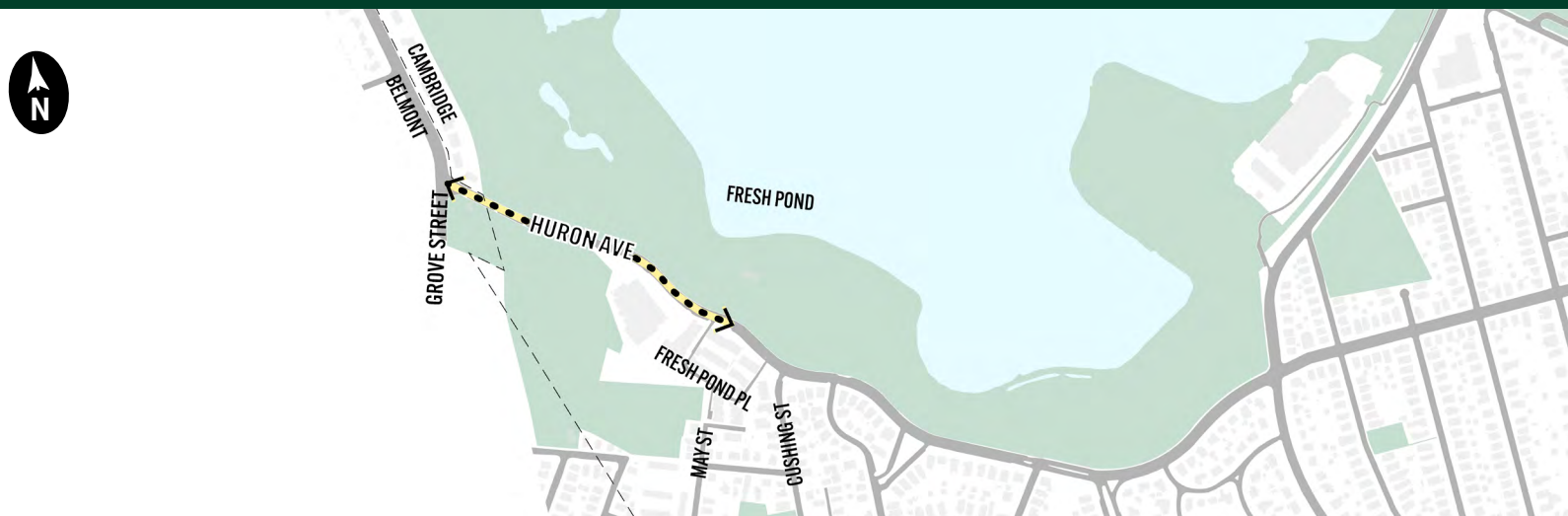


Outer Huron Safety Improvement Project

Design Options Feedback

Survey Results



About the Safety Improvement Project

Huron Avenue is an important street for many people in our community. Every day, residents and visitors walk, bike, drive, and take the bus along Huron Avenue to access economic, recreational, and community-based opportunities. It also plays a key role in the City's efforts to create a safer, more connected network of bike routes across Cambridge.

Through the Outer Huron Avenue Safety Improvement Project, the City will add separated bike lanes and safety for all users. These changes are designed to make Huron Avenue safer, more accessible, and more comfortable for everyone who uses it.

574

Total Responses

54%

Completed Entire Survey

96

Joined Project Email List

About This Survey

In Winter 2025, the City launched a public engagement process for the Huron Avenue Safety Improvement Project. A community survey was conducted to gather feedback on proposed design options.

To accommodate separated bike lanes within the existing curb-to-curb width, changes to on-street facilities were proposed. The survey asked community members for input on:

- Parking preferences
- Bus stop placement
- Intersection design
- General design considerations

The survey was open from December 2025 through January 2026. Additional feedback was collected through community meetings, stakeholder outreach, and one-on-one conversations.

How Community Feedback Guided Our Decisions

Using this feedback, we put together an updated street design plan. This design was informed by survey results, feedback we heard at community meetings, open houses, and emails and phone calls from residents and stakeholders.

The survey was not a vote. Rather, it served as an opportunity to gather a wide range of context-specific insights that may not have been apparent otherwise. We reviewed both the preferences expressed and the reasons 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 Outer Huron Safety Improvement Project webpage (camb.ma/huronsafety). As a result of this survey and other feedback received during community engagement, we made adjustments to the project designs. This report details changes to the bus stop location, parking regulations, and the Grove Street intersection – all direct results of community feedback.

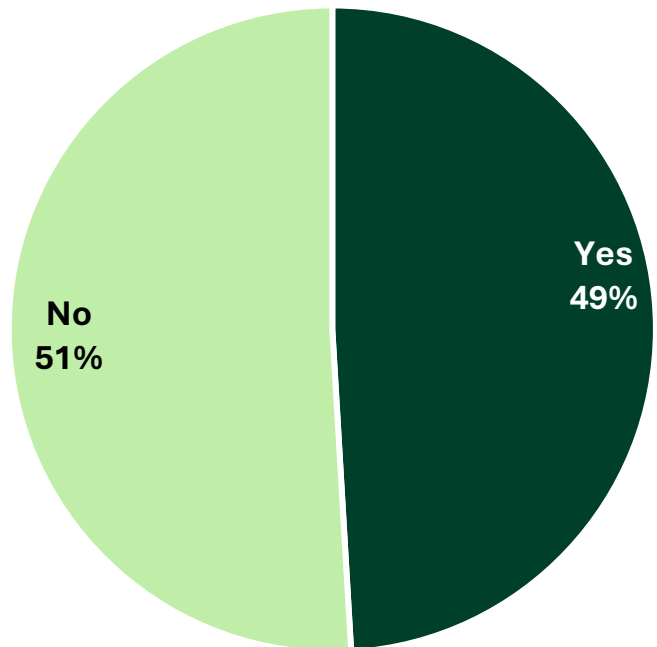
To stay updated on this project, visit the [project website](#) to view the updated street design and sign up for email updates.

Survey Question Results

See the Appendix for the full survey results, including open-ended responses.

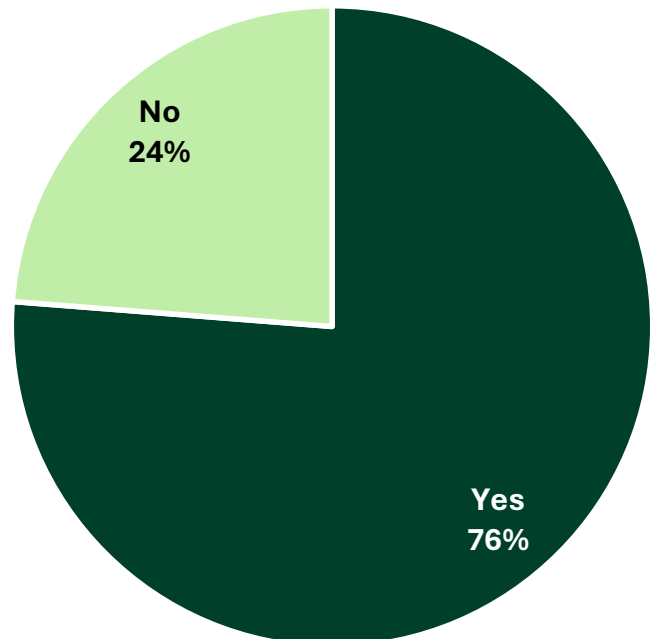
Would you like to read some more background on the project?

- Yes: 503 responses
- No, take me to the survey: 522 responses



Do you want to provide block-by-block comments?

- Yes: 661 responses
- No, I just want to leave a general comment: 206 responses

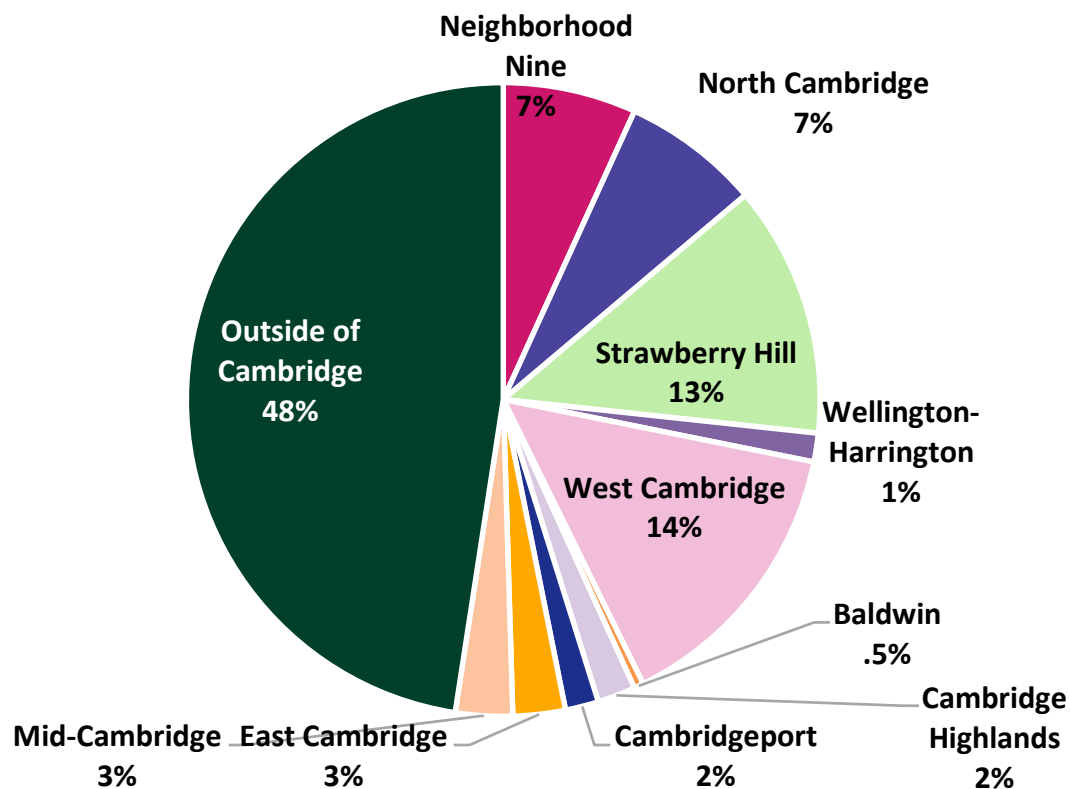


Who Took This Survey?

Questions 1-3 told us more about who responded to the survey and helped us contextualize the feedback we received.

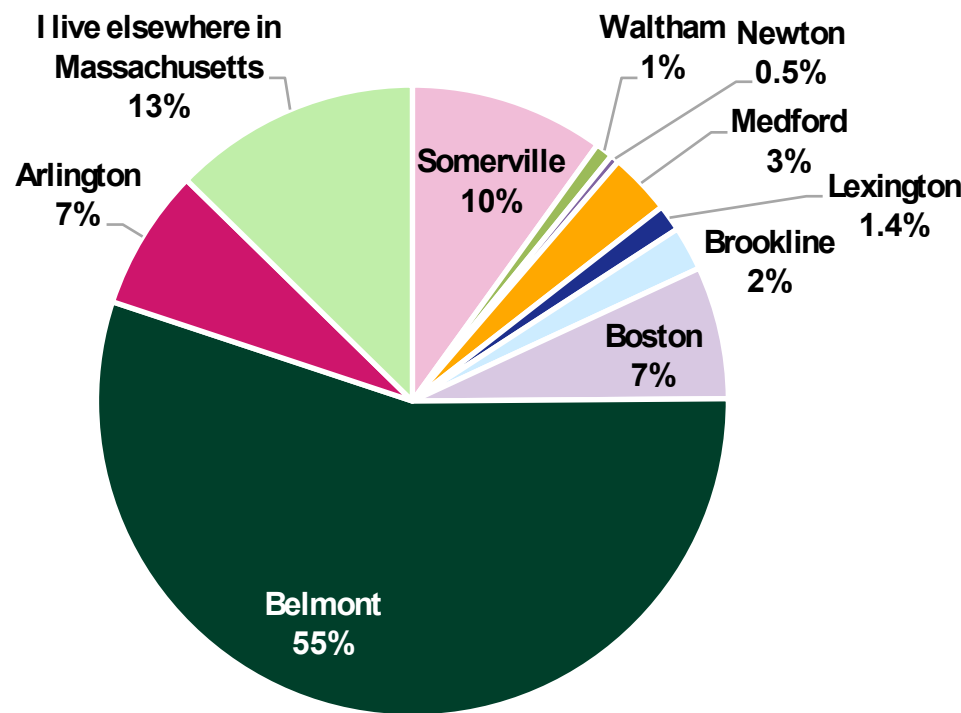
Q1. Which neighborhood do you live in?

Answered: 412



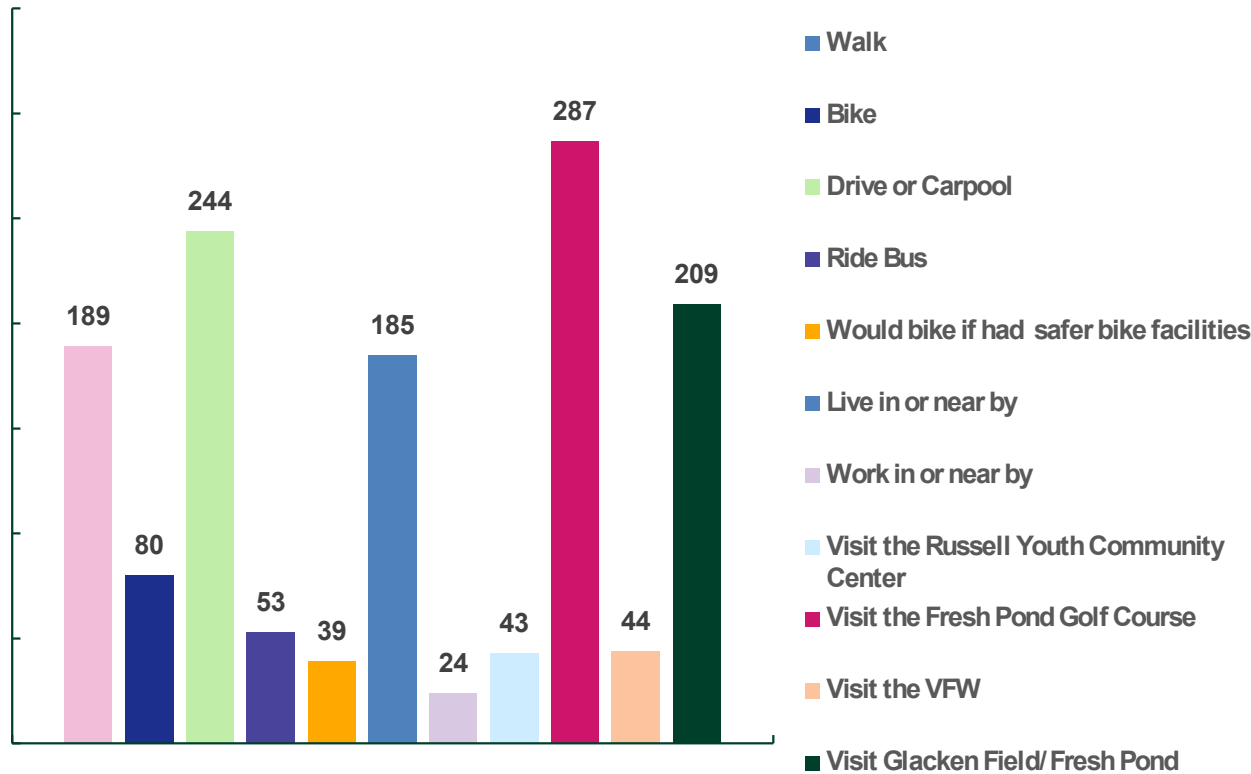
Q2. If you live outside of Cambridge, where do you live?

Answered: 221



Q3. This project includes the area of Huron Ave from Grove Street to Fresh Pond Place. Please tell us more about how and why you travel in this area. (Please check all that apply)

Answered: 430



Summary of Responses

- **Mix of residents and non-residents:** Almost half of the survey respondents do not live in Cambridge, with over 25% living in Belmont. This is expected since the project area borders Belmont and the facilities in the area are used by residents of Cambridge and people from other towns and cities.
- **Golf course well represented:** 66% of those who took this survey said they frequently visit the Fresh Pond Golf Course. 50% of this subset also said they drive or carpool in the area, and 56% of this subset also said they do not live in Cambridge.
- **Opportunity for modal shift:** A little over 10% of the survey respondents who said they frequently drive or carpool in the area also said they would bike in the area if there were safer bike facilities.
- **Bus riders not well represented:** Only 61 survey respondents said they ride a bus through this area.

How This Feedback Impacted Our Design

This feedback helped us understand if our survey accurately represents the opinion of

various groups. We feel that our survey best represents the opinions of people who golf in the area, drive in the area, use the recreational facilities in the area, and residents of the area, including some who live in Belmont. We need to consider other data sources besides this survey for some of the groups we didn't hear from, such as bus riders and people who work in the area.

700 Huron Ave Bus Stop Location

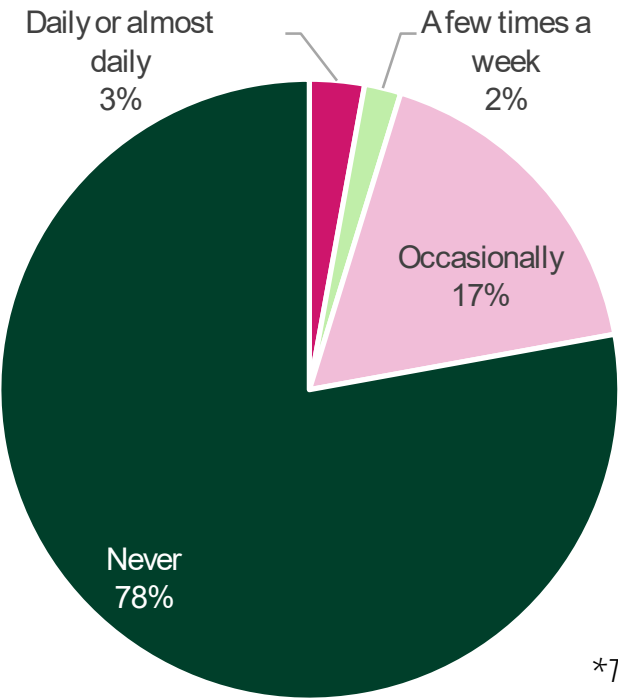
Questions 4-6 asked survey respondents about the bus stop at 700 Huron Ave, outside of Parkside Place. The original design proposed moving the bus stop and removing the loading zone in front of the Russell Youth Community Center (Youth Center).



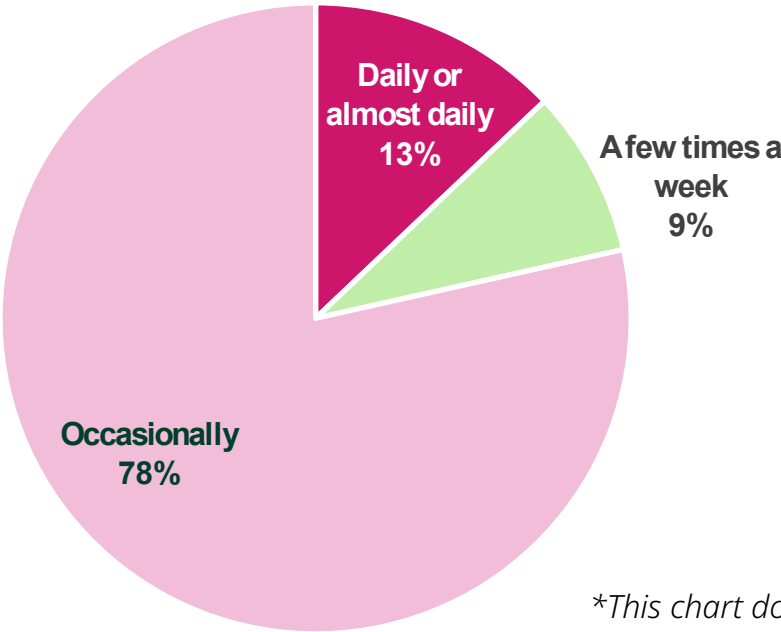
Map of Project Area: 700 Huron Avenue (outside of Parkside Place) - Concept design.

Q4. How often do you use this bus stop?

Answered: 420



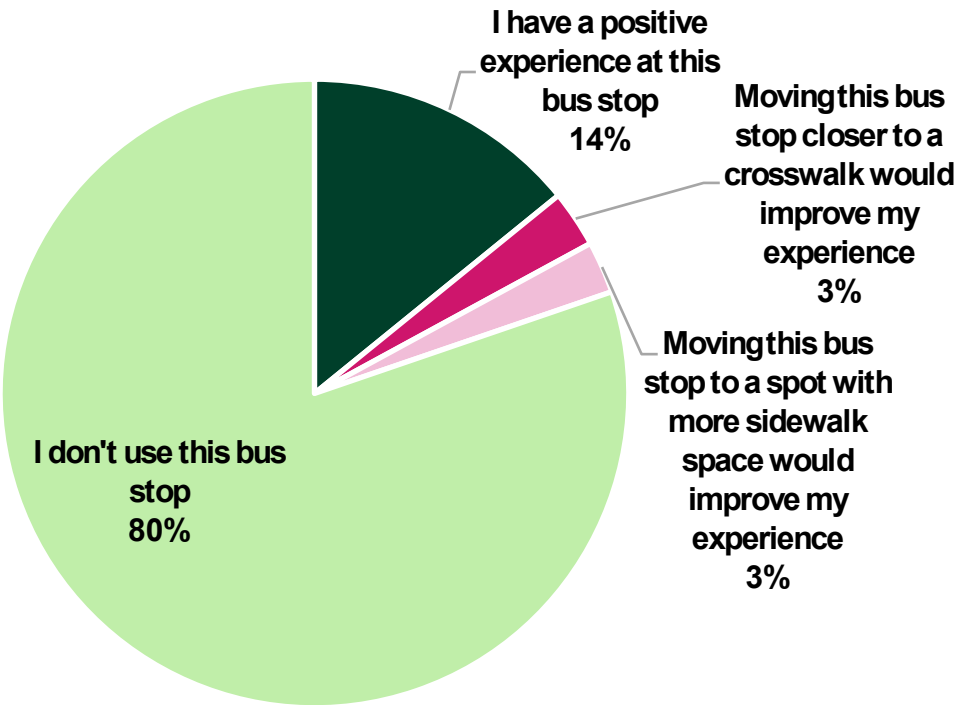
**This chart includes the 327 people that said they don't use this bus stop.*



**This chart does not include the 327 people that said they don't use this bus stop.*

Q5. Which statement best describes your opinion on the existing bus stop located at 700 Huron Ave (in front of Parkside Place)?

Answered: 407



Q6. Please share your experience using this bus stop.

Answered: 37

Summary of Responses

- **Strong opposition to removing Youth Center loading zone:** Originally, DOT proposed moving the 700 Huron Ave bus stop to the loading area in front of the Youth Center. Many commenters expressed the importance of the Youth Center loading zone for pick-up, drop-off, and accessible van loading at our first virtual meeting for this project and the subsequent Open House. We heard from so many people that we decided not to remove the Youth Center loading zone before this survey went out (but still considered moving the bus stop to a different location).
- **Highly convenient location:** Multiple commenters said the stop works well where it is, especially due to its proximity to dense housing at Parkside Place (700 Huron Ave). Similar feedback was also received at the project Open House meetings.
- **Valuable amenities under Parkside Place:** The current stop location is next to the driveway porch for the Parkside Place building. Respondents report using the porch as a shelter or sit in the benches. Commenters noted these privately maintained amenities are particularly important for older residents, children, and people with

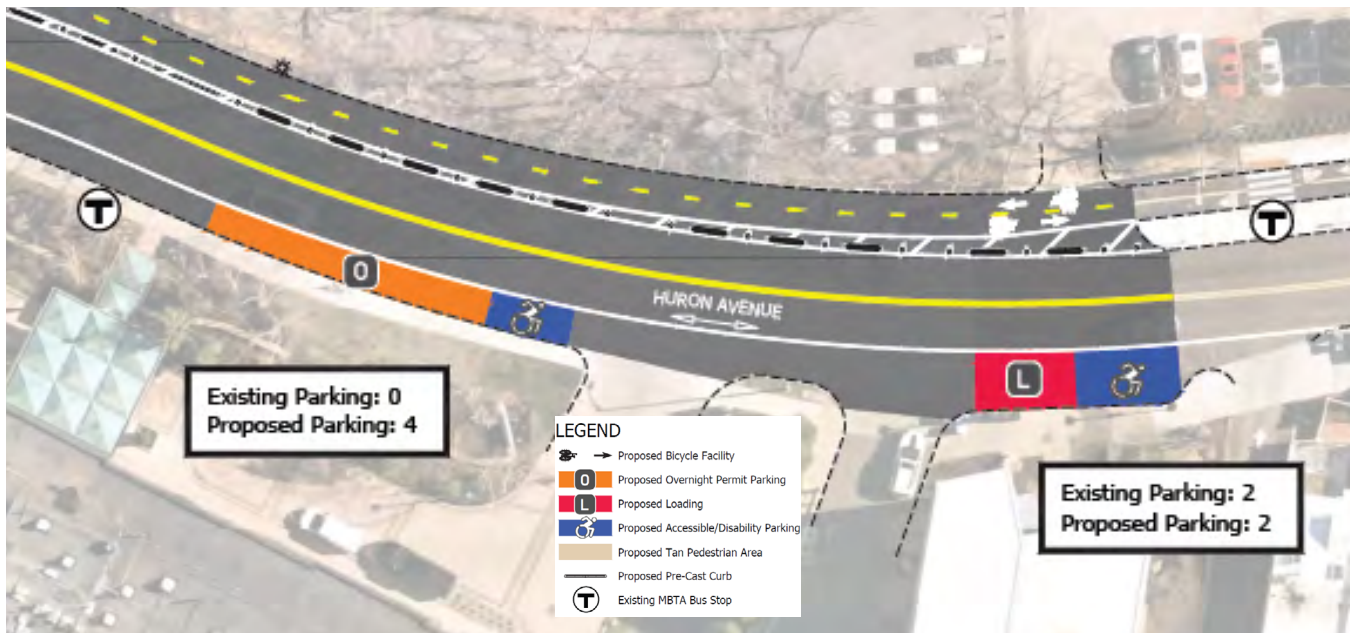
mobility needs.

- A few comments mentioned they'd like to see improvements to sidewalk crowding, snow removal, and ease of crossing Huron Avenue.

Design Choices: What Was Considered and Why

- Most people who took this survey don't ride the 75 bus or use this stop. But the feedback we did get matches what we heard at other outreach events for this project – the bus stop is very popular and mainly used by building residents.
- Youth Center employees and participants in Youth Center programming reported how important the loading zone is to accessibility. Most individuals with disabilities who participate in the program arrive and leave via rideshare, family member pick-up/drop-off, The Ride, or the MBTA and very few have driver's licenses.
- Based on feedback from residents who rely on the bus and people with disabilities who use the loading zone to access community programming, the DOT will keep the bus stop in its current location. Although the bus stop does not meet current MBTA design guidelines, it is grandfathered.

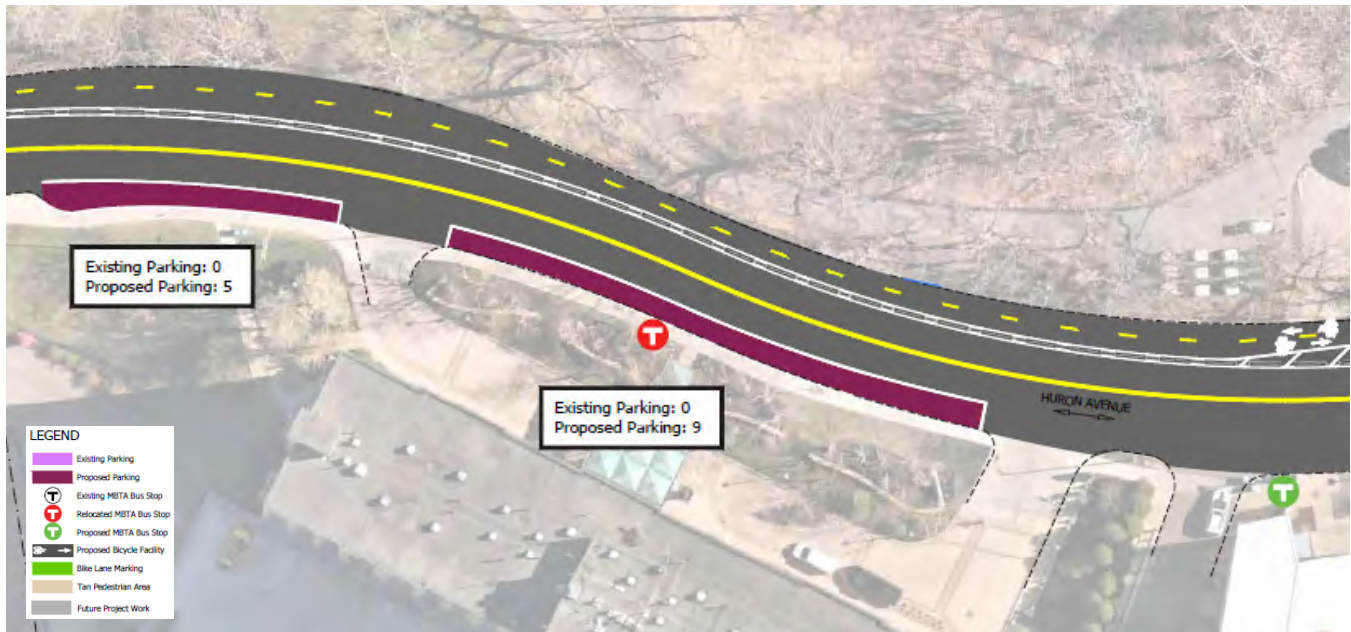
See the updated design below, which maintains the loading zone and keeps the bus stop at 700 Huron Ave.



Map of Project Area: 700 Huron Avenue (outside of Parkside Place) - Proposed design.

Parking Regulations by Parkside Place/Youth Center

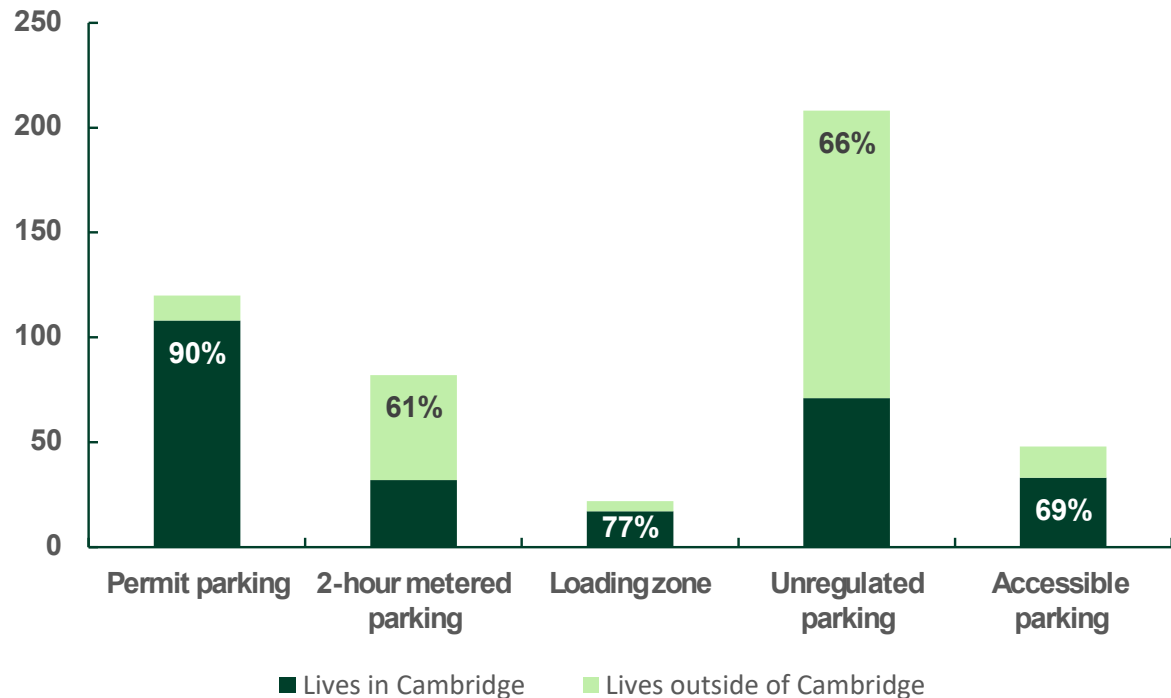
Questions 7-8 asked survey respondents about the new parking added on the south side of Huron Ave, near Parkside Place and the Russell Youth Community Center (Youth Center). The questions asked about which kinds of parking respondents would like to see, and why.



Map of Project Area: 700 Huron Avenue (outside of Parkside Place) parking layout - Concept design.

Q7. Which types of parking do you think would best serve this area?

Answered: 387



Q8. Please explain your reasoning for the previous answer.

Answered: 255

Summary of Responses

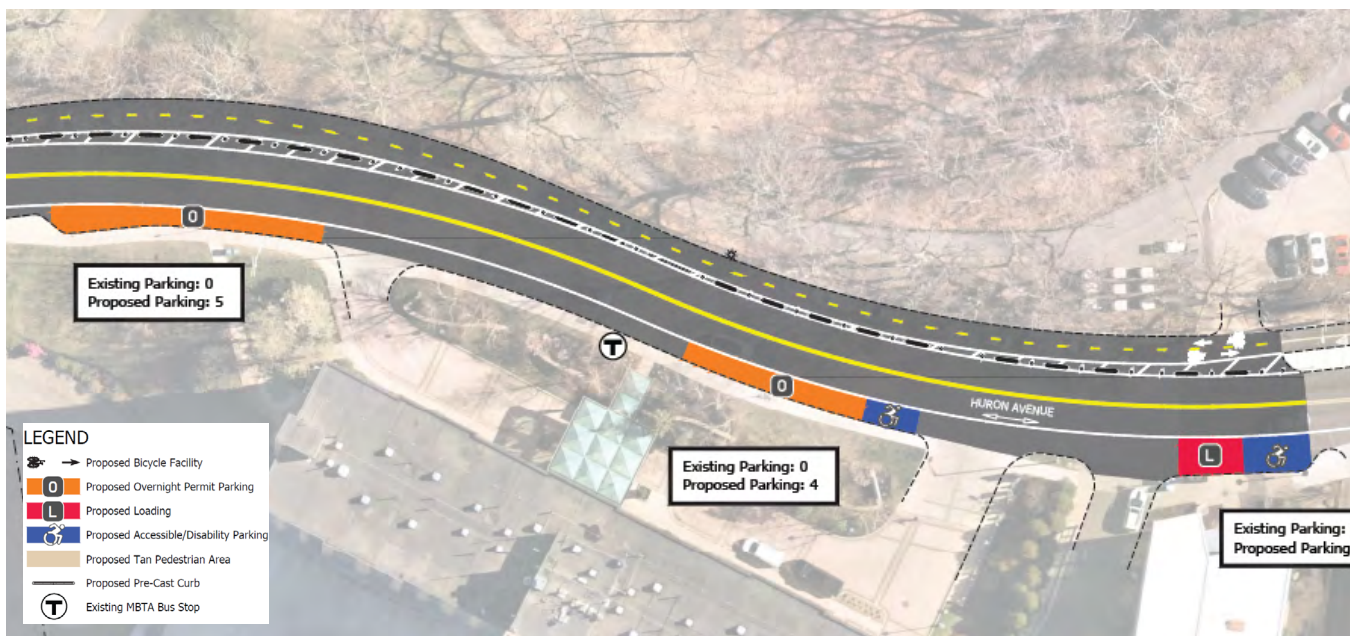
- **Parking is in high demand:** respondents chose parking regulations based on the demands of the area, including golfing, sports games, walking around Fresh Pond, community programs at the Youth Center and VFW, and parking for residents and visitors.
- **Permit parking popular with residents:** Cambridge residents cited the desire to park near their home and host visitors. Some felt that residents should have priority for parking and that unregulated parking could lead to non-residents using the parking as long-term car storage.
- **Unregulated parking popular with non-residents:** Commenters who were not Cambridge residents cited the need to park for golfing and community events. Although the golf course has a parking lot, commenters experience the lot filling up at busy times and have needed to find street parking.
- **Accessible parking needed:** Some commenters noted that accessible parking is not currently available on street in this area, which was also brought up at the project Open House at the Youth Center. Other commenters noted that people with limited

mobility need closer access to the amenities in this area.

Design Choices: What Was Considered and Why

- The lack of accessible parking spaces in this area was brought up in the survey responses and in project Open Houses. DOT added two new accessible parking spots in response to this feedback.
- Based on the competing demands for parking between residents and non-residents of Cambridge, DOT chose to restrict most parking spots in this area to residents only overnight, while keeping parking unrestricted during the day. This seemed like the best compromise based on strong feedback we heard from different groups of stakeholders.

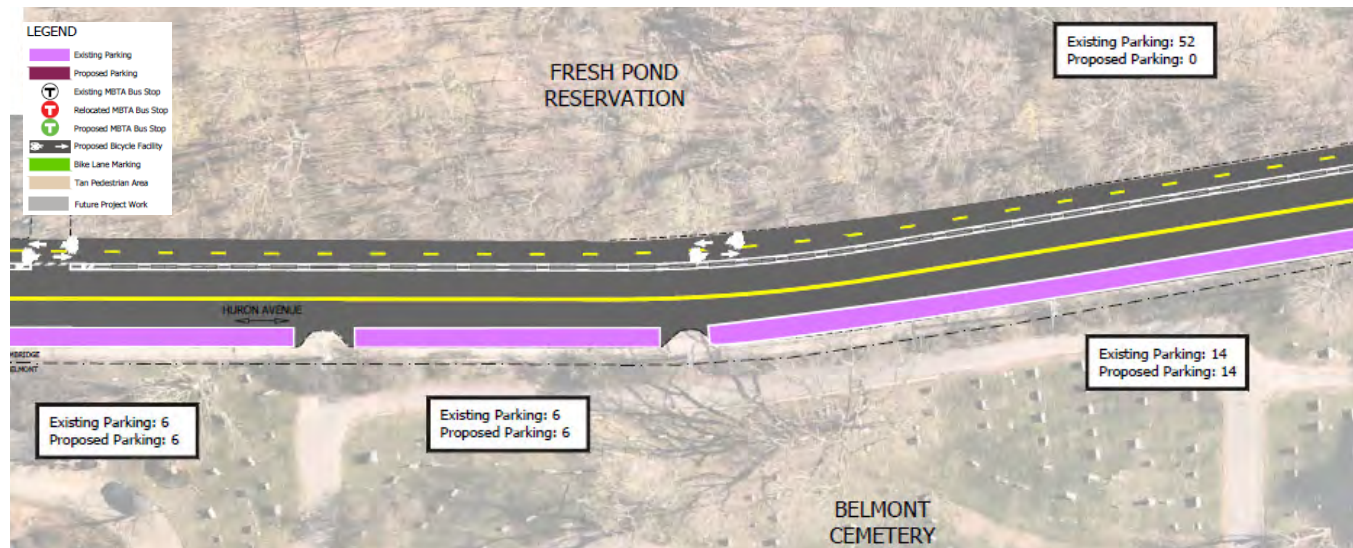
See the updated design below, with overnight permit parking in orange and two new accessible spaces in blue.



Map of Project Area: 700 Huron Avenue (outside of Parkside Place) parking layout - Proposed design.

Parking Regulations by Belmont Cemetery

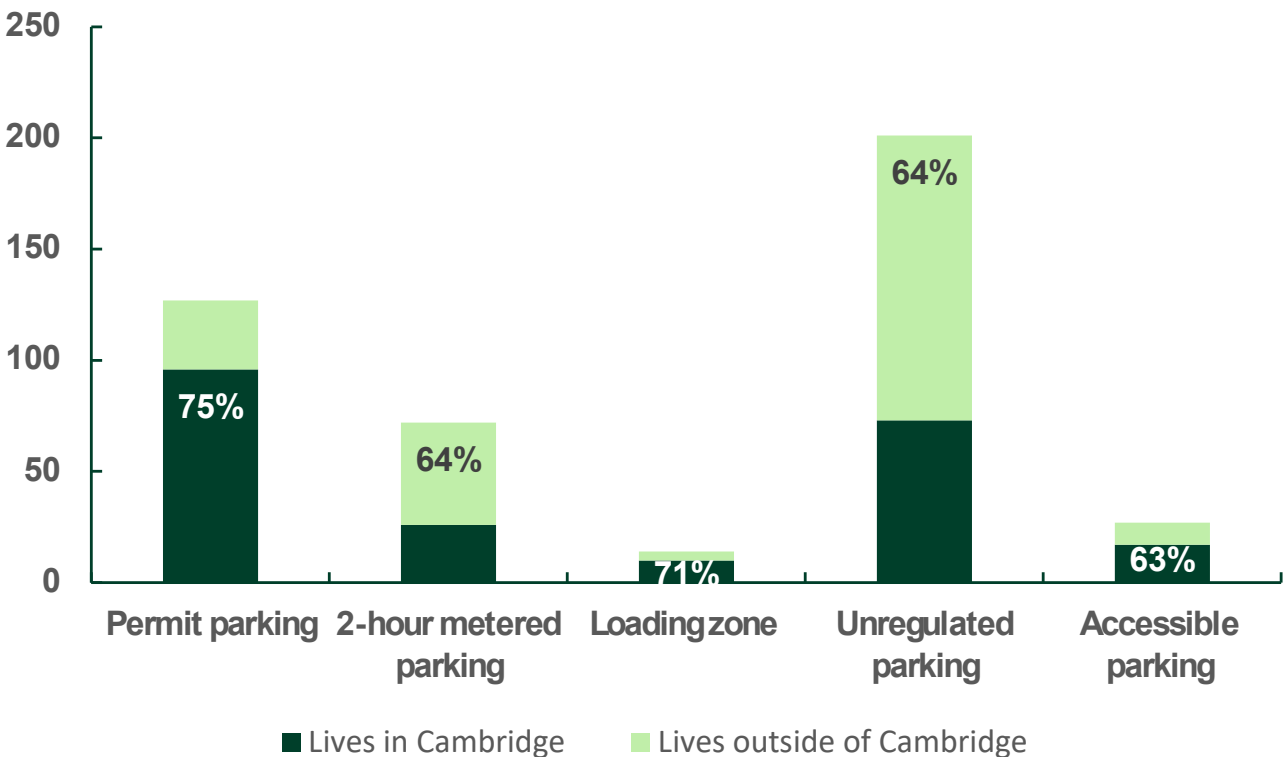
Questions 9-11 asked survey respondents about the existing parking on the south side of Huron Ave, near the Belmont Cemetery. The questions asked about which kinds of parking respondents would like to see there, and why.



Map of Project Area: South side of Huron Avenue (near Belmont Cemetery) parking layout - Concept design.

Q 9. Which types of parking do you think would best serve this area?

Answered: 365



Q10. Please explain your reasoning for the previous answer.

Answered: 194

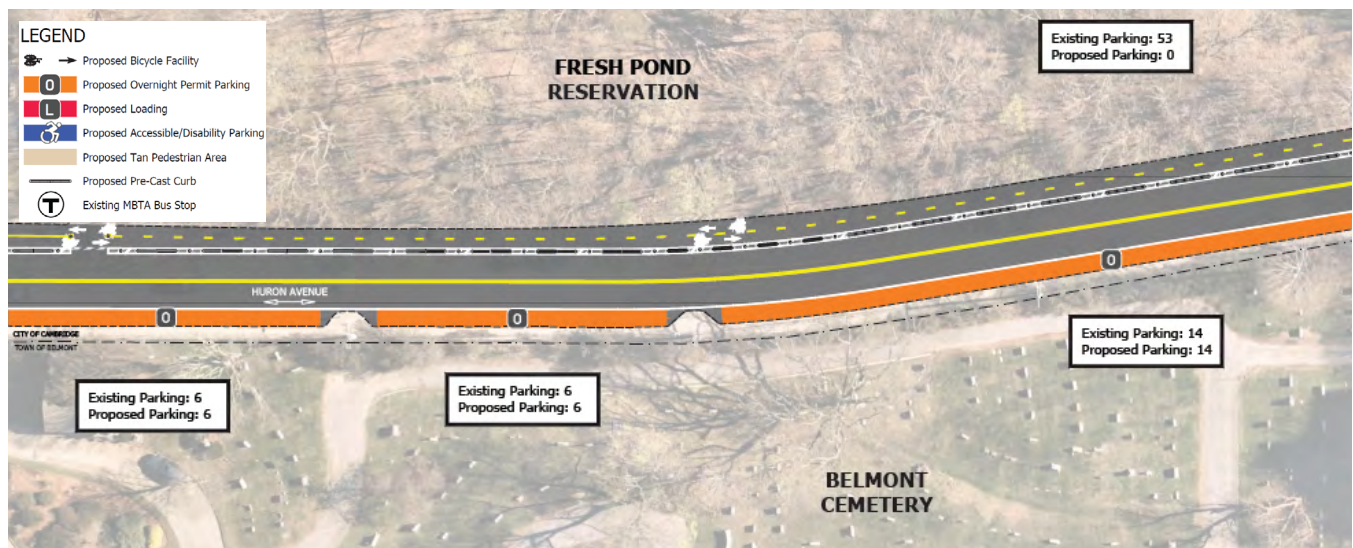
Summary of Responses

- **Negligible difference between questions 9-10 and 11-12:** the most popular options with residents, non-residents, and overall remained the same regardless of where the parking spots were located.
- **Accessible parking and loading zones less popular:** the most noticeable difference in responses was due to parking location. The parking near the Belmont Cemetery is further from residential buildings and community resources, so fewer respondents asked for accessible parking and loading zones.
- **Opposition to timed parking:** Several people suggested 3–4 hour parking (instead of 2 hours) to allow enough time for golf, recreation, or programs, while others expressed that any time limit on parking would be impractical for their needs or stressful.
- **Opposition to paid parking:** Many respondents disliked the idea of paying for parking, citing affordability and access concerns.

Design Choices: What Was Considered and Why

- Because of the concerns about timing expressed in the survey and the many reasons respondents cited for needing parking, DOT decided not to introduce any metered parking as part of this project. Longer meter hours were considered but rejected because we believe they won't create much additional parking turnover, if any.
- Many survey respondents expressed concern about the removal of Unregulated parking spots on the North side of Huron Ave. Although maintaining all of the street parking while meeting the project goals was not possible, DOT is proposing to change some regulations along Huron Ave outside of the project area to allow unregulated parking full time, or during the daytime hours (overnight permit parking). This will help offset the loss of unregulated parking and help accommodate visitors who cannot use permit parking spots.

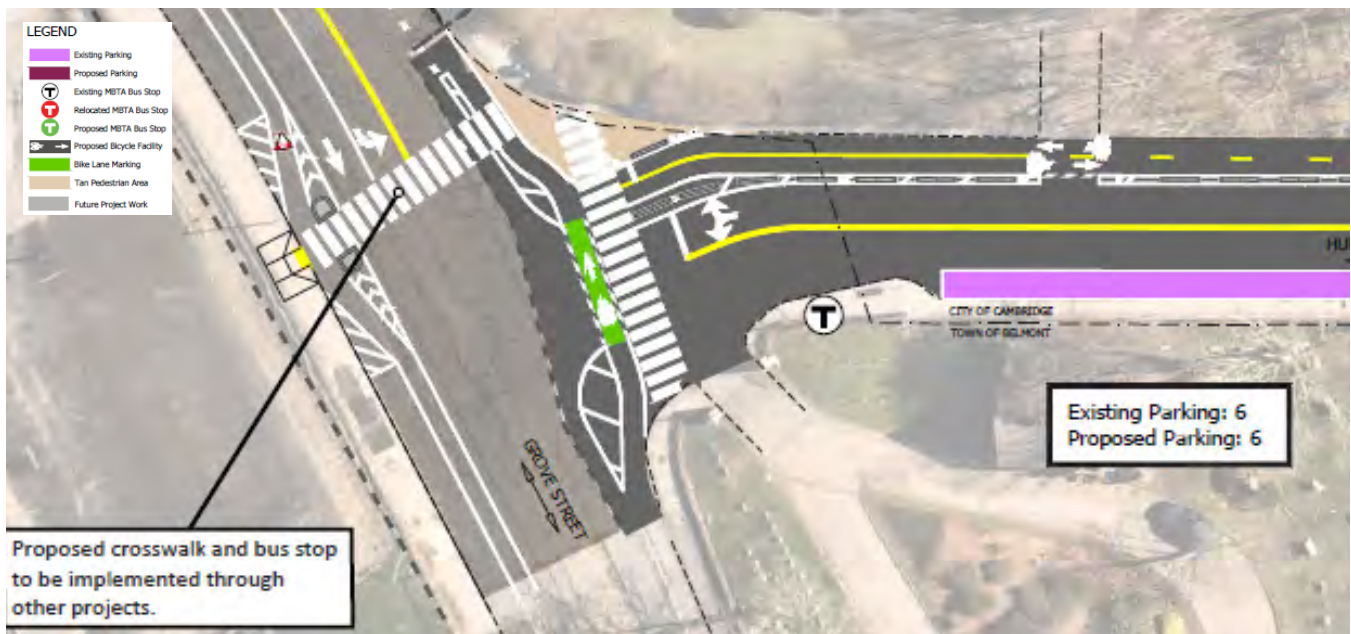
See updated design below, which shows more overnight permit parking in orange.



Map of Project Area: South side of Huron Avenue (near Belmont Cemetery) parking layout - proposed design.

Intersection of Huron Avenue and Grove Street

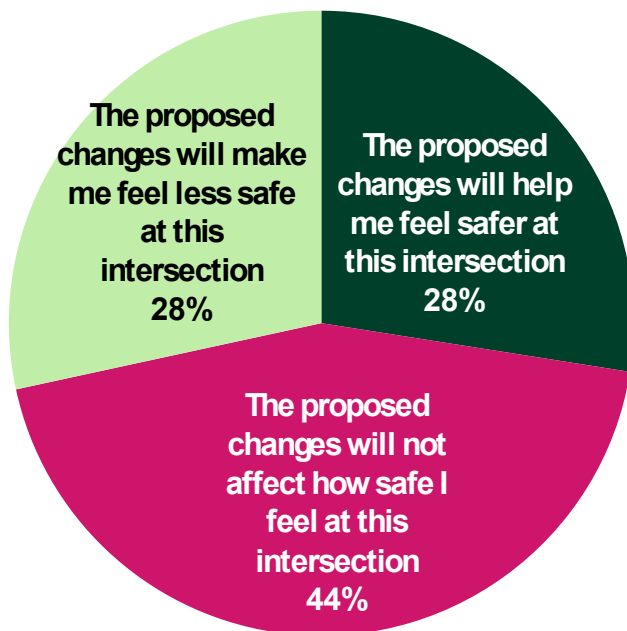
Questions 11-13 asked survey respondents about Cambridge's proposed design at the intersection of Huron Avenue and Grove Street. The questions asked how safe individuals will feel at the intersection, and allowed space for respondents to suggest design improvements.



Map of Project Area: Intersection of Huron Avenue and Grove Street - Concept design.

Q11. Which statement best describes your opinion on Cambridge DOT's proposed changes to Huron Ave at this intersection?

Answered: 331



Q12. Please elaborate on your previous answer.

Answered: 154

Summary of Responses

- **Most respondents thought the proposed changes would either not affect them, or make them feel safer:** 72% of respondents felt the proposal would improve safety or maintain it, while 28% of respondents expressed that the changes at the intersection would make them feel less safe.
- **Cyclists most confident about safety improvements:** The most popular sentiment amongst respondents who said they frequently bike in the area was that the proposed changes would help them feel safer. The open responses showed that planned features like separate bike facilities and traffic calming were popular with cyclists.
- **Unsafe experiences leave locals wary:** Many respondents cited their experiences with speeding drivers, unsafe passing, and poor yielding compliance as reasons why they felt only larger changes would impact how safe they feel at this intersection.
- **Some drivers worried about project impacts:** Some respondents said the changes would make them feel less safe because they are concerned about driving in narrower lanes, looking out for more cyclists, and increased traffic congestion.

Design Choices: What Was Considered and Why

- The number of open response answers and other feedback from pedestrians mentioning lack of yielding at the crosswalk led DOT to slightly change the design of northeast corner of the intersection. The design used to include a painted curb “bump out” and now includes a smaller bump out and a painted crossing island between the bike lanes and vehicle lanes. This is meant to improve the visibility of pedestrians waiting to cross and allow the option to cross the bike lanes and vehicle lanes separately.
- Although narrower lanes and two-way bike lanes are changes for drivers to get used to, DOT has done similar projects that include narrower lanes and two-way bike lanes. Narrowing lanes in particular is a proven traffic-calming technique shown to reduce driving speeds and is a crucial element of this project.
- Belmont has finished designing a transportation project on Grove Street that includes a traffic signal at this intersection. The traffic signal will help address any additional congestion that results from combining the turn lanes on Huron Avenue, while improving safety by giving all modes dedicated time to cross the street.

See updated design below, which shows the updated islands on the corner of Grove Street and Huron Avenue.



Map of Project Area: Intersection of Huron Avenue and Grove Street - Proposed design.

View The Town of Belmont's Grove Street project here:

www.belmont-ma.gov/1632/Grove-Street-Redesign-Project

Q13. Do you have any suggestions on how the proposed design can be improved?

Answered: 135

Summary of Responses

- **Frequent requests for a traffic signal or roundabout:** Many commenters suggested adding a signal (including pedestrian- or bike-activated options) or exploring a rotary to improve safety and manage turning conflicts.
- **Desire for better coordination and clarity:** Some recommended coordinating closely with Belmont, improving signage/markings, clarifying bike movements, and ensuring strong physical separation (e.g., concrete barriers) between modes.
- **Concerns about parking and traffic flow:** A common suggestion was to keep or add parking and maintain enough vehicle lane capacity, especially a separate turn lane—to avoid congestion and support park and golf course access.
- **Mixed feedback on bike facilities and project scope:** While some asked for more protected bike infrastructure and pedestrian improvements, others suggested modifying or canceling the project entirely.

Design Choices: What Was Considered and Why

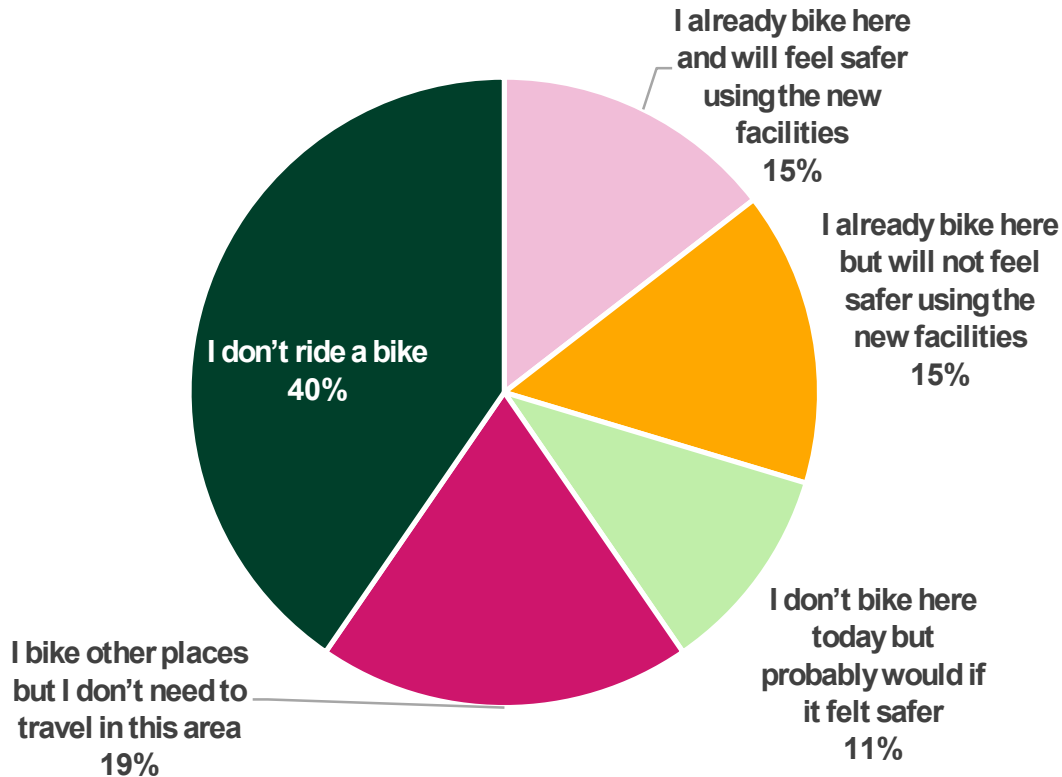
- Belmont's Grove Street project includes a traffic signal at the intersection of Grove Street and Huron Avenue, new pedestrian and bike crosswalks across Grove Street, protected bike lanes on Grove Street, and bike signals. Cambridge DOT cannot install or maintain infrastructure in Belmont, but DOT staff have weighed in on Belmont's design to ensure that the project design is safe and intuitive for all users.
- The Outer Huron Avenue SIP is a quick-build project, which means that DOT designs to the available space in the roadway. Parking removal is a necessary component of this project to achieve the project goal of safety for all users.

Bike Lane Safety

Questions 14-15 asked survey respondents if the proposed bike lane design would feel safer to ride on. The questions had options for people who do not ride bikes on Huron Avenue and those who already do.

Q14. Which statement best describes your feelings about the new bike lanes?

Answered: 344



Q15. Please elaborate on your previous answer.

Answered: 119

Summary of Responses

- **Safer bike lanes encourage hesitant riders:** 30% of the respondents already ride a bike in this area, but 11% more said they would start if it were safer. The open response answers cited the lack of consistent bike facilities and high vehicle speeds as barriers to biking on Outer Huron Avenue today.
- **Bike lane protection is critical:** Many noted that the bike lane should be constructed with pre-cast concrete curbs to fully protect cyclists.
- **Bike lanes weighed against street parking:** Some responders noted that this project would reduce the amount of street parking spots along the corridor, and that

this doesn't feel like a worthy trade off since they don't see many people cycling on Huron Avenue today.

Design Choices: What Was Considered and Why

- This project will include pre-cast concrete curbs in the bike lane buffer. Flex posts will also be used to improve visibility and to fill in areas along the curve where pre-cast concrete curbs do not fit.
- National and local trends indicate that installing safe, comfortable, and connected bike facilities leads to an increase in bike riders using those facilities. It makes sense that people rarely see cyclists using Outer Huron Avenue today, but that should not be taken as an indication of future demand.

Q16. Do you have any other comments?

Answered: 144

Summary of Responses

- Responders expressed their thanks to DOT for improving safety with these proposed new bike lanes, and about how this will improve the overall bike network.
- Many responders expressed their concern about how the parking reduction would impact the golf course and parking at the golf course, as well as other community centers.

Q17. Please provide your email address if you would like to join the project email list.

Answered: 96

Q18. Do you have any feedback on this survey? How can we improve it for next time?

Answered: 59

Summary of Responses

- Responders found the survey helpful and liked the written option to provide more input after the multiple-choice question.
- Some people felt the questions were geared more to cyclists than golfers.
- Some respondents wished the survey was more widely spread in the immediate neighborhood.

Design Choices: What Was Considered and Why

- DOT strives to gather feedback on aspects of projects that can be changed, decided,

or improved based on community preferences. This can sometimes result in the survey feeling geared towards one group, since we don't ask questions about aspects of the project that cannot be changed.

- DOT is always looking for ways to broaden and improve our outreach! We appreciate all the feedback we have received via this survey and our other outreach methods.

Appendix: Complete Answers to Open-Ended Questions

Q6: Please share your experience using this bus stop.

The proximity to Parkside Place is fantastic. The built-in cover is also better than any standalone bus stop.

the bus stop is great. I love the cover above naturally forms a line for people waiting for the bus and protect us from rain or snow.

Moving the bus closer to grove would improve my access to it and would be a net benefit in my opinion.

It's perfect.

Easier for kids to get on the bus when departing Russell.

Very convenient for large population that lives in the building

Do not move it

Error in the #4 Question "How often "DO" you use this bus stop?

There is no need to move this

Can we monitor the bus for 6 months and see if any handicapped person ever uses it? I suspect the city is spending a lot of money to solve a pseudo-problem

Nothing notable

Never stop here but have been on buses that do and often drive behind buses that do.

I think it should stay where it is/outside the apartments. Bikers are a nuisance and these expanded bike lanes are causing traffic due to less driving lanes. These bike lanes negatively impact parking and businesses as a result.

I often have to run/walk on the street here due to the fact that the sidewalk is blocked by people waiting. A lot of people get off the bus in the opposite directions stop and walk across the street in front of the bus rather than walk back to the crosswalk (not safe, particularly at night). Please also consider this!

Both safe bus stop and curb parking for fresh pond golf should be compatible

Moving this bus stop would be a hardship for elders

I haven't used this bus stop, but would be all for more accessibility

It's fine, it's a bus stop, the bus stops there.

This bus stop is perfect. Everything about the current situation is perfect and does not require modification

Although I don't use it, it is an important feature for the neighborhood, VFW, and Youth

Center

good

no experience

Despite that I don't use this is a very necessary bus stop, it is very necessary for the residents and users of public facilities in this area.

Nice that it's so close to the front door of Parkside place where a majority of riders from this stop live

Leading question (above) does not include my opinion. Bus stop should NOT be moved. Snow and ice need to be cleared consistently, and ice melt placed!

The bus stops at the Tip O'Neil golf course sign and waits for passengers to cross to other side (the largest proportion going to Parkside Place (700 Huron Ave)

I use this bus stop with my 5yo son and a lot of our neighbors in the building. We go to school, museums, work, parks, friends, shops, community events, doctor appointments and more with the 75 Bus that's very conveniently located right in front of our 20 stories building. Where is also weather sheltered by the big dome that connects the building to the bus stop. Many of my neighbors use walkers, canes, wheelchairs. We chat and gossip and complain while waiting for the bus and the issue of accessibility never came up. I am therefore surprised and don't understand how and why it became a problem that must be addressed now. We want a stop that's as close as possible from our building and that is sheltered, and this stop we already have. Because you know, for someone who actually uses the bus daily, that is a major convenience. Waiting for the bus, with or without children, in the wind, rain, scorching heat or slush is never a great experience. And we are not asking the City to build us a sheltered bus stop. Since we already do have one, we are only asking you to be reasonable and let us keep it. Please don't wasted our money destroying our good bus stop and building a lesser one. Thank you!

It will increase the traffic and noise right in front of my unit. Be aware that on trash day, there are recycling bins and sometimes trash bins in that area. It will also make turning right from the Fresh Pond Place driveway very difficult when there is a bus stopper there AND it will make turning out of that driveway either direction extremely difficult at rush hour given traffic backed up behind the bus. I wonder why you wouldn't move it in front of the Youth Center, where there is room to move out of the travel lane, as that is supposed to be a loading zone (though typically used for parking more than loading).

It makes sense to have the bus stop in front of the largest group of users, which appears to be residents at 700 Huron Ave.

It connects to residence building and I have shelter from the various weathers

GREAT RIGHT WHERE IT NEEDS TO BE

This bus stop is very convenient for a lot people in the building, especially for kids, elders and the disabled.

The large majority of people who use this bus stop live at 700 Huron Avenue. Moving it

would inconvenience hundreds of people.

Its a gift, wonderful accessibility and very much used and need in this area. Please don't move it for many will suffer if its moved

Q8: Please explain your reasoning for the previous answer.

I think most people visiting Fresh Pond or the community center from this side are Cambridge residents, or dropping kids off

Many cars that currently park in this area stay in one spot for weeks, or months at a time. Shifting to metered parking would leave room for the residents of the tower to park overnight while increasing turnover for folks who want to use the golf course, VFW, community center, park, etc.

Not 2-hour: we're already losing ~35 unregulated parking spots.

Not loading zone: there's already a loading zone for Parkside.

Not unregulated: better protection for the few parking slots that will remain.

Not accessible: don't need 14 accessible spots. Ok with a smaller amount though!

Mostly residents nearby park here. Parkside Place has loading zone already. If you plan to take the parking space away from the golf course side of the street, please keep these for residents with permit.

there are lots of things to do in this area so it makes sense for there to be meters, plus a couple of accessible or loading spaces for the Russell center

I think a lot of the current parking on the north side of Huron is used by non-residents to access Fresh Pond. Metered parking would enable these visitors to park near the reservation in a legal and safe way.

most of the parking is neighborhood residents - and the number of residents is likely to increase with new housing rules

There are public amenities nearby that should have some parking available, but it also makes sense to allow residents with permits to park as well.

Corcoran Park's expansion will severely limit the amount of parking in Strawberry Hill for residents, even with the addition of spots that are in the plan. With major snow events, it's worse. We need additional resident spots, and there is the golf course lot and lots of available parking around Fresh Pond for non residents.

Fewer cars

Need more loading zones and temporary parking to create more accessibility.

The Russell Youth Center does NOT have any off-street parking. This statement is false.

Permit parking is fine especially with nearby parking not requiring a Cambridge permit, are the way to go. As is!

Residents living here cannot feed meters every two hours. That's ridiculous. Further, many youth and senior activities at the Russell Center, golfing at the *municipal* golf course and youth baseball and other games last longer than two hours.

Perhaps a 48 hour limit per space. Not 24 hours. Even if we have cars, sometimes it makes more sense to bike, walk or take the 75 bus.

it seems that many people living in the apartment building use these parking spaces

It is nice to be able to drive and bring stroller, dog, and/or elderly parents to walk around Fresh Pond and find a parking spot relatively easily. It's one of the few places in Cambridge where this is so.

I drop off and pick up my kids often from Glacken and Russell Youth Center. It would be great having more parking here as people double up and park illegally often. So having quick 15 minute parking at the ones closest to Glacken would be great. Others could be permit or open for golf peeps.

People park across the street for various reasons so good to keep it open

Make it harder for non-cambridge residents to drive in and use the golf course

It would allow non residents to use it too.

I don't have an opinion as I can walk to this area.

Huron ave is heavily trafficked given it's a throughway to Belmont and that area has both the playground and golf course and a large apartment building. Taking away parking to accommodate the few bicycle riders is a poor idea

2hours allows for turnover for people walking around Fresh Pond. Handicap parking should always be added for those who need it.

Parking should be minimized in this area because there is not alot of room for bikes/ pedestrians. Loading zone parking tends to block bike lanes.

There is plenty of residential parking in the area and 2 hour metered parking is results. This is a place for enjoyment not shopping. Also you have prioritized a minority of bikers compared to the great multi uses! Who are these people and why can't they just follow the traffic rules without special priority?! I am sick of it!

Picking up kids at Russell as long as it doesn't impact the cycle lanes which we also use for drop off and pickup at Russell. Let's make sure our kids and folks who use the Community center on foot can get there safely, not just those in cars.

There is very limited space to park in the lot, need the street parking.

This area is visited when baseball games are happening by grandparents , friends, relatives that don't live in this are to see family play youth baseball , the parking is already horrible.

People come to play golf from other cities why penalize them for parking nearby when the lot is full.

there is seldom enough parking to serve glacken (which we visit often for kids baseball games)

This area is frequented by walkers, golfers, VFW veterans, recreational participants, neighborhood visitors and it is well-used by all. I pass by this area everyday and parking spaces are almost always used; I believe the people who need the parking spaces along Huron Ave will be well-served if it remains as it is, open to all motorists who need parking spaces without adding restrictions/limitations.

Overflow golf parking. Rounds may take about 2 1/2 hours. 2 hours is not enough time to unload, check in, play the round and load up.

I am a city resident

Assists with parking when Golf course parking is full

The proposed loss of 55 parking spaces on the FP golf course and Glacken field side of Huron Ave would have a devastating affect on access to a multitude of golfers - many of whom are elderly. Were the spaces to be removed as proposed, the impact on the utilization of the golf course would be devastating, not only for the lost revenue but most importantly for the inability of older golfers working hard to maintain their health by staying active and participating in general play and leagues.

I am fortunate to be a Cambridge resident and therefore have a parking permit but for those who are not residents, unmetered spaces are essential for the survival of the leagues and for the income which is a significant source of revenue for the city.

The lot is so small additional parking is needed

A lot of sports games at Glacken w/ visitors from out of town

The city has taken away too many residents spots already.

Bike lanes are discrimination against elderly and people w disabilities. These are not "safer streets". Pedestrians are put in harms way. Narrow roadways make it unsafe for drivers. Disregard for garbage , recycling, mail and delivery drivers. Not much true input or thought given to these projects. You have ruined the city and I choose to take my business to neighboring areas to avoid the hassle. Completely shameful and unacceptable. You are causing more pollution via more traffic idling where there was never traffic. Put it to a vote and see where the residents stand. This needs to be voted on.

This will likely cause blind spots with pulling in and out of the 700 Huron Ave apartments.

Many people in 700 Huron are from out of state and living in Cambridge for one year so the unregulated parking really helps them

When visiting Fresh Pond either to walk, play golf, plein air paint, or photograph, I do not support taking away the free parking that is available. Cambridge has ample funds and there should not be metered parking.

Takes 3 hours to play 9 holes of golf.

all of these parking scenarios are needed.

Do not remove parking

Best use

Lots of families park there during the spring and summer

Months to attend baseball games - this would give more chances to every Cambridge resident to park

Baseball practice, golf and other activities need parking. Already very difficult to run kids around this area and finding parking already hard

Parking is needed for neighborhood and recreational activities at Fresh Pond

With the parking removed closer to the baseball field due to the new bike line the parents of children that are being brought to the games need a place to park. The side streets fill up quickly and most of the surrounding area is permit parking, especially during the busy summer months when the golf course is packed and games are going on. We need as much parking as we can get.

There would be no other way to golf at the golf course

Multi use for a busy area

It would curtail people who are not Cambridge residents from parking in the vicinity, taking up a space, and taking to bus to wherever, and making it very difficult for residents from finding a parking space and using the area amenities. Right now, those who use the golf course and Glacken have to find spots on the adjoining streets. Not great

This is a main avenue that abuts the city's public golf course and park and 3 little league fields. Parking needs to accommodate and welcome families, relatives, friends!!!

Cambridge residents should have priority parking.

Cambridge residents should get priority parking.

If unregulated parking is allowed then Non residents will park and jump on the bus. Cambridge residents first !

If people out of Cambridge want to park there for visiting Fresh Pond or sports events should have the option to do it

We have lost numerous spots in West Cambridge due to bike lanes including barely space to safely drive!

The Russell Youth Center does NOT have any off street parking for families doing drop-off, pickup, or going to events. Similarly, there is no dedicated parking for Glacken Field and there are lots of Cambridge residents who need parking for baseball games.

There is no place to drop off a wheelchair user. The bike lanes are extremely user unfriendly, as every wheelchair user in Cambridge well-knows. The bicycle people could care less about this issue.

as a resident, I am already permitted to park in this area.

I strongly believe that the current use of municipal land parking in this area is misallocated. There are substantial needs for parking for youth sports and for disabled residents participating in the program at the Youth Center. Both of these populations need to search for on-street parking - often far from the facilities - while the golf course enjoys dedicated parking (and protects this parking vigorously). Any reduction in on street parking in this area must be combined with liberalization of parking rules at the golf course. Given that it is a scarce resource relative to the uses in the area, it should be metered.

The Russell You Center serves a large number of people with disabilities five days a week, many of whom arrive by car, bus, or shared van. The vast majority of these individuals cannot physically commute by bike and it is of critical importance that they can continue to have easy access to the building for these individuals. Many of them have significant physical disabilities and accessibility is key to provide them important social, recreational and vocational activities.

It's quite hard to park at Glacken for little league games. More permit parking would be helpful. (And those games are all intra-cambridge, so permit parking would be appropriate)

Parking should be prioritized for residents

Lots of out of town families come to Cambridge for baseball games in the summer - it's hard for them to find parking that doesn't require a permit

To enhance the use of the fields and park as well as the golf course, and residents, parking should be plentiful and accessible. There is already too little for all the uses of this area. Decreasing parking would be very detrimental

Leave it alone. We do not to change this area

Anything but unregulated is good. People from outside Cambridge come to play baseball, tennis and golf but aren't there all day. Loading zones are really helpful for ride share use and of course disability spaces would be needed

People visiting the local businesses need to be able to park, not just residents. 2 hour parking would severely impact the golf course as well as visitors to the reservoir area.

Lots of ppl who currently park and live in the area will lose their spots on the north side under the current plan so the majority of new spots should be for those folks, assuming a large lot isn't built next to 700 Huron. But it should also be accessible to people coming to use the various facilities across the street -- playground, sports, Fresh Pond, etc.

1. unregulated parking would greatly increase the number of cars coming and going, and pulling out into traffic.

2. it is a dangerous area to get in and out of cars. cars move fast through this area, and there is both a hill and a curve, decreasing visibility. i walk along the sidewalk to get to FP reservation, and crossing the street to get to FP always feels risky because you cant really see cars coming. Getting in and out of a car would similarly be dangerous, especially if

the lanes are narrower to accommodate the bike lane.

I have often observed commercial vehicles parked on both sides of this section of Huron (sometimes for days or weeks) with no indication they are Cambridge vehicles. Requiring Permit Parking would prevent vehicles taking up increasingly more scarce parking on Cambridge streets. If the proposed bike lane is installed it will eliminate ~50 parking spaces that are fully used every day. The Huron Tower (Parkside Place Apartments) does not have sufficient parking to accommodate the number of cars people living in the building own. This proposal will not reduce the number of cars but force at least 36 cars on to the surrounding streets for parking causing all the associated problems for residents on those side streets, especially in the winter months during snow storms. I propose that Cambridge take a swath of the adjacent City owned golf course property immediately next to the proposed bike path, build the bike lanes there and leave the existing parking intact.

As it is picking up children from youth center activities is difficult. Sometimes I have to drive around several times in order to find a stopping place. We can use the golf club lot during off season, but not when the course is in use. Also since new programming for seniors is expanding to the youth center, and since most seniors do not bike, parking availability is necessary for participation. I am not against biking, but advocating for some balance and consideration for the needs of those who use the facility.

I see construction equipment parked here regularly, overnight.

Gold course and the apartment building may receive visitor from outside of Cambridge. I don't think the area is busy enough to warrant a metered parking

Golfers from outside of Cambridge need a place to park and metered parking is not sufficient to create an enjoyable golfing experience at Fresh Pond. Need a minimum of 3hrs. Also having parking on south side creates increased danger for those using all the facilities on the north side

The space could be better used for extra space for safer infrastructure like biking, wider sidewalks, traffic calming, etc..

Residents of 700 use those spaces and guests can use visitor passes

Many people using this parking will be going to the golf course which is a minimum of 2 hours and 10min

On street parking supports and local area needs, be it business, social or familiar. Eliminating parking will prevent older people in Huron Towers from having families/visitors from frequent and short visits which older people need. These visitors need on street parking to "drop something off quickly". Eliminating parking in front will force visitors to park blocks away.

Also, the golf course, the park next to the golf course club house and the VFW will suffer from the lack of parking. They currently lack sufficient parking at this time. In addition, it is one of the safer streets in Belmont/Cambridge due to there being no driveways that open to Huron Ave. This creates an efficient street for bikes and cars to coexist. I have lived in Belmont for 60 years and never have seen a bike accident (nor any accident) on

this part of Huron Avenue. Yes, bike lanes are necessary but not on this part of Huron Avenue.

Park and golf course proximity necessitate ample parking opportunities

Meters will keep away overnight and long term use of the parking so that it will turn over for use by patrons of the facilities and pond

This would provide parking for visitors and people using nearby amenities. Currently people appear to use this area as long-term parking for extra cars. I see the same cars parked there for long periods of time, often cars that look like they are infrequently used.

My family and I use the golf course frequently

Golfing at Freshpond requires more than 2 hrs for 9 holes

I enjoy golfing in the summer, so am able to use the lot, but also enjoy walking the perimeter of the pond, so cannot use the lot. The street parking is the only place I could park so would be sad if it was only permit parking.

Parking for non permit parking park easily.

If playing hold it takes longer than 2 hours

I use the golf course. None of the options work for the time it takes to golf. Unregulated allows golfers to find parking on a first come, first-served basis.

Fresh Pond Golf Course needs more parking availability.

I am a member on good standing at the Fresh Pond Golf course. And I'm a senior citizen and I love the course.

I see cars abandoned in this parking area for weeks at a time.

Visitors of fresh pond golf course need extended parking time as per the expected time a round of golf being played takes. 2 hour meter doesn't suffice. Permit only will gravely affect the business operation of Fresh Pond Golf Course which is an important city and community resource.

None of these places, VFW, apartments and golf course have enough parking. 2 hour metered monday-friday and unregulated on weekends would help. There should be parking on both sides of the street.

The road is already too narrow

Metered parking in this area would enable people to visit Fresh Pond, Glacken and the athletic fields.

Driving kids to the sports field and playground

The fresh pond golf course has limited parking for those using the public course. It is one the few public courses in the area.

Rounds of golf take more than two hours and there is minimal parking in the lot

So nice to have local and accessible option to park for walking Fresh Pond and using the playground. Without worrying about timing, tickets, or fees.

A variety of users should be accommodated

Stop taking away car rights. I appreciate bikers, but they are in the minority. Why are we governing for the minority?

It would be available for multiple uses and encourage community use of the area

For those coming to use the parks, fields, centers - potential for overnight available for residents or guests.

It's so dangerous for cyclists there. I drive, because of these issues with bike paths just stopping at dangerous places

Many people from all over visit and use the fresh pond site

Would help with parking for golf course

Parking for the area is extremely limited and making the golf course less accessible is detrimental to quality of life. On a different note, very few bikes use Huron Ave.

For Belmont residents, there is only the parking near the playground, which is still a little walk to enter the trail down to the reservoir, and in summer, that can be very limited. It's also hard to find a way to turn around to get to those spots when coming from Grove St.

I use golf course for occasional cross country skiing in the winter. Parking lot of the golf course sometimes gets full. 2hr parking would be too limiting.

Continue to allow parking as currently stands or put in 2 hr parking - I love to walk fresh pond- this is a wonderful experience for me as a senior resident in Belmont but I need to drive to Huron ave to park- to bend over backwards to cyclists would deprive me of an activity important for my health and a daily pleasure

I believe the existing parking spaces are mostly used by the residents of 700 Huron rather than their garage. It would be good to have some available for residents of other towns who would like to visit the golf course and fresh pond (parking lot often full)

So little parking now with all the bike lanes and we do golf and we need the parking for more people to be able to park and golf

There is very limited parking for those who play (and pay) at Fresh Pond golf course. 2 hour or permit parking will not solve that issue

As a Fresh Pond Golf season pass holder, I often have to park on the street as do my non-Cambridge friends when the FP golf course parking lot, which is more often than not.

The parking is necessary for the area

There is not enough parking in the parking lot for the golf course for everyone to park there while they are playing. Typically a round takes 2 hours and 10 minutes, there are

typically 4 people per tee time and tee times are every 10 minutes, this means that there are usually around 70 (48 on the course with at least 3 tee times of people getting ready to play or in the process of leaving the course) people that need to park here every day on a rotating basis. Without this extra street parking, there is nowhere for them to go. This is create a large disturbance to the local community

The city may make it impossible to park near the golf course.

I am a season ticket holder at Fresh Pond Golf Course. As a Somerville resident I am ineligible to for a Cambridge resident parking permit. The loss of unregulated parking spaces on Heron Ave would have a significant negative impact on my social and recreational activities.

Permit parking would prevent visitors from using the recreation spaces and community center

2 hour meter parking would not be helpful to golf course patrons. It would only cause more dissatisfaction within the community. I think it should remain as it is now.

There are lots of public use areas close by, and having some unregulated parking to offset what will be converted to a bike lane will help with accessibility to those areas. To be clear, I think the bike lane is a good thing, I just don't want the park areas to have financial barriers.

More general use

Based on my frequent experiences as a Fresh Pond golfer, playing between twenty and thirty rounds each year, and as an active member of the Veterans of Foreign Wars (VFW), I have consistently encountered significant parking difficulties. Parking availability is quite limited both at the golf course and at the VFW facility. Due to this scarcity, I am often required to park on the street, as on-site parking does not adequately meet the needs of regular visitors.

Need to have parking at golf course. The parking is already horrible and this makes it worse.

Unregulated seems best.

2 hours might not be enough, 3 hours could be though

The city has already taken 80% of the previously available on-street parking to extend bike lanes on Huron Avenue to the Golf course, thus preventing families from supporting their children's sports activities on the relocated baseball fields at Glackin, due to the school reconstruction project on Concord Avenue. The current parking situation is critical for families and handicapped individuals to find parking to use the Glackin Field, the municipal golf course and the VFW. The new bike lane proposal really serves no one since there is already painted bike lanes delineated on the 300 yard (+/-) portion of Huron Avenue that serves to connect Belmont. The removal of an additional 75 plus parking spaces will create a serious hardship for handicapped individuals and military veterans for little to no community benefit! The golf course is currently a viable self-supporting municipal operation that actually generates income (\$500,000) for Cambridge and

provides a much needed physical activity for seniors and residents from Cambridge and other surrounding communities!

This bike lane extension proposal is not about serving Cambridge but just getting through Cambridge!!!

CAREFULLY THINK THIS THROUGH AND HELP PRESERVE THE FRESH POND EXPERIENCE!!!

Need parking spaces for golfers. Tennis players children's playground as not enough parking in parking area in front of club house

This project is unnecessary, and should not be removing the existing parking on the golf course side of the road.

any metered parking could potentially be ~4hrs to allow plenty of time for golf, but still being paid would reduce the use by local residents that could walk, bike, or take the bus (or carpool).

Fresh Pond Golf Course is a gem. My elderly sister and friends come from other towns and enjoy playing golf at FP - they have paid for some of the 54,000 rounds of golf that were played in 2025, making the golf course one of the largest revenue producers which is critical at a time when businesses are closing shop and revenue is being lost. The seniors usually park on Huron Street and it will be devastating to all of us if they cannot park.

The golf course does not have sufficient parking in its lot to accommodate all the folks who use the course. It is not accurate to say that the Youth Center and VFW have "some off-street parking" because there are only about 4 or 5 spots which are always occupied and never available to the general public and users.

Very limited unregulated parking

Parking is very much needed ! eliminating park that is so clear used daily is ridiculous. During the summer months especially you can drive by a see all the spaces are being used . We have the Fresh Pond, The Golf course , Apt building visitors , VFW !! there is already a shortage of exiting parking. In addition I have NEVER seen a person ride there bicycle down this part of Huron. The vast majority of residence need the parking not expanded bike lines on the road !! If it where a bike corridor it might make more sense. But it is not used as such . My family and I ride our bikes a lot in town and we love the new bike lines. On this section of huron it is a waste of tax money. I've lived in and worked in the area for 40 years Thank you.

Need more golf course parking

The parking should be used for the Golf Course and the local residents. Too often people who do not live in the area visit to walk or bike Fresh Pond. At least the people visiting are generating revenue for the city.

Cambridge and disabled drivers would have access to parking in this area

Many golf course patrons come from other towns. they need a place to park.

Control of parking

I don't think the parking on the golf course side should be changed. The city tried to close the golf course in the past. Then it tried to make the course 6 holes instead of 9. Now, this is another attempt in a long game to choke the revenues for the golf course and finally close it.

I use the golf course and the lot is often full. I need easy access to street parking and as a Cambridge resident I would like to make it easier for me to have available parking.

The lot is too small to accommodate all golfers so having the overflow parking on the street is necessary and even then parking is hard to find and you're walking up the road with clubs over your shoulder

It takes more than two hours to play a round of golf and there is never enough room to park in the small golf course lot.

2 hours seems to be a good amount of time for the use of most of the nearby facilities. Metered parking is inexpensive for the individual but can be another source of income for the city. Permit parking and loading zone parking would be too limiting/restrictive for non-Cambridge residents who would need to drive to the area.

It is needed. Please don't make the situation worse than it already is.

gives all vfw and golf members parking

For Cambridge residents who pay taxes

The Fresh Pond golf course is a great resource for the public, people who don't belong to a high end golf club etc.

The loop around fresh pond is a great walk and gathering place for people in Cambridge too with or without dogs.

We often have to use Huron ave parking if the lot is full.

This proposed parking is on the residential side of Huron, therefore priority should be given for residential parking, or accessible parking. Last use should be metered parking.

People need to be able to park for a couple hours

As an older person, I can't walk very far and I can't carry my heavy golf bag.

You are removing parking spaces that allow the golf course to function. You need to replace them. Either that or convert the tennis court to parking.

This is a neighborhood and many of the people who park along this section of Huron Ave for more than 2 hours are living in or visiting residents in the high rise apartments, playing golf, or playing tennis or walking. It would be very inconvenient to be constantly feeding the meters if you live in the building on Huron or using the golf course.

Those who live in Cambridge could still access the golf course with residential permits. Important as the golf course encourages Cambridge residents to play and this would be

an incentive to keep the course local

I golf at Fresh Pond every week from April through Sept. The course parking lot is limited and often at capacity requiring on street parking for visitors.

Players at the Fresh Pond Golf course typically utilize the parking spots on Huron Ave and would need parking for over 2 hours for a typical round

Cars and bikes need to share the road for bikes and parking.

The golf course parking lot is often full. As a non-resident, I would like the option of street parking.

I'm a big golfer at the Freshpond and really need this parking access.

Unregulated = Fresh Pond reserve, the golf course & the newly renovated park are enjoyed by so many people who have to drive to get there. I'm one of them, coming from mid Camb, don't forget the users from outside of Camb.

Parking on NORTH side of Huron = Given the above population, you are pitting these pedestrians against autos, trucks & bicycles having to cross the street to reach the *most* used locations along Huron. Your plan says there are no new crosswalks included. You're clearly focused on one thing only meeting goals *questionable ones at that, pertaining only to bicycle traffic. The golf course has a little bit of off-street parking but does not come close to meeting the needs. Are you trying to kill off the # of people using the fantastic public spaces north of Huron? I know the city council & admin have tried previously to reduce the golf course itself to 3 holes or some such craziness. Is this how you plan to bring that to fruition? Please slow down and consider what makes sense for the majority of people who come to that area. Your plan for bicycles *must* be part of a larger master plan that includes all the wheels and feet in this area, in Cambridge. The rush to redesign Garden St was/is a disaster. Why would you keep using that same ill-considered planning scenario elsewhere in the city? Lord have mercy people" step back and really give some thought to a master plan that functions for all of us; that provide SAFETY for all of us. Your deadlines are irrelevant, given there is no reasoning or rationale behind them.

Where would you park for the golf course and if the lot is full?

15 minutes and 2 hours are not long enough to play golf. Permit parking excludes people living outside Cambridge. I believe parking should be free.

Golf game lasts more than two hours.

Fresh Pond Golf Course offers a beautiful outdoor experience. Parking is already a challenge. Worrying about getting a parking ticket because your meter is expiring just adds a burden to what should be a healthy, positive experience.

The golf course parking lot fills up so quick and street parking is already so limited that we can't afford to lose any more spots

I want to park for golf if I can't get into the lot!!!

To accommodate golfer parking

Frequently use the golf course and walk Fresh Pond. Senior citizen

The golf course brings money into the city coffers (green fees, go shopping in local stores or go out to eat all while I am in Cambridge after playing golf). If golfers can't find a place to park, they will not be able to play there. I live alone and I have met many wonderful people from all over the world playing golf at the fresh Pond golf course.

Parking in this area for golf course use is difficult without a Cambridge permit. Unregulated parking would relieve some burden on the small lot at the Fresh Pond GC. Thanks!

As is there is never parking in the area, mostly residential cars are always parked. I frequent Fresh Pond Golf Course and the parking is limited as many visitors to neighboring housing park either on the street or in the golf course lot. Taking away parking is a ridiculous idea and absolutely stupid. Cambridge has destroyed businesses due to unused bike lanes taking away parking for what? What is the end game with the bike lanes? Why don't you put more emphasis on limiting multi housing buildings unless they have enough parking and leave the street parking alone. NOBODY USES THE BINE LANES!!

Should be multi use for everyone

Allows visitors to park as needed for Russell Youth Center, VFW, or Fresh Pond Golf Course

Since the proposal would eliminate a lane of parking, it's important to have adequate replacement for those spots.

I visit Fresh pond 2-3X per week. The gold course lot is always full due to non-golfers using it and I often have to park on the street. Taking the parking away will negatively affect my ability to get to fresh pond to golf, as more people will try to park in the golf parking lot.

Free parking for the golf course is necessary

The golf course has limited parking and it is necessary to have additional street parking.

Parking is crucial for the golf course.

We need to have some unregulated parking available for guests, visitors, and people playing Fresh Pond golf course. We've removed so much parking in the city we're becoming inhospitable.

Those spots are vital to the golf course.

The parking situation is already tight. The walking, golf, and park require parking spots to keep this area active.

Most use cases for the proximate land uses require more than 2 hours. It seems reasonable for it to be for Cambridge residents given one of the main uses is for the apartment building.

Gives time for doing business

As a user of the golf course I would be ok with metered parking, however a standard round of golf at Fresh Pond takes slightly longer than two hours, not including check-in

Paying for parking is inevitable especially in a city. I'd rather not see bike lanes be put in to meet a quota. Need to think about the bigger picture even if people need to pay.

It is a neighborhood in Cambridge and will need parking for homeowners and park users. Permit parking would allow for this.

No parking available for golf course

parking in this area has already become difficult, so limiting parking further is not good for Cambridge residents using the golf course or baseball fields

There will be no parking for golf

Parking is needed for members of City of Cambridge run golf course as the lot is too small to accommodate everyone.

Can't always predict how long I'll be in the area. Could have metered parking but for 3 hours or more not 2.

We use this area for parking for access to Fresh Golf and for walking around Fresh Pond in general. Parking for the golf course has been getting more difficult over the last few years and any reduction will reduce the availability for many golfers, resident and non-resident alike. It is my understanding and experience the golf course is one of the best public golf courses in our area. I would hate to see it harder to access and decline because of it.

Unregulated so golf course users have parking beyond their small lot

I frequently use Fresh Pond golf course. They don't have enough parking in their small lot so I typically park on the street in an unregulated spot.

Golfing at Fresh Pond would be difficult with other regulations. There is not nearly enough parking there to begin with!

It's next to a large recreation area. Parking should be unrestricted on first come first serve basis

I don't care what type of new parking is created but to take away the current street parking near Fresh Pond is a short sided mistake. Look at how many people play golf or walk at Fresh Pond. You're going to ride your bike with the clubs 2-4 miles across Cambridge with YOUR GOLF CLUBS ON YOUR BACK?? Really silly idea. Bike lanes will certainly make traffic all around Fresh Pond significantly worse.

As a visitor from Somerville, unregulated parking is the only one of these options that would allow me to park while playing golf at FPGC.

The golf course and parks are used by people who live outside of Cambridge.

Golf course would need this parking (unless another project is underway to expand their lot - possibly take down the underutilized tennis courts). Since that area is primarily used as golf course parking, shrinking the number of publicly available space would be detrimental to the course and its operations.

I noticed that you have not included a survey option that allows me to register that this entire project is insufficiently justified, and not a good idea.

Allow people to access the parks, paths and golf course.

People need more parking options in general. Too many restrictions as is.

Leave the parking as is for people to use the park, the tennis and basketball courts, and the golf course

golf course parking

The existing golf course parking lot is already too small to accommodate golfers. Free parking on the street for golf-course overflow should continue to be provided for golfers (who are already paying the City of Cambridge to play golf.)

Golf course use

I visit the park with my infant, golf at Fresh Pond, and walk the reservation. If I have my golf clubs, tennis stuff, stroller, I drive and I park. The already established bike lane has made driving down this street a nightmare. Traffic backs up, there is no parking, and it truly limits my will and want to come to this area. If you expand the bike path to the rest of the street as proposed you are creating a much more dangerous street, limiting the handicap accessibility, forcing people to park in front of the near by houses, thus limiting parking for residents. Not to mention that it would be near impossible to go enjoy the golf course. It's already a nightmare driving down Huron Ave, and this would make it worse. I also want to note that if approved the golf course would lose all my families business as we are not going to park far away and should be made too. I drive this street everyday, and it's rare that I see more than 1-2 bikers every few days.

Unregulated is best. If need be 2 hour meter parking for the large amount of people that golf at fresh pond throughout the season.

The Fresh Pond Golf Course parking lot is li.ites in space and street parking is often needed when playing at Fresh Po d

The Fresh Pond Golf Course a great municipal course for the community but the parking is very limited. The small parking lot is reserved for golfers but it's hard to enforce.

All the existing parking on Huron is unregulated. People are going to treat it the same as the rest of the street whether you want them to or not. People playing tennis or going to a little league game use the golf parking lot, so golfers are forced onto the street. If I've circled the lot 5 times and my tee time is coming up, I'm parking wherever there's a spot, regardless of the rules.

If you need to make it metered parking, make it 3-hours instead of 2. 9 holes at Fresh Pond is 'supposed' to take 2 hrs 15 min. Please don't screw the golfers over when we've been dealing with non-golfers using our lot forever.

the golf course needs more parking and 2hr time limit would not be sufficient. 3 hrs would work

There is already severely limited parking for the golf course. Golfers have to often park on the street and therefore having anything other than unregulated will be very detrimental to the golf course.

I visit the golf course 20+ times each year. As I am a non-resident, I rely on street parking when the golf course parking lot is full. Which is often.

Fresh Pond golfers need a place to park for at least 3 hours

Free parking for the golf course

Provides parking for residents in the apartment complex that are losing parking.

Lots of guests from out of town want to park and get together with Cambridge residents

Golf rounds take longer than expected, and there is no way to get back to the car in the middle of a round. The small parking lot there is not large enough to handle parking.

Fresh Pond and Reservation usage.

There is minimal parking in the area. If you are golfing, walking, using the tennis/ basketball courts, the parking is needed. And most of the time when I am in this area my activity time is 2+ hours so time-limited would not be a good solution. Losing parking on the other side of the street would be massively detrimental.

The lot at the golf course is not large enough to support the number of golfers on the course

There is not enough parking for the golf course or those visiting fresh pond and glacken park if you do not have a cambridge sticker. If the parks on the other side of the street are taken away (currently unregulated) then these must be returned for unregulated use.

There is currently not enough parking in this area - any reduction in parking spaces is unacceptable.

I frequent the golf course and fresh pond from outside of Cambridge. There is not enough parking at the close I course and surrounding streets if the parking on the golf course side of the street is taken away. It will negatively impact the area

Too many residents, veterans golfers need this parking for the golf course the reservation

The golf course is very popular and the parking lot isn't big enough to accommodate all the golfers. Golfers are not likely to use public transportation or bicycles to transport needed equipment. Also, heavy use of Glacken Field and the tennis and basketball courts coincides with the high usage times of the golf course. So parking is needed all along

that area of Huron.

There is highly inadequate amount of parking for patrons playing the Fresh Pond Golf course. The parking lot is very small and is sometimes used by dog Walker illegally.

Let's be open about the plan proposal. You state parking numbers for the proposed plan but don't say how many parking spaces would be lost - 40 plus. Please be inclusive in your information.

Removing 51 parking spaces will cause the golf course to go bankrupt. The project makes it appear as if bikers are more important than all the other groups of people that use these facilities on Huron Ave

Definitely an accessible parking spot or residents of the building, and permitted or unregulated parking if some of the parking on the other side is going to go away

The golf course's parking lot is too small, it doesn't accommodate all the golfers - frequently golfers park on Huron so taking away all that parking would drastically effect golf course's use and revenue. The golf course provides significant income to the city of Cambridge. There is no option to expand the golf courses parking capacity.

7 spots with permit: to compensate for the many parking spots that residents of the 700 Huron Ave. use, it's better to allocate some of them for cambridge residents.

4 unregulated spots for guests of residents and visitors of Fresh Pond

1 Handicap spot

2 2-hour parking

If you have a permit you should be able to use it.

2 hour parking is too restrictive for people taking classes at the Russell Center. Permit parking allows Cambridge residents to access Russell Center and to walk around Fresh Pond.

Since these 14 parking new parking spaces are actually created to replace the the 52 parking spaces that are taken away from Parkside Residents primarily, I think that the measly 14 spaces should be Extra Regulated Residential Parking. For Cambridge AND Parkside Residents ONLY. Cars parked there should display both a Cambridge Parking Sticker AND some type of Parkside Resident Sticker with the Parkside Logo and the car plate number on it, just like the Parking Sticker.

Our street parking is so many times used by golfers, for example. They would occupy the 14 spots in minutes. They come early, like 5:30am early, and leave late (after 7pm). AND, very important: these parking regulations should be enforced! Because there's Permit Parking Only for the street parking but no one cares because the City doesn't enforce it,

hence very few respect it!

Shouldn't be unregulated - otherwise people will store vehicles there for a long time.

If you remove parking places for people in 700 Huron, cars will start spilling into the rest of the neighborhood. The Corcoran Park redesign is also going to increase parking pressure. This used to be an easy neighborhood to live in and it has become less and less so with each development.

Parking is full overnight on the north side. With the loss of 40 spaces, I anticipate 700 Huron vehicles (which include some commercial trucks) using the street parking that many neighbors living east of 700 Huron currently use. There will be far less parking available. It therefore needs to be resident permit only. None of the lost parking is loading zone (there's a driveway in front of the building for that) or accessible parking. I do not know what the needs of 700 Huron renters are. They don't seem to use their own parking garage.

This is not a business area. People come to play golf or see a ball game at Glacken. 2-hour meters are too limiting. Unregulated parking allows vehicles to be stored, as happens now on the north side of Huron in this area.

It's not a very busy area.

As a Fresh Pond golfer, there needs to be as much unrestricted parking as possible, since the FPGC parking lot is often filled, so Cambridge and non-Cambridge residents have to park on the street.

Permit parking would service the residents of the neighborhood better especially with golfers coming from outside the neighborhood

There is almost NO parking enforcement in Cambridge, particular in W. Cambridge. Permit parking is easier to monitor.

Residents of the nearby buildings will lose parking when the bike lane is added.

I think this area is/should be mostly utilized by residents or visitors to the apartment building.

Unregulated parking greatly supports use of the fresh pond walking trails and golf course.

Loading Zone - drop off/pickup for the apartment building residents, youth center, sports fields;

Unregulated spots - lots of sports games played nearby with people from various towns/cities;

Handicap - for visitors who have handicap needs

There's not enough parking spot for residents

EMPLOYEES OF THIS BUILDING ARE TAKING UP PARKING SPACES

Parking for all

There has been a steady take-away of resident parking for all of us who live in the neighborhood and are facing increasing density from the new Zoning Ordinance and the expansion of Corcoran Park, increased use of the Russell Youth Center and the golf course, Glacken Field, the Fresh Pond Reservation, and the expansion of family and Section 8 housing at 700 Huron Ave.

Leave as is, around fresh pond it is very used and get for those who can't afford parking in garages.

Q10: Please explain your reasoning for the previous answer.

I understand the folks who use the golf course are concerned about losing parking on the golf course side of the street and converting this to metered would offset some of the lost spaces while preserving access for residents of the nearby tower to park at night.

What about permit parking at night and 4-hour during the day? This is one of the few areas where people wanting to walk around Fresh Pond can park. Even though I usually walk to Fresh Pond, I occasionally drive when I have my two young kids with me and want a short excursion to Glacken. Parking is an important accessibility feature for young families

Same reasoning. However there's no reason for accessible parking since there's nothing nearby.

If you plan to take the parking space away from the golf course side of the street, please keep these for residents. Not everyone can afford paid parking at Parkside Place.

some of the residents count on this parking, so i think they come first, and most of these should be for residents, especially at night, but a few could be meters toward the golf course side for overflow parking from the russell and golf course. maybe a loading zone right out front of hte parkside?

I think there's a high demand for resident parking now, so we need to keep these (or most of them). But we should also make it possible to park legally to visit the area, even if you are not a Cambridge resident.

I suspect most of the current use in residents without off street parking spots

Access for residents, short visitors of the cemetery, or longer visits to the playground, public amenities, or visiting residents nearby

Same as answer #9.

Fewer cars

Would prefer only temporary parking to create more parking space for people going to the golf course or fresh pond

Because they are needed. Many people in the high rise (700 Huron) cannot afford to pay for on-site parking in the on-site garage and depend on these spaces when transporting their families and groceries, etc. Not everyone can ride a bike, despite what the bike union claims

I am not sure of my answer, but it seems like an area that might attract visitors outside the permit area.. I think if the new ones closer to Glacken are restricted to permit area, these could be mixed use or unregulated.

People should be allowed to park for diffreent reasons throughout the day

I never understood why there's so much unregulated parking in this area

The parking lot for the golf course does not provide enough parking for everyone who plays there. We need additional street parking.

See above

Huron is heavily trafficked in that area due to the large apt building, the playground and golf course. Taking away parking for bicycle lanes isn't fair given how drivers outnumber bikers

Allows wider use of grove St playground and Fresh Pond reservation

Same as previous answer. However, it would require safer ways to cross Grove St to be used for the playground. Nice in theory, disaster in reality.

Same as above - parking should be minimized here.

Please try to maintain what is there while also accommodating bike lanes. While the spots might be reduced access should be the same if it's what is working for the community now.

Residents need parking

See #9.

Give residents of 700 Huron visitor parking and option for paid parking.

For non resident who use the golf course

Allows all to visit

see above response

not a high traffic area

Not enough resident parking

700 Huron Ave does not have any visitor parking. The 50+ parking spots will cause a HUGE impact to the neighborhood golf course, Glacken Field, VFW, Russell Youth Center pick-ups and residents of 700 Huron Ave.

There is not enough parking now for the residents at 900 Huron and not enough parking for the golf course and VFW

Cambridge parking should be available to Cambridge residents

Takes 3 hours to play 9 holes of golf.

again, all of these types of parking are needed. golfers need a place to park. vfw users need a place to park.

You cannot regulate belmont parking

Best use

The same explanation for question seven the parents dropping children off at the

baseball fields need as much parking as they can get due to the removed parking for the bike lanes in front of the field without any street parking down there during the busy months when the golf course is hacked and Baseball games are going on. There's no parking for parents to come watch their kids play.

Need extended parking for people playing golf

see above answer

Again parking is needed by all

Cambridge residents deserve priority parking!

Cambridge residents should get priority parking.

Cambridge streets for Cambridge residents!

Res parking is depleting!

The only reason to build these bike lanes is to accommodate commuters from Belmont. They are brightly used at best.

If you're going to remove parking on the opposite side of the street (which are always full) to accommodate the bike lane, we will definitely need more parking for Cambridge residents and Cambridge users of Glacken.

It is helpful for residents to have dedicated spaces

There is no need for bike lanes to belmont

People who live in Cambridge need more permit spaces. With the removal of a parking requirement with housing development it doesn't mean people don't have cars.

There does need to be parking reserved for residential parking, handicap parking, and limited time parking. Since this is close to the park it makes more sense to have these on this side of the road.

There is no real lack of parking on Grove St for Grove St Park use, and no real need for residential on-street parking from Grove St. residents. The people losing parking on the north side of the street should have the majority of the spaces here (again, assuming there isn't a new lot in the works for 700 Huron), with secondary consideration for those from any community coming to use the facilities across the street, i.e. sports, playground, Fresh Pond, etc.

I have often observed commercial vehicles parked (sometimes for days or weeks) with no indication they are Cambridge vehicles. Given that this section of Huron is already Permit Parking leads me to the conclusion that perhaps the Permit Parking restriction is not consistently enforced. Requiring Permit Parking would prevent vehicles taking up increasingly more scarce parking on Cambridge streets. If the proposed bike lane is installed it will eliminate ~50 parking spaces that are fully used every day. The Huron Tower (Parkside Place Apartments) does not have sufficient parking to accommodate the number of cars people living in the building own. This proposal will force at least 36 cars on to the surrounding streets for parking causing all the associated problems for

residents on those side streets, especially in the winter months during snow storms. I propose that Cambridge should take a swath of the adjacent City owned golf course property immediately next to the proposed bike path, build the bike lanes there and leave the existing parking intact.

same as last question

Anything but metered parking is acceptable.

Construction equipment regularly parked here.

There's plenty of parking around the cemetery and playground. If parking space can be provided along with providing safe biking infrastructure that's great. I don't see a reason to regulate parking here

Golfers from outside of Cambridge need a place to park and metered parking is not sufficient to create an enjoyable golfing experience at Fresh Pond. Need a minimum of 3hrs. Also having parking on south side creates increased danger for those using all the facilities on the north side

Golfers need parking

For those playing golf or walking around FP

"The golf course , people

Come from all

Over "

Anyone should be able to park but not so long so that others cannot get an opportunity to park. A mix of unregulated and metered parking could also work

3 hour unmetered so we don't have to rush at parks. All the meters, commercial only, etc. makes it nearly impossible to find free parking throughout the city.

Same as my previous answer.

More people will be able to use the parking if it's metered. The folks in the apartment building should use on site parking or the bus

Same as my previous statement -- prevent the use of these spots as places for people to do long term extra car storage

Parking is need for > 2 hours to play at Freshpond

Same answer as above.

Unregulated parking in this area would serve more people during the day.

Golf players need more time to play

Unregulated dawn-dusk allows for golfers to golf at FPGC. Permit parking after dark for those who live in the Huron residences.

It'll be good for people to be able to access the park

Visitors of fresh pond golf course need extended parking time as per the expected time a round of golf being played takes. 2 hour meter doesn't suffice. Permit only will gravely affect the business operation of Fresh Pond Golf Course which is an important city and community resource.

People want to visit the cemetery they shouldn't have to pay for parking.

The roads are already too narrow and I think the bike lanes should be prioritized over parking

Again, I think that metered parking in this area would minimize long-term storage of dilapidated vehicles in this section, while also enabling people to use the playground and athletic facilities. I would also be supportive of 4-hour metered parking so people could use the golf course.

People need parking at the Grove Street park for games and other activities. The park is used for Belmont High School sports following the change in the school fields.

Keep as is

Same as previous answer

Permit parking is too restrictive for the variety of uses

Because people outside of Cambridge it will help a lot especially when they visit Mt. Auburn cemetery....

Would help with overflow parking for Grove St park and Fresh Pond Reservation

Your plans make it nearly impossible to access these areas

The concern with unregulated parking is that I've seen some vehicles parked here or on the opposite side of Huron that look abandoned. Permit parking or metered parking doesn't seem right since these are areas where a lot of public use land is (Grove St. Playground, Fresh Pond Reservoir and Glacken Field). It would be a burden on families not to have free access to parking, especially those in Belmont, who literally live across Grove St.

As I replied in 9- this area is already restricted - make it available for non cyclists

Same as previous answer

Please see previous response regarding golf course parking

Same as the previous question: As a Fresh Pond Golf season pass holder, I often have to park on the street as do my non-Cambridge friends when the FP golf course parking lot, which is more often than not.

The parking is necessary for the area

same as before

Unregulated parking is needed if you expect people to be able to play golf at Fresh Pond.

As previously mentioned, I don't live in Cambridge so I'm not eligible for a resident parking permit. I'm a season ticket holder at Fresh Pond Golf Course. Without access to parking I will lose my major social and recreational outlet.

Would allow people to park while visiting the cemetery.

I like the idea of unregulated parking near public use areas to avoid financial barriers to public spaces.

More general use

"Based on my frequent experiences as a Fresh Pond golfer, playing between twenty and thirty rounds each year, and as an active member of the Veterans of Foreign Wars (VFW), I have consistently encountered significant parking difficulties. Parking availability is quite limited both at the golf course and at the VFW facility. Due to this scarcity, I am often required to park on the street, as on-site parking does not adequately meet the needs of regular visitors.

need 3 hours to play fresh pond golf

See previous response.

Government is awful in any form, and should have as little control over everyday life for residents as possible.

perhaps permit parking should only be at no cost when overnight

Same as above - except if you HAVE to put a bike lane in, it should go on this side of the street so the elderly don't have to cross the street and kill themselves while dragging their golf carts. Keep all parking and put in a wide sidewalk that the few bikers can use with pedestrians. They are so few that it is not a problem. In fact, I have to use the existing bike lane to transport my clubs - - it is a dual use bike lane out of necessity whether intentional or not.

This scheme takes away 52 badly needed parking spaces.

The residents need a place to park.

Need more golf course parking

Parking availability for family members and others to the cemetery

See 9 above

Resident acces

A lot of people come to play golf at Fresh Pond. Also they come to utilize the outside space of the reservoir. As there is no non-resident parking allowed in the parking lots near the water works, how will these people access the pond and surrounding areas?

I use the golf course and the parking lot is often full. I need permit parking so that as a cambridge resident I can easily park

Overflow for golf.

The current layout seems to be an appropriate use of these spaces given the population that would use them—presumably Cambridge residents who frequent the Grove St playground. If we use proximity as a main influence, I don't feel that these spaces would be used for Fresh Pond Golf Course, for example.

It takes more than two hours to play a round of golf and there is never enough parking space in tiny golf course parking lot.

Same as before.

gives vfw and golf members a chance to park. STOP SPENDING OUR MONEY ON STUPID PROJECTS. GIVE US A REDUCTION ON OUR REAL ESTATE TAXES

Same reasoning as previous question, priority in this area should be for residential permit parking or accessible parking.

Overflow of golf course parking

For people using the facilities around fresh pond

see previous reasoning on earlier question

As a non-resident who uses the golf course, metered parking when the golf course parking lot is full would be essential.

You're pushing the "land use" description along this stretch of road... it is cemetery, period. People do not park here to use Grove St park, nor do Belmont residents. Nonetheless, I can't imagine it'd be anything other than unrestricted parking...except I can't think of why this is the stretch of land where you're providing parking. Move the parking spaces up closer to the renovated park at Glacken Field, the golf course and the walking paths of the Pond.

Same as my previous answer

This would allow the largest number of people to use the parking.

Just provide adequate parking so people can enjoy the beautiful outdoor space.

I'm not exactly sure where this is but I repeat.. if I pay money to play golf at Fresh Pond I need to be able to park. If I can't park I'll complain to Jo-Anna and then I'll go to Pine Meadow and Cambridge loses my money.

For residents of 700 Huron Ave

Frequently use Fresh Pond walking and also golf course

See #9 explanation.

More unregulated parking to make the Fresh Pond GC and walking paths more accessible to everyone.

Leave parking alone, bike lanes are hurting businesses

You are proposing to take away 52 parking spaces and replace them with 0 parking spaces for visitors. Not cool.

The area visited in this part of Huron Ave requires free and convenient parking

Parking is crucial for the golf course

Cambridge residents need parking too.

No opinion

something I could use while golfing as we need more parking spaces

Again, metered parking would be acceptable with something like a 3 hour limit

Same as answer #8.

No parking for golf course

Regulations = lack of common sense

same rationale as the previous answer

Parking is needed by residents and visitors to the area! No other options available!

More parking for golf

Shorter time limit seems reasonable for this area.

See previous answer

Same answer as previous question

Not enough parking at Fresh Pond Golf Course to begin with! Any decrease in parking would be detrimental. Please carefully consider these implications. You can't bike there with a golf bag... Additionally many elderly people play the course that may not be able to bike in general.

Please see previous response for my answer to this question. These spots need to remain

Same as before

I oppose removing ANY of this existing parking in this stretch of Huron Ave. Doing so will have a huge negative impact on the people and businesses that rely on driving to this area, including to Fresh Pond Golf Course and the Belmont Fields, which are directly across from the end of Huron Ave. Very important to note that golf bags and other sports gear are not bicycle friendly.

By removing the 50+ spaces on the other side of the road, parking would be seriously reduced for golfers and out-of-town visitors to Glacken and the reservation.

"The golf course and parks are used by people who live outside of Cambridge.

"

Same as before

More parking is needed.

If you're going to get rid of other unregulated parking then some needs to remain or be transformed

golf course and park parking

Same as prior answer.

If at the golf course 2 hours is not enough time

Golf course use

Again removing the parking from Huron Ave is a horrible idea that will lead to more congested traffic, concerns with handicap accessibility, and a decrease in use of the golf course, playground, courts and reservation.

Unregulated would open up more parking for those visiting the park or golf course.

"This is a recipe for disaster. Has whoever proposed this plan ever driven down Huron? There is a golf course, tennis courts, a basketball court, a baseball field for organized youth sports, a playground, and a hugely popular walking path. And I'm sure I'm missing something.

In general, I am for adding dedicated bike lanes everywhere, as I have a bike and a scooter. But this is nonsense. None of those activities are going to get any less popular and you can't ride a bike to golf or bring your kids to a playground or their little league game on a bike.

Where the [...] are these people supposed to park?"

Same as previous answer. But, if residents need these parks they should obviously have priority.

....

The lot at the golf course currently does not have enough space to serve the golfers on the course

Same as last - we need as much parking for visitors as possible to use the walking/basketball/tennis/golf areas

Fairness to all.

There is not enough parking for the golf course or those visiting fresh pond and glacken park if you do not have a cambridge sticker. If the parks on the other side of the street are taken away (currently unregulated) then these must be returned for unregulated use.

There is currently not enough parking in this area ... any reduction in parking spaces is unacceptable.

From the document provided by the transportation department, there doesn't seem to be any research into who is using the parking and for what purposes. Eliminating parking without understanding how that loss would impact the users and surrounding

constituents is irresponsible.

Due to expansion of bike lane there should be parking on north side for patrons of Fresh Pond GC and others. Eliminate all souyside parking to allow appropriate traffic

You are trying to replace 52 parking spots with 26... really?

Have parking on both sides of Huron Ave. I do not support a bike lane on this section of Huron Ave. What will it take to listen to residents of Cambridge? A restricted bike lane here is not needed, there are few bicycle users here, and it unfairly discriminates against the majority of folks who do not ride bicycles.

The golf course will not be able to function without adequate parking. Is that your goal?

Maybe just permit parking... but if the other side is disappearing, unregulated may be good

street is not wide enough. common sense-- add a crosswalk!

to compensate for the many parking spots that residents of the 700 Huron Ave. use, it's better to allocate some of them for cambridge residents.

"My reasons are the same ones I presented in the previous section/ question. Since parking is so irresponsibly and inconsiderately removed (just listen to this: Existing Parking 52 - Proposed Parking 0! Just like that, like it's nothing!) then the City has a duty of care and a moral obligation to the Parkside & Cambridge Residents to make up to more than 0 (zero!) parking!

The 14 new spaces, plus the 26 existing ones in this section still equals to a loss of parking spaces. Especially because these 26 places already exist, they are there, and are used by us too, Cambridge and Parkside residents when we can't find anywhere closer. Because, dear City and Councilors, and powerful biking lobby groups, parking was a problem here even without your project removing 52 spaces! "

2-hour metered parking would allow non-Cambridge residents access to Fresh Pond.

See above -- stop taking away parking spaces!!! The rest of Cambridge has become inaccessible to those of us who can't bike and who have difficulty walking. Don't make Strawberry Hill equally miserable.

There is no reason to make this parking available to Belmont residents, when there are so many residents nearby who live in Cambridge. There is already parking along Grove Street for the playground and in the cemetery for cemetery visitors. There are no Belmont residents who live there, other than one house on the corner of Grove and Huron. Removing parking within Cambridge and then making it available to non-Cambridge residents is unfair to the residents who need that parking.

See my response above.

It's not a very busy area.

see above

With the playing fields across the street and the cemetery plus the bus stop, I think there is a need for some unregulated parking but the 12 spaces closest to the corner would be enough. The rest permit for residents moved from golf course side.

See previous response. Permits for both Belmont and Cambridge.

Keep as now.

I think this space is mostly used by people visiting those in the apartment building and there is other space nearby for the cemetery/playground/park

Unregulated parking greatly supports use of Fresh Pond trails and parks.

Lots of visitors from different towns for sports games & cemetery. Loading zone might be good for game/practice drop off, but honestly think most kids would get dropped off along Grove or Elm st in Belmont instead

There's not enough residents parking

PARKSIDE EMPLOYEES ARE TAKING UP RESIDENCE PARKING

Parking for all.

If we can't keep the 52 spaces on the other side of the street than these spaces should remain Cambridge permit parking or 2-hour metered for services and people visiting 700 Huron Ave and Russell Youth Center.

Leave as is, it is very used and helps so many who can not afford parking garages. Many don't have extra monies for even meters

Q12: Please elaborate on your previous answer.

I prefer not being squeezed between parked cars and moving traffic, so this will be an improvement. I am a little concerned about taking a left from Grove onto the two-way cycle-track, a movement that does not seem well-supported by this design.

I don't currently feel unsafe.

I really like the turn protection! and glad you are proposing using hard concrete barriers. Given that this is a new facility, I think it's really important to make sure cars don't even up driving in the bike lane

The wide streets - both Huron and Grove - encourage drivers to go faster than is safe in this area. Narrowing Huron and adding bike lanes and crosswalks will make it safer and encourage more biking and pedestrian use.

these changes likely to slow/ calm traffic which is what we need to ensure safety of peds and bikers

Any opportunity to separate vehicles from bicycles will improve the safety. I would like to see more signage and lane markings for the bicycles to help communicate the transition from one-way bicycle lanes to a two-way bicycle lane on Huron.

I bike a lot. These changes are improvements.

The current situation is very bad for bikers or pedestrians. You have to use the cross further south on grove street to get over safely.

Narrower driving lanes and the elimination of obviously needed parking spaces would lessen my sense of safety as a driver.

Notably, the City of Cambridge has not yet satisfactorily plowed Outer Huron Ave. And the golf course lot, plowing cars in with big snow banks and blocking the trash barrels that golf course employee Joanna had to dig out so the trash can be collected.

Residents clearing snow around their cars in the lot (legal and the only place to park nearby during the storm) had a few altercations as a few shoveled their snow onto neighboring cars' snow mounds. Not cool and mostly due to the slacker job of the City plows. Two-three days later and cars are still plowed in. Cars may be cleared off by their owners but, really now, get a grip and take a lesson from the State of New York.

Now imagine plows attempting to clear snow off of streets with bike lanes. Bike lanes are not clear. Street parking is currently unavailable. What are City snow plows and workers doing? Going to Burger King?

Nothing will make me feel safer unless and until Belmont actually installs a traffic signal. Since they need over-rides for many of their projects, I'm not holding my breath on this installation.

I hate this intersection. So lights and crosswalks would be great. I'm excited to hear there may be bike lanes as it would make the new Cambridge bike path even more useable. We

have friends on Highlands and safe ride for my son to meet his friend would be great.

The opening between Grove and Huron is way to large right now and it is very difficult during parts of the day to cross the street.

Cars fly by at 40 with terrible sight lines. It's too dangerous for children to use the park from Huron Avenue.

For several years I biked to Beacon Hill from my house in the Harvard Lawn area of Belmont for my work, and for the past few years I have frequently walked to Star Market, Fresh Pond, Formaggio, etc. Every time I've walked or biked to Boston or Cambridge (almost every day), the single most terrifying part of the trip is crossing Grove Street near Huron because it feels so dangerous. Cars go really fast and because the road is wide, even if one car stops for you at the crosswalk, sometimes another car will zoom around. There is no other intersection between my house in Belmont and Boston Harbor that is this scary for bikers and pedestrians.

Too congested too much going on

Proximity of crosswalk to grove St playground

Any changes to protect bikers & pedestrians will be an improvement

This is an extremely dangerous intersection and there should be some kind of pedestrian/bike activated light (like on Fresh Pond Parkway). We generally take a left coming from Cambridge on Grove St. so we can access the park because Grove St. is so dangerous. This left is very dangerous because there are cars coming from both directions turning on to Huron. Returning to Cambridge, we take a right on Huron which is better than proposed configuration because that forces you to cross two lanes of traffic to access the new bike lanes. I would rather cross over up near the Youth Center because it is a more controlled environment. We are often biking to Belmont at rush hour in the AM and it is extremely hazardous since people are speeding and driving aggressively. The sight lines for cars turning onto Huron and bikes turning on to Grove are extremely compromised; critical to slow down car traffic here.

I think it work best the way it is

Location of bus stop might cause challenges due to bike traffic turning right, if bus, bike and cars are present.

already congested with low visibility. this will increase traffic and driver rage. hill on Grove reduces visibility--this proposal is not safe

How will motorists turn right on Huron Ave onto Grove Street if there are two crosswalks so close to each other? I would expect that more T commuters would get off the bus at the T-stop in front of the Golf course.

Without traffic lights one lane serving both right and left turns onto Grove will ensure monumental backups on Huron Ave.

Having a pedestrian activated pause in crossing Huron Ave to the gold course is extremely important. The proposed pedestrian crossing at Grove St is an excellent idea.

The city has already made Huron Ave too narrow that two buses passing each other on opposite sides can hardly fit.

there is often a back up during evening hours cars during left or right. reducing to one lane and not a left and right turn lane you are causing traffic to back up past 700 Huron Ave.

Please do not support more bike lanes for suburbanites at the expense of parking for people who live here.

Belmont has no plans, you are mistaken.

No

Adding bike traffic to this intersection creates more of a hazard to cars turning then already exists cars go too fast on the cross street that cars coming down here on Ave already have enough to worry about

Bike lanes make all safer

A two-way bike lane along one side of the road could be unsafe for cyclists and drivers.

It will create a bottle neck, with cars, trucks, pedestrians and cyclists all converging on a very narrow intersection

Cars turning and moving bikes scooters etc going in too may direction

Too many markings (crosswalks, bike lanes) and very confusing.

I will not feel safe at this intersection until a traffic light or a rotary is installed!

A traffic light would be a big help, but that is clearly not in Cambridge's purview.

That intersection could really use a signal for people turning left onto grove from Huron

There is no need for dedicated bike lanes on this part of Huron Ave. the road is already wide and there are very few bikers on this whole stretch of Huron. I barely see any bikers, for which I see daily, in the current separated bike lanes. They were an incredible coat for little benefit. Focus on more congested areas of Cambridge with our valuable tax dollars

Bike lanes are not protecting the actual pedestrians and bikes. They just make less parking spots for residents who pay to live in the city.

There is no need for these changes.

I think it's fine. That intersection isn't really a problem

While adding a light may help, the bikes in their own lane will actually make turning less safe for both cyclists and vehicles as well as pedestrians.

For the Cambridge side, the addition of the protected bike lanes will be a huge benefit for our family. I like to ride to Fresh Pond with my 8-year-old and doing that now is so, so unsafe until you get to the new bike path across from 700 Huron. This change will allow us to ride the entirety of Huron Ave with dedicated bike lanes, which is fantastic. As for

the Belmont side, we are excited for the newly designed intersection with traffic signal, which will address the safety of the left turn onto Grove, which is currently a nightmare.

I walk, bike, and drive through this intersection all the time. It is a dangerous intersection, although only for pedestrians. The added crosswalk is a good idea. The traffic signal for cars is not needed, unless it is an on demand crosswalk signal that alerts drivers there are pedestrians about to enter the crosswalk. The reduction of the width of the street will prevent the current circumstance that allows West bound cars to take a right onto Grove street while those taking a left are waiting for traffic on grove street to clear in both directions. This helps move the traffic along. The proposed design will result in even more congestion and backup along Huron that is very problematic due to the installation of the bike path from the golf course parking lot back to Fresh Pond Parkway. The changes in street design with the installation of bike paths (in the manner Cambridge has used) literally limits the times I leave the house to run essential errands because getting driving around the City and finding parking is so difficult.

I come from the other direction so this won't impact me.

I would like to feel safer at this intersection, but it is hard to tell from the drawing whether or not that will be true. Right now it is a mess. However the addition of a traffic light would seem to be a big improvement.

Requires speed enforcement on Aberdeen.

Any change that expand safe and separated bike infrastructure is improving safety.

Hardly EVER have I seen a cyclist at this corridor and I drive through literally every day. Definitely difficult to walk across Huron. Too many cars going through intersection and don't stop for pedestrians.

This is an intersection where everyone commuting to and from work is accustomed to turning quickly. Drivers are going to wind up hitting pedestrians if you build a new crosswalk across Grove St at the intersection as shown. It is much safer to keep crosswalks where they are now.

This will negatively impact driving and traffic.

This intersection works. Stop lights will slow down traffic on Grove and Huron which is good. A bike lane on Huron proposed as drawn in the plan will back cars up to Aberdeen Ave during traffic hours. The road currently allows cars to turn right onto Grove Street and alleviate traffic doing so. Presently the left lane turns left in their own lane which clears space for cars which will speed up the traffic and reduce carbon emissions of cars waiting to turn right as they wait in an unnecessary line of traffic.

It's going to reduce an already narrow road. Introduce bikes and congest traffic.

Ability to cross to a bike lane using a light will be greata

Yes. I live near this intersection and I feel like I risk my life every time I cross here. The current street design encourages drivers to whip around this turn. I appreciate that you are building out the sidewalk to make the turn more of a right angle; I think you could do

that more on the south side as well. And I'm very grateful for the extension of the bike lane. The current way the bike lane ends at the golf course means the ride ends in terror for people heading to Belmont.

This is already a tight turn. Making it narrower will be problematic and unsafe

I do not walk in this area.

This is a dangerous intersection. Adding a bus stop makes it worse unless there's a pedestrian crossing light.

Unnecessary traffic light.

I often walk it, walk and bike here. The current situation is very unsafe.

The roads are already too narrow with the existing bike lanes, shutting way out into them with curbs that are sharp enough to pop tire

Extending the bike lane is incredibly important to connect Cambridge and Belmont

It feels very unsafe as a walker currently, and I'm too scared to bike there.

I once drove through this intersection right after a biker had been hit by a car. This intersection is so busy I won't permit my teenage children to bike through it.

No light needed here

I'd rather not harm someone cycling

Now you have to watch out left turning bikes when turning right in Grove. This type of changes add more confusion to drivers and cause additional stress

The protected bike lane will be helpful for safety as will the cross walk to cross grove st

I love the addition of a traffic light!

The intersection operates smoothly and doesn't need changes

Without a traffic signal, I don't think people whizzing down Grove St. will respect the cross walks or bike lanes, especially if there are not warning signs before they get to the intersection. (They often go too fast to acknowledge the cross-walkers).

Putting in a crosswalk there at grove st will make that congested area even worse

Too narrow for cars

Anything would be better than what's there now. Cars move very fast here on Grove.

Na

This is a highly trafficked intersection with poor visibility due to the hills on Grove Street. Proposing a cross walk, bus stop and adding bikers to this intersection will be dangerous and encourage pedestrians to utilize this area when it is safer for them to cross and bike on Grove Street in the existing crosswalks.

Too many things going on in the intersection

Proposed changes will help traffic move through the intersection -- but please note that existing traffic calming on Huron ave created *very* narrow travel lanes between Aberdeen and Grove Sts -- I ride that bus every day and buses + cars + trucks routinely drive on or over the double yellow -- with bollards, parked cars, or sharp curbs on the other side. travel lanes are too small, especially if there is snow or ice or rain. Look at the erosion of the double yellow lines on Huron Ave as proof.

Seems like it's more accessible!

Motorists traveling through the intersection of Huron and Grove Streets during peak commuting times regularly encounter significant traffic congestion. The sheer volume of vehicles passing through this area contributes to delays and challenges for drivers.

The intersection itself is relatively wide, which makes it manageable for drivers who wish to turn right onto Grove Street. These motorists can typically proceed without having to wait for those attempting more difficult maneuvers. However, the volume of traffic on Grove Street during commuting hours presents a particular challenge for those turning left onto Grove Street, especially in the afternoon. This maneuver can be difficult and often requires drivers to wait for a safe opportunity, which further slows traffic.

If the roadway at this intersection is narrowed, it will remove the ability for drivers who wish to turn right onto Grove Street to proceed without delay. They will be forced to wait behind vehicles attempting left turns, compounding traffic congestion.

There is already a notable buildup of traffic heading from Huron to Grove Street, exacerbated by the designated bike lane that currently ends at the golf course parking lot. The addition of further road restrictions or loss of roadway space for commuters is expected to cause gridlock, with traffic likely backing up as far as the lights at Aberdeen Avenue.

See previous response.

Who cares; the loss of street parking makes this whole project worthless and makes me wish death on every adult who rides bikes for transportation.

I would feel much safer driving through this design as it would give me better visibility to people walking and biking and reduce excessive speeding.

Honestly, I have NEVER seen pedestrians nor bikers in this area - - just cars going fast down Grove Street. It is very hard to turn left or right from Huron Ave onto Grove - - throwing bike lanes and more pedestrians into the mix is a recipe for disaster.

If I am driving on Huron Ave, going to Grove St, I have to pull out into proposed bike lane in order to see oncoming traffic. This is not safe!. Going from Grove onto Huron from the Cemetery side I would have to make a tremendously tight right hand turn onto Grove. This is way too complicated and perverse. This is all speculation anyway since Belmont controls the intersection and there is no info from them.

I feel it works just fine now.

Bike lane and extended sidewalk will cause more distractions.

It is already dangerous to park or drive in that area adding more changes will increase that fact.

I do not have any issues with this intersection

Looking at the diagram,I don't understand exactly what the changes will be and how they will affect me.

It is unsafe to place a bus stop at the corner of a street

The combination of the hill and the curve in the road (Grove St) make Huron Ave a difficult street to turn out of whether turning left or right. The wide road (Grove St) also encourages speed. Traffic calming measures would greatly improve the safety of this intersection with minimal impact to traffic in the area.

The previous changes, from the past 2-3 years or so, have already compromised sightlines. And I hardly EVER see bicycles on those paths between the pond access points and the apartment tower.

STOP SPENDING OUR MONEY ON STUPID PROJECTS. REDUCE REAL ESTATE TAXES

No

Lights always make me feel safer when making turns.

This is not the part of Huron where I walk... nor does anyone else.

Not sure adding a bike lane to this intersection will enhance the safety of the area.

I do not ride a bike

In federal I'm not happy with lack of planning behind removing (especially resident) parking for bike lanes.

I never felt unsafe in this section of Cambridge.

Perhaps you need to further explain "safe". Again, bike lanes hurt businesses, look at how many businesses have closed due to bike lanes taking up parking spaces and the unbearable traffic it's caused from double parking

I do not walk here.

More lanes, more lines, and more opportunities for misinterpretation resulting in accidents.

I've used this same intersection for decades without problem. We organized play and sport events at the Grove St park with kids and never had any issues. I'm sure it will change, but it's not going to change much for me or my usage.

Cross walks are important and help cars stop for pedestrians.

No opinion

It is difficult to take a left onto Grove Street from this intersection , particularly due to the left turn lane from Grove.

Too much congestion.

Safe ??? It's an intersection, not a war zone . A light would probably make sense.

Why is the real problems always ignored ?

The majority of Bike riders do not follow rules of the road . This is a fact , any biker , driver or pedestrian that denies this is simply blind or lying .That being said, to be fair , as a professional driver , the driving ability of many drivers is way below average.

Golf would suck

Not a noticeable difference as not heavily traveled when I pass through this intersection.

Will be less safe for drivers having to navigate more bike traffic. On a busy day at rush hour, you can wait 3-4 cycles of the light before you get through. More bikes will make this worse. Id expect traffic to be backed up to the honda dealership most days during rush hour

This intersection is at a low point, or down slope, at Grove Street and Huron Ave where cars crest the Grove Street hill (in both directions) and then travel faster downhill into the intersection. This condition is true for cars travel from both directions on Grove Street entering into this intersection. I also strongly oppose the two way bike lane proposed here primarily because it will eliminate much needed parking for golfers and field users, and because two way bike lanes are a dangerous convention to both cyclists and cars. In my opinion, cyclists should travel in the same direction as the rest of traffic. I have witnessed far too many near accidents where bikes travel in the opposite direction of the cars (i.e., upstream to vehicles).

Want to make the public feel more safe? Invest more in policing activities.

Traffic signal would benefit this intersection.

No opinion on this matter

That intersection is very chaotic as it is. A traffic light will help. I bike all the time but can admit bike lanes make everything more complicated.

The current intersection is incredibly dangerous for pedestrians, cyclists & drivers. A traffic signal would significantly increase the safety. I am very much in favor of these changes.

Stop making ridiculously wide sidewalks and impeding traffic

This intersection is already horrible, the traffic is a nightmare, it's super unsafe, and it creates a danger to the park and children playing in it and the residents surrounding it. That being said as it currently is, is safer than any proposed changes.

The crosswalks are fine, but you're making the right hand turn from Grove onto Huron worse.

I typically only drive at this intersection.

The bike lane on grove, coming down the hill of grove (headed north) as it approaches the huron intersection, feels unsafe. With this new "right of way" implied by the dedicated bikelane, along with the proposed more-obstructed roadway (road markings, ped area), this is sure to cause issues for cars turning onto grove from huron and vice versa. This is at least the case until a light were to be installed at the intersection

N/A

Difficult area to fix.

This is a horrible intersection, especially if you are trying to turn left from Huron onto Grove. Nothing short of a set of traffic lights will improve this intersection.

For the most part, I feel safe at this intersection.

the street isn't wide enough for busses and trucks to pass.

Seniors need sidewalks.

I don't understand this design. Is there a turn from Grove St. onto Huron coming from Mt. Auburn St? Also, a driver has to move out into the bike lane coming from Huron Ave in order to see that traffic is coming along Grove St. This will also cause a back up in traffic along Huron Ave with only one lane. This is another example of unforeseen consequences.

It won't affect my safety.

Love the bike lane. The intersection isn't that busy so the double lane that's there now isn't necessary

do not need a traffic light and do not need to move or add a bus stop(s).

I am very excited to have:

- Shorter crossings in both directions
- The island to shorten the Grove St. crossing and prevent drivers parking in the crosswalk
- The buffers to prevent drivers using the bike lane as a right turn lane

This segment of the diagram only show one "not-so-major" change that the Cambridge DOT proposes: removing the existing bus stop there. That wouldn't impact my safety in any way, because I only rarely used that stop and never felt unsafe when I did. BUT since that bus stop is being (re)moved, and not by Cambridge but by Belmont City, than the Cambridge City can create a couple Additional Parking Spaces there?! Yay!

Grove and Huron is a very busy intersection, needs a light

Adding separated bike lanes would make the area safe and bike-able. I won't ride there now because I feel like I'm risking my life.

Increased road rage. People are already impatient and crazy at this intersection.

I use this intersection as a pedestrian or driver, not as a bicyclist.

It is terrifically scary to cross Huron Ave at the corner. The street is too wide and drivers are coming from all directions.

I've never had trouble crossing at the existing crosswalk

With a light and traffic calming measures, it will be safer to use the crosswalk from the cemetery gates to 149 Grove st. Right now it is safer to cross further down Huron as the traffic turning right off Grove does not stop. I will be glad if, and when, the horn blowing and the squealing tires stop.

I either drive or walk. I have almost been hit by a bike 4 times due to bikes riding on the sidewalk. Bikes need license plates and riders need to be reminded of their responsibilities re: walkers.

Not sure. The inside of the turn seems odd.

It is very hard to see cars coming from the left down Grove street when on Huron. This moves the stop line for cars even further back, and I think it will be harder to see. The new bus stop looks like great placement though.

Biggest safety issue I encounter currently is with cars trying to turn right from Huron onto Grove St staring to their left, waiting for a gap, and then starting to go while there's someone in the crosswalk. As a driver on Huron, you have to pull really far out to be able to see traffic coming from the left, so I have concerns about bringing the bike lane on Grove St closer to the stop line on Huron Ave (anticipate many cars blocking the crosswalk & bike lane, so having to dangerously merge as a cyclist). If we can guarantee the signal goes in at the same time, it might be fine, but tough to say.

Congestion, bikers don't follow the rules and cars don't stop at the intersection for pedestrians to walk safely

The proposed changes do not significantly alter the current conditions of the intersection, and I do not believe they will have a noticeable impact on my sense of safety. My experience using this intersection suggests that safety concerns are already well understood, and the changes neither improve nor worsen them in a meaningful way.

Better access for pedestrians (crosswalk) & bikers & cars & bus SAFER

Going west on Huron it will be much harder to see traffic and bikes coming from either direction. And there's very little bike traffic!

I can understand a new cross walk but not a new location for the bus. It has worked where is is at 700 Huron ave for many many years and it is a very important necessities because of the accessibility to all that live in this very large building

Q13: Do you have any suggestions on how the proposed design can be improved?

Belmont currently has a different design for this intersection. It would be good to come together to make sure the designs will work together.

Can Belmont and Cambridge collaborate to put in a traffic circle here?

how are people biking supposed to get from grove when traveling southbound onto huron traveling east?

Can belmont use the buffer to make a parking protected bike lane on grove? it seems like they have enough room but i am not sure

I'd like to see traffic lights at this intersection.

no

- Where's the queuing space for cyclists coming from the east onto Grove St. going south?

- Adding a bicycle path lane marking next to the crosswalk across Grove st. would be safer since all cyclists wanting to go south on Grove from Huron will need to cross there.

- It's unclear where cyclists coming south on Grove st. will enter the two-way bicycle lane. Looks like the entrance is blocked by the striped buffer.

- Hopefully the striped buffer zones will be raised concrete barriers so vehicles don't cut off cyclists

- For better wayfinding, it would be helpful for cyclists going north on Grove St. to have signage that indicates the cycle path on Huron Ave. is on the north side (not the same side as traffic like typical)

- Making the crosswalk across Huron Ave a raised crosswalk will help make the intersection safer since cyclists and drivers will be unfamiliar navigating the transition from one-way cycle lanes to a two-way cycle lane.

Barrier between tan pedestrian area and bike lane so bikes don't cut through

Need traffic light and light for bicycles. Hope you can work with Belmont on this.

Is there a way to maximize the use of the last part of Huron Ave to Grove Street where currently fewer cars typically park?

Turning left onto Grove Street from Huron Ave is very difficult. If there is only one lane to turn at that stop, those turning right will have to wait for left-turning traffic. The single lane will cause significant backups on Huron during the evening commute.

When you implemented the current bike lanes, you did not leave enough room in the vehicle lanes for large vehicles such as trucks, buses and boats driving in the street and parked cars on the other side. It often felt too close for comfort driving down Huron Ave.

I like what is proposed.

To not implement the changes at all.

Road diet

Please prioritize bike and pedestrian safety!!!!

Flashing pedestrian lights at crosswalks

I'll study that

Separated bike lanes in both directions between Grove and Youth Center (explained above) unless traffic can be controlled entering and leaving Huron. Traffic light on street or street calming measures (such as raised structures_ to slow down traffic entering and leaving Huron.

Get rid of it

By not doing anything

Consider moving the bus stop before Huron Ave and not after. It feels there might be a bike/bus intersection. Would be interesting to see the simulation models for both proposals --what is here vs my suggestion.

leave it the same as it is now. a further bike lane on Huron is a bad idea

Do not do this. The need for parking in this area is too great. The bike lanes will not help the community.

Don't do it

Re-assess whether a new bus stop in front of the Cambridge single family houses on Grove Street is really needed.

The sidewalk along the cemetery is very narrow. Even given the limited cross section of the project, widening the sidewalk should be a priority, especially since there is no sidewalk on the other side of the street. Encountering pedestrians with strollers, walking dogs, or who are wheelchair users going in the opposite direction is always a delicate dance. Even someone opening a car door blocks the sidewalk. My suggestion would be to retain parking and the bike lane on the park side and take out parking and widen the sidewalk on the cemetery side. Also, I have never seen the bus stop at Grove Street. Is that really a stop? I usually walk up to 700.

Stop

keep the right and left turn lane at this intersection on Huron Ave

Flashing lights for crosswalk

Leave as is.

Leave it alone

This will be a nightmare and even more dangerous than the current bike lanes which force drivers to drive in such narrow lanes that it's almost impossible to drive safely. The

traffic light will back up traffic like crazy

See above

No. U will do what u want anyway. U never listen

Make Belmont pudding stop signs and make it a three-way intersection. Cambridge cannot do anything on its road to make this safer.

Is there an alternative route for cyclists through Fresh Pond?

Is that a T station at the mouth of the intersection ???? How are the people , especially at 700 Huron, going to get to that stop???? An awful lot of people will be vying for a few parking spots and tie them up all day long.

Use the sidewalk area off the street.

A rotary might work here? If that is not possible a Traffic signal and better crosswalk placement along Grove St . Crosswalks that are in mid blocks are extremely dangerous particularly surrounding a Park

Yes, make certain there are ample Parking spots for families, Little League Teams, and other Park and Playground users, including the disabled and elderly population of Cambridge the City so blithely ignores.

That intersection could really use a signal for people turning left onto grove from Huron

Do not extend the separated bike lanes, and keep all existing parking. It's already impossible to park to watch baseball games. It's a excessive use of tax dollars

The bike lane should be on the other side of parked cars next to fresh pond. Nobody uses the lanes that are there. Fresh pond has a whole bike lane.

Save the money and stop

This project.

Keeping this road shared where cyclists are prt of the line of traffic is safer for everyone. Adding a light will make things safer for pedestrians crossing as well as vehicle and bike traffic.

No, but I'll offer that I applaud your taking the parking away on the north side of Huron to accommodate the bike lanes. I appreciate that this may cause hardship on some residents and park-goers but the safety considerations are so worth it.

It is not part of Cambridge DOT's project, but if in working with Belmont the crosswalk across Grove street were to be moved to the cemetery side it would make it safer to cross, since the vehicles traveling west on Huron and taking a right will have a relatively obscured view of pedestrians in the cross walk as depicted in the above figure.

My concern is that there will be only 1 car lane. Currently it splits into two at the intersection. During rush hour, it can take a LONG time to turn left from Huron onto Grove. With 2 lanes it is not a big deal, as those that turn right can just go. With the

current proposal, I strongly suspect that LONG lines will form during rush hour.

A bicycle traffic light would be a welcome addition to minimize the number of bikers who want to race the car traffic light.

keep the brush cut back on the sides of the road, especially on the fence with the golf coarse

Please use a built up median between the bike lanes and the road like the rest of the street. Any quick build elements, even though it's individual concrete curbs are inferior to a properly constructed infrastructure.

Ensure bikes turning from Huron left onto Grove Street are safe from. vehicles turning right. Exclusive light phase? Merge into travel. lane before the corner?

Stop light. Pedestrian crosswalk.

Fully separated bike lanes that are above road level or separated from the road by concrete barriers and plantings.

People are creatures of habit so we should keep crosswalks where they are. This is much better for safety. We especially would not kids walking to and from Grove St playground to get hit.

Don't do it. Save the funds to better use in other demanding projects in Cambridge. All these funds will be used but the end result is still Grove Street which Belmont owns and will not continue the project. So all this money will be spent for 1,000 feet of road that doesn't need it? Makes no sense.

Add traffic lights, or a rotary

A roundabout could be an alternative to a light. We need the bike lane on Huron to go the entire way!

Extend the sidewalk even further at the entrance of the Belmont Cemetery if possible. People turning right onto Huron go way too fast and do not look where they are going. Also please ensure that the crosswalk is adequately lighted, possibly with yellow flashers.

Don't make a bike lane there

No

It's currently working fine.

There should be traffic light here people speed way too fast on Grove Street

Leave it alone let people park and put a bike lane on the outside of the cars not the inside

Perhaps flashing lights for pedestrian crossing

Protected bike lanes should be created on both sides of the intersection. (Cambridge and Belmont).

Don't put two way bike lanes on one side of the street.

Traffic light at the cross walk across grove st

I support bike safety. The number of bikers using bike lanes is minimal in comparison to the motorists and should not dictate traffic and parking patterns on major roads.

I hope that Belmont will be proactive about making changes - having some sort of traffic light would help. In the interim, the crosswalks need to have some lighted feature. With cars crossing traffic onto Huron or vice versa, it is difficult to monitor both cars and bikes/walkers. During rush hour and in the dark, it would still be quite scary to cross there, and I wouldn't do it, unless there was a flashing light signal that the biker/walker could initiate.

Again, the cars/trucks drive very fast on Grove St, so if there was something to slow down the traffic before they get to the intersection, it would be helpful.

Put the crosswalk on grove st further down

No bike lane

I cross Grove on foot twice a day. More traffic calming and maybe a rotary would help. Traffic lights may stall a lot of traffic coming off Huron?

Na

Give the travel lanes enough room, don't slow the buses down, favor pedestrians over cars and bikes

Yes, please leave it as is. The current bike lane is sufficient.

How can the City operate a golf course without parking? The current golf course parking lot is too small to accommodate the operation.

Maybe a bike-specific light, like we see in some other places? I am not an expert.

I don't know the answer, but what I do know is that the number of people this bike path will help is minuscule compared to the number of people it will adversely affect—not only commuters, but also area residents, VFW members, Russell Youth Community Center children and Fresh Pond Golf Course golfers.

See previous response.

Cancel the project entirely

reducing lanes on grove street southbound so it is only one combined lane, as proposed it could be very dangerous for pedestrians crossing if one lane stops for them and the other lane does not observe them crossing and they are blocked from view by the stopped car. Only having one lane entering and exiting the intersection from the north would be much safer for pedestrians.

Yes - a mixed use sidewalk. I rarely see walkers or bikers in this area. So, rather than a bike path, install a sidewalk that all can use - wheelchairs, golfcarts, walkers, bikers. I use the bike path near Glacken and the Golf Course to wheel my golf cart as it's parallel to the sidewalk and easier to traverse. Also, remove the dangerous granite blocks sculpture

between Glacken and the golf course and make it a parking lot. Can't believe this was ever allowed in a playground area - so dangerous.

Leave it alone!! Cambridge has had enough bad history with unintended consequences.

Create more parking and easier access to golf parking

no. don't have enough understanding or context.

Stop pretending that more bicycle paths will increase the number of bicycle riders.

STOP ! REDUCE TAXES

No

The design looks ok as is, though I'm curious why it doesn't include a stop light. However, until you decide to regulate the behavior of bicycle drivers, make them accountable to follow driving laws like other vehicles, then I can see why you're not bothering with a stop light.

Actually I think a traffic light would improve safety for bicyclists and drivers.

If there is anyway to keep street parking while adding a bike lane.

Think more completely about removing parking for Fresh Pond Golf. Will severely impact the course's business and income. Big headache for management as paid golfers can't park!!!! My neighborhood just went thru this. Residents continue to circle!! Again poorly thought out!!

Cars turning left from Huron will cause long traffic delays. You need two car lanes so right turners can keep going.

Yes, don't put bike lanes, limit multi family housing and if there is multi family housing, have requirements for a minimum of one parking space per unit off street be enforced

Consider people golfing, visiting the cemetery, visiting people in the high rise and VFW and don't take away the parking. It's hard enough now finding a spot

Leave as is.,

Simplify. Look at how busy that simple 3 way intersection appears. 6 lanes wide, including bike and bus, at two points?

I am opposed to this project.

Remembering that people that use the park and common spaces also bring a lot of stuff for the community good. Coaches bring equipment, parents bring snacks and pets. So having available parking with safe access is key.

A 3 way stop sign would improve safety when making turns

More parking spaces.

before bike lanes there were far fewer bicycle accidents. Bike lanes are a disaster for all, especially bikers . Crazy parents pulling or pushing carts with small children 6 inches

off the ground should be arrested. Bike usage is a very small population that for some reason yields the power of a majority. Get rid of all bike lanes , infrastructure is not built for it . It is not having any impact on the environment, that's another lie. Government policies need to benefit the majority , not special interests .

Don't take away these parking spaces

Install speed check sensors

I would encourage you to look into how many people drive compared to bike and ask yourself why your making it harder for the majority of people to commute in an already congested city. There are many better ways to allocate dollars to improve the city of cambridge

Yes - use tax payer dollars more effectively.

No opinion on this matter

I do not think this project should go forward at all.

Leave it as is

Leave it as it is.

2-way bikelane on west side of grove (with a dedicated cross area at the Huron intersection) would improve it, but as you state, that is a Belmont item.

N/A

Please do not removing parking spaces for the bike lane

Traffic Lights for cars and pedestrians.

At certain times, turns from Huron onto Grove can be difficult. A traffic signal would be helpful. But I do not recommend a standard, fixed-timer, signal system. This would cause unnecessary waiting during low traffic periods. Instead, I would recommend an intelligent traffic system that automatically changes based on the traffic needs. If that can't be done, then don't install a signal.

don't change anything.

One - why change things??

Two - a two lane exit from Huron onto Grove St. is needed.

If you have only one lane on Huron Ave, you should put a light at this intersection. Otherwise, traffic will back up extensively on Huron because of the difficulty of turning left onto Grove street from Huron.

I would love to see some sort of physical barrier in those protected corners rather than just paint.

Yes, please fit some parking spaces there if you/ Belmont remove(s) the bus stop.

I'm hoping you can make a right turn on red for cars here... I feel it would alleviate a lot of

congestion

Not really

Improve Fresh Pond Circle and more traffic would go through there.

This change will make it impossible to turn left from Huron during rush hours. If Belmont is suggesting a traffic light, it seems impossible to make this change until there is a light.

A traffic light.

Fix the sidewalks along Grove and end of Huron. Add a trash barrel or two along there!

Is there data that shows there will be a large number of bike riders? To this day the # of bikes on Garden Street is underwhelming, particularly if it's not during am or pm "commutes." I know; I've tracked it!

Reorganize the cemetery entrance.

I really think this needs to be a roundabout/rotary. I recognize that's a Belmont decision, but if any pressure can be put on them, I think it's advisable.

Could you move the crosswalk crossing Grove St to the other side of the intersection to avoid conflict with turning cars? I also don't know how feasible it would be, but maybe moving the crosswalk crossing Huron further down Huron, so you are crossing behind the turning cars (cars other than the ones at the front of the line are looking straight ahead vs the front of the line who are often staring to the left looking for oncoming traffic)

Put speed bump at the crosswalks intersection so cars will be forced to stop.

The proposed design could be improved by prioritizing pedestrian safety and clarity for all users of the intersection. Adding clearer signage, high-visibility crosswalk markings, and improved lighting would help reduce confusion and increase safety.

Traffic signal timing should allow enough time for pedestrians—especially seniors, children, and people with mobility devices—to cross safely. Incorporating pedestrian refuge islands or curb extensions could shorten crossing distances and improve visibility between pedestrians and drivers.

Additionally, clearer lane markings and advance warning signs for drivers would help ensure smoother traffic flow and reduce the risk of sudden or unsafe maneuvers. Gathering feedback from regular users of the intersection after a pilot phase could also help identify real-world safety issues and allow adjustments before final implementation.

Parking along side the PUBLIC PARK

If there's a traffic light, heavily favor cars, because the bike traffic here is minimal.

Listen to those that live here

Q15: Do you have any suggestions on how the proposed design can be improved?

Current transitions in and out of the cycle-track at the golf course driveway are stressful. If the city plans to use "quick build" materials I suggest using the concrete slabs like those on Brattle, not "flex posts" because delivery trucks will simply drive on the flex posts.

I bike in from the east and park in the Parkside Place bike room. I currently ride in the street but will now have a protected bike lane. However, I would still rather have the parking spots available than a negligible safety improvement for ~10 seconds of travel time.

This looks so much safer than it is right now, it will slow the speeding down from regional commuters and keep people separated which is great

This is a tricky area right now... you're going along in the nice protected bike lanes and then, poof, you're along a row of parked cars. Continuing the bike lanes along all of Huron Ave. will make the entire street more bike-friendly.

this is currently a tricky place to bike and instead i usually cut thru the FP reservation

I occasionally bike through here and hate when the bicycle lane ends. Having this continuous protection to Grove St will be much safer and make me feel much more comfortable.

The current bike lan situation is not great. Definitely not safe for kids given how fast cars drive here

DON'T DO IT!!!

We LOVE the new bike lanes. I worry about going beyond the golf course because the current parking is too risky with all the possible car doors. This would be a significant improvement and connect us more easily to Cambridge Highlands area.

How many bikers, be it commuters or pleasure riders, actually use these bike lanes on Huron Ave? The lanes usually look empty when I drive by at different times during the daytime on weekdays and weekends.

Having the bike lane makes this area much safer for bikers. I avoid streets that feel unsafe with heavy traffic and no lanes.

I really appreciate the new bike lanes - my only hesitation about keeping both lanes on one side is explained above - if a bike is taking a right from Grove, it will be forced to cross two lanes of traffic, so unless the traffic can be more controlled, having both lanes on one side will present a problem.

I don't agree with losing all the parking

Right now you have to move between different sides of the road. Let's avoid ppl having to cross between both side across Huron. Esp kids and seniors who go to and from Russell.

The bike lane as it is now is rarely used by cylists. In the 8 years I have golfed at Fresh

Pond, I have seen no more than a dozen cyclists in good weather. The bike lane is not used by cyclists at all in the Winter time.

Not physically able

we are only creating this for people traveling through our city not for people who live in the city.

I bike sometimes. We need to stop with the bike lanes. They do not make anyone safer and they make driving more dangerous. This city is becoming unlivable

No bike lanes and no traffic light.

No

The street is wide enough to accommodate cars bikes, and have parking. There's no need to change the layout. The city should be focusing on other areas across Cambridge.

I don't view this as a safe option to bike, even with the proposed design. I believe a 2-way bike lane is unsafe for both cyclists and drivers.

Whatever needs to be done to make bicyclists and automobiles safe from one another.

Too unsafe period. I dont even let my kids ride a bike in our own area of cambridge.

Useless construction.

I bike from North Cambridge to Glacken and Fresh Pond and the bike lanes are a big help. Although I wouldn't use the expanded bike lanes, they would help kids coming from that side of Cambridge to Glacken.

There is no need for more bike lanes in this area. The Watertown / Cambridge pathway is great and is sufficient

I had already biked frequently on Huron Ave and had no need for the separated bike lanes. It was an example of road that was safe before, and this huge project was unnecessary. Please stop wasting our money

It will not feel safer. It will only disrupt citizens of the neighborhood.

We do not need bike lanes everywhere. And that neighborhood is already safer than others in the city. It's a waste of taxpayer money

This is unnecessary

While the intentions are good, this will create a more hazardous situation for cycling

Being able to ride the entirety of Huron Ave with my child is going to be a huge game changer. This will allow us to bike rather than drive to Fresh Pond and into Harvard Square, and to feel much safer in the process.

I do not feel unsafe biking along this section of Huron (or any section of Huron). I think the reduction of the available road width and reduced parking is much more detrimental to the quality of life in the neighbor than any benefit gained by the costly implementation

of the bike lanes.

Again, I am advocating for balancing the need for safe conditions for bikers, car drivers, residents, pedestrians and Youth Center patrons.

This extension is critical. The separated bike lane that was recently completed on Huron is a huge improvement. Right now, if coming from Belmont, the transition from riding in the lane to the new facility is dangerous.

Again, I hardly ever see cyclists along this corridor and I drive through here literally every day

I would bike substantially more often with safer infrastructure.

Much better would be fully separated bike lanes that are above road level or separated from the road by concrete barriers and plantings.

See above comments.

This is a HUGE IMPROVEMENT -- biking here is scary today and this will make it much better!!!

I don't bike in this area. The bike lanes seem pointless to me.

I'm old

Thank you for improving bike lanes. I bike a lot and would like to also feel like my children are safe using these.

These bike lanes have taken away too much on street parking and cannot be cleaned when there is snow or leaves because they are on the inside of the cars, which is just a really bad idea

I frequently take the bus from my street in Belmont to Harvard square and if there was a protected bike lane I would bike during the nicer weather which would be so much more convenient

I don't bike in this area because it seems too dangerous. I would have to wait and see how it is after the changes to see if it really feels safer.

Eliminating parking on the north side of the road and installing a dual-track bicycle lane will be a HUGE improvement in terms of cycling safety. If the town of Belmont can improve bike lanes on Grove St., then I will finally feel safe allowing my young children to bike from my home near Concord Ave. in Belmont to Glacken playground/fields. PLEASE ensure that the dual-track bike lane on the north side has physical barriers (e.g., elevated curb, barriers along the lines of Brattle St. bike lane) rather than just paint, as a painted bike lane is essentially useless from a safety perspective.

It's extremely dangerous right now, but if there were protected bike lanes on both sides of the intersection, it would be much safer

I've been driving here for a long time and have never seen any issues with the current pattern and everyone respects each other

As a biker turning left on Huron from Grove will cause a lot of stress to watch out not only the incoming traffic on Grove but also for the cars turning right on Grove from Huron.

I will feel much safer biking on grove st with the protected bike lane "" currently it does feel dangerous given that you have to bike in traffic

Biking to Fresh Pond from Grove St. has always been quite worrisome without marked bike lanes and not a clear way to cross Grove St. to turn onto Huron. It must be safe not only for adults, but for children.

It's a great addition and Belmont should also do separated bike lanes on Grove St

The new bike lanes have made the driving less safe, the roads are so narrow, the islands confusing if you don't know what they are

Too narrow for cars.

I am very happy that residents of this part of Belmont will have a way to get to Cambridge and Harvard square by bike. I will likely start biking to work now that this final section is done. I have been to nervous in the past as this part never felt safe

Bike lanes are over taking the Cambridge area. Additional Money and resources should not be dedicated to bike lanes.

The Fresh Pond Ladies Golf League has used the Fresh Pond Golf Course every Thursday morning from April through October for many years. For many senior women, this is their primary"" and in some cases only""regular opportunity to exercise outdoors and to socialize with peers.

The League is more than a golf group; it is a caring community that supports its members both on and off the course.

Adding bike lanes that significantly reduce or impede access to the golf course would likely result in the end of the League and would limit access for many senior men and women in Cambridge who rely on the course for healthy, active recreation. Parking is already insufficient for league members and the general public, and the course is heavily used throughout the season.

Fresh Pond Golf Course is a well-loved community resource""a place to walk, gather, and stay active""and a true gem for Cambridge residents. Any changes should preserve equitable access for seniors and others who depend on this unique space.

There are bike paths all over the place to avoid dangerous situations

I use to love riding my bike but I am a senior citizen and I don't feel safe riding in city streets especially around Porter Square which I would have to pass through to get from my house in Union Square in Somerville to Fresh Pond Golf Course.

Elderly, not able to bike that far from home, don't feel safe with crazy drivers

The new bike lanes on Huron and Aberdeen Ave are unsafe and not used because of that.

I golf at Fresh Pond but bikes through here seem like a good thing if people will use it,

and especially since it's not totally getting rid of parking anyway. If we can open up some of the parking that already exists for the parks and golf, then it seems like we can add bike lanes without sacrificing too much anyway.

Just because i don't ride a bike in this area doesn't mean I'm unsympathetic to biker in this area. I mostly bike on the bike path in the Bedford/Lexington area.

Bike lanes are good

See previous response.

There have been zero accidents involving bicycles along Huron Ave between Belmont and Fresh Pond golf course.

This is currently sometimes a stressful area to drive, and I would certainly avoid biking there unless it is well protected. It would also be good to have better infrastructure on grove street, as it currently stands cars speed far too much due to the road width.

I am 73 years old. The only place that I would ride a bike is in the protected Watertown-Cambridge Greenway - - - which cost millions!!!!!! Why an unprotected bike lane that very few would use - I have NEVER seen a biker in this area (and there are far many walkers than bikers in the Greenway). Save our tax dollars. This is needless outrageous spending. It is so discriminating that it is sickening. Time for us to get an attorney and fight this.

Why are we asked only about biking?? The questions are skewed so that you get answers that only confirm or promote this project.

This bike lane will not promote safety nor equality for those that don't bike or bike infrequently.

It looking for more bike access

Self explanatory

I ride around Cambridge a lot, but havenever ridden on Huron Ave. But if I did ride on huron Ave., a dedicated bike lane would make me feel safer.

STOP THIS PROJECT! REDUCE TAXES

I do not bicycle in this area. But I am concerned about the negative effect the bike lanes will have on parking for users of Fresh Pond Golf Course. Bike lanes in other areas of Cambridge have INCREASED the instances of risky driving (speeding, lane departures, u-turns, reversing on a one way), and the same effect would be experienced on Huron Ave.

No

Compromise is necessary for bikes and cars to share the road safely.

I gave up my bicycle a few years ago "" I'm 75 years old and cannot compete with those bicycle drivers who opt to race through town. It's too scary.

I do not ride my bike in this area. I drive my car through this area to get to Boston. I park in this area to walk with friends around Fresh Pond and play golf at the golf course.

Generally I support bike lanes and worry that eliminating parking spaces for Fresh Pond golfers will have a serious negative impact on the course.

I'm a senior resident who has been impacted with loss of parking spaces on Garden Street

Don't ever ride in this area.

We have a limited number of time of decent weather to bike. It's not worth the tax payer cost more the amount of revenue loss due to aggravating parking to shop or go to a restaurant especially when coming from another part of Massachusetts. This isn't Europe.

I love to bike but I cannot bike with my golf clubs. This will cause hurt for the golfers and cause problems for bikers. You are taking away 52 usable parking spaces and replacing them with 28 restricted spaces. Unless there is a way to increase the fresh pond parking lot for golfers and tennis players, I DO NOT support this plan. Again, I love to bike and do so often but cannot WITH GOLF CLUBS.

Realistically speaking, this changes very little for people who actively bike here. It's a lot of expense for little good, and people will probably just bike in the road anyway.

I don't like biking on city streets.

I ride a bike and ALWAYS yield to cars , well , because I'm not an idiot"

Golf would suck, there's no parking as it is

The bike lanes are rarely used anyways. Why waste the money and take away parking spaces?

Look, before any of these projects go through, I'd want to see usage studies done. There have been so many projects all around "safety" and "parks!" and "bikes!" but the fact of the matter is - have studies on usage been done prior to these projects AND for years after for efficacy and utilization?

The installation of bike lanes in other areas of the city have resulted in easily documented, significant negative consequences and marginal, if any benefits. This is almost a faith-based policy to support cyclists, rather than an evidence based policy. It is not supported by the majority of Cambridge voters.

There should be an option to respond "I bike other places, but I hate this proposal because it is making significant changes as if in a vacuum and not taking a step back and understanding how the road is used or what needs of those enjoying the activities on this road are."

See selected answer. It's not about the bike lane itself, it's about how it impacts everything else.

Adding a bike lane would reduce parking that is needed in the area

As a cyclist using this area already, and a frequent user of the golf course, the addition of the lane at the expense of parking makes no sense. I feel safe biking this section already, and do not feel it is needed.

I walk in this area frequently and bike traffic is very low. And in bad weather, it's practically non-existent. I don't believe the proposed change will significantly impact the amount of bike traffic.

There is minimal bike should be important use along this corridor! I drive by it all the time.

Additionally, why don't you provide a response such as "I bike only occasionally, and do not think that this section of Huron Ave needs a two way bike lane."

Your questions never entertain the option of 'No need to change what already exists'

Why ask for community input when you already are going to do what you are presenting and rarely make any significant changes to your plans when presented. These community meetings are a sham.

Many senior citizens play golf at Freshpond, but do not ride bikes, for obvious reasons. The number of golfers far exceeds the number of current and future bikers. This project ignores the recreational needs of seniors.

I love the proposed bike lane. The bike lane in this section isn't rideable -- it's in bad condition and the cars are usually parked in or too close for comfort to the bike lane. I usually end up taking the whole lane to feel safer

no

I would please like you to share the actual data you base your claims on. You say it's unsafe and you want to fix that. So there must be data that supports this: number of bikers accidents, injuries and fatalities per year on this segment of Huron Avenue, in the past 10-20 years. Safely riding and respectful, responsible cyclists that were killed or hurt in this segment of Huron Ave (Gulf Course - Grove). Can we please see this data, so we better understand why we must give up our parking opportunities here. I think this is basic courtesy! Thank you!

I am a recreational bike rider. I use this corridor sparingly.

This stretch of road feels too dangerous to bike now. Having separated bike lanes is a *huge* improvement and I would certainly use them. I live a couple of blocks from here.

This is so great! Thank you.

I am not good on a bike and there is no amount of bike lane that will improve that.

It appears to make things safer. Especially after dark.

This plan will make my friends who bike much safer.

I am totally opposed to this project! Creating more bike lanes in this area makes no sense! It will have a negative impact on golfers and the golf programs which the Golf

Pro has initiated. Bike lanes make more sense in more densely populated areas of Cambridge where there are more bicyclists. The ordinance passed several years ago needs to be revised.

I like the 2-way cycle track design. It is much preferable to other, 1-way designs.

I like the separated bike lanes but I am worried that the parking situation is going to be a problem.

Getting into the 2-way bike lanes that already exist coming from Belmont is a bit of a nightmare currently. The best place to do it is at the pedestrian crosswalk by the apartment building, but to use it you have to pull off onto the sidewalk to hit the walk button or stay in the street and signal that you're turning left while biking up a moderate hill (not the easiest)

Except for the intersection itself, this area is easy to navigate on a bicycle. The benefit to the proposal appears to be limited.

Cars and other bikers don't follow the rules. They use the opposite lane

WE ALL NEED TO FEEL COMFORT & SAFE FOR ALL

Honestly, the ratio of bikers to cars and buses on this stretch is less than 1:500. This is an unnecessary and very expensive taking of on-street parking and commuter time away from us residents.

Please do not add any more to this area

Q16: Do you have any other comments?

I want to strongly voice my support for improved safety and bike lanes, and I would like to city to make these improvements as soon as possible without any delays!

I will email, but adding again that Belmont's current designs for the Grove Street end of this project do not seem compatible with these plans.

I bike this daily on weekdays when weather permits. I'd much rather keep the parking/ status quo.

In general, in parking across Cambridge, I don't understand why there is separate bike lane dividers and car parking. Why not make car parking the bike lane divider? This more efficiently utilizes space and forms a much stronger divider between the driving and bike lanes (parked cars >> plastic batons).

I'm concerned about the removal of parking spaces in our neighborhood to make room for new bike lanes, as this change does not reflect the realities of how many residents here actually get around.

Bike theft is a significant issue, and because of that, I would not feel comfortable owning or riding a personal bike. The only circumstance in which I would consider biking is on a Bluebike, or if there were secure, indoor bike storage available. My husband bikes to work only because his workplace provides a locked bike room. Without that level of security, biking simply isn't a practical option for many residents.

Bluebikes are also more expensive than taking the bus, which makes them an unrealistic substitute for public transit. While bike lanes may benefit some riders, they do not address these core barriers—cost, safety, and secure storage. As a result, adding bike lanes alone does not meaningfully expand transportation access for many people.

At the same time, removing parking has real consequences. Most of the people parking here are Parkside Place residents who rely on their cars to get to work, shop for groceries, attend medical appointments, or travel to areas not well served by public transit. In this part of Cambridge, public transportation options are limited, and for many households, a car is not a luxury but a necessity.

Transportation planning should balance the needs of all residents. In this case, reducing parking to add bike lanes removes something people actively rely on, without providing a realistic alternative. I urge the City to reconsider this approach and to better account for the practical transportation needs of residents who depend on cars due to safety, cost, and transit limitations.

thank you for doing this project!

if possible, it would be great to make sure there's a crosswalk closer to russell

keep up the good work! more bike infrastructure and slower traffic is good for the people of Cambridge

The crossing to Cushing street needs a flashing pedestrian light. With parked cars,

drivers coming driving towards Belmont on Huron cannot see someone starting to cross. It's dangerous for the pedestrian/cyclist.

Hope this goes through as planned or close to it as this project would be a huge improvement.

If you have ordinances and such you need to get some things amended to reflect COMMON SENSE!

This was a given before you spoke with people. Why do you bother pretending to listen?

Terrible idea. The area needs the parking spaces, not a bike lane. People need to park.

I frequent Fresh Pond Golf Course. The parking for the course is already extremely limited. Eliminating on street parking would be extremely detrimental to golf course operations. If a bike path is a must, additional golf course parking should also be a must.

PLEASE add the double lanes through Huron Village up to at least Concord Street. It would be much safer as currently the parking in that area makes it feel very unsafe and Strawberry Hill needs a better connection to the West Cambridge area on the other side of Alewife Parkway.

I think eliminating 55 parking spaces from non residential parking spaces will doom the golf course. It will eliminate a large number of players who will be unable to play with no place to park. The golf course benefits people of all ages including many seniors, veterans, little league players who use the adjoining field, and the many people who walk the surrounding path to enjoy the outdoors and also walk their dogs. It's really the only area people can use to access the reservoir. Many more people benefit from the golf course than the very few people using the bike path. Also, there is an existing bike path that could be repainted and fulfill the need for the few people who ride their bikes on that area going to Grove Street. I would think the majority would be taken into consideration over the very few who ride their bikes in that area leading to Grove Street.

Thank you for doing this!

I learned how to ride a bike in the 70's and never had a problem riding the streets of cambridge.

When did needs of the few start to outweigh the needs of the many?

With all the bike lanes you're taking away parking and affecting small businesses around the city. Stop listening, stop listening to outside organizations and start listening to the people of the city. This is a vote that should be up to the people stop letting outside our influence come in to our city.

There is already not enough parking for those interested in golfing or walking at Fresh Pond.

this is a solution in search of a problem. Eliminating the parking spaces and narrowing the traffic lanes is only going to increase car traffic and circling in this area. It will become less safe for bikers and pedestrians. Leave it the same as it is now--this is a small spur and doesn't need this.

The parking spaces are essential to and serve a lot of people who frequent that area. The City of Cambridge rebuilt the recreational area with great expense, if 55 parking spaces along Huron Ave are eliminated for a new bike lane that serves very few cyclists, the people in the neighborhood and those who use the recreational facilities, e.g., ball field, tennis courts, walkers around the pond, will have no place to park their cars. The City of Cambridge should be proud that it has these nice facilities and encourage the public to use them. Taking away parking spaces on Huron will discourage people from coming to the area and these nice features will sit unused and neglected.

Enough of these lanes nobody use

People who use the city golf coned parking also. All we do is cater to the bike people let's be fair to everyone.

Why? It is fine the way it is.

DO NOT TAKE AWAY PARKING !!!!! You will hurt our only golf course and the VFW. Where will people park who are going to either place. Also in spring/summer parking is tight because of the golf course and also little league baseball games. For those who can not afford to pay for parking at 700 Huron Ave you are forcing them to move out or choose between food and paying for parking for their car.

Please continue good work and don't let th folks at west Cambridge baseball bully you into other designs

As a former resident and employee of the city, I believe there needs to be some consideration of the people who enjoy recreational activities (Golf, Walking, etc) without trying to find a place to park.

Reducing the parking on Huron Avenue will have a major effect on the Fresh Pond Golf Course a Cambridge recreational facility that has supplied enjoyment for Cambridge and surrounding communities since the early 1930's and should be preserved as a historical landmark

No bike lanes, no traffic light, no removal of parking. What about a bus lane??!!

Stop taking away precious parking spaces. Two can live In harmony

Lots of kids bike around fresh pond for several reasons. I'm all in favore of make it safer thanks

The city should be focusing on other troubled areas and addressing the lack of parking where children are playing youth sports such as at Glacken field with no place to park, parents, do not have the ability to come watch their children play

Way to go. Keep it up down Huron into Huron village (or Vassal)

Has data been gathered yet as to how many cyclists there are that these changes are being made for? Or how many there would be? And is there no alternate route that already exists with more space (such as Concord Ave)?

This parking abuts the Fresh Pond Public Golf Course and is just past 3 Little League

fields and is used extensively. This will create parking issues in the neighborhood because its a huge loss of parking.

There is room off the road for a bike lane and sidewalk which is safer for everyone.

The separated bike lanes in front of the park and fields are dangerous- the road is too narrow, parents entering and exiting the parking are in live traffic and bikers(traveling both directions to make it more dangerous) on the other side. Imagine trying to get your family and gear out and safely across to the parks.

The bus and large trucks can barely stay in the lane around bends, narrowly missing oncoming traffic.

I'm concerned about the loss of parking on Huron Ave, where residents of Parkside Place and the Fresh Pond Golf Course park their cars. I own a home on a nearby street and my neighbors and I will lose our parking if everyone else shifts/moves their parking further away.

Make Grove and Huron safe! Traffic Lights or Rotary and eliminate mid block crosswalks on Grove near the Park

Installing mirrors on the intersections would help to prevent accidents between cars and bikes, some times is really hard to see a biker or scooter coming.

The parking is definitely going to be an issue if you have to take away existing spots on the Fresh Pond side. PLEASE add a drop-off/ loading zone in front of Glacken for baseball families who need to go find parking spaces further away.

Stop with the nonsense and leave it as is

I am very concerned about the significant decrease in parking as a result of this project and any new parking places proposed that would inhibit access to the Russell Youth Center for the significant number of individuals with disabilities that regularly use the center.

Similarly, West Cambridge Baseball plays t-ball, minor and Major League Baseball at Glacken Field, which involves families with young children regularly using parking.

Eliminating significant parking on Huron Ave proposes a significant accessibility issue for many invulnerable groups of people.

One potential solution would be eliminating the parking lot reserved only for golfers, which are the least vulnerable of the three populations we are discussing. It is galling that the golf course has a huge lot reserved for only their use, while people with disabilities and young families must search for parking in the neighborhood.

I often find myself wondering how the city calculates cost benefit for these bike lane projects. Some of the new bike lanes seem to bear very little traffic. (E.g., the ones on Brattle Street.) is there some method for evaluating whether the bike lanes are "worth it"

Stop ruining the city why removing residential parking and adding bike lanes that make the inroads unsafe.

Please listen to our feedback instead of just trying to complete the requisite miles of separated bike lanes where they are not needed

installing protected bike lanes are very important

That road is not a major thruway for biking commuters and while they deserve to be safe, please keep in mind that lots of people use that area for multiple reasons. Bikes are put before pedestrians and even the disabled, it's getting ridiculous

We do not need this connection

Just thank you for doing this! So needed and so welcome. I currently live just over the Cambridge border in Belmont but my parents live in Huron Village so we will use the Huron Ave cycling lanes a lot once this is installed.

I will provide additional comments via the e-mail address above and would like feedback on my comments. Thank You.

the road lanes seem very narrow. Can the bike lanes be made a bit more narrow and widen the car lanes a bit?

Don't be deterred by concerns about parking. Those are always exaggerated.

Call the parking on the south side should be eliminated and moved over to the north side, providing protected coverage for cyclist in a one directional pattern

Safety for pedestrians and bikers should be a higher priority than preserving parking spaces!

Biggest problem is crossing Huron and travel speed of cars. Area needs a crosswalk yellow light - similar to one in front of Fresh Pond Place.

Bike lanes are a good thing. It just seems an inappropriate use of funds for such a short road that has no continuation.

As a person living fairly close to Fresh Pond but without resident parking it would be a big loss if there was no metered or non-resident parking near Fresh Pond. I hope the reservoir can remain accessible to non residents who need to drive there to enjoy the space.

Yes -- the condition of the sidewalk on the south side of Huron is really bad, especially by the cemetery. It is frequently not cleared in the winter and leaves are not raked in the fall. I appreciate that you guys are eliminating some of the parking on the golf course side -- this is currently used by people storing cars for the most part.

There is limited parking as is. People bike but people also golf. You cannot bike with your golf clubs. A car is required

Add more parking for golf course if changes to the road design are made

Cambridge is congested as is we have lost miles and miles of lanes that helped the movement through Cambridge and the bike lanes have made everything more dangerous and more congested

I very much support protected bike lanes.

Please go forward with the project of enhancing bicycle safety on this area! It will open up substantial connectivity from Belmont residents into Cambridge.

We contemplated living closer to my (elderly) parents in Belmont, but with young kids this area feels very unsafe for them to play outside. If some of these safety changes are made, I would not only spend more time in this area and use a bicycle instead of a car, I would also reconsider it as a place to live with my family.

You should not remove parking available for people who use the opportunities provided by the town (parks, centers, public golf, reservoir). What are the statistics on bike accidents on this road to warrant uprooting a larger groups use of the opportunities the town provides?

Stop with changes that will negatively affect the golf course and people that visit fresh pond reservoir.

I like that there will be marked bike lanes, but I'm unclear how the bikes will 1) safely cross Grove St. coming from Huron, especially if turning left onto Grove St., 2) safely turn left onto Huron. It's nice to have the bike lanes, but then you get to this intersection and it feels scary and chaotic without a structured slow down for vehicles on Grove St.

A traffic light was mentioned, but honestly, outside of rush hour, that would be annoying. Is there room for a ROUND-ABOUT? I think that would keep the flow and everyone would be able to have a turn and be on their way. It would manage speeds and give time for people to be aware of what's around them. Please consider (and pass on to Belmont!) :)

And I would reiterate that having free parking on either side of Huron near the trail entrance at the Golf Course would be important for Belmont residents in order to access this beautiful and cherished spot.

Thank you!

I think making parking not limited to Cambridge residents will be a good middle ground

Please do not eliminate the parking on either side of Huron Ave.

Make wider for cars - proposal too narrow for cars. Make bike lanes on less traveled roads

Too many bike lanes. I feel bad for new drivers to learn how to drive with parking in middle of roads. These streets were not designed for bike lanes and cars are bigger now

As a Cambridge resident who spends most of his time cycling and golfing in the city, I completely understand this proposal. My biggest concern is that the removal of all the parking will make it impossible for many folks, especially non-Cambridge residents, to utilize FP golf course. This will negatively impact the revenue at the course itself as well as the surrounding businesses/restaurants as the inability for people to park will force them to find another golf course.

I respectfully request that the proposed bike lane project be studied further before

moving forward. The cumulative impacts on surrounding sites—particularly Fresh Pond Golf Course, the VFW, and the adjacent community center—have not been adequately considered.

As currently proposed, the project appears to advance the interests of one user group while causing significant harm to other long-standing civic organizations and community members who rely on safe, reasonable access to these facilities.

These locations serve seniors, veterans, families, and residents of all ages, many of whom depend on vehicle access due to mobility, scheduling, or safety considerations. A more comprehensive, inclusive review is needed to ensure that any changes balance the needs of all users and do not unintentionally undermine valued community resources.

Unregulated parking is already extremely limited at the golf course. Reducing unregulated parking even further will make it practically impossible to play golf at Fresh Pond.

The Fresh Pond Golf course has so little parking and taking away these spaces would greater affect the golfers. Because of the golf clubs it is not reasonable to walk or ride a bike to this course. You really need to drive and therefore need place to park.

Please make the travel lanes wide enough for buses and cars -- current Huron Ave lanes are too narrow and cars cross the double yellow lines all the time

Just so you know who I am:

Background

My name is Harry Boghigian. I grew up in Belmont and currently reside in Bedford, Massachusetts.

I have played golf Fresh Pond Golf Course for over 60 years.

I earned a Bachelor of Science in Education from Northeastern University, graduating as part of the Class of 1976. My major was Health, Physical Education, and Recreation.

With my academic background, I have a strong understanding of the concepts and challenges involved in balancing recreational projects. I am knowledgeable about what is required to develop and maintain a successful facility, such as the Fresh Pond Golf Course, Russell Community Center and the VFW which all serves as a valuable resource for the community.

Seems fine. Are we sure it's worth the money though? Any arguments that suggest it would negatively affect golf parking are absurd and should be ignored

Metered spaces that allow adequate time to play fresh pond golf (3hours) would be attractive to all users of Fresh Pond Reservation

This project is unnecessary, and no available data supports it. With zero accidents involving bikes along this section of road, it does not justify the loss of parking for residents. It is unclear why this project is moving forward when so many residents do not support it. If the city does decide to ignore the will of the residents, it would be a shame

if someone damaged equipment, or impeded with its construction, or sabotage ongoing work to prevent completion.

Leah please walk down the bike path closest to the golf course. See how it's mixed use. Instead of a bike lane put in a sidewalk that everyone can use - - this area is mostly used by people getting in and out of their cars. Very few pedestrians and fewer bikers. It is not a safety issue here to have a mixed use sidewalk WITH PARKING. Grove/Huron is an extremely dangerous intersection. Adding a bike lane to the mix is adding fuel to the fire.

This bike lane project only benefits a very small percentage of folks in Cambridge, yet it will inconvenience a large percentage of folks, users of Youth Center, VFW, golf course, and local residents. We are again being disenfranchised. You talk about this project as a fait accompli, not even considering that maybe it doesn't have to happen. There is no urgent need for separated bike lane on this very lightly stretch of roadway. Bikers can easily use the road as is, with painted lines as is.

My main concern is how taking away 52 parking spaces will affect the golf course. It would be interesting to know how many golf course users park on the to-be-affected portion of Huron Ave. I think most golfers park to the East of the golf course parking lot if they cannot find space in the parking lot, but that's just a guess.

More parking spots need to be considered

STUPID PROJECT! LEAVE GOOD ENOUGH ALONE. REDUCE TAXES. I'M SICK OF YOU SPENDING OUR TAX MONEY ON STUPID PROJECTS! WHY IS MY REAL ESTATE TAXES KEEP GOING UP?

I am completely against the installation of bike lanes on Huron Ave from Glacken Field to Grove St. There has been no mention of the negative impact on Fresh Pond Golf Course, which depends on the current parking on Huron Ave.

I believe the city needs to look at options that will not take away the parking necessary to continue participation at the city owned Fresh Pond Golf Course. The lot is too small to accommodate members and currently there are no other parking options other than Huron Ave. This would be detrimental to the operation of the golf club.

Place the bike path on the opposite side of the road. It will require more work but will respect the parking the users of the golf course need.

Fresh Pond Golf Course and the walking path around the reservoir draws residents from all areas of Cambridge as well as Greater Boston. There is limited parking currently. Removing the existing parking spaces along Huron Ave will significantly decrease the number of people who are able to utilize the golf course and the walking path because because there will no longer be any place for them to park.

I am against installing separated, bike lanes from the Fresh Pond Golf course to Grove Street as it will take away the already existing parking and make it very difficult to find parking to golf. The parking lot in front of the golf course is supposed to be for golfers only but often there is nowhere to park because people are parking there to play tennis so I am in favor of keeping the parking that currently exists on here on Avenue

I'm just really disappointed that those of you governing Cambridge, and those admin trying to achieve their goals, don't do a more cohesive master plan. A "bicycle plan" is one-sided; so narrowly focused given the plethora of vehicles operating throughout Cambridge.

This is an extremely congested area. If the bike lane eliminates all the parking spaces on Huron Avenue adjacent to the golf course, I would hope the same number of parking spaces are created within close proximity to the golf course and walking trail.

I send comments to Traffic . Never get answers

Think this a very bad idea Bikers can bike elsewhere in Cambridge but golfers only have one golf course in Cambridge.

Don't do it

Take over the sidewalk for the bike lane and have the sidewalk on the other side. That seems a more reasonable alternative for all.

Cambridge needs an accessible golf course, not more bike lanes on a dangerous road

This will cause cars to be driving around looking for spaces or parking in places they shouldn't be. Seems like a nightmare to me.

In favor of bikers this proposal is against golfers. There has to be a better way to satisfy both groups. Taking away parking from the limited parking if the golf course is not fair.

People rely on that parking, especially the unregulated parking lining Fresh Pond GC. A lot of underprivileged families live in several of the nearby buildings and parking availability is crucial.

I think taking away all parking for the golf course is not a good idea.

I am a senior citizen who has been playing golf at Fresh Pond for more than 25 years. I play almost 20 rounds each year. The parking lot at the golf course is frequently full when I arrive. I am concerned that the loss of backup street parking may prove a hardship. Does the city plan on enforcing parking requirements for golfers only moving forward? I see joggers, walkers and dog walkers get into cars in the golf course parking lot just about every week.

Put up signs for Diving signs to go slowe!!!

Please do not take out any more parking for those who golf - as we need more spaces. I am a senior citizen and need to be able to park nearby to get exercise on the golf course.

Parking for the golf course, which is an important asset to the Cambridge Park Dept, will be eliminated if you consider this project as a positive. There are enough bike lanes in Cambridge adding more will only add confusion and congestion to the area.

be a real leader and put safety first , get rid of bike lanes

The fresh pond golf lot is too small when pond walkers, tennis players and baseball families park there. If you take away street parking, it will be untenable

limiting parking is not good

This is lunacy. Either use your public funding to enforce the parking lot at Fresh pond or don't remove this available parking. Who the [...] would bike there?!

There are not enough parking spaces today for all the needs of the area. Reducing spots would make this problem worse.

This has a direct negative impact on the golf course nearby, with no accommodation. I can't support it. I'd also like to see a study of Belmont->Cambridge bikers, utilization of existing roadways, and feasibility- there is a large gradient there where biking would seem... inconvenient.

I am a frequent golfer at Fresh Pond Golf Course--4 or 5 times a week, with an outside-Cambridge membership (that provides more money for Cambridge). Since the small parking lot for the golf course does not allow for even half the cars, I often need to park on the street, which would be a big problem if the side of the street closest to the golf course was no longer available.

Losing 52 parking spaces and access to Fresh pond and the golf course seems like a totally unnecessary travesty. PLEASE do NOT take any more parking away from us in Cambridge. While biking is good for those who do and can bike, it is not the only mode of transportation and not all people are able to use only that. Unfortunately, we have to drive in Cambridge and it has gotten more and more difficult. We have lived in Cambridge for 33 years. I would hate to have to move out because we can't get around. The great diversity that we have today will lessen unnecessarily

My only other comment is that I am sad for the neighbors at the intersection who will lose property and have a bus stop stationed outside their homes. The bus pollution and commotion this will introduce outside their front door is highly unfortunate.

I don't think it would be possible to play Fresh Pond Golf Course with the limited number of spaces available already. I often end up parking down the street and walking and it would be impossible if these changes were implemented. Please reconsider this.

The Fresh Pond Golf Course parking lot should not be impacted by this new upgrade. Please think of ALL the people who golf there that will be impacted by this move of restricting more parking spots. I am for safe biking lanes but their should be a comprise to ensure all parties are not greatly impacted.

Enough with the bike lanes.

There is insufficient parking at Fresh Pond Golf so additional Cambridge permit parking is needed

I drive on grove st and Huron Ave 5 times a week and I rarely see a bike

Unreasonable to loose a lot of parking spaces for few bike riders

No other than I don't like this idea, and my comments go on to explain why.

Parking is limited in the area and taking it away would be detrimental

Parking for the golf course has already been reduced by the Glacken field improvements. I am unsure where golfers will find parking if this project proceeds.

There are lots of residents that use the parking spots. Please do not eliminate them. This will make parking in the entire neighborhood much harder and more cumbersome.

Please do not remove parking needed for the golf course

we need the parking spaces not bike lanes

Enough bike lanes!!

Please don't change the FP parking lot!

I am very disappointed and dismayed that no where in this survey does it address the removal of parking on the fresh pond side of the road. This process seems to be set in stone before public consultation was even entered into, and it is incredibly short sighted. The impact for access to the golf course, youth center, glacken park, tennis courts, and basketball courts will be immense. It is already a nightmare with sightlines trying to get out of the golf course parking lot with parking now extended so far into the street. This is only going to make that area worse.

There is currently not enough parking in this area ... any reduction in parking spaces is unacceptable. Removal of the parking spaces along the golf course will make it impossible for the golf course to function.

This will crush the local residents and programs in the area

my car was hit on this road where the bike lane was added. and I think that there are a lot more accidents since the bike lane was added. i won't park there ever again.

In general, the bike safety ordinance has gotten out of control all over Cambridge. I think there needs to be more research before we have these knee jerk reactions to putting in these bike lanes.

This will make parking more difficult for older adults in the area, specifically those who walk or play golf at Fresh Pond Golf.

What will it take to understand that not all of the bike lane proposals serve the resident community? Maybe you just need to back off from some proposals which clearly discriminate against users - those who don't bike and need to use a car, those who need parking - Russell Youth Center folks, disabled and challenged folks who use both the Youth Center and the golf course programs, golfers who generate income for the City (money that goes to the general funds, not the golf course).

It is clear that the majority of Cambridge residents do not bicycle and these proposals discriminate against them. The ordinance can be changed!!

The golf course provides exercise and recreation for many people in Cambridge and outside of Cambridge, especially for seniors. It is the lowest priced course in the Boston area and yet makes money for Cambridge. It is a gem in the middle of a city. It hosts programs for youth and veterans.

Not all Parkside Place residents are opposed to this project!! I live there and think the project is great. Thanks to everyone working on this for their hard work.

no changes, please!

YES: please don't mess up with the already dire parking situation here and in Cambridge in general. There are ways to mitigate this if there's any will on your side. I do have suggestions on how we could do this and others have too, I'm sure. Here are some of my suggestions:

- talk to the Gulf Course to share parking lot access (NO, the fact that they allow us to park there 8pm-5am does NOT mean "available parking" for us; what are we doing with our cars 5am-8pm?!
- get some of the Gulf Course unused land strip that's abutting Huron Ave and build a modified bike lane through there. NO, don't cut the trees, build the lane behind it and use the trees as an extra barrier, between the parked cars and the bike lane
- talk to Parkside and come to an agreement, maybe by subsidized parking in their available spaces - for residents only (I mean those residents currently parking on the street, because they cannot afford the \$200/ month Parkside charges for parking in their garage

Please be creative and considerate and find ways to make up for the parking slaughter you are about to execute. That's what I actually consider being terribly unsafe and deeply unsettling: laying the ground for parking wars, and community divide around equal access and opportunities.

An available parking space amounts to being able to have a car for your family. Having a car amounts to having more opportunities for you and your family, in terms of work, food procurement (I and most of us here can't afford to have groceries delivered), enrichment activities, recreational and so much more. I know that you know and understand that, because you too have a car, even if you occasionally and recreationally bike!

Please be reasonable and be fair!

Please don't build your better, safer lives at the expense of ours!

Please understand that the safest for us all is if We Truly Are In This TOGETHER!

Thank you!

Although I support having separate bikelines for safety and enviromental reasons. This plan has not put into consideration the effects on residents.

I attended the 700 Huron Ave presentation and teh city's representative stated that there has not been ANY discussion about this, that they are not asking for the residents input over this project and the effects on them, and only are asking for feedback over teh future parking regulations.

This oblivious attitude was shocking to me. Also, I don't understand how the city would implant a program without considering its consequences. Many of us barely afford living

in Cambridge, with no rent control and shortage of affordable housing.

Parkside Place that has been increasing rent 10% annually, many cannot afford to pay an additional 6% of their rent for parking. I had this in consideration when I renewed my lease in September. The removing of the parking spots means either inconvenience in the winter or extra costs.

There are multiple ways that the city could have approached it.

This requires willingness to be open to feedback and suggestions and to allocate resources instead of putting the burden on the residents. Some of the solutions include, widening the street to maintain the parking spots, offering alternative allocated spots, vouchers for Parkside Place parking rents. At the very least there could have been a communication and explaining the reasons why none of these solutions are being considered. To hold three meetings for this project and a survey when you are not even have any field for people to comment on this issues, indicates that all these public efforts are for optics rather than genuine reasons.

I frequently use the new separated bike lanes (towards Fresh Pond Place on Huron); they're marvelous. I used to not feel safe driving that stretch of Huron. Let's continue this good work!

This is a project being done just to meet mileage requirements in the already excessive bike lane plans. Please find the needed miles somewhere else -- or better yet, just quit make Cambridge travel and accessibility more and more awful.

If the Blue Bike station could be moved to the golf course side, bikers would be encouraged to use the bike lanes. Now they often ride on the south side of Huron Ave and on the sidewalk to Cushing St and beyond.

No

I feel like this working well really depends on what Belmont does, so hopefully there can be some close communication there

I know it's waste time and money. Im sure you can have other way in Belmont cemetery or golf club house and you can find many ways there.

This is just not an important bicycle commuting stretch. Hardly any bikers use it.

This is very disruptive to many please take the time to hear from those who live here. Who love this area and want to keep it in its special simplest beauty.

Q18: Do you have any feedback on this survey? How can we improve it for next time?

This is great, I appreciate the opportunity to provide input. I hope we can reconcile plans between Belmont and Cambridge.

this was great

nope

I'd like to see a survey for biking safety around fresh pond. The path needs a line splitting it into two lanes, like on the Cambridge/watertown bikeway. Pedestrians commonly wander all over and don't stay to the right, despite signage.

I rode a bike on Huron Ave for many years and felt safe before the designated bike lanes which are not utilized. I now avoid driving on Huron Ave because the cars are so close that I do not feel safe.

I think it's wise to allow people to provide feedback on an action that would impact so many people negatively and impact so few positively.

Excellent

Stop letting the outsiders influence what we do in our city. Listen to the people that live here

You should mention the removed parking!

It's geared to bike riders not residents

You are taking 53 parking spots that the people who use the golf course use when the lot is filled.

When something is not broken, you don't need to fix it.

If you're not going to listen to comments and take them into consideration stop checking the box and doing them.

The survey was concise with visuals. Very helpful in understanding the proposed changes in the traffic pattern

No leading questions

No

Proof read before publishing!

B-

Provide a link to the real map (google maps) to have a closer look of what you are seeing

Weigh it in your decision making

It presumes that the project is going forward. As a user and taxpayer I say not necessary

1. Thank you for doing a survey. I hope non-bikers will be listened to as much as bikers.
2. This was actually a good survey.
3. The map is barely readable. Please distribute a map that is either larger or can be enlarged.

No feedback. Nicely constructed. Easy to answer. Plenty of space for comments. Thanks for all you do.

Great visuals, thank you

Questions are skewed to bikers.

Very well constructed survey with excellent photos depicting the proposed changes.

One of the questions about 'how do you feel about this change' offers only positive responses as options... and no box for comments. Do you want to hear from people who have varied reactions to your plans? Also, why did you not consider the special needs groups at the VFW? Not very inclusive of you. So many traffic changes are for young fit bike riders, and you need to consider the elderly and those who rely on buses.

We all hear from bike advocates that these dedicated bike lanes are a "safety issue" however, isn't it truly ironic that the claimed need for dedicated bike lanes actually has resulted in the last three bike related deaths occurred in these dedicated bike lanes!!! Think this through and do the right thing!

Handicapped individuals rely on parking access and this proposal is counter to their needs and requirements!

Maybe don't phrase the questions in a way that assumes those taking the survey blindly support the city's radical bicycle policies/agenda

Hard to view the map and the "click here" didn't work so I couldn't expand it.

These survey questions do not include any about whether the project should go forward. Therefore not all options are being covered by the survey. It is only intended to get the answers project team want, that the project should move forward. It should be abandoned. It is not needed.

I do not support this project

The survey is front loaded to favor making the changes, and not to consider other perspectives.

STOP WITH THESE STUPID PROJECT! THEN THERE WOULD BE NO NEED OF A SURVEY.

Why aren't negative impacts to businesses in that area (Fresh Pond Golf Course, VFW, etc.) highlighted here? Why aren't current parking statistics provided? It appears it is a forgone conclusion that the bike lane installation is happening regardless of feedback.

I think that golf course traffic/parking needs to be addressed better.

It's January 8 and I'm just now aware of the survey. Maybe you could drop a little flyer at

every doorstep if you can't reach residents electronically. The city *does* have my email address btw.

Bike lobby must be extremely strong!!!

No ... good survey.

I wish the assumption wasn't that bike lanes are good..

if the proposed decisions made are a done deal and are not going to change substantially- please say so. We know ordinance compliance is causing this

Should not just be for bikers, or simply geared towards bikers.

more questions related to frequent golfers at Fresh Pond Golf Course, not just to residents in the area.

As I mentioned, please provide an option to register dissatisfaction with the overall project.

Stop making these changes. There is no need

The residents of Strawberry Hill area should be surveyed and their input should seriously be considered.

The survey is fine.

You can develop questions which are more open ended and don't just provide feedback which endorses the proposal you are putting forth or only provides small tweaks of the design. These surveys are merely justification for what you want to hear.

There should be another question - do you think the project is ill-conceived? or Should the project be cancelled because of the risk to the long term viability of the golf course?

less leading questions. people who do not agree do not have a choice to say no in the answers!

The survey dismisses the essential criticism for this project by not even asking for residents feedback on the removing of the parking spots.

The survey is nicely done. Good work!

Demonstrate an awareness of the other changes that are occurring in the neighborhood that are absolutely going to have a major impact on traffic and parking.

This is complicated given the Grove Street changes. I am just familiarizing myself with those. I can now see that they are addressing parking for the Belmont houses on Grove street.

I may have missed this step but "why"are we building more bike lanes. Is there a demonstrated need or volume of riders? If Cambridge had actual enforcement (I.e. ticketing cars parking on blocks with parking restrictions that either don't have resident permits or park longer than the signs permit we'd have fewer cars parking, less traffic volume and wouldn't need all these bike lanes " that do cost money" at a time when costs

are going up and revenue down.

No

Please don't mess up with my neighbors and around the Parkside Place. We know we need parking spots for every residential or guests .

Send it to people who live in the neighborhood.

Please listen to those who live here and consider seriously other alternatives to what is being planned by City of Cambridge. Listen to us tenants, home owners here. Please put this on the back burner for 1 year to see other ways to support us who live here.