

[INTERPOSING VOICES]

PRESENTER 1: Thank you. All right. So I'm going to try to present a somewhat condensed version of something that we presented at a number of our public meetings about projects in the past. And so there is a lot more information that we could dive into on some of this. But I know some-- many of you have participated in public meetings or been to our website, so a lot of this may be familiar. So we'll try to do more-- focus on questions. Next slide.

So just to provide an overview, so we're-- the city of Cambridge has a number of policies that have, for many decades now, had a focus on supporting non-driving more sustainable modes, such as taking transit, biking, walking. And many of these predate the current work that we're doing on the Cycling Safety Ordinance.

In 1992, the city passed a Vehicle Trip Reduction Ordinance which set a standard that new growth, especially in rapidly growing areas like Kendall Square, should be traffic-neutral. And that's been successful, really focusing that new growth on having to be accommodated by sustainable modes.

And this work has been reinforced over the years with the Parking Transportation Demand Ordinance in 1998, our first Climate Protection Plan in 2002. And in the schools, we have a School Wellness Policy that the schools support students getting to school by active modes such as walking and biking or healthy lifestyles through other-- getting, being active, and so forth.

And then also, we have a city-wide planning process called Envision Cambridge. All towns in the Commonwealth, they have a comprehensive plan which really sets a-- it's a community-led vision for what the city or town should look like. And ours is called Envision Cambridge. And through that, we've heard strong support from our own residents about this need to support sustainable and active travel.

And then we have a Complete Streets Policy since 2016. Most towns in Massachusetts have [INAUDIBLE].

And really, this says that every project, everything that comes along, whether it's a city-led or a state-led project, should actively design for all modes. So in addition to drivers, it should include bike lanes or bike facilities, improved pedestrian facilities, improved bus stops, transit facilities.

Cambridge is a Vision Zero City, which is a commitment to end serious injuries and fatalities on our streets that are the result of traffic fatalities and traffic collisions. And so you see that reflected in our design of our projects, that we have a strong focus on reducing speeds and using other proven measures to reduce and get to the point of eliminating serious injuries and fatalities.

And then since 2019, we've had the Cycling Safety Ordinance, which is built on those things but is really the most relevant to the Cambridge Street discussion.

PRESENTER 2: Does anyone want a copy of the slides? [INAUDIBLE]

PRESENTER 1: So integral to the-- if you can go back one. Oh. [INAUDIBLE].

PRESENTER 2: I didn't mean to--

[INTERPOSING VOICES]

PRESENTER 1: So integral to understanding the Cycling Safety Ordinance is the Bicycle Network Vision, because the Cycling Safety Ordinance is written based off of the bike network. So the first Bicycle Network Vision was done in 2016, saw an update in 2020.

There's another update that will be coming in the next one to two years again. And it sets street-specific recommendations that build us towards having a fully connected, all ages and abilities-- and we'll get into what that means-- network for people on bikes.

So there's-- and this is a complicated map, but there's really three types of lines or facilities that are part of the bicycle network. And again, this is a vision. So this isn't existing. This is what we want to build towards.

So the first of these is in green. And those are off-street paths. That's the Charles River path system, the Watertown Greenway. These are fully separated off-street paths for people to walk and bike on.

Then in purple we have streets that are called out for greater separation. And this is the category that's relevant to the Cycling Safety Ordinance. These are high-traffic, high-volume streets where, in order to create a comfortable bicycle facility, we need to have an increased separation between people biking and people driving.

And then lastly, in yellow, there's-- these are called bicycle priority streets. This is not part of the CSO, but it's another type of goal-- it's another goal set in the Bicycle Network Vision to create comfortable streets, lower volume streets, lower speed streets, often side streets that are-- you can put together to build a network where these are streets where it's, either today, it's safe for bicyclists and drivers to share the space, or with a little bit of additional intervention, to get it to that point. Back to the next slide.

And so there's many reasons-- we have more background on how the Bicycle Network Vision and Bike Plan is in Cambridge. But I think the most compelling is that we've really seen bicycle-related crashes decreased. And this is since 2003. So this predates the Bicycle Network Vision. But we have been designing for bicycling, for walking, and active travel again since before the bike plan.

And since that time, we've seen the crash rate, so the number of crashes per, basically, your likelihood of getting into a crash. So the number of crashes per 1 million bicycles traveled, that's all been decreasing. And most importantly is we're seeing crash severity decrease.

So on the top bar, if you go to the right, the darker shades, these are incapacitating or fatal crashes. And I pulled up on my screen, it's a little more clear. But between 2004 and 2012, nearly or actually over half of bicycle-involved crashes led to some kind of life-changing injury when they occurred. And with these facilities, we do know that there are still crashes, but we're really seeing the severity of crashes decrease.

AUDIENCE: Can I just interrupt for one second?

PRESENTER 1: Yeah.

AUDIENCE: What are the dots? Are those accidents and fatalities? What am I-- what are the dots

PRESENTER 1: Yes, the left side of the graph says bicycle crashes per a million bicycle miles traveled because of the [INAUDIBLE].

AUDIENCE: Right.

PRESENTER 1: And then on the bottom is the year. So it's a trend of the crash rate decreasing.

AUDIENCE: So is it true to say that in the 2022 there were, I don't know, maybe nine bicycle crashes per million bicycle miles traveled? That's how we're interpreting? OK.

AUDIENCE: Is the BMT graph laid out based on the annual count, or is it those automated [INAUDIBLE]?

PRESENTER 1: I don't-- so, yes, I mean, we use the data behind the traffic counts or the bicycle counts to get an adjusted estimation of the total amount of bicycling happening in the city. And from that, they're able to derive a crash rate using different methods.

AUDIENCE: And do you use state data or city data? Because I know this is substantially different.

PRESENTER 1: For the crashes?

AUDIENCE: Yeah, exactly.

PRESENTER 1: There are some discrepancies. This is all done with crash data from the Cambridge Police Department, so city data.

AUDIENCE: Yes. [INAUDIBLE]

PRESENTER 1: But yeah, that's a good point.

And what this is, so now we're diving more into just these separated bike lanes. So that's really the purple streets on the bike plan.

And we have two major ways of implementing greater separation on our streets. One is what many of our projects with the CSO has been, which is a quick build. These are bike lanes that are done with new pavement markings, flex posts, and we often have to repave the street and change parking regulations. But we're not doing significant underground construction with a quick build. So these changes are-- we're able to deploy much more quickly and [INAUDIBLE] build.

The second type of [INAUDIBLE] is construction. And that is, there's a lot more flexibility with the construction projects. However, they take many more years to complete.

Once you start digging, essentially, you trigger the need for any utility companies, so the gas company, fiber companies, electrical companies to go in and replace or repair any of their underground utilities. And that process can take many years. You end up with a really beautiful product when it's done.

And we have done this with Western Ave and Inman Square, and this is a block and near Central Square where it was done recently as part of the development project. But it takes much longer. So if we were to build out the bike plan of just construction, that could take decades. Quick build is--

AUDIENCE: There's cost to that too. I mean, it's incredibly expensive to do that.

PRESENTER 1: Yeah, that's a good point. I'm sure we have that data to talk about it more. I don't have it with me, but, yeah. One advantage of the quick build is that they're significantly cheaper than doing a construction project. Yeah.

AUDIENCE: Are some of the construction projects done by developers if there's a big new building coming in? I'm thinking about Kendall Square or something. Or is that the city?

PRESENTER 1: Yeah, there's a mix. Yeah, so actually, the Central Square project here was a developer.

AUDIENCE: Does that mean that the developer is managing the construction or just paying the construction?

PRESENTER 1: They definitely-- so because a lot of these major developments, they have to tie in their utilities with the street, they often have to dig up the sidewalk anyway. And so we coordinate with them, so as they're doing that work they put it back better. So it's the developer's contractor who's building the construction, so the bike lane, but with city oversight.

PRESENTER 2: Did you say the last point here?

PRESENTER 1: Oh, about Cambridge Street?

PRESENTER 2: Yeah.

PRESENTER 1: Yeah. So Cambridge Street is quick build. The only exception here is we are doing construction work at bus stop locations, which we'll talk about more in the January meeting with how we're approaching bus stops.

AUDIENCE: Is the intention to keep Cambridge Street at a quick build status or eventually, does it become construction? I'm not talking like meeting the deadline, like meeting the time deadline associated with this project, but long term, let's say 25 years from now. Is there a vision for construction work on this or just stay [INAUDIBLE]?

PRESENTER 1: It's a good question. So any of our streets, even if we do them quick build today, we could come back in the future and build them out as a full construction. There is-- we plan our construction out five years in advance on a rolling basis. So the city has what's called a five year plan for streets and sidewalks. And that five years is important because that's the time that we need to coordinate with utilities so they can get in ahead of our work.

The DPW, the Department of Public Works, manages the construction a bit more. And I think we could build on this more at a future meeting. But it has outlined specific streets. So Cambridge Street is not in the current five-year plan. You can go and find what streets are.

There are side streets that intersect with Cambridge Street that are, so there's some opportunities there. But it's-- the work, a lot goes into the five-year plan, not just the need for bicycle facilities. A lot of it has to do with the need for building out separated sewers, which is basically creating a separate sewer system for our wastewater. It's not something we've had in the city. [INAUDIBLE]

And so this is-- I think we had this slide up last time. But this is the Cycling Safety Ordinance timelines. So the first Cycling Safety Ordinance actually was in 2019, and that only talked about the five-year plan. So it said when streets come up on the five-year plan, we should rebuild them with separated bike lanes.

The 2020 update that the council has expanded that scope of the Cycling Safety Ordinance and specifically said we should also do these quick build projects and outline specific streets, including Cambridge Street and specific deadlines, to build out those quick builds in addition to doing them as they come up on the five-year plan. So the original deadline for that work was April 30, 2026. And now that deadline is being extended to November 1, 2026, so one additional construction season.

And so those specific streets are Mass Ave, which is an extension of separate process, Broadway, Cambridge Street, we're talking about here, and then Hampshire Street and Garden Street, both of which we've recently installed. In addition, the 2020 update said we shall do 11.6 additional separated bike lanes in other locations that are on the Bicycle Network Vision. And so that's that map we had earlier with those purple streets that said, other than-- in addition to these four major corridors, find 11 miles to implement new separated bike lanes.

And now that's many other streets in the city, such as Brattle Street, [INAUDIBLE], John [INAUDIBLE] Street that aren't listed here, but are also [INAUDIBLE].

AUDIENCE: Is it Belmont Street too?

PRESENTER 1: Belmont Street was not in the [INAUDIBLE].

AUDIENCE: So it wasn't built with the same requirements? [INAUDIBLE]

PRESENTER 1: That's great because half of it has that [INAUDIBLE].

AUDIENCE: Sure.

AUDIENCE: [INAUDIBLE] I think you've already spoken to some extent, but can you just explain a little bit more like how you prioritize different streets for these renovations.

AUDIENCE: Exactly.

PRESENTER 1: For bike lanes or just in general?

AUDIENCE: I mean, definitely bike lanes. But yeah, also in general to just greater pedestrian-oriented activation safety.

PRESENTER 1: So that is detailed in the Bicycle Network or the Bicycle Plan. We also have a separate pedestrian plan as well. And so those have-- there are different-- there's a lot of detail in there. And I think we can cover that extensively at another meeting. We look at crash rates. We look at vehicle volumes, a number of different factors and determine what's the right facility for a corridor.

So there's, for example, in the bike plan, there's a prioritization matrix. And one of the appendices that talks about what streets are important based on the outreach we've heard, based on connectivity. And so that's how you come up with identifying the streets for the purple, the greater separation.

There are streets that are not on there. You brought up Belmont Street as an example. I know there's Concord Ave. And those aren't on there because there was another-- in the case of Concord Ave, for example, Garden Street runs parallel to it, and there was a need for transit facilities on that one. So yeah, there's definitely some nuance to it because it's not as simple as-- we have a lot of competing needs like transit and [INAUDIBLE].

So this is-- a lot has changed since the Cycling Safety Ordinance passed. And we are trying to improve on our process. And one major point has been about this idea of parking management. These changes, these [INAUDIBLE] projects do often require [INAUDIBLE] parking. And so a lot of-- some of what we've been working on lately is-- so, specific to Cambridge Street, we are doing a parking study, which is an occupancy study of existing use of the parking.

So we will talk more about that in a future meeting. But we've recently gotten data on just how much of the parking is being used at different times of day. And that can help inform the design. It also serves as a baseline for study after the project is completed, to compare and contrast the effect and the impact.

And then also, there's a lot of work going on now to create what are called flexible parking corridors. This is not final. This is still under-- recently went to its first reading of the city council. But the city is working on a number of changes to our zoning ordinance, our PTDM ordinance, and our commercial parking permits ordinance that essentially allow for private owners of private off-street parking to share their parking with other people.

So today, currently, if you are a property owner on Cambridge Street and own a parking lot, there are different city rules and regulations that get in your way of, if you just wanted to say, open it up to allowing someone else to use it. And so we're trying to remove some of those barriers.

This isn't the city building additional parking facilities. It's not us brokering a deal between private property owners, but it does remove these barriers so that there aren't these regulations getting in the way of being able to lease your space to someone else.

And so these flexible parking corridors are the same corridors where we're planning bike lanes. So it includes Cambridge Street, Mass Ave, many of these corridors where there is this intense parking need are also the streets where we need bike lanes or the major corridors and the places people want to get to. And so this has been in response to the parking [INAUDIBLE].

--trying to reduce some of these barriers. So again, this isn't final. It is under the council's review. The council is the ones that asked for this. So we're expecting it to pass. There is a formal process that has to go through that takes probably about two to four months for this to get fully passed and ready.

AUDIENCE: And Joyce, can you speak to [INAUDIBLE]?

AUDIENCE: I was going to ask, can you speak to the scale of how many parking spots could be made from this and how many would-- versus how many would be removed through the ordinance? Do you have a sense of is it way more than would be removed over time, or?

PRESENTER 1: So there's folks at the community development process who are managing this process, and I think we could come in to have them speak to some of the specifics. And they did prepare a separate presentation, which I can share with the group.

And as part of the study, they did an estimate of the number of spaces that are on these corridors. That's not to say that all of those would be open up to use. I mean, it's in the order of thousands of spaces. But I don't know. I don't want to necessarily speak for them. And the study, it might be more effective to have them come in and talk about that specifically.

PRESENTER 2: Just quickly, before, Jim, yes, I think we were planning to invite some of the city staff that both worked on the parking study of Cambridge Street specifically, and then also we are working on the flexible parking corridor plans more actively to come in and present on them, because right now the plans are-- it's not passed yet. So once it's passed, we'll invite them in so you all can learn more about it, and then definitely share the parking study results.

AUDIENCE: With the parking modifications plan, do you have a statistic saying that x amount will go away. There's another part I don't know if [INAUDIBLE]. Typically, with [INAUDIBLE] Cambridge, there's a lot of mixed use buildings.

And historically, in East Cambridge, or any place in the city, you can park in front of your own driveway legally, as long as someone else doesn't do it and block your driveway, there's no car, you can do that. Are you taking that into account with these potential modifications? Because that would also be a significant detriment to the people who've-- want to bring in their groceries, that historically have happened.

PRESENTER 1: So in the parking study, yeah, I mean, we counted that in the number of-- that was one thing that was taken into account into the-- because they count the number of people. So they noted where people are parked, including people in front of driveways. But in terms of continuing to allow it, you can only do it if there's you're in line with the other parking on the block.

So as part of these projects, we're going down to parking on one side of the street. So if you're on the side of the street without parking, you wouldn't be able to block your driveway because you're not in the road parking, you would just be in the bike lane, not the street.

AUDIENCE: My guess is a lot of people don't really realize that. If you have an elderly person who wants to bring in their groceries or whatever, I don't know if they reached out, but it's going to be-- you're going to get some pushback from that if people don't realize that when they see the lines being built.

PRESENTER 1: [INAUDIBLE]

AUDIENCE: Yeah, I don't think it's just [INAUDIBLE], so you remove 20 and add 20 five blocks away because you haven't accommodated to elderly or disabled at all. It's not just a matter of [INAUDIBLE], it's actually locations.

PRESENTER 2: And I think the city has done something like that that we talk about in the next presentation a little bit. But yeah, we've definitely heard, it's not just a, well, now there's this parking so it solves all the issues, because it's very much a where is it. And also I think, as is articulated, I know there's a lot of font here, but just because that parking could be used doesn't mean that it will be used. So I think--

[INTERPOSING VOICES]

PRESENTER 1: Yeah.

AUDIENCE: --I would say [INAUDIBLE]. I mean, That's the issue we've been out there facing in DC and in New York City. They're two separate places. [INAUDIBLE]

PRESENTER 1: Yeah, for sure.

PRESENTER 2: Any other questions on this? We did more as we went, which I think did make sense. But maybe one minute left for a question or two. And I also do want to chime in and say I was at the presentation that community development did for this. And it was-- all these questions were asked.

And I think it would be a really good use of time just to go through the presentation. Because even though they're going to be here, it does go into those more specific, especially those situations where streets, like walk-in driveway-- or parking spaces blocking driveways. They go into the numbers of what they were looking at. And how many parking spots a business owner has.

AUDIENCE: For blocking the driveway, we can also put posts up.

PRESENTER 2: Yes.

AUDIENCE: Now, there's no access at all.

PRESENTER 2: Right. Yeah.

AUDIENCE: Yeah, this has to do with [INAUDIBLE] a few slides back, but I'm just wondering between quick build and construction since this is mixed. Does that trigger any environmental review at the state level?

PRESENTER 1: Are you asking about MEPA?

AUDIENCE: Yeah.

PRESENTER 1: No, there'll be no MEPA.

AUDIENCE: There's not like a delay from that?

PRESENTER 1: No.

PRESENTER 2: So, Jackie, to your point, why don't we send out that city council presentation on the flexible parking corridors. Just keep in mind, that's all-- it's not yet passed. We'll have the actual staff or units come in and present the more final [INAUDIBLE]. We're going to just skip right to the next section. If you haven't had lunch and you want to, this is a good time. Feel free. We don't have a formal break, so we can have flexible edges.

[INAUDIBLE] I think you were up on deck again for this presentation. The purpose here is, again, we wanted to clearly-- we wanted to as best we could, articulate what goes into the city's decision-making about some of these corridors. So you know what they're thinking about, and then when we go-- when they go to ask you for your input, you know the same variables that they're thinking about.

PRESENTER 1: [INAUDIBLE] Yeah, so this is-- we'll go over-- this is a rough template. And we try to improve every time. So not every project is going to look the same. But it's a rough template of our process, our, quote, "design and engagement process" when we roll out a new project. And we draw on examples from the projects we've done over the past few years.

So they essentially boil it down to a kind of a four-step process. So first, we look at the width of the street. And we know we have to have separated bike lanes. And again, this is just applying to our Cycling Safety Ordinance quick builds. So we determined that, what do we have room for in addition to the separated bike lanes once we've measured the curb-to-curb width of the street.

We keep parking and loading wherever possible with space constraints, and then ask the community for feedback on what type of parking and loading spaces, and where. And the where is critical, because often it will go down to parking on one side of the street. And then, there's a monitoring process afterwards.

That's kind of one of the goals of the parking study we're doing for Cambridge Street is to have a baseline assessment, so that we can monitor how these policies are working after the fact. But for each corridor, [INAUDIBLE] design to reflect-- it reflects both these constraints and within those constraints, be responsive to community feedback, if possible.

Right. So the first is space. So we have certain [INAUDIBLE] requirements. Assuming we're having two-way travel, which is the case on a vast majority of our streets, we know that there's a certain standard. So on the street, like a bus route or trucks, we can't have travel lanes lower than 10.5 feet. And sometimes, 11 just depending on the specifics of the corridor.

On streets, lower traffic streets, or streets with fewer large vehicles that can move up to 10 feet. And then for parking, we need at least 7 feet wide for the parking space. We do try to do eight [INAUDIBLE] parking where possible or when we have larger vehicles, again, unloading, things like that.

So then in addition to the space we need for vehicles, there's a certain amount of space that we need for bicyclists. And this is, again, not just for the bicyclists. There's a lot of other factors that go into this. One is our maintenance requirements.

So when we have a flexible set up, we need a minimum of seven feet between the platforms and the curb. And that's so that you can get a street sweeper or a snow plow down a bike lane. The way that our streets are built is there's a crown in the middle of the street, and everything kind of flows to the side.

And so having access to the gutters and the curb is actually critical. One of, actually, the benefits of the separated bike lane is now you don't have parked vehicles against the curb. Instead, you have a bike lane. The street sweeper can just run down the bike lane.

You don't have to worry about cars moving during street cleaning. It actually becomes easier to do some of these maintenance activities, assuming we have that seven feet that they need to be able to [INAUDIBLE]. And then where you have a bike lane next to parking, which is the photo on the right here in this diagram, we really need a minimum of an extra foot, eight feet total, or three foot buffer over a five foot bike lane to have enough space so that someone is getting out of their car, they're not going to walk right into the bike lane.

So that eight feet, that's shared between the bicyclist and the passenger. That's why we often-- we have bike plans on [INAUDIBLE] Street today that are five feet wide. But once you add a separated bike lane, it has to grow as they expand. So that space has to come from somewhere. So that's [INAUDIBLE] experience.

AUDIENCE: Is that a best practice, or is that like you're not allowed to do it with less than three feet? Is there like any movement on that buffer? Like this needs to be three feet, or do you guys have any play [INAUDIBLE] play? What is that play? Yeah, it's hard looking at this saying-- it's not clear if this is like the law or if this is a best practice.

PRESENTER 1: So, this is not-- I mean, it's not in the cycling safety ordinance. It doesn't say that these design considerations, except from there might be some exceptions, but I think generally, these are not written in the cycling safety ordinance. These come from federal and state guidelines that we follow. And we had a slide in here.

AUDIENCE: Yeah, we can [INAUDIBLE] too much, but we can share it in our slides.

PRESENTER 1: And so these designs really are consistent across other towns. Again, they're not codified into [INAUDIBLE] law, but you're going to see similar design patterns until at the end of the [INAUDIBLE].

AUDIENCE: Cambridge Street is not all that long. It's not Mass Avenue. And I'm wondering if you're willing to accommodate to the fact that it's not that bad. Maybe it's not something like what you're looking at in another part of the country.

AUDIENCE: Well, this buffer is there for safety, both for the safety of the people getting out of the car and the safety of the cyclists to not get doored. So if you're compromising on the width, then you're compromising on safety. So I don't know if that's legal, but it is-- like, we should think of that as a safety issue [INAUDIBLE].

AUDIENCE: I think one of the key things here, it sounds like there's interest in this understanding. Again, what is in the law? What is in the design best practices that we learned from state and federal [INAUDIBLE] there are reasons behind those.

But I think it makes sense that people want to where can we play. What is their actual reason? So I think the city is like, what's on these slides, I think they are trying to implement.

Like, this is what they do elsewhere. This is for the safety considerations. It's not up for debate. Is that right?

PRESENTER 1: No. I mean, we found from experience that this is the safest the best practice, and then there are examples. This has been a growing body of research behind this. So there are examples where you'll see narrower bike lanes that maybe predate some of these guidelines. And if you use one of those corridors, whether you're getting out of your car or you're riding a bike, there will be elements that will feel unsafe. So once you go down to a smaller buffer here, that's going to be very uncomfortable for someone getting out of their car because you're potentially walking right in front of someone [INAUDIBLE].

AUDIENCE: [INAUDIBLE] say everything can't fit. These are your aspirations. Is there a point in the street that's limited in space when you say everything can't fit? We can't have the maximum for everything, the best.

PRESENTER 3: We've already done that. And that's [INAUDIBLE].

AUDIENCE: [INAUDIBLE]

PRESENTER 3: That's why we have to take parking from one side of the street-- because it doesn't all fit.

AUDIENCE: It doesn't fit.

PRESENTER 3: So, going back to-- so this is an important graphic because, back to [INAUDIBLE] question, that seven foot between the curb and the post, we have to hold that, or else public works cannot maintain the bike lane. They can't plow it. They can't clean the street.

We have to hold that, and the post can't be in the traffic lane. So that's seven feet. There's no give on that. And then the bike lane plus the buffer, the eight feet, is another foot more.

So that's where this comes from, and that's why we can't-- so it's not a best practice, and it's not a law. But it is an engineering design constraint. That's why we're holding these numbers.

AUDIENCE: Jim, has his hand up and then-- oh, then we got to-- OK, great.

AUDIENCE: Just two questions on that. On the post, is there a way to do something other than the post? Maybe a bump up where it's not the post where let's say December, they're moved so that the plows could get in, something that goes like that.

So they moved that off the lane. So that way, from, let's say, December to March, they could plow. But the other thing is, based on this on Cambridge Street, if you look from Columbia down to Warren Street, if you move back and go to 10 foot lanes, if you stand there at 5 o'clock and the ambulance tries to come down and the traffic is coming both ways, where do people pull over to get out of the way? Because it's not possible based on that driver.

PRESENTER 3: That is a problem. I agree with that. And the fire department has commented on that. I agree. And we do have to find a workaround for that.

AUDIENCE: Thanks

AUDIENCE: And then just I think there's the question or maybe comment just on other options for folks.

PRESENTER 3: Yeah, we have been looking for alternatives to the post and while still following the letter of the CISO. And I honestly think that we need to continue that conversation. But right now, these posts are the best thing that we have to comply with the CISO and do everything that we need.

They provide the vertical separation that we're looking for and that the CISO requires. They're not durable, but they're not expensive either. So they're not great solutions to what we have, but we're still looking.

But right now, this is what we have. So it's something you can drive over to plow and to clean the street is there's not something on the market right now that will do that yet that we've seen. And we haven't seen it in other cities either.

AUDIENCE: I just think you do that outdoor seating for restaurants, which I think is wonderful, right? But they're up at a certain time of the year. They come down.

PRESENTER 3: We can't take them down in the winter. We have close to 2,000 posts citywide, and we can't remove them.

AUDIENCE: No, I'm saying with the solution, instead of the post, some sort of a bump.

PRESENTER 3: Yeah, the thing that you're talking about isn't available. I want that thing too because that gets us out of jail multiple ways. So it's right [INAUDIBLE] an invention.

[INTERPOSING VOICES]

AUDIENCE: OK, but with what we are working with right now, it's flexible. Let's go. We're going to go. I think we have Chuck, Sky, Chris, And then I think we're only two slides in. Chuck.

AUDIENCE: [INAUDIBLE] to the flex post, I noticed [INAUDIBLE] and have like a little bump in the road that allows cars in and out and also has a [INAUDIBLE]. Do you know [INAUDIBLE]?

PRESENTER 1: [INAUDIBLE]. So we will be talking about that a lot as part of this project [INAUDIBLE] that's on the part of Cambridge Street that's part of this project. The king open design has some benefits. It also has some drawbacks since that one in, we've gotten a lot of complaints specifically about that location and about the type of curve that was put in between the bike lane and the street.

And so we will be talking about what redoing that looks like. And we're just kind of starting the design on it. So we can get into some of the specifics.

AUDIENCE: Thanks. I kind of like that. It preserves the bike [INAUDIBLE] safety and also [INAUDIBLE].

PRESENTER 3: They're going to rip it out.

PRESENTER 1: But yeah, the one that's there today, it's not been working for-- has not been working like it was intended to work. So we are going to be looking at redoing it. We talked about that.

AUDIENCE: You're saying it doesn't [INAUDIBLE] it's not working. What does that mean?

PRESENTER 1: So, and I mean, we'll visit on the sidewalk. So I think we can look at the specifics. But I mean, it's not two separated bike lane. As a driver, you can just drive right into it, and that's it. That's the main issue.

AUDIENCE: So is the issue that it's not in compliance with the CISO, then?

PRESENTER 1: It is--

AUDIENCE: [INAUDIBLE] compliance?

PRESENTER 3: Well, it's compliant now that the new CISO amendment will include school buses. But it's not a great--

AUDIENCE: [INAUDIBLE] compliant with the amendments to the 2020 CISO. It's separated [INAUDIBLE].

PRESENTER 1: [INAUDIBLE] don't think.

AUDIENCE: So, OK. Sounds like that's an issue. Like, there's maybe a complicated answer. He doesn't think it's compliant. Others think it might be.

AUDIENCE: Would that also be a construction if it's [INAUDIBLE]? Would it be like a different kind of thing or something like that?

AUDIENCE: And maybe as we're walking by it, if folks are interested in that site specifically, maybe we could talk a little bit. OK, [INAUDIBLE].

AUDIENCE: For the 10.5 foot minimum, how do the lane widths and the space in between the two yellow lines, how do those count into that? Or should we just not think too hard about that?

PRESENTER 1: [INAUDIBLE]

AUDIENCE: For the 10.5 foot minimum for the travel lanes, how do the lane widths [INAUDIBLE] into that, especially the space in between the yellow lines? Like--

PRESENTER 1: Oh.

AUDIENCE: --should we try to nickel and dime the inches that way?

PRESENTER 1: It's measured from the center of the two yellow lines.

AUDIENCE: OK.

PRESENTER 3: [INAUDIBLE] is 12 inches wide.

AUDIENCE: OK.

PRESENTER 3: So the edge of the line to the edge of the line is less than 10 and 1/2.

AUDIENCE: And what about on the other end? The white line?

PRESENTER 3: [INAUDIBLE] the center of the line.

AUDIENCE: Center of the line. OK.

AUDIENCE: We might want to get into-- maybe we can bring some street diagrams [INAUDIBLE] to look at. It's helpful to get a sense of it.

AUDIENCE: And Chris?

AUDIENCE: [INAUDIBLE] also [INAUDIBLE]. Is King Street considered for 10 foot lanes or foot lanes given the bus traffic? Or is that an area of flexibility?

PRESENTER 1: Like, that-- I think there is-- yeah, we do. We will probably go down to 10 and 1/2 in some places. And it also matters too how much space you have on the buffer because that's usable space too. But that's getting into the [INAUDIBLE] document [INAUDIBLE].

AUDIENCE: It seems like some play [INAUDIBLE]. OK, Carmen, and then you can [INAUDIBLE].

AUDIENCE: If there's deliveries [INAUDIBLE] parking spots essentially, or do those have a different width or length requirement? Like, I would assume [INAUDIBLE] larger vehicles or those [INAUDIBLE] like a car [INAUDIBLE]?

PRESENTER 1: We try to make them eight feet, but we can't [INAUDIBLE] instead of seven. If it's that or nothing because we can't fit--

[AUDIO OUT]

PRESENTER 3: We want to make sure that emergency vehicles can get by. That's part of this exercise. We want to make sure that all of those needs are accommodated with the least amount of disruption to the others.

AUDIENCE: So that's perfect. Thank you, Jeff. We can hold that.

We're going to be talking about section eight design in January. Right now, I just want to make sure that we can get through the presentation of all of the other things like loading, like delivery, like parking, like all the things we're talking about and how the city is thinking about them. So speaking of.

PRESENTER 1: I think we're already touching on a lot of what we're going to talk about. So I'll try to focus on kind of specifics we haven't talked about. I think the key takeaway when you're looking at [INAUDIBLE] is once you go to park on one side of the street, we try to put that parking on the side of the street with the fewest driveways because every driveway you have breaks up the parking.

So if you're able to switch that parking from side to side based on the number of driveways, you can increase the amount of parking. And if there's a driveway, there's off street parking down there or some kind of form of it. So that also typically means that we're putting the parking where there's a need.

They don't have a curb cut. There's probably more of a need for loading and other things. [INAUDIBLE]. Then also, we get feedback from the community too. And that helps us decide what side of the street to park.

AUDIENCE: [INAUDIBLE]

AUDIENCE: Just so you know, from a technical perspective, that double line you can't technically cross over on from a legal perspective.

AUDIENCE: OK. Yeah.

AUDIENCE: OK. [INAUDIBLE].

PRESENTER 1: That's absolutely not practical. I mean--

AUDIENCE: I'm just telling you what the law-- I'm telling you. We're talking a lot about law.

[INTERPOSING VOICES]

AUDIENCE: I think we should move on for now.

[INTERPOSING VOICES]

AUDIENCE: --combination because they definitely have a big truck [INAUDIBLE].

PRESENTER 1: Yeah, we would have that loading zone. That's an example.

AUDIENCE: Yeah.

PRESENTER 1: So like, we try to have a loading zone and try to put [INAUDIBLE]. And then transit-- so as part of any of these projects we're looking at the bus service that's using the street. And so it is an opportunity to make some improvements.

We know as a city, we can't decide how many buses the META is going to run. That's really decided at the state level. But we do control over the street and the layout of the bus stops to help improve the service.

So we do have a lot of places in Cambridge where bus stops are really close together, which has the benefit of making sure your stop as close to where you're trying to go. But that also slows the service of having to stop frequently. So this is an opportunity to assess that spacing of the stops potentially where we know that where we can, depending on the feedback, pull the stops a little further apart.

So you do often see new bus stop locations. We're also looking at how the bus interacts with the bike lane and the other users. So that might affect where a bus stop goes. And then also, we need to make sure that every bus stop is fully accessible to a person with a disability and that the bus can pull up to the curb and deploy a ramp so that someone using a mobility device can get on the bus.

So we have a lot of bus stops [INAUDIBLE] that aren't accessible. And that's maybe because there's a tree. There's something in the way.

Often, that means moving the bus stop. Like, we can't take a tree out. So maybe we have to move the bus. We'll also look at moving something out of the way, keeping the bus stop where it is. But it's really a case by case design based on making sure that there's a level playing area so that bus can get to the curb and expand.

AUDIENCE: Do we expect the volume of buses on Cambridge Street is going to remain level? Because I know there's routes being changed and frequency of existing routes being raised for Cambridge Street. Do you know, based on the team's plans, does that affect this project at all [INAUDIBLE]?

PRESENTER 1: So yeah, that's a good question. So you're referring to the bus network redesign that the team is-- they just implemented, like, phase one yesterday. They have a map of the future bus network redesign and service levels and all the different streets.

They don't have a timeline for when that would be. That does impact some streets in Cambridge. Cambridge Street is minimally affected by the bus network redesign. They're proposing the same level of service on the 69 bus.

They are proposing, I think, increased service on CT2 or some variety of it, the 85, and one stop on Cambridge Street. It wouldn't affect the location. It would just potentially increase the number of buses.

PRESENTER 3: To your question, it doesn't change the approach to [INAUDIBLE].

AUDIENCE: What about transit signal priority? Is that relevant to this project?

AUDIENCE: Could you maybe explain that for people too?

AUDIENCE: When a bus is approaching a red light, like, the bus can communicate with the signal to get a green light faster or to hold a green light so the bus gets priority in the intersection. Is that work on the traffic signals part of this project or related to this project. Is that on Cambridge?

PRESENTER 3: It's outside the scope of this project, but it's something that we are actively working with the MTA on a number of different things. And there's no reason why we couldn't engage them on the [INAUDIBLE].

AUDIENCE: That could also maybe be relevant or helpful for the emergency vehicles, like, entering.

AUDIENCE: Are we measuring the travel of the buses currently? And then I'm just thinking of this in relation to delivery trucks being parked in the travel lane, and buses are going to have a much harder time [INAUDIBLE] cars swinging around truck parking [INAUDIBLE]. So you're saying most likely, delivery trucks are going to stop and travel [INAUDIBLE] as a result of this design as they currently do, [INAUDIBLE] now, if this dramatically increases the travel times of buses, is there any accommodation for that other than [INAUDIBLE]?

PRESENTER 1: Well, I think we want to be looking at the data on that. And I mean, the team [INAUDIBLE] working really closely with the team because they collect, like, the data on [INAUDIBLE] and reliability [INAUDIBLE] collects that [INAUDIBLE].

AUDIENCE: [INAUDIBLE] Cambridge Street currently. And then what is the plan if this doubles the travel time for the 69 bus on Cambridge Street? Can we do anything about that, or we just say, hey, [INAUDIBLE]?

PRESENTER 1: I'm not sure we have the data on Cambridge Street, but we certainly have on other corridors where we've done this. So I think [INAUDIBLE] look at the data and see if we've seen that. [INAUDIBLE] it's not, it's not something that we've heard as a significant concern. Most of the delays we experience is because of queuing traffic. So if we implement changes at signals [INAUDIBLE] the thing that has much more impact on [INAUDIBLE].

AUDIENCE: [INAUDIBLE] and look at it here [INAUDIBLE] to say this was helpful or--

PRESENTER 1: I don't think they are collecting that data for Cambridge Street, but they've certainly collected it [INAUDIBLE].

AUDIENCE: [INAUDIBLE] ask the team for that data. Is that something that the city of Cambridge can do so that we know kind of baseline going into the street redesign of Cambridge Street, why would we not want [INAUDIBLE] a huge part of this increase mobility for all users? A huge chunk of the users are people that ride public transportation [INAUDIBLE].

PRESENTER 3: We don't want to degrade [INAUDIBLE]. I agree with Andreas on this. Most of the delay, travel time problems that buses have is at signalized intersections.

AUDIENCE: I'm not debating [INAUDIBLE].

PRESENTER 3: So it's true that we as part of this project, we make improvements along the corridor and signals to make sure that we have progression in both directions [INAUDIBLE]. It's true that we have [INAUDIBLE] issues [INAUDIBLE] parking issues. But generally, in my experience, [INAUDIBLE] when I need [INAUDIBLE] other things that are important to adjust. But I don't anticipate that loading [INAUDIBLE].

AUDIENCE: Yeah, I'm just saying, it would be helpful, I think, to have a baseline [INAUDIBLE] you have a baseline so that we can then measure and say this was helpful for [INAUDIBLE].

PRESENTER 1: [INAUDIBLE] data on that double parking [INAUDIBLE].

AUDIENCE: [INAUDIBLE] very specific travel time at [INAUDIBLE].

AUDIENCE: So why don't we, the city, [INAUDIBLE] feasible, then [INAUDIBLE]. Carmen, and then [INAUDIBLE].

AUDIENCE: Yeah, I had two questions about the bus stops. One was, I know you're saying a lot of that backup at signalized intersections is-- I don't know, but is there a sort of optimal location on the block to put the bus stop to stop before it gets to the queue of backed up cars? Like, is that something you're considering in the siting of the bus stops? And then I was also wondering, I know in some streets there are these areas where it's the, like, bike bus line stops. Is that under consideration, or is this more like [INAUDIBLE]?

PRESENTER 1: So your first question is actually one of the [INAUDIBLE] too.

AUDIENCE: OK.

PRESENTER 1: So under the improved bus reliability bullet, the best practice to avoid what you're talking about is to put the bus stop at the signal. So that means that the bus can clear the light on green and then service the stop. Otherwise, they may stop at the stop, and the light will turn red. [INAUDIBLE] they wait at He light twice.

So that's a way to [INAUDIBLE]. And a lot of this too, it's not necessarily about improving the speed of the bus. It's just improving the variability in those trip times. So making the travel time more predictable.

AUDIENCE: Yeah.

PRESENTER 1: And then [INAUDIBLE].

AUDIENCE: It's loading. So like, the combined bus bike lanes versus floating bus stop.

PRESENTER 1: So we are looking to do floating bus stops, because we know that they're sacred design. The reason we don't have them all over, again, this construction issue. They're much more construction-heavy. Cambridge Street is a very busy street with deliveries and so forth, and that's when you really start to see more impacts when you have the shared bus stop.

AUDIENCE: I see. I feel like there's a lot of illegal delivery parking that often happens.

PRESENTER 1: [INAUDIBLE]

AUDIENCE: Anything else on this slide, Andreas, that you [INAUDIBLE]?

PRESENTER 1: And so then, you know, like, going back to the design, other design considerations, whenever we design guidelines, we're designing them for all ages and abilities. And essentially, what that means is providing a facility that someone who is new to cycling or someone who's younger or older, a wide variety of people feel comfortable using. And so what we found is that when you don't provide physical separation, you see a more niche demographic user, that bike lane.

It's really adding this physical separation where you start to see that being all ages and abilities design [INAUDIBLE] comfortable for people who may not feel comfortable keeping up with traffic, who may not have that physical ability. It's really a separation. You start to be able to accommodate various types of users. So that's important [INAUDIBLE].

We're also looking at crosswalks for two things. One of these is called daylighting. Daylighting is an example on the top right.

It's making sure that the driver can see the crosswalk and the pedestrian and vice versa. So on the right where that post is, if a vehicle is parked there, they're blocking the view of the crosswalk. So we try to daylight that area or put in a post or other physical barriers there to prevent that parking to become a detriment to safety because there's no visibility.

Once the bike lane-- on the street with the bike lane, we do sometimes have to lengthen the amount of space. So if you have a bike lane and parking next to each other, the space between where someone is stepping into the street and where the driver is is something larger. And so depending on the site [INAUDIBLE] daylight and space.

And then again, this issue of parking and where it goes factors heavily into our visibility. So on the side of the street with parking, we often need to make more concessions to create visibility of driveways. On the side without parking, that's [INAUDIBLE] less of a concern. And I think this mentions to turning radius. So, thinking about what types of vehicles are using those driveways, how much space they need to turn in and out of the driveway or the side street.

AUDIENCE: [INAUDIBLE] I was going to ask, I know some facilities might have multiple driveways now that could reduce the amount of parking spots. Like I'm thinking of the gas station that will pass by near Windsor Street and Cambridge Street. Is any of that up for debate about potential closing one of those entrances if there are two entrances on Cambridge Street, so that you could preserve a little bit more parking and do better daylighting? Or are those types of discussions off the table about closing the driveway if there's redundant access?

PRESENTER 1: We're generally obligated to provide access to any serviceable driveway.

AUDIENCE: Continue to not--

PRESENTER 1: Yeah, exactly.

AUDIENCE: [INAUDIBLE]

PRESENTER 1: Yeah, we can't-- if we take away a driveway, it's considered taking-- essentially, we're taking something that they have access to. So unless it's not serviceable, if it can't be used-- like, it's not being used for vehicles. Obviously, [INAUDIBLE] flexibility there.

AUDIENCE: Is there any kind of mechanism for just asking a property owner? They may be willing to--

PRESENTER 1: When we've had some projects where we've had curb cuts that aren't serviceable-- so there is an example across the street of the restaurant there, and we asked them about their curb cut. And we can ask, you know, if they'd like for us to allow parking in front of the [INAUDIBLE] parking. That's an option. But again, that's in very niche cases where the driveway is not being in use. And yeah, we've engaged with the staff [INAUDIBLE].

AUDIENCE: Wouldn't that be the same as asking a private residence to give up access to their driveway?

PRESENTER 1: Yeah, if they're willing. I mean, that's essentially-- so we wouldn't only do it if willing.

AUDIENCE: Yeah.

PRESENTER 1: Yeah. None of these cases would we ever block someone's driveway without--

AUDIENCE: Yeah, there's a concept called abandonment, but I've never, ever seen it in [INAUDIBLE] for anyone's group ever. And I would think [INAUDIBLE].

AUDIENCE: OK, this is our last slide up.

PRESENTER 1: And then, so some examples from projects, [INAUDIBLE] is the outdoor dining. This is really important on Cambridge Street. We're looking to preserve the outdoor dining. The outdoor dining, again, it's up to the business owner whether or not they want to use it.

But we want to keep that ability, which means having parking on that side of the street where there's dining. And then also, the parking regulations often are dependent on the land uses. So in Cambridge Street, we have a lot of meters and loading zones. On a more residential corridor, we would have more resident parking. It really just depends on the intensity of those uses.

AUDIENCE: Is there [INAUDIBLE] some of the restaurant owners about the outside area [INAUDIBLE]?

PRESENTER 1: So the city build permits and approves. So we've worked closely with them on an annual basis to review site plans. And so they are proposing something that doesn't work because it's [INAUDIBLE] parking, we will [INAUDIBLE].

AUDIENCE: So there's still a permitting process going on.

[INTERPOSING VOICES]

AUDIENCE: But this design is essentially saying that an outdoor dining facility can only be on one side of the street. So if a restaurant took over a space that doesn't have parking on it, they can never have outdoor dining.

PRESENTER 1: Unless it was on the sidewalk.

AUDIENCE: Yeah.

AUDIENCE: So it sounds like a perfect [INAUDIBLE].

PRESENTER 1: There's some locations. Like, [INAUDIBLE] or some [INAUDIBLE].

AUDIENCE: Yeah. But other than that specific [INAUDIBLE] goes away. We're not saying that outdoor dining can only happen on the side of the street that parking is going to exist on. We're just saying that from now on, there can never be parking on the other side of the street [INAUDIBLE].

PRESENTER 1: Yes, [INAUDIBLE].

AUDIENCE: But we don't have any examples where [INAUDIBLE] right now, right?

PRESENTER 1: No, and anyone who has it today, we're accommodating them in the design.

AUDIENCE: OK, so this was the last slide on the design consideration for just-- I want to do a time check because we have a part two of this, which is just around the decision making. However, I'm watching our time closely. So for folks online that are members of the public, could you raise your hand if you want to give public comment? I'm just trying to get a sense of how much time we need to hold for that.

AUDIENCE: I know Giovanni wants to [INAUDIBLE] and one person [INAUDIBLE].

AUDIENCE: OK, So, [INAUDIBLE] 12:25. OK, guys, do you think you could walk us through the one bullet takeaway for each of these slides, and we'll send them out. And if there's a lot of interest in them, we can include them more in the January meeting. But we just don't have enough time to go super deeply right now.

PRESENTER 1: [INAUDIBLE]

AUDIENCE: OK.

PRESENTER 1: OK, so we are going to include-- oh, for each slide or just for the whole session?

AUDIENCE: For one slide. We have time.

PRESENTER 1: OK.

AUDIENCE: Yeah.

PRESENTER 1: [INAUDIBLE]. So we're going to go over some examples of how we get feedback. And this is pulling from examples from many of our projects. So some of the things we're asking are about, I think, these design considerations we've been talking about.

We [INAUDIBLE] conferences, bus stop, parking, et cetera. [INAUDIBLE]. So there's many ways we get this feedback. One is there's an example from Hampshire Street. We did an online feedback map.

So we have multiple times when we do these online feedback maps. One is early on, we don't have a design we want to hear your comments on today. Then we post the design.

We get comments on specifics about where the parking is, how the side streets interact with the bike lane, anything. And this is kind of a pie chart showing the variety of those comments. So someone might comment about driving or transit or accessibility or parking. And then we also have like an open comment form so people can just submit a comment or they can talk to us one on one [INAUDIBLE].

Another part of this feedback is community meeting, where we present these staff designs and go into them a little more in depth. We are building on this with Cambridge Street, with the working group, where we're having this separate forum too which we didn't have on some of these previous [INAUDIBLE]. And then this provides an example from Mid-Mass Ave, when we did the project about how this community feedback influenced some of these outcomes.

So the feedback, based on the feedback, we did parking on the south side of the street. And this again had to do with reaching out to those individual business owners, had to do with the outdoor dining, the other design considerations that were specific to Mid-Mass Ave. The parking on Mid-Mass Ave or on Mass Ave, we prioritize metered parking, kept existing outdoor dining, and kept one of the existing loading zones.

But we do find that uses have changed sometimes when we come out and do these projects. So we might hear from a business owner that, oh, that loading zone is here for X reason, and we no longer get that delivery, or the business has changed owner, and they no longer need it. So we can revisit some of those things.

In front of City Hall, we prioritize disability parking, and that was to-- based on the senior center there, there's the City Hall, a lot of need for folks who cannot walk or may not have the ability to walk as far as the [INAUDIBLE] uses. And then we made changes on side streets. Often in Cambridge, the first couple of spaces down the side street are unrestricted, which means that except for street cleaning, [INAUDIBLE] all day. And with working with adjacent business owner, this is a chance to reconsider that, whether we prefer that to not be loading or additional meters or other things like that.

AUDIENCE: When you say unrestricted, you mean resident parking?

PRESENTER 1: No, it's a different category, yeah. We can point it out on the sidewalk. So there are some times when the resident parking ends just before the Main Street, and those two or three spots are [INAUDIBLE] for street cleaning. And you're also time limited. Like, you can't park for more than a day when we do something like that.

AUDIENCE: And so--

PRESENTER 1: We don't require resident stickers.

AUDIENCE: And so those can become a little more wiggle room, perhaps certain business parking or [INAUDIBLE].

PRESENTER 1: Yeah, it's really an individual conversation with each business owner to see if they want that or if they want it to be something else. And then on-- we always make-- we make changes after installation quite frequently. So on North Mass Ave, we did the project, but then we added parking actually in the bus lane after 9:00 AM. This was originally loading.

And we got feedback that the loading zone wasn't working. And so we made a number of those loading spaces metered parking instead. We make adjustments to signage and markings to improve clarity.

And then also, on North Mass Ave, a main change was that this section was added to become a construction project as part of the Mass Ave partial construction project, which is doing the bike lanes from Harvard Square to the city line in Arlington. So originally, this section of North Mass was not part of that project. It was just going to have to quick build. Based on the feedback, it was added to the section where they were [INAUDIBLE] the other kind of-- had more construction and more flexibility in the design because we realized that we needed that flexibility the length of Mass Ave, where we had the medium.

PRESENTER 3: Thanks, Andreas, for that speed version of this. I'll just note we are going to talk about the outreach plan in the January meeting. We didn't have time today.

And so some of these methods that we're talking about, the questions that the city is asking, we can go into more detail. Thank you. OK.

OK, Great. Thanks, everyone. Thanks, Andreas.

Thanks for all your questions. Definitely hearing a lot of some of the interests that you guys want to see on the corridor, around the parking, delivery, making sure the bus stops are safe. Like, that is all, like, being heard, and we are taking [INAUDIBLE].

So just thank you for that. We're going to move to public comment. We have two people. We do really ask that you keep to like a two minute maximum because we are moving on to the sidewalk. But Jackie, do you want to introduce us or any thoughts?

PRESENTER 4: Thank you to those on this call who were members of the public. Thank you for your patience. I do know we have a few folks who want to make some comments. If you do start to go long we might interrupt you, like we just said.

And then just a reminder for Zoom, if you are on Zoom, please raise your hand. And we can get to you. We're going to start right now with Giovanni. Giovanni, to go ahead.

AUDIENCE: Well, I'm Giovanni [INAUDIBLE]. I live on [INAUDIBLE] Street, which is at the beginning of this project. I drive every morning to the other side of this project on Willow Street, which is going to be open.

[INAUDIBLE] for last four years. I have my kids on my bike every day. I'm really looking forward to this project to actually happen. I've been using the other side of Cambridge Street for my other children for the last six years, and I really enjoy the west side is separated.

Finally, I looked at the current design that is available for comment on the website. I saw that-- I want to provide feedback on that. This study where-- next to where my [INAUDIBLE] Street next to Cambridge Street, there is some space that is currently dedicated for loading zone, and it is also going to be used as [INAUDIBLE] timing when the timing happens.

So I see a problem there where it will disappear when it is out of time. So [INAUDIBLE] think that we need something different. And [INAUDIBLE] Street, where I live, has the first spot, as you mentioned, [INAUDIBLE] where there are two more spaces right now for resident parking, which could be the permanent loading zone instead.

[INAUDIBLE] timing. And it's a problem because there is a loading track. Now, I'm mostly talking about [INAUDIBLE] every other morning already. So even if there is already loaded [INAUDIBLE], the loading zone goes away for [INAUDIBLE] might go nowhere. [INAUDIBLE].

PRESENTER 3: Thank you. We have one more person, Jason. I will allow you to talk. You can go ahead.

AUDIENCE: Hi, this is Jason Alves. I'm the executive director of the East Cambridge Business Association. Just want to say thanks to everybody for putting the time in on this group to try to make this project work for everybody.

Just as you go out for your walk, I just want to kind of put a couple of things in your head as you're looking at the space. Breaking Cambridge Street down into some smaller sections has actually been pretty helpful. I think we've been able to talk to a lot of the businesses, get feedback. It's been s manageable. Again, I don't know that all the businesses are happy, but it's a matter of we know one side of the street is going to be losing-- we're going to be losing the parking. I think looking at the plan, there hasn't been much pushback from businesses on the side of the streets that was chosen here. Again, it's pretty much-- it's driven by where the existing patios are so that we can maintain that outdoor dining.

I think the point was made earlier. It does eliminate the possibility for outdoor dining across the street going forward. But I think focusing on the folks that have patio dining now is important. So I don't know how much tweaking there should be with the side of the street that's chosen.

I also would just-- I'd say, don't get lost in the sauce on, like, the dimensional pieces because Cambridge Street doesn't have enough leftover space to really do much else. I think the dimensions probably come more into play when you start looking at Broadway. No parking spaces are being created from some of those PTTM changes, and I think when we talk about parking loss, as Cambridge residents, we can park wherever we want when we're going to go to one of these businesses.

But what's being removed is, like, the commercial parking. So we're telling visitors that are coming in, hey, this is the only place you're allowed to park. And like, that's what's going away.

So I think when you're thinking about parking lots, that's what's stressful to some of the business owners. It's how do my guests come in and support the businesses. Last, so my last thought too is one of my fears is Inman Square, the redesigned Inman Square, is great. It does a lot of great things.

But we know where the challenges are in some of it. And I guess my fear is that as we march down Cambridge Street, we're going to perpetuate what those challenges are. There's some flexibility currently in the Inman Square design.

I see that sort of similar design element compliant with the CSO in other spaces, and again, I think this came up with this group. Like, where's the flexibility in these designs as you-- because it does do a lot. But anyway, I hope-- I'm going to try to catch up with you folks for the walk down Cambridge street. This is a good conversation. Thanks, everybody, for doing this.

PRESENTER 3: Thank you, Jason. Thanks, Jason. Those are all of the hands we have raised for public comment.

So, thank you [INAUDIBLE] Jason. OK, I'm going to move us just to quickly recap some of the next steps, and then I'll outline our plan for the site walk. OK, so our next meeting-- thanks to those who filled out the poll.

The next meeting we'll do on Thursday, January 23 from 4:00 to 6:00. We will send out a calendar hold. There was a request the next time that we send out a poll, we will offer some times at different points of the day because we only did 4:00 to 6:00, which was what we heard from our interviews as a good time.

But we'll [INAUDIBLE] check in and offer a variety. We will be doing a detailed design review for section eight of Cambridge Street. So this is going to be a particularly meaty discussion of looking at these maps and designs and giving input.

We will also talk about the outreach plan in the March community meeting and get some of your advice on those two things. We'll hopefully hear an update just on the timelines for the sections B and C. And then in terms of working through business, we will try to confirm our charter and also make sure that we're up to date on our summary review process.

So we'll be sending those out soon. So stay tuned there. For the other actions, for those that are unable to join for the site walk-- and we'll send this out too. There's a list of questions that we'll ask you to consider and walk down this section, or move down the section and send us your thoughts before the January meeting.

If you have not yet, please do review the charter by the 20th. If you need more time, just let us know. We just want to have time to incorporate that before our next meeting.

And then again, once we shared the meeting summaries, we invite you to take a look and see if we captured anything incorrectly. We'll update them, and then they'll be posted on the website. We will share the presentation on flexible parking corridors.

We will start to do some thinking about other presentations we need to have in the working group so we're all on the same page. And I think at this point, we're going to be mostly done on the background policy and plan presentations. If you feel like these are newer to you and you want to know more, though, please reach out.

We can try to set up maybe a one on one to look at some of them together. I think a lot of people are quite versed in these, but if you're not, that's fine. Let us know where you want more information.

OK, for the site walk, so this is for working group members predominantly. We're not going to stop anyone from joining us, but it's a pretty informal time. So we're really hoping mainly working group members. We're not going to-- let's see.

The purpose of this is to have everyone go down this section eight together, really have it top of mind, be thinking about moving down the street in a slightly different way than you do as a user, and come to our January meeting with it, like, fresh in your head. So we're not going to be stopping and saying, OK, here's this intersection. Here are some things we could do. We want to present that information in the room beforehand. But this is so it's like it's in your mind, and it's percolating.

We are asking you-- there's a second page underneath your agenda with some of these questions to keep in mind. So really, we want to know what's working well, what could be improved. Those are pretty generic questions.

And then we ask that you perhaps pick two of these modes that you use most often. So if you bike often on Cambridge Street, think about what it feels like to bike down Cambridge Street, and then compare that to Hampshire or Inman or another road with separated bike lanes and think about the differences. Similarly, if you're driving and/or parking, think about what it feels on Cambridge Street right now versus other streets that have parking just on one side.

And then similar with the bus, think about what it feels like now to use the bus on Cambridge Street and then compare that to a location with the bus boarding islands and just try to be thinking about what it feels like, what's different, what do you like, what don't you like. And then again, walking, what does it feel like to walk down Cambridge versus a location with narrower car [INAUDIBLE] lanes? We're going to move as, like, a blob.

Again, we're not going to stop along the way. We're going to stop at the end [INAUDIBLE] library. I think Andreas was already mentioning a few things we might want to look at as we go [INAUDIBLE] we talked about today, like some of that parking along the side streets.

So perhaps you could be in the front if you want to point something out. But again, you have these questions. There are clipboards and notebooks in the back if you want to take them with you as you go. And you can write. There's pens.

We will meet at the library, but also, feel free to talk to each other. Ask someone what they're noticing, what they're thinking. But this is also just a nice time to chat.

OK, it's 12:37. Let's meet at 12:43 if we can at the bottom by the main doors. There's restrooms across the hall.

Grab a lunch to take on the road if you didn't [INAUDIBLE]. Thank you for those online. We're going to end the meeting now.

PRESENTER 4: Thank you, everyone.