled people, and continues to spread misinformation about bike lanes and other talking points in general.

give the person taking the survey more information like, for instance, if business owners in the area are effected by bike lanes, or how people driving in the city (the major majority of the city's population) think of the newly installed bike lanes

I'm sure the majority of the comments will be negative to your survey. I'm certain that you won't listen to any feedback. Enjoy ruining what 's left of the city. I 've been a resident for 44 years and this will be the last winter I ever have to spend here

It's was a waste of my time

More of them. This was fun telling you how awful these bike lanes are. :)

There are other things the Cambridge government should be doing. Allocating precious resources on bike lanes is ridiculous.