

00:00:20.082 --> 00:00:21.540  
BROOKE MCKENNA:  
Hello, and welcome.

00:00:21.540 --> 00:00:23.165  
We're going to give  
everyone a few more

00:00:23.165 --> 00:00:26.210  
minutes to join the meeting  
before we get started.

00:00:26.210 --> 00:00:28.330  
Please note that the  
meeting is being recorded.

00:00:28.330 --> 00:00:28.830  
Thanks.

00:00:28.830 --> 00:02:47.523

00:02:47.523 --> 00:02:48.710  
Hi, everybody.

00:02:48.710 --> 00:02:50.980  
And thank you for  
joining us tonight

00:02:50.980 --> 00:02:54.190  
for the second community meeting  
for the mass safety improvement

00:02:54.190 --> 00:02:57.373  
project, Dudley Street  
to Alewife Brook Parkway.

00:02:57.373 --> 00:02:59.290  
I'm Brooke McKenna, I'm  
the Assistant Director

00:02:59.290 --> 00:03:01.570  
of Street Management  
with Traffic, Parking,

00:03:01.570 --> 00:03:03.550  
and Transportation.

00:03:03.550 --> 00:03:06.010  
I'd like to mention again  
that tonight's meeting is

00:03:06.010 --> 00:03:08.500  
being recorded.

00:03:08.500 --> 00:03:11.350  
And I think we can get started.

00:03:11.350 --> 00:03:16.930  
Tonight we will have a  
short presentation and then

00:03:16.930 --> 00:03:20.380  
a period for public comments.

00:03:20.380 --> 00:03:24.070  
We do ask that people  
raise their hands

00:03:24.070 --> 00:03:25.870  
if they'd like to speak.

00:03:25.870 --> 00:03:29.060  
We would like to hear from  
as many people as possible,

00:03:29.060 --> 00:03:33.280  
so we're asking that everyone  
not raise their hand again

00:03:33.280 --> 00:03:35.770  
unless we are actually able  
to get through all the people

00:03:35.770 --> 00:03:36.520  
who want to speak.

00:03:36.520 --> 00:03:38.410  
We think that that's  
probably unlikely.

00:03:38.410 --> 00:03:41.050  
We think a lot of people will  
want to be heard tonight.

00:03:41.050 --> 00:03:46.150  
And we want to give as many  
people a chance as possible.

00:03:46.150 --> 00:03:49.300  
Everyone's cameras are  
off and you are muted.

00:03:49.300 --> 00:03:51.130

And you'll be unmuted--

00:03:51.130 --> 00:03:53.050  
we will enable your  
microphone only

00:03:53.050 --> 00:03:56.200  
when we call your  
turn for comment.

00:03:56.200 --> 00:03:57.820  
And when we do  
call your name, you

00:03:57.820 --> 00:04:02.690  
will have to unmute  
on your end as well.

00:04:02.690 --> 00:04:04.960  
I'd also like to share  
the contact information

00:04:04.960 --> 00:04:08.170  
for our project manager, Andreas  
Wolfe, is here on this slide

00:04:08.170 --> 00:04:08.740  
as well.

00:04:08.740 --> 00:04:11.950  
If you're more comfortable  
sending your comments via email

00:04:11.950 --> 00:04:14.920  
or giving us a call feel  
free to do that as well.

00:04:14.920 --> 00:04:19.750  
Or if we are not able to make  
it through all the comments

00:04:19.750 --> 00:04:21.415  
tonight during  
the time allotted.

00:04:21.415 --> 00:04:24.790

00:04:24.790 --> 00:04:30.280  
I'm joined tonight by City  
Manager DePasquale, Joe Barr,

00:04:30.280 --> 00:04:33.100  
the Director of Traffic,  
Parking, and Transportation,

00:04:33.100 --> 00:04:35.140  
Andreas Wolfe, who I  
mentioned is the project

00:04:35.140 --> 00:04:37.360  
manager for this  
project, as well

00:04:37.360 --> 00:04:39.280  
as additional staff  
from Traffic, Parking,

00:04:39.280 --> 00:04:45.340  
and Transportation, Community  
Development, and Public Works.

00:04:45.340 --> 00:04:48.760  
With that, I will  
turn things over

00:04:48.760 --> 00:04:50.590  
to City Manager DePasquale.

00:04:50.590 --> 00:04:53.885

00:04:53.885 --> 00:04:54.760  
LOUIS DEPASQUALE: OK.

00:04:54.760 --> 00:04:56.150  
Thank you, Brooke.

00:04:56.150 --> 00:04:57.530  
Good evening, everybody.

00:04:57.530 --> 00:05:00.610  
And I want to thank all of  
you for joining us tonight

00:05:00.610 --> 00:05:03.880  
for this community meeting  
about the proposed roadway

00:05:03.880 --> 00:05:06.970  
changes to Mass Ave from  
Dudley Street to Alewife Brook

00:05:06.970 --> 00:05:08.450

Parkway.

00:05:08.450 --> 00:05:11.870

As you know, the city has  
a long standing commitment

00:05:11.870 --> 00:05:15.050

to ensuring we  
create and maintain

00:05:15.050 --> 00:05:17.720

safe transportation  
infrastructure that

00:05:17.720 --> 00:05:20.390

meets the needs of all users.

00:05:20.390 --> 00:05:23.540

Our teams at Community  
Development, Public Works,

00:05:23.540 --> 00:05:26.970

and Traffic and Parking  
work together on projects,

00:05:26.970 --> 00:05:30.150

large and small,  
across the city.

00:05:30.150 --> 00:05:33.480

The city council adopted  
Vision Zero and Complete Street

00:05:33.480 --> 00:05:40.480

policies in 2016, the Cycling  
Safety Ordinance in 2019

00:05:40.480 --> 00:05:45.220

and amendments to the Cycle  
Safety Ordinance in 2020.

00:05:45.220 --> 00:05:48.610

Vision Zero focuses our efforts  
on eliminating fatalities

00:05:48.610 --> 00:05:50.050

from crashes.

00:05:50.050 --> 00:05:52.990

In addition, the  
Cycling Safety Ordinance

00:05:52.990 --> 00:05:56.230  
sets ambitious requirements  
for city departments

00:05:56.230 --> 00:06:01.270  
to install approximately 25  
miles of separated bike lanes

00:06:01.270 --> 00:06:04.630  
within the next  
five to seven years.

00:06:04.630 --> 00:06:07.570  
Joe Barr, the Director of  
Traffic and Transportation,

00:06:07.570 --> 00:06:11.300  
will speak more about  
this in a minute.

00:06:11.300 --> 00:06:12.910  
We have received  
a lot of feedback

00:06:12.910 --> 00:06:15.040  
on this project over  
the last few months.

00:06:15.040 --> 00:06:18.130  
And I want to thank Joe and  
his team for all the outreach

00:06:18.130 --> 00:06:19.780  
and work they have  
done to ensure

00:06:19.780 --> 00:06:23.050  
residents and businesses  
feedback is incorporated

00:06:23.050 --> 00:06:24.920  
into this project.

00:06:24.920 --> 00:06:28.060  
However, it is important to  
note that given that this is not

00:06:28.060 --> 00:06:31.910  
a complete reconstruction  
of the roadway space,

00:06:31.910 --> 00:06:35.330

space constraints limit  
some of the options.

00:06:35.330 --> 00:06:38.230  
Additionally, the installation  
work on this project

00:06:38.230 --> 00:06:41.020  
needs to begin very  
soon in order for us

00:06:41.020 --> 00:06:45.180  
to meet the current Cycling  
Safety Ordinance deadline.

00:06:45.180 --> 00:06:46.920  
Tonight's meeting  
aims to provide

00:06:46.920 --> 00:06:50.280  
an overview of what the  
current version of the plan is

00:06:50.280 --> 00:06:54.210  
and how the previous community  
feedback has been incorporated.

00:06:54.210 --> 00:06:56.460  
After this brief  
presentation, we

00:06:56.460 --> 00:06:59.910  
will spend the remainder of  
the meeting listening to you.

00:06:59.910 --> 00:07:02.220  
We have the transcript  
from tonight's meeting

00:07:02.220 --> 00:07:03.360  
to capture your comments.

00:07:03.360 --> 00:07:06.330  
And we'll then evaluate  
all the feedback we'll hear

00:07:06.330 --> 00:07:09.240  
and can incorporate  
into our next steps.

00:07:09.240 --> 00:07:11.850  
I want to be clear that some

options will not be possible

00:07:11.850 --> 00:07:14.010  
because of logistical  
constraints or safety

00:07:14.010 --> 00:07:15.300  
considerations.

00:07:15.300 --> 00:07:17.370  
However, we will  
take all the feedback

00:07:17.370 --> 00:07:20.100  
we hear tonight very seriously.

00:07:20.100 --> 00:07:22.590  
At this point, I want to thank  
you again, and turn it over

00:07:22.590 --> 00:07:23.250  
to Joe Barr.

00:07:23.250 --> 00:07:23.850  
Thank you.

00:07:23.850 --> 00:07:27.980

00:07:27.980 --> 00:07:30.770  
JOSEPH BARR: Thank  
you, City Manager.

00:07:30.770 --> 00:07:33.470  
And thanks to everyone  
who attends tonight.

00:07:33.470 --> 00:07:34.310  
Again, I'm Joe Barr.

00:07:34.310 --> 00:07:36.018  
I'm the Director of  
the Traffic, Parking,

00:07:36.018 --> 00:07:37.603  
and Transportation Department.

00:07:37.603 --> 00:07:39.020  
And I'm just going  
to talk briefly

00:07:39.020 --> 00:07:41.780



about a little bit more detail  
about the Cycling Safety

00:07:41.780 --> 00:07:44.300  
Ordinance and our  
street design process,

00:07:44.300 --> 00:07:47.060  
and then turn it over to Andreas  
to talk more specifically

00:07:47.060 --> 00:07:48.570  
about this project.

00:07:48.570 --> 00:07:51.410  
So just in case folks  
are not familiar with it,

00:07:51.410 --> 00:07:54.170  
the Cycling Safety  
Ordinance was originally

00:07:54.170 --> 00:07:57.560  
passed by the council in 2019.

00:07:57.560 --> 00:07:59.990  
At that point, it was  
focused on requiring

00:07:59.990 --> 00:08:02.840  
the construction of  
separated bicycle lanes

00:08:02.840 --> 00:08:04.730  
when streets are  
being reconstructed

00:08:04.730 --> 00:08:08.720  
as part of the city's five year  
plan for streets and sidewalks,

00:08:08.720 --> 00:08:11.480  
and have been identified  
as locations where we want

00:08:11.480 --> 00:08:14.990  
to see greater separation for  
cyclists in the city's Bicycle

00:08:14.990 --> 00:08:17.660  
Network Vision plan, which  
was created originally

00:08:17.660 --> 00:08:24.050  
in 2019-- sorry, 2015, and then  
updated again late last year.

00:08:24.050 --> 00:08:26.960  
So like I said, that original  
version of the ordinance,

00:08:26.960 --> 00:08:30.470  
as passed in 2019, was really  
focused on capital construction

00:08:30.470 --> 00:08:34.940  
projects and implementing  
separated bike lanes

00:08:34.940 --> 00:08:38.870  
as streets had partial or  
full reconstructions done

00:08:38.870 --> 00:08:42.750  
on them as part of the  
DPW's overall process.

00:08:42.750 --> 00:08:46.770  
However, in 2020, in  
October of last year--

00:08:46.770 --> 00:08:49.250  
so almost a little  
over a year ago--

00:08:49.250 --> 00:08:51.110  
the city council  
passed amendments

00:08:51.110 --> 00:08:53.870  
to the Cycling Safety  
Ordinance, which

00:08:53.870 --> 00:08:56.600  
in addition to the requirements  
of the original ordinance,

00:08:56.600 --> 00:09:00.170  
added this additional  
requirement

00:09:00.170 --> 00:09:03.680  
to install approximately 25  
miles of separated bicycle

00:09:03.680 --> 00:09:07.010  
lanes within five to seven years  
as the city manager referred

00:09:07.010 --> 00:09:08.010  
to.

00:09:08.010 --> 00:09:10.970  
And this really  
focuses not just on

00:09:10.970 --> 00:09:12.470  
the types of capital  
projects that

00:09:12.470 --> 00:09:14.540  
are in the five  
year capital plan,

00:09:14.540 --> 00:09:18.230  
but also on so-called quick  
build projects of the type

00:09:18.230 --> 00:09:21.080  
you see on the screen and  
that we're discussing tonight

00:09:21.080 --> 00:09:24.980  
where we're building them in  
a much more simple fashion

00:09:24.980 --> 00:09:28.430  
with much simpler materials  
that can be installed much more

00:09:28.430 --> 00:09:32.060  
quickly; paint, flex post  
signs, the kinds of things

00:09:32.060 --> 00:09:35.420  
that Andreas will  
describe in the plans

00:09:35.420 --> 00:09:37.220  
that he's going to  
review in a few minutes.

00:09:37.220 --> 00:09:44.780  
And again, the location of  
those separated bike lanes

00:09:44.780 --> 00:09:47.390  
are laid out in the Bicycle  
Network Vision plan,

00:09:47.390 --> 00:09:50.960  
but also are specifically  
spelled out, in some cases.

00:09:50.960 --> 00:09:53.810  
And that's certainly  
the case on Mass Ave,

00:09:53.810 --> 00:09:56.750  
in the actual language  
in the ordinance.

00:09:56.750 --> 00:09:57.500  
So, next slide.

00:09:57.500 --> 00:10:01.320

00:10:01.320 --> 00:10:05.950  
So those specific requirements  
are listed on this slide.

00:10:05.950 --> 00:10:07.800  
So we're required  
in the ordinance

00:10:07.800 --> 00:10:11.160  
to install separated  
bicycle lanes according

00:10:11.160 --> 00:10:13.680  
to different timelines on  
all of Massachusetts Avenue.

00:10:13.680 --> 00:10:17.550  
So all the way from the Charles  
River to Alewife Brook Parkway.

00:10:17.550 --> 00:10:20.130  
We're also required to  
install separated bicycle

00:10:20.130 --> 00:10:22.950  
lanes within that time frame  
on Broadway from Quincy

00:10:22.950 --> 00:10:25.740  
Street to Hampshire Street,

Cambridge Street from Oak

00:10:25.740 --> 00:10:29.640

Street to Second Street,  
Hampshire Street from Amory

00:10:29.640 --> 00:10:32.910

Street to Broadway, so basically  
Inman Square to Broadway,

00:10:32.910 --> 00:10:36.900

and then on Garden Street  
from Huron Ave to just close

00:10:36.900 --> 00:10:40.930

to Harvard Square near  
the Cambridge Common.

00:10:40.930 --> 00:10:43.560

In addition to those segments  
that are very specifically

00:10:43.560 --> 00:10:47.040

spelled out in the ordinance,  
we also, to get to that 25 mile

00:10:47.040 --> 00:10:50.610

or so total, we have to put  
an additional 11 and 1/2 miles

00:10:50.610 --> 00:10:52.800

of separated bicycle  
lanes on other streets,

00:10:52.800 --> 00:10:55.680

other locations that are spelled  
out in the Bike Network Vision.

00:10:55.680 --> 00:10:57.900

They're not  
specifically identified

00:10:57.900 --> 00:10:59.610

in the ordinance in  
the way that Mass Ave

00:10:59.610 --> 00:11:02.130

and these other segments  
on Broadway, Cambridge,

00:11:02.130 --> 00:11:05.740

Hampshire, and Garden

Streets are laid out.

00:11:05.740 --> 00:11:08.340  
But again, the  
requirements on Mass Ave

00:11:08.340 --> 00:11:11.790  
are both very specific, and the  
time frames for implementation

00:11:11.790 --> 00:11:13.590  
are also very specific.

00:11:13.590 --> 00:11:16.920  
And that's what sort of puts  
us in this position of having

00:11:16.920 --> 00:11:19.380  
this project moving  
forward and needing to have

00:11:19.380 --> 00:11:22.620  
it completed by next spring.

00:11:22.620 --> 00:11:25.780  
So the Cycling Safety  
Ordinance really

00:11:25.780 --> 00:11:27.890  
is part of what's driving this.

00:11:27.890 --> 00:11:31.420  
But these are also important  
safety improvements

00:11:31.420 --> 00:11:34.300  
for cyclists as well as for  
other uses of the street.

00:11:34.300 --> 00:11:36.050  
And so we're doing  
these projects,

00:11:36.050 --> 00:11:38.890  
not just because they're in  
the Cycling Safety Ordinance,

00:11:38.890 --> 00:11:41.500  
but because they are identified  
in the Bike Network Vision.

00:11:41.500 --> 00:11:43.930

And they are part of  
our overall commitment

00:11:43.930 --> 00:11:46.480  
to Vision Zero and  
Complete Streets.

00:11:46.480 --> 00:11:49.150  
So it's important to  
say that we're not--

00:11:49.150 --> 00:11:50.978  
the Cycling Safety  
Ordinance has timelines

00:11:50.978 --> 00:11:52.020  
and certain requirements.

00:11:52.020 --> 00:11:53.860  
But these are  
projects that we want

00:11:53.860 --> 00:11:57.190  
to see happen regardless  
of whether that ordinance

00:11:57.190 --> 00:11:58.810  
was in place or not.

00:11:58.810 --> 00:12:01.150  
So really what drives  
our street design

00:12:01.150 --> 00:12:04.150  
is thinking about people of  
all ages and abilities who

00:12:04.150 --> 00:12:05.590  
need to use our streets.

00:12:05.590 --> 00:12:08.658  
So that includes both people  
who do have access to cars,

00:12:08.658 --> 00:12:10.450  
but people who may not  
have access to a car

00:12:10.450 --> 00:12:13.730  
or may not have access  
to a car at all times.

00:12:13.730 --> 00:12:17.500  
So it includes putting in  
safe and accessible bike lanes

00:12:17.500 --> 00:12:20.950  
as this project is  
partially intended to do.

00:12:20.950 --> 00:12:22.940  
It can be used by a  
wide range of people.

00:12:22.940 --> 00:12:27.590  
So school children,  
senior citizens,

00:12:27.590 --> 00:12:30.820  
people who are not cycling  
at high speed, people

00:12:30.820 --> 00:12:32.790  
who are cycling at high speeds.

00:12:32.790 --> 00:12:34.540  
So basically, the full  
range of people who

00:12:34.540 --> 00:12:38.628  
might use a bicycle to  
get around in Cambridge.

00:12:38.628 --> 00:12:40.420  
And we want to make  
sure, most importantly,

00:12:40.420 --> 00:12:42.310  
that those streets are  
safe and that they're

00:12:42.310 --> 00:12:44.770  
accessible for all  
those different users

00:12:44.770 --> 00:12:47.620  
with a wide range of  
abilities, including folks

00:12:47.620 --> 00:12:50.770  
who have mobility impairments.

00:12:50.770 --> 00:12:54.910  
We also, when we think about



vehicle congestion and delay

00:12:54.910 --> 00:12:57.970  
along our streets, we  
know that that's part

00:12:57.970 --> 00:13:00.070  
of what we see in Cambridge.

00:13:00.070 --> 00:13:02.410  
We're not really in  
the business of trying

00:13:02.410 --> 00:13:05.740  
to fix congestion in Cambridge.

00:13:05.740 --> 00:13:07.360  
Our streets are narrow.

00:13:07.360 --> 00:13:10.460  
There's a lot of activity  
and people move around a lot.

00:13:10.460 --> 00:13:15.130  
And so we wind up with  
both, in cars, on bikes,

00:13:15.130 --> 00:13:18.560  
on sidewalks, and buses, we  
wind up with a lot of people.

00:13:18.560 --> 00:13:21.430  
And that leads to the kind  
of congestion you see.

00:13:21.430 --> 00:13:23.650  
Really it's about  
moving people safely,

00:13:23.650 --> 00:13:25.660  
and oftentimes  
moving people slowly

00:13:25.660 --> 00:13:27.460  
is the safest way to move them.

00:13:27.460 --> 00:13:29.500  
And that's why we've  
dropped our speed limit

00:13:29.500 --> 00:13:32.480  
citywide to 25 miles an hour

and made many of the city

00:13:32.480 --> 00:13:35.260  
streets 20 mile an  
hour speed limits.

00:13:35.260 --> 00:13:39.520  
And importantly, although  
we do worry about

00:13:39.520 --> 00:13:41.650  
delay on our streets,  
we're not prioritizing

00:13:41.650 --> 00:13:46.780  
eliminating delay for people who  
are driving alone in Cambridge.

00:13:46.780 --> 00:13:51.610  
And really that perspective  
goes back almost 30 years

00:13:51.610 --> 00:13:55.210  
from the original 1992 Vehicle  
Trip Production Ordinance

00:13:55.210 --> 00:13:57.640  
that the city council  
passed that really laid out

00:13:57.640 --> 00:14:01.540  
a framework for how the city  
is focusing on sustainable

00:14:01.540 --> 00:14:05.740  
transportation and really trying  
to find ways to really get

00:14:05.740 --> 00:14:08.440  
around that don't  
involve single occupant

00:14:08.440 --> 00:14:10.390  
or private automobiles.

00:14:10.390 --> 00:14:14.050  
There's been a whole series of  
different policies and plans

00:14:14.050 --> 00:14:19.442  
and different statements  
made about furthering

00:14:19.442 --> 00:14:21.400  
that commitment, including  
the Complete Streets

00:14:21.400 --> 00:14:23.260  
Policy and the  
Vision Zero Policy,

00:14:23.260 --> 00:14:25.870  
as the city manager  
mentioned in 2016.

00:14:25.870 --> 00:14:27.760  
As well as, obviously,  
the Cycling Safety

00:14:27.760 --> 00:14:30.730  
Ordinance from the  
last couple of years.

00:14:30.730 --> 00:14:34.060  
And again, really our focus is  
on moving people and goods, not

00:14:34.060 --> 00:14:35.600  
just the vehicles  
that they're in.

00:14:35.600 --> 00:14:38.260  
So if we can move people  
more efficiently in a bus,

00:14:38.260 --> 00:14:41.050  
if we can move people  
more effectively

00:14:41.050 --> 00:14:44.290  
with the combination of space  
for cars and bikes and buses

00:14:44.290 --> 00:14:47.740  
and pedestrians, that's really  
the approach that we're taking.

00:14:47.740 --> 00:14:51.340  
Making sure we think about local  
deliveries and truck access,

00:14:51.340 --> 00:14:53.590  
which is not going  
to necessarily happen

00:14:53.590 --> 00:14:55.060  
in a way as a motor vehicle.

00:14:55.060 --> 00:14:57.160  
But really, again,  
our focus is on trying

00:14:57.160 --> 00:15:01.030  
to create this multimodal  
environment where we're meeting

00:15:01.030 --> 00:15:02.530  
our transportation  
mobility goals,

00:15:02.530 --> 00:15:05.710  
meeting our environmental  
and climate change goals,

00:15:05.710 --> 00:15:09.430  
and also creating a city that's  
livable for, like I said,

00:15:09.430 --> 00:15:11.890  
users of all ages and abilities.

00:15:11.890 --> 00:15:13.390  
So with that  
introduction, I'm going

00:15:13.390 --> 00:15:17.650  
to turn it over to  
Andreas Wolfe to lead us

00:15:17.650 --> 00:15:19.930  
through a brief  
presentation before we

00:15:19.930 --> 00:15:22.090  
start listening to  
all of your thoughts

00:15:22.090 --> 00:15:23.260  
and comments and questions.

00:15:23.260 --> 00:15:30.380

00:15:30.380 --> 00:15:31.490  
ANDREAS WOLFE: All right.

00:15:31.490 --> 00:15:34.140  
Thank you, Joe.

00:15:34.140 --> 00:15:36.100  
Thank you too, City  
Manager, as well.

00:15:36.100 --> 00:15:40.530  
And thank you to everyone  
who came here and wants

00:15:40.530 --> 00:15:43.450  
to listen to us tonight and  
see what we have to share.

00:15:43.450 --> 00:15:45.480  
I appreciate you taking  
time out of your evening

00:15:45.480 --> 00:15:48.070  
to be here with us.

00:15:48.070 --> 00:15:52.090  
So I'm going to go  
into the details here.

00:15:52.090 --> 00:15:56.430  
So first off, I'll just provide  
an overview of actually where

00:15:56.430 --> 00:15:59.010  
we're talking about tonight.

00:15:59.010 --> 00:16:00.840  
Joe listed a lot of  
background, a lot

00:16:00.840 --> 00:16:03.420  
of policies that  
are informing this,

00:16:03.420 --> 00:16:07.140  
and there are other projects  
going on around the city.

00:16:07.140 --> 00:16:10.350  
But to clarify any  
confusion, tonight we're

00:16:10.350 --> 00:16:12.420  
talking about one  
section of Mass Ave that

00:16:12.420 --> 00:16:16.440  
goes from Dudley Street, which  
is across the street from where

00:16:16.440 --> 00:16:22.140  
the BMBT garages in North  
Cambridge up until the city

00:16:22.140 --> 00:16:24.390  
line at Arlington.

00:16:24.390 --> 00:16:26.700  
So just modifications  
on that section

00:16:26.700 --> 00:16:28.930  
of streets along with a  
couple of the side streets

00:16:28.930 --> 00:16:29.430  
in the area.

00:16:29.430 --> 00:16:35.420

00:16:35.420 --> 00:16:40.970  
So I'll provide a brief  
overview of this process so far.

00:16:40.970 --> 00:16:44.690  
We probably have a lot  
of new faces tonight.

00:16:44.690 --> 00:16:47.240  
We also had a meeting  
last September.

00:16:47.240 --> 00:16:50.730  
And I know that not  
everyone who is here tonight

00:16:50.730 --> 00:16:53.450  
was there in September, so we  
want to make sure everyone's

00:16:53.450 --> 00:16:54.390  
on the same page.

00:16:54.390 --> 00:16:58.670  
So kind of what's happened,  
what's informed this plan.

00:16:58.670 --> 00:17:02.240  
So this process for this  
section of Mass Ave,

00:17:02.240 --> 00:17:06.470  
other than the ordinance,  
which was passed earlier,

00:17:06.470 --> 00:17:08.480  
we started our engagement  
about in August

00:17:08.480 --> 00:17:11.430  
when we started  
flyering in the area.

00:17:11.430 --> 00:17:16.520  
And that was to notify residents  
and kind of the budders--

00:17:16.520 --> 00:17:18.319  
passers-by about  
the upcoming meeting

00:17:18.319 --> 00:17:20.690  
which we had on September 14.

00:17:20.690 --> 00:17:22.819  
We also approached  
businesses individually

00:17:22.819 --> 00:17:27.290  
before that meeting so that  
they knew what was happening

00:17:27.290 --> 00:17:30.180  
and build awareness  
about the project.

00:17:30.180 --> 00:17:36.260  
So on that September 14 meeting,  
we shared our first plans

00:17:36.260 --> 00:17:40.520  
we'd come up with on how we can  
install separated bike lanes.

00:17:40.520 --> 00:17:45.230  
And those plans included a  
number of other modifications

00:17:45.230 --> 00:17:48.740  
and improvements that we'll  
discuss later today, provide

00:17:48.740 --> 00:17:51.120  
more detail on.

00:17:51.120 --> 00:17:53.910  
And since September  
14, we've received

00:17:53.910 --> 00:17:56.890  
a lot of-- and at that meeting,  
we received a lot of feedback.

00:17:56.890 --> 00:18:00.580  
And so that's kind of informed  
what you'll see today.

00:18:00.580 --> 00:18:04.590  
But before today, on  
the week of October 11,

00:18:04.590 --> 00:18:07.440  
we shared a series  
of draft plans.

00:18:07.440 --> 00:18:11.040  
Those plans we met with  
business owners again.

00:18:11.040 --> 00:18:13.350  
And these plans  
included more details

00:18:13.350 --> 00:18:15.240  
than the September 14 plan.

00:18:15.240 --> 00:18:19.200  
They included some additional  
parking and loading specifics

00:18:19.200 --> 00:18:22.320  
that we wanted feedback  
on from businesses.

00:18:22.320 --> 00:18:24.400  
Those plans are  
already on our website.

00:18:24.400 --> 00:18:28.840  
They were posted back then



for the public to view.

00:18:28.840 --> 00:18:33.400  
And then on October 18,  
we shared information

00:18:33.400 --> 00:18:36.430  
about this meeting today.

00:18:36.430 --> 00:18:40.240  
And then today we'll be  
sharing updated plans

00:18:40.240 --> 00:18:43.750  
from the two previous  
versions, the latest that we

00:18:43.750 --> 00:18:46.390  
have to share on where  
we're at tonight.

00:18:46.390 --> 00:18:50.050  
And then after today, we're  
installing this project.

00:18:50.050 --> 00:18:53.340  
We'll provide more details  
on the timeline later on.

00:18:53.340 --> 00:18:55.750  
But we are going ahead  
with this project

00:18:55.750 --> 00:18:58.360  
because we do think it  
will be an improvement.

00:18:58.360 --> 00:18:59.590  
And we are also--

00:18:59.590 --> 00:19:03.310  
as Joe mentioned, this is  
part of a greater vision

00:19:03.310 --> 00:19:04.915  
for cycling in Cambridge.

00:19:04.915 --> 00:19:07.890

00:19:07.890 --> 00:19:10.080  
So who have we heard from?

00:19:10.080 --> 00:19:13.480  
So we had a lot of people  
at the September 14 meeting.

00:19:13.480 --> 00:19:15.270  
We had about 200 attendees.

00:19:15.270 --> 00:19:19.260  
And then we did feedback  
a bit differently then.

00:19:19.260 --> 00:19:20.820  
We had written questions.

00:19:20.820 --> 00:19:24.840  
But we had about 200  
written questions.

00:19:24.840 --> 00:19:27.210  
This number might  
be outdated now.

00:19:27.210 --> 00:19:30.930  
In terms of emails, it's  
probably closer to 500 now.

00:19:30.930 --> 00:19:33.360  
We received a wide  
spectrum of feedback,

00:19:33.360 --> 00:19:36.600  
in favor, against,  
everything in between,

00:19:36.600 --> 00:19:39.600  
where we've taken all  
that into consideration

00:19:39.600 --> 00:19:41.670  
as we build these plans.

00:19:41.670 --> 00:19:45.060  
We've had a lot of phone calls.

00:19:45.060 --> 00:19:49.890  
My number is on the first  
slide of this presentation.

00:19:49.890 --> 00:19:51.780  
It'll be on the  
last one as well.

00:19:51.780 --> 00:19:52.920  
You can call my number.

00:19:52.920 --> 00:19:55.860  
Anyone who's listening,  
just provide your feedback

00:19:55.860 --> 00:19:58.380  
over the phone.

00:19:58.380 --> 00:20:03.390  
And then community office hours  
is something else we set up.

00:20:03.390 --> 00:20:05.520  
A link to this is  
on the website.

00:20:05.520 --> 00:20:10.290  
We shared this feature  
around October 11 as well.

00:20:10.290 --> 00:20:14.190  
This is a feature where  
anyone can go in and just

00:20:14.190 --> 00:20:17.700  
block out a time  
on our schedules,

00:20:17.700 --> 00:20:20.580  
have a more in-depth  
conversation.

00:20:20.580 --> 00:20:23.178  
Unlike the phone, you can do  
it virtually through Teams

00:20:23.178 --> 00:20:24.720  
or you can possibly  
share your screen

00:20:24.720 --> 00:20:29.790  
or you can meet outside  
and talk about something

00:20:29.790 --> 00:20:32.280  
adjacent to the corridor.

00:20:32.280 --> 00:20:35.610  
And so that link is

still up and a way

00:20:35.610 --> 00:20:37.710  
that we've been  
accepting feedback.

00:20:37.710 --> 00:20:40.800  
And we also did business  
outreach directly,

00:20:40.800 --> 00:20:42.635  
a couple rounds of it.

00:20:42.635 --> 00:20:44.760  
The first one to let people  
know about the meeting.

00:20:44.760 --> 00:20:47.400  
Then we also discussed  
the draft plans.

00:20:47.400 --> 00:20:50.520  
And we also had follow-ups  
so if we weren't

00:20:50.520 --> 00:20:52.410  
able to reach a  
business, we called them

00:20:52.410 --> 00:20:54.900  
at different hours, scheduled  
around their schedules

00:20:54.900 --> 00:20:56.730  
to try to meet them.

00:20:56.730 --> 00:21:00.210  
And so lots has gone into  
this and it's evolving.

00:21:00.210 --> 00:21:04.470  
And well, this is part  
of that evolution.

00:21:04.470 --> 00:21:07.450

00:21:07.450 --> 00:21:10.870  
This is not to say that this  
list is all encompassing

00:21:10.870 --> 00:21:12.070

of everything we heard.

00:21:12.070 --> 00:21:17.780  
As I said, there is, in  
total, nearly 1,000 comments.

00:21:17.780 --> 00:21:20.740  
But this is kind of  
meant to be an overview

00:21:20.740 --> 00:21:26.520  
of how we're thinking about this  
from the feedback we've heard.

00:21:26.520 --> 00:21:30.540  
So we heard feedback  
on parking and loading.

00:21:30.540 --> 00:21:34.350  
And so I'll go over the  
specifics of what's in the plan

00:21:34.350 --> 00:21:38.800  
later, but this is since  
the September meeting.

00:21:38.800 --> 00:21:42.450  
We heard a lot of  
feedback on modifications

00:21:42.450 --> 00:21:45.690  
at specific locations,  
whether a loading zone

00:21:45.690 --> 00:21:48.720  
should be somewhere,  
here or there, hours

00:21:48.720 --> 00:21:51.000  
of metered parking.

00:21:51.000 --> 00:21:52.140  
We also heard--

00:21:52.140 --> 00:21:56.730  
I want to acknowledge that  
opposition to the parking

00:21:56.730 --> 00:21:58.590  
removal that's taken place.

00:21:58.590 --> 00:22:02.520

And we'll also share  
more information on that.

00:22:02.520 --> 00:22:06.300  
We got a lot of feedback on  
how changes we're proposing

00:22:06.300 --> 00:22:07.230  
will affect traffic.

00:22:07.230 --> 00:22:08.813  
And so one thing  
that came out of that

00:22:08.813 --> 00:22:11.370  
was more detailed information  
on what that looks like.

00:22:11.370 --> 00:22:13.560  
We have that information  
in this presentation,

00:22:13.560 --> 00:22:15.510  
and we'll share it.

00:22:15.510 --> 00:22:18.030  
Along with that,  
concerns around what

00:22:18.030 --> 00:22:22.170  
happens with pollution when  
you have vehicles idling

00:22:22.170 --> 00:22:24.330  
and increased congestion.

00:22:24.330 --> 00:22:27.390  
And then on the flip side of  
that, we heard a lot of support

00:22:27.390 --> 00:22:33.440  
for these improvements for  
biking and riding transit,

00:22:33.440 --> 00:22:36.140  
from an environmental  
perspective,

00:22:36.140 --> 00:22:41.150  
getting people out of their cars  
and encouraging other modes.

00:22:41.150 --> 00:22:43.100  
And then also the  
safety benefits.

00:22:43.100 --> 00:22:46.400  
And we'll talk more about the  
safety and the crashes that

00:22:46.400 --> 00:22:48.020  
have occurred here.

00:22:48.020 --> 00:22:49.880  
And then also, we  
heard a lot of feedback

00:22:49.880 --> 00:22:53.120  
on specific locations and  
changes in travel patterns.

00:22:53.120 --> 00:22:55.290  
We've taken that  
into consideration.

00:22:55.290 --> 00:22:57.978  
And so we have new  
changes to the plan

00:22:57.978 --> 00:22:59.270  
that we'll share today as well.

00:22:59.270 --> 00:23:02.240

00:23:02.240 --> 00:23:06.460  
All right, so to provide  
an overview of the plan

00:23:06.460 --> 00:23:08.170  
so that everyone--

00:23:08.170 --> 00:23:09.760  
and this will cover  
everything that we

00:23:09.760 --> 00:23:11.530  
talked about at  
the last community

00:23:11.530 --> 00:23:15.190  
meeting plus the changes today.

00:23:15.190 --> 00:23:20.080

What we're proposing is to  
have separated bike lanes

00:23:20.080 --> 00:23:25.770  
in each direction and a  
bus lane in each direction.

00:23:25.770 --> 00:23:31.230  
Mass Ave will go from two travel  
lanes in each direction to one.

00:23:31.230 --> 00:23:34.920  
And the median will  
say where it is.

00:23:34.920 --> 00:23:36.510  
We'll go over this  
later as well.

00:23:36.510 --> 00:23:40.710  
But as Joe mentioned,  
we're doing this project

00:23:40.710 --> 00:23:42.180  
with quick bill of materials.

00:23:42.180 --> 00:23:45.300  
That's the photo he shared  
at the beginning where--

00:23:45.300 --> 00:23:47.960

00:23:47.960 --> 00:23:52.490  
we don't have the time and the  
resources within our time frame

00:23:52.490 --> 00:23:56.022  
to necessarily do a lot  
of modifications to curb.

00:23:56.022 --> 00:23:57.980  
But we'll have more detail  
about that later on.

00:23:57.980 --> 00:24:01.850

00:24:01.850 --> 00:24:07.090  
And then to go  
section-by-section, here's



00:24:07.090 --> 00:24:09.880  
the overview of  
what's in the plan.

00:24:09.880 --> 00:24:13.450  
As I said, we have  
separated bike lanes

00:24:13.450 --> 00:24:17.480  
in each direction and a  
bus lane in each direction.

00:24:17.480 --> 00:24:19.750  
The bus lanes are  
slightly different.

00:24:19.750 --> 00:24:22.430  
The one going outbound--

00:24:22.430 --> 00:24:27.040  
the one going out of the city,  
northbound towards Arlington,

00:24:27.040 --> 00:24:29.800  
it's a bus lane at all hours.

00:24:29.800 --> 00:24:33.610  
Whereas going towards  
Porter Square into the city,

00:24:33.610 --> 00:24:35.650  
the bus lane will  
actually be allowing

00:24:35.650 --> 00:24:39.940  
loading in the bus lane  
after 9:00 AM until 10:00 PM.

00:24:39.940 --> 00:24:42.793  
And so this is so that  
people can legally

00:24:42.793 --> 00:24:44.710  
put their vehicle there,  
get out of their car,

00:24:44.710 --> 00:24:51.250  
access businesses, provide some  
kind of access in this area

00:24:51.250 --> 00:24:55.480  
since in order to

accommodate these changes

00:24:55.480 --> 00:24:58.660  
we're making major modifications  
to the metered parking.

00:24:58.660 --> 00:25:01.460

00:25:01.460 --> 00:25:05.870  
And to offset  
that, we have added

00:25:05.870 --> 00:25:08.510  
metered parking on side streets.

00:25:08.510 --> 00:25:12.630  
And we're also including the  
loading on Mass Ave itself.

00:25:12.630 --> 00:25:15.740  
And so, for example, on this  
section here on Magoun Street

00:25:15.740 --> 00:25:18.830  
we're changing the  
regulations of four spaces.

00:25:18.830 --> 00:25:23.370  
And the information's on the  
screen of exactly the times.

00:25:23.370 --> 00:25:26.450  
And you'll be able to reference  
this material later on, too,

00:25:26.450 --> 00:25:27.410  
with those exact times.

00:25:27.410 --> 00:25:31.140

00:25:31.140 --> 00:25:34.170  
Zooming into the Churchill  
Avenue intersection.

00:25:34.170 --> 00:25:38.580  
Here, we just want to  
clarify what we're doing.

00:25:38.580 --> 00:25:41.670  
The bus lane does not continue

through this intersection

00:25:41.670 --> 00:25:44.220  
because we're trying to  
accommodate a left turn

00:25:44.220 --> 00:25:46.780  
lane onto Churchill Ave.

00:25:46.780 --> 00:25:48.678  
There's a good number--  
this is something

00:25:48.678 --> 00:25:49.720  
we heard in the feedback.

00:25:49.720 --> 00:25:51.910  
People really appreciated  
this because that

00:25:51.910 --> 00:25:55.940  
can be a somewhat difficult  
left turn to make.

00:25:55.940 --> 00:25:57.940  
And we think that this  
will have an added safety

00:25:57.940 --> 00:26:02.080  
benefit to drivers, but also  
to people walking and biking.

00:26:02.080 --> 00:26:05.830

00:26:05.830 --> 00:26:09.548  
So after Churchill Ave,  
this is the next section

00:26:09.548 --> 00:26:10.340  
along the corridor.

00:26:10.340 --> 00:26:12.670  
We're moving in towards  
Porter Square at this point.

00:26:12.670 --> 00:26:15.420

00:26:15.420 --> 00:26:19.050  
At Cottage Park  
Ave, there's changes

00:26:19.050 --> 00:26:22.673  
to two of the side street meters  
there for local businesses.

00:26:22.673 --> 00:26:24.690  
This is something we heard.

00:26:24.690 --> 00:26:31.770  
And also loading-- the loading  
is in certain areas just based

00:26:31.770 --> 00:26:33.850  
on the lane pattern.

00:26:33.850 --> 00:26:36.840  
So for example, it  
picks up here again

00:26:36.840 --> 00:26:38.880  
between College Park  
and Edmunds Street.

00:26:38.880 --> 00:26:41.990

00:26:41.990 --> 00:26:45.680  
From Washburn Ave to the  
Linear Park crossing,

00:26:45.680 --> 00:26:48.680  
that loading continues  
until about Tyler Court.

00:26:48.680 --> 00:26:51.650  
We have a side street  
modification on Gold Star Road.

00:26:51.650 --> 00:26:56.060  
We're adding two metered  
spaces and two loading zones.

00:26:56.060 --> 00:26:57.770  
Of note is that  
these meters would

00:26:57.770 --> 00:26:59.540  
be additional two hours longer.

00:26:59.540 --> 00:27:01.280  
They'd go until 8:00.

00:27:01.280 --> 00:27:02.870  
But again, the details are here.

00:27:02.870 --> 00:27:04.940  
And everyone will  
have access to slides

00:27:04.940 --> 00:27:08.940  
to view them at a later date.

00:27:08.940 --> 00:27:11.370  
And so then the last  
section of the corridor

00:27:11.370 --> 00:27:14.010  
goes from Cedar Street  
to Dudley Street.

00:27:14.010 --> 00:27:19.230  
And so here we have  
some modifications

00:27:19.230 --> 00:27:22.260  
other than just the ones  
that I spoke about earlier.

00:27:22.260 --> 00:27:27.285  
Of note is how we're proposing  
to make left turns from Mass

00:27:27.285 --> 00:27:29.160  
Ave onto Cameron Ave.

00:27:29.160 --> 00:27:33.120  
So as you do that today,  
you take a left turn

00:27:33.120 --> 00:27:36.930  
onto Cameron Ave when  
you're going on Mass--

00:27:36.930 --> 00:27:39.690  
from Mass Ave southbound  
onto Cameron Ave,

00:27:39.690 --> 00:27:43.530  
you would just make it from  
Mass Ave. Instead, what

00:27:43.530 --> 00:27:47.340  
we're proposing is that  
people driving would be making

00:27:47.340 --> 00:27:50.160  
that turn would first turn  
right onto Cedar Street

00:27:50.160 --> 00:27:52.320  
and then make a left  
onto Harvey Street.

00:27:52.320 --> 00:27:54.970  
And so you can kind of see that  
on the left side of the screen.

00:27:54.970 --> 00:27:55.800  
It's this triangle.

00:27:55.800 --> 00:27:58.380  
You go down Cedar and  
then left on Harvey, which

00:27:58.380 --> 00:28:01.300  
sends you right up Cameron.

00:28:01.300 --> 00:28:03.720  
We think that this  
will be a lot safer.

00:28:03.720 --> 00:28:06.900  
And then we do realize  
though that this introduces

00:28:06.900 --> 00:28:08.940  
new traffic onto Cedar Street.

00:28:08.940 --> 00:28:10.680  
And later on in the  
presentation we'll

00:28:10.680 --> 00:28:13.900  
be sharing specifics on how  
we're going to invest that.

00:28:13.900 --> 00:28:17.350  
And also this means making that  
short section of Harvey street

00:28:17.350 --> 00:28:18.680  
two way.

00:28:18.680 --> 00:28:22.780  
And so there's a couple  
parking spaces on Harvey street

00:28:22.780 --> 00:28:23.410  
at the moment.

00:28:23.410 --> 00:28:26.550  
Those would be removed to  
make the street two way.

00:28:26.550 --> 00:28:30.690  
Then there's additional  
side street parking changes.

00:28:30.690 --> 00:28:34.600  
Cameron Ave, Alberta Terrace,  
and Dudley Street as well.

00:28:34.600 --> 00:28:37.450  
And again, we have all  
the details on the screen.

00:28:37.450 --> 00:28:40.680  
And this will be  
available for referencing

00:28:40.680 --> 00:28:43.590  
exactly where those meters  
and those spaces are going in.

00:28:43.590 --> 00:28:47.250

00:28:47.250 --> 00:28:51.360  
So now I'll talk about the key  
changes since the September

00:28:51.360 --> 00:28:53.560  
meeting.

00:28:53.560 --> 00:28:56.190  
So this will be  
new for everyone.

00:28:56.190 --> 00:28:59.790  
At the September meeting,  
we presented a plan

00:28:59.790 --> 00:29:02.520  
that had a bus lane  
with the loading

00:29:02.520 --> 00:29:07.350  
that we're proposing after

9:00 AM in that bus lane

00:29:07.350 --> 00:29:09.390  
one direction.

00:29:09.390 --> 00:29:11.490  
We solicited feedback  
during that meeting

00:29:11.490 --> 00:29:15.030  
of what folks wanted to see  
on that side of the street.

00:29:15.030 --> 00:29:18.150  
And we heard a lot of  
feedback in support

00:29:18.150 --> 00:29:22.210  
of doing a bus lane on  
the other side as well.

00:29:22.210 --> 00:29:25.450  
And we also, as Joe mentioned,  
have a number of policies

00:29:25.450 --> 00:29:29.290  
and plans that call on us to  
do these types of improvements

00:29:29.290 --> 00:29:30.490  
for transit.

00:29:30.490 --> 00:29:33.500  
Another one of which is our  
Envision Cambridge Mobility

00:29:33.500 --> 00:29:34.000  
Plan.

00:29:34.000 --> 00:29:36.640  
It's our general plan  
for the entire city.

00:29:36.640 --> 00:29:38.830  
And that plan  
specifically calls out

00:29:38.830 --> 00:29:43.630  
this route, the 77, and  
working in this area going

00:29:43.630 --> 00:29:47.620



towards Arlington to make  
these types of improvements.

00:29:47.620 --> 00:29:55.370  
So this is an idea that has  
been in formulation for a while.

00:29:55.370 --> 00:29:58.130  
So on the right you  
have today's plan,

00:29:58.130 --> 00:30:00.410  
which is what I shared  
earlier with one

00:30:00.410 --> 00:30:02.750  
traveling in each direction  
for general purpose traffic,

00:30:02.750 --> 00:30:06.110  
and one bus lane each  
direction, and then a bike lane.

00:30:06.110 --> 00:30:10.380

00:30:10.380 --> 00:30:15.850  
So there's a lot of benefits  
to doing a bus lane like this.

00:30:15.850 --> 00:30:20.890  
And we have access to a  
lot of data from the MBTA.

00:30:20.890 --> 00:30:22.590  
We worked closely with them.

00:30:22.590 --> 00:30:27.510  
And we have more information  
later on just the time savings.

00:30:27.510 --> 00:30:29.460  
But one thing we  
want to stress is

00:30:29.460 --> 00:30:33.120  
that it's not just time savings  
when it comes to transit.

00:30:33.120 --> 00:30:35.310  
It's also about reliability.

00:30:35.310 --> 00:30:37.740  
When you have traffic  
congestion and you

00:30:37.740 --> 00:30:41.250  
have a bus schedule or  
people waiting for a bus

00:30:41.250 --> 00:30:42.930  
and you have traffic  
congestion, that

00:30:42.930 --> 00:30:45.420  
makes that route  
incredibly unreliable.

00:30:45.420 --> 00:30:48.450  
And so people need to build  
in an extra 10, 15, 20

00:30:48.450 --> 00:30:50.430  
minutes into their  
day just because they

00:30:50.430 --> 00:30:53.310  
don't know that the bus is  
going to follow the schedule.

00:30:53.310 --> 00:30:58.020  
When you have transit lanes,  
the buses run much more closely

00:30:58.020 --> 00:30:59.010  
to schedule.

00:30:59.010 --> 00:31:02.130  
So that's exactly what the  
city or the town of Arlington

00:31:02.130 --> 00:31:06.420  
saw on their bus lane on the  
same route, on the same street,

00:31:06.420 --> 00:31:09.390  
just over the border.

00:31:09.390 --> 00:31:14.110  
They saw a 40% reduction in  
the variability of trips.

00:31:14.110 --> 00:31:18.540  
So during the times that the

bus lane was in operation,

00:31:18.540 --> 00:31:23.130  
that greatly improved  
people's waiting experience.

00:31:23.130 --> 00:31:25.110  
And it also added  
time benefits as well.

00:31:25.110 --> 00:31:28.680

00:31:28.680 --> 00:31:32.630  
So in overview I spoke about  
this in a general plan,

00:31:32.630 --> 00:31:34.970  
but we're making these  
side street changes.

00:31:34.970 --> 00:31:38.120  
So changes to parking  
on the side streets;

00:31:38.120 --> 00:31:41.390  
no more metered parking on Mass  
Ave, at least in this section.

00:31:41.390 --> 00:31:46.010  
But we will offset that with  
having a loading zone running

00:31:46.010 --> 00:31:49.010  
the length of the corridor  
on the southbound side.

00:31:49.010 --> 00:31:53.000  
And again, changes  
to side streets.

00:31:53.000 --> 00:31:55.940  
We worked really  
closely with businesses

00:31:55.940 --> 00:31:58.100  
and also with residents  
in the Budders

00:31:58.100 --> 00:32:02.390  
in developing these plans  
for parking changes.

00:32:02.390 --> 00:32:05.960  
We understand the impact  
this is having on businesses.

00:32:05.960 --> 00:32:07.880  
And we wanted to kind  
of look at everything

00:32:07.880 --> 00:32:10.070  
from a street-by-street  
standpoint

00:32:10.070 --> 00:32:17.900  
and just see what spaces would  
be the most beneficial to whom.

00:32:17.900 --> 00:32:20.600  
And that was also part  
of our previous draft

00:32:20.600 --> 00:32:24.680  
of the plan that included  
one set of these proposed

00:32:24.680 --> 00:32:25.430  
regulations.

00:32:25.430 --> 00:32:28.670  
And we've modified them  
since based on that feedback.

00:32:28.670 --> 00:32:36.650  
So in total, it's about  
17, I believe, spaces that

00:32:36.650 --> 00:32:39.140  
are changing in the corridor.

00:32:39.140 --> 00:32:44.270  
We know that this does not  
offset the removal of parking.

00:32:44.270 --> 00:32:47.240  
But we do think  
it'll be helpful.

00:32:47.240 --> 00:32:49.550  
It puts back close  
to half of what was

00:32:49.550 --> 00:32:51.560

out there that we're removing.

00:32:51.560 --> 00:32:56.470

00:32:56.470 --> 00:32:59.110

So another key change  
since September

00:32:59.110 --> 00:33:03.580

is we've finalized plans for  
the last block between Gladstone

00:33:03.580 --> 00:33:08.230

Street and Mass Ave. When  
we'd last spoken with everyone

00:33:08.230 --> 00:33:10.510

in September, we were  
working really closely

00:33:10.510 --> 00:33:12.760

with the town,  
Arlington, and the MBTA

00:33:12.760 --> 00:33:14.890

to figure out just what  
this would look like.

00:33:14.890 --> 00:33:16.720

And what we heard  
from the MBTA is

00:33:16.720 --> 00:33:20.230

that there's an existing bus  
stop at Gladstone Street.

00:33:20.230 --> 00:33:24.580

And their proposal was to  
actually lengthen that stop.

00:33:24.580 --> 00:33:27.440

This has a number of benefits.

00:33:27.440 --> 00:33:32.530

What this means is that two  
buses can fit in that section.

00:33:32.530 --> 00:33:36.220

And this better positions  
the buses at the signal.

00:33:36.220 --> 00:33:37.960  
Given the length of  
that signal, it's

00:33:37.960 --> 00:33:40.160  
likely you would see bus  
bunching-- not likely,

00:33:40.160 --> 00:33:43.150  
but it's possible you'd  
see bus bunching, which

00:33:43.150 --> 00:33:45.760  
is a phenomenon where two  
buses arrive at the same time.

00:33:45.760 --> 00:33:50.830  
This gives them both access to  
the signal at the same time.

00:33:50.830 --> 00:33:52.420  
We do acknowledge  
that for this block,

00:33:52.420 --> 00:33:56.380  
this drops the separation  
for the bike lane.

00:33:56.380 --> 00:33:59.920  
But again, this is not a  
bus lane, this is a stop.

00:33:59.920 --> 00:34:03.370  
So this is in compliance  
with the ordinance.

00:34:03.370 --> 00:34:05.010  
And we also think  
that it's just--

00:34:05.010 --> 00:34:07.780  
when we're balancing the  
different priorities and needs

00:34:07.780 --> 00:34:11.120  
in corridor, this would  
be the ideal approach.

00:34:11.120 --> 00:34:14.130

00:34:14.130 --> 00:34:17.510

So I mentioned earlier  
this proposed modification

00:34:17.510 --> 00:34:20.570  
at Cameron Ave and how  
this introduces new traffic

00:34:20.570 --> 00:34:22.370  
onto Cedar Street.

00:34:22.370 --> 00:34:24.050  
One thing we heard  
at the last meeting

00:34:24.050 --> 00:34:26.550  
was, well, you're having all  
this traffic onto Cedar Street.

00:34:26.550 --> 00:34:29.960  
How are you going to make it so  
that people are safe with all

00:34:29.960 --> 00:34:32.239  
these new changes?

00:34:32.239 --> 00:34:36.080  
We heard that and came up  
with actually a new way

00:34:36.080 --> 00:34:39.080  
to face the signal at Cedar.

00:34:39.080 --> 00:34:41.060  
Essentially what  
we're proposing is

00:34:41.060 --> 00:34:45.500  
that those folks driving,  
making a right turn onto Cedar

00:34:45.500 --> 00:34:48.350  
would go at a different  
time as the people

00:34:48.350 --> 00:34:50.630  
biking and the people walking.

00:34:50.630 --> 00:34:53.300  
When you have a number of  
people making a right and also

00:34:53.300 --> 00:34:55.219

people biking and  
trying to walk,

00:34:55.219 --> 00:34:59.410  
all those right turns, first,  
they slow down because they're

00:34:59.410 --> 00:35:00.410  
waiting for pedestrians.

00:35:00.410 --> 00:35:03.710  
But also it's unsafe because  
people get impatient.

00:35:03.710 --> 00:35:05.990  
We think that  
separating out those two

00:35:05.990 --> 00:35:09.530  
will make this particular  
location a lot safer.

00:35:09.530 --> 00:35:12.770  
You see this a lot  
elsewhere in Cambridge.

00:35:12.770 --> 00:35:15.710  
And it's something we think  
would make sense here.

00:35:15.710 --> 00:35:17.460  
This adds one phase  
to the signal.

00:35:17.460 --> 00:35:21.210  
So we go from three  
to four phases.

00:35:21.210 --> 00:35:24.870  
The first two phases  
stay the same.

00:35:24.870 --> 00:35:27.800  
And then in the third phase,  
we add that right turn.

00:35:27.800 --> 00:35:34.220  
So we make the rights go, the  
people biking and walking stay.

00:35:34.220 --> 00:35:37.880  
And then on the fourth phase,



we have the lefts from Cedar

00:35:37.880 --> 00:35:46.020  
onto Mass Ave.

00:35:46.020 --> 00:35:51.450  
Another key change  
about this in this area

00:35:51.450 --> 00:35:55.410  
was modifying the intersection  
at Harvey and Cedar as well.

00:35:55.410 --> 00:35:58.590  
Right now what you have  
is a stop sign on Harvey,

00:35:58.590 --> 00:36:01.230  
and Cedar traffic goes straight.

00:36:01.230 --> 00:36:04.530  
This makes sense currently  
because most of the traffic

00:36:04.530 --> 00:36:06.930  
is on Cedar going  
up to Mass Ave.

00:36:06.930 --> 00:36:10.560  
But with this new  
modification, we'll

00:36:10.560 --> 00:36:13.830  
have a lot of people making a  
left onto Harvey from Cedar.

00:36:13.830 --> 00:36:17.400  
And so it makes more sense  
to have an all-way stop.

00:36:17.400 --> 00:36:19.920  
This creates gaps in  
traffic so that people

00:36:19.920 --> 00:36:24.400  
making that left across Cedar  
onto Harvey can get there.

00:36:24.400 --> 00:36:27.757  
It also, it just  
improves the expectations

00:36:27.757 --> 00:36:28.590  
of the intersection.

00:36:28.590 --> 00:36:32.700  
We have a raised  
crossing there already.

00:36:32.700 --> 00:36:35.400  
It improves the  
safety for people

00:36:35.400 --> 00:36:39.600  
walking since they know what  
to expect with people stopping

00:36:39.600 --> 00:36:41.498  
at the stop sign.

00:36:41.498 --> 00:36:43.290  
So we think that this  
is kind of a win-win.

00:36:43.290 --> 00:36:46.820

00:36:46.820 --> 00:36:49.940  
So as I mentioned, one thing  
we heard a lot about was like,

00:36:49.940 --> 00:36:53.030  
well, what is this going  
to mean to the folks--

00:36:53.030 --> 00:36:54.140  
to people driving?

00:36:54.140 --> 00:36:55.550  
What are the impacts?

00:36:55.550 --> 00:36:59.960  
We understand the trade-offs,  
but what are the impacts?

00:36:59.960 --> 00:37:01.970  
And so we have more  
detailed information tonight

00:37:01.970 --> 00:37:04.560  
on just what this means.

00:37:04.560 --> 00:37:06.500  
So I have two diagrams here.

00:37:06.500 --> 00:37:10.190  
The first, the top one,  
refers to the morning hours

00:37:10.190 --> 00:37:11.330  
in both directions.

00:37:11.330 --> 00:37:13.280  
The bottom one is in  
the evening hours.

00:37:13.280 --> 00:37:15.410  
This is just during the  
peak periods of travel

00:37:15.410 --> 00:37:19.680  
when you see the  
most delay out there.

00:37:19.680 --> 00:37:23.790  
So in the morning as you're  
leaving the city, we expect--

00:37:23.790 --> 00:37:25.703  
and these are all estimates.

00:37:25.703 --> 00:37:27.120  
There's nothing  
better than seeing

00:37:27.120 --> 00:37:28.320  
what happens in real time.

00:37:28.320 --> 00:37:31.950  
But preliminary  
estimates suggest

00:37:31.950 --> 00:37:37.920  
driving, that take about  
one to two minutes longer.

00:37:37.920 --> 00:37:40.860  
Riding transit, your trip would  
be two to three minutes faster.

00:37:40.860 --> 00:37:43.810

00:37:43.810 --> 00:37:47.170  
In the morning going  
towards the city,

00:37:47.170 --> 00:37:52.480  
we expect 30 to 60 seconds  
of additional driving time.

00:37:52.480 --> 00:37:57.460  
And then 30 to 60 seconds  
faster than today--

00:37:57.460 --> 00:38:00.790  
that's compared to today--

00:38:00.790 --> 00:38:03.650  
faster for transit riders.

00:38:03.650 --> 00:38:08.300  
In the evening versus today, two  
to three more minutes driving

00:38:08.300 --> 00:38:08.930  
outbound.

00:38:08.930 --> 00:38:13.430  
This is the spot where we  
know that we have the most

00:38:13.430 --> 00:38:17.000  
congestion right now, in  
that evening period leaving

00:38:17.000 --> 00:38:18.762  
the city.

00:38:18.762 --> 00:38:20.220  
The flip side of  
this-- and this is

00:38:20.220 --> 00:38:22.080  
why we think that  
these types of projects

00:38:22.080 --> 00:38:26.070  
are important when you have  
that level of congestion that

00:38:26.070 --> 00:38:30.150  
also is offset by substantial  
improvements to transit.

00:38:30.150 --> 00:38:32.940  
And so our estimates suggest  
that you could see up

00:38:32.940 --> 00:38:37.920  
to three to five minutes of  
travel savings for transit

00:38:37.920 --> 00:38:41.670  
just in the section from  
Dudley Street to Alewife Brook

00:38:41.670 --> 00:38:42.450  
Parkway.

00:38:42.450 --> 00:38:44.640  
And so that's not the  
route 77 as a whole.

00:38:44.640 --> 00:38:48.710  
That's just in this one section.

00:38:48.710 --> 00:38:51.560  
Going in the other direction in  
the evening towards the city,

00:38:51.560 --> 00:38:54.710  
we don't provide that  
bus lane so that we

00:38:54.710 --> 00:38:57.860  
wouldn't have the loading.

00:38:57.860 --> 00:38:59.330  
So there it's the same.

00:38:59.330 --> 00:39:06.390  
We expect 30 to 60 extra minutes  
for all bus and for drivers.

00:39:06.390 --> 00:39:10.190  
These are just some more details  
on the southbound loading;

00:39:10.190 --> 00:39:14.480  
something people wanted more  
information on last time.

00:39:14.480 --> 00:39:16.280  
We heard a lot, why  
are you doing loading?

00:39:16.280 --> 00:39:17.810  
Why are you not doing  
metered parking?

00:39:17.810 --> 00:39:19.352  
There's metered  
parking in Arlington.

00:39:19.352 --> 00:39:20.510  
It's on the same street.

00:39:20.510 --> 00:39:22.070  
It's the same bus route.

00:39:22.070 --> 00:39:25.970  
There's a lot of key  
differences between that section

00:39:25.970 --> 00:39:28.160  
of Mass Ave and our section.

00:39:28.160 --> 00:39:31.610  
In our section, essentially  
one of the major difficulties

00:39:31.610 --> 00:39:35.390  
we have is that when we  
introduce a parked vehicle

00:39:35.390 --> 00:39:38.960  
there, you really  
narrow the street.

00:39:38.960 --> 00:39:43.430  
We expect there would be about  
15 feet between the median

00:39:43.430 --> 00:39:45.560  
and that parked car.

00:39:45.560 --> 00:39:48.410  
This is below the standard  
for the fire department

00:39:48.410 --> 00:39:51.860  
needs to deploy one of their  
fire trucks in an emergency.

00:39:51.860 --> 00:39:54.770  
They generally need  
about 18 feet including--

00:39:54.770 --> 00:39:56.810  
they call them stabilizers.

00:39:56.810 --> 00:39:59.680  
They come out from either end.

00:39:59.680 --> 00:40:02.410  
We acknowledge that  
this constraint

00:40:02.410 --> 00:40:04.810  
is present with parking  
and with loading.

00:40:04.810 --> 00:40:07.930  
The difference though, we feel,  
is that in the case of loading,

00:40:07.930 --> 00:40:11.535  
the expectation is that that  
vehicle owner is close by.

00:40:11.535 --> 00:40:13.660  
And so if there is an  
emergency, they can come out.

00:40:13.660 --> 00:40:16.450  
They can address the  
situation, move their vehicle.

00:40:16.450 --> 00:40:20.360  
When you introduce longer,  
two hour parking for example,

00:40:20.360 --> 00:40:23.350  
it's much more likely that that  
person has walked away and you

00:40:23.350 --> 00:40:26.190  
cannot find them.

00:40:26.190 --> 00:40:30.840  
And again, we need to test  
this and see how this works.

00:40:30.840 --> 00:40:32.180  
This is a pilot.

00:40:32.180 --> 00:40:34.565  
We understand these concerns  
from the fire department

00:40:34.565 --> 00:40:36.690  
and we also want to make  
sure that this is working.

00:40:36.690 --> 00:40:37.982  
So we're going to monitor this.

00:40:37.982 --> 00:40:40.200  
We're going to make  
changes down the road.

00:40:40.200 --> 00:40:44.120  
And we want to see  
how this works.

00:40:44.120 --> 00:40:46.490  
So we're providing  
this, but we also

00:40:46.490 --> 00:40:51.970  
want to make sure to test  
its feasibility in real time.

00:40:51.970 --> 00:40:54.570  
We also had questions  
about doing this

00:40:54.570 --> 00:40:59.070  
on the other side of the  
street, going out of the city.

00:40:59.070 --> 00:41:01.820  
One key difference between  
the two sides of the streets,

00:41:01.820 --> 00:41:03.570  
as I talked about  
earlier, is that there's

00:41:03.570 --> 00:41:08.160  
substantial more traffic  
going out from the city.

00:41:08.160 --> 00:41:10.680  
And so that bus lane has a  
substantial more benefit.

00:41:10.680 --> 00:41:13.950  
And we expect it would have an  
all-day benefit whereas it's

00:41:13.950 --> 00:41:17.880  
not as much of a time savings  
or reliability savings



00:41:17.880 --> 00:41:19.560  
going towards the city.

00:41:19.560 --> 00:41:21.360  
There's also more  
need for loading.

00:41:21.360 --> 00:41:23.890  
There's more business use  
on that side of the street.

00:41:23.890 --> 00:41:26.340  
So if we had to pick a  
side, it made more sense

00:41:26.340 --> 00:41:29.640  
to do it going towards the city.

00:41:29.640 --> 00:41:31.433  
And again, those  
fire safety concerns

00:41:31.433 --> 00:41:33.600  
would be present on that  
side of the street as well.

00:41:33.600 --> 00:41:35.910  
It would be about the  
same width, about 15 feet.

00:41:35.910 --> 00:41:38.620

00:41:38.620 --> 00:41:41.163  
Then how will this  
operate with transit.

00:41:41.163 --> 00:41:43.330  
That's something we heard  
a lot from transit riders.

00:41:43.330 --> 00:41:48.940  
And essentially, we are  
not expecting the benefit

00:41:48.940 --> 00:41:52.630  
to the bus after 9:00  
AM in our calculations

00:41:52.630 --> 00:41:54.230  
for travel time savings.

00:41:54.230 --> 00:41:56.440  
So after 9:00 AM, you  
should expect buses just

00:41:56.440 --> 00:41:58.240  
to use that left lane.

00:41:58.240 --> 00:42:01.000  
They can use the right  
lane if it's available.

00:42:01.000 --> 00:42:04.002  
And it'll also be  
clear at bus stops.

00:42:04.002 --> 00:42:05.710  
There won't be any  
loading allowed there.

00:42:05.710 --> 00:42:07.780  
So the bus will have  
space to move in and still

00:42:07.780 --> 00:42:13.180  
get to the curb and do what  
they need to do at the bus stop

00:42:13.180 --> 00:42:16.930  
to let people board excessively.

00:42:16.930 --> 00:42:19.300  
And overnight parking,  
there will not

00:42:19.300 --> 00:42:20.740  
be any overnight parking.

00:42:20.740 --> 00:42:22.990  
That's something we've  
heard questions about.

00:42:22.990 --> 00:42:26.920  
That would create issues  
for fire during the night.

00:42:26.920 --> 00:42:28.780  
And it also would  
have transit impacts

00:42:28.780 --> 00:42:31.360  
as vehicles would likely  
still be there in the morning.

00:42:31.360 --> 00:42:35.450

00:42:35.450 --> 00:42:39.770  
And so we looked at crash data.

00:42:39.770 --> 00:42:42.260  
And this is information too  
that we didn't share last time,

00:42:42.260 --> 00:42:44.480  
but we had questions  
about and we wanted

00:42:44.480 --> 00:42:47.630  
to provide more information.

00:42:47.630 --> 00:42:49.010  
This is required  
by an ordinance.

00:42:49.010 --> 00:42:51.140  
But again, we think that  
these are important things

00:42:51.140 --> 00:42:52.790  
to do regardless.

00:42:52.790 --> 00:42:57.350  
And the crash data  
is an example of why.

00:42:57.350 --> 00:43:00.750  
And I had just looked at  
this, but the findings

00:43:00.750 --> 00:43:05.260  
were quite stark  
and interesting.

00:43:05.260 --> 00:43:09.500  
People biking were-- of  
all the injury crashes,

00:43:09.500 --> 00:43:12.700  
and so these are termed  
possible injury crashes just

00:43:12.700 --> 00:43:15.430  
because that's how the police  
report is written on the scene.

00:43:15.430 --> 00:43:17.620  
You can't confirm an  
injury at the scene.

00:43:17.620 --> 00:43:20.740  
But of those crashes that  
possibly had injuries,

00:43:20.740 --> 00:43:24.250  
75% of them involved a  
person riding a bike.

00:43:24.250 --> 00:43:26.830

00:43:26.830 --> 00:43:29.170  
And all crashes,  
injury and not injury,

00:43:29.170 --> 00:43:32.380  
disproportionately  
involved someone biking

00:43:32.380 --> 00:43:35.590  
versus their share of  
use of the corridor.

00:43:35.590 --> 00:43:41.380  
One thing also-- surprisingly,  
and this is thankfully so--

00:43:41.380 --> 00:43:45.010  
there were zero reported  
crashes involving a pedestrian.

00:43:45.010 --> 00:43:48.100  
We also acknowledge that  
there are concerns here.

00:43:48.100 --> 00:43:49.810  
And people have  
mentioned there's

00:43:49.810 --> 00:43:53.123  
speeding during off  
hours, that people

00:43:53.123 --> 00:43:54.290  
don't stop in the crosswalk.

00:43:54.290 --> 00:43:57.160

So there's not to say that  
there isn't a concern here.

00:43:57.160 --> 00:44:01.600  
But thankfully, there were  
actually zero reported crashes

00:44:01.600 --> 00:44:03.587  
involving pedestrians.

00:44:03.587 --> 00:44:06.190

00:44:06.190 --> 00:44:10.720  
And then breaking down those  
crashes a little further,

00:44:10.720 --> 00:44:14.360  
53 crashes during this time  
frame, which I didn't mention,

00:44:14.360 --> 00:44:18.315  
but that was January  
of 2018 to August 2021,

00:44:18.315 --> 00:44:21.730  
10 of those involved  
someone biking.

00:44:21.730 --> 00:44:25.750  
Six out of the eight were injury  
crashes involve someone biking.

00:44:25.750 --> 00:44:30.460  
And then about 20%  
of all crashes.

00:44:30.460 --> 00:44:34.150  
And then what types of  
crashes were involved.

00:44:34.150 --> 00:44:37.570  
The vast majority of  
crashes involving bicyclists

00:44:37.570 --> 00:44:41.110  
were what's referred to  
as a right or left hook.

00:44:41.110 --> 00:44:43.757  
And that's essentially where  
someone biking going straight

00:44:43.757 --> 00:44:46.090  
and you have someone driving  
making a right or left turn

00:44:46.090 --> 00:44:49.413  
and they fail to yield  
to the bike on that turn.

00:44:49.413 --> 00:44:50.830  
And then there  
were four crashes--

00:44:50.830 --> 00:44:55.000  
were four other types, but  
the right and left hook

00:44:55.000 --> 00:44:55.840  
was the most common.

00:44:55.840 --> 00:44:58.550

00:44:58.550 --> 00:45:02.020  
So overview of what we did  
in response to the feedback

00:45:02.020 --> 00:45:04.150  
from September 14.

00:45:04.150 --> 00:45:07.240  
The bus lane we added in  
the northbound direction.

00:45:07.240 --> 00:45:10.240  
We've made those changes  
at Cedar and Harvey Street.

00:45:10.240 --> 00:45:12.880  
We've also finalized  
that section

00:45:12.880 --> 00:45:16.830  
of the street between Gladstone  
through Alewife Brook Parkway.

00:45:16.830 --> 00:45:19.320  
Since October 11 when  
we shared draft plans

00:45:19.320 --> 00:45:21.420  
and sought outreach

from businesses,

00:45:21.420 --> 00:45:24.780  
we made additional changes  
to the side streets.

00:45:24.780 --> 00:45:27.120  
Cottage Park Ave  
and Cameron Ave are

00:45:27.120 --> 00:45:29.610  
streets where we added parking.

00:45:29.610 --> 00:45:34.020  
Since those plans are shared,  
and that's based on feedback

00:45:34.020 --> 00:45:35.160  
we heard from businesses.

00:45:35.160 --> 00:45:37.158  
And then we also  
added loading zones.

00:45:37.158 --> 00:45:38.700  
For example, the  
one at Cottage Park,

00:45:38.700 --> 00:45:40.650  
we added morning  
loading zone there

00:45:40.650 --> 00:45:42.840  
for one of the adjacent  
businesses that needed that

00:45:42.840 --> 00:45:44.290  
as well.

00:45:44.290 --> 00:45:47.340  
And so these types of changes  
we can make on an ongoing basis

00:45:47.340 --> 00:45:47.910  
as well.

00:45:47.910 --> 00:45:49.535  
So we want to hear  
from people how it's

00:45:49.535 --> 00:45:53.830  
going, too, after it goes in.

00:45:53.830 --> 00:45:57.610  
We got a lot of feedback,  
too, on things that we

00:45:57.610 --> 00:45:59.080  
couldn't actually implement.

00:45:59.080 --> 00:46:00.580  
But we want to  
acknowledge what they

00:46:00.580 --> 00:46:03.310  
were so people know we  
are hearing these things

00:46:03.310 --> 00:46:04.960  
and we hear you.

00:46:04.960 --> 00:46:10.090  
But we're operating and  
we have these constraints.

00:46:10.090 --> 00:46:13.810  
One was folks wanted to  
see that bus lane continue

00:46:13.810 --> 00:46:19.090  
through at Churchill Ave. We  
looked at doing both layouts,

00:46:19.090 --> 00:46:23.500  
one where you had just left  
turns and people going straight

00:46:23.500 --> 00:46:26.410  
from one lane with a  
continuous bus lane,

00:46:26.410 --> 00:46:28.570  
the other where you had  
the bustling dropping

00:46:28.570 --> 00:46:31.000  
for the left turn, and thought  
from a safety perspective

00:46:31.000 --> 00:46:34.210  
this would make more sense.

00:46:34.210 --> 00:46:36.890  
And then we heard a



lot of feedback about,

00:46:36.890 --> 00:46:39.260  
why can't you do  
metered parking.

00:46:39.260 --> 00:46:43.300  
And that's when,  
after September 14,

00:46:43.300 --> 00:46:45.640  
we met with the fire department.

00:46:45.640 --> 00:46:47.830  
We learned more  
about their concerns.

00:46:47.830 --> 00:46:51.940  
We met out on the corridor and  
they demonstrated it to us.

00:46:51.940 --> 00:46:53.740  
And those concerns are present.

00:46:53.740 --> 00:46:56.092  
But that's when we came  
up with this agreement.

00:46:56.092 --> 00:46:56.800  
We'll pilot this.

00:46:56.800 --> 00:46:58.960  
We'll see how this works.

00:46:58.960 --> 00:47:01.930  
But we can make changes  
and modifications

00:47:01.930 --> 00:47:05.180  
if there are fire concerns or  
if there's transit operation

00:47:05.180 --> 00:47:06.140  
concerns as well.

00:47:06.140 --> 00:47:09.120

00:47:09.120 --> 00:47:15.300  
And then since October 11,  
we've made additional changes.

00:47:15.300 --> 00:47:18.030  
Loading and parking, we--

00:47:18.030 --> 00:47:24.860

00:47:24.860 --> 00:47:25.840  
sorry, one second.

00:47:25.840 --> 00:47:30.010

00:47:30.010 --> 00:47:31.120  
All right.

00:47:31.120 --> 00:47:36.460  
So since October 11, we  
heard a lot of feedback

00:47:36.460 --> 00:47:41.650  
on doing loading or parking  
in the northbound bus lane.

00:47:41.650 --> 00:47:46.285  
Our analysis suggests a benefit  
to transit riders at all hours.

00:47:46.285 --> 00:47:49.060

00:47:49.060 --> 00:47:51.440  
We also heard a lot of feedback  
on the meter locations.

00:47:51.440 --> 00:47:53.110  
And there are just  
certain spaces

00:47:53.110 --> 00:47:56.620  
where you couldn't fit a meter  
just based on the sidewalk

00:47:56.620 --> 00:47:58.570  
or based on the length  
that was available.

00:47:58.570 --> 00:48:01.880

00:48:01.880 --> 00:48:04.520  
Also, we've heard a lot of  
questions about the median.

00:48:04.520 --> 00:48:06.410  
If it's such an issue  
for the fire response,

00:48:06.410 --> 00:48:07.970  
why don't you remove it?

00:48:07.970 --> 00:48:12.050  
We can't do that in this  
time frame, by April 2022.

00:48:12.050 --> 00:48:15.380  
And we'll have more information  
on that timeline later.

00:48:15.380 --> 00:48:18.840  
So we're not moving a curb as  
part of any of this project,

00:48:18.840 --> 00:48:21.530  
including the median.

00:48:21.530 --> 00:48:23.540  
People asked us about  
the impact, that's

00:48:23.540 --> 00:48:29.420  
why you have that additional  
information on the driving

00:48:29.420 --> 00:48:33.200  
times and on the benefits  
to transit riders.

00:48:33.200 --> 00:48:37.070  
We do acknowledge though,  
that this will increase delay

00:48:37.070 --> 00:48:38.000  
for people driving.

00:48:38.000 --> 00:48:42.290  
But again, we have policies  
and reasons for doing this.

00:48:42.290 --> 00:48:44.450  
And we believe it's  
the right thing to do.

00:48:44.450 --> 00:48:48.000

00:48:48.000 --> 00:48:51.270  
I talked about this, but  
why parking and not loading.

00:48:51.270 --> 00:48:54.618  
I think I addressed  
this thoroughly.

00:48:54.618 --> 00:48:56.160  
But again, we're  
committed to testing

00:48:56.160 --> 00:48:57.600  
this on a ongoing basis.

00:48:57.600 --> 00:49:00.520

00:49:00.520 --> 00:49:05.710  
And then as for  
the last question

00:49:05.710 --> 00:49:09.100  
we hear a lot about  
that was where did--

00:49:09.100 --> 00:49:12.370  
how did the Cycling  
Safety Ordinance work?

00:49:12.370 --> 00:49:15.880  
The Cycling Safety Ordinance  
is a city council vote.

00:49:15.880 --> 00:49:18.850  
So it's not that there was  
not referendum or hearing

00:49:18.850 --> 00:49:20.920  
on the ordinance in particular.

00:49:20.920 --> 00:49:23.710  
Rather it's voted  
on by city council.

00:49:23.710 --> 00:49:25.120  
It's enacted into law.

00:49:25.120 --> 00:49:29.080  
And now it's on  
the city as a whole

00:49:29.080 --> 00:49:33.160  
to have these types of meetings,  
share that information,

00:49:33.160 --> 00:49:38.300  
do the projects that meet  
the ordinance, and so forth.

00:49:38.300 --> 00:49:40.450  
And so we have a  
full-length FAQ, too,

00:49:40.450 --> 00:49:43.570  
on our website page  
where it has these four

00:49:43.570 --> 00:49:44.680  
questions plus others.

00:49:44.680 --> 00:49:46.540  
And we encourage  
people to look at that.

00:49:46.540 --> 00:49:49.210

00:49:49.210 --> 00:49:51.170  
And so with that, that's  
what I have for today.

00:49:51.170 --> 00:49:52.503  
Thank you so much for your time.

00:49:52.503 --> 00:49:54.640  
I'm going to turn it  
back over to Director

00:49:54.640 --> 00:49:58.532  
Barr for some closing remarks.

00:49:58.532 --> 00:49:59.740  
JOSEPH BARR: Thanks, Andreas.

00:49:59.740 --> 00:50:03.250  
And we'll be switching  
to comment very soon.

00:50:03.250 --> 00:50:06.910  
So we'll be able to  
listen to what folks

00:50:06.910 --> 00:50:08.810  
have to say to us as well.

00:50:08.810 --> 00:50:10.930  
So the plan, weather  
permitting, has

00:50:10.930 --> 00:50:15.670  
been to install this project  
this November of this year, so

00:50:15.670 --> 00:50:17.530  
within the next few weeks.

00:50:17.530 --> 00:50:20.800  
Mostly because we can't  
install these types of projects

00:50:20.800 --> 00:50:23.920  
when the weather is cold  
and when it's snowing.

00:50:23.920 --> 00:50:27.520  
So we need to get it done in  
the next little bit or else

00:50:27.520 --> 00:50:30.578  
it will wait until next year.

00:50:30.578 --> 00:50:32.620  
And not just the beginning  
of next year, but well

00:50:32.620 --> 00:50:34.120  
into next year.

00:50:34.120 --> 00:50:36.733  
The deadline for the  
ordinance, as I mentioned,

00:50:36.733 --> 00:50:38.900  
for the ordinance that I  
described at the beginning,

00:50:38.900 --> 00:50:40.690  
the Cycling Safety  
Ordinance is April 30

00:50:40.690 --> 00:50:44.800  
of 2022, which isn't right away.

00:50:44.800 --> 00:50:47.123

But because of the  
constraints on when

00:50:47.123 --> 00:50:48.790  
we can install these  
projects, it really

00:50:48.790 --> 00:50:51.580  
is, for us, the next  
few weeks and then

00:50:51.580 --> 00:50:55.180  
we're already in late April  
or early May of next year

00:50:55.180 --> 00:50:57.140  
from an installation  
perspective.

00:50:57.140 --> 00:50:59.800  
And we also have other  
segments of Mass Ave

00:50:59.800 --> 00:51:03.320  
that need to be installed  
according to that timeline.

00:51:03.320 --> 00:51:05.470  
The segment in Porter  
Square from Beech Street

00:51:05.470 --> 00:51:07.330  
to Roseland Street.

00:51:07.330 --> 00:51:11.735  
We just did two very short  
segments near Harvard Square;

00:51:11.735 --> 00:51:14.110  
Waterhouse Street to Cambridge  
Street and Plympton Street

00:51:14.110 --> 00:51:15.310  
to Bow Street.

00:51:15.310 --> 00:51:20.080  
And then there's a very small  
portion near MIT and Memorial

00:51:20.080 --> 00:51:22.000  
Drive that we also  
have to get done.

00:51:22.000 --> 00:51:23.590  
And we'll hopefully  
also be getting

00:51:23.590 --> 00:51:24.940  
that completed this fall.

00:51:24.940 --> 00:51:27.520

00:51:27.520 --> 00:51:31.343  
We also will be needing  
to reinstall crosswalks.

00:51:31.343 --> 00:51:33.760  
And we can do that separately  
for the rest of the project,

00:51:33.760 --> 00:51:36.790  
but we really prefer to  
do the entire project

00:51:36.790 --> 00:51:39.010  
all at the same time  
and get the crosswalks,

00:51:39.010 --> 00:51:41.982  
all the pavement markings-- all  
the lane lines and everything

00:51:41.982 --> 00:51:43.690  
that we need to have  
for this project put

00:51:43.690 --> 00:51:45.140  
in at the same time.

00:51:45.140 --> 00:51:48.430  
So really at the bottom line  
is implementation is necessary

00:51:48.430 --> 00:51:54.530  
this fall in order to meet  
that April 30, 2022 deadline.

00:51:54.530 --> 00:51:55.100  
Next slide.

00:51:55.100 --> 00:51:58.240



00:51:58.240 --> 00:52:00.235  
So this is, as I  
said, the time for us

00:52:00.235 --> 00:52:01.360  
to listen to your feedback.

00:52:01.360 --> 00:52:04.210  
So we will be taking comments  
in the order in which hands

00:52:04.210 --> 00:52:07.960  
were raised in Zoom,  
which keeps track of that.

00:52:07.960 --> 00:52:09.813  
Everyone has one minute  
for their comment.

00:52:09.813 --> 00:52:11.230  
And you'll need  
to unmute yourself

00:52:11.230 --> 00:52:15.040  
once Brooke lets you know  
that you're able to speak.

00:52:15.040 --> 00:52:16.660  
We're not planning,  
in this moment,

00:52:16.660 --> 00:52:18.880  
to respond individually  
to comments

00:52:18.880 --> 00:52:22.180  
because we want to allow as many  
people to speak as possible.

00:52:22.180 --> 00:52:24.910  
But we will be listening to  
everything you have to say.

00:52:24.910 --> 00:52:26.680  
And as I think Brooke  
said, the meeting

00:52:26.680 --> 00:52:31.190  
will be transcribed  
based on the recording.

00:52:31.190 --> 00:52:33.490

So again, if folks  
can sort of wait

00:52:33.490 --> 00:52:35.680  
until everyone who  
raises their hand

00:52:35.680 --> 00:52:37.960  
the first time has  
a chance to speak.

00:52:37.960 --> 00:52:39.790  
And then we will,  
if we have time,

00:52:39.790 --> 00:52:41.830  
let people speak  
again, depending

00:52:41.830 --> 00:52:42.922  
on how the evening goes.

00:52:42.922 --> 00:52:44.380  
If you're on the  
phone, a reminder,

00:52:44.380 --> 00:52:47.350  
you press star 9 to raise your  
hand and then star 6 unmute

00:52:47.350 --> 00:52:48.910  
yourself.

00:52:48.910 --> 00:52:51.820  
And the contact  
information for Andreas

00:52:51.820 --> 00:52:53.950  
is below if you're not  
able to speak tonight

00:52:53.950 --> 00:52:56.920  
or just would prefer to  
relay your comments verbally

00:52:56.920 --> 00:53:00.580  
on the phone at 617-349-9162.

00:53:00.580 --> 00:53:05.230  
Or if you want to send an email  
at [awolfe@cambridgema.gov](mailto:awolfe@cambridgema.gov).

00:53:05.230 --> 00:53:09.040  
All of the comments we receive  
are given consideration

00:53:09.040 --> 00:53:13.640  
and go into our final decision  
making on all of our projects.

00:53:13.640 --> 00:53:17.020  
So with that, I will  
turn it back to Brooke

00:53:17.020 --> 00:53:22.417  
and have her start the  
process of unmuting folks.

00:53:22.417 --> 00:53:23.500  
BROOKE MCKENNA: OK, great.

00:53:23.500 --> 00:53:25.120  
Thank you, Joe.

00:53:25.120 --> 00:53:27.020  
First up for public comment--

00:53:27.020 --> 00:53:31.540  
and I will remind you we will  
have a timer up for you just

00:53:31.540 --> 00:53:34.000  
to remind you to keep your  
comments to one minute.

00:53:34.000 --> 00:53:38.020  
And first up we have is Zach De.

00:53:38.020 --> 00:53:39.100  
You have the floor.

00:53:39.100 --> 00:53:41.977

00:53:41.977 --> 00:53:42.560  
AUDIENCE: Yes.

00:53:42.560 --> 00:53:45.440  
Given the changes that  
we're now experiencing

00:53:45.440 --> 00:53:48.380  
on Ellery Street due to the bike  
path installed between Harvard

00:53:48.380 --> 00:53:49.640  
Square and Central Square--

00:53:49.640 --> 00:53:52.370  
such as the loss of  
residential parking spaces--

00:53:52.370 --> 00:53:54.830  
what consideration  
had been given

00:53:54.830 --> 00:53:58.330  
to the safety of  
kids and families

00:53:58.330 --> 00:54:01.060  
and their pets given the  
increase in large trucks

00:54:01.060 --> 00:54:03.400  
that are now turning  
onto Ellery Street,

00:54:03.400 --> 00:54:05.560  
rumbling down our  
residential street

00:54:05.560 --> 00:54:08.470  
instead of keeping them  
on route to Mass Ave

00:54:08.470 --> 00:54:09.700  
where they should be?

00:54:09.700 --> 00:54:13.215

00:54:13.215 --> 00:54:14.338  
Thank you.

00:54:14.338 --> 00:54:15.130  
BROOKE MCKENNA: OK.

00:54:15.130 --> 00:54:17.260  
Thank you for your comment.

00:54:17.260 --> 00:54:19.705  
Next up we have Young Kim.

00:54:19.705 --> 00:54:22.520

00:54:22.520 --> 00:54:24.390  
You have the floor.

00:54:24.390 --> 00:54:24.890  
Sorry.

00:54:24.890 --> 00:54:48.320

00:54:48.320 --> 00:54:49.970  
Young Kim, if you  
can unmute yourself,

00:54:49.970 --> 00:54:51.020  
you do have the floor.

00:54:51.020 --> 00:54:56.580

00:54:56.580 --> 00:54:57.870  
AUDIENCE: OK.

00:54:57.870 --> 00:54:59.250  
Can you hear me now?

00:54:59.250 --> 00:55:00.750  
BROOKE MCKENNA: We  
can hear you now.

00:55:00.750 --> 00:55:01.590  
Go ahead.

00:55:01.590 --> 00:55:03.390  
AUDIENCE: This  
stretch of Mass Avenue

00:55:03.390 --> 00:55:06.150  
is used by suburbanite  
and local commuters

00:55:06.150 --> 00:55:09.000  
alike, including city  
workers who can't

00:55:09.000 --> 00:55:10.500  
afford to live in the city.

00:55:10.500 --> 00:55:11.520  
They serve.

00:55:11.520 --> 00:55:13.440

There must be  
infrastructure change

00:55:13.440 --> 00:55:16.980  
to support any traffic pattern  
change which must be based

00:55:16.980 --> 00:55:18.710  
on the actual traffic data.

00:55:18.710 --> 00:55:24.100  
TPT claims to have and  
uses 2016 traffic data,

00:55:24.100 --> 00:55:25.980  
but that is ancient history.

00:55:25.980 --> 00:55:28.500  
We need current data  
such as Google Maps

00:55:28.500 --> 00:55:31.020  
provides that bases  
traffic condition

00:55:31.020 --> 00:55:33.060  
in calculating drive time.

00:55:33.060 --> 00:55:35.430  
By restricting traffic  
to a single lane

00:55:35.430 --> 00:55:38.160  
during the recent  
repaving project,

00:55:38.160 --> 00:55:41.970  
it took twice as long to drive  
from Parkway to Cedar Street,

00:55:41.970 --> 00:55:44.790  
and Mass Avenue, double.

00:55:44.790 --> 00:55:47.430  
That one minute  
delay as TPT claimed.

00:55:47.430 --> 00:55:49.410  
Have you investigated  
the conflict

00:55:49.410 --> 00:55:53.200

between the vehicles parked up  
to 15 minutes or 30 minutes,

00:55:53.200 --> 00:55:55.890  
depending on the type  
during the evening rush

00:55:55.890 --> 00:55:58.410  
hour and the inbound  
dedicated bus lane

00:55:58.410 --> 00:56:02.280  
with 77 bus running at  
about every 10 minutes?

00:56:02.280 --> 00:56:06.030  
Please, everyone, urge  
the city to give TPT

00:56:06.030 --> 00:56:10.050  
the time to modify the plan,  
taking more regional approach

00:56:10.050 --> 00:56:11.312  
for the--

00:56:11.312 --> 00:56:13.770  
BROOKE MCKENNA: Young, you'll  
need to wrap up your comment.

00:56:13.770 --> 00:56:16.530  
AUDIENCE: OK.

00:56:16.530 --> 00:56:21.900  
Introduce an ordinance  
change so that this change

00:56:21.900 --> 00:56:23.460  
can be slowed down.

00:56:23.460 --> 00:56:24.090  
Thank you.

00:56:24.090 --> 00:56:27.570

00:56:27.570 --> 00:56:30.370  
BROOKE MCKENNA: Next  
up, Josephine Mullen.

00:56:30.370 --> 00:56:31.390  
Please unmute yourself.

00:56:31.390 --> 00:56:33.730  
You have the floor.

00:56:33.730 --> 00:56:35.500  
AUDIENCE: Hi, thank you.

00:56:35.500 --> 00:56:36.940  
My name is Josephine Mullen.

00:56:36.940 --> 00:56:40.540  
I live on Gold Star Road  
in North Cambridge, one

00:56:40.540 --> 00:56:42.310  
of the affected streets.

00:56:42.310 --> 00:56:45.700  
And I would like to say  
that me and my family

00:56:45.700 --> 00:56:48.940  
support these  
separated bike lanes.

00:56:48.940 --> 00:56:53.230  
And I'm really looking  
forward to cycling safely

00:56:53.230 --> 00:56:54.100  
on Mass Avenue.

00:56:54.100 --> 00:56:55.698  
Thank you.

00:56:55.698 --> 00:56:57.490  
BROOKE MCKENNA: Thank  
you for your comment.

00:56:57.490 --> 00:57:00.300

00:57:00.300 --> 00:57:03.960  
Next up, we have Jeff Baurelli  
Please unmute yourself.

00:57:03.960 --> 00:57:05.880  
You have the floor.

00:57:05.880 --> 00:57:06.685  
AUDIENCE: Hello.



00:57:06.685 --> 00:57:09.060  
First, I'd like to say I would  
like the names of the city

00:57:09.060 --> 00:57:11.670  
councilors on record who  
supports this plan as currently

00:57:11.670 --> 00:57:14.430  
constituted that will remove  
parking for businesses

00:57:14.430 --> 00:57:16.950  
and residents as well as  
removing car and truck

00:57:16.950 --> 00:57:19.237  
lanes, which will increase  
traffic and pollution.

00:57:19.237 --> 00:57:20.820  
I would like these  
names on the record

00:57:20.820 --> 00:57:22.710  
since the resolution  
was passed in secret

00:57:22.710 --> 00:57:24.840  
and the plan was developed  
without taking inputs

00:57:24.840 --> 00:57:26.640  
from Cambridge residents.

00:57:26.640 --> 00:57:29.340  
It's important that we know who  
is in favor of this flood plan

00:57:29.340 --> 00:57:31.090  
so we can vote  
them out of office.

00:57:31.090 --> 00:57:33.090  
I would also like to know  
what enforcement there

00:57:33.090 --> 00:57:34.890  
will be of the bike  
lanes since there

00:57:34.890 --> 00:57:37.440

are numerous violations  
occurring already, including

00:57:37.440 --> 00:57:39.570  
e-bikes, which are not  
allowed per Massachusetts

00:57:39.570 --> 00:57:42.330  
laws, electric  
scooters, skateboards,

00:57:42.330 --> 00:57:44.400  
hoverboards, riding  
on sidewalks,

00:57:44.400 --> 00:57:47.160  
riding in the wrong direction,  
ignoring traffic signs

00:57:47.160 --> 00:57:49.980  
and traffic lights, and merging  
into and out of car and bus

00:57:49.980 --> 00:57:51.185  
lanes to name a few.

00:57:51.185 --> 00:57:52.560  
How will the  
protected bike lanes

00:57:52.560 --> 00:57:54.935  
be enforced so that there are  
not more safety and traffic

00:57:54.935 --> 00:57:58.440  
problems that are created  
as unintended consequences?

00:57:58.440 --> 00:58:01.380  
And lastly, I'd like to say I  
have zero confidence in Andreas

00:58:01.380 --> 00:58:02.400  
Wolfe right now.

00:58:02.400 --> 00:58:04.950  
This is a pie in the sky plan  
that's going to cause traffic--

00:58:04.950 --> 00:58:07.020  
BROOKE MCKENNA: Please  
limit your comments

00:58:07.020 --> 00:58:10.000  
to the plan rather  
than personal attacks.

00:58:10.000 --> 00:58:10.785  
Thank you.

00:58:10.785 --> 00:58:11.715  
AUDIENCE: Oh, gosh.

00:58:11.715 --> 00:58:16.840

00:58:16.840 --> 00:58:18.750  
BROOKE MCKENNA: Next  
up is Itmar Turner

00:58:18.750 --> 00:58:20.778  
Taurig Please unmute yourself.

00:58:20.778 --> 00:58:21.570  
You have the floor.

00:58:21.570 --> 00:58:25.370

00:58:25.370 --> 00:58:28.190  
AUDIENCE: Hi.

00:58:28.190 --> 00:58:29.710  
Can you hear me?

00:58:29.710 --> 00:58:31.030  
That's a yes.

00:58:31.030 --> 00:58:31.930  
BROOKE MCKENNA: Yes.

00:58:31.930 --> 00:58:34.900  
AUDIENCE: First, I'm really  
excited about this plan.

00:58:34.900 --> 00:58:37.220  
It's looks really amazing.

00:58:37.220 --> 00:58:39.940  
This version looks even  
better than the first version.

00:58:39.940 --> 00:58:41.980  
And I thought I would just--

00:58:41.980 --> 00:58:45.500  
it may not be obvious to people  
why buses are so important.

00:58:45.500 --> 00:58:48.580  
So on Mount Auburn,  
there was a count

00:58:48.580 --> 00:58:53.200  
of passengers in buses  
versus passengers in cars.

00:58:53.200 --> 00:58:57.010  
And even though the buses  
were 3% of the vehicles,

00:58:57.010 --> 00:59:02.140  
buses were 50% of  
passengers during peak hours

00:59:02.140 --> 00:59:03.850  
compared to private vehicles.

00:59:03.850 --> 00:59:08.380  
And so buses are amazingly  
efficient at moving people

00:59:08.380 --> 00:59:09.550  
through the city.

00:59:09.550 --> 00:59:11.990  
And so by making them faster,  
more people can use them.

00:59:11.990 --> 00:59:15.040  
And so having bus lanes  
is a really great way

00:59:15.040 --> 00:59:16.630  
to prioritize moving people.

00:59:16.630 --> 00:59:20.190  
And I just wanted to reiterate  
how much I appreciated

00:59:20.190 --> 00:59:23.470  
that you added the northbound  
dedicated bus lane,

00:59:23.470 --> 00:59:25.610  
and excited to see this

project go forward.

00:59:25.610 --> 00:59:26.110  
Thank you.

00:59:26.110 --> 00:59:29.360

00:59:29.360 --> 00:59:30.360  
BROOKE MCKENNA: Next up.

00:59:30.360 --> 00:59:40.520

00:59:40.520 --> 00:59:42.320  
PRESENTER 1: Brooke,  
I think you got muted.

00:59:42.320 --> 00:59:43.813  
Next is John Daniels.

00:59:43.813 --> 00:59:44.480  
Please go ahead.

00:59:44.480 --> 00:59:45.290  
You have the floor.

00:59:45.290 --> 00:59:55.297

00:59:55.297 --> 00:59:56.880  
AUDIENCE: Thank you  
for calling on me.

00:59:56.880 --> 00:59:58.050  
Thank you, Director McKenna.

00:59:58.050 --> 01:00:00.270  
Thank you, City  
Manager DePasquale.

01:00:00.270 --> 01:00:05.310  
Thank you, Traffic Director  
Barr and Andreas Wolfe.

01:00:05.310 --> 01:00:09.570  
Having listened to the 51 minute  
presentation, I'm dumbfounded.

01:00:09.570 --> 01:00:11.460  
The complexity is shocking.

01:00:11.460 --> 01:00:13.590  
There will be  
unintended consequences.

01:00:13.590 --> 01:00:17.238

01:00:17.238 --> 01:00:19.280  
I feel my tongue has been  
ripped out of my mouth.

01:00:19.280 --> 01:00:23.390  
I cannot believe that anyone  
actually plans to implement

01:00:23.390 --> 01:00:25.160  
this shockingly complex plan.

01:00:25.160 --> 01:00:28.130  
With that said, I understand  
many intelligent people

01:00:28.130 --> 01:00:28.700  
disagree.

01:00:28.700 --> 01:00:30.750  
And I hope everyone will  
be asked their opinion

01:00:30.750 --> 01:00:33.920  
so we can live together in  
happiness if that is still

01:00:33.920 --> 01:00:34.680  
possible.

01:00:34.680 --> 01:00:35.180  
Thank you.

01:00:35.180 --> 01:00:36.260  
My comment is over.

01:00:36.260 --> 01:00:39.788

01:00:39.788 --> 01:00:41.580  
BROOKE MCKENNA: Thank  
you for your comment.

01:00:41.580 --> 01:00:42.300  
Next up.

01:00:42.300 --> 01:00:49.490

01:00:49.490 --> 01:00:51.050  
AUDIENCE: My name  
is Crystal Calm

01:00:51.050 --> 01:00:54.200  
And I just wanted to make the  
comment that I'm concerned

01:00:54.200 --> 01:00:57.860  
about substantial parking losses  
and the effect on businesses

01:00:57.860 --> 01:01:00.080  
in the North Mass Ave corridor.

01:01:00.080 --> 01:01:04.610  
And I also wanted to  
know how having a loading

01:01:04.610 --> 01:01:09.620  
zone in the southbound helps  
the northbound passengers

01:01:09.620 --> 01:01:10.820  
vehicles traveling.

01:01:10.820 --> 01:01:14.450  
When u-turns are prohibited  
throughout Mass Ave, how

01:01:14.450 --> 01:01:16.910  
northbound vehicles would  
actually access that loading

01:01:16.910 --> 01:01:20.480  
zone to frequent the  
businesses on that other side

01:01:20.480 --> 01:01:21.450  
of the street.

01:01:21.450 --> 01:01:23.840  
You know, I understand  
that bike travel is

01:01:23.840 --> 01:01:26.870  
important in Cambridge,  
but many people drive cars.

01:01:26.870 --> 01:01:28.730  
And I have small children,  
and I'm not going

01:01:28.730 --> 01:01:30.410  
to be riding a bike with them.

01:01:30.410 --> 01:01:34.490  
I do drive a car and I'm  
just concerned about,

01:01:34.490 --> 01:01:40.030  
how will I move in that area  
of Mass Ave. That's all I

01:01:40.030 --> 01:01:41.518  
have to say.

01:01:41.518 --> 01:01:43.310  
BROOKE MCKENNA: Thank  
you for your comment.

01:01:43.310 --> 01:02:01.620

01:02:01.620 --> 01:02:02.735  
AUDIENCE: Hello?

01:02:02.735 --> 01:02:04.360  
BROOKE MCKENNA: Colin,  
we can hear you.

01:02:04.360 --> 01:02:05.700  
Go ahead.

01:02:05.700 --> 01:02:06.480  
AUDIENCE: Hi.

01:02:06.480 --> 01:02:09.540  
So my name is Colin  
Theodore I live

01:02:09.540 --> 01:02:12.870  
at Washburn Ave right in the  
middle of the project limits.

01:02:12.870 --> 01:02:16.110  
I drive, take the bus,  
walk, and ride my bike

01:02:16.110 --> 01:02:20.130  
to get around my neighborhood,



our city, and the region.

01:02:20.130 --> 01:02:22.170  
Specifically, I ride  
my bike into work,

01:02:22.170 --> 01:02:24.900  
both before the pandemic  
and kind of throughout it.

01:02:24.900 --> 01:02:26.838  
So I just wanted  
to say as someone

01:02:26.838 --> 01:02:28.380  
who lives on one of  
the side streets,

01:02:28.380 --> 01:02:31.620  
I'm very excited  
for this project.

01:02:31.620 --> 01:02:34.620  
As recently as this morning  
on my way biking to work,

01:02:34.620 --> 01:02:37.410  
I was squeezed out of  
the road by an 18 wheeler

01:02:37.410 --> 01:02:40.410  
and a parked car in front  
of one of the restaurants

01:02:40.410 --> 01:02:43.510  
headed southbound into the city  
where the bike lane disappears.

01:02:43.510 --> 01:02:45.180  
So I know that that  
wasn't a stat that

01:02:45.180 --> 01:02:48.420  
was a cause for  
injury, but I think

01:02:48.420 --> 01:02:51.060  
that there are a lot of  
issues that surround that.

01:02:51.060 --> 01:02:53.550  
So I think that having

protected bike lanes provides

01:02:53.550 --> 01:02:56.837  
opportunities for people  
who are riding their bikes

01:02:56.837 --> 01:02:58.920  
and also make it safer for  
people who are driving.

01:02:58.920 --> 01:03:01.560  
So I'd just like to thank  
the leadership of the city

01:03:01.560 --> 01:03:05.040  
for the slides designing the  
streets for people of all ages

01:03:05.040 --> 01:03:06.360  
and abilities.

01:03:06.360 --> 01:03:08.170  
And I'm really excited  
for this project.

01:03:08.170 --> 01:03:08.670  
Thank you.

01:03:08.670 --> 01:03:11.793

01:03:11.793 --> 01:03:12.710  
BROOKE MCKENNA: Great.

01:03:12.710 --> 01:03:14.060  
Thank you very much.

01:03:14.060 --> 01:03:17.630  
Next up, we have  
Howard Bauchner.

01:03:17.630 --> 01:03:18.950  
Please unmute yourself.

01:03:18.950 --> 01:03:19.745  
You have the floor.

01:03:19.745 --> 01:03:24.190

01:03:24.190 --> 01:03:25.320  
AUDIENCE: Thank you.

01:03:25.320 --> 01:03:28.180  
So it is complex.

01:03:28.180 --> 01:03:31.650  
The biggest concern  
I think my wife

01:03:31.650 --> 01:03:34.470  
and I, Chris McElroy and I,  
have is the continued loss

01:03:34.470 --> 01:03:38.760  
of parking on Mass Ave. The  
justification for the emergency

01:03:38.760 --> 01:03:43.050  
vehicles seems unnecessary  
since that's what exists now.

01:03:43.050 --> 01:03:49.620  
So I think the meters should  
be live after 9:00 AM.

01:03:49.620 --> 01:03:51.210  
There's no reason  
not to have them.

01:03:51.210 --> 01:03:53.790  
That would relieve the  
pressure on the side streets.

01:03:53.790 --> 01:03:55.620  
Adding meters to  
the side streets

01:03:55.620 --> 01:03:58.950  
now to 6:00 PM is really going--

01:03:58.950 --> 01:04:02.490  
8:00 PM is really going to be a  
disservice to those people who

01:04:02.490 --> 01:04:04.440  
live in North Cambridge.

01:04:04.440 --> 01:04:07.770  
I both bike and  
drive, and so I'm

01:04:07.770 --> 01:04:12.030  
comfortable with the changes

except up around Alewife.

01:04:12.030 --> 01:04:15.780  
There was a great change by  
adding two lanes to turn left.

01:04:15.780 --> 01:04:18.360  
And I don't quite  
understand if all

01:04:18.360 --> 01:04:21.120  
of that traffic, left,  
right, and going straight

01:04:21.120 --> 01:04:25.470  
into Arlington will now actually  
be squeezed into a single lane.

01:04:25.470 --> 01:04:27.988

01:04:27.988 --> 01:04:29.780  
BROOKE MCKENNA: Thank  
you for your comment.

01:04:29.780 --> 01:04:31.730  
Next up we have Tim Russell.

01:04:31.730 --> 01:04:32.570  
You have the floor.

01:04:32.570 --> 01:04:35.000  
Please unmute yourself.

01:04:35.000 --> 01:04:35.840  
AUDIENCE: Thank you.

01:04:35.840 --> 01:04:36.890  
Yeah, so I'm Tim Russell.

01:04:36.890 --> 01:04:39.170  
I live in North Cambridge  
on Harvey Street.

01:04:39.170 --> 01:04:41.660  
And my family and I are very  
excited about this project.

01:04:41.660 --> 01:04:44.510  
I commute by bike  
into MIT every day

01:04:44.510 --> 01:04:47.540  
and I have two high school  
age kids ride bikes.

01:04:47.540 --> 01:04:50.000  
And so I just wanted to thank  
the city for moving forward

01:04:50.000 --> 01:04:51.980  
with these lanes,  
and specifically

01:04:51.980 --> 01:04:56.930  
thank Andreas for his  
outreach in listening

01:04:56.930 --> 01:04:59.450  
to the neighborhood's concerns  
around the intersection

01:04:59.450 --> 01:05:01.020  
of Cedar and Harvey.

01:05:01.020 --> 01:05:01.520  
Thanks.

01:05:01.520 --> 01:05:03.628

01:05:03.628 --> 01:05:05.420  
BROOKE MCKENNA: Thank  
you for your comment.

01:05:05.420 --> 01:05:08.360  
Next up we have  
Catherine Farrell.

01:05:08.360 --> 01:05:09.450  
Please unmute yourself.

01:05:09.450 --> 01:05:12.032  
You have the floor.

01:05:12.032 --> 01:05:12.990  
AUDIENCE: Good Evening.

01:05:12.990 --> 01:05:16.790  
I'm Katherine Farrell, an active  
member of EALS, Everywhere

01:05:16.790 --> 01:05:18.290  
Arlington Livable Streets.

01:05:18.290 --> 01:05:20.210  
And I've been asked  
by the chairs of EALS

01:05:20.210 --> 01:05:21.650  
to speak tonight.

01:05:21.650 --> 01:05:25.190  
EALS enthusiastically  
supports improving

01:05:25.190 --> 01:05:28.400  
bicycle access and safety  
on Massachusetts Avenue.

01:05:28.400 --> 01:05:32.210  
Separated bike lanes in both  
directions would do this.

01:05:32.210 --> 01:05:34.220  
Separated bike  
lanes would reduce

01:05:34.220 --> 01:05:36.350  
the likelihood of  
crashes, as well as

01:05:36.350 --> 01:05:38.570  
the severity of crashes.

01:05:38.570 --> 01:05:42.020  
And we secondly support  
in enhancing the 77 bus

01:05:42.020 --> 01:05:44.570  
service on Mass Ave  
from East Arlington

01:05:44.570 --> 01:05:47.030  
to North Cambridge  
and Porter Square,

01:05:47.030 --> 01:05:50.960  
as well as the return lane, by  
having the bus priority lanes.

01:05:50.960 --> 01:05:54.710  
The priority bus lane has worked  
very well in East Arlington.

01:05:54.710 --> 01:05:58.550

Commuters, as you said earlier,  
save 10 minutes on their trips.

01:05:58.550 --> 01:06:03.500  
And it really works  
well with the bike lane.

01:06:03.500 --> 01:06:05.030  
So we're very  
pleased to see this

01:06:05.030 --> 01:06:06.830  
and we hope it goes forward.

01:06:06.830 --> 01:06:09.610  
Recently, I participated in  
a bike count in Arlington

01:06:09.610 --> 01:06:11.240  
on Massachusetts Avenue.

01:06:11.240 --> 01:06:15.025  
I saw 72 bicyclists in  
one hour traveling on--

01:06:15.025 --> 01:06:16.400  
BROOKE MCKENNA:  
Katherine, you'll

01:06:16.400 --> 01:06:17.708  
need to wrap up your comments.

01:06:17.708 --> 01:06:19.250  
AUDIENCE: Sorry,  
I'm just telling you

01:06:19.250 --> 01:06:22.760  
how many commuters come from  
Arlington into Cambridge.

01:06:22.760 --> 01:06:24.530  
And we will  
appreciate bike lane.

01:06:24.530 --> 01:06:25.323  
Thank you.

01:06:25.323 --> 01:06:26.240  
BROOKE MCKENNA: Great.

01:06:26.240 --> 01:06:27.330  
Thank you very much.

01:06:27.330 --> 01:06:29.360  
Next up is Ruth Ryles.

01:06:29.360 --> 01:06:30.350  
You have the floor.

01:06:30.350 --> 01:06:33.250  
Please unmute yourself.

01:06:33.250 --> 01:06:36.160  
AUDIENCE: Hello, I'm Ruth  
Ryles, Porter Square Neighbors

01:06:36.160 --> 01:06:38.920  
Association President.

01:06:38.920 --> 01:06:43.530  
And I just want to point  
out that the city has

01:06:43.530 --> 01:06:46.740  
a very flawed process  
in terms of trying

01:06:46.740 --> 01:06:49.350  
to make this kind of change.

01:06:49.350 --> 01:06:54.450  
The corridor, Mass Ave, in  
fact, all of the major streets

01:06:54.450 --> 01:06:57.030  
are not just corridors  
to move people

01:06:57.030 --> 01:07:01.690  
on bikes, buses, cars, trucks.

01:07:01.690 --> 01:07:06.630  
They're also the place where  
people conduct businesses,

01:07:06.630 --> 01:07:10.380  
where people live, or they  
live right around the corner.

01:07:10.380 --> 01:07:14.700  
And they've been no  
part of the planning way

01:07:14.700 --> 01:07:17.490



back at the beginning of  
these kinds of projects.

01:07:17.490 --> 01:07:19.530  
And I don't see  
anything tonight that

01:07:19.530 --> 01:07:23.040  
says all of their  
complaints and rising up

01:07:23.040 --> 01:07:27.120  
and begging you listen to  
them have been listened to.

01:07:27.120 --> 01:07:28.720  
I'm very sorry to see that.

01:07:28.720 --> 01:07:31.080  
And I think somehow  
or the other,

01:07:31.080 --> 01:07:34.530  
the businesses and residents who  
pay a lot of taxes in this city

01:07:34.530 --> 01:07:37.290  
actually need to have  
a place at the table.

01:07:37.290 --> 01:07:39.098  
Thank you.

01:07:39.098 --> 01:07:40.890  
BROOKE MCKENNA: Thank  
you for your comment.

01:07:40.890 --> 01:07:44.040  
Next up Gloria Coresman.

01:07:44.040 --> 01:07:44.910  
You have the floor.

01:07:44.910 --> 01:07:47.923  
Please unmute yourself.

01:07:47.923 --> 01:07:49.090  
AUDIENCE: Thank you so much.

01:07:49.090 --> 01:07:52.690  
I live at 91 Montgomery  
Street in North Cambridge

01:07:52.690 --> 01:07:56.140  
and primarily get around  
Cambridge-- work and live

01:07:56.140 --> 01:07:58.060  
in Cambridge-- on my bicycle.

01:07:58.060 --> 01:08:02.800  
I'm excited to be able to ride  
on Mass Ave between Dudley

01:08:02.800 --> 01:08:07.570  
and Alewife safely, to be able  
to walk across the street more

01:08:07.570 --> 01:08:10.540  
safely, to be able to  
take the bus if I care to

01:08:10.540 --> 01:08:12.980  
and get to Harvard  
Square on time.

01:08:12.980 --> 01:08:16.118  
Thank you for your leadership.

01:08:16.118 --> 01:08:17.910  
BROOKE MCKENNA: Thank  
you for your comment.

01:08:17.910 --> 01:08:22.158  
Next up, Stephanie Galatisy.

01:08:22.158 --> 01:08:22.950  
You have the floor.

01:08:22.950 --> 01:08:25.319  
Please unmute yourself.

01:08:25.319 --> 01:08:27.960  
AUDIENCE: Hi, I  
support this project.

01:08:27.960 --> 01:08:29.910  
I love your focus  
on transit riders.

01:08:29.910 --> 01:08:32.520  
And it's great that you added  
the northbound bus lane.

01:08:32.520 --> 01:08:34.319  
These are the types  
of projects that

01:08:34.319 --> 01:08:36.689  
say to me that city  
officials are taking

01:08:36.689 --> 01:08:38.910  
climate change seriously.

01:08:38.910 --> 01:08:40.890  
My family is close  
by and I would

01:08:40.890 --> 01:08:43.380  
feel silly to drive  
to this area and park.

01:08:43.380 --> 01:08:45.990  
But when it's not safe, I  
can't bike there either.

01:08:45.990 --> 01:08:48.840  
So thank you for these  
changes because the end result

01:08:48.840 --> 01:08:51.060  
is making it a lot easier  
for me and my family

01:08:51.060 --> 01:08:53.939  
to get to this area  
and these businesses.

01:08:53.939 --> 01:08:56.370  
I will say in  
Davis Square, I see

01:08:56.370 --> 01:08:58.854  
a lot of cars idling  
in the 15 minute spots.

01:08:58.854 --> 01:09:00.479  
And I might just put  
that on your radar

01:09:00.479 --> 01:09:01.805  
as something to look out for.

01:09:01.805 --> 01:09:03.180  
A lot of them

don't actually seem

01:09:03.180 --> 01:09:06.189  
to be going to the businesses.

01:09:06.189 --> 01:09:07.723  
Thank you.

01:09:07.723 --> 01:09:09.390  
BROOKE MCKENNA: Thanks  
for your comment.

01:09:09.390 --> 01:09:11.310  
Next up, Ted Killary.

01:09:11.310 --> 01:09:12.120  
You have the floor.

01:09:12.120 --> 01:09:13.078  
Please unmute yourself.

01:09:13.078 --> 01:09:24.560

01:09:24.560 --> 01:09:26.152  
Ted Killary, you have the floor.

01:09:26.152 --> 01:09:27.110  
Please unmute yourself.

01:09:27.110 --> 01:09:40.740

01:09:40.740 --> 01:09:42.810  
Ted, if you're having  
trouble unmuting yourself,

01:09:42.810 --> 01:09:50.130  
you may need to exit Zoom and  
download an updated version.

01:09:50.130 --> 01:09:51.284  
Maybe give it one more try.

01:09:51.284 --> 01:09:59.018

01:09:59.018 --> 01:10:01.060  
OK, we're going to move  
along to the next person.

01:10:01.060 --> 01:10:05.710

But Ted, if you're able to  
leave the meeting and rejoin us,

01:10:05.710 --> 01:10:07.150  
we'll try and get you in.

01:10:07.150 --> 01:10:09.870

01:10:09.870 --> 01:10:14.078  
Next up is Steven Heifer.

01:10:14.078 --> 01:10:14.870  
You have the floor.

01:10:14.870 --> 01:10:15.620  
Please mute your--

01:10:15.620 --> 01:10:21.570

01:10:21.570 --> 01:10:23.168  
AUDIENCE: Can you hear me?

01:10:23.168 --> 01:10:24.710  
BROOKE MCKENNA: Yes,  
we can hear you.

01:10:24.710 --> 01:10:25.210  
Go ahead.

01:10:25.210 --> 01:10:40.790

01:10:40.790 --> 01:10:43.350  
I'm sorry, I think we just  
lost the last person who

01:10:43.350 --> 01:10:44.225  
had started to speak.

01:10:44.225 --> 01:10:48.395

01:10:48.395 --> 01:10:50.770  
PRESENTER 1: Brooke, I see  
them there with Steven Helfer.

01:10:50.770 --> 01:10:51.895  
Steven, you have the floor.

01:10:51.895 --> 01:10:53.650

Please go ahead.

01:10:53.650 --> 01:10:57.910  
AUDIENCE: I find it concerning  
that so many city councilors

01:10:57.910 --> 01:11:01.990  
and candidates have felt  
it necessary to sign

01:11:01.990 --> 01:11:08.320  
this petition, which essentially  
says that nothing will

01:11:08.320 --> 01:11:10.840  
convince them or  
persuade them to change

01:11:10.840 --> 01:11:12.790  
their minds in any way.

01:11:12.790 --> 01:11:15.520  
I wonder who wrote  
this petition.

01:11:15.520 --> 01:11:21.970  
It sounds almost like they  
have fealty to somebody.

01:11:21.970 --> 01:11:25.510  
I also looked at some  
of the studies that

01:11:25.510 --> 01:11:28.720  
purport to show that this  
will not hurt businesses.

01:11:28.720 --> 01:11:31.240  
I think it's important to  
note that these studies were

01:11:31.240 --> 01:11:34.600  
done by bicycle  
advocates and activists.

01:11:34.600 --> 01:11:38.650  
I don't think any of these  
studies were done objectively.

01:11:38.650 --> 01:11:43.360  
And the third thing is I wonder  
what the city has done in terms

01:11:43.360 --> 01:11:47.530  
of enforcing bicyclists  
to obey traffic laws

01:11:47.530 --> 01:11:50.590  
and how this would  
affect their safety.

01:11:50.590 --> 01:11:52.628  
Thank you.

01:11:52.628 --> 01:11:54.420  
BROOKE MCKENNA: Thank  
you for your comment.

01:11:54.420 --> 01:11:56.730  
Next up is Don Giller.

01:11:56.730 --> 01:11:57.630  
You have the floor.

01:11:57.630 --> 01:12:00.182  
Please unmute yourself.

01:12:00.182 --> 01:12:01.640  
AUDIENCE: Hi there,  
I'm Don Giller.

01:12:01.640 --> 01:12:07.520  
I live in North Cambridge and  
I often walk in this corridor.

01:12:07.520 --> 01:12:11.090  
My wife was a  
victim last Saturday

01:12:11.090 --> 01:12:15.530  
of a cyclist who ran  
over her in a crosswalk

01:12:15.530 --> 01:12:18.770  
with blinking yellow lights.

01:12:18.770 --> 01:12:22.850  
The police responded  
and gave, essentially,

01:12:22.850 --> 01:12:28.370  
that they were very anxious  
that this be declared

01:12:28.370 --> 01:12:30.530  
an unavoidable accident.

01:12:30.530 --> 01:12:34.460  
And it raised the  
whole issue of the city

01:12:34.460 --> 01:12:37.850  
has done nothing  
to enforce, really,

01:12:37.850 --> 01:12:40.040  
traffic laws on bicyclists.

01:12:40.040 --> 01:12:43.310  
So it's our concern  
that the city really

01:12:43.310 --> 01:12:47.840  
should react to this and  
begin to educate and enforce

01:12:47.840 --> 01:12:50.652  
bicyclists about  
the traffic laws.

01:12:50.652 --> 01:12:51.485  
Thank you very much.

01:12:51.485 --> 01:12:53.878

01:12:53.878 --> 01:12:55.170  
BROOKE MCKENNA: Thank you, Don.

01:12:55.170 --> 01:12:57.210  
Next up, Chris Casa.

01:12:57.210 --> 01:12:58.110  
You have the floor.

01:12:58.110 --> 01:13:00.058  
Please unmute yourself.

01:13:00.058 --> 01:13:00.850  
AUDIENCE: Hi there.

01:13:00.850 --> 01:13:04.680  
I'm just very pleased to see  
the project moving forward.

01:13:04.680 --> 01:13:06.930



I think that the  
Cycling Safety Ordinance

01:13:06.930 --> 01:13:08.490  
is going to be transformative.

01:13:08.490 --> 01:13:13.200  
And we need to have a  
continuous network of bike lanes

01:13:13.200 --> 01:13:16.230  
that run through Boston  
and Cambridge to Arlington,

01:13:16.230 --> 01:13:19.420  
and Mass Ave is the critical  
connection for that piece.

01:13:19.420 --> 01:13:21.900  
So to see this move  
forward makes sense.

01:13:21.900 --> 01:13:26.520  
And to those who would want  
to see this wait until later

01:13:26.520 --> 01:13:27.990  
or be lumped into  
other projects,

01:13:27.990 --> 01:13:30.540  
I appreciate that  
consideration a lot.

01:13:30.540 --> 01:13:33.900  
But every traffic project and  
major construction project

01:13:33.900 --> 01:13:35.830  
just takes a very,  
very long time.

01:13:35.830 --> 01:13:38.880  
And we don't want to see  
people be hurt in the meantime.

01:13:38.880 --> 01:13:41.070  
Also, this is really not  
just a bicycle project.

01:13:41.070 --> 01:13:44.460  
This is also clearly a

very big transit project

01:13:44.460 --> 01:13:47.320  
that should help move more  
people through the roads,

01:13:47.320 --> 01:13:48.840  
especially considering  
most people

01:13:48.840 --> 01:13:50.490  
who shop at businesses  
in Cambridge

01:13:50.490 --> 01:13:53.265  
do not take their personal  
vehicles to those cars.

01:13:53.265 --> 01:13:55.140  
So thank you to the city  
staff for being bold

01:13:55.140 --> 01:13:57.840  
and for changing things  
and adding safety

01:13:57.840 --> 01:14:00.708  
measures and transit priority.

01:14:00.708 --> 01:14:02.500  
BROOKE MCKENNA: Thank  
you for your comment.

01:14:02.500 --> 01:14:05.320  
Next up, we have  
Bernice Barresh.

01:14:05.320 --> 01:14:06.220  
You have the floor.

01:14:06.220 --> 01:14:08.272  
Please unmute.

01:14:08.272 --> 01:14:10.000  
AUDIENCE: Thank you.

01:14:10.000 --> 01:14:14.420  
My question is-- since  
safety is paramount--

01:14:14.420 --> 01:14:18.640  
what coordination is occurring

between the traffic department

01:14:18.640 --> 01:14:21.820  
and the police department  
and perhaps others

01:14:21.820 --> 01:14:25.300  
to encourage and enforce  
adherence to the law

01:14:25.300 --> 01:14:28.150  
so that everybody can be safer?

01:14:28.150 --> 01:14:30.460  
Anyone who is out  
and about knows

01:14:30.460 --> 01:14:36.130  
it doesn't take long to see both  
motorists speeding or cyclists

01:14:36.130 --> 01:14:38.470  
violating the traffic laws.

01:14:38.470 --> 01:14:41.980  
And I became very concerned  
on the behalf of cyclists

01:14:41.980 --> 01:14:44.590  
that I saw recently  
riding around

01:14:44.590 --> 01:14:47.920  
in the dark with no lights,  
a violation of state

01:14:47.920 --> 01:14:49.930  
law, dressed in black.

01:14:49.930 --> 01:14:52.540  
You could not see them  
until you were upon them.

01:14:52.540 --> 01:14:53.980  
No helmets.

01:14:53.980 --> 01:14:59.170  
So I think we have a culture  
of scofflaw here, a bit.

01:14:59.170 --> 01:15:01.720  
And I think we have to

do something about this

01:15:01.720 --> 01:15:05.650  
to get whatever plan  
that exists to work.

01:15:05.650 --> 01:15:07.378  
Thank you.

01:15:07.378 --> 01:15:09.170  
BROOKE MCKENNA: Thank  
you for your comment.

01:15:09.170 --> 01:15:11.270  
Next up, we have Chad Gibson.

01:15:11.270 --> 01:15:15.273  
You have the-- please  
unmute yourself.

01:15:15.273 --> 01:15:16.940  
AUDIENCE: Hello, my  
name is Chad Gibson.

01:15:16.940 --> 01:15:21.080  
I live in East Arlington  
and I commute into Cambridge

01:15:21.080 --> 01:15:23.390  
for the last 11 years.

01:15:23.390 --> 01:15:26.990  
I think the city of  
Cambridge has done--

01:15:26.990 --> 01:15:28.670  
has bold leadership  
here and is really

01:15:28.670 --> 01:15:32.600  
driving the area and how we need  
to rethink our transportation

01:15:32.600 --> 01:15:33.920  
system.

01:15:33.920 --> 01:15:36.710  
Arlington has benefited from  
the bike lanes and the bus

01:15:36.710 --> 01:15:39.590  
lanes that have been put

in here in East Arlington.

01:15:39.590 --> 01:15:42.920  
And I really appreciate  
the fact that we're really

01:15:42.920 --> 01:15:46.430  
thinking about people  
and not just cars

01:15:46.430 --> 01:15:48.740  
and how people can get  
around the city safely,

01:15:48.740 --> 01:15:51.530  
including people that bring  
their kids places as well

01:15:51.530 --> 01:15:52.790  
on bicycles like ourselves.

01:15:52.790 --> 01:15:55.320  
So I appreciate the bold  
leadership of the city.

01:15:55.320 --> 01:15:57.530  
And I really  
appreciate this effort

01:15:57.530 --> 01:16:00.740  
to make our transit  
system more reliable

01:16:00.740 --> 01:16:05.100  
and have a better approach  
to issues of climate change.

01:16:05.100 --> 01:16:06.208  
Thank you.

01:16:06.208 --> 01:16:08.000  
BROOKE MCKENNA: Thank  
you for your comment.

01:16:08.000 --> 01:16:10.850  
Next up is Sam Feigenbaum.

01:16:10.850 --> 01:16:11.872  
Sam, you have the floor.

01:16:11.872 --> 01:16:12.830  
Please unmute yourself.

01:16:12.830 --> 01:16:22.520

01:16:22.520 --> 01:16:25.430  
Sam, I believe you're using  
an older version of Zoom that

01:16:25.430 --> 01:16:27.770  
is not going to allow  
you to unmute yourself.

01:16:27.770 --> 01:16:32.150  
You may need to exit the  
meeting and upgrade your version

01:16:32.150 --> 01:16:33.650  
and then try to rejoin us.

01:16:33.650 --> 01:16:37.850

01:16:37.850 --> 01:16:40.820  
Next up is Joyce Levine.

01:16:40.820 --> 01:16:42.170  
You have the floor.

01:16:42.170 --> 01:16:44.330  
Please unmute yourself.

01:16:44.330 --> 01:16:46.700  
AUDIENCE: Yes, I live  
in North Cambridge.

01:16:46.700 --> 01:16:51.080  
And I have spoken to restaurant  
owners and people that

01:16:51.080 --> 01:16:52.940  
live in this neighborhood  
and they were not

01:16:52.940 --> 01:16:55.310  
consulted or they  
were not listened

01:16:55.310 --> 01:16:59.360  
to, in terms of taking  
out the parking spaces.

01:16:59.360 --> 01:17:02.930

This is going to impact all of  
us who live in North Cambridge

01:17:02.930 --> 01:17:07.160  
or who live along Mass Ave or  
who live on the side streets.

01:17:07.160 --> 01:17:09.230  
I doubt that anybody  
would be talking

01:17:09.230 --> 01:17:11.750  
about putting in parking  
meters in the more

01:17:11.750 --> 01:17:14.290  
affluent neighborhoods.

01:17:14.290 --> 01:17:17.230  
I've lived in  
Cambridge since 1984.

01:17:17.230 --> 01:17:19.060  
And at this point,  
I feel like I'm

01:17:19.060 --> 01:17:21.730  
living in Texas West or Texas--

01:17:21.730 --> 01:17:23.020  
the left side of Texas.

01:17:23.020 --> 01:17:25.900  
You know, Texas on the left.

01:17:25.900 --> 01:17:29.890  
This proposal shows  
a complete disregard

01:17:29.890 --> 01:17:33.640  
to the residents,  
the business owners.

01:17:33.640 --> 01:17:38.980  
You're putting the wishes  
of bikers and people traffic

01:17:38.980 --> 01:17:42.220  
coming into the city on buses  
over those who live here.

01:17:42.220 --> 01:17:43.225

This is a disgrace.

01:17:43.225 --> 01:17:46.078

01:17:46.078 --> 01:17:47.870  
BROOKE MCKENNA: Thank  
you for your comment.

01:17:47.870 --> 01:17:51.110  
Next up is Elia Robin Speer.

01:17:51.110 --> 01:17:52.070  
You have the floor.

01:17:52.070 --> 01:17:53.790  
Please unmute yourself.

01:17:53.790 --> 01:17:55.220  
AUDIENCE: Hi I'm  
Elia Robin Speer.

01:17:55.220 --> 01:17:57.770  
I live at 42 Royal Ave. I  
want to thank this project

01:17:57.770 --> 01:17:59.930  
for working towards safe,  
protected bike lanes

01:17:59.930 --> 01:18:02.060  
and for recognizing that  
this is an urgent issue

01:18:02.060 --> 01:18:03.505  
of public safety.

01:18:03.505 --> 01:18:04.880  
I understand the  
time constraints

01:18:04.880 --> 01:18:05.870  
on quick installation.

01:18:05.870 --> 01:18:08.480  
But I'd like to know if there's  
a plan afterward to install

01:18:08.480 --> 01:18:10.642  
buffers that are more  
durable than flex posts.



01:18:10.642 --> 01:18:13.100  
I've recently seen a bike lane  
where most of the flex posts

01:18:13.100 --> 01:18:14.720  
have already been  
knocked out by drivers.

01:18:14.720 --> 01:18:17.303  
And I've seen places on Bridle  
Street where drivers are simply

01:18:17.303 --> 01:18:19.552  
parallel parking in  
between the flex posts.

01:18:19.552 --> 01:18:21.260  
But thank you for what  
you've done so far

01:18:21.260 --> 01:18:24.028  
and for what you're  
planning to do.

01:18:24.028 --> 01:18:25.820  
BROOKE MCKENNA: Thank  
you for your comment.

01:18:25.820 --> 01:18:29.510  
Next up is Joseph Poirier.

01:18:29.510 --> 01:18:30.320  
You have the floor.

01:18:30.320 --> 01:18:32.390  
Please unmute yourself.

01:18:32.390 --> 01:18:33.830  
AUDIENCE: Hi, this  
is Joe Poirier.

01:18:33.830 --> 01:18:36.737  
I'm also here with two  
other Cantabridgians.

01:18:36.737 --> 01:18:37.820  
I live in North Cambridge.

01:18:37.820 --> 01:18:39.620  
I've lived in Cambridge  
almost my entire life.

01:18:39.620 --> 01:18:40.495  
I drive in Cambridge.

01:18:40.495 --> 01:18:42.530  
I ride the bus in Cambridge.

01:18:42.530 --> 01:18:45.680  
I ride the 77 to visit my  
brother in East Arlington.

01:18:45.680 --> 01:18:49.580  
But mostly I try to ride my bike  
to get around for the climate

01:18:49.580 --> 01:18:54.050  
and for local pollution issues  
and just so I can stay healthy.

01:18:54.050 --> 01:18:55.790  
I'm really excited  
about this project.

01:18:55.790 --> 01:18:59.792  
I would never bike with my  
kid anywhere near Mass Ave.

01:18:59.792 --> 01:19:02.000  
But I feel like maybe with  
some protected bike lanes,

01:19:02.000 --> 01:19:03.270  
I could do that.

01:19:03.270 --> 01:19:05.910  
So that's a big plus.

01:19:05.910 --> 01:19:08.780  
And the bus lane  
is probably going

01:19:08.780 --> 01:19:10.970  
to help thousands  
of people every day.

01:19:10.970 --> 01:19:15.090  
Pre-pandemic, the 77 was  
carrying 8,000 people a day.

01:19:15.090 --> 01:19:17.797  
So I think that's  
also a really big win.

01:19:17.797 --> 01:19:19.130  
So I'm excited for this project.

01:19:19.130 --> 01:19:22.675  
I recognize it's controversial  
and not everybody's happy.

01:19:22.675 --> 01:19:24.800  
But I think the city is  
doing the right thing here.

01:19:24.800 --> 01:19:27.128  
So thanks, everyone.

01:19:27.128 --> 01:19:28.920  
BROOKE MCKENNA: Thank  
you for your comment.

01:19:28.920 --> 01:19:31.548  
Next up is Mary Bane Campbell.

01:19:31.548 --> 01:19:32.340  
You have the floor.

01:19:32.340 --> 01:19:35.100  
Please unmute yourself.

01:19:35.100 --> 01:19:37.380  
AUDIENCE: Hi, thank you.

01:19:37.380 --> 01:19:42.360  
I've lived in Cambridge  
for almost 30 years.

01:19:42.360 --> 01:19:45.570  
But I haven't ridden  
my bike in 20 years

01:19:45.570 --> 01:19:52.170  
because I'm handicapped, and  
so I drive and I use the bus.

01:19:52.170 --> 01:19:57.750  
And I am totally delighted  
by this quick build project.

01:19:57.750 --> 01:20:00.570  
I remember very well  
being a bike commuter,

01:20:00.570 --> 01:20:01.750  
but it's been 20 years.

01:20:01.750 --> 01:20:03.750  
It's going to be great  
for me because the bus is

01:20:03.750 --> 01:20:07.680  
going to be more reliable  
and therefore more frequent.

01:20:07.680 --> 01:20:09.600  
But I'm not just  
thinking about myself.

01:20:09.600 --> 01:20:12.930  
I'm thinking about my nieces  
and nephews and my godchildren

01:20:12.930 --> 01:20:17.010  
and my students and all the  
people who are literally--

01:20:17.010 --> 01:20:20.610  
I don't have a student,  
for 10 years now,

01:20:20.610 --> 01:20:24.630  
who has admitted to wanting  
to bear children in this world

01:20:24.630 --> 01:20:28.500  
because of the horror of what  
is coming with climate change,

01:20:28.500 --> 01:20:31.770  
not only in terms of our  
experience of the environment

01:20:31.770 --> 01:20:36.990  
around us, but of the social  
and political unrest that

01:20:36.990 --> 01:20:38.760  
accompanies it.

01:20:38.760 --> 01:20:41.140  
This is something we have to do.

01:20:41.140 --> 01:20:43.020  
And while I  
understand that there

01:20:43.020 --> 01:20:45.030

is some inconvenience  
for people,

01:20:45.030 --> 01:20:48.600  
I am an elderly,  
handicapped person

01:20:48.600 --> 01:20:51.150  
and I love the bus already.

01:20:51.150 --> 01:20:53.520  
I'm going to love it more  
when there's more of it.

01:20:53.520 --> 01:20:57.030  
I do almost all my  
shopping on Mass Ave,

01:20:57.030 --> 01:20:59.370  
North of Porter Square.

01:20:59.370 --> 01:21:01.440  
My doctors are there and so on.

01:21:01.440 --> 01:21:04.740  
So I am used to it  
and I am perfectly

01:21:04.740 --> 01:21:09.360  
happy to go a little slower when  
I have to use a car in order

01:21:09.360 --> 01:21:09.860  
to--

01:21:09.860 --> 01:21:12.570  
BROOKE MCKENNA: Mary, please  
wrap up your comments.

01:21:12.570 --> 01:21:15.510  
AUDIENCE: --in order to see  
this project brought to be.

01:21:15.510 --> 01:21:16.010  
Thank you.

01:21:16.010 --> 01:21:17.093  
BROOKE MCKENNA: All right.

01:21:17.093 --> 01:21:18.400  
Thank you very much.

01:21:18.400 --> 01:21:20.940  
Next up is Catherine Beatty.

01:21:20.940 --> 01:21:21.810  
You have the floor.

01:21:21.810 --> 01:21:22.768  
Please unmute yourself.

01:21:22.768 --> 01:21:25.240

01:21:25.240 --> 01:21:27.070  
AUDIENCE: Yes,  
thank you very much.

01:21:27.070 --> 01:21:30.080  
I live in North Cambridge and  
I travel through this corridor

01:21:30.080 --> 01:21:30.580  
daily.

01:21:30.580 --> 01:21:32.680  
And I take my three  
young children

01:21:32.680 --> 01:21:36.760  
to school and to  
daycare on my bicycle

01:21:36.760 --> 01:21:38.560  
on my way to work  
in Harvard Square.

01:21:38.560 --> 01:21:41.530  
I would naturally ride  
down Mass Ave every day,

01:21:41.530 --> 01:21:44.170  
but since my husband was  
hit by a car turning right

01:21:44.170 --> 01:21:48.010  
on Mass Ave, I go way out of  
my way to avoid this corridor,

01:21:48.010 --> 01:21:50.860  
and thereby, miss all the  
local businesses that I would

01:21:50.860 --> 01:21:52.715

otherwise be able to frequent.

01:21:52.715 --> 01:21:54.340  
Right now, my children  
are young enough

01:21:54.340 --> 01:21:55.923  
that they can ride  
on my bike with me.

01:21:55.923 --> 01:21:58.750  
But I'm already fearing the  
day that they're old enough

01:21:58.750 --> 01:22:00.760  
to ride their own bikes  
and be able to explore

01:22:00.760 --> 01:22:03.770  
the city on their own in  
the current conditions.

01:22:03.770 --> 01:22:06.610  
So I'm eager to see these  
improvements, both in transit

01:22:06.610 --> 01:22:07.990  
and bicycle safety.

01:22:07.990 --> 01:22:10.600  
And I applaud the city for  
setting out these bold plans

01:22:10.600 --> 01:22:13.840  
to make Cambridge a greener  
and more livable city.

01:22:13.840 --> 01:22:15.478  
Thanks.

01:22:15.478 --> 01:22:17.020  
BROOKE MCKENNA:  
Thank you, Catherine.

01:22:17.020 --> 01:22:18.727  
Next up is Aaron.

01:22:18.727 --> 01:22:19.810  
Aaron, you have the floor.

01:22:19.810 --> 01:22:20.768  
Please unmute yourself.

01:22:20.768 --> 01:22:23.718

01:22:23.718 --> 01:22:25.010  
AUDIENCE: Hi, my name is Aaron.

01:22:25.010 --> 01:22:26.330  
And thank you so  
much for this plan.

01:22:26.330 --> 01:22:27.705  
It's really great  
to see you safe

01:22:27.705 --> 01:22:30.260  
cycling on this  
stretch of Mass Ave.

01:22:30.260 --> 01:22:32.480  
The road will be safer,  
more equitable, and better

01:22:32.480 --> 01:22:34.610  
for all, especially  
vulnerable road users.

01:22:34.610 --> 01:22:36.350  
Now I don't normally  
visit businesses

01:22:36.350 --> 01:22:38.480  
on this stretch of the  
road because it's not safe

01:22:38.480 --> 01:22:39.330  
for me to get there.

01:22:39.330 --> 01:22:42.020  
And so I look forward to  
frequenting businesses

01:22:42.020 --> 01:22:44.128  
more when this is implemented.

01:22:44.128 --> 01:22:46.670  
And I just want to say thank  
you for the thoughtful community

01:22:46.670 --> 01:22:48.950  
process, data driven  
approach, and also



01:22:48.950 --> 01:22:51.500  
the most patient staff  
on this call tonight.

01:22:51.500 --> 01:22:53.930  
Really thank you so much  
for your time and energy

01:22:53.930 --> 01:22:54.770  
into this project.

01:22:54.770 --> 01:22:55.910  
It really shows.

01:22:55.910 --> 01:22:57.440  
And I also just  
want to say that I

01:22:57.440 --> 01:23:00.605  
hope that you'll be keeping  
track of where the bus

01:23:00.605 --> 01:23:03.118  
lane actually stays clear  
with the loading zones

01:23:03.118 --> 01:23:04.910  
and adjust policies  
and enforcement to make

01:23:04.910 --> 01:23:07.030  
sure the budgets can  
actually make use of this.

01:23:07.030 --> 01:23:08.030  
Thank you so much again.

01:23:08.030 --> 01:23:12.033  
I really look forward to be able  
to safely travel on Mass Ave.

01:23:12.033 --> 01:23:13.700  
BROOKE MCKENNA: Thanks  
for your comment.

01:23:13.700 --> 01:23:16.538  
Next up we have Dr. Yena Do.

01:23:16.538 --> 01:23:17.330  
You have the floor.

01:23:17.330 --> 01:23:18.288  
Please unmute yourself.

01:23:18.288 --> 01:23:22.460

01:23:22.460 --> 01:23:23.700  
AUDIENCE: Hi, everyone.

01:23:23.700 --> 01:23:24.920  
So I'm looking at the debt.

01:23:24.920 --> 01:23:25.970  
So I'm Dr. Yena Do.

01:23:25.970 --> 01:23:27.650  
I have a practice  
in North Cambridge.

01:23:27.650 --> 01:23:30.680  
And my practice depends  
on the street parking

01:23:30.680 --> 01:23:33.560  
because my patients who are  
postsurgical, my elderly,

01:23:33.560 --> 01:23:35.750  
they utilize that.

01:23:35.750 --> 01:23:38.630  
But I don't want to talk about  
myself today in my practice.

01:23:38.630 --> 01:23:44.180  
But on a note of data, I  
see that 60% of the cyclist

01:23:44.180 --> 01:23:47.270  
collisions occur with  
a right or left hook.

01:23:47.270 --> 01:23:49.310  
So having the  
protected bike lanes,

01:23:49.310 --> 01:23:52.790  
I don't see how that  
is going to help.

01:23:52.790 --> 01:23:54.990  
People are still going

to turn left and right.

01:23:54.990 --> 01:24:01.658  
So I see a 10% possible  
increase of protection

01:24:01.658 --> 01:24:03.200  
with the thoroughfare  
going straight.

01:24:03.200 --> 01:24:04.730  
But the hook lanes, I  
would like to know how

01:24:04.730 --> 01:24:06.180  
we're going to address that.

01:24:06.180 --> 01:24:09.560  
And then secondly,  
when a bus breaks down,

01:24:09.560 --> 01:24:12.410  
what's going to happen with  
the dedicated bus lanes?

01:24:12.410 --> 01:24:15.920  
Is that going to stop  
the traffic flow?

01:24:15.920 --> 01:24:18.242  
And then lastly  
with snow plowing,

01:24:18.242 --> 01:24:19.700  
where are we going  
to put the snow?

01:24:19.700 --> 01:24:22.320  
And how are the banks going  
to affect that as well?

01:24:22.320 --> 01:24:23.343  
Thank you.

01:24:23.343 --> 01:24:25.010  
BROOKE MCKENNA: Thanks  
for your comment.

01:24:25.010 --> 01:24:27.758  
Next up is Charles Teague.

01:24:27.758 --> 01:24:28.550

You have the floor.

01:24:28.550 --> 01:24:29.508  
Please unmute yourself.

01:24:29.508 --> 01:24:32.018

01:24:32.018 --> 01:24:33.560  
AUDIENCE: Hi, this  
is Charles Teague.

01:24:33.560 --> 01:24:37.640  
I moved to Edmund  
street 18 years ago.

01:24:37.640 --> 01:24:42.050  
And just looking at the  
presentation tonight,

01:24:42.050 --> 01:24:46.070  
it's not ready for  
implementation.

01:24:46.070 --> 01:24:47.600  
There's typos.

01:24:47.600 --> 01:24:50.090  
Like there's no right  
turn on Route 16.

01:24:50.090 --> 01:24:52.460  
I assume that's just a typo.

01:24:52.460 --> 01:24:55.670  
The accident data  
is clearly wrong

01:24:55.670 --> 01:24:57.800  
because I was in an accident.

01:24:57.800 --> 01:25:05.920  
And still ignoring  
the blue collar

01:25:05.920 --> 01:25:11.140  
7:00 AM work environment,  
which is City Paint.

01:25:11.140 --> 01:25:12.680  
And then you have city--

01:25:12.680 --> 01:25:17.350  
it's going well, we'll have City  
Paint parking on College Park.

01:25:17.350 --> 01:25:20.350  
But that College  
Park is a dead end.

01:25:20.350 --> 01:25:22.810  
You're just assuming  
you can funnel people

01:25:22.810 --> 01:25:24.790  
through a private property.

01:25:24.790 --> 01:25:30.190  
And then already, this school  
bus stop on Cedar Street

01:25:30.190 --> 01:25:34.030  
already backs up traffic  
onto Mass Ave which

01:25:34.030 --> 01:25:37.000  
will create even more gridlock.

01:25:37.000 --> 01:25:39.190  
So you know--

01:25:39.190 --> 01:25:42.160  
BROOKE MCKENNA: Charles,  
please wrap up your comment.

01:25:42.160 --> 01:25:43.780  
AUDIENCE: Yeah,  
you're just not ready.

01:25:43.780 --> 01:25:44.440  
Thank you.

01:25:44.440 --> 01:25:48.637

01:25:48.637 --> 01:25:49.720  
BROOKE MCKENNA: Thank you.

01:25:49.720 --> 01:25:51.120  
Next up is Sarah Bell.

01:25:51.120 --> 01:25:52.110  
You have the floor.

01:25:52.110 --> 01:25:55.050  
Please unmute yourself.

01:25:55.050 --> 01:25:57.540  
AUDIENCE: Hi, my  
name is Sarah Bell.

01:25:57.540 --> 01:25:58.950  
Hello, my name is Sarah Bell.

01:25:58.950 --> 01:26:00.390  
I live in the neighborhood.

01:26:00.390 --> 01:26:03.660  
And I just wanted to  
voice my support for this,

01:26:03.660 --> 01:26:08.580  
providing better biking, better  
bus rides, and safer traffic

01:26:08.580 --> 01:26:09.960  
conditions for cars.

01:26:09.960 --> 01:26:12.235  
Thank you very much.

01:26:12.235 --> 01:26:13.610  
BROOKE MCKENNA:  
Thank you, Sarah.

01:26:13.610 --> 01:26:15.758  
Next up is Leslie Oliver.

01:26:15.758 --> 01:26:16.550  
You have the floor.

01:26:16.550 --> 01:26:19.847  
Please unmute yourself.

01:26:19.847 --> 01:26:20.430  
AUDIENCE: Yes.

01:26:20.430 --> 01:26:21.510  
My name is Leslie Oliver.

01:26:21.510 --> 01:26:24.090

01:26:24.090 --> 01:26:25.110  
I have worked in--

01:26:25.110 --> 01:26:27.360  
I have lived in North  
Cambridge all my life

01:26:27.360 --> 01:26:28.680  
and I'm 81 years old.

01:26:28.680 --> 01:26:31.730

01:26:31.730 --> 01:26:35.510  
Well, one of the things  
that I am concerned about

01:26:35.510 --> 01:26:42.680  
is that this plan seems to  
benefit Arlington residents

01:26:42.680 --> 01:26:46.280  
and bicycles.

01:26:46.280 --> 01:26:48.230  
During the last  
several years, I've

01:26:48.230 --> 01:26:53.420  
had my automobile hit twice by  
a bicyclist on the driver's side

01:26:53.420 --> 01:26:56.720  
because the bicyclist  
wasn't paying attention

01:26:56.720 --> 01:26:59.630  
to the signals.

01:26:59.630 --> 01:27:01.940  
And I've seen that all  
the time, bicyclists

01:27:01.940 --> 01:27:03.770  
just going through  
lights no matter

01:27:03.770 --> 01:27:09.560  
where they are on Mass  
Ave. And very few of them

01:27:09.560 --> 01:27:13.580  
cognizant of the effect  
they have on the drivers who

01:27:13.580 --> 01:27:16.670  
are trying to go down Mass Ave.

01:27:16.670 --> 01:27:21.290  
I had one bicyclist riding down  
the middle of Mass Ave going

01:27:21.290 --> 01:27:23.863  
towards Porter Square, and--

01:27:23.863 --> 01:27:26.405  
BROOKE MCKENNA: Leslie, you'll  
need to wrap up your comments.

01:27:26.405 --> 01:27:34.730

01:27:34.730 --> 01:27:37.240  
Thank you, Leslie.

01:27:37.240 --> 01:27:40.300  
Next up is A M.  
You have the floor.

01:27:40.300 --> 01:27:43.100  
Please unmute yourself.

01:27:43.100 --> 01:27:45.880  
AUDIENCE: Hi, I'm Anne  
McDonald in North Cambridge.

01:27:45.880 --> 01:27:47.950  
I support and understand  
the importance

01:27:47.950 --> 01:27:51.280  
of adding the protected  
bike lanes on Mass Ave

01:27:51.280 --> 01:27:53.740  
because I often worry that  
my sons are at risk when

01:27:53.740 --> 01:27:56.860  
riding their bikes, especially  
after dark on Mass Ave.

01:27:56.860 --> 01:27:58.570  
But I'm also worried  
about the impact

01:27:58.570 --> 01:28:00.940



of the changes since  
the last presentation,

01:28:00.940 --> 01:28:03.280  
especially in the  
Alewife to Dudley stretch

01:28:03.280 --> 01:28:05.260  
with the addition of  
the northbound bus lane

01:28:05.260 --> 01:28:08.830  
and only one block  
left turn at Alewife.

01:28:08.830 --> 01:28:12.340  
So during the evening  
peak time, northbound car

01:28:12.340 --> 01:28:14.530  
and truck traffic  
routinely backs up

01:28:14.530 --> 01:28:17.830  
on Mass Ave to Washburn  
or even to Gold Star.

01:28:17.830 --> 01:28:20.980  
So I'm most concerned with  
the added air pollution

01:28:20.980 --> 01:28:23.950  
implications and the  
gridlock and the impact

01:28:23.950 --> 01:28:26.982  
it has on those who of us who  
live and walk in this area.

01:28:26.982 --> 01:28:28.690  
So I would like to  
hear a little bit more

01:28:28.690 --> 01:28:31.030  
about what is being done to  
address the impact of what

01:28:31.030 --> 01:28:35.230  
is currently a peak time, two  
lanes of five to six blocks

01:28:35.230 --> 01:28:36.580

of idling standing traffic.

01:28:36.580 --> 01:28:40.270  
Mostly passenger commuters, not  
potential route 77 bus riders

01:28:40.270 --> 01:28:41.980  
turning left at Alewife.

01:28:41.980 --> 01:28:43.840  
So with only one lane,  
it seems like we're

01:28:43.840 --> 01:28:48.070  
going to have 10 blocks plus of  
standing traffic past Dudley.

01:28:48.070 --> 01:28:49.090  
So I'm just wondering--

01:28:49.090 --> 01:28:50.380  
BROOKE MCKENNA: Please  
wrap up your comments.

01:28:50.380 --> 01:28:51.160  
AUDIENCE: I'm just  
wondering if there's

01:28:51.160 --> 01:28:53.650  
any plan for the  
Alewife traffic signals

01:28:53.650 --> 01:28:56.560  
to be adjusted so more left turn  
lanes can go through or longer

01:28:56.560 --> 01:28:58.690  
left turn lanes, some  
way to ameliorate

01:28:58.690 --> 01:28:59.807  
the poor quality of--

01:28:59.807 --> 01:29:01.640  
BROOKE MCKENNA: Thank  
you for your comments.

01:29:01.640 --> 01:29:03.290  
Thank you.

01:29:03.290 --> 01:29:05.200  
Next up is Ethan Norman.

01:29:05.200 --> 01:29:06.252  
You have the floor.

01:29:06.252 --> 01:29:07.210  
Please unmute yourself.

01:29:07.210 --> 01:29:16.310

01:29:16.310 --> 01:29:20.600  
AUDIENCE: Hello,  
my name is Ethan.

01:29:20.600 --> 01:29:22.250  
I live in North Cambridge.

01:29:22.250 --> 01:29:23.870  
I bike around the city.

01:29:23.870 --> 01:29:26.000  
I use this corridor.

01:29:26.000 --> 01:29:30.710  
I want to express my  
support of the project

01:29:30.710 --> 01:29:36.410  
and thank Andreas  
who was, I think,

01:29:36.410 --> 01:29:40.970  
he is working on it  
very proficiently.

01:29:40.970 --> 01:29:48.260  
I had some concerns about  
the intersection of where

01:29:48.260 --> 01:29:50.210  
the community path crosses.

01:29:50.210 --> 01:29:59.120  
I think this should be paid  
attention to build a crossing.

01:29:59.120 --> 01:30:02.330  
I think there are  
delays there with the--

01:30:02.330 --> 01:30:07.130  
with the crosswalks for the

bikes and for the pedestrians.

01:30:07.130 --> 01:30:15.080  
So if this can be solved,  
I think the whole project

01:30:15.080 --> 01:30:17.310  
can benefit from that.

01:30:17.310 --> 01:30:18.200  
That's it.

01:30:18.200 --> 01:30:20.720  
Good luck with the project.

01:30:20.720 --> 01:30:21.797  
Thank you.

01:30:21.797 --> 01:30:23.630  
BROOKE MCKENNA: Thank  
you for your comments.

01:30:23.630 --> 01:30:25.580  
Next up is James Williamson.

01:30:25.580 --> 01:30:26.450  
You have the floor.

01:30:26.450 --> 01:30:28.977  
Please unmute yourself.

01:30:28.977 --> 01:30:29.810  
AUDIENCE: Thank you.

01:30:29.810 --> 01:30:32.960  
First of all, I would please  
call out the second speaker

01:30:32.960 --> 01:30:33.560  
in the queue.

01:30:33.560 --> 01:30:37.400  
I think that would  
help people prepare.

01:30:37.400 --> 01:30:39.380  
It should never have  
taken the effort

01:30:39.380 --> 01:30:44.060  
on the part of what is basically  
a broad ad hoc coalition

01:30:44.060 --> 01:30:46.100  
of citizens and  
residents of Cambridge

01:30:46.100 --> 01:30:48.740  
to get the meeting that  
is happening tonight.

01:30:48.740 --> 01:30:51.050  
It should never have  
had to be that hard.

01:30:51.050 --> 01:30:53.120  
That, by the way,  
includes people

01:30:53.120 --> 01:30:55.910  
I know who are bicyclists.

01:30:55.910 --> 01:30:59.090  
This meeting tonight is  
really just a cattle call.

01:30:59.090 --> 01:31:01.340  
And it's not the  
way to do this kind

01:31:01.340 --> 01:31:03.350  
of community-based planning.

01:31:03.350 --> 01:31:05.510  
It should have been done  
from the very beginning.

01:31:05.510 --> 01:31:08.360  
And it should have  
been done better.

01:31:08.360 --> 01:31:12.290  
When it stated that this is  
required, over and over again,

01:31:12.290 --> 01:31:15.590  
this is required, there's  
something disingenuous there

01:31:15.590 --> 01:31:16.970  
because the people  
who are saying

01:31:16.970 --> 01:31:20.390

that are people who actually  
have been part of advocating

01:31:20.390 --> 01:31:22.560  
for this right along.

01:31:22.560 --> 01:31:24.890  
And so I think that's  
a little disingenuous.

01:31:24.890 --> 01:31:26.720  
And there are rules too.

01:31:26.720 --> 01:31:28.730  
But why aren't-- why  
isn't enforcement,

01:31:28.730 --> 01:31:31.700  
as other people have said,  
isn't that required too?

01:31:31.700 --> 01:31:34.790  
Aren't rules for bicyclists  
part of what is required?

01:31:34.790 --> 01:31:36.380  
Why aren't those  
things required?

01:31:36.380 --> 01:31:37.430  
The crash data--

01:31:37.430 --> 01:31:39.265  
BROOKE MCKENNA: James, you'll  
need to wrap up your comments.

01:31:39.265 --> 01:31:40.223  
AUDIENCE: -- is flawed.

01:31:40.223 --> 01:31:43.340  
Finally, sharrows, if they  
can be done at Gladstone,

01:31:43.340 --> 01:31:46.870  
they should be considered for  
other sections of North Mass

01:31:46.870 --> 01:31:48.290  
Ave. Thank you.

01:31:48.290 --> 01:31:49.880  
BROOKE MCKENNA:

Thank you, James.

01:31:49.880 --> 01:31:53.330  
Next up is Chico Sedgwick.

01:31:53.330 --> 01:31:54.230  
You have the floor.

01:31:54.230 --> 01:31:56.660  
Please unmute yourself.

01:31:56.660 --> 01:31:58.490  
AUDIENCE: All right, thank you.

01:31:58.490 --> 01:32:01.400  
First of all, I'd encourage  
you to take this project back

01:32:01.400 --> 01:32:05.120  
to city council for  
further public review.

01:32:05.120 --> 01:32:09.230  
Clearly, the public process  
was not done appropriately.

01:32:09.230 --> 01:32:12.800  
Community businesses and  
neighbors were not involved.

01:32:12.800 --> 01:32:15.500  
And it appears that  
mostly bike enthusiasts

01:32:15.500 --> 01:32:17.580  
were involved in the process.

01:32:17.580 --> 01:32:20.570  
This has massive negative  
impacts for businesses.

01:32:20.570 --> 01:32:23.240  
I go to City Paint  
on North Mass Ave,

01:32:23.240 --> 01:32:26.210  
and this is going to make  
it very difficult to load

01:32:26.210 --> 01:32:28.115  
and unload, especially  
before 9:00 AM.

01:32:28.115 --> 01:32:32.420  
It forces me to go to  
Home Depot in Watertown

01:32:32.420 --> 01:32:36.170  
to get paint because  
of lack of loading.

01:32:36.170 --> 01:32:38.720  
And also would like to  
point out that you're only

01:32:38.720 --> 01:32:41.390  
going to be reducing  
accents by 20%, 30%

01:32:41.390 --> 01:32:44.870  
because none of this  
addresses the turns.

01:32:44.870 --> 01:32:47.540  
And you actually may  
increase accidents at turns

01:32:47.540 --> 01:32:52.280  
by increasing further  
biking on the road.

01:32:52.280 --> 01:32:54.950  
Again, I would encourage you to  
send this back to city council

01:32:54.950 --> 01:32:56.300  
and get further public input.

01:32:56.300 --> 01:32:57.758  
Thank you.

01:32:57.758 --> 01:32:59.550  
BROOKE MCKENNA: Thank  
you for your comment.

01:32:59.550 --> 01:33:02.130  
Next up is Raymond Hayhurst.

01:33:02.130 --> 01:33:02.970  
You have the floor.

01:33:02.970 --> 01:33:05.940  
Please unmute yourself.



01:33:05.940 --> 01:33:06.810  
AUDIENCE: Thanks.

01:33:06.810 --> 01:33:08.130  
Ray Hayhurst.

01:33:08.130 --> 01:33:09.870  
I'm a North Cambridge resident.

01:33:09.870 --> 01:33:13.800  
And I live a block of Mass  
Ave near Richard Ave. My wife

01:33:13.800 --> 01:33:17.070  
and I, we drive, bike,  
walk, and take the bus

01:33:17.070 --> 01:33:19.800  
on this corridor  
on a daily basis.

01:33:19.800 --> 01:33:23.430  
And we strongly  
support this project.

01:33:23.430 --> 01:33:26.790  
I really cannot emphasize  
the benefits of this project

01:33:26.790 --> 01:33:30.720  
to other users beyond  
just those biking,

01:33:30.720 --> 01:33:33.900  
including residents such as  
myself, local businesses,

01:33:33.900 --> 01:33:36.030  
and their customers.

01:33:36.030 --> 01:33:38.790  
As a regular 77  
bus rider, my wife

01:33:38.790 --> 01:33:43.950  
welcomes being able to rely on  
the bus in its own lane coming

01:33:43.950 --> 01:33:46.530  
back home from Harvard Square.

01:33:46.530 --> 01:33:50.250

And as a driver, I  
welcome the projected left

01:33:50.250 --> 01:33:52.890  
at Churchill Ave that  
will make it easier

01:33:52.890 --> 01:33:57.690  
for me to take the left  
without backing up traffic.

01:33:57.690 --> 01:34:00.420  
In short, I strongly  
support this project.

01:34:00.420 --> 01:34:03.840  
And I'm really excited  
to see it happen.

01:34:03.840 --> 01:34:05.402  
Thanks.

01:34:05.402 --> 01:34:06.860  
BROOKE MCKENNA:  
Thank you, Raymond.

01:34:06.860 --> 01:34:09.680  
Next up is Noah Mills.

01:34:09.680 --> 01:34:11.030  
You have the floor.

01:34:11.030 --> 01:34:12.980  
Please unmute yourself.

01:34:12.980 --> 01:34:14.480  
AUDIENCE: Hi, my  
name is Noah Mills.

01:34:14.480 --> 01:34:16.580  
I live by Alewife Station.

01:34:16.580 --> 01:34:18.350  
I am a Cambridge citizen.

01:34:18.350 --> 01:34:20.720  
I only own a bike  
and use mass transit.

01:34:20.720 --> 01:34:24.290  
Cars are too expensive, so it's  
not really affordable for me.

01:34:24.290 --> 01:34:26.600  
This is a project I  
really strongly support.

01:34:26.600 --> 01:34:28.680  
I bike through this  
area all the time.

01:34:28.680 --> 01:34:31.520  
And I'm looking forward to  
the protected bike lanes.

01:34:31.520 --> 01:34:33.590  
For those concerned  
about idling emissions,

01:34:33.590 --> 01:34:36.140  
I'd really like to  
encourage you to buy a bike,

01:34:36.140 --> 01:34:37.200  
live your values.

01:34:37.200 --> 01:34:40.910  
You don't have to idle if  
you're biking or walking.

01:34:40.910 --> 01:34:44.780  
I'm also, for those  
who are concerned

01:34:44.780 --> 01:34:47.720  
about local businesses,  
I do spend money.

01:34:47.720 --> 01:34:49.280  
I am a person.

01:34:49.280 --> 01:34:52.850  
I love biking to businesses  
and shopping there.

01:34:52.850 --> 01:34:56.090  
So yeah, and more cyclists  
can fit outside of business

01:34:56.090 --> 01:34:56.910  
than cars.

01:34:56.910 --> 01:34:59.758  
So I think it's actually

a boom to businesses.

01:34:59.758 --> 01:35:01.550  
I'm just really excited  
about this project.

01:35:01.550 --> 01:35:03.800  
And I'm thankful for  
all those helping

01:35:03.800 --> 01:35:07.388  
to bring it into existence.

01:35:07.388 --> 01:35:09.180  
BROOKE MCKENNA: Thank  
you for your comment.

01:35:09.180 --> 01:35:11.160  
Next up is Ann Bane.

01:35:11.160 --> 01:35:11.970  
You have the floor.

01:35:11.970 --> 01:35:12.928  
Please unmute yourself.

01:35:12.928 --> 01:35:20.440

01:35:20.440 --> 01:35:21.970  
AUDIENCE: Hi, my  
name is Ann Bane.

01:35:21.970 --> 01:35:23.040  
Can you hear me?

01:35:23.040 --> 01:35:24.290  
BROOKE MCKENNA: Yes, go ahead.

01:35:24.290 --> 01:35:24.957  
We can hear you.

01:35:24.957 --> 01:35:27.110  
AUDIENCE: I've been a  
resident in North Cambridge

01:35:27.110 --> 01:35:28.950  
for most of my entire life.

01:35:28.950 --> 01:35:30.650  
We have a family  
business on Mass Ave.

01:35:30.650 --> 01:35:32.218  
And I have two questions.

01:35:32.218 --> 01:35:34.760  
One is, what are going to be  
the rules to enforce the bikers?

01:35:34.760 --> 01:35:37.218  
I've been hit by a biker who  
doesn't stop at the red light.

01:35:37.218 --> 01:35:40.190  
Two, what is the timeline for  
this project between Porter

01:35:40.190 --> 01:35:41.060  
and Dudley?

01:35:41.060 --> 01:35:43.963  
And three, I do have an  
elderly 91-year-old mother

01:35:43.963 --> 01:35:46.130  
who I drive frequently  
because she can't ride a bike

01:35:46.130 --> 01:35:47.210  
or she can't get on the bus.

01:35:47.210 --> 01:35:49.010  
And where am I going  
to pull over to park,

01:35:49.010 --> 01:35:51.125  
to park on a side  
street, to accommodate

01:35:51.125 --> 01:35:53.000  
getting her inside to  
one of these businesses

01:35:53.000 --> 01:35:56.220  
where she has lived and  
shopped is nearly impossible.

01:35:56.220 --> 01:35:58.760  
So it feels like I understand  
the need for safety,

01:35:58.760 --> 01:36:01.470  
but we have no compromise here.

01:36:01.470 --> 01:36:04.550  
We're catering to one  
group, but we've totally

01:36:04.550 --> 01:36:07.700  
eliminated our disabled  
and our elderly clients who

01:36:07.700 --> 01:36:10.908  
need to travel on Mass  
Ave. Thanks very much.

01:36:10.908 --> 01:36:12.700  
BROOKE MCKENNA: Thank  
you for your comment.

01:36:12.700 --> 01:36:14.650  
Next up is Irving Allen.

01:36:14.650 --> 01:36:15.507  
You have the floor.

01:36:15.507 --> 01:36:16.465  
Please unmute yourself.

01:36:16.465 --> 01:36:26.010

01:36:26.010 --> 01:36:27.600  
Sorry, Irving, I  
don't seem to be

01:36:27.600 --> 01:36:31.515  
able to unmute you to  
allow you to speak.

01:36:31.515 --> 01:36:39.110

01:36:39.110 --> 01:36:45.500  
Irving, you may need to exit  
Zoom and update your software

01:36:45.500 --> 01:36:46.760  
and then rejoin us.

01:36:46.760 --> 01:36:49.670  
I'm not able to enable  
your microphone.

01:36:49.670 --> 01:36:50.600

Sorry about that.

01:36:50.600 --> 01:36:54.690

01:36:54.690 --> 01:36:57.450

Next up is Barbara Glick.

01:36:57.450 --> 01:36:58.410

You have the floor.

01:36:58.410 --> 01:37:00.660

Please unmute yourself.

01:37:00.660 --> 01:37:02.880

AUDIENCE: Hi, this is Barbara.

01:37:02.880 --> 01:37:03.960

I have a few comments.

01:37:03.960 --> 01:37:06.420

I wanted to say I thought  
the presentation that

01:37:06.420 --> 01:37:09.390

was informative was awfully  
long for a two hour meeting

01:37:09.390 --> 01:37:12.220

to get comments from  
all of the community.

01:37:12.220 --> 01:37:15.540

So I would hope that it's  
considered next time.

01:37:15.540 --> 01:37:16.650

I'm also a homeowner.

01:37:16.650 --> 01:37:19.330

I've lived in North  
Cambridge for over 35 years.

01:37:19.330 --> 01:37:24.060

I'm also disabled and find  
that this project does not

01:37:24.060 --> 01:37:27.870

take into account the needs,  
as the previous speaker talked

01:37:27.870 --> 01:37:31.680

about, getting into  
businesses or shopping areas

01:37:31.680 --> 01:37:33.510  
when you have limited mobility.

01:37:33.510 --> 01:37:36.120  
I've also been  
hit twice by bikes

01:37:36.120 --> 01:37:39.065  
and had the people speed away.

01:37:39.065 --> 01:37:40.440  
I wonder if there's  
any intention

01:37:40.440 --> 01:37:44.110  
to ever license bicyclists,  
obviously not children,

01:37:44.110 --> 01:37:50.190  
but adults who ride head down,  
earbuds in, not looking, just

01:37:50.190 --> 01:37:51.360  
buzzing ahead.

01:37:51.360 --> 01:37:53.070  
I think the parking  
losses are going

01:37:53.070 --> 01:37:55.290  
to affect the community  
in a negative way.

01:37:55.290 --> 01:37:56.838  
Thank you.

01:37:56.838 --> 01:37:58.630  
BROOKE MCKENNA: Thank  
you for your comment.

01:37:58.630 --> 01:38:01.330  
Next up is Annette O.  
You have the floor.

01:38:01.330 --> 01:38:04.288  
Please unmute yourself.

01:38:04.288 --> 01:38:05.830  
AUDIENCE: Hi, this



is Annette Osgood.

01:38:05.830 --> 01:38:06.650  
Can you hear me?

01:38:06.650 --> 01:38:07.900  
BROOKE MCKENNA: Yes, go ahead.

01:38:07.900 --> 01:38:08.905  
We can hear you.

01:38:08.905 --> 01:38:10.447  
AUDIENCE: I just  
want to say that I'm

01:38:10.447 --> 01:38:12.820  
very disappointed that there  
isn't more shared parking

01:38:12.820 --> 01:38:16.270  
options being looked at.

01:38:16.270 --> 01:38:19.120  
The resident parking  
spaces in the middle

01:38:19.120 --> 01:38:21.400  
of the day from  
like 10:00 to 4:00

01:38:21.400 --> 01:38:23.260  
do have a lot of empty spaces.

01:38:23.260 --> 01:38:25.360  
I do understand that  
people don't want meters

01:38:25.360 --> 01:38:26.740  
in the middle of their yard.

01:38:26.740 --> 01:38:30.070  
But even just during that  
time, having two hour parking

01:38:30.070 --> 01:38:32.380  
or one hour parking  
without a sticker

01:38:32.380 --> 01:38:35.990  
would really help have  
parking in that area.

01:38:35.990 --> 01:38:41.350  
I also feel this public process  
of modifying the ordinance

01:38:41.350 --> 01:38:44.650  
during the pandemic when  
business owners were struggling

01:38:44.650 --> 01:38:47.770  
so hard just to keep  
the businesses open

01:38:47.770 --> 01:38:53.260  
that people employed was  
really the service to the city.

01:38:53.260 --> 01:38:56.860  
And there should be a  
one manager oversight.

01:38:56.860 --> 01:38:59.680  
You have all these protected  
bike lanes coming in.

01:38:59.680 --> 01:39:01.870  
There isn't one person  
you can call and ask

01:39:01.870 --> 01:39:04.420  
questions and concerns  
because it's the City Council,

01:39:04.420 --> 01:39:06.250  
it's the Department  
of Transportation,

01:39:06.250 --> 01:39:07.780  
it's the rescue vehicles.

01:39:07.780 --> 01:39:10.072  
And it's just a maze that  
nobody can really figure out.

01:39:10.072 --> 01:39:12.697  
BROOKE MCKENNA: Annette, can you  
wrap up your comments, please?

01:39:12.697 --> 01:39:14.370  
AUDIENCE: I was done.

01:39:14.370 --> 01:39:15.550  
BROOKE MCKENNA: Thank you.

01:39:15.550 --> 01:39:18.300  
Next up is Bruce  
Leslie Prichard.

01:39:18.300 --> 01:39:19.110  
You have the floor.

01:39:19.110 --> 01:39:21.750  
Please unmute yourself.

01:39:21.750 --> 01:39:22.960  
AUDIENCE: Hi, everyone.

01:39:22.960 --> 01:39:24.210  
I'm Bruce Leslie Prichard.

01:39:24.210 --> 01:39:26.910  
I live on Fayerweather  
Street and used

01:39:26.910 --> 01:39:30.000  
to live over on  
Cameron Ave. And I've

01:39:30.000 --> 01:39:34.380  
been biking around  
Cambridge for three years

01:39:34.380 --> 01:39:40.320  
or so for commuting, for  
shopping, for recreation.

01:39:40.320 --> 01:39:43.980  
And I've got to say,  
these separated bike lanes

01:39:43.980 --> 01:39:47.880  
are almost all so--

01:39:47.880 --> 01:39:51.360  
they don't achieve the safety  
that people think they will.

01:39:51.360 --> 01:39:55.080  
And the statistics, the  
crash statistics, prove it.

01:39:55.080 --> 01:40:00.960  
The overtaking vehicles are one  
of the rarest ways to get hurt.

01:40:00.960 --> 01:40:03.480

And the crosses, the  
left cross and the right

01:40:03.480 --> 01:40:05.160

cross, that's where it happens.

01:40:05.160 --> 01:40:06.960

And the separated  
bike lanes actually

01:40:06.960 --> 01:40:09.720

make the bikes harder to see.

01:40:09.720 --> 01:40:14.610

Visibility and predictability  
are what make a bicyclist safe.

01:40:14.610 --> 01:40:17.010

And separated bike  
lanes, the way they're

01:40:17.010 --> 01:40:18.990

designed with the cars--

01:40:18.990 --> 01:40:23.520

between the parked cars between  
the bikes and the traveling

01:40:23.520 --> 01:40:26.460

cars are just much  
more dangerous.

01:40:26.460 --> 01:40:27.660

I won't ride in them.

01:40:27.660 --> 01:40:29.280

They're bad.

01:40:29.280 --> 01:40:33.065

So I wish they  
could be redesigned.

01:40:33.065 --> 01:40:34.440

BROOKE MCKENNA:

Thank you, Bruce.

01:40:34.440 --> 01:40:36.648

Next up we have Jack Hebner.

01:40:36.648 --> 01:40:37.440

You have the floor.

01:40:37.440 --> 01:40:38.398  
Please unmute yourself.

01:40:38.398 --> 01:40:48.690

01:40:48.690 --> 01:40:50.655  
Jack Hebner, you have the floor.

01:40:50.655 --> 01:40:59.030

01:40:59.030 --> 01:41:01.550  
Jack, you seem to be unmuted  
but we can't hear you.

01:41:01.550 --> 01:41:11.810

01:41:11.810 --> 01:41:17.270  
There seems to be an issue with  
Jack's connection, perhaps.

01:41:17.270 --> 01:41:20.480  
Maybe try leaving the  
meeting and then rejoining.

01:41:20.480 --> 01:41:23.060  
Meanwhile, we'll move on  
to the next person in line.

01:41:23.060 --> 01:41:26.510

01:41:26.510 --> 01:41:29.270  
Next up is Erica Weiskopf.

01:41:29.270 --> 01:41:30.110  
You have the floor.

01:41:30.110 --> 01:41:32.050  
Please unmute yourself.

01:41:32.050 --> 01:41:33.290  
AUDIENCE: Hi, two things.

01:41:33.290 --> 01:41:35.290  
So various studies have  
shown that the addition

01:41:35.290 --> 01:41:37.750

of protected bike lanes  
actually increases visitation

01:41:37.750 --> 01:41:38.900  
to local businesses.

01:41:38.900 --> 01:41:41.150  
So I think this plan is  
really good for the community.

01:41:41.150 --> 01:41:42.520  
And I'm really excited  
to be able to bike

01:41:42.520 --> 01:41:44.680  
and walk to my favorite  
Mass Ave small businesses

01:41:44.680 --> 01:41:46.600  
like Simons and Greek Corner.

01:41:46.600 --> 01:41:48.190  
And two, climate  
change isn't a joke.

01:41:48.190 --> 01:41:50.500  
And we need to make more  
environmentally friendly forms

01:41:50.500 --> 01:41:52.810  
of transit safer and  
more viable for everyone.

01:41:52.810 --> 01:41:54.688  
Biking, walking,  
and taking the bus

01:41:54.688 --> 01:41:56.980  
are forms of transit that  
are more accessible to people

01:41:56.980 --> 01:41:59.063  
who aren't just upper  
middle class Cantabridgians.

01:41:59.063 --> 01:42:00.340  
And these people--

01:42:00.340 --> 01:42:02.650  
I deserve to be safe.

01:42:02.650 --> 01:42:04.810

So thank you to the  
city for recognizing

01:42:04.810 --> 01:42:07.060  
that this is an urgent  
safety, environmental,

01:42:07.060 --> 01:42:08.570  
and economic issue.

01:42:08.570 --> 01:42:11.072  
And car owners, just remember  
you aren't in traffic.

01:42:11.072 --> 01:42:11.905  
You are the traffic.

01:42:11.905 --> 01:42:14.705

01:42:14.705 --> 01:42:16.080  
BROOKE MCKENNA:  
Thank you, Erica.

01:42:16.080 --> 01:42:18.810  
Next up is Miranda Pearce.

01:42:18.810 --> 01:42:19.650  
You have the floor.

01:42:19.650 --> 01:42:22.120  
Please unmute yourself.

01:42:22.120 --> 01:42:24.270  
AUDIENCE: Hi, I'm  
Miranda Pearce and I

01:42:24.270 --> 01:42:26.370  
live on Clarendon  
Ave with my family.

01:42:26.370 --> 01:42:29.640  
We're in a budder to  
this portion of Mass Ave.

01:42:29.640 --> 01:42:33.120  
And we have a car, but we  
also ride the bus and bike.

01:42:33.120 --> 01:42:34.140  
And I'm just--

01:42:34.140 --> 01:42:35.700  
I'm thrilled with this design.

01:42:35.700 --> 01:42:37.620  
I'm really happy you  
added a bus lane going

01:42:37.620 --> 01:42:40.320  
in the northern  
direction because we've

01:42:40.320 --> 01:42:44.100  
avoided using the bus  
because it took like an hour

01:42:44.100 --> 01:42:47.430  
to get home on the bus versus  
much less time in the car.

01:42:47.430 --> 01:42:52.650  
So I'm very happy that we  
can now ride our bikes safely

01:42:52.650 --> 01:42:56.925  
on Mass Ave and take the  
bus more quickly too.

01:42:56.925 --> 01:42:57.425  
Thanks.

01:42:57.425 --> 01:42:59.372

01:42:59.372 --> 01:43:00.830  
BROOKE MCKENNA:  
Thank you, Miranda.

01:43:00.830 --> 01:43:03.038  
Next up is Christopher Schmidt.

01:43:03.038 --> 01:43:03.830  
You have the floor.

01:43:03.830 --> 01:43:05.072  
Please unmute yourself.

01:43:05.072 --> 01:43:05.780  
AUDIENCE: Thanks.

01:43:05.780 --> 01:43:07.940  
Christopher Schmidt,  
17 Laurel Street.



01:43:07.940 --> 01:43:11.870  
I just wanted to say I've really  
appreciated the bike lanes that

01:43:11.870 --> 01:43:14.750  
have been installed between  
Harvard Square and Central,

01:43:14.750 --> 01:43:17.090  
and in various other  
places along Mass Ave.

01:43:17.090 --> 01:43:19.820  
It has really, really  
changed how much

01:43:19.820 --> 01:43:21.590  
I can get around the city.

01:43:21.590 --> 01:43:24.557  
I have been riding  
a bike regularly

01:43:24.557 --> 01:43:27.140  
as my transportation and errands  
and everything else like that

01:43:27.140 --> 01:43:28.957  
for several years.

01:43:28.957 --> 01:43:31.040  
And Cambridge Street and  
Mass Ave and other things

01:43:31.040 --> 01:43:36.330  
like that, these bike lanes  
really do change what I can do.

01:43:36.330 --> 01:43:37.590  
So I really appreciate it.

01:43:37.590 --> 01:43:42.530  
And this is a stretch of road  
that just two weeks ago, I

01:43:42.530 --> 01:43:45.950  
was almost sideswiped twice  
by cars during rush hour.

01:43:45.950 --> 01:43:49.093  
And so it really is a

scary stretch of road.

01:43:49.093 --> 01:43:51.260  
It's not the only scary  
stretch of road on Mass Ave.

01:43:51.260 --> 01:43:53.960  
But it is one of the scariest  
ones, especially for me

01:43:53.960 --> 01:43:55.040  
around rush hour.

01:43:55.040 --> 01:43:58.730  
So I really appreciate the  
work and looking forward

01:43:58.730 --> 01:44:03.350  
to seeing it, and to iterating  
if things don't work so that we

01:44:03.350 --> 01:44:06.590  
can help everybody out and have  
a better experience as we go.

01:44:06.590 --> 01:44:07.825  
Thanks.

01:44:07.825 --> 01:44:09.450  
BROOKE MCKENNA: Thank  
you, Christopher.

01:44:09.450 --> 01:44:11.790  
Next up is Ethel Toner.

01:44:11.790 --> 01:44:12.690  
You have the floor.

01:44:12.690 --> 01:44:15.220  
Please unmute yourself.

01:44:15.220 --> 01:44:16.690  
AUDIENCE: Hi, I'm Ethel Toner.

01:44:16.690 --> 01:44:21.250  
And my concern is that I see  
no provision for handicapped

01:44:21.250 --> 01:44:23.650  
parking, which I use.

01:44:23.650 --> 01:44:29.980

And I also use Magoun Street to  
get to my apartment every day.

01:44:29.980 --> 01:44:33.880  
And Magoun street, presently,  
is a nightmare for parking.

01:44:33.880 --> 01:44:37.870  
And now we were adding four  
more spaces or two more spaces

01:44:37.870 --> 01:44:41.305  
on Magoun Street which  
will only make it worse.

01:44:41.305 --> 01:44:43.960

01:44:43.960 --> 01:44:47.720  
I just don't understand some of  
the things that are being done.

01:44:47.720 --> 01:44:49.965  
Thank you.

01:44:49.965 --> 01:44:51.340  
BROOKE MCKENNA:  
Thank you, Ethel.

01:44:51.340 --> 01:44:54.850  
Next up is Ria  
Carabellas LaSage.

01:44:54.850 --> 01:44:56.470  
You have the floor.

01:44:56.470 --> 01:44:58.570  
Please unmute yourself.

01:44:58.570 --> 01:45:00.460  
AUDIENCE: Yes, hi.

01:45:00.460 --> 01:45:02.080  
I live on Alberta Terrace.

01:45:02.080 --> 01:45:04.480  
And I'd like to start  
by saying that I

01:45:04.480 --> 01:45:07.210  
do support and understand  
the importance of a project

01:45:07.210 --> 01:45:08.050  
like this.

01:45:08.050 --> 01:45:10.750  
I just feel it was  
done much too quickly.

01:45:10.750 --> 01:45:14.230  
And we did not-- there was not  
enough community involvement

01:45:14.230 --> 01:45:14.890  
with it.

01:45:14.890 --> 01:45:17.140  
And I'd also like to  
just bring up the point,

01:45:17.140 --> 01:45:18.970  
I feel that Alberta  
Terrace, first of all,

01:45:18.970 --> 01:45:21.220  
is being unfairly--

01:45:21.220 --> 01:45:25.720  
having to lose four  
parking spaces.

01:45:25.720 --> 01:45:26.930  
That's number one.

01:45:26.930 --> 01:45:29.410  
And I feel that we're  
bearing a big burden.

01:45:29.410 --> 01:45:31.693  
And the second thing  
is if part of the goal

01:45:31.693 --> 01:45:33.110  
is to get people  
out of their cars

01:45:33.110 --> 01:45:34.990  
to take public  
transportation, what

01:45:34.990 --> 01:45:37.600  
happens to those of us who  
live on the streets that

01:45:37.600 --> 01:45:38.710  
are losing spaces?

01:45:38.710 --> 01:45:40.390  
And then we have  
nowhere to put our cars

01:45:40.390 --> 01:45:43.600  
because we'll have to get  
them out so that the meter--

01:45:43.600 --> 01:45:45.310  
in time for the meters.

01:45:45.310 --> 01:45:47.020  
So that was just--

01:45:47.020 --> 01:45:48.940  
that's all the time  
I think I have.

01:45:48.940 --> 01:45:51.550  
But I am very  
concerned and I'm not

01:45:51.550 --> 01:45:55.420  
happy at all with the way  
this has been handled.

01:45:55.420 --> 01:45:57.257  
Thank you very much.

01:45:57.257 --> 01:45:59.090  
BROOKE MCKENNA: Thank  
you for your comments.

01:45:59.090 --> 01:46:00.860  
Next up is Renny.

01:46:00.860 --> 01:46:01.957  
You have the floor.

01:46:01.957 --> 01:46:02.915  
Please unmute yourself.

01:46:02.915 --> 01:46:13.840

01:46:13.840 --> 01:46:15.670  
Renny, please unmute yourself.

01:46:15.670 --> 01:46:18.970  
You do have the floor.

01:46:18.970 --> 01:46:20.530  
AUDIENCE: Hi, can  
you hear me now?

01:46:20.530 --> 01:46:20.950  
BROOKE MCKENNA: Go ahead.

01:46:20.950 --> 01:46:21.910  
We can hear you.

01:46:21.910 --> 01:46:22.540  
AUDIENCE: Yeah.

01:46:22.540 --> 01:46:24.340  
I live on Cedar Street.

01:46:24.340 --> 01:46:27.970  
And a number of houses  
on Cedar Street must--

01:46:27.970 --> 01:46:30.350  
we have no off-street parking.

01:46:30.350 --> 01:46:33.370  
So we're dependent upon  
parking on the street.

01:46:33.370 --> 01:46:36.580  
And I live right across  
from Alberta Terrace.

01:46:36.580 --> 01:46:39.310  
I don't know if you've taken  
into account street cleaning

01:46:39.310 --> 01:46:41.920  
days, snow emergencies.

01:46:41.920 --> 01:46:43.930  
You know, it's  
already hard enough

01:46:43.930 --> 01:46:47.500  
to find spaces to  
park every day.

01:46:47.500 --> 01:46:49.450  
And then street cleaning,  
snow emergencies,

01:46:49.450 --> 01:46:50.830  
it becomes even harder.

01:46:50.830 --> 01:46:53.290  
And I don't know if  
you've thought about that.

01:46:53.290 --> 01:46:55.930  
I do think Alberta Terrace  
is taking a big hit.

01:46:55.930 --> 01:47:00.880  
We already lost spaces  
to a restaurant, and now

01:47:00.880 --> 01:47:02.313  
four more spaces.

01:47:02.313 --> 01:47:03.730  
I just want to  
make another point.

01:47:03.730 --> 01:47:05.710  
I don't just drive in Cambridge.

01:47:05.710 --> 01:47:08.920  
By necessity, I must  
go other places.

01:47:08.920 --> 01:47:11.530  
And there is no  
public transportation

01:47:11.530 --> 01:47:14.470  
to the places I have to go.

01:47:14.470 --> 01:47:18.700  
And to the person who said  
get a bike, I'm 74 years old.

01:47:18.700 --> 01:47:21.680  
I have medical conditions that  
would not allow me to do that.

01:47:21.680 --> 01:47:25.330  
So good for you to be  
able to ride, but I can't.

01:47:25.330 --> 01:47:28.500

01:47:28.500 --> 01:47:30.060

BROOKE MCKENNA:

Thank you, Renny.

01:47:30.060 --> 01:47:33.240

Next up we'll try to go  
back to Irving Allen.

01:47:33.240 --> 01:47:35.370

I see your back.

01:47:35.370 --> 01:47:36.525

Let's give it another try.

01:47:36.525 --> 01:47:45.690

01:47:45.690 --> 01:47:46.410

Irving, go ahead.

01:47:46.410 --> 01:47:49.530

You have the floor  
and are unmuted.

01:47:49.530 --> 01:48:03.078

01:48:03.078 --> 01:48:04.995

Irving, this still doesn't  
seem to be working.

01:48:04.995 --> 01:48:08.500

01:48:08.500 --> 01:48:09.460

Sorry about that.

01:48:09.460 --> 01:48:14.628

01:48:14.628 --> 01:48:15.920

Irving, are you trying to talk?

01:48:15.920 --> 01:48:17.628

We should be able to  
hear you if you are.

01:48:17.628 --> 01:48:20.270

01:48:20.270 --> 01:48:20.770

OK.



01:48:20.770 --> 01:48:23.145  
Sorry, we're going to have to  
move on to the next person.

01:48:23.145 --> 01:48:28.890

01:48:28.890 --> 01:48:32.850  
Next up is Nate Fillmore.

01:48:32.850 --> 01:48:33.720  
You have the floor.

01:48:33.720 --> 01:48:34.678  
Please unmute yourself.

01:48:34.678 --> 01:48:39.622

01:48:39.622 --> 01:48:41.580  
AUDIENCE: Hey, I just  
wanted to thank everybody

01:48:41.580 --> 01:48:46.620  
for working on the project  
and for putting together

01:48:46.620 --> 01:48:48.780  
the design.

01:48:48.780 --> 01:48:52.530  
In response to some of the  
comments about left hooks

01:48:52.530 --> 01:48:55.380  
and right hooks, one  
should note that this

01:48:55.380 --> 01:48:57.510  
has been studied and  
protected bike lanes do

01:48:57.510 --> 01:49:00.930  
reduce the incidence of those  
types of crashes as well.

01:49:00.930 --> 01:49:05.100  
Primarily, by providing a  
larger turn radius and sort

01:49:05.100 --> 01:49:07.625

of more time to react  
in order to prevent

01:49:07.625 --> 01:49:09.000  
the left hook and  
the right hook,

01:49:09.000 --> 01:49:13.670  
as well as more  
visibility in some cases.

01:49:13.670 --> 01:49:15.070  
But that has been studied.

01:49:15.070 --> 01:49:18.883  
And so I'm really excited  
about these lanes,

01:49:18.883 --> 01:49:20.550  
both for the safety  
benefit for cyclists

01:49:20.550 --> 01:49:23.008  
which is greatly needed and  
also some of the other aspects.

01:49:23.008 --> 01:49:25.458  
Thank you.

01:49:25.458 --> 01:49:27.250  
BROOKE MCKENNA: Thank  
you for your comment.

01:49:27.250 --> 01:49:30.010  
Next up is Joseph Levy.

01:49:30.010 --> 01:49:30.850  
You have the floor.

01:49:30.850 --> 01:49:33.830  
Please unmute yourself.

01:49:33.830 --> 01:49:35.170  
AUDIENCE: Hi, thank you.

01:49:35.170 --> 01:49:36.620  
Thanks, everyone.

01:49:36.620 --> 01:49:39.250  
I appreciate all the work that's  
gone into this presentation.

01:49:39.250 --> 01:49:42.520  
I live on Cambridge  
Terrace near Porter Square.

01:49:42.520 --> 01:49:45.220  
I bike regularly on Mass  
Ave including this section.

01:49:45.220 --> 01:49:47.950  
And I drive on Mass Ave  
including this section.

01:49:47.950 --> 01:49:49.900  
And I'm supportive of  
bike lanes in general,

01:49:49.900 --> 01:49:52.630  
but I really think that this  
plan, although a lot of work

01:49:52.630 --> 01:49:55.120  
has gone into it,  
it's just not ready.

01:49:55.120 --> 01:49:58.750  
It seems, as others have said,  
it's such a complex project.

01:49:58.750 --> 01:50:01.700  
And there's going to be so  
many unintended consequences.

01:50:01.700 --> 01:50:04.210  
And I'm going to be writing  
to my city councilors

01:50:04.210 --> 01:50:06.370  
about this ordinance,  
which I didn't hear about

01:50:06.370 --> 01:50:08.810  
until I started hearing  
about these meetings.

01:50:08.810 --> 01:50:11.410  
But why are we going  
beyond the ordinance?

01:50:11.410 --> 01:50:13.070  
I'm concerned  
about a few things,

01:50:13.070 --> 01:50:16.360  
especially the fire  
safety impacts.

01:50:16.360 --> 01:50:19.210  
I do not think that vehicle  
owners and loading zones

01:50:19.210 --> 01:50:21.430  
are necessarily right there.

01:50:21.430 --> 01:50:25.038  
I'm not concerned about the  
having only one lane of traffic

01:50:25.038 --> 01:50:26.830  
and having the parking  
on the side streets.

01:50:26.830 --> 01:50:29.470  
It means there will be  
more turns off of Mass Ave.

01:50:29.470 --> 01:50:32.620  
And every turn will  
back up traffic.

01:50:32.620 --> 01:50:37.167  
And it will potentially lead  
to more collisions as well.

01:50:37.167 --> 01:50:39.500  
I don't know-- I haven't heard  
about that being studied.

01:50:39.500 --> 01:50:43.420  
So I'd like to know if indeed  
that is going to be addressed

01:50:43.420 --> 01:50:44.812  
in terms of those terms.

01:50:44.812 --> 01:50:46.270  
So I just think it  
needs more time.

01:50:46.270 --> 01:50:48.812  
BROOKE MCKENNA: Joseph, can you  
please wrap up your comments?

01:50:48.812 --> 01:50:49.907  
AUDIENCE: Thank you.

01:50:49.907 --> 01:50:50.990  
BROOKE MCKENNA: Thank you.

01:50:50.990 --> 01:50:52.528  
Next up is Alex Friedan.

01:50:52.528 --> 01:50:53.320  
You have the floor.

01:50:53.320 --> 01:50:54.278  
Please unmute yourself.

01:50:54.278 --> 01:50:56.900

01:50:56.900 --> 01:50:57.965  
AUDIENCE: Hi, thank you.

01:50:57.965 --> 01:50:59.600  
Can you hear me?

01:50:59.600 --> 01:51:00.950  
BROOKE MCKENNA: Yes, go ahead.

01:51:00.950 --> 01:51:01.780  
AUDIENCE: Great.

01:51:01.780 --> 01:51:03.530  
So I want to say, this  
is a great project.

01:51:03.530 --> 01:51:05.488  
This is really what Vision  
Zero calls for which

01:51:05.488 --> 01:51:08.720  
is a truly multimodal street.

01:51:08.720 --> 01:51:11.060  
And to some comments,  
vertical separation

01:51:11.060 --> 01:51:14.930  
often can tighten turns to,  
as the previous speaker said,

01:51:14.930 --> 01:51:17.210  
make it so that those  
right and left hooks, which

01:51:17.210 --> 01:51:20.930

make up 60% of all  
crashes here, are limited.

01:51:20.930 --> 01:51:21.830  
I have two daughters.

01:51:21.830 --> 01:51:24.110  
I would never bike them  
on Mass Ave before this.

01:51:24.110 --> 01:51:26.510  
I would definitely,  
after this is done,

01:51:26.510 --> 01:51:29.480  
bring them down Mass  
Ave. Also, the four lanes

01:51:29.480 --> 01:51:32.240  
down to two lanes  
will lower speed

01:51:32.240 --> 01:51:34.520  
with limited service impact--  
level of service impacts

01:51:34.520 --> 01:51:36.170  
that we saw.

01:51:36.170 --> 01:51:41.390  
And for many people, biking  
or transit is the only option.

01:51:41.390 --> 01:51:45.830  
For my work and many others  
that work in downtown

01:51:45.830 --> 01:51:48.080  
it's hundreds of  
dollars a month to park.

01:51:48.080 --> 01:51:49.880  
So thank you to all city staff.

01:51:49.880 --> 01:51:50.630  
This is great.

01:51:50.630 --> 01:51:53.637

01:51:53.637 --> 01:51:54.970  
BROOKE MCKENNA: Thank you, Alex.

01:51:54.970 --> 01:51:57.640  
Next up is Katiti.

01:51:57.640 --> 01:51:58.767  
You have the floor.

01:51:58.767 --> 01:51:59.725  
Please unmute yourself.

01:51:59.725 --> 01:52:07.440

01:52:07.440 --> 01:52:09.028  
AUDIENCE: Hi, can you hear me?

01:52:09.028 --> 01:52:10.570  
BROOKE MCKENNA: Yes,  
we can hear you.

01:52:10.570 --> 01:52:11.970  
Go ahead.

01:52:11.970 --> 01:52:14.910  
AUDIENCE: You know, I feel  
that, like a lot of people,

01:52:14.910 --> 01:52:18.540  
that this really needs to  
be considered a lot more

01:52:18.540 --> 01:52:20.470  
before it's implemented.

01:52:20.470 --> 01:52:22.320  
I live in North Cambridge.

01:52:22.320 --> 01:52:24.300  
And like people  
like Mr. Schmidt,

01:52:24.300 --> 01:52:27.150  
I live right off Mass  
Ave on Meacham Road,

01:52:27.150 --> 01:52:29.040  
which is next to Dudley.

01:52:29.040 --> 01:52:31.350  
And I think that  
we should probably

01:52:31.350 --> 01:52:35.370  
consider taking out the meridian  
because that would give us

01:52:35.370 --> 01:52:36.480  
more space.

01:52:36.480 --> 01:52:37.680  
I'm all for biking.

01:52:37.680 --> 01:52:39.660  
I actually ride my  
bicycle and we're

01:52:39.660 --> 01:52:42.960  
one car family because we  
believe in using our bikes.

01:52:42.960 --> 01:52:46.860  
But I think that this is an  
unfair plan because there

01:52:46.860 --> 01:52:49.950  
are people with elderly  
parents, with young children,

01:52:49.950 --> 01:52:51.630  
with-- people who  
can't ride a bike.

01:52:51.630 --> 01:52:53.940  
And yeah, well, why don't  
you guys ride a bike?

01:52:53.940 --> 01:52:56.880  
Well, maybe some people  
don't want to and can't.

01:52:56.880 --> 01:52:58.710  
So they have not  
been considered.

01:52:58.710 --> 01:52:59.940  
I think we're having--

01:52:59.940 --> 01:53:01.920  
Cambridge should push  
for more electric cars,

01:53:01.920 --> 01:53:04.620  
maybe give people a  
break on their taxes



01:53:04.620 --> 01:53:07.230  
if they buy electric cars  
because those are coming up

01:53:07.230 --> 01:53:07.890  
also.

01:53:07.890 --> 01:53:10.920  
And I refuse to have a  
meter in front of my house.

01:53:10.920 --> 01:53:13.440  
I just think that is not  
what I signed up for.

01:53:13.440 --> 01:53:15.760  
It is not like having  
a fire hydrant.

01:53:15.760 --> 01:53:17.850  
I think it's unsightly.

01:53:17.850 --> 01:53:21.570  
And I think more has to be done  
before this is implemented.

01:53:21.570 --> 01:53:24.073  
But sadly, it's  
probably a fait accompli

01:53:24.073 --> 01:53:25.740  
because that's how  
it is with this city.

01:53:25.740 --> 01:53:27.930  
You'll listen to us and  
then go ahead and do what

01:53:27.930 --> 01:53:28.750  
the heck you want.

01:53:28.750 --> 01:53:30.728  
So I'm done.

01:53:30.728 --> 01:53:32.520  
BROOKE MCKENNA: Thank  
you for your comment.

01:53:32.520 --> 01:53:35.348  
Next up is Michael Bane.

01:53:35.348 --> 01:53:36.140  
You have the floor.

01:53:36.140 --> 01:53:37.098  
Please unmute yourself.

01:53:37.098 --> 01:53:39.980

01:53:39.980 --> 01:53:42.350  
AUDIENCE: Hi, I'm  
Michael Bane and I've

01:53:42.350 --> 01:53:45.950  
been living in North  
Cambridge on Mass Ave

01:53:45.950 --> 01:53:51.230  
and running a family business  
on Mass Ave there in my home,

01:53:51.230 --> 01:53:54.860  
first floor, for  
the past 30 years.

01:53:54.860 --> 01:53:57.830  
And contrary to what  
some people have said,

01:53:57.830 --> 01:54:02.340  
it will have a very big  
impact on my business.

01:54:02.340 --> 01:54:05.480  
The majority of my  
patients do not drive--

01:54:05.480 --> 01:54:06.740  
do not ride bikes.

01:54:06.740 --> 01:54:11.630  
Most of them drive, and  
especially the elderly

01:54:11.630 --> 01:54:16.740  
and those who are too  
disabled to ride a bike.

01:54:16.740 --> 01:54:21.410  
So this really-- it  
does smack of able-ism.

01:54:21.410 --> 01:54:28.220  
And the fact that this ordinance  
was passed with very little

01:54:28.220 --> 01:54:30.200  
public input or notice.

01:54:30.200 --> 01:54:33.290  
I wasn't aware of it.

01:54:33.290 --> 01:54:35.720  
Maybe I was working too  
hard at the business

01:54:35.720 --> 01:54:37.370  
and not paying attention enough.

01:54:37.370 --> 01:54:42.590  
But there definitely wasn't  
a lot of notice about it.

01:54:42.590 --> 01:54:44.900  
We only have a certain  
amount of spaces.

01:54:44.900 --> 01:54:47.150  
BROOKE MCKENNA: Michael,  
please wrap up your comments.

01:54:47.150 --> 01:54:50.840  
AUDIENCE: And the  
parking is either

01:54:50.840 --> 01:54:56.220  
going to be on the side  
streets or not at all.

01:54:56.220 --> 01:54:59.210  
So taking 20 out of 40 spaces--

01:54:59.210 --> 01:55:00.710  
BROOKE MCKENNA:  
Michael, we're going

01:55:00.710 --> 01:55:03.420  
to have to move on  
to the next one.

01:55:03.420 --> 01:55:04.253  
AUDIENCE: All right.

01:55:04.253 --> 01:55:06.140

Thank you very much.

01:55:06.140 --> 01:55:07.850  
BROOKE MCKENNA: Up  
next is Tom Lamar.

01:55:07.850 --> 01:55:08.812  
You have the floor.

01:55:08.812 --> 01:55:09.770  
Please unmute yourself.

01:55:09.770 --> 01:55:12.950

01:55:12.950 --> 01:55:14.420  
AUDIENCE: Hi, good evening.

01:55:14.420 --> 01:55:15.590  
Tom Lamar.

01:55:15.590 --> 01:55:18.500  
I regularly take Mass Ave  
as the most direct route

01:55:18.500 --> 01:55:21.320  
to visit my family and  
also to get to some

01:55:21.320 --> 01:55:23.270  
of my favorite restaurants.

01:55:23.270 --> 01:55:26.330  
Whenever I'm here I often  
have to make the decision,

01:55:26.330 --> 01:55:30.920  
do I want to take Mass Ave as  
the most direct route, but also

01:55:30.920 --> 01:55:32.210  
a very stressful route?

01:55:32.210 --> 01:55:35.480  
It often has no bike lanes  
or paint only bike lanes.

01:55:35.480 --> 01:55:40.190  
Or do I want to take a very  
significant detour that's

01:55:40.190 --> 01:55:45.020

much more indirect, much slower,  
but possibly safer, possibly

01:55:45.020 --> 01:55:46.580  
less well lit?

01:55:46.580 --> 01:55:49.490  
I'm very hopeful that this  
project will be safe enough

01:55:49.490 --> 01:55:51.110  
that I'll be able  
to bike directly

01:55:51.110 --> 01:55:53.240  
along the most  
convenient route and not

01:55:53.240 --> 01:55:57.410  
make such ominous  
trade-offs between my safety

01:55:57.410 --> 01:55:58.920  
and convenience.

01:55:58.920 --> 01:56:03.670  
So I hope this will make things  
more convenient for everyone.

01:56:03.670 --> 01:56:06.730  
I do have some concerns about  
parking, more specifically,

01:56:06.730 --> 01:56:09.760  
there aren't very many places  
to park a blue bike along Mass

01:56:09.760 --> 01:56:12.550  
Ave. So I hope you'll add some  
more stations, especially Mass

01:56:12.550 --> 01:56:13.990  
Ave near Alewife Brook Parkway.

01:56:13.990 --> 01:56:15.233  
Thank you.

01:56:15.233 --> 01:56:16.150  
BROOKE MCKENNA: Great.

01:56:16.150 --> 01:56:17.050  
Thank you, Tom.

01:56:17.050 --> 01:56:19.060  
Next up is Ruth Allen.

01:56:19.060 --> 01:56:20.260  
Ruth, you have the floor.

01:56:20.260 --> 01:56:23.080  
Please unmute yourself.

01:56:23.080 --> 01:56:25.550  
AUDIENCE: Hi, thank you.

01:56:25.550 --> 01:56:27.380  
I know this is  
really controversial.

01:56:27.380 --> 01:56:32.570  
And I think everybody probably  
knows what my voice is.

01:56:32.570 --> 01:56:36.700  
But the bottom line is that we  
really need to have more input

01:56:36.700 --> 01:56:40.000  
up front before it's,  
well, this is the way it is

01:56:40.000 --> 01:56:42.730  
and this is what's  
going to happen.

01:56:42.730 --> 01:56:44.350  
The people, obviously,  
you're hearing

01:56:44.350 --> 01:56:47.260  
from small businesses and the  
people that have lived there

01:56:47.260 --> 01:56:48.110  
all their lives.

01:56:48.110 --> 01:56:50.860  
They were not put in,  
in the initial thing.

01:56:50.860 --> 01:56:56.050  
So Mr. Barr, I understand  
you have a certain deadline.

01:56:56.050 --> 01:56:57.790  
But the deadline  
should never have

01:56:57.790 --> 01:57:01.510  
been that you had to have  
this done by a certain time

01:57:01.510 --> 01:57:07.060  
without the input from the  
businesses from everybody else.

01:57:07.060 --> 01:57:08.920  
So I hope on the way--

01:57:08.920 --> 01:57:11.630  
the next grouping  
that's going to be done,

01:57:11.630 --> 01:57:13.660  
we don't hear, well,  
this is the way it is.

01:57:13.660 --> 01:57:14.800  
And this is all you have.

01:57:14.800 --> 01:57:17.410  
We'll hear your input and  
we'll tweak it a little bit,

01:57:17.410 --> 01:57:19.750  
but this is Cambridge.

01:57:19.750 --> 01:57:24.190  
We should have our say up  
front, not behind the scenes.

01:57:24.190 --> 01:57:24.880  
I thank you.

01:57:24.880 --> 01:57:27.530  
And I know how much work  
this was for all of you.

01:57:27.530 --> 01:57:28.640  
I appreciate it.

01:57:28.640 --> 01:57:30.813  
Have a good night.

01:57:30.813 --> 01:57:32.730  
BROOKE MCKENNA: Thanks

for your comment, Ruth.

01:57:32.730 --> 01:57:35.640  
Next up is Change Water Labs.

01:57:35.640 --> 01:57:36.720  
You have the floor.

01:57:36.720 --> 01:57:38.968  
Please unmute yourself.

01:57:38.968 --> 01:57:39.510  
AUDIENCE: Hi.

01:57:39.510 --> 01:57:41.340  
So I'm sorry, I  
didn't change my name.

01:57:41.340 --> 01:57:42.420  
It's Diana Yousef.

01:57:42.420 --> 01:57:44.940  
I'm a resident on  
Broadway and so I'm

01:57:44.940 --> 01:57:47.970  
looking ahead at what's going  
to be happening on Broadway.

01:57:47.970 --> 01:57:50.380  
So anecdotally I  
was driving around,

01:57:50.380 --> 01:57:54.360  
and I saw that many of the  
houses that have that bike lane

01:57:54.360 --> 01:57:58.660  
poster also have  
driveways and cars.

01:57:58.660 --> 01:58:02.280  
And I think that the people  
who live on the streets

01:58:02.280 --> 01:58:04.440  
where this is going  
to be targeted, there

01:58:04.440 --> 01:58:06.372  
are always going  
to be fewer of us.



01:58:06.372 --> 01:58:07.830  
And we're always  
going to have less

01:58:07.830 --> 01:58:10.950  
of a voice in this discussion  
versus all the other people who

01:58:10.950 --> 01:58:13.140  
want to come and use  
bike lanes on our street.

01:58:13.140 --> 01:58:14.010  
I'm a biker.

01:58:14.010 --> 01:58:16.560  
I'm a sustainability  
entrepreneur.

01:58:16.560 --> 01:58:21.630  
And I do support safety and  
climate change mitigation.

01:58:21.630 --> 01:58:24.750  
But there are people,  
especially people

01:58:24.750 --> 01:58:27.930  
who can't dial in  
on a Zoom, who don't

01:58:27.930 --> 01:58:30.690  
know about this meeting, who  
are working class families who

01:58:30.690 --> 01:58:33.810  
depend on cars and parking  
who can't participate

01:58:33.810 --> 01:58:35.130  
in this conversation.

01:58:35.130 --> 01:58:37.680  
And taking away their  
parking spots so

01:58:37.680 --> 01:58:41.010  
that people who have  
driveways can bike is unfair.

01:58:41.010 --> 01:58:43.730

01:58:43.730 --> 01:58:44.990  
BROOKE MCKENNA: Thank you.

01:58:44.990 --> 01:58:46.790  
Before we move on  
to the next person,

01:58:46.790 --> 01:58:49.310  
I just want to say that we're  
going to try to accommodate.

01:58:49.310 --> 01:58:50.690  
We're going to go  
a little over time

01:58:50.690 --> 01:58:52.790  
and try to accommodate  
everyone who has their hand

01:58:52.790 --> 01:58:55.970  
up now who hasn't  
already spoken.

01:58:55.970 --> 01:58:58.880  
So please hang in there  
with us if you can.

01:58:58.880 --> 01:59:01.760  
Next up is Sandy.

01:59:01.760 --> 01:59:02.730  
You have the floor.

01:59:02.730 --> 01:59:06.120  
Please unmute yourself.

01:59:06.120 --> 01:59:06.690  
AUDIENCE: Hi.

01:59:06.690 --> 01:59:08.970  
The goals and  
intentions I understand,

01:59:08.970 --> 01:59:13.650  
but the specifics of practical  
usability for the safety of all

01:59:13.650 --> 01:59:16.860  
the users is really  
not clear here to me

01:59:16.860 --> 01:59:19.080  
and not really specified.

01:59:19.080 --> 01:59:21.810  
For example, are  
buses able to pull up

01:59:21.810 --> 01:59:24.420  
the sidewalk at  
each bus stop or are

01:59:24.420 --> 01:59:28.590  
the buses crossing the bicycle  
lane to get to the sidewalk

01:59:28.590 --> 01:59:31.590  
or are the passengers  
crossing the bicycle lane?

01:59:31.590 --> 01:59:34.050  
If someone like me, a  
person with disabilities,

01:59:34.050 --> 01:59:38.400  
uses the MBTA the ride  
and needs to use the lift,

01:59:38.400 --> 01:59:41.340  
does the vehicle  
stop in that bus lane

01:59:41.340 --> 01:59:44.880  
and lower the lift  
into the bicycle lane?

01:59:44.880 --> 01:59:47.850  
Who has the right of way  
when a person is crossing

01:59:47.850 --> 01:59:52.270  
from that loading lane to the  
sidewalk crossing the bicycle

01:59:52.270 --> 01:59:52.770  
lanes?

01:59:52.770 --> 01:59:56.700  
How many accessible parking  
spaces have been removed?

01:59:56.700 --> 01:59:59.070

And how many are  
being relocated?

01:59:59.070 --> 02:00:03.300  
You showed a picture of  
Mass Avenue in Arlington

02:00:03.300 --> 02:00:06.630  
that has the bus lane close  
to the sidewalk and then

02:00:06.630 --> 02:00:08.700  
the protected bicycle lane.

02:00:08.700 --> 02:00:10.553  
Wouldn't that configuration--

02:00:10.553 --> 02:00:12.720  
BROOKE MCKENNA: Sandy,  
please wrap up your comments.

02:00:12.720 --> 02:00:13.262  
AUDIENCE: OK.

02:00:13.262 --> 02:00:16.830  
And I mean, is  
there a final plan?

02:00:16.830 --> 02:00:18.000  
I haven't seen it.

02:00:18.000 --> 02:00:22.030  
Is there a five year plan for  
a more Complete Streets design?

02:00:22.030 --> 02:00:22.530  
Usually--

02:00:22.530 --> 02:00:23.100  
BROOKE MCKENNA:  
Sandy, we're going

02:00:23.100 --> 02:00:24.810  
to have to move on  
to the next speaker.

02:00:24.810 --> 02:00:25.643  
AUDIENCE: Thank you.

02:00:25.643 --> 02:00:27.570  
I hope you--

02:00:27.570 --> 02:00:29.060  
BROOKE MCKENNA:  
Next up is Alison.

02:00:29.060 --> 02:00:30.367  
You have the floor.

02:00:30.367 --> 02:00:31.325  
Please unmute yourself.

02:00:31.325 --> 02:00:34.422

02:00:34.422 --> 02:00:35.380  
AUDIENCE: Hi, everyone.

02:00:35.380 --> 02:00:36.690  
My name is Alison Frieden.

02:00:36.690 --> 02:00:38.880  
I live in Union Square  
over in Somerville.

02:00:38.880 --> 02:00:42.793  
And I just wanted to say, every  
time bike lanes are added,

02:00:42.793 --> 02:00:44.460  
whether it's in  
Somerville or Cambridge,

02:00:44.460 --> 02:00:45.660  
we get the same arguments.

02:00:45.660 --> 02:00:48.450  
But I think whether you're  
driving a car, riding a bike,

02:00:48.450 --> 02:00:51.480  
people don't always  
follow every traffic law.

02:00:51.480 --> 02:00:56.310  
Believe you, me, I've seen  
both bicyclists and drivers

02:00:56.310 --> 02:00:58.770  
run red lights and go too fast.

02:00:58.770 --> 02:01:01.260  
Bicyclists don't want to be  
in the middle of car lanes.

02:01:01.260 --> 02:01:02.640  
I bike myself.

02:01:02.640 --> 02:01:04.258  
Cars don't want to be--

02:01:04.258 --> 02:01:06.300  
don't want bicyclists in  
the middle of car lanes.

02:01:06.300 --> 02:01:07.860  
I drive my car too.

02:01:07.860 --> 02:01:10.020  
We don't need the stress  
of driving and biking

02:01:10.020 --> 02:01:11.010  
in the same lane.

02:01:11.010 --> 02:01:13.740  
But we do need roads for  
every means of transportation

02:01:13.740 --> 02:01:16.740  
from bicyclists to car  
drivers, pedestrians,

02:01:16.740 --> 02:01:19.530  
parents with strollers,  
folks going to shops.

02:01:19.530 --> 02:01:24.120  
And yes, the elderly, we need  
them to be included as well.

02:01:24.120 --> 02:01:26.400  
If we want to make the  
streets safer for everyone

02:01:26.400 --> 02:01:29.190  
then after we install  
these bike lanes,

02:01:29.190 --> 02:01:32.250  
I suggest we install red  
light ticketing cameras,

02:01:32.250 --> 02:01:34.740  
install more turn  
signals, and have

02:01:34.740 --> 02:01:39.393  
police officers enforce the  
rules of the road for everyone.

02:01:39.393 --> 02:01:40.310  
BROOKE MCKENNA: Great.

02:01:40.310 --> 02:01:40.910  
Thank you.

02:01:40.910 --> 02:01:42.710  
Next up, Petro Sofio.

02:01:42.710 --> 02:01:43.882  
You have the floor.

02:01:43.882 --> 02:01:44.840  
Please unmute yourself.

02:01:44.840 --> 02:01:47.530

02:01:47.530 --> 02:01:48.130  
AUDIENCE: Hi.

02:01:48.130 --> 02:01:50.300  
Thank you for this  
opportunity to speak.

02:01:50.300 --> 02:01:52.330  
So I'm an Arlington  
High School student

02:01:52.330 --> 02:01:54.970  
and I use this  
corridor all the time

02:01:54.970 --> 02:01:57.820  
when I'm biking with friends  
to visit local businesses

02:01:57.820 --> 02:02:02.110  
and also when I go in to  
work in Boston and Cambridge.

02:02:02.110 --> 02:02:05.740  
Occasionally I also take the bus  
when the weather isn't as nice.

02:02:05.740 --> 02:02:08.320  
Personally, as a cyclist,

I always follow the laws.

02:02:08.320 --> 02:02:11.290

And I even stay in the  
dangerous bike lanes that

02:02:11.290 --> 02:02:13.870

currently exist on Mass Avenue.

02:02:13.870 --> 02:02:16.690

I've still had many close  
calls on this corridor.

02:02:16.690 --> 02:02:20.350

The new plan includes lifesaving  
measures such as a separated

02:02:20.350 --> 02:02:23.140

bike lane and signal  
phasing that separates bikes

02:02:23.140 --> 02:02:24.370

and turning cars.

02:02:24.370 --> 02:02:26.230

Separated bike lanes  
even without signals

02:02:26.230 --> 02:02:30.550

will help make the turn safer as  
they separate the turn radius.

02:02:30.550 --> 02:02:33.403

The bus lane is also very  
unique and will help me.

02:02:33.403 --> 02:02:35.320

More people will want  
to bike and take the bus

02:02:35.320 --> 02:02:36.820

when this project goes in.

02:02:36.820 --> 02:02:39.100

The concerns that people  
that live around here

02:02:39.100 --> 02:02:42.470

have are valid, but  
my concern is my life.

02:02:42.470 --> 02:02:44.318



I don't want to die  
in this corridor.

02:02:44.318 --> 02:02:46.360  
Thank you to the project  
team for their dedicated

02:02:46.360 --> 02:02:47.290  
work on this project.

02:02:47.290 --> 02:02:50.907

02:02:50.907 --> 02:02:51.990  
BROOKE MCKENNA: Thank you.

02:02:51.990 --> 02:02:55.190  
Next up is Michael Kimkima.

02:02:55.190 --> 02:02:57.050  
You have the floor.

02:02:57.050 --> 02:02:59.037  
Please unmute yourself.

02:02:59.037 --> 02:03:00.120  
AUDIENCE: Hi, I'm Michael.

02:03:00.120 --> 02:03:01.610  
I'm a resident of  
Harvey Street and I just

02:03:01.610 --> 02:03:03.443  
wanted to voice my  
support for this project.

02:03:03.443 --> 02:03:04.910  
I think it looks great.

02:03:04.910 --> 02:03:09.860  
Apart from the obvious benefits  
to cyclists and transit users,

02:03:09.860 --> 02:03:12.320  
I think this will be a great  
improvement for drivers

02:03:12.320 --> 02:03:13.940  
in the area too.

02:03:13.940 --> 02:03:16.970  
I think the jug handle

turn onto Cameron

02:03:16.970 --> 02:03:20.030  
is eliminating a very  
dangerous left-hand turn.

02:03:20.030 --> 02:03:22.040  
And the stop signs  
at Cedar and Harvey

02:03:22.040 --> 02:03:25.370  
will make getting into my  
neighborhood much safer.

02:03:25.370 --> 02:03:28.478  
It's currently a blind  
turn right there.

02:03:28.478 --> 02:03:30.020  
So I'm very excited  
for this project.

02:03:30.020 --> 02:03:31.130  
It's a long time coming.

02:03:31.130 --> 02:03:33.107  
And that's it.

02:03:33.107 --> 02:03:34.940  
BROOKE MCKENNA: Thank  
you for your comments.

02:03:34.940 --> 02:03:37.310  
Next up is Gene.

02:03:37.310 --> 02:03:39.230  
Gene, you have the floor.

02:03:39.230 --> 02:03:41.300  
Please unmute yourself.

02:03:41.300 --> 02:03:42.450  
AUDIENCE: Can you hear me?

02:03:42.450 --> 02:03:43.160  
Yeah?

02:03:43.160 --> 02:03:44.210  
BROOKE MCKENNA: Yes.

02:03:44.210 --> 02:03:47.750  
AUDIENCE: I'll tell everybody

a couple of concerns.

02:03:47.750 --> 02:03:50.600

One of them was actually  
the Cedar and Harvey.

02:03:50.600 --> 02:03:53.210

I was very concerned  
how safe that is.

02:03:53.210 --> 02:03:56.750

People don't know how  
to do a four-way stop.

02:03:56.750 --> 02:04:00.650

And to put that in there just  
adds to the dangers of that.

02:04:00.650 --> 02:04:07.670

I'm also concerned about sending  
trucks down residential loading

02:04:07.670 --> 02:04:13.750

zones for Magoun and Cameron.

02:04:13.750 --> 02:04:16.660

They should start the bus--

02:04:16.660 --> 02:04:20.800

I'm sorry, the protected bike  
lane right after City Paint

02:04:20.800 --> 02:04:22.960

so that they can use  
their loading zone

02:04:22.960 --> 02:04:25.000

and stay in business.

02:04:25.000 --> 02:04:29.800

And then the other concern  
I have is 15 minutes parking

02:04:29.800 --> 02:04:31.690

does not count as parking.

02:04:31.690 --> 02:04:34.780

Nobody's going to get a  
tattoo or go to the dentist

02:04:34.780 --> 02:04:37.730

or get their hair

cut in 15 minutes.

02:04:37.730 --> 02:04:40.452  
Thank you very  
much for your time.

02:04:40.452 --> 02:04:42.160  
BROOKE MCKENNA: Thanks  
for your comments.

02:04:42.160 --> 02:04:44.110  
Next up, Edward Faulkner.

02:04:44.110 --> 02:04:44.920  
You have the floor.

02:04:44.920 --> 02:04:45.878  
Please unmute yourself.

02:04:45.878 --> 02:04:48.262

02:04:48.262 --> 02:04:49.970  
AUDIENCE: Hi, my name  
is Edward Faulkner.

02:04:49.970 --> 02:04:52.130  
I want to thank the  
city staff for this plan

02:04:52.130 --> 02:04:54.410  
and the many months of  
communication and iteration

02:04:54.410 --> 02:04:56.510  
that went into it.

02:04:56.510 --> 02:04:58.730  
All of us are only  
temporarily able-bodied.

02:04:58.730 --> 02:05:01.130  
And many forms of  
disability will prevent us

02:05:01.130 --> 02:05:02.600  
from being able to safely drive.

02:05:02.600 --> 02:05:05.150  
And I want to be able to  
maintain my independence as I

02:05:05.150 --> 02:05:06.230  
age in this city.

02:05:06.230 --> 02:05:08.120  
That's why I want  
to see us prioritize

02:05:08.120 --> 02:05:10.010  
a world-class transit network.

02:05:10.010 --> 02:05:11.780  
I want to see us  
prioritize making

02:05:11.780 --> 02:05:14.570  
our streetscapes and our  
sidewalks ADA compliant.

02:05:14.570 --> 02:05:18.410  
And we need to push hard  
on a transit and street

02:05:18.410 --> 02:05:21.560  
network that doesn't require--

02:05:21.560 --> 02:05:25.460  
there's many forms  
of transportation

02:05:25.460 --> 02:05:27.500  
that give better  
independence to us

02:05:27.500 --> 02:05:30.950  
as we age once we lose  
our ability to drive.

02:05:30.950 --> 02:05:35.220  
So I really commend the city  
for prioritizing transit riders

02:05:35.220 --> 02:05:35.720  
in this.

02:05:35.720 --> 02:05:36.845  
I want to see more of that.

02:05:36.845 --> 02:05:39.380  
I want to see us continue to  
push on the city and the MBTA

02:05:39.380 --> 02:05:41.720

to make that service better  
and better and better

02:05:41.720 --> 02:05:44.160  
so that it truly provides  
a first class experience

02:05:44.160 --> 02:05:47.840  
and it's not just second  
class, poor service.

02:05:47.840 --> 02:05:49.282  
So thank you.

02:05:49.282 --> 02:05:50.990  
BROOKE MCKENNA: Thanks  
for your comments.

02:05:50.990 --> 02:05:52.928  
Next up is Eric Nugent.

02:05:52.928 --> 02:05:53.720  
You have the floor.

02:05:53.720 --> 02:05:54.678  
Please unmute yourself.

02:05:54.678 --> 02:05:59.640

02:05:59.640 --> 02:06:01.438  
AUDIENCE: Hello?

02:06:01.438 --> 02:06:02.730  
BROOKE MCKENNA: Go ahead, Eric.

02:06:02.730 --> 02:06:03.493  
We can hear you.

02:06:03.493 --> 02:06:04.410  
AUDIENCE: How are you?

02:06:04.410 --> 02:06:08.580  
Yes, I'm a lifelong Cambridge,  
fourth generation Cambridge

02:06:08.580 --> 02:06:09.180  
resident.

02:06:09.180 --> 02:06:12.600  
And I'm all for bike  
safety, absolutely,

02:06:12.600 --> 02:06:14.070  
because I do ride  
a bike sometimes.

02:06:14.070 --> 02:06:15.870  
But I mostly drive.

02:06:15.870 --> 02:06:18.780  
And there's things that I  
just cannot use a bike for.

02:06:18.780 --> 02:06:21.000  
I have two young children,  
an elderly mother,

02:06:21.000 --> 02:06:23.340  
and the bike lanes in  
place are basically

02:06:23.340 --> 02:06:26.760  
making that more difficult.  
The Western Ave set up

02:06:26.760 --> 02:06:28.188  
is very good.

02:06:28.188 --> 02:06:29.730  
I know that's a lot  
of work and money

02:06:29.730 --> 02:06:32.970  
to do that all over the city.

02:06:32.970 --> 02:06:35.630  
Also, cycling needs to be  
enforced and regulated.

02:06:35.630 --> 02:06:37.800  
We're putting all the  
support and finance

02:06:37.800 --> 02:06:39.900  
behind, basically,  
an unregulated mode

02:06:39.900 --> 02:06:40.980  
of transportation.

02:06:40.980 --> 02:06:44.220  
No license is required.

02:06:44.220 --> 02:06:46.050  
No taxes are paid  
on the vehicles.

02:06:46.050 --> 02:06:47.310  
And it is a vehicle.

02:06:47.310 --> 02:06:50.160  
You've got a 200 pound  
guy on a two wheeled bike

02:06:50.160 --> 02:06:54.210  
going 25, 30 miles an  
hour, that's dangerous.

02:06:54.210 --> 02:06:57.030  
Blowing stoplights.

02:06:57.030 --> 02:06:57.930  
Excuse me.

02:06:57.930 --> 02:06:58.740  
Stop signs.

02:06:58.740 --> 02:07:00.090  
I've seen it many times.

02:07:00.090 --> 02:07:04.050  
And my children have been almost  
hit many times in crosswalks.

02:07:04.050 --> 02:07:06.180  
So we need to think  
this out a little more

02:07:06.180 --> 02:07:08.790  
before we go bike lane crazy.

02:07:08.790 --> 02:07:10.637  
Thank you.

02:07:10.637 --> 02:07:11.970  
BROOKE MCKENNA: Thank you, Eric.

02:07:11.970 --> 02:07:13.890  
Next up is Steve Horner.

02:07:13.890 --> 02:07:15.042  
You have the floor.

02:07:15.042 --> 02:07:16.000  
Please unmute yourself.



02:07:16.000 --> 02:07:18.560

02:07:18.560 --> 02:07:19.560  
AUDIENCE: Hi, thank you.

02:07:19.560 --> 02:07:21.477  
My name is Steve Horner  
and I enthusiastically

02:07:21.477 --> 02:07:23.597  
support this  
project and the CSO.

02:07:23.597 --> 02:07:25.680  
There's been a lot of  
public comments on the plan.

02:07:25.680 --> 02:07:27.610  
And it's been going back  
nearly six years now,

02:07:27.610 --> 02:07:30.175  
so I'm really excited to  
finally see its implementation.

02:07:30.175 --> 02:07:32.550  
I think you've created a plan  
that accommodates everyone,

02:07:32.550 --> 02:07:36.270  
will revitalize business in the  
area, and overall make our city

02:07:36.270 --> 02:07:38.310  
much, much safer.

02:07:38.310 --> 02:07:40.710  
I especially like using the  
bus lanes as a loading zone

02:07:40.710 --> 02:07:41.588  
outside of rush hour.

02:07:41.588 --> 02:07:43.380  
One of the things I  
noticed is that there's

02:07:43.380 --> 02:07:46.410  
very little parking available  
at a lot of times on Mass Ave.

02:07:46.410 --> 02:07:49.320  
This causes a lot of cars  
and trucks to double park.

02:07:49.320 --> 02:07:52.440  
And this forces cyclists  
to merge into traffic

02:07:52.440 --> 02:07:54.600  
because we just have the  
painted lines on the side.

02:07:54.600 --> 02:07:56.640  
And we're merging into  
traffic with drivers

02:07:56.640 --> 02:08:00.360  
that are going sometimes 30, 40,  
or even faster, miles per hour.

02:08:00.360 --> 02:08:02.640  
It sounds like the combination  
of protected bike lanes

02:08:02.640 --> 02:08:04.230  
and loading zones  
will completely

02:08:04.230 --> 02:08:06.750  
abolish this problem, so  
I'm really excited about it.

02:08:06.750 --> 02:08:08.670  
Thank you for  
implementing a plan that

02:08:08.670 --> 02:08:10.860  
has been in the works  
for almost 30 years

02:08:10.860 --> 02:08:14.160  
across many different  
committees and vision plans.

02:08:14.160 --> 02:08:14.880  
I yield my time.

02:08:14.880 --> 02:08:16.445  
Thank you.

02:08:16.445 --> 02:08:17.820

BROOKE MCKENNA:

Thank you, Steve.

02:08:17.820 --> 02:08:19.590

Next up is Lena Webb.

02:08:19.590 --> 02:08:20.400

You have the floor.

02:08:20.400 --> 02:08:21.358

Please unmute yourself.

02:08:21.358 --> 02:08:24.378

02:08:24.378 --> 02:08:24.920

AUDIENCE: Hi.

02:08:24.920 --> 02:08:27.530

02:08:27.530 --> 02:08:31.700

Hi, I live off of Alewife Brook  
Parkway in West Somerville.

02:08:31.700 --> 02:08:36.860

And so my commute  
to Waltham starts

02:08:36.860 --> 02:08:38.960

at that intersection  
on Mass Ave.

02:08:38.960 --> 02:08:43.610

And I'm really  
excited to see this.

02:08:43.610 --> 02:08:47.760

And one of my  
"panicdotes", if you will,

02:08:47.760 --> 02:08:51.470

is the intersection of  
Mass Ave at Cameron.

02:08:51.470 --> 02:08:53.480

So I'm really glad to  
see this starting just

02:08:53.480 --> 02:08:56.282

before Cameron Ave because  
the wider turning radius

02:08:56.282 --> 02:08:57.740  
with a protected  
bike lane and also

02:08:57.740 --> 02:09:02.720  
the visibility from the bus lane  
is going to hopefully mitigate

02:09:02.720 --> 02:09:05.390  
those right hooks and  
left hooks that I've

02:09:05.390 --> 02:09:07.640  
had several close calls there.

02:09:07.640 --> 02:09:09.770  
So I'm really happy  
to see this project.

02:09:09.770 --> 02:09:12.590  
I'm really excited to  
see bus improvements.

02:09:12.590 --> 02:09:14.510  
I also ride the bus.

02:09:14.510 --> 02:09:16.940  
So I just want to thank  
the leadership and everyone

02:09:16.940 --> 02:09:20.682  
for these improvements.

02:09:20.682 --> 02:09:21.890  
BROOKE MCKENNA: Thanks, Lena.

02:09:21.890 --> 02:09:23.858  
Next up is Abigail Star.

02:09:23.858 --> 02:09:24.650  
You have the floor.

02:09:24.650 --> 02:09:25.608  
Please unmute yourself.

02:09:25.608 --> 02:09:28.607

02:09:28.607 --> 02:09:30.190  
AUDIENCE: Hi, my  
name is Abigail Star.

02:09:30.190 --> 02:09:32.110  
I live on Richard  
Ave just a few houses

02:09:32.110 --> 02:09:34.750  
from Mass Ave. I commute  
along the stretch of Mass Ave

02:09:34.750 --> 02:09:37.360  
with my kids pretty much  
every day, most often by bike,

02:09:37.360 --> 02:09:40.270  
and wanted to thank the city for  
putting these plans together.

02:09:40.270 --> 02:09:41.930  
I think the latest  
plans look great

02:09:41.930 --> 02:09:44.410  
and I can't wait for  
them to be installed.

02:09:44.410 --> 02:09:45.910  
Two weeks ago I  
rode the full length

02:09:45.910 --> 02:09:48.070  
of Mass Ave from Route  
16 to the Charles River

02:09:48.070 --> 02:09:49.690  
for the first time ever.

02:09:49.690 --> 02:09:51.800  
I've never felt comfortable  
doing that before.

02:09:51.800 --> 02:09:53.967  
But with the new bike lanes  
that have been installed

02:09:53.967 --> 02:09:56.633  
in many sections of Mass Ave,  
I found this ride to be amazing

02:09:56.633 --> 02:09:58.300  
and can't wait for  
the rest to be built.

02:09:58.300 --> 02:10:01.150

I have avoided visiting and  
shopping in Porter, Harvard,

02:10:01.150 --> 02:10:03.130

Central, and Kendall for  
years because there's

02:10:03.130 --> 02:10:06.340

too much traffic to go there by  
car, nowhere to park that car,

02:10:06.340 --> 02:10:08.830

and I just didn't feel  
safe going there by bike.

02:10:08.830 --> 02:10:11.090

Instead, I've been  
shopping in Arlington.

02:10:11.090 --> 02:10:13.270

But now that the bike  
infrastructure is actually

02:10:13.270 --> 02:10:15.310

being built along Mass  
Ave, I'm looking forward

02:10:15.310 --> 02:10:17.990

to many more trips by  
bike into Cambridge,

02:10:17.990 --> 02:10:21.010

which I've started doing more  
regularly now instead of going

02:10:21.010 --> 02:10:21.580

out of it.

02:10:21.580 --> 02:10:23.455

And I'm looking forward  
to taking those trips

02:10:23.455 --> 02:10:26.710

into Cambridge with my kids once  
the remaining separated bike

02:10:26.710 --> 02:10:28.532

lanes get built. So thank you.

02:10:28.532 --> 02:10:29.990

I hope this is

implemented quickly.

02:10:29.990 --> 02:10:31.750  
It's been hard not  
having the painted bike

02:10:31.750 --> 02:10:33.820  
lanes even in this  
section of Mass Ave

02:10:33.820 --> 02:10:35.680  
since the road was repaved.

02:10:35.680 --> 02:10:38.230  
So I hope this is  
implemented soon so

02:10:38.230 --> 02:10:41.170  
we have the bike infrastructure  
back and improved

02:10:41.170 --> 02:10:41.930  
on this section.

02:10:41.930 --> 02:10:43.060  
Thank you.

02:10:43.060 --> 02:10:44.810  
BROOKE MCKENNA: Great,  
thank you, Abigail.

02:10:44.810 --> 02:10:46.810  
Next up is Matthew Goldstein.

02:10:46.810 --> 02:10:47.650  
You have the floor.

02:10:47.650 --> 02:10:50.018  
Please unmute yourself.

02:10:50.018 --> 02:10:50.560  
AUDIENCE: Hi.

02:10:50.560 --> 02:10:53.095  
Thank you.

02:10:53.095 --> 02:10:56.140  
I live on Clarendon Ave  
right off of Mass Ave

02:10:56.140 --> 02:11:00.550  
just a few houses down, right

in the middle of the project.

02:11:00.550 --> 02:11:04.550

And I'm a very enthusiastic  
supporter of the project.

02:11:04.550 --> 02:11:09.700

So I also want to thank the city  
staff for a well communicated,

02:11:09.700 --> 02:11:12.070

well thought out plan.

02:11:12.070 --> 02:11:14.350

One of the things I'm  
particularly excited about

02:11:14.350 --> 02:11:16.540

is just the sort  
of slower traffic.

02:11:16.540 --> 02:11:22.150

I have two, a 12-year-old  
and a 10-year-old son,

02:11:22.150 --> 02:11:23.950

who cross Mass Ave every day.

02:11:23.950 --> 02:11:30.040

And the speed of traffic  
on Mass Ave, often drivers

02:11:30.040 --> 02:11:32.950

don't see my boys  
crossing the street.

02:11:32.950 --> 02:11:40.630

So I'm excited for that aspect  
of making Mass Ave safer.

02:11:40.630 --> 02:11:45.250

Thanks again to city  
staff for a great project.

02:11:45.250 --> 02:11:46.583

Thank you.

02:11:46.583 --> 02:11:47.500

BROOKE MCKENNA: Great.

02:11:47.500 --> 02:11:48.667

Thank you for your comments.



02:11:48.667 --> 02:11:49.870  
Next up is Joan.

02:11:49.870 --> 02:11:50.727  
You have the floor.

02:11:50.727 --> 02:11:51.685  
Please unmute yourself.

02:11:51.685 --> 02:12:04.760

02:12:04.760 --> 02:12:05.990  
Joan, you have the floor.

02:12:05.990 --> 02:12:07.790  
If you're speaking,  
we can't hear you.

02:12:07.790 --> 02:12:21.630

02:12:21.630 --> 02:12:26.040  
Joan, it doesn't seem like  
your connection is working.

02:12:26.040 --> 02:12:30.180  
We're going to have to  
move on to the next person.

02:12:30.180 --> 02:12:32.970  
Next up is Tali Fried.

02:12:32.970 --> 02:12:33.840  
You have the floor.

02:12:33.840 --> 02:12:35.048  
Go ahead and unmute yourself.

02:12:35.048 --> 02:12:37.470

02:12:37.470 --> 02:12:39.128  
AUDIENCE: Hello,  
can you hear me?

02:12:39.128 --> 02:12:40.170  
BROOKE MCKENNA: Go ahead.

02:12:40.170 --> 02:12:41.880  
We can hear you.

02:12:41.880 --> 02:12:42.920  
AUDIENCE: Hi.

02:12:42.920 --> 02:12:45.830  
I'm a resident of  
North Cambridge.

02:12:45.830 --> 02:12:52.070  
And I work in Cambridge  
also at a small business run

02:12:52.070 --> 02:12:54.110  
by people I really care about.

02:12:54.110 --> 02:13:00.830  
And I just am another voice  
concerned about the impact

02:13:00.830 --> 02:13:02.630  
to small businesses.

02:13:02.630 --> 02:13:08.600  
I'm curious if this plan  
goes through in every section

02:13:08.600 --> 02:13:11.450  
of Mass Ave, what are  
the metrics of measuring

02:13:11.450 --> 02:13:16.280  
its success or its  
negative impact?

02:13:16.280 --> 02:13:20.660  
Because I do think  
businesses are already

02:13:20.660 --> 02:13:22.190  
suffering because of it.

02:13:22.190 --> 02:13:26.060  
And like other people  
said, it's prioritizing

02:13:26.060 --> 02:13:29.840  
people who are able to ride  
bikes over everybody else.

02:13:29.840 --> 02:13:32.360  
And that's pretty much  
the end of my comment.

02:13:32.360 --> 02:13:35.000  
Thank you.

02:13:35.000 --> 02:13:36.560  
BROOKE MCKENNA: Thank you, Tali.

02:13:36.560 --> 02:13:40.020  
We have one last person  
who had their hands raised

02:13:40.020 --> 02:13:41.270  
when we made the announcement.

02:13:41.270 --> 02:13:45.320  
So next and final speaker  
will be Cynthia Hughes.

02:13:45.320 --> 02:13:48.770  
If you still had  
questions, please

02:13:48.770 --> 02:13:53.150  
feel free to email or  
call us separately.

02:13:53.150 --> 02:13:54.510  
Cynthia, you have the floor.

02:13:54.510 --> 02:13:57.210  
Please unmute yourself.

02:13:57.210 --> 02:14:00.240  
AUDIENCE: Hi, I work at  
Fast Phil's in Cambridge.

02:14:00.240 --> 02:14:02.305  
And I have not once  
heard anybody talk

02:14:02.305 --> 02:14:03.930  
about the bike path,  
the beautiful bike

02:14:03.930 --> 02:14:07.290  
path that is right behind this  
entire stretch from Alewife

02:14:07.290 --> 02:14:08.220  
to Dudley.

02:14:08.220 --> 02:14:09.420

So that's one comment.

02:14:09.420 --> 02:14:10.950  
That's used all the time.

02:14:10.950 --> 02:14:11.910  
I don't understand.

02:14:11.910 --> 02:14:13.470  
Is that going to not be used?

02:14:13.470 --> 02:14:16.590  
Number two is, I walked out  
our barbershop three times

02:14:16.590 --> 02:14:19.652  
and counted every spot from  
every single inch of this spot

02:14:19.652 --> 02:14:21.360  
that they're going to  
do this on and they

02:14:21.360 --> 02:14:23.370  
said they're taking 40 spots.

02:14:23.370 --> 02:14:25.210  
They're taking 82 spots.

02:14:25.210 --> 02:14:27.120  
Third, I have to  
commute to the city.

02:14:27.120 --> 02:14:28.740  
I can't afford to  
live in Cambridge.

02:14:28.740 --> 02:14:29.910  
I have to commute.

02:14:29.910 --> 02:14:31.447  
I have no place to  
park now either.

02:14:31.447 --> 02:14:33.030  
So we can't run a  
business, obviously,

02:14:33.030 --> 02:14:34.500  
if we can't park ourselves.

02:14:34.500 --> 02:14:37.690

But this is drastically  
going to kill our business.

02:14:37.690 --> 02:14:40.200  
As a matter of fact, we're  
going to have to find a spot,

02:14:40.200 --> 02:14:41.280  
I'm sure.

02:14:41.280 --> 02:14:43.800  
We have 75% of our  
customers drive

02:14:43.800 --> 02:14:45.900  
to our shop to get a haircut.

02:14:45.900 --> 02:14:49.050  
People don't come up to  
that direction of Cambridge

02:14:49.050 --> 02:14:50.620  
walking by for no reason.

02:14:50.620 --> 02:14:53.520  
It's not like it's [AUDIO OUT]  
They come, they get

02:14:53.520 --> 02:14:55.020  
their haircut, and they leave.

02:14:55.020 --> 02:14:58.980  
We didn't even get  
a handicapped spot.

02:14:58.980 --> 02:15:02.158  
I have 22 people right off  
the top of my head that--

02:15:02.158 --> 02:15:03.450  
I've been taking names lately--

02:15:03.450 --> 02:15:04.283  
that have handicaps.

02:15:04.283 --> 02:15:06.838  
BROOKE MCKENNA: Cynthia,  
please wrap up your comments.

02:15:06.838 --> 02:15:07.380  
AUDIENCE: OK.

02:15:07.380 --> 02:15:09.750  
There's no place for a  
handicapped to park anywhere.

02:15:09.750 --> 02:15:11.160  
You're taking 84 spots--

02:15:11.160 --> 02:15:13.980  
82 spots, and giving us about  
12 in a seven block radius.

02:15:13.980 --> 02:15:14.950  
Not fair.

02:15:14.950 --> 02:15:17.040  
You're going to  
kill our businesses.

02:15:17.040 --> 02:15:20.530  
Nobody seems to listen to  
us or told us about it.

02:15:20.530 --> 02:15:21.030  
Nobody--

02:15:21.030 --> 02:15:21.780  
BROOKE MCKENNA:  
Thank you, Cynthia.

02:15:21.780 --> 02:15:22.410  
Thank you.

02:15:22.410 --> 02:15:25.830

02:15:25.830 --> 02:15:26.330  
OK.

02:15:26.330 --> 02:15:27.930  
Thank you everyone.

02:15:27.930 --> 02:15:31.070  
I'm glad we were able to get  
through most of the people who

02:15:31.070 --> 02:15:33.020  
wanted to speak.

02:15:33.020 --> 02:15:38.240  
And again, for anyone who raised  
their hand after we had closed

02:15:38.240 --> 02:15:42.350  
the comment period, please  
feel free to call us or send us

02:15:42.350 --> 02:15:43.995  
your comments via email.

02:15:43.995 --> 02:15:45.620  
Right now I'm just  
going to pass things

02:15:45.620 --> 02:15:50.000  
back to Joe Barr for  
some closing comments.

02:15:50.000 --> 02:15:50.750  
JOSEPH BARR: Sure.

02:15:50.750 --> 02:15:51.920  
Thank you, Brooke.

02:15:51.920 --> 02:15:54.560  
And thanks to  
everyone who attended.

02:15:54.560 --> 02:15:58.220  
I think at the peak, we  
had over 200 folks in Zoom

02:15:58.220 --> 02:16:04.790  
and certainly over 60 or 70  
folks who provided comments

02:16:04.790 --> 02:16:06.300  
during the session.

02:16:06.300 --> 02:16:08.930  
So we appreciate  
all that feedback.

02:16:08.930 --> 02:16:11.240  
I did want to try to  
just quickly answer

02:16:11.240 --> 02:16:12.890  
a few kind of very  
simple questions.

02:16:12.890 --> 02:16:17.160  
We obviously can't answer  
all of the questions.

02:16:17.160 --> 02:16:19.970  
But there were a few that were  
just very straightforward, kind

02:16:19.970 --> 02:16:21.470  
of clarification questions.

02:16:21.470 --> 02:16:23.840  
And I'm just going to run  
through a couple of points

02:16:23.840 --> 02:16:27.743  
just to make sure  
or try to provide

02:16:27.743 --> 02:16:28.910  
some additional information.

02:16:28.910 --> 02:16:32.299  
But as Brooke said, if you  
have additional comments

02:16:32.299 --> 02:16:35.420  
or want to provide  
additional feedback,

02:16:35.420 --> 02:16:38.330  
Andreas's contact  
information is on the screen.

02:16:38.330 --> 02:16:41.959  
And we are trying to take into  
account all the feedback we

02:16:41.959 --> 02:16:45.889  
received, whether it's  
email, voicemail, discussions

02:16:45.889 --> 02:16:48.680  
on the street of this meeting  
or anything else that we

02:16:48.680 --> 02:16:51.690  
hear from folks.

02:16:51.690 --> 02:16:55.820  
So one question came up  
about accessing loading zones

02:16:55.820 --> 02:17:01.219  
because u-turns are generally  
not allowed for safety



02:17:01.219 --> 02:17:02.900  
and operational  
reasons on Mass Ave.

02:17:02.900 --> 02:17:07.129  
And I think as drivers often  
have to do now to access

02:17:07.129 --> 02:17:11.870  
their destinations  
or they're loading--

02:17:11.870 --> 02:17:14.360  
the closest, excuse  
me, loading zone.

02:17:14.360 --> 02:17:18.084  
People are-- truck drivers  
often have to figure out

02:17:18.084 --> 02:17:19.459  
a route that takes  
them down Mass

02:17:19.459 --> 02:17:23.082  
Ave in the correct direction  
so that they're able to access

02:17:23.082 --> 02:17:23.790  
the loading zone.

02:17:23.790 --> 02:17:26.100  
So I think we'll continue  
to see that happening.

02:17:26.100 --> 02:17:28.070  
And I think it's often--

02:17:28.070 --> 02:17:31.549  
people think of the  
vehicle as arriving

02:17:31.549 --> 02:17:33.049  
from a singular  
direction and that's

02:17:33.049 --> 02:17:34.174  
the only way it can arrive.

02:17:34.174 --> 02:17:35.840  
But I think as

many of us do when

02:17:35.840 --> 02:17:38.181  
we know we're headed  
to a specific location,

02:17:38.181 --> 02:17:40.639  
specific side of the street,  
we may adjust our route of how

02:17:40.639 --> 02:17:43.969  
we get there so that we arrive  
facing in the right direction.

02:17:43.969 --> 02:17:46.610  
And trucks will do that as  
well, particularly given

02:17:46.610 --> 02:17:50.900  
some of the more challenging  
turns they have to make

02:17:50.900 --> 02:17:53.160  
and certain turns  
they can't make.

02:17:53.160 --> 02:17:56.059  
So that's one  
question that came up.

02:17:56.059 --> 02:17:57.530  
There was a very  
specific question

02:17:57.530 --> 02:18:01.459  
about the parking on College  
Park Avenue with regards

02:18:01.459 --> 02:18:03.120  
to City Paint.

02:18:03.120 --> 02:18:06.200  
I just wanted to clarify  
that those spaces were

02:18:06.200 --> 02:18:10.250  
requested by the Boston Dog  
Company, doggie daycare,

02:18:10.250 --> 02:18:11.360  
I guess.

02:18:11.360 --> 02:18:15.830  
And City Paint will have  
spaces on Magoun Street

02:18:15.830 --> 02:18:18.020  
closer to their location.

02:18:18.020 --> 02:18:20.180  
There were a number of  
comments and questions

02:18:20.180 --> 02:18:23.840  
about enforcement for cyclists.

02:18:23.840 --> 02:18:29.420  
And obviously, as was referred  
to by a number of commenters,

02:18:29.420 --> 02:18:36.080  
I think almost all street  
users could or sometimes don't

02:18:36.080 --> 02:18:38.570  
follow traffic laws  
that we would like to.

02:18:38.570 --> 02:18:41.629  
So whether it's cars or  
people driving cars or people

02:18:41.629 --> 02:18:44.900  
riding bikes, people  
walking, there

02:18:44.900 --> 02:18:47.450  
are things we'd like to  
see people do better with.

02:18:47.450 --> 02:18:50.209  
The police department obviously  
has many different priorities,

02:18:50.209 --> 02:18:52.370  
but they do have a  
traffic enforcement unit

02:18:52.370 --> 02:18:54.440  
that we work very closely with.

02:18:54.440 --> 02:18:58.520  
And they try their hardest  
to do the best they can

02:18:58.520 --> 02:19:01.129  
in terms of  
enforcement, while also

02:19:01.129 --> 02:19:02.840  
being respectful of  
local communities

02:19:02.840 --> 02:19:06.709  
and trying to manage the impact  
that enforcement can have.

02:19:06.709 --> 02:19:09.500  
But one of the things that we  
do work with them to look at

02:19:09.500 --> 02:19:12.200  
is the percentage  
of citations that

02:19:12.200 --> 02:19:17.090  
are issued to cyclists versus  
the general usage of cycling

02:19:17.090 --> 02:19:18.590  
or other modes of  
transportation.

02:19:18.590 --> 02:19:22.190  
And most of the  
recent years there,

02:19:22.190 --> 02:19:24.650  
cyclists citation data  
or the number of tickets

02:19:24.650 --> 02:19:27.230  
issued a cyclist is  
somewhere in the 8% to 10%

02:19:27.230 --> 02:19:29.389  
of all the violations  
they issue.

02:19:29.389 --> 02:19:33.469  
And that's not that dissimilar  
on a citywide average

02:19:33.469 --> 02:19:37.160  
to the number of people who  
are at least commuting by bike.

02:19:37.160 --> 02:19:40.400  
And so there's no  
way to be certain.

02:19:40.400 --> 02:19:42.150  
And there's no way for  
this to be perfect,

02:19:42.150 --> 02:19:45.260  
but they are trying  
to keep that in mind

02:19:45.260 --> 02:19:48.350  
and really focus on  
the types of violations

02:19:48.350 --> 02:19:51.670  
that are causing danger both  
to cyclists and other users.

02:19:51.670 --> 02:19:53.510  
So whether that's  
red light running,

02:19:53.510 --> 02:19:56.870  
not using lights at  
night, running stop signs.

02:19:56.870 --> 02:20:00.380  
So really not just going after  
people for the sake of it,

02:20:00.380 --> 02:20:02.690  
but really looking for  
the types of violations

02:20:02.690 --> 02:20:05.240  
that can be harmful  
to others and cyclists

02:20:05.240 --> 02:20:07.550  
can also get education  
along the way

02:20:07.550 --> 02:20:10.640  
to make sure that cyclists  
are given better information

02:20:10.640 --> 02:20:11.630  
about the expectation.

02:20:11.630 --> 02:20:13.610  
Because as was  
referred to, cyclists

02:20:13.610 --> 02:20:16.445  
are expected to follow  
all traffic rules.

02:20:16.445 --> 02:20:19.280

02:20:19.280 --> 02:20:20.780  
So there were a  
number of questions

02:20:20.780 --> 02:20:25.670  
about parking for folks with  
disabilities or accessible

02:20:25.670 --> 02:20:26.900  
parking.

02:20:26.900 --> 02:20:30.830  
There are not currently any  
accessible parking spaces

02:20:30.830 --> 02:20:32.270  
on Mass Ave in this stretch.

02:20:32.270 --> 02:20:35.820  
So as we move or as  
you remove the parking,

02:20:35.820 --> 02:20:39.140  
we're not removing any  
accessible parking spaces

02:20:39.140 --> 02:20:40.820  
that currently exist.

02:20:40.820 --> 02:20:43.880  
That said, accessible parking  
is a really important part

02:20:43.880 --> 02:20:46.310  
of what we do as a department.

02:20:46.310 --> 02:20:52.280  
And so as we look at this  
project once it's implemented

02:20:52.280 --> 02:20:55.307

and we can continue  
to make adjustments.

02:20:55.307 --> 02:20:57.140  
One of the benefits of  
a quick-build project

02:20:57.140 --> 02:20:59.180  
is that if we need  
to change something,

02:20:59.180 --> 02:21:00.830  
we've not built  
something permanently.

02:21:00.830 --> 02:21:03.530  
We can learn what is  
maybe not working as well

02:21:03.530 --> 02:21:06.290  
and try to make adjustments  
within the overall goals

02:21:06.290 --> 02:21:07.050  
of the project.

02:21:07.050 --> 02:21:08.425  
And so if it turns  
out that there

02:21:08.425 --> 02:21:12.530  
is a need for accessible  
parking on some of the side

02:21:12.530 --> 02:21:14.990  
street locations that  
we need to accommodate,

02:21:14.990 --> 02:21:17.360  
and we know that obviously  
there's impacts associated

02:21:17.360 --> 02:21:18.860  
with that, then  
that becomes a need,

02:21:18.860 --> 02:21:21.750  
we can certainly look at that.

02:21:21.750 --> 02:21:24.260  
So I think we are open to  
those kinds of changes,

02:21:24.260 --> 02:21:27.470  
even after the project  
is initially implemented.

02:21:27.470 --> 02:21:30.920  
There was a question  
about the bus lane

02:21:30.920 --> 02:21:33.080  
and why it couldn't be  
up against the curb,

02:21:33.080 --> 02:21:36.080  
and then the bike  
lane outside of that

02:21:36.080 --> 02:21:39.290  
like the photo from the  
Arlington pilot showed.

02:21:39.290 --> 02:21:42.470  
And although that is a  
configuration you see there,

02:21:42.470 --> 02:21:48.098  
it would not be providing  
separation for cyclists.

02:21:48.098 --> 02:21:49.640  
Although there was--  
in that picture,

02:21:49.640 --> 02:21:51.110  
there were traffic cones.

02:21:51.110 --> 02:21:52.730  
That was a temporary  
arrangement that

02:21:52.730 --> 02:21:56.570  
was during initial  
testing of that lane.

02:21:56.570 --> 02:21:58.610  
If you travel in  
East Arlington now,

02:21:58.610 --> 02:22:01.020  
you will not see  
those cones anymore.



02:22:01.020 --> 02:22:03.890

And so that type  
of configuration

02:22:03.890 --> 02:22:07.220

doesn't provide the type of  
separation that we want to see,

02:22:07.220 --> 02:22:11.120

and also that is required  
under the ordinance.

02:22:11.120 --> 02:22:14.180

And then I think the  
last question-- well,

02:22:14.180 --> 02:22:17.970

there were a couple of  
questions about turning crashes,

02:22:17.970 --> 02:22:19.470

so right hook and  
left hook crashes,

02:22:19.470 --> 02:22:21.110

which like Andreas  
said, are some

02:22:21.110 --> 02:22:24.260

of the most frequent that  
we see on this corridor

02:22:24.260 --> 02:22:27.710

as well as around the city.

02:22:27.710 --> 02:22:29.810

And there is a good  
amount of research

02:22:29.810 --> 02:22:32.780

now on separated bicycle lanes,  
both locally in the region

02:22:32.780 --> 02:22:34.400

and nationally.

02:22:34.400 --> 02:22:39.830

And they do-- it does show  
pretty strongly that there

02:22:39.830 --> 02:22:44.090

is a reduction in all types

of crashes between vehicles

02:22:44.090 --> 02:22:48.020  
and bicyclists, including those  
type of hook returning crashes.

02:22:48.020 --> 02:22:51.980  
And part of the reason for that  
is the additional separation

02:22:51.980 --> 02:22:55.670  
does provide for better  
visibility and safe distances

02:22:55.670 --> 02:22:58.362  
as the vehicles are turning,  
as well as for cyclists

02:22:58.362 --> 02:22:59.570  
approaching the intersection.

02:22:59.570 --> 02:23:02.480  
So although I do  
hear the concern

02:23:02.480 --> 02:23:06.980  
about that additional separation  
potentially being problematic,

02:23:06.980 --> 02:23:08.660  
it turns out the research--

02:23:08.660 --> 02:23:11.360  
and this is not just one  
study, but multiple studies--

02:23:11.360 --> 02:23:14.240  
shows that it does  
improve that safety

02:23:14.240 --> 02:23:17.030  
and provides additional  
opportunities for cars

02:23:17.030 --> 02:23:20.990  
to stop and yield before  
they reach a cyclist.

02:23:20.990 --> 02:23:24.470  
So like I said, there are  
many, many other comments.

02:23:24.470 --> 02:23:26.210  
Like I said, we can't  
answer all of them.

02:23:26.210 --> 02:23:28.580  
Many of them would take  
much longer to get to.

02:23:28.580 --> 02:23:32.600  
So I just wanted to try to  
provide as much information

02:23:32.600 --> 02:23:35.360  
as we could just to clarify  
a few questions that came up

02:23:35.360 --> 02:23:38.720  
along the way that seemed like  
we could just quickly answer

02:23:38.720 --> 02:23:39.810  
those.

02:23:39.810 --> 02:23:43.190  
So I guess what I wanted to talk  
about next before we close up--

02:23:43.190 --> 02:23:45.800  
and I appreciate folks staying  
with us a little later than

02:23:45.800 --> 02:23:48.920  
the original meeting time--

02:23:48.920 --> 02:23:50.930  
is just what comes next.

02:23:50.930 --> 02:23:55.010  
Because we are listening  
and did listen, obviously,

02:23:55.010 --> 02:23:57.680  
to everything that  
was said this evening.

02:23:57.680 --> 02:23:59.630  
As Andreas said in  
the presentation,

02:23:59.630 --> 02:24:01.670  
we have heard a lot over  
the last few months,

02:24:01.670 --> 02:24:05.210  
and tried as much as we can to  
integrate that those changes

02:24:05.210 --> 02:24:07.760  
into the plans.

02:24:07.760 --> 02:24:11.990  
Which as Andreas said,  
don't include everything

02:24:11.990 --> 02:24:15.080  
that everyone wants because  
like the city manager said

02:24:15.080 --> 02:24:18.170  
at the outset, there's  
physical constraints.

02:24:18.170 --> 02:24:20.930  
There's safety concerns,  
public safety concerns,

02:24:20.930 --> 02:24:22.860  
that we have to address.

02:24:22.860 --> 02:24:24.983  
And so we tried  
as much as we can,

02:24:24.983 --> 02:24:26.900  
and we will continue to  
try as much as we can,

02:24:26.900 --> 02:24:32.750  
to get the improvements to be as  
close to what people are asking

02:24:32.750 --> 02:24:35.300  
for as possible, acknowledging  
that we can't make it

02:24:35.300 --> 02:24:36.755  
perfect for every single user.

02:24:36.755 --> 02:24:38.630  
The street only has a  
certain amount of space

02:24:38.630 --> 02:24:42.030  
and there's only so

much we can fit into it.

02:24:42.030 --> 02:24:44.480  
So I think the--

02:24:44.480 --> 02:24:50.800  
as I stated earlier  
in the presentation,

02:24:50.800 --> 02:24:54.880  
our intent is to move forward  
with this project this fall.

02:24:54.880 --> 02:24:57.437  
We are going to sit  
down, now that we've

02:24:57.437 --> 02:24:59.770  
heard all this feedback as  
well as any other feedback we

02:24:59.770 --> 02:25:02.778  
receive by email and phone  
calls, and figure out,

02:25:02.778 --> 02:25:04.570  
are there further  
changes that we can make.

02:25:04.570 --> 02:25:07.150  
Are there further adjustments  
and improvements and tweaks

02:25:07.150 --> 02:25:09.653  
we can make to do this?

02:25:09.653 --> 02:25:11.320  
But I do think it's  
important to go back

02:25:11.320 --> 02:25:13.390  
to the point that was made--

02:25:13.390 --> 02:25:15.520  
that I made earlier  
on, which is that if we

02:25:15.520 --> 02:25:19.660  
are to keep in line with the  
requirements of the ordinance,

02:25:19.660 --> 02:25:24.160

then we do need to move this  
project forward soon before we

02:25:24.160 --> 02:25:27.520  
get into the colder  
weather of the winter.

02:25:27.520 --> 02:25:31.330  
Otherwise there needs to  
be some sort of relief

02:25:31.330 --> 02:25:33.190  
in terms of what  
the ordinance states

02:25:33.190 --> 02:25:36.370  
and that's not something that  
either myself or the city

02:25:36.370 --> 02:25:38.690  
manager can make  
happen on our own.

02:25:38.690 --> 02:25:42.095  
So I don't want to  
presuppose where folks

02:25:42.095 --> 02:25:43.220  
might want to go with that.

02:25:43.220 --> 02:25:46.640  
But again, as it  
stands right now,

02:25:46.640 --> 02:25:50.620  
without any further changes  
or amendments to the ordinance

02:25:50.620 --> 02:25:53.140  
since the ones that  
took place last year,

02:25:53.140 --> 02:25:56.710  
we have a schedule that  
we need to stick to.

02:25:56.710 --> 02:25:59.980  
And that's what we're  
planning to move forward with.

02:25:59.980 --> 02:26:02.620  
I also just wanted

to quickly mention

02:26:02.620 --> 02:26:05.115  
we did have a few city  
councilors who listened in

02:26:05.115 --> 02:26:07.240  
to the meeting and just  
wanted to mention that they

02:26:07.240 --> 02:26:09.130  
were on with us this evening.

02:26:09.130 --> 02:26:12.070  
And I think may not have  
spoken because they wanted

02:26:12.070 --> 02:26:16.580  
to be giving the community the  
opportunity for their comments.

02:26:16.580 --> 02:26:18.220  
And if I've miss  
someone, I apologize,

02:26:18.220 --> 02:26:20.920  
but I know that Patty Nolan,  
Dennis Carlone, and Marc

02:26:20.920 --> 02:26:25.390  
McGovern were with us for  
all of prior to the meeting.

02:26:25.390 --> 02:26:27.925  
And apologies if I  
left someone out who

02:26:27.925 --> 02:26:29.050  
I couldn't see in the Zoom.

02:26:29.050 --> 02:26:33.240  
If anyone's ever tried to scroll  
through a list of a couple

02:26:33.240 --> 02:26:36.190  
of people on a list  
of Zoom attendees,

02:26:36.190 --> 02:26:37.700  
it's not the  
easiest thing to do.

02:26:37.700 --> 02:26:41.060  
So it's entirely possible that  
I missed someone along the way.

02:26:41.060 --> 02:26:43.240  
But anyway, that's where  
we're at as of today.

02:26:43.240 --> 02:26:46.670  
We, again, appreciate  
the feedback.

02:26:46.670 --> 02:26:49.420  
We appreciate people staying  
with us, like I said,

02:26:49.420 --> 02:26:52.930  
for 2 and 1/2 hours to listen  
in and provide their comments.

02:26:52.930 --> 02:26:55.840  
We are taking what you  
say very seriously,

02:26:55.840 --> 02:26:58.480  
even if, as Andreas  
and I both mentioned,

02:26:58.480 --> 02:27:01.382  
we can't necessarily  
do everything

02:27:01.382 --> 02:27:02.590  
that you would like us to do.

02:27:02.590 --> 02:27:03.753  
But we are listening.

02:27:03.753 --> 02:27:05.170  
We are hearing  
what you're saying.

02:27:05.170 --> 02:27:08.110  
And we are trying to  
respond as much as we can

02:27:08.110 --> 02:27:09.590  
and make changes to the plan.

02:27:09.590 --> 02:27:13.420  
So again, we'll be sitting  
down in the next few days,



02:27:13.420 --> 02:27:18.250  
figuring out what we heard  
we can make changes based on

02:27:18.250 --> 02:27:19.870  
and tweak things.

02:27:19.870 --> 02:27:21.760  
And as I said, we  
will also continue

02:27:21.760 --> 02:27:25.090  
to listen even once the  
project is implemented.

02:27:25.090 --> 02:27:27.700  
Certain elements like painting  
the street, once they're done,

02:27:27.700 --> 02:27:30.820  
they're hard to change until  
those markings wear out.

02:27:30.820 --> 02:27:32.470  
Other things like  
parking regulations,

02:27:32.470 --> 02:27:36.910  
again, if we see something  
that can be changed that works,

02:27:36.910 --> 02:27:39.940  
we can change those a  
little bit more flexibly.

02:27:39.940 --> 02:27:42.070  
So this is not a,  
OK, now we're done

02:27:42.070 --> 02:27:44.170  
and you'll never  
hear from us again.

02:27:44.170 --> 02:27:47.470  
We'll continue to be  
engaged on the corridor

02:27:47.470 --> 02:27:49.390  
and be listening  
to what folks have

02:27:49.390 --> 02:27:51.700  
to say throughout  
the implementation

02:27:51.700 --> 02:27:54.130  
and operation of this project.

02:27:54.130 --> 02:27:57.770  
So again, appreciate  
everyone's input and feedback.

02:27:57.770 --> 02:28:00.640  
Thank you to all the city  
staff and the city manager

02:28:00.640 --> 02:28:03.410  
and city councilors who  
participated or listened

02:28:03.410 --> 02:28:07.270  
in this evening and helped  
us with managing the meeting.

02:28:07.270 --> 02:28:11.260  
And we will be providing  
additional updates

02:28:11.260 --> 02:28:12.820  
through our website  
and other means

02:28:12.820 --> 02:28:15.500  
as soon as we have additional  
information to share.

02:28:15.500 --> 02:28:17.270  
So thank you very much.

02:28:17.270 --> 02:28:19.110  
Have a good evening.

02:28:19.110 --> 02:28:28.000