

PRESENTER 1: [INAUDIBLE]

ABBY FULLUM: Thank you, Mayor.

PRESENTER 1: [INAUDIBLE] Jackie, just start. Bring us through a few slides here. But we're just going to give you background on how we got here and why we're doing this project and a little bit of context.

So let's see. No, I think this slide is-- Andreas, is this--

PRESENTER 2: We do this slide in the next slide now.

PRESENTER 1: OK. It used to be number seven. That's OK. You can do it [INAUDIBLE] feet.

ABBY FULLUM: Oh, Jeff, sorry. One thing-- is anyone having trouble viewing the slides? We have a few printouts, if that would be helpful.

JACKIE And they'll be posted to the website--

MCLAUGHLIN:

ABBY FULLUM: They will.

JACKIE They will also be posted on the website.

MCLAUGHLIN:

ABBY FULLUM: Yeah. OK. Go ahead.

PRESENTER 1: The Cambridge City Council passed a safety ordinance in 2019. And so it's a little bit unusual for an elected body to take an action like this. Usually, it's for something that's of interest to them, it's more of a general policy statement or other similar ordinances.

But in this case, what the Council did as part of the law was to be very specific about what they had in mind. And so that is the action they took in 2019. And the key phrase here is the one in quotes, which is "greater separation." And so this is a direct instruction from Council to provide the cyclists with more space between the bicycle and the moving vehicle.

And so what this action did was it obligated a city department, which in this case was Traffic, Parking & Transportation-- Commissioner McKenna, myself, Andreas, Jackie, and the rest of the staff in our department-- to find a way to get this accomplished. And that's when we started.

There was an amendment in 2020. And so again, more specifics-- 25 miles of separated bike lanes. And that also called out streets in particular, which I'll get to in a second. And then, again, earlier this year, about a month ago, Council set new deadlines for the CSO, which we'll get into in more detail. Next slide, Jackie.

So this map shows what the ordinance covers. On the right, the orange streets are the streets that were specifically called out in the ordinance. So that's all of Massachusetts Avenue, Broadway, Hampshire Street, and Garden Street. Those are the orange streets.

And then the purple ones are additional streets that were called out And part of the 2020 bicycle plan's network vision. And then, of course, Cambridge Street, which is the one circled in green there on the left, is the subject of this project and of this working grouping. Next slide.

PRESENTER 2: All right. Thank you, Jeff. So I'll be a little more specific about Cambridge Street in particular. Start off with, why Cambridge Street? There's a short answer, which is that Cambridge Street is one of many streets that's on the Cambridge bicycle network vision as a street for greater separation. That's shown on the top right side of your screen.

Any of those purple streets, like Main Street, Hampshire Street, Mass Ave, are other streets that were designated aspirationally in the bicycle network vision to have separated bike lanes or something similar to provide greater separation between a user of a bike lane and a driver or truck traffic, or bus traffic, or whatnot.

The streets in the bike plan, such as Cambridge Street and these others-- they are many of the major streets in Cambridge. They're most of the most direct and convenient routes. They get to many of the places that are important to us. And the goal of this bicycle network vision is to create an interconnected network so that all destinations, businesses, family, friends, jobs, residences are all safely accessible by bike as they would be by car.

Now, many of the streets that are called out for greater separation are busiest streets in Cambridge because that's where most of the activity in the city happens, on these major corridors on Cambridge Street. And so many of these streets have a lot of conflicts. And that's shown in the bottom right, is-- this is a very typical experience if you've ridden a bike on Cambridge Street of having conflicts between yourself and other users. Often, it's with someone pulling over for parking or loading activities.

But generally speaking, these busy streets like Cambridge Street-- they have the most crashes in the city because they have the most conflicts between all road users. Because they have the most users, they have the most going on. And the best design practice, not just in Cambridge, but nationally, internationally, when you have these high-conflict corridors with a lot going on is to have separated by lanes-- not just for bicyclists, but really just to provide more predictability and safety to the street.

OK. So our goals-- the first one is the most obvious. And I think it's the most pressed, which is, we're installing separated bike lanes to improve biking. But it's not our only goal. With any of these projects, it's about improving safety for all users. Separated bike lanes is one way to do that, but it has a lot of co-benefits.

And that includes improving crossing the street, reducing conflicts, slowing driver speeds. Often when you have a separated bike lane, that also involves narrowing what's left of the street, which actually has a reduction in driver speeds. When drivers travel more slowly, we see them stop more for pedestrians. We see the impacts of a crash reduced because they're traveling at less speed.

We know that parking is a high priority and that there are parking impacts with this project. Typically, just one side of parking will be available versus two today. And so a major part of this outreach process is figuring out the design of that aspect of the project and how it interacts with where there are needs along the corridor-- like, what businesses have what needs; how the design of parking interacts with the bike lane, with the crosswalks.

And then intersections are where we have the most crashes. It's not all crashes. But as with all these projects, we also take a look at intersections to figure out other things, like turn lanes. Are there different types of controls, which can refer to something like a stop sign or a traffic signal? Are there different ways that those can be timed or programmed to improve safety?

And then, also, when we're doing a project on a transit route, a street or a bus route, we look at ways to improve bus service. So that's primarily the 69 bus on Cambridge Street. And we'll be looking at things like ways to make buses travel more efficiently along the corridor.

That can mean often changing the spacing of the stops or where the stops are located so that buses have an easier time pulling in and out of the bus stop or loading can happen more efficiently. And also, improving the experience at the stop, like can we provide better amenities, like shelters, benches, et cetera? Yeah. Next slide.

So it's not all Cambridge Street, again. I think most of you are aware, but we're talking about Oak Street to Second Street-- so where the Inman Square project left off with separated bike lanes to Second Street where this last year we installed separated bike lanes as part of the redevelopment there with the O'Brien Highway project and the Lechmere Station project. So we're filling in the rest of the street here.

And so the project is happening over a number of years. And this is for many reasons, but I think that one important one is to stage the impacts of the project. It's a long corridor. So right now, we're mostly focused-- we're basically moving from left to right on your screen, from west to east.

So early in this process, you'll hear a lot more about Section A, which is Oak to Willow. We'll talk more about-- design for that section's underway. We'll have feedback from this group on that design. We're targeting a community meeting this spring, sometime early 2025, and with installation happening next year in 2025.

And then sections B and C-- which we'll identify specific limits for each of those-- we'll start later. Again, moving from left to right. But outreach for that is expected to start later on in the process. So it's the middle of next year.

So where are we at with engagement now? So for the Section A corridor-- or section there-- we have had a design feedback survey open on our website to get feedback on a draft of the design. And we expect to keep that open until about March when we'll have the next community meeting. We'll be talking about that design with this group before then for March.

And then for the rest of the quarter, we haven't yet come up with a draft of the design. So we have an expectation of the impacts, as we talked about, with parking on one side of the street. But we haven't dived into the details as much.

And then we've had a number of stakeholder meetings or interest meetings. So we met with the East Cambridge Business Association recently. We continue to have meetings with key stakeholders. So that includes you all as a key stakeholder, but it also includes folks with the school.

And I myself met with individual business [INAUDIBLE] to all the businesses, to all the houses of worships along the corridor one to make sure they know about the project, meet with them about their concerns. So yeah.

ABBY FULLUM: OK. Thanks, Andreas. Thanks, Jeff. So we have about 10 minutes for questions about what was just presented from working group members or folks at the table and online. Thank you, [INAUDIBLE]. That's great.

So just to know, we talked to 24 people. I think I mentioned this to many of you, but over 70 people applied to the working group. And then we were trying to get down to a group of 15 people. So we're very sorry for those-- like, we couldn't have a larger table. But we hope folks will continue to be involved in the process.

We were looking for a diverse range of perspectives on the working group. We're not trying to weight it any such way. We really want to hear the interests of people using the corridor.

So I'm going to share three sections. One is a little bit about who some of you are, what some of you shared about what you want in these conversations, and a bit about your vision of Cambridge Street after this project.

So one is, everyone here is multi-modal. No one is just a driver. No one's just a cyclist. No one's just a bus rider. I thought that was really cool. We're not as simple as a stereotype as individuals.

Some of the cyclists-- like, some people had just gotten a Blue Bike subscription and maybe are-- it's their first time with a bike. Other people have biked for 45 years-- really big ranges here.

Everyone-- you all are using this corridor constantly, if not daily. You're walking your dogs. You're bringing your kids different places. You're going shopping. You're eating. You're having a business there. You're going to church. You're going to a corner store. Like, you're really on the corridor. You're using it to get out of the city. You're crossing it.

And so there's a range of uses there. And there's also a range of professional and technical expertise. As you've heard, I think, with some of the intros, we have some people that work in transportation professionally and other people who are getting interested in it. And other people are just saying, like, I really know what it's like to walk down this street or bike down this street, and that's what I'm bringing. So that's great.

For some of you, this is like your first civic engagement committee. Some of you haven't really attended that many public meetings. And others are on multiple committees and have been very engaged with the city. You know the department acronyms, know individuals-- so again, range there.

Range of time living in Cambridge-- people that have moved here, like, four years ago. And then we heard from multiple generations of Cambridge, multiple lifelong-ers here at the table. You all spend a lot of time on Cambridge, as I said. And a really deep love of this neighborhood-- that came across very clearly, which was exciting.

A few things you said you wanted for our conversations was both candid, not-dancing-around challenges, but while being respectful. Representation of a broad spectrum of people-- hopefully you'll see we've tried to achieve that. And if we are missing a perspective, let us know. And we'd love to try to target additional outreach that's happening in the city that way.

Some people said, we want to see data on this. We want not just an individual perspective. We want to know as a trend. Others said, like, I'm an individual, and getting specific stories is really important to how we understand it. So a combination of both is desired.

We heard from multiple people that, we really want to work on solutions, not just vent frustrations. But then we also heard, like Patrick was saying, we have to acknowledge the past. And we want to know, we want to be clear about what the limitations are, like Jim was saying.

A lot of people said they're excited to just meet their neighbors. So we're going to try to incorporate some informal time during these meetings. We are trying to work together well. And part of that is just knowing who's around you.

You want facilitation. You want clear agendas. You want notes so everyone knows what's happening and can be kept up to date. A clear understanding of city constraints and limitations-- again, this question of, what is actually on the table? And we're going to really try to be explicit on that at our next meeting, going through things.

And then background information and shared terminology-- and I'll just note this is a little tricky. Because again, some people have been in this for a very long time and know this in and out. And other people are new, which is great. But we just need to figure out how to set that table so everyone has enough information to be able to participate.

And then just a bit on your vision of the Cambridge Street. So one is really, for many people, top of the list was just safety for everyone. So this was, for example, traffic moving at a safe speed, improved intersections. Some of you mentioned really specific intersections or just kind of general better sightlines, improved bus loading. So really, everyone was thinking about a lot of safety for different types of users.

Aesthetically appealing and maintained-- making sure that the design can work in snowstorms, for example, that there's enough staff in the city to be able to clean it up if something gets hit. Clear and consistent street markings was a desire, street design that makes it really obvious what to do so you're not having to guess. Clarity is really important, I heard.

I think everyone mentioned wanting vibrant businesses on Cambridge Street. That was really important to everyone. And this is including both that patrons can get to shops and stores and from different modes. It includes things around delivery and loading, that those are possible and maybe streamlined.

And then, also, I think Carmen maybe noted this in the beginning, but that there's some consideration around moped delivery-- DoorDash, Uber [INAUDIBLE] rise of this. We want a system that works for those types of vehicles.

Parking options where they're needed-- specifically, we heard near apartments with older people, near the churches, near some of the public housing where people might be more dependent on cars-- and then the idea of using parking options in private lots and making sure it's mitigated using some of the new [INAUDIBLE], which we'll talk about next time.

Heard an interest in flat and wider sidewalks so that it's more accessible for wheelchairs, people with walkers, people with strollers. And then just that, after this project, Cambridge Street will continue to be more of this lifeline through the neighborhood-- that it's vibrant, that there's seating options, there's an active edge, that it's a really robust part of the community.

[INTERPOSING VOICES]

Thanks, Andreas. OK. We're going to move now. For people in the room, I have a printed version. Here.

PRESENTER 2: Yeah. Thank you.

ABBY FULLUM: [INAUDIBLE] and then for folks online, I'll share screen of a different thing. So we have put together a draft charter for the working group. And a charter is really just a document that seeks to write down how we will work together so everyone has a shared understanding of what responsibilities are and what our purpose is and so that we're talking about the same thing. And if ever there was a new working group member that came on or a new city staff, you could just share this document and say, this is what we're doing and how we're functioning.

So I'm going to take us through this slightly quickly. We'll take general comments on it now, but we'll give a week or so to review it. And if you have more detailed comments, we can take them via email. So this is just draft working version.

OK. So this first purpose is really just an introduction to the project itself. So this is what Andreas was presenting earlier. It's on the website. I think we went over it in most of the interviews. So it shouldn't be a surprise. It's just laying out what the project is.

The next section here is why the city created this group. And so really, we have from the city seeking to expand and deepen outreach and have a more consistent meeting venue to meet with a set group of people so you can get more in the weeds and more details. There will also be a broader public engagement process here.

The working group purpose-- again, this was in the call-- so this is moving on to the second page. This was in the call for working group members. So I don't think it should be that surprising. The first piece is to just give feedback on the design of the project. The second is to really discuss some of the concerns, and work together, and brainstorming solutions. And then the third is really about helping give advice to the city on how to do their outreach better. So those are the three main things.

In terms of roles and responsibilities-- I'm going to go through these a little more slowly because they're newer. So for working group members, participate in up to 10 meetings. I think the call said 8 to 10-- so just up to 10 meetings. Share your feedback on the design of the project. Share what you know about experiences of your neighbors and community members that relate to the project. Give input on the city's broader community engagement around this project. And then review meeting materials and come prepared.

For city staff, this first bullet is about sharing information about the Cycling Safety Ordinance, the bike plan, Vision Zero So this is really the background plans and policy information that you need to know to be able to give informed input.

Share information about the project itself, the timeline, the design thinkings, how to engage. And then ask for feedback on the design, on how to do engagement. Listen to working group member perspectives. And then, of course, be posting information online and making sure it's available.

And then we as the facilitation team-- so our goal is to have a process that works for everyone. So if you ever have ideas about how to improve our meetings or feedback-sharing, please let us know. We are very much an open door.

We will facilitate group conversations, guide the process. We are creating meetings summaries, which Meira is helping with. We'll talk about those a little bit more in a second. And we will strive to send meeting materials in advance of meetings as much as we possibly can. Any questions about those? Somewhat straightforward? OK.

So just a few notes about how working group meetings will run. So we will always have an agenda. We'll try to stick to the time as best we can. If there's anything you want to talk about during the meeting, please let us know. And we'll try to fit it in to the agenda. The more time is helpful. But if there's something urgent that comes up-- that you want time during the meeting, that's fine. Just let us know.

In terms of meeting frequency-- so this group can help decide the frequency at which it will meet. Roughly, we have meetings quarterly over the life of the project. As we know, the timeline is changing. So that might shift. And we'll probably meet more often in the beginning. Or we would suggest meeting more often in the beginning when there's more design discussions taking place.

Format-wise, this group was pretty mixed on the best format. A lot of people wanted to encourage in-person participation if possible. Of course, some people can't always join so want a hybrid option, but encouraging in-person or encouraging all virtual-- so trying to have minimal people joining hybrid. So we can, I think, experiment with this as we go forward and see what's working for everyone. OK.

For the meeting summary-- so we'll develop a high-level meeting summary that captures the main themes, where we don't take meeting minutes. We don't say who says what unless it's maybe someone from the city that's noting something and we think it's important. But we try to capture the ideas as they are expressed.

And we will send out the summaries for you all to review. And if you think we got something wrong, let us know. We'll update it. And then it will get posted on the city website. We're trying to have these be pretty streamlined so there's not a lot of fluff, but that we really want to capture the main points. And we're not-- to make that clear.

And then, lastly, public participation. So we'll always have the option for members of the public to join. And we'll include time at the end of the meeting for members of the public to share public comment if they want to share any advice for you all as you go about your work or things for you to consider.

OK. Moving on-- we're getting close. So this next section is, how will we work together? So one is, what does the working group have the power to decide? And this is being very explicit. This is a working group that's in an advisory role to the city. So it is not a decision-making body.

Great. And then also just noting that the city is also receiving input from other stakeholder groups and from members of the public. But this is a great opportunity for them to meet consistently with people who are getting a more detailed understanding of their project and can give really nuanced feedback.

The outcomes of this process-- so we'll be developing advice and recommendations. Sometimes that can look like a memo. Sometimes that can just look like the meeting summary, key feedback for the city to take and incorporate into their design process. And then, again, if you have any concerns, please reach out. We'd love to hear from you.

OK. Any questions on that? Yeah, [INAUDIBLE]? Thanks, Maria. You're doing a great job on that. OK, Jackie. I think you're going to take us through public comment?

JACKIE
MCLAUGHLIN: Yeah. So yeah. So thank you to everyone for being here in the working group. We do have a number of people from the public who are joining us here today. Thank you for your patience.

We do have some time to hear from you all. So we invite you to share anything you want this working group to hear. We do ask you, please keep it around two minutes to ensure we have enough time to hear from everyone. I apologize in advance if someone cuts you off. But, yes.

So raise your hand online and in the room if you'd like to speak and join the queue. For those on Zoom, I see, Lee, you have your hand raised, which is great. Once we call on you, you will get a pop-up that lets you unmute. So just be aware of that. And I think this opens it up to public comment.

ABBY FULLUM: So we had Helen and Jules sign up and so can we do one in the room, one online, and then one in the room?

JACKIE Sure.

MCLAUGHLIN:

AUDIENCE: Is public comment recorded?

ABBY FULLUM: Yes.

JACKIE It is.

MCLAUGHLIN:

AUDIENCE: OK. So my name is Helen [INAUDIBLE]. I live on [INAUDIBLE] Street in Cambridge. I've lived there for 30 years. Can everyone hear me?

ABBY FULLUM: Mm-hmm.

JACKIE Yes.

MCLAUGHLIN:

AUDIENCE: OK. So I just wanted to note that I put in a request through Participatory Budgeting, which people may be from PB, that there be an employee hired specifically to offer orientation and mobility training to the roughly-- available to the roughly 700 blind and vision-impaired people who are now having to navigate through the city with bike lanes that run contraflow on-- you step out into something every week. I am cussed out by a cyclist for stepping into a bike lane that I didn't see and don't know is there. It's a mess. And I just want to lift that up for you all to consider.

How can that be taken care of and incorporated into-- I know blind people who just will not travel anywhere in the city, including on Cambridge Street. They take Ubers as much as they can. They stay home. They're scared. I'm scared, too. So every time I walk out, I'm scared of what's going to happen to me. I get cleanly grazed.

And even if someone doesn't stop sharply on a bike in front of me and scream at me for being in a bike lane, they run past me and use really salty language. I don't always use a cane, so they don't always know that I don't see. Because it's unforgiving. It has become dangerous and unforgiving. And this needs to be taken into account.

As far as I know, there's never been a focus group with the 700-plus blind people in Cambridge, let alone-- add another 400 or 500 partially-sighted people. And then add into that elderly people who are just unstable on their feet, not sure where everything is. It's just becoming really complicated and very scary.

And I feel that there needs to be-- there's aggression that's happening and road rage from cyclists and from drivers. And there needs to be some component of this that address the sociopolitical aspect of how changing everything affects people's relationships; affects people's safety; affects a sense of entitlement, or a loss of entitlement, or just everything safe. And it feels really important.

I know. I want to be clear that I'm available to this working group. People can find out how to reach me. Or I can share it with you. But there needs to be some greater safety put into place for everybody who is just sort of being pushed off to the side, literally, physically.

As I was coming here, walking here-- and it was daylight. I didn't have my cane. But there was an elderly couple who was trying to cross Cambridge Street. And it was a red light. And a cycle started to breeze through it.

And I said, stop. You stop where the cars stop. And he said, I don't have to do that. And I said, yes, you do. And I stood there. And I waited. And I ensured that that elderly couple made its way across. But they almost stopped because they saw the cyclist was just not going to stop.

So there has to be some component of this once things are put in place and adjustments to have things put in place-- where there is a component of, what is going on socially and interpersonally among everybody that there's so much anger, and a rise in entitlement, and an absolute disregard for people who just might not quite know that there's a new [INAUDIBLE] there that goes the opposite direction [INAUDIBLE] Kendall Square-- the opposite direction of where you expect it to because you figure out that traffic is coming from here, not from there.

So forgiveness-- and Boston, I know, is creating some type of program where they're sending-- STOP, something like-- it has an acronym, I think, STOP, meaning, for people with disabilities, take people into account.

So I'm hearing a lot of plans for cement and things like how we're going to be doing that. But there has got to be something where we talk with people about, why is there so much anger that you'd rather run someone over sooner than look at them?

ABBY FULLUM: Thanks, Helen.

JACKIE OK. Thank you, Helen. Lee, if you are still around, we'd love to have you speak.

MCLAUGHLIN:

ABBY FULLUM: So Lee, should get your-- I think you should be permitted to talk if you want to hit Unmute. Great. So yeah, about two minutes.

AUDIENCE: Thank you. I'm sorry for the previous speaker that's going through those experiences. My comment is about how these meetings are run.

So when you're on Zoom and you look at this, the people that are sitting at the table that are not consultants are about half an inch square or less. They're smaller than that. And there is a feature, a setting on Zoom where the person that's speaking can be highlighted.

And so that means that each person that's speaking would be as big as the consultants' show in the meeting. And I'm asking you to think about how you're doing the visuals of the meeting.

And then, secondly, if a person that's on Zoom that's a member of the public has a problem with connectivity or a suggestion like this or that audio is not working, there's no way to reach you guys in real time. I tried emailing Andreas. But understandably, since he's in the meeting, he doesn't see the email.

So you might want to-- there are other ways to run Zooms where there is some kind of Q&A in addition instead of chat. And that would be a way that people that are in the public could communicate with you and let you know that something's not going right. So I would make those two suggestions about the format of how these meetings are run so that members of the public can get a better experience. Thank you.

ABBY FULLUM: Thank you, Lee. That's great. One thing I'll just note in the visual-- and we can do some research-- is, actually, what you're seeing is image projected from an Owl, which is like a hybrid meeting tool for microphone and video.

And so the reason that it's on, I guess, me a lot is because I'm talking a lot. And so it goes to who has last talked. And so hopefully that won't be me as much in future meetings. But that's what's happening. But we can try to do a little research and see if there's a way to make that top bar, which captures the whole table, larger.

JACKIE Right.

MCLAUGHLIN:

AUDIENCE: It never went to you even when you weren't speaking-- I mean, it never went off of you even when you weren't speaking. You were always highlighted.

ABBY FULLUM: Yes. I can't tell you it's my favorite thing either. Yeah.

AUDIENCE: OK.

ABBY FULLUM: But, OK. Yeah, noted. And we will try to do a little research on that. Yeah.

AUDIENCE: That's good.

ABBY FULLUM: Right. Thank you. OK. And then Jules-- oh, sorry, Jackie.

JACKIE Oh, yeah.

MCLAUGHLIN:

[INTERPOSING VOICES]

AUDIENCE: OK. Hi. [INAUDIBLE] Street in East Cambridge. And I walk. And I take the bus. And I often go to Inman Square. And since the bicycle lanes have gone into Inman Square, it is much more treacherous for me as [INAUDIBLE] walking and taking the bus. And there are some really bad design issues in Inman Square. And I hope it doesn't get repeated elsewhere. I'll give you a couple of examples.

For the bus stop that is right in front of the 1369, there is what they call a floating island where the bus stops. Very often, bus drivers who are stopped at several car lengths behind that stop with a red light-- they don't want to wait to get to the floating island to let people off and then maybe miss the next cycle for the lighting.

So they'll let people off before they get to the floating island and walk out right into the middle of the bicycle lane And cyclists wouldn't know that people are going to be there. They would assume that's the free place for them to ride. And it's gotten so bad that there's even announcements on the buses now that you should watch for bicycles before you get off the bus.

And so that's really going to be tough for-- I mean, I've trained myself to do that, that before I step down I look to check for bicycles. And people who-- yeah, so people who are visually impaired can't do that. People who are getting their carriages off the bus or their shopping carts off the bus can't do that. So it's really, really dangerous.

And a design idea for that is to have the bus stop be on the other side of the light so that the bus is not caught behind waiting-- that they wait for the bus. And then they cross that street. And they let those passengers off on the other side, where there are not any cars stopping them from getting there.

And I don't know if this is going to be an issue on the other part of Cambridge Street. But in the part of Inman Square in front of the Indian restaurant, there's a big sitting area. And the bicycle lane goes on one side. And the pedestrian walk goes on the other side. People don't know it's there. I mean, people assume that that bike lane is the sidewalk.

So people do go on there with their kids, with their strollers. And it's just waiting for an accident to happen. So I hope that you ask people who actually walk the area a lot and take buses in the area what are the dangers that they've noticed in places that are already present so then you can apply that to the rest of the implementation of this plan. Thank you.

[INTERPOSING VOICES]

ABBY FULLUM: Are there any other public comments either online or--

JACKIE Yeah.

MCLAUGHLIN:

ABBY FULLUM: Yes?

AUDIENCE: Hi. My name is [INAUDIBLE] and I live on Otis Street. I have some concerns. And the concerns that I [INAUDIBLE] simply [INAUDIBLE] go on Cambridge Street and come from Lechmere, whatever. This has been a mess [INAUDIBLE] four times, it needs to be redesigned to address how you can cross the street to get to the subway that was [INAUDIBLE] pedestrians to use it because it's so far now away from East Cambridge, the real East Cambridge, rather than North Point or whatever.

So we have really no way. I just have a very difficult time of walking to the T. So now I have to take a car or whatever. And that's sort of difficult, too. Because I love to go into Boston. I have to say that. And I just can't get there. It's impossible.

And you talk about bus routes and whatnot. [INAUDIBLE] the 69 bus. It's unbelievable. It becomes, your lucky. So it's a very difficult spot.

And then, also, [INAUDIBLE] going to have-- you talked about loading zones for shops and I'm thinking, OK, so there's [INAUDIBLE] is a church [INAUDIBLE]. Next is a [INAUDIBLE] funeral [INAUDIBLE] my dentist, this or this, this or that. I mean, all of those places need someplace for handicapped people to get off [INAUDIBLE] so I don't know how that's really going to be addressed.

JACKIE Thank you. [INAUDIBLE].

MCLAUGHLIN:

ABBY FULLUM: Thank you.

JACKIE [INAUDIBLE]

MCLAUGHLIN:

AUDIENCE: It would be nice if the sidewalks were usable, that people can walk on them.

[INTERPOSING VOICES]

ABBY FULLUM: Thanks, Betty. Thanks to everyone sharing public comment. Glad you're here. [INAUDIBLE]

JACKIE Mm-hmm.

MCLAUGHLIN:

ABBY FULLUM: Good. So I'm just going to quickly take us to our next steps. So-- oh, good. We did set a deadline.

So we're asking you to review the draft charter. We'll also email that out with all of the actions by next Thursday, December 12. We'll incorporate any edits. If there's anything major, we'll bring that back up for discussion. But if it's smaller, like word changes or not, we'll move forward with that.

The next meeting, as Andreas was saying, will be Monday, December 16, from 11:00 to 1:30. Part one will be here with light lunch. We'll try to get through as many of those presentations as we can, leaving time for discussion.

And then part two is, we'll do a site walk. If you haven't already, it would be great if we could hear RSVPs from you because we want to order the right amount of lunch. [LAUGHS] And then, also, for the people that are participating virtually for that, again, we'll definitely have a virtual option for the meeting itself-- the site walk, probably not. But maybe we'll send questions for you to consider and get back to us. So you'll hear more from us on that front.

PRESENTER 1: [INAUDIBLE]

ABBY FULLUM: Yeah?

PRESENTER 1: Is the agenda probably an hour here and then--

ABBY FULLUM: Yes. It's not totally fine-tuned to that degree, but yes. Yeah, because we want enough time for walking there and then also at the library after for discussion.

We will send out a scheduling poll for the January meeting. We want to get that on folks' calendars before it starts filling up. We will also, I realize-- why don't we send the ordinance out to people in case folks haven't looked through that in great detail?

And then lastly on the meeting summary-- so we will draft a summary. We will send it out. It'd probably take us, like, a week or two. We'll send it out to you all and give you about a week, again, to review it. We'll incorporate comments and then have the city post that on their website. So we'll do that after each meeting. We probably won't have it up in time for the December 16 meeting just because this is a tight turnaround. We'll do our best, but no promises there. OK.

JACKIE See Carmen has their hand raised.

MCLAUGHLIN:

ABBY FULLUM: Oh, great. Hey, Carmen. Go ahead.

AUDIENCE: Hi. Yeah, I actually just had a question hearing some of the comments about sidewalks. Like, is sidewalk reconstruction or reconfiguration within the scope of this? Or is this only looking at things within the right of way of the street? I know there's been a lot of comments about accessibility. And I just wasn't clear how broad the scope was for this?

ABBY FULLUM: Thanks for that question, Carmen. Jeff or Andreas, do you want to answer that?

PRESENTER 2: Yeah, sure. So generally speaking, this is-- and we'll get more into quick build versus construction at the next meeting. But generally, this is a quick build, which unlike a major construction project like Western Avenue, which was done a number of years ago now, or River Street, which is coming up, the amount of construction we're doing is a lot less. It makes the impact much more minimal, but it also reduces what we can do.

We do want to make sure that all the ramps are fully accessible. And there are certain mandates we have to do, thankfully, to make sure that ramps are all constructed according to national standards for accessibility. So that is part of it. But widening the sidewalk, some of these more construction and heavy things-- generally speaking, no, we would not be able to accommodate those in a quick build.

ABBY FULLUM: Thank you.

PRESENTER 2: With more on that coming in the next meeting [INAUDIBLE].

ABBY FULLUM: But good question, Carmen. OK.

JACKIE [INAUDIBLE]

MCLAUGHLIN:

ABBY FULLUM: All right. With that, I think we can conclude our first working group meeting. Thank you, everyone. You will be hearing out with actions and some of these documents for review from us. We'll see you on the 16th. Please RSVP if you haven't already. And definitely grab a snack or a hot cocoa on your way out.

PRESENTER 2: And if there's any questions about logistics-- so all the meetings are-- there's the links to, like, calendar items on the city website. And they're all on the project page. So if you have any questions, you can, of course, call or email. But everything's posted on the project website. There's a link in here, but it's cambridgema.gov/cambridgestreetsafety. So [INAUDIBLE].

ABBY FULLUM: We'll send it out.

PRESENTER 2: We'll send it out. But there'll be links in there to all the details, too, just about where we're meeting, agendas, and so forth.

AUDIENCE: So I was on the project page this morning. And some of the links were broken, and especially the "Connect to Vision Zero", and the ordinance itself, and I think the network vision. So if someone can please either update the link so we can send out where [INAUDIBLE].

PRESENTER 2: Definitely.

[INTERPOSING VOICES]

ABBY FULLUM: Thanks, Helen. That's helpful.