

City of Cambridge
Community Development Department

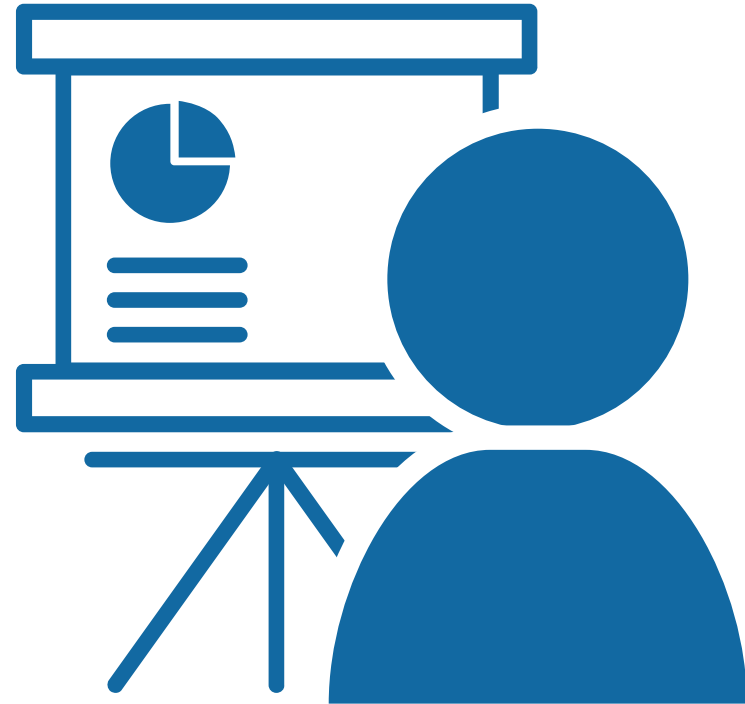
Bicycle Committee Meeting

December 9, 2020



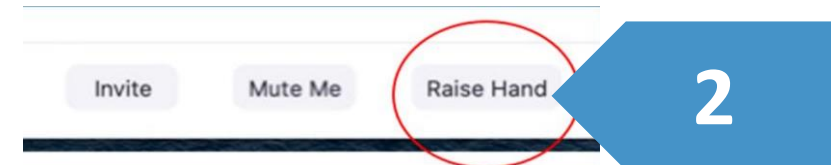
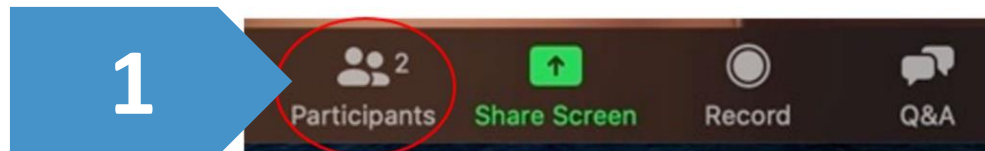
Meeting Agenda

1. Zoom meeting protocols, minutes
2. Cycling Safety Ordinance Amendment Overview
3. TP&T Project Updates
4. Outreach and Engagement
5. CambridgeSide
6. Tobin/Vassal Lane Schools Project
7. MIT Volpe
8. Public Comment
9. Other Updates and Announcements



Committee Member Instructions

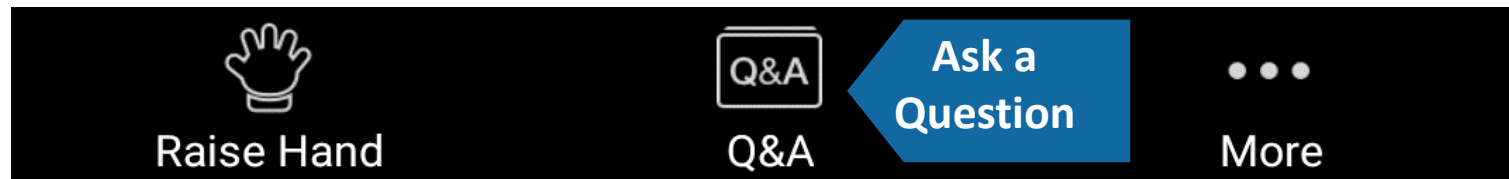
- Committee members may speak and show webcam video
 - Use "Raise Hand" button to help manage discussion
 - *9 to Raise Hand by phone
- Please stay muted unless speaking
 - *6 to mute/unmute by phone



Public Comment Instructions

- Members of the public are muted and cannot show webcam video
- Public can write questions or ask for assistance in Q&A window at any time
 - Questions may be submitted at any time and will be addressed as time allows, during discussion/comment periods
- During the Public Comment period, use the "Raise Hand" button to signal you have a question/comment. A staff member will then enable you to unmute yourself.
 - *9 to Raise Hand by phone
 - *6 to Mute/Unmute by phone
- Please be respectful! Participants will be removed for inappropriate behavior

Bottom Panel of
Zoom Screen





Minutes



Cycling Safety Ordinance Amendment

Brooke McKenna, *Traffic, Parking, and Transportation Dept*

Cycling Safety Ordinance 2020 Amendment

Brooke McKenna

Assistant Director for Street Management

Traffic, Parking, + Transportation

12.9.20

Original Cycling Safety Ordinance

- Ordinance passed in 2019
- Requires that Separated Bicycle Lanes (SBLs) be installed whenever improvements are made, under the Five-Year Sidewalk and Street Reconstruction Plan, to a City-owned street that is part of the Bicycle Plan Separated Network

Cycle Safety Ordinance: 2020 Amendment

- Amendment passed in early October
- **Requires the City to install 22.6 miles of Separated Bike Lanes by May 1, 2026**
- Based on the Separated Network of 2015 Bike Plan or any plans that supersede it
- 2.5 lane miles of SBLs must be installed each year; surplus mileage can be applied to subsequent years or mileage can be made up in the following year.
- Focus on 4 major corridors
- Mass Ave prioritized

4 Corridors

4 major corridors

- Broadway from Quincy St. to Hampshire St.
- Garden Street Corridor east of Huron Ave
- Cambridge Street from Oak St to 2nd St
- Hampshire St from Emory to Broadway

All 4 must be complete by May 1, 2026

Mass Ave

- All of Mass Ave required to have SBLs, from Memorial Drive to Alewife Brook Parkway
- Some sections of Mass Ave are more challenging than others
- Ordinance details different approaches for different segments, with different deadlines
 - Complex segments
 - Standard segments
 - Central Square

Mass Ave: Complex Segments

- By May 1, 2021 the City must complete a block-by-block analysis of the impacts of installing temporary SBLs along these complex segments
 - Massachusetts Avenue between Plympton Street and Dunster Street;
 - Massachusetts Avenue / Peabody Street northbound from Church Street to Garden Street;
 - Massachusetts Avenue between Waterhouse Street and Roseland Street; and
 - Massachusetts Avenue between Beech Street and Dudley Street.

Mass Ave: Complex Segments

- Based on analysis, any possible temporary separated bike lanes must be installed by May 1, 2023
- By May 1, 2022 the City must develop and have approved by the City Council a timeline for installation of permanent lanes for any segment deemed infeasible for temporary lanes
- If approval for a timeline is not received, all segments must be complete by May 1, 2024

Mass Ave: Standard Segments

- Remainder of Mass Ave temporary SBLs must be installed by May 1, 2022
- Some sections already installed
- Some of the larger remaining stretches include:
 - Mass Ave from Alewife Brook Parkway to Dudley Street
 - Mass Ave from Beech to Roseland (Porter Square area)
 - Mass Ave from Trowbridge to Inman St.

Mass Ave: Central Square

If the City plans to construct permanent lanes through Central Square (Mass Ave from Sidney Street to Inman Street):

- Design must start by January 1, 2023
- Construction must start by January 1, 2025

Deadlines & Extensions

- City manager may extend the deadline for the 22.5 miles (excluding 4 corridors and Mass Ave) by 1 year if current deadline is deemed infeasible.
- The Pandemic may require changes to the timeline due to financial impacts. The Council would need to vote to approve the changes by July 1, 2022.
- Delays in public outreach may impact the installation of the 22.5 miles up to 4 months. The Council would need to vote to approve the changes by July 1, 2022. This delay would not impact the Mass Ave or 4 corridor timelines.

Reporting

- Annual report due May 31 each year detailing implementation progress and plans for the upcoming year.
- Website to be updated at least 2x year with locations of SBLs, number of lane miles, and all reports related to the ordinance.

Other Concepts

- Quick Build vs Temporary Control Devices
- Adequate Directionality
- Capital/permanent lanes considered 'complete' for the purposes of the deadline if construction has begun prior to May 1, 2026



Questions?

Contact info: bmckenna@cambridgema.gov

617-349-4723



TP&T Updates



Outreach and Engagement

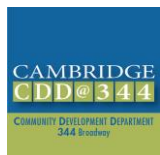
Jen Lawrence, *Community Development Dept*

Adi Philson, *Community Development Dept*

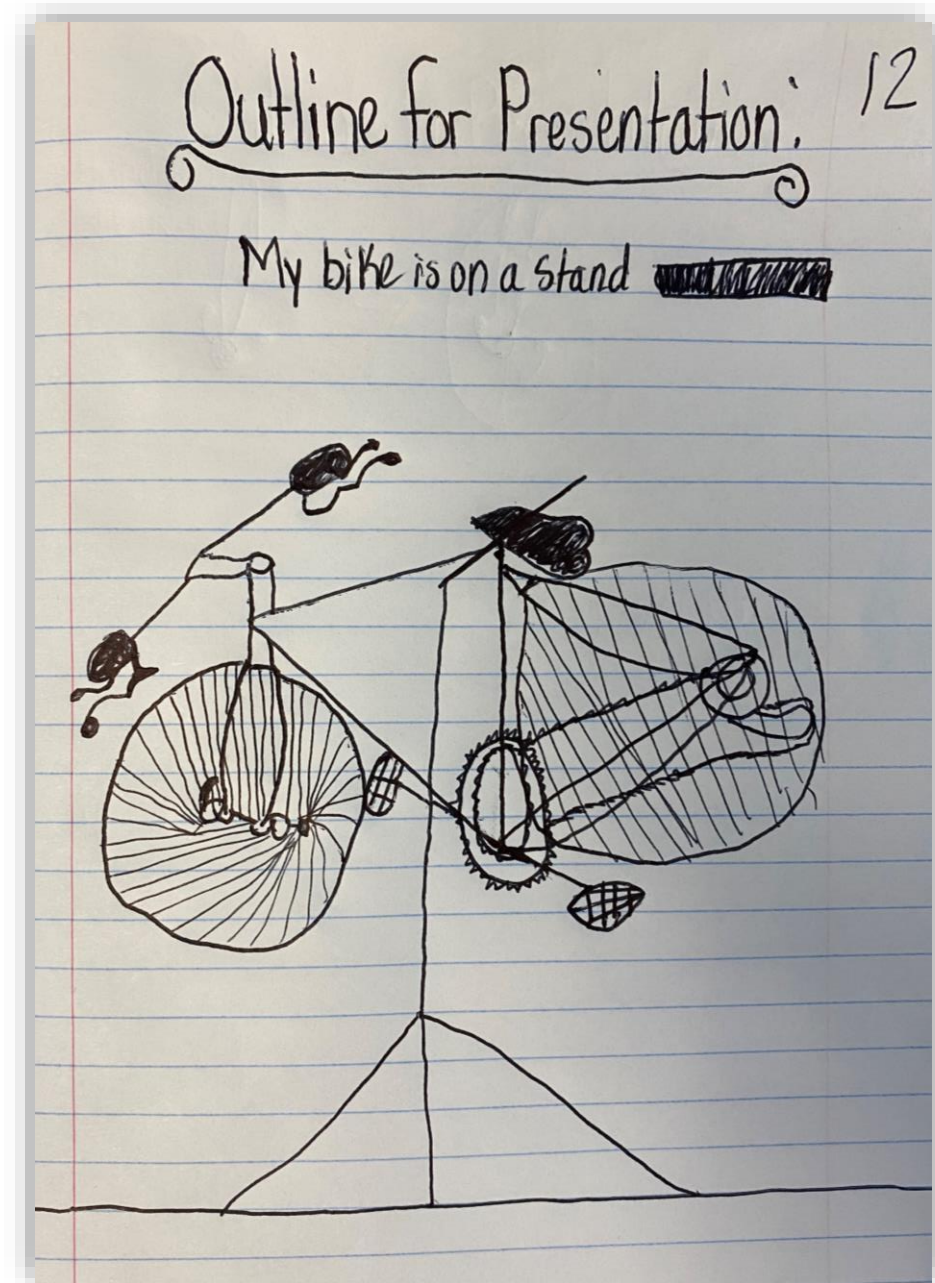
City of Cambridge
Community Development Department

Outreach and Engagement

*Bicycle education, Bluebikes program,
events, and more!*



December 2020





Community Engagement in Cambridge

Cambridge utilizes the empowerment model

Collaboratives where we engage with bike programming include:

- Community Engagement Team
- Community Health Improvement Plan
- Food & Fitness Policy Council
- Vision Zero Taskforce
- CPS School Wellness Council



Community Engagement in Cambridge

- CDD hosted outreach and engagement
 - Glocal Challenge
 - Team CDD via the Mayor's Summer Youth Employment Program
 - Cambridge Science Festival
 - PARK(ing) Day
- Partner events and outreach opportunities
 - Fresh Pond Day
 - River Festival
 - Hoops 'N Health
 - CPS STEAM Initiative



Community Engagement in Cambridge

- What else do we do?
 - Getting Around Cambridge Magazine
 - Getting Around Cambridge Map, Street Code, Bike & Transit brochures
 - Posters & Lawn Signs
 - In-person outreach at parks, playgrounds, and squares
 - Focus Groups
 - Social Media & Emails
 - Partner with local groups to get out the word
 - Hire local young people for planning and outreach

Bluebikes

- **Municipally-owned, public transportation**
- **Expanded to new communities, now at 10**
- **378 stations**
- **Reached 2,000,000 rides in 2020 (12,730,000 total)**
- **Hospital Workers Program**
 - 1,200 riders took advantage
 - Approximately 425 are now members (about 37%)
- **Essential Workers Program**
 - 240 activated passes (out of 540 approved applications)
- **Income Eligible Program**
 - 406 active riders
 - 925 total riders in 2020





Bicycle Education Programs

Youth Programs

Video Curriculum

Bike Week Contest

Earn-A-Bike Pilot

Bicycle Rodeos

Instructor Development and Outreach with DHSP

Healthy Aging and Cycling

Virtual webinar series

At home Readiness Program

3-Part Cycling Preparation Program

Ride series

Collaboration on Rides and Events

Men's Health League

Soul on Wheels

Dads & Kids Ride

Cambridge Community Learning Center

Cambridge Public Housing Developments

Ideas/In Development

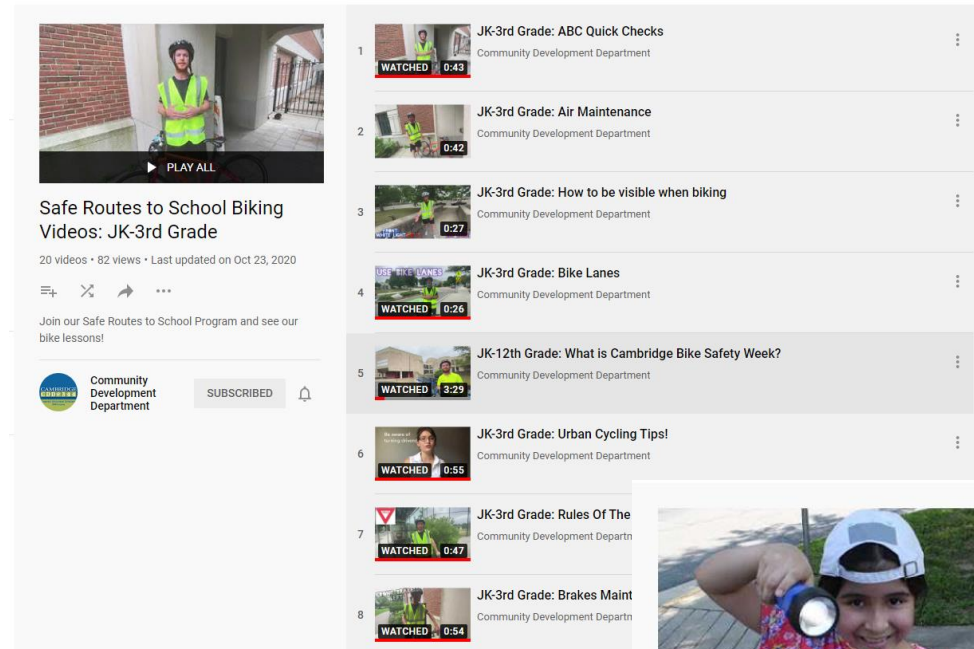
Bike ed/mentor program for and lead by BIPOC

W/T/F Bike Summit

Adaptive Bikes on Mem Drive

Bike Buddies Program

Virtual Bicycle & Pedestrian Safety



Safe Routes to School Biking Videos: JK-3rd Grade
20 videos • 82 views • Last updated on Oct 23, 2020

Join our Safe Routes to School Program and see our bike lessons!

Community Development Department

- 1 JK-3rd Grade: ABC Quick Checks (0:43)
- 2 JK-3rd Grade: Air Maintenance (0:42)
- 3 JK-3rd Grade: How to be visible when biking (0:27)
- 4 JK-3rd Grade: Bike Lanes (0:26)
- 5 JK-12th Grade: What is Cambridge Bike Safety Week? (3:29)
- 6 JK-3rd Grade: Urban Cycling Tips! (0:55)
- 7 JK-3rd Grade: Rules Of The (0:47)
- 8 JK-3rd Grade: Brakes Maint (0:54)



Safe Routes to School Biking Videos: 4th-12th Grades
14 videos • 24 views • Last updated on Oct 20, 2020

Community Development Department

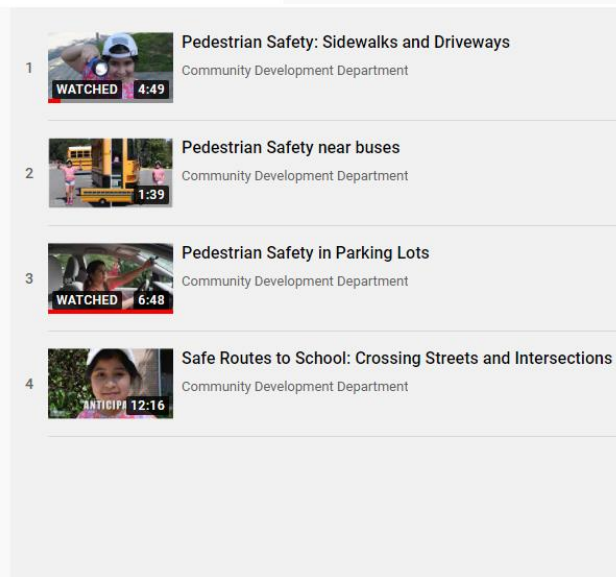
- 1 4th-12th Grades: Bike Safety: Helmets (8:05)
- 2 JK-12th Grade: Learn to Ride a Bike (3:52)
- 3 JK-12th Grade: Bike skills: Starting and Stopping (2:44)
- 4 JK-12th Grade: Bike skills: Scanning (3:19)
- 5 JK-12th Grade: Bike skills: Shifting (4:00)
- 6 JK-12th Grade: What is Cambridge Bike Safety Week? (3:29)
- 7 4th-12th Grades: Hand Signals and being visible while bicycling (6:33)
- 8 4th-12th Grades: ABC Quick Check (6:48)



Safe Routes to School Walking Videos
4 videos • 2 views • Last updated on Oct 7, 2020

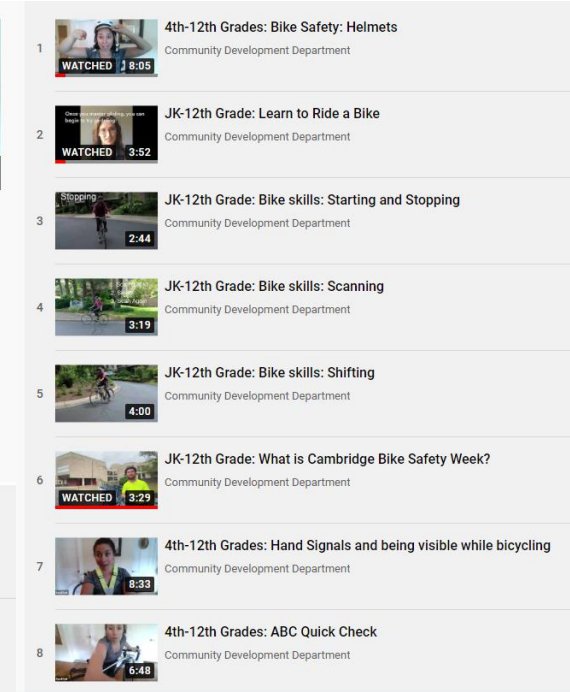
View our Safe Routes to School lessons for walking safely in Cambridge!

Community Development Department



Pedestrian Safety: Sidewalks and Driveways
Community Development Department

- 1 Pedestrian Safety: Sidewalks and Driveways (4:49)
- 2 Pedestrian Safety near buses (1:39)
- 3 Pedestrian Safety in Parking Lots (6:48)
- 4 Safe Routes to School: Crossing Streets and Intersections (12:16)



4th-12th Grades: Bike Safety: Helmets
Community Development Department

- 1 4th-12th Grades: Bike Safety: Helmets (8:05)
- 2 JK-12th Grade: Learn to Ride a Bike (3:52)
- 3 JK-12th Grade: Bike skills: Starting and Stopping (2:44)
- 4 JK-12th Grade: Bike skills: Scanning (3:19)
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- 7 4th-12th Grades: Hand Signals and being visible while bicycling (6:33)
- 8 4th-12th Grades: ABC Quick Check (6:48)

Bike Week Contest



Bike Rodeos



Earn-A-Bike Pilot



Healthy Aging and Cycling

Healthy Aging and Bicycling in Cambridge Virtual Series

[Getting Back on the Bike](#)

October 20, 9:30am - 10:45am

As we get older, what are the considerations to think about when bicycling to maximize safety and prevent injury? We will cover strategies to adapt your riding style to accommodate physical changes.

[Cycling Basics for Older Adults](#)

October 13, 9:30am-10:45am

Riding a bicycle is a great low-impact way to stay active and improve mobility as well as an excellent transportation option. This workshop will discuss getting started (or back on the road) as an older adult!

[Urban Cycling Basics](#)

October 27, 9:30am - 10:45am

Bicycling in a city can be intimidating for anyone! This workshop will cover what you need to know in order to get moving around the city.

[Adaptive Cycling](#)

November 10, 9:30am - 10:45am

Interested in learning about adaptive cycling options? We will present different types of adaptive bicycles as well as adaptive cycling programs and other ways to engage with cycling as an older adult.

[Design for All Ages: Bike Lanes in Cambridge](#)

November 3, 9:30am - 10:45am

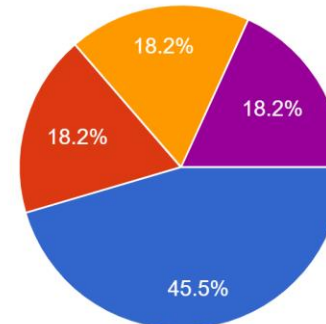
Find out about the types of bicycle infrastructure in Cambridge and how the design process takes older adults into consideration along with how you could be part of the design process and dialogue!

[Click Here to Register](#)



9. After attending this session are you more likely to ride in Cambridge?

11 responses



- Yes
- Yes, but only on off-street paths
- Unsure/Maybe a little
- No
- I already ride around Cambridge regularly



Community Bike Workshops

- Making sure content is accessible to and representative of all demographics and income levels
 - CCLC – guidelines for English language learners
 - Broadening workshop topics
- In the future:
 - Working directly with underrepresented communities to host repair clinics, events, and workshops
 - Offering workshops specific to underrepresented demographics to create safe and inclusive spaces to engage with bicycle education

Questions? Ideas? Contact us!

Jen Lawrence: jlawrence@cambridgema.gov

Adi Philson: aphilson@cambridgema.gov

Thank You

SOUL ON WHEELS & MBK PRESENTS

CYCLE FOR CHANGE

A ride for Cambridge youth

LET'S

FRIDAY JUN 12, 3PM-5PM

START HOYT FIELD, ENDING DONELLY FIELD EAST CAMBRIDGE

SPONSORED BY FRIDAY NIGHT HYPE & THE CITY OF CAMBRIDGE

for more information:
<https://cycleforchange.com/eventbrite>

The poster includes a map of Cambridge, MA, with a blue route highlighted. Landmarks like MIT Museum and Massachusetts Institute of Technology are visible. The poster is framed with decorative diagonal stripes in the corners.

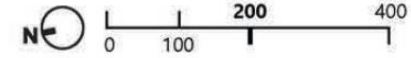


CambridgeSide Development

Connectivity Plan Bicycle Circulation Plan

PUD-8 Special Permit
CambridgeSide
Cambridge, MA

VOLUME II
EXHIBIT CP.3



Legend

- PUD-8 DEVELOPMENT PARCEL
- BIKE LANE/PATH
- PROPOSED BIKE ACCESS/STORAGE



C. Mobility

Mobility Comment #1

Explanation of how bicycle parking requirements are met, or a proposed alternative bicycle parking plan subject to Planning Board approval;

- i. In accordance with Section 6.108 of the Ordinance, the Applicant requests that the Planning Board approve modifications to the required quantity of bicycle spaces required for the Project, as detailed in the alternative Bicycle Parking Plan that follows.
- ii. As detailed in the alternative Bicycle Parking Plan that follows, the Applicant's plan for the Project:
 - » Proposes a quantity, design and arrangement of bicycle parking that will serve users in a way that is sufficiently comparable to the bicycle parking that would be required under the regulations of Section 6.100 in light of the site constraints at the Project site and the anticipated future demand for long-term and short-term bicycle spaces given the shift from a primarily retail center (which requires a higher proportion of short-term spaces and a lower proportion of long-term spaces) to a primarily office/R&D/residential development (which requires a lower proportion of short-term spaces and a higher proportion of long-term spaces); and
 - » Will satisfactorily serve the needs of all expected users, as supported by the shared bicycle parking analysis for long-term bicycle spaces and the shift in anticipated demand for long-term versus short-term spaces in light of the shift from primarily retail use to a primarily office/R&D/residential development (with anticipated short-term and long-term demands for the shifting use types as described above). As the Project is located on a large development site, bicycle parking has been planned comprehensively across the site to serve the various users of the proposed mixed-use development.

Accordingly, the proposed alternative Bicycle Parking Plan (set forth on the following pages) allowing for a reduced number of required bicycle parking spaces is appropriate for the Project as the plan complies with the criteria for granting a special permit to approve such an alternative bicycle parking arrangement at the site.

Bicycle Parking Plan

Pursuant to Section 6.108 of the City of Cambridge Zoning Ordinance (the "Ordinance"), the Applicant respectfully requests that the Planning Board, in its approval of the CambridgeSide 2.0 Final Development Plan, approve modifications to the required quantity of bicycle spaces required for the Project under Section 6.103.1(a) and Section 6.107 of the Ordinance, in accordance with this Bicycle Parking Plan.

A. Requirements of Article 6.100 Proposed to be Modified and Proposed Quantities and Locations of Bicycle Parking Facilities

a. Long-term and Short-term Bicycle Parking Required by Zoning for the Project

- i. The following chart summarizes the total number of bicycle parking spaces required for the Project pursuant to Section 6.103.1(a) and Section 6.107 of the Ordinance. The required parking totals described above are based on the currently anticipated development program for the buildings, as detailed on the attached Table 1 Revised Dimensional Form included:

Building	Long-Term Spaces	Short-Term Spaces	Total
60 First Street	45	42	87
80 & 90 First Street	246	36	282
110 First Street	81	37	118
20 CambridgeSide	85	31	116
			603

- ii. As shown above, Section 6.100 would require a total of 457 long-term and 146 short-term spaces to accommodate the Project.

b. Requested Quantities and Modifications to Requirements

- i. Given the layout of the site and integrated nature of the proposed uses, the Applicant has comprehensively planned shared bicycle parking across the site to serve all expected users (including those users of the existing core retail/office component of the site), as supported by the data summarized in Section C below. Specifically, the Project proposes a total of 450 long-term spaces (including

46 existing spaces in the core mall) and 119 short-term spaces (including 85 existing spaces at the site) to accommodate the mix of uses proposed at the site. The long-term spaces are proposed to be located as follows:

Building	Long-Term Spaces
60 First Street	31
80 & 90 First Street	239
110 First Street	73
20 CambridgeSide	61
Core	46

- ii. The Applicant respectfully requests that the Planning Board modify the required quantity of long-term and short-term bicycle parking spaces required for the site to reduce the long-term requirement from 457 to 450 spaces and the short-term requirement from 146 to 119 spaces. As detailed below, the proposed number of spaces is informed by existing site constraints and is more than enough to satisfy anticipated demand at the site, especially considering the shift from a primarily retail center to a mixed-use development.

c. Proposed Locations and Design of Bicycle Parking Facilities

- i. The following Supplement Exhibit 3 (which replaces Volume II Exhibit PkP.8 [p. 2-72] and TIS Figure 9.d.1 in the Volume II Appendix) and Exhibits 20CS.11 & .12 (p. 1-12 & 13) and 60F.8 (p.2-9) in Volume III (as further detailed in TIS Figures 9.d.2 [misabeled 9.d.5 110 First], 9.d.3a, 9.d.3b, 9.d.4, 9.d.5 in the Volume II Appendix) show the proposed location and design of bicycle parking facilities at the site. Note that additional detail on the layout of the bicycle parking will be provided as part of the Design Review package for such buildings when they are farther along in the design process and closer to construction.

B. Required Findings

In order to grant a special permit to modify the above-described quantity requirements of Section 6.100 of the Ordinance, the Planning Board shall make the following findings:

- a. **The proposal is consistent with the purpose of this Section 6.100 and that the Bicycle Parking Plan proposes a quantity, design and arrangement of bicycle parking that will serve bicycle users in a way that is sufficiently comparable, given the circumstances of the specific project, to the bicycle parking that would be required under the regulations of this Section 6.100; and**

As detailed below, the Applicant's proposal for a reduced amount of long-term and short-term bike parking spaces to serve the site includes a quantity, design and arrangement of parking that will more than adequately serve the users of the site in light of anticipated demand in the future based on the Project's proposed mix of uses. The proposal provides an amount of long-term bicycle parking spaces that well exceeds anticipated demand, thereby supporting the ongoing viability of bicycle travel as a transportation option that mitigates the impacts of automobile use. Further the design and arrangement of the proposed bike parking ensures that secure, conveniently accessible bicycle parking is provided in adequate quantity to serve the Project.

- b. **The Bicycle Parking Plan will satisfactorily serve the needs of all expected users, based on quantitative and/or qualitative evidence provided by the Applicant. Such a modification may be appropriate for a campus master plan or other large development site within which bicycle parking is planned comprehensively across an area instead of on a specific site-by-site basis.**

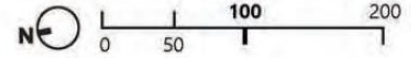
The Project includes converting the existing retail mall into a dynamic mixed-use development, including retail, office, restaurant, laboratory and residential uses. It is anticipated that the mixed uses at the site, as well as the residents, visitors and employees that they will attract, will complement the existing core mall. Given the constrained layout of the site and integrated nature of the proposed uses, the Applicant has comprehensively planned bicycle parking across the site to serve all expected users, as supported by the data presented below.

Using a shared parking methodology based on that developed by ULI and the zoning ratios for the various proposed land uses, a base overall

Connectivity Plan Bicycle Access Plan

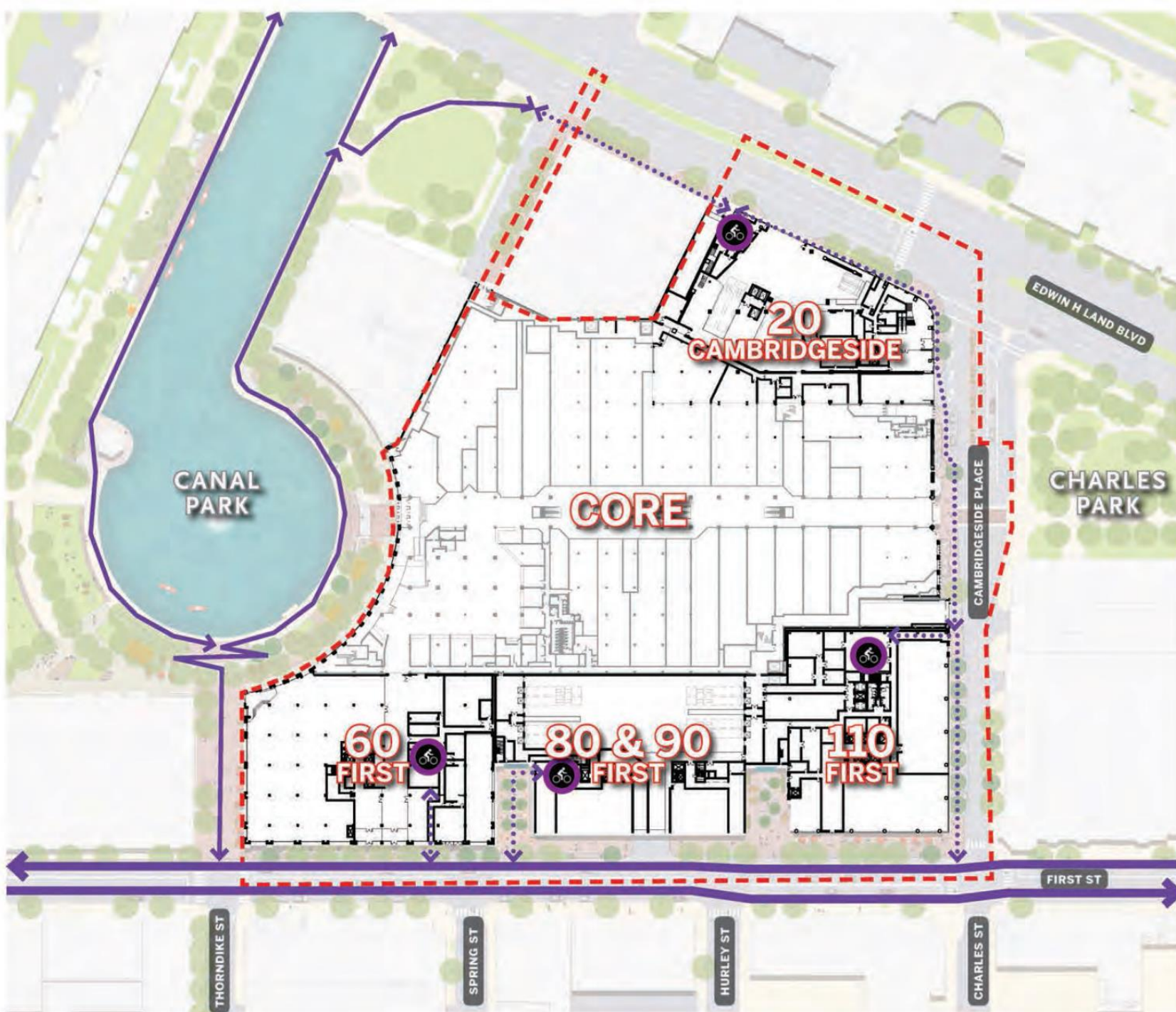
PUD-8 Special Permit
CambridgeSide
Cambridge, MA

VOLUME II
EXHIBIT CP.4



Legend

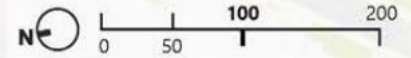
- PUD-8 DEVELOPMENT PARCEL
- RIDE BIKE
- WALK BIKE
- PROPOSED LONG-TERM BIKE STORAGE



Parking and Loading Plan Location and Number of Bike Parking Spaces

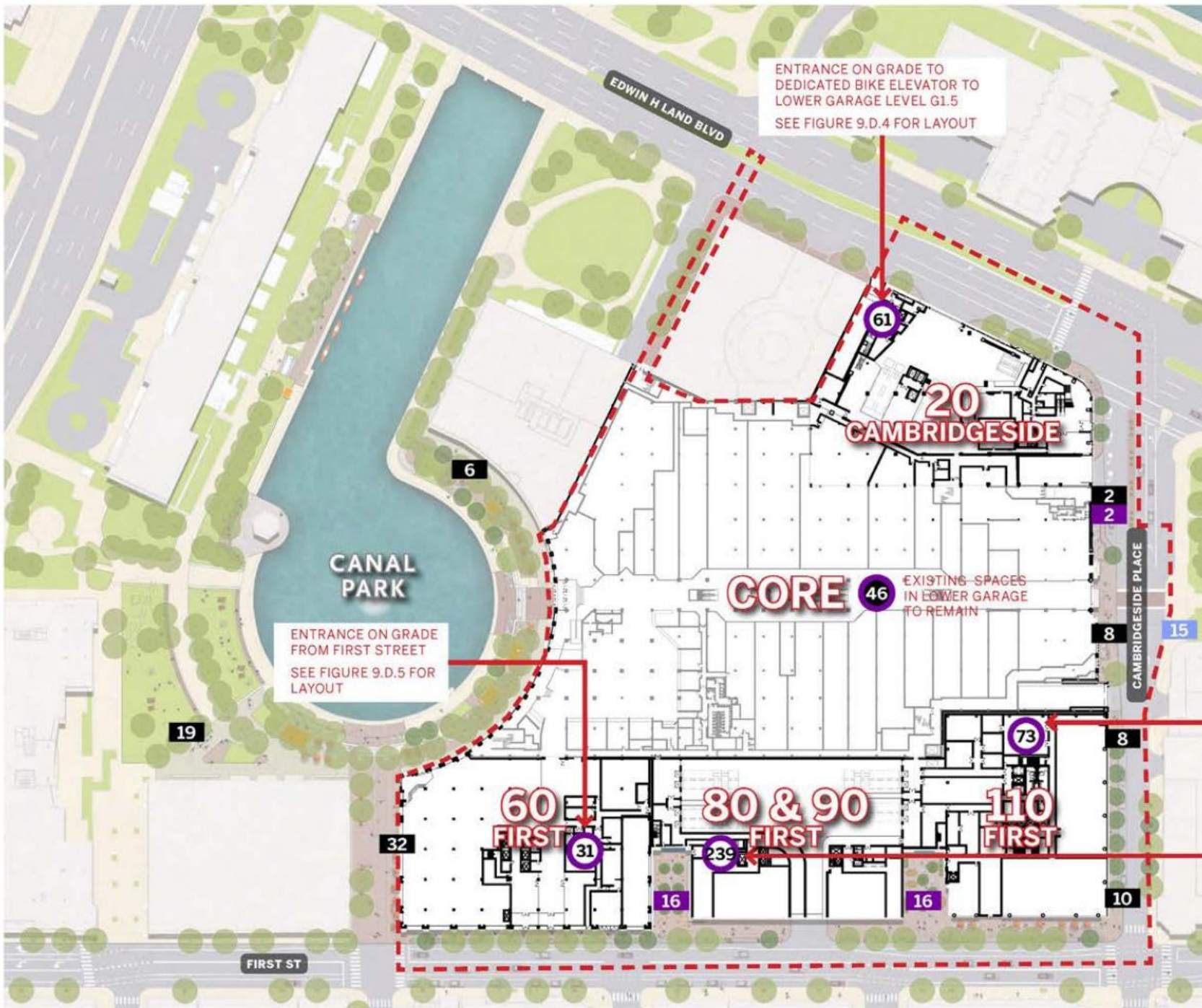
PUD-8 Special Permit
CambridgeSide
Cambridge, MA

SUPPLEMENT
EXHIBIT 3



Legend

- PUD-8 DEVELOPMENT PARCEL
- 46 EXISTING LONG-TERM BIKE STORAGE
- 404 PROPOSED LONG-TERM BIKE STORAGE (ESTIMATED)
- 85 EXISTING SHORT-TERM BIKE STORAGE
- 34 PROPOSED ON-SITE SHORT-TERM BIKE STORAGE
- 15 EXISTING BLUE BIKE STATION



ENTRANCE ON GRADE TO
DEDICATED BIKE ELEVATOR TO
LOWER GARAGE LEVEL G1.5
SEE FIGURE 9.D.4 FOR LAYOUT

ENTRANCE ON GRADE
FROM FIRST STREET
SEE FIGURE 9.D.5 FOR
LAYOUT

ENTRANCE ON GRADE FROM
CAMBRIDGESIDE PLACE
SEE FIGURE 9.D.2 FOR LAYOUT

ENTRANCE ON GRADE THROUGH
POCKET PARK/FIRST STREET TO
BIKE ELEVATOR TO SECOND FLOOR
SEE FIGURE 9.D.3 A/B FOR LAYOUT

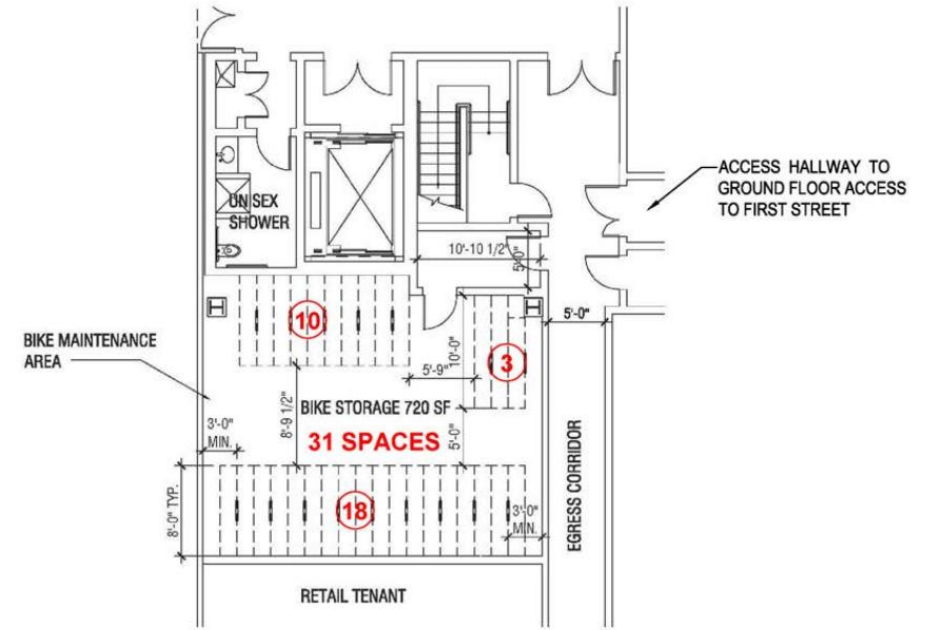
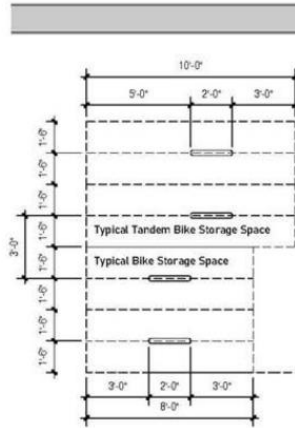
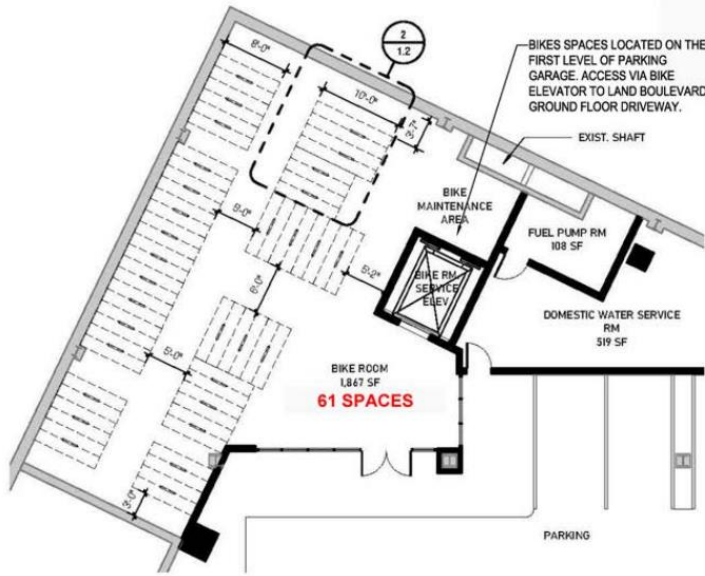


Figure 9.d.4
20 CambridgeSide
Bicycle Parking Plan

Figure 9.d.5
60 First Street Bicycle
Parking Plan



Figure 9.d.5
110 First Street Bicycle
Parking Plan

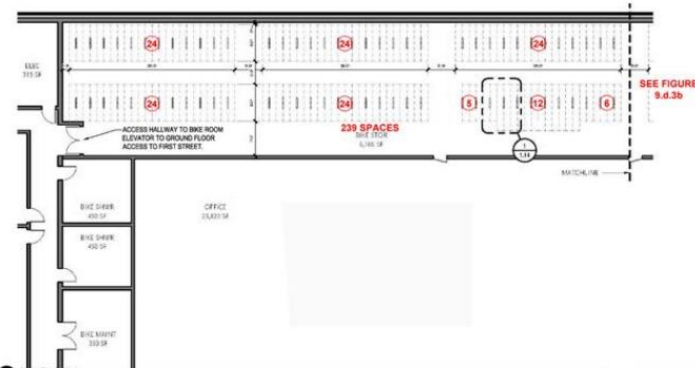


Figure 9.d.3a
80 & 90 First Street
Bicycle Parking Plan - North

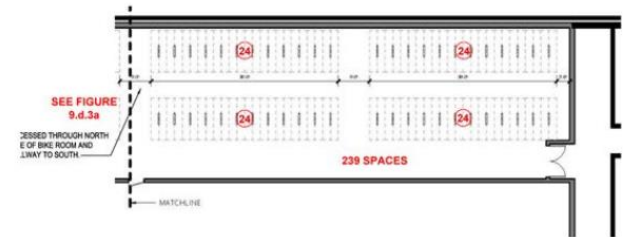
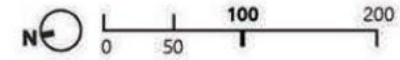


Figure 9.d.3b
80 & 90 First Street
Bicycle Parking Plan - South

Connectivity Plan Vehicular Access Plan

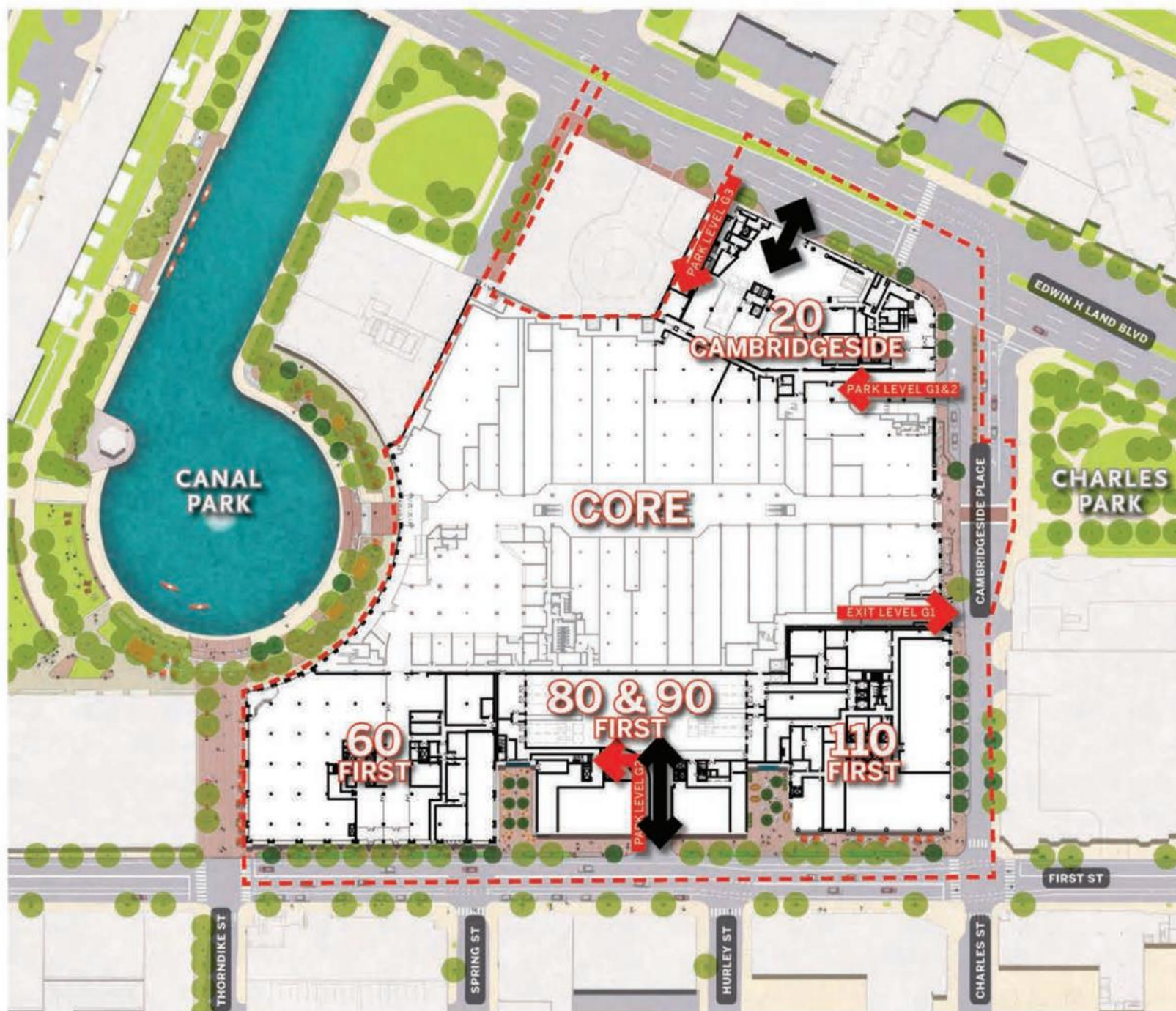
PUD-8 Special Permit
CambridgeSide
Cambridge, MA

VOLUME II
EXHIBIT CP.6



Legend

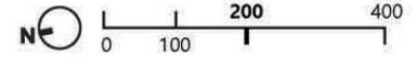
- PUD-8 DEVELOPMENT PARCEL
- PASSENGER VEHICLE ACCESS
- LOADING VEHICLE ACCESS



Site Development Plan Open Space Overview

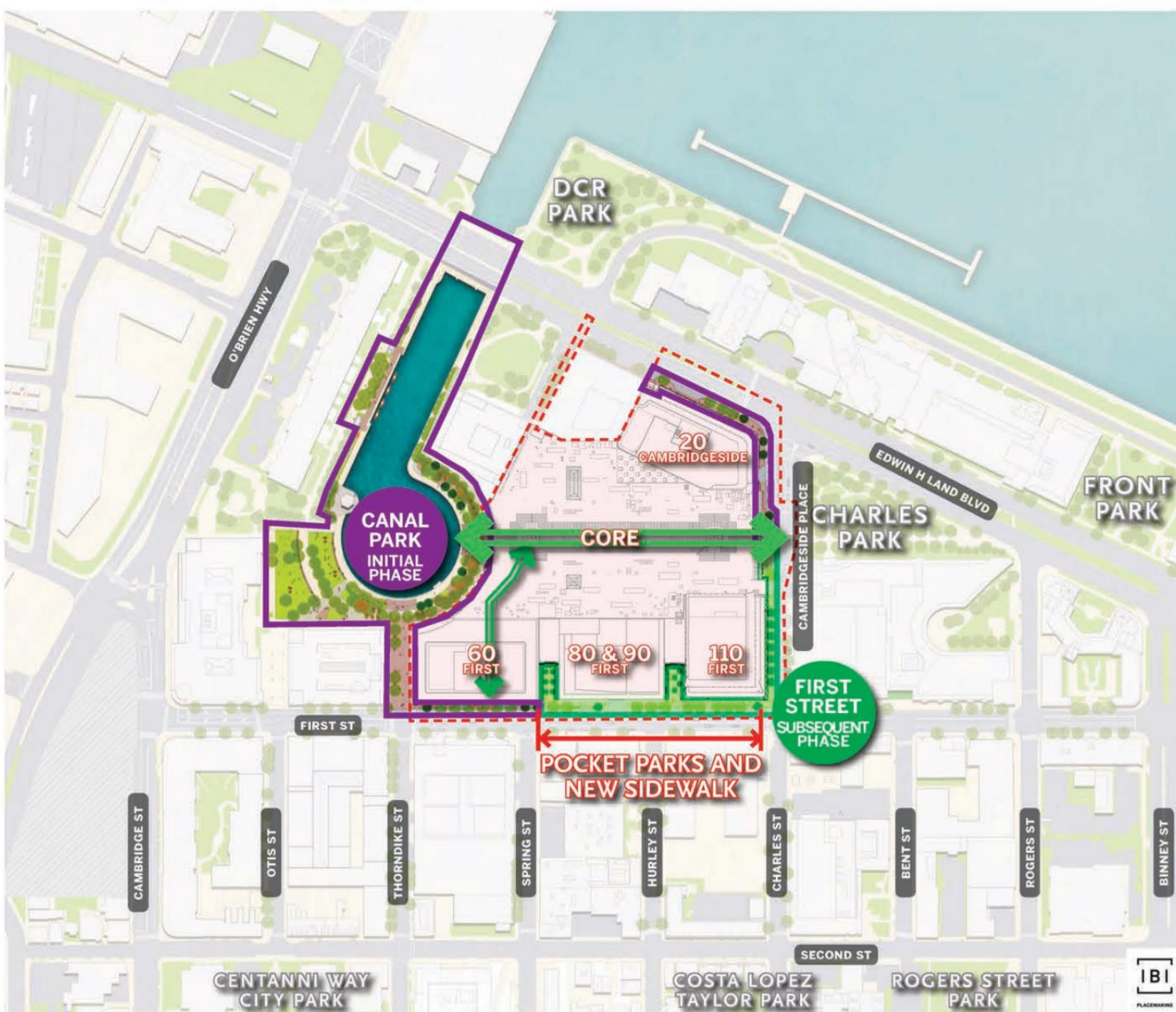
PUD-8 Special Permit
CambridgeSide
Cambridge, MA

VOLUME II
EXHIBIT SDP.14



Legend

- PUD-8 DEVELOPMENT PARCEL
- STREETScape AND CANAL PARK
- NEW SIDEWALK AND POCKET PARKS

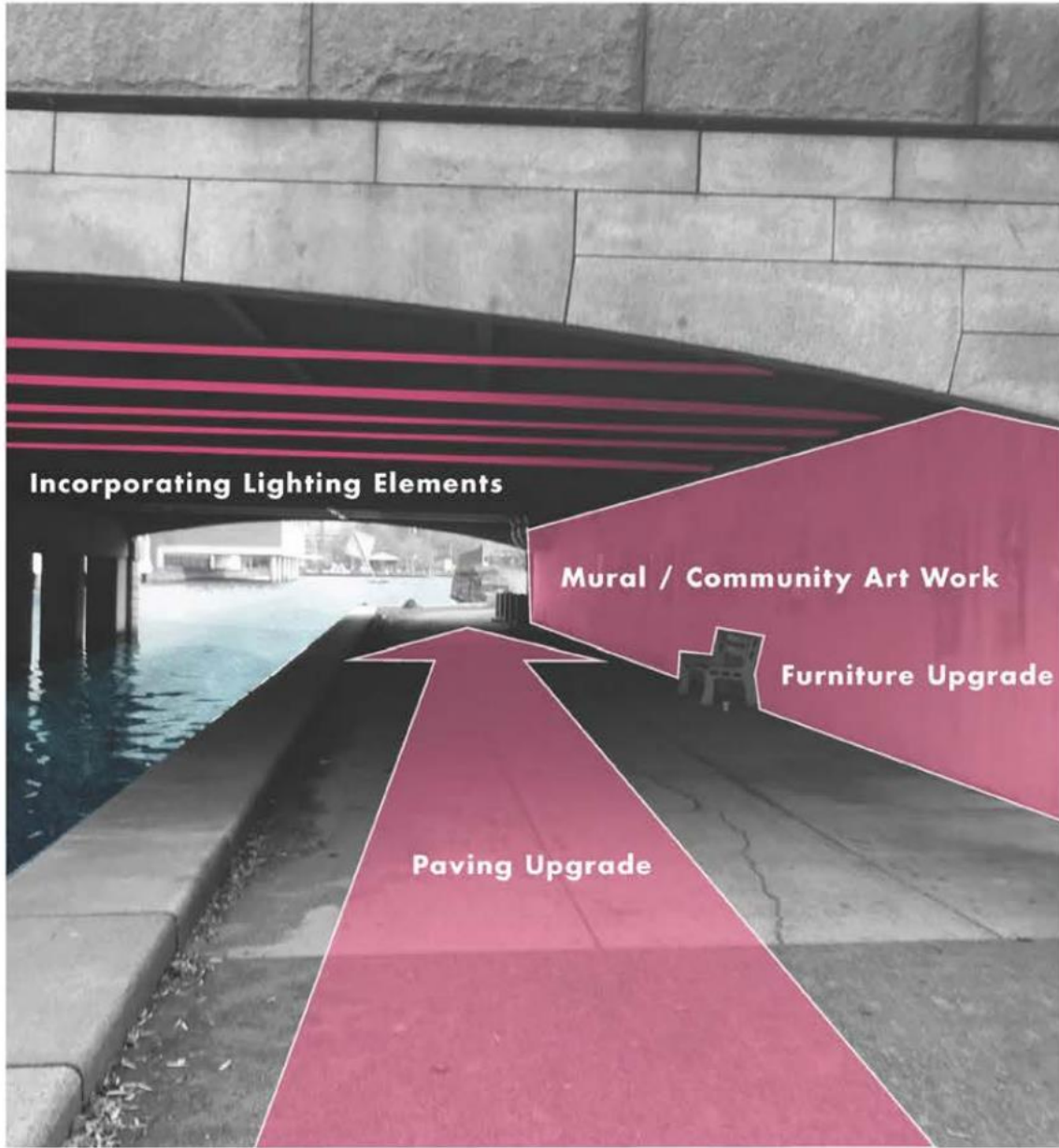


NEW ENGLAND
DEVELOPMENT

ELKUS

MANFREDI
ARCHITECTS





**Open Space Plan
Landscape Plan**
OPPORTUNITIES DIAGRAM : BRIDGE

PUD-8 Special Permit
CambridgeSide
Cambridge, MA

**SUPPLEMENT
EXHIBIT 9**

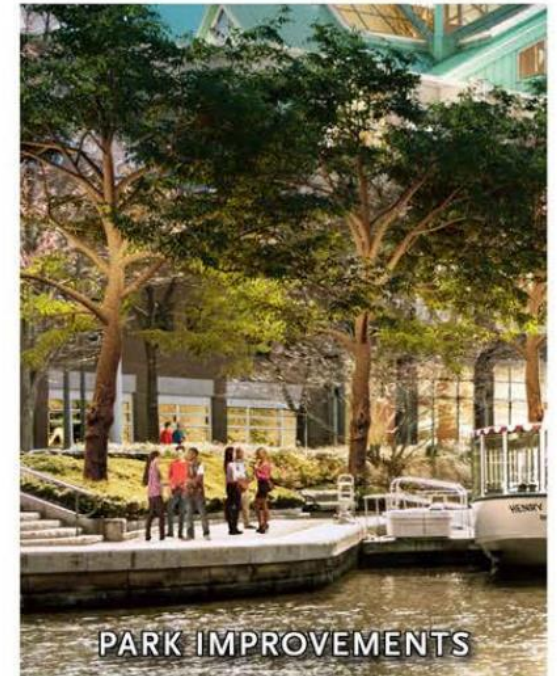


Open Space Plan Landscape Plan

OPPORTUNITIES DIAGRAM : LANDSCAPE

PUD-8 Special Permit
CambridgeSide
Cambridge, MA

SUPPLEMENT
EXHIBIT 10



NEW ENGLAND
DEVELOPMENT

ELKUS

MANFREDI
ARCHITECTS

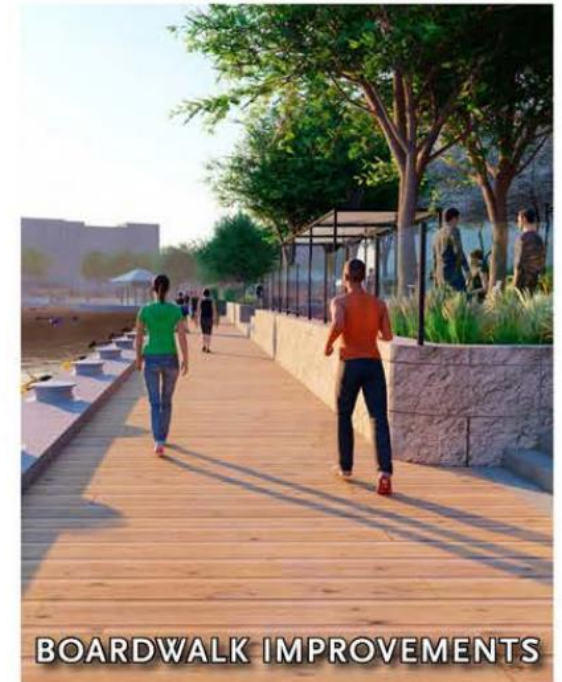


Open Space Plan Landscape Plan

OPPORTUNITIES DIAGRAM : HARDSCAPE

PUD-8 Special Permit
CambridgeSide
Cambridge, MA

SUPPLEMENT
EXHIBIT 11



NEW ENGLAND
DEVELOPMENT

ELKUS

MANFREDI
ARCHITECTS

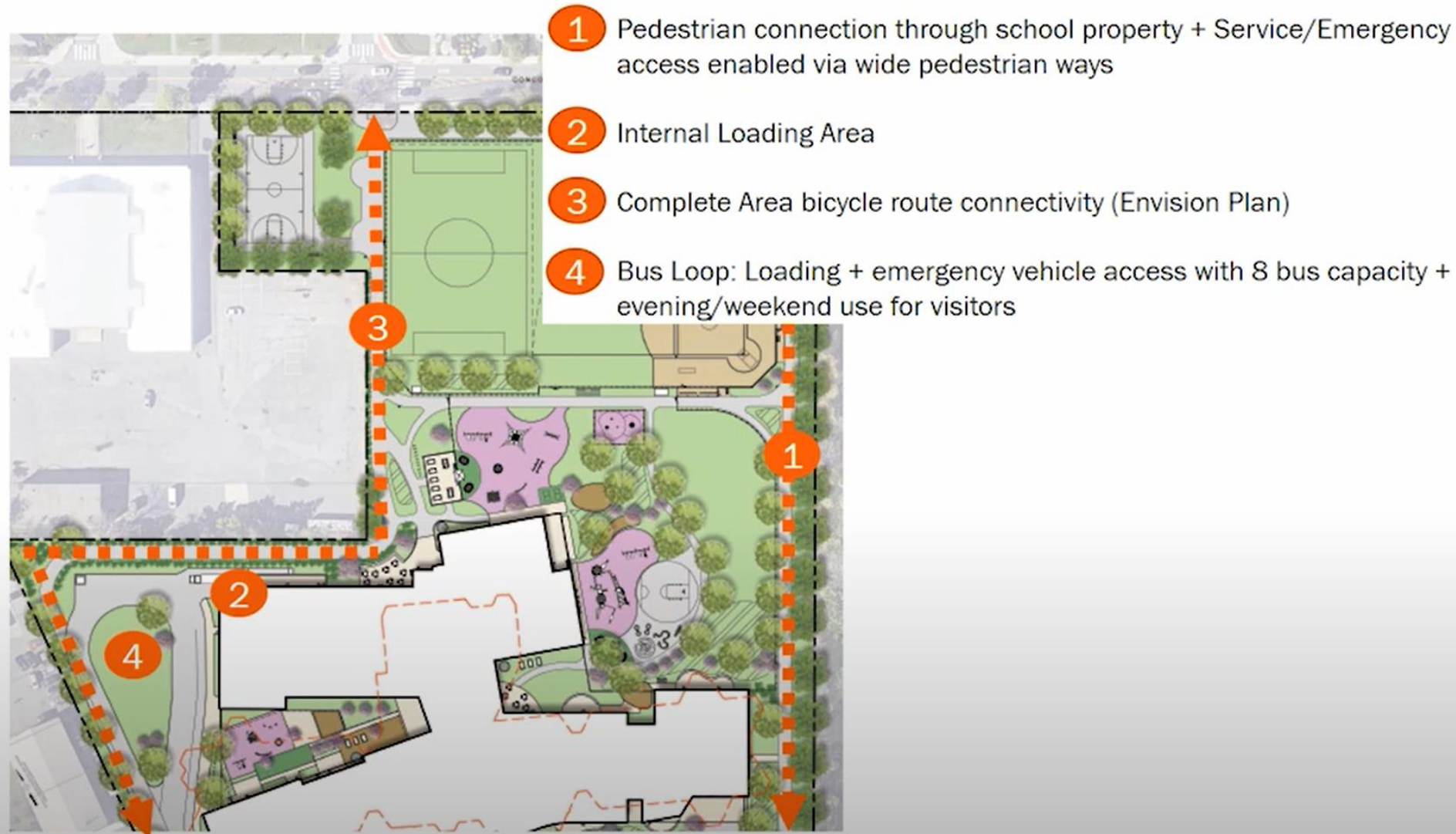




Tobin and Vassal Lane Schools

MITIGATION + IMPROVEMENT ACTIONS

SITE PLANNING



AREA IMPROVEMENTS

STUDENT DROP OFF AND PICK UP

- 1 Bike and bike share parking
- 2 Below grade parking
- 3 Parent drop-off/pick-up separated from busses
- 4 Eliminate on-street drop-off

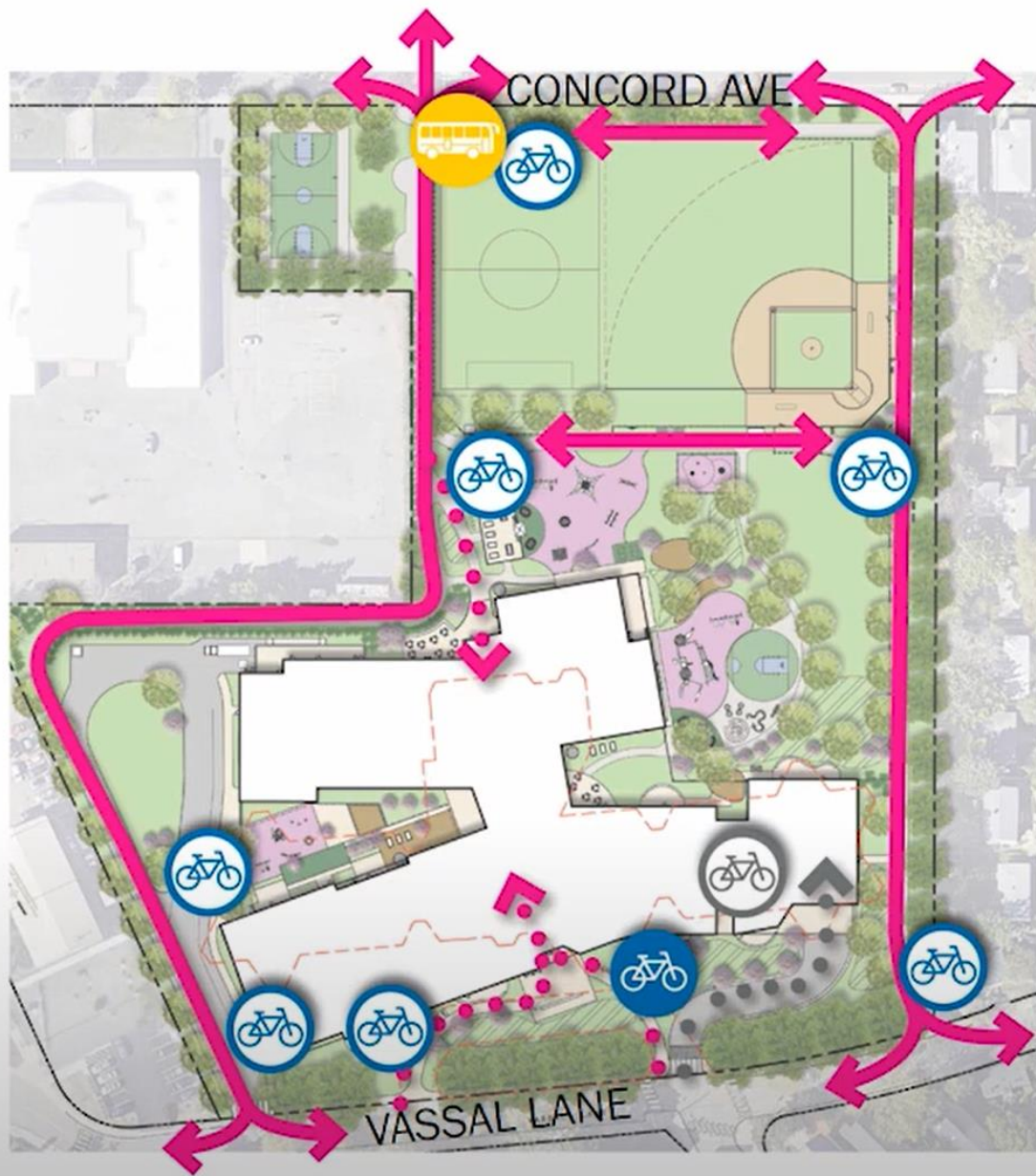


AREA IMPROVEMENTS




VASSAL LANE IMPROVEMENTS

- 1 School zone flashers
- 2 Sidewalk and pedestrian improvements
- 3 Traffic calming measures
- 4 Safety measures at Standish intersection

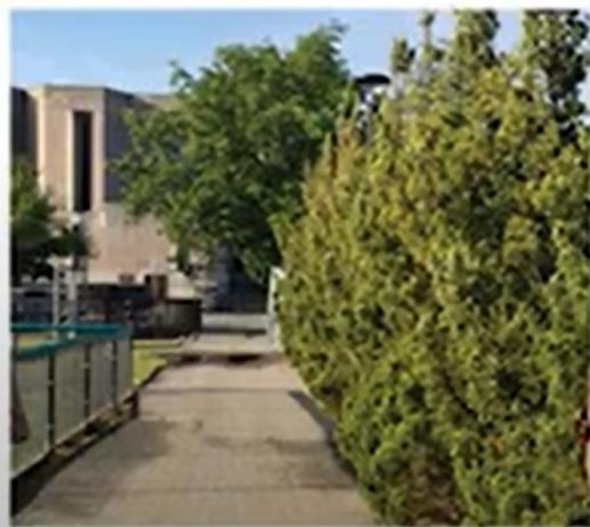




LEGEND

-  MAIN ROUTE TO BUILDING
-  MULTI-USE PATHS
-  BIKE ACCESS TO UNDERGROUND
-  BIKE RACKS
-  BLUE BIKE DOCKING
-  UNDERGROUND BIKE STORAGE
-  BUS STOP





1

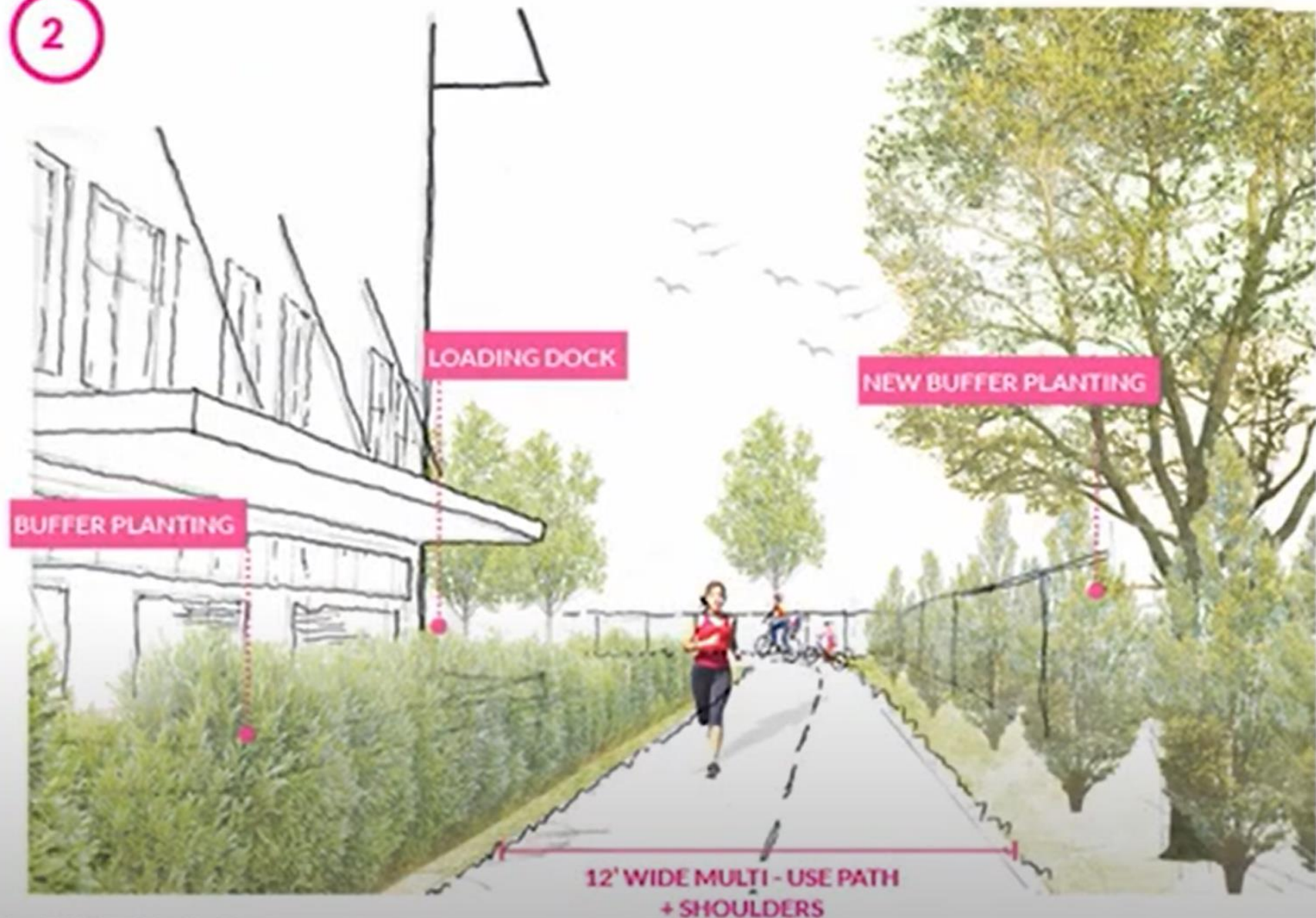


PROPOSED VIEW

TRAVERSE



2



PROPOSED VIEW

TRAVERSE



3

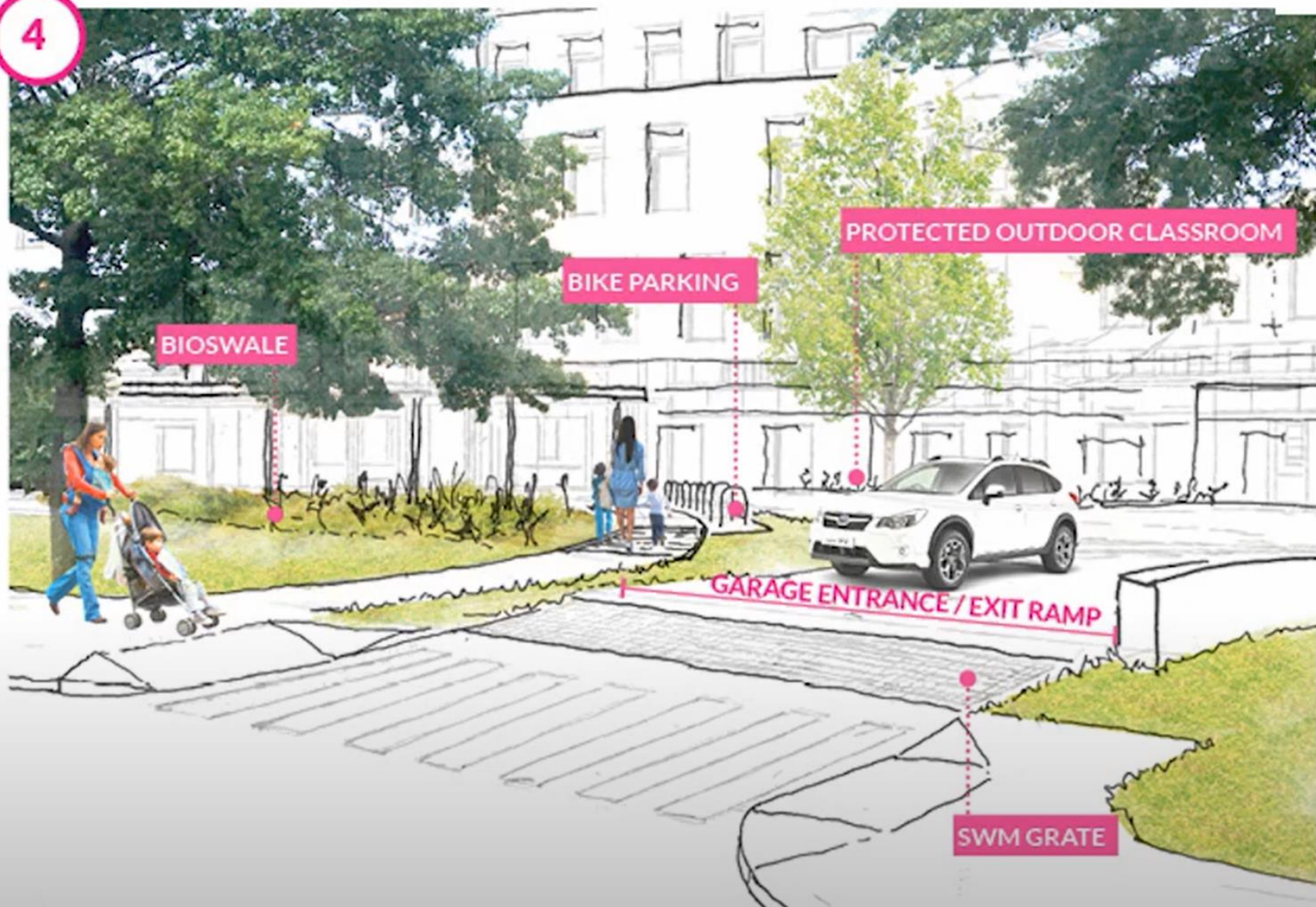


PROPOSED VIEW

TRAVERSE



4



PROPOSED VIEW

TRAVERSE



5



PROPOSED VIEW

TRAVERSE



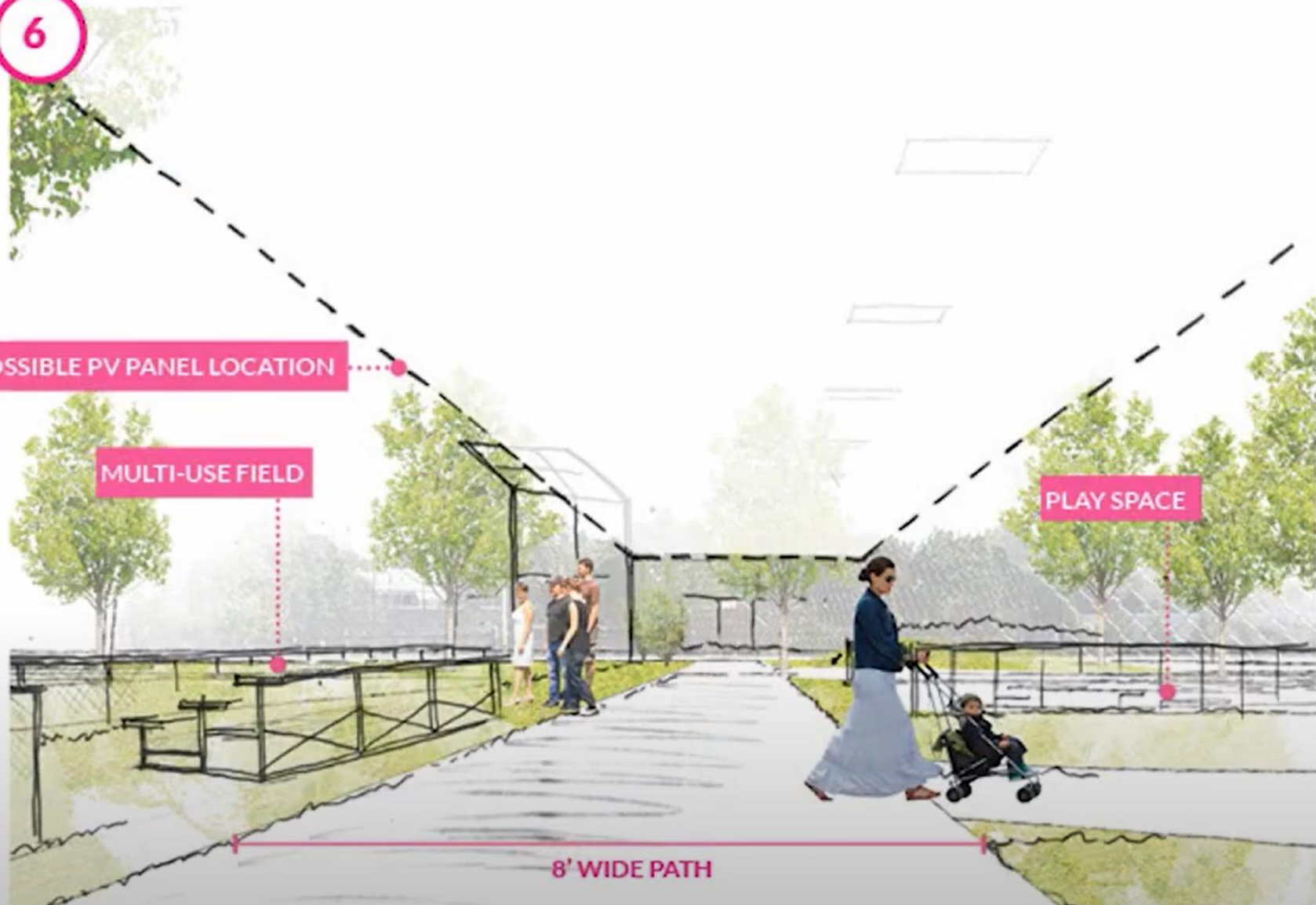
6

POSSIBLE PV PANEL LOCATION

MULTI-USE FIELD

PLAY SPACE

8' WIDE PATH



PROPOSED VIEW

TRAVERSE



7

CONCORD AVE
STREET AND
SIDEWALK

VEGETATIVE BUFFER

MULTI-USE FIELD

10' WIDE PATH



PROPOSED VIEW

TRAVERSE



MIT Volpe Development

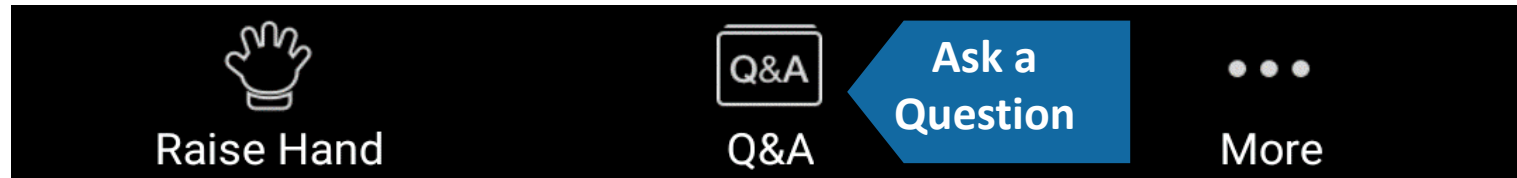


Public comment

Public Comment Instructions

- Use the "Raise Hand" button to signal you have a question/comment. A staff member will then enable you to unmute yourself.
 - *9 to Raise Hand by phone
 - *6 to Mute/Unmute by phone
- Questions can also be submitted using the Q&A button.

Bottom Panel of
Zoom Screen





Other Announcements



Thank You