

**April 1, 2025 | Draft Meeting Summary**

### Introduction

The City of Cambridge convened the second meeting of the Broadway Safety Improvement Project (SIP) Working Group. Working Group members are tasked with offering advice, ideas, and concerns about project design, and on the broader outreach about the project. The Working Group meeting was held at the Cambridge City Hall Annex and on Zoom. There were 11 members in attendance, along with City staff, facilitation team members, and members of the public (Appendix A).

This meeting summary captures the key discussion points, advisory group feedback, and actions identified during the meeting. The presentation slide decks and recordings may be found on the Safety Improvement Project on Broadway webpage linked [here](#) and in the Working Group google drive folder. This summary is loosely organized according to the structure of the meeting agenda (Appendix B). Opinions are not attributed to specific members unless there is a clear reason to do so.

The objectives of this meeting were to provide an overview of the Section A design and to receive feedback and suggestions.

### Actions

- **Consensus Building Institute:**
  - Share draft meeting summary for Working Group review and agenda for the next meeting.
  - Share requested materials with Working Group: Off street parking data and maps, recording on flexible corridor parking.
  - Circulate a poll to confirm the time of the next meeting, to be held toward the end of May. The next meeting will include a site walk of Broadway.
- **Working Group Members:**
  - Share Section A survey with your networks. Deadline to submit is April 7.
  - Share feedback on and ideas for outreach with Jackie McLaughlin.
- **City of Cambridge:**
  - Share information with Ken about parking on side streets.

### Welcome and Introductions

Jeff Parenti, Assistant Commissioner for Street Management in the newly renamed Department of Transportation (formally known as the Traffic, Parking, & Transportation Department), welcomed the Working Group (WG) members and reviewed the meeting agenda. Abby Fullem, facilitator with the Consensus Building Institute (CBI), invited Working Group members to introduce themselves. Leah Grodstein, Street Design Project Manager, and Anika Reynar, CBI facilitator, were welcomed as new members of the project team.

### Broadway SIP Section A Design

Andreas Wolfe, Street Design Project Manager, presented an overview of the proposed design for Section A (Portland Street to Columbia Street), which will be installed this year. The implementation will be a quick build approach though accessibility ramps may be added.

Andreas shared key design features for Section A, including parking locations, daylighting installations, dedicated school bus parking at Fletcher-Maynard Academy, loading zones, and bus stop locations.

WG members shared questions and comments during and following the presentation. They are summarized below, along with clarifications and responses from City staff, which are italicized in sub-bullets.

- What is the rationale for the locations of the accessibility parking spots?
  - *Cambridge has a residential disability parking program that locates a disability parking for residents without a driveway. The spot is available to anyone with an accessibility permit. The City also offers disability parking spots in areas with high demand.*
- What is the rationale for changing some of the side street parking on Columbia to metered parking?
  - *These spaces are currently unrestricted, not residential permit, parking. Unrestricted parking spots are often occupied for extended periods of time and meters help prevent this.*
- Could the metered parking spots be changed to resident permit parking?
  - *The city tries to match the parking regulations with the adjacent land use. In this case, the metered parking spots are adjacent to businesses. If residential homes were adjacent to the spots, we would consider resident parking.*
- It would be helpful for WG members to know where there is available permitted and unpermitted parking on side streets, so they can share this information with their networks.
- Are bus/bike overlap zones the only option for quick build projects?

- *Buses need to be able to pull over to the curb and have a landing area. The city is open to reconsidering specific locations for bus stops, but any alternative locations must meet these requirements. Floating bus stops are not possible in a quick build project as they require construction to change curb lines and drainage.*
- Has a parking study been completed for Broadway?
  - *Parking occupancy was measured on Broadway and on portions of the side streets. It is available on the [website](#), and the data will soon be available on the City's GIS platform. This parking data includes nearby side street parking usage, based on counts taken from Wednesday to Saturday, and a half day on Sunday*
- Could spots with parking meters transition to overnight parking for residents?
  - *This has occurred in parts of Cambridge. The ability to offer this depends on adjacent businesses (e.g., blocks with nightlife and dining typically allow for unpaid parking for non-residents after 8 pm, until the following morning).*
- In the design, the loading zones are counted as parking spaces. This misrepresents the number of available parking spots, which is disingenuous. Turning over metered spots to residential ones is a good idea.
- The businesses between Columbia and Windsor are not bars. These spots should not be metered.
- Parking is a very important issue in these conversations; the WG should have as much information on parking as possible.

### Open House

WG members reviewed the roll plan and shared questions and comments with City staff in one-on-one or small group discussions. WG members were also invited to share feedback via an online poll. WG feedback on the roll plan – taken from comments shared during conversations with City staff, through the online poll, and in the discussion that followed – is captured and summarized below.

### Suggested changes to the design:

- Make metered parking spots available to residents overnight. Do this by transitioning the metered parking spots to resident parking overnight and/or allowing residents to park at metered spots two hours before metered parking ends.
- Differing perspectives were shared about transitioning loading zones to residential parking overnight: some shared that it would free up spots for residential parking and others shared that it would reduce loading opportunities for delivery or rideshare drivers who used loading zones at all hours.
- Use paint and other signal strategies to clearly communicate turning options.

- Use daylighting where possible to slow turning
- Clarify and improve signage for loading zones, including time restrictions and allowed uses.
- Interest in moving the school bus drop off to Windsor Street or using the school bus loading zone on Broadway for different uses outside of drop off time
  - City staff shared that the school bus drop off must remain on Broadway because it gives students access to the building elevator. In addition, bus drop off was previously on Windsor and it created significant traffic flow problems.
- Concern about the bus stop that has been relocated from Fletcher-Maynard Academy to Greene-Rose Heritage Park. This move makes the walk from the Linwood Court Apartments to the bus stop more challenging because there is an extra street to cross.
- City staff highlighted the tension between locating parking directly in front of businesses versus locating parking where the number of spots can be maximized.
  - Two WG members noted that illegal parking is likely if parking or loading zones are not available directly in front of businesses.
- The side of Broadway and Portland across from the Garment District, is shady and gets icy in the winter making it a bad side of street for the bike lane.
- Add lights at Windsor Street and Broadway as it is very dark.
- Several WG members voiced a preference for parking on the South side between Davis and Portland.

**Requests for additional parking data, including:**

- Parking availability and capacity on side streets, parking lots, and private spots
- On-site parking spots offered by businesses for employees and/or customers
- Availability of overnight private/commercial parking spots for resident use
  - City staff noted that Flexible Parking Corridors are one way the City is trying to free up underutilized private parking lots for overnight parking. One WG member noted that overnight parking does not work for residents who need parking for extended periods. It is functional for residents who are using their car every day, but less helpful for residents who need parking for more extended periods of time.

**Suggestions for improving legibility of the roll plan:**

- Clearly identify turning options, including where turning arrows would be painted onto the roadway.
- Clearly identify the type of businesses. Consider using markers similar to Google Maps so readers can quickly understand the type of activity occurring.

### Overarching comments:

- Excitement about protected bike lanes and anticipation of measurable safety improvements.
- Maintain predictability and consistency in travel lanes to the extent possible.
- Desire for the design to improve safety for all users: pedestrians, drivers, cyclists, etc.
- Appreciation that City staff are trying to accommodate a wide range of stakeholder interests.
- Recommendation to make road design clear even to occasional users and tourists.
- The design should rely on comprehensive and transparent parking data.

### Outreach Plan Discussion

Jackie McLaughlin, Communications Manager, provided an update on outreach and feedback efforts. The online survey for Section A closes on April 7, 2025. A summary report will be published after the survey closes. Feedback from the survey feedback and the WG will be used to improve the draft design shared today.

There will be a Section A Open House on May 1, 2025. The focus will be sharing the final design for Section A and the installation timeline. The City will share information about the Open House via posters throughout the corridor, updates in the City's Daily News email, postings to the City calendar and social media accounts, and an email to the project list. Materials will be translated into several languages.

WG members shared questions and comments during and following the presentation. They are summarized below, along with clarifications and responses from City staff, which are italicized in sub-bullets.

- Are Cambridge Day and other media outlets kept up to date on these efforts?
  - Yes. Cambridge Day, Harvard Crimson, and others are signed up for the daily news email, and also get alerts for news stories that are posted on the website.
- Working Group members are encouraged to suggest groups and community members that would benefit from additional outreach: One Working Group member suggested outreach to Linwood Court Apartments residents and the church group that uses the basement of Fletcher-Maynard.
- Where can working group members direct others who are interested to find more information?
  - More information can be found at <https://www.cambridgema.gov/streetsandtransportation/projectsandprograms/broadwaysafetyimprovementproject>.

### Public Comment

Members of the public were offered the opportunity to share public comments with WG members. Public comments are summarized below.

Susan Carter: Switching lanes seems like an undesirable design option, especially for cyclists. The bump outs (i.e., where the bike lane bends toward the street around an accessible loading zone) make it very difficult to back into the parking spot that abuts the bump out. The design should include more accessible parking spaces. Susan Carter also requested clarification on why metered parking exists on side streets.

- *The City typically matches parking to the land use. The places where there are meters on side streets are matched with lots with businesses, not residential housing.*

### Working Group Business and Next Steps

Abby Fullem, CBI Facilitator, offered closing remarks including working group business items and next steps.

#### **Business Items**

- The facilitation team did not receive any requests for revisions on the charter after the last meeting, so the charter will be considered adopted as of today.
- A draft meeting summary from the last meeting was circulated and suggested revisions were incorporated. The meeting summary is now finalized.

## Appendix A: Meeting Participants

WG members:	City staff:	Facilitation team: CBI
Amanda Leifer Ben Compaine Christopher Cassel Diana Yousef Dien Ho Erich Trieschman John White Kenneth Carlson Phoebe Heyman Nate Sharpe Rhonda Greene  <i>Not present:</i> David Lyon	Andreas Wolfe Jackie McLaughlin Jeff Parenti Leah Grodstein	Abby Fullem Anika Reynar

## Appendix B: Meeting Agenda

<b>5:20</b>	Settling in, refreshments
<b>5:30</b>	Welcome & Introductions
<b>5:50</b>	Broadway SIP Section A Design <ul style="list-style-type: none"><li>● Presentation</li><li>● Open House</li><li>● Discussion</li></ul>
<b>7:20</b>	Outreach Plan Discussion
<b>7:50</b>	Public Comment
<b>8:00 PM</b>	Adjourn