

PRESENTER 1: Welcome back, everyone. So I mean, Abby, we're going to start in a bit, but I guess I'm excited. For today we have a few new faces. [INAUDIBLE] and Michelle over here, where we plan to introduce everyone to. And then we'll be talking about what we called section A of the project, which is the [? Ingman ?] to [? King ?] Open section, where we're furthest along in the project. So now we're kind of diving more into the street design and what's specifically going to be happening.

So [INAUDIBLE] tap in with comments. There's some snacks I think everyone got a name plate. And then in the back here we have a printout of the design that we posted on the website a while back. We'll get to that later. And there'll be a moment to look at it if you haven't had a chance already. It was included in one of the emails.

But I don't know, Abby. Is there anything else that we mentioned?

ABBY: I think that's good.

PRESENTER 1: OK.

ABBY: Yeah, thank you. OK--

PRESENTER 1: Oh, and Jeff apologizes. He is joining us remotely. He wasn't feeling well. So he's definitely still involved. There's just a lot going on around right now.

ABBY: Yeah. Thanks for keeping us safe, Jeff. OK, so let's get started. Maybe, Elizabeth, would you take us to the next slide? Just quickly for folks joining remotely, so we do have a number of working groups online today.

Heads up. We are going to be in breakout rooms. And we are going to attempt to bring you on laptops to our other rooms. We might be a little clunky, but our goal is to get you into different conversations. So please be patient with us.

For members of the public that are here virtually and in person, welcome. We're glad you're here. This might be a slightly outdated slide. We are actually moving public comment up until 4:00 to 4:50 PM. So we're going to do an intro presentation on the design. Then we're going to do public comment. And then we're going to send working group members into breakouts. So we wanted to hear from you all before we kind of disperse. And we're going to come back together at the end, only for 10 minutes to check in on a few working group items and next steps.

OK, Elizabeth, the next slide is basically what I just said about our agenda here. So you can keep us moving. I did just want to pause here. Thanks to folks who gave feedback on the charter, we did get some slight updates to our guiding principles.

I think one is just a reminder to speak for yourself in your own perspective. Avoid kind of, well, everybody knows this. Say, well, I experienced this.

And then, again, this idea of trying to focus our work on actionable recommendations for this project. So those are the two changes. We sent these out this week. Haven't heard anything about on those items. OK, great.

So we're going to start with introductions. Why don't we first hear from Kate and Michelle, who are on the design and engineering team. And they're going to be talking to us later today. So we wanted to first give you folks an opportunity to introduce yourselves. And then we'll do a round Robin. If you wouldn't mind sharing also your favorite winter activity, we would appreciate it.

KATE: All right. Hello, everyone. My name is Kate Ackerson. I'm super excited to be here for this great project. I am a prior City of Cambridge resident. I lived in Cambridge for several years.

I actually work exclusively in the city of Cambridge through my consulting firm that I work for. So I'm a civil engineer by background with a transportation-- urban transportation design focus. So yeah. And my favorite winter activity--

I mean, I would say I love pickleball. And it's an all year round activity, so I'll stick with that. But anyway, thanks for having me.

[LAUGHTER]

ABBY: Michelle. We still haven't picked.

MICHELLE: Thank you. I'm Michelle Danella. It's great to be here. I work virtual design. I am a professional civil engineer and have done work throughout Cambridge, mostly focused on the non-motorized transportation, so thinking about people walking and biking safely around our city, as well as others.

I am a Cambridge resident. I've always said I live in North Cambridge, but I just moved a little bit closer to Porter Square. So now I'm not really sure what neighborhood I'm in.

[LAUGHTER]

So it is great to be here and work with all of you. And my favorite activity is I now play hockey. So I'll be leaving here and going to a hockey game. So my whole family-- my son, myself, and my husband all play hockey. So it's fun. So thanks for sharing.

ABBY: So why don't we go this way? Names, pronouns, if you want, and then a favorite winter activity--

PRESENTER 1: All right. So the next couple of slides are some intro. And we'll try to make this quick because it's been shared before. And a reminder. So what we're trying to do as part of this project is we know we need to install separated bike lanes. So that's part of the-- number one there on the list, first one.

But that's another opportunity to make other improvements for all users. So that includes people walking. So when you talk about design changes, we don't just want to be thinking about the perspective of a bicyclist. We also want to think about whether we can make changes that improve crossing locations, for example. And so improving safety for people walking.

And then we're also looking at parking, where we've done extensive outreach to get to the point where we've reached out to businesses. We know their needs. Because ultimately, we realize that with the separated bike lanes we're going to have to have parking on one side of the street. And we locate that parking. And whether it's parking, loading, handicap parking, et cetera, we do all that based on outreach, which we'll cover from what we've heard.

And then all these projects, these are opportunities to address safety at key intersections. And this will also be one of our breakout groups. We'll talk specifically about a location where we'd like to propose a bit more of an intervention to really address some safety concerns that we've had there based on crash data and feedback.

And then also it's an opportunity to look at transit and improving access and reliability for the 69 bus. So just a reminder, I want to keep that all in mind when we're discussing these designs. Go ahead.

AUDIENCE: Sorry, I don't want to derail your presentation, but I just wanted to ask on the bullet points, are they-- I know the first one is a must have. But the rest of them, are they prioritized in any way? Or are they all considered equal opportunity? Like if we see low hanging fruit opportunities, we're going to pick them up? Or is there another way we should be thinking about the remaining four?

PRESENTER 1: I would say, yes. We definitely treat them equally.

AUDIENCE: OK.

PRESENTER 1: Also, you're all coming to this with your own perspectives and values. So obviously you can highlight your own values.

AUDIENCE: But there isn't something like the city is saying we are going to prioritize-- like a prioritization? Because some of these things are sort of multiple constraint satisfaction problems. And it can be difficult to meet all of those constraints. So I'm just asking if there is a prioritization that is handed down by the city government, rather than just the biking-- the separated bike lanes. But what I'm hearing is no? OK.

PRESENTER 1: Yeah.

AUDIENCE: Thank you.

PRESENTER 1: Mhm. Go to the next slide. And then next we'll provide an overview of the project sections.

This is something we introduced to the project over the last year. And it was in response to the change-- as we talked about earlier, the city council had changed the deadlines and timelines around implementation of the CSO. And as part of that, they asked us to split Cambridge Street up a little bit more to help with some of the engagement because it's such a long corridor. And so now we're moving from west to east.

So we're not implementing everything at once. We're breaking it up, talking about specific locations. And so section A is where we're focused on first. But we will get to the other sections. We'll also-- sections B and C, we haven't yet identified kind of where that cutoff point is. But I think we're getting close. So that'll be coming up soon. At our next meeting we'll start to move down the corridor a bit more.

And then on this you can see also the whole project limit. So again, it's Oak Street, and Inman Square, to Second Street in East Cambridge. [INAUDIBLE].

So where we're at right now, we started our Outreach in 2023. There was a bit of a gap in 2024, as we adjusted our timeline and our approach based on the feedback and the changes to the CSO. And that led to our current timeline, which is now to implement section A this year in 2025, and then implement sections B and C in 2026.

So that's why we're prioritizing the feedback on section A, or at least for the design. And throughout this, we welcome feedback on all sections, of course. But here we're just a little further along where we're talking about more details. Some of that other feedback on B and C, I think we're still kind of in the getting feedback on existing conditions stage.

But we found this to be a helpful way, breaking it up, to get feedback on more specifics from the right folks. Because it's been overwhelming to have to review a design for such a long corridor. Next slide. And I'll turn it over to Michelle to talk a bit about the design.

MICHELLE:

OK. Yeah, so I'll cover some key features of the design. Hopefully you were able to look at the role plan. I think we're all familiar with Cambridge Street today. There is one travel lane in each direction. And drivers have space to park their vehicles on both sides of the street, all along the corridor.

To park or load they have to cross the painted bike lane to access the curb today. And since that bike lane is only painted, you can see from the images it often gets blocked. All right, next.

So kind of moving towards the proposed, this is a very important transportation corridor. So we are proposing to maintain it as a two way roadway. To add the separated bike lanes, which Andreas has already mentioned, we need to remove parking on one side of the street to get that width for the separated bike lane. And the buffer provides space for people accessing those parked vehicles, and also further separates people biking from moving vehicles.

And then the side of the street, as we just mentioned, we can talk about, and walk the block. And some of the things that we consider are the land use, as well as driveways, how many parking spaces we can actually get in that block is some of those things that we consider. And you can go to the next slide.

Our design of separated bike lanes follows state and national design standards. There are hundreds of miles of separated bike lanes. So we have a lot of go-bys that we can look to. You can see some examples here from Chicago, Maryland, and, I think, San Diego.

And then that separation material, most of these shown here are flex posts. You may have also seen the concrete blocks that Boston and Cambridge has kind of been using on some corridors. But we want to make sure that something-- whatever we put in that barrier, it's flexible for emergency vehicles as well to access, and also that we can get the maintenance requirements so snow plowing and street sweeping can get in there. So those are kind of--

--to right. Starting at Prospect we're looking to move the bus stop from the near side to the far side. And then we're moving the stop at Norfolk and keeping the one at Columbia as is. If you now go from right to left, so if we go westbound, we would keep that stop at Windsor.

And partially those stops are remaining, because you can see that they serve multiple bus lines that access those streets. And then we're looking to consolidate the Prospect and Norfolk locations at Tremont in the middle there. So that's kind of a summary of the thoughts that we have on bus stops.

And that helps with the distance that the MBTA is looking to achieve between stops for that kind of efficiency. You can go to the next one.

PRESENTER 2: Do we want to take questions as we go?

ABBY: Yeah, we have a question from-- But let's do the next slide, because it's another bus related question.

MICHELLE: Yeah.

ABBY: And then, Keisha, we'll come to you.

MICHELLE: OK, so we're also looking at the bus stop design, and making sure that they're accessible, and people are able to access them, and also safe. And so where feasible, we're looking to extend the sidewalk out to incorporate the bus stop, the bus boarding island, and the bike lane at kind of a raised sidewalk level, so it'll be easy to wait for the bus in that space. You can kind of see in that image on the kind of gray color on both sides.

And so that would allow bus passengers to wait on the island outside of the way of bikes. It also reduces the conflicts of bikes and buses. When they share the road they kind of leapfrog each other. And so this allows bikes to stay out of that conflict with buses.

And also, by building out this bus stop it prohibits cars and vehicles from blocking and trying to load from it. So that's another benefit to building out these islands. And I believe this is one of the topics that we'll talk about today. So we'll come back to it. Questions?

KATE: Yeah, Keisha.

ABBY: Keisha, sure you're muted if you're trying to talk to us.

KATE: I'm going to go ahead and ask you to unmute so you'll get a prompt. Looks like you're still muted. OK, we're going to go on and then we'll come back to you, Keisha. Maybe you can fix the muted thing.

AUDIENCE: OK, I have a question about the bus stop. So I was just wondering-- could you maybe go back to the map with all of the locations? For places like that Windsor Street westbound stop where the stop is coming directly before a cross street, do you have any concerns about-- I'm just imagining if the bus stop is here and the bike lane is here, there's not going to be visibility if the car tried to swerve around in front of the bus and turn right or something like that. There won't be visibility for bikes in that situation. Is that a concern? I'm just trying to imagine how that would play out?

MICHELLE: I don't remember what our design is exactly at that time.

PRESENTER 1: I think that-- so yes, actually. Because at the Prospect one-- so we have what we call the near side and the far side of the intersection. So the near side is before the light, or before the intersection. The far side is after.

AUDIENCE: Yeah.

PRESENTER 1: And in the past-- today almost all the stops on Cambridge Street are near side.

AUDIENCE: Yeah.

PRESENTER 1: And for a while now-- I mean, some of them are old stops. But the standard that the T has and other cities have had is to move those stops far side. It has a number of benefits. One is the visibility component you're mentioning. The other is it lets basically the bus not have to wait twice.

Because if the stop is near side, they're stuck in the traffic for the light. The light turns green, they get to the stop. And then they're stopping again. So they often actually have to hit the light twice if it's at a light.

And when it's far side, it's also easier for the bus to pull in, which is really important to get to the sidewalk if you're in a wheelchair and you need to get on the bus. So if the bus isn't right at the curb, someone using a wheelchair, or maybe any kind of mobility device, they rely on the bus to sink. It has a hydraulic lift in it that'll lift and make it flush with the sidewalk.

And so when we're looking at all these locations we want to make sure that the bus has a clear path to get to the sidewalk. If you go today-- and there might be a photo-- there's a lot of situations where, on the near side stops, the driver can't get in. The stop's too short, or they don't have the space. And when you have it on the far side, they have all that extra space in the intersection to use to get to stop. And so that is our preferred.

So the Windsor Street one has been a challenge. We wanted to move it far side there because of all these concerns. But there's a gas station driveway there. And we can't block a driveway. We can't remove a driveway from someone. So these are the kind of things I think we're welcoming feedback on and want to discuss in our breakout groups too is where we-- because unfortunately, we can't always do our preferred option. There's just all these other things going on, like driveways. So, yeah, I mean, I hope that we can talk about that more.

ABBY: Great. So I see Caleb. I think I saw Helen. And I think I saw Chris. I'm just going to note that we do have a breakout room on this topic. And so if you want to give input, that's fantastic. But if you could hold it until the breakout, we just do have some other things for the presentation. But if it's a question, super happy to take it.

OK, Caleb. Let's do Caleb. And I'm getting a queue.

AUDIENCE: So we are OK with questions versus feedback?

ABBY: Yeah. Exactly.

AUDIENCE: OK. Yeah, so I guess this is more also slightly a bit more meta. But I don't remember bus islands, for example, on Hampshire Street. So I was very excited when I saw them on Cambridge Street. So is this still considered a quick build, I guess? Because we're building floating islands? And were the reasons you just described, were they why we didn't have them on Hampshire Street like we do here, sort of in this section?

PRESENTER 1: Yeah, this is a quick build plus. It's an expanded scope of construction versus Hampshire, yeah. So we are proposing to do curb work, and drainage work, and all these things at the bus stops, and also at some of the crosswalks too. So it falls somewhere in between a full construction like we've done with Western Ave, and a pure quick build like Hampshire Street.

ABBY: Thank you. All right, let's go to Helen, and then Chris, and then Marie.

AUDIENCE: It's just a quick question on the data that you used for eliminating bus stops. Did you have MBTA user data for the Norfolk Street stop that was removed, the number of people who use that versus Prospect Street, for instance? You do, OK.

PRESENTER 1: Yeah, we're really cognizant of that when we look at locations. And Norfolk Street had very low ridership. And I can-- and we're also trying to move it so it's still nearby.

AUDIENCE: Yep, OK.

PRESENTER 1: That was a factor. And then also we look at if there's an audience right there that needs the bus stop closer. And so in this case, we wanted to make sure it was close to Union Square Apartments. Because we know that that's a land use that attracts a lot of riders.

AUDIENCE: Thank you.

PRESENTER 1: We kind of looked at that, plus also land uses we looked at.

ABBY: Great. Thanks, Helen. Chris?

AUDIENCE: I know I raised it last time about that specific gas station driveway. That gas station does have three driveways. And apparently the city is able to do administrative takings to manage hazardous situations. That particular intersection is the most-- tied for the most crashes of pedestrians, and cyclists. And it's a dangerous intersection.

I mean, short of administrative taking, have you guys explored the opportunity with the owner of that spot to see if they would be willing to close that driveway? Because it would allow for more parking as well, which is kind of a plus. Better daylighting around those three intersections-- and potentially remove some of the chaos of that intersection. I know we brought it up last time, but I think I just want to convey it again. Yeah.

PRESENTER 1: Thanks, Chris. Yeah.

PRESENTER 2: Sorry, there's just-- I deal a lot with gas stations. And the one thing is there are fuel trucks. And typically gas station lots are small. And so their trucks have to pull in and pull out. And so that, I think, is going to be your biggest--

AUDIENCE: Many gas stations have two driveways.

PRESENTER 2: Yeah.

AUDIENCE: So this is three.

PRESENTER 2: So I think it's working with how they can get those trucks into the site.

ABBY: So take away there, I think, City.

PRESENTER 2: Yeah. Great.

AUDIENCE: OK, for me? Yeah, I mean, it's hard for me to envision this. If I go to Inman Square today, am I going to see something that's similar to what you're describing now?

ABBY: Mhm.

PRESENTER 2: Yes.

AUDIENCE: And also, within the concept of quick builds-- because I think you're authorized to do quick builds-- I didn't expect so much construction planning. So is that approved? Is that funded?

PRESENTER 1: So right now we're fully funded through design and expecting the construction as well. But it is an expanded scope than originally envisioned for the corridor. And when we were doing the outreach for this, it really became clear that Cambridge Street just has so many competing uses that this is imperative really for the bike lane and also for the parking to operate better.

I mean, yeah. So it is more than originally--

AUDIENCE: I mean, do you anticipate having to relocate utilities or anything like that?

PRESENTER 1: Yeah.

AUDIENCE: That's big. That's big then.

PRESENTER 1: There might be some at the bus stops. I don't know. Abby, do you want to add anything to that?

ABBY: Yeah, I mean, anytime you make adjustments to the curb line you have to think about stormwater. So when it rains, where does the water go? And now you have this vertical barrier, if you will, either being introduced or taken away.

So we are thinking about, if we do remove bump outs, or we include a floating bus island, managing that stormwater runoff, and where will it go? And that might result in installing catch basins and doing some utility infrastructure improvements. But I will say those are pretty typical, limited spot repairs that we would do.

AUDIENCE: All right.

KATE: I think everyone is already churning on the design. So I think we're not going to do pair shares to save ourselves a little more time. Because we answered those questions, which is great. OK, so, [? Unders ?] you're going to talk through these next three features, right?

PRESENTER 3: Mhm. This is the parking section. So we dedicated its own section to [INAUDIBLE] on topic issue. We sometimes generally call parking curbside management. And that's to fully represent that we're not just parking, but we're also loading. And we have dining. And we have all these other means at the curb. But we can call this the parking section.

[LAUGHTER]

So when we shared the link to the role plan, and when we printed it back there, we have on each block the existing number of parking spaces and the proposed number of parking spaces. And we want to make sure it's clear for folks to count out just how many are being kept, because it really depends on the design and the different factors at each location just how much parking we get to keep. But we did try to maximize the number of spaces based on where driveways are. We can't park in front of driveways. So putting it on the other side if there's more space--

And then we also noted the number of parking spaces that are in the summer when we have dining out, just to be transparent about the total amount of parking. But when we were looking at the parking, we really-- I want to stress, we really worked closely with the business community. That included, first, individual visits, door to door visits with every business owner. But it also included extensive outreach with East Cambridge Business Association.

I don't want to speak too much for Patrick, because I know he's on the line. But we really tried to represent that feedback in the parking. And so we heard pretty loud and clear through that feedback how important loading is on Cambridge Street. We know that every street is different, but what we're seeing in the design is a prioritization of loading over parking, which is reflected in the numbers of spaces.

Not all loading's the same. Some of it you can use on Saturdays and Sundays and park longer. Some of it ends early. And that's really just dependent on what that business owner has requested, and uses and vehicles that they have.

And then also, we heard really positive feedback about the outdoor dining. That it's a real benefit to improving the vitality of the street. And the businesses who rely on it really want to keep it. And we realized that not every business has the same needs. Obviously, there might be a neighbor who would rather there be loading.

But in these conversations we met both with people individually, businesses individually. And we met with them as a group. And often these folks are talking to each other on their own as well. And I do feel like we came to a consensus, a bit.

Obviously, we know we're not going to make everyone satisfied. But overwhelmingly-- and we heard that keeping the dining was important. And so that's reflected in the parking. Because we have to have parking to have the dining. So if you have the parking on the side opposite the dining, you can't have the dining on that side. It has to be in front of the restaurant.

AUDIENCE: Can I ask, how many restaurants actually do you have outdoor, on the street dining? I can only think of two.

PRESENTER 3: There are six on Cambridge Street.

AUDIENCE: There are?

PRESENTER 3: From Oak to 2nd.

PRESENTER 2: Lone Star.

AUDIENCE: Oh, yeah.

PRESENTER 3: Six just in their department. That's actually a seventh.

[CHATTING]

PRESENTER 1: [INAUDIBLE] Public, [? Puridan, ?] Casa Portugal, [? Purali, ?] [INAUDIBLE], and Lone Star.

AUDIENCE: Yeah. I think you got my email today. Yeah. I'd love to know, legally, how you're doing it.

PRESENTER 3: I'll try to-- yeah, I don't know exactly how the permit system works. I would have to-- I'll put your--

AUDIENCE: It's more than a permit problem. It's about who owns the street. When they depressed Cambridge Street, the above ground is reverted to Harvard because the city only had a public easement in the street. They didn't own that land.

I mean, I have the memo. It's an issue.

PRESENTER 3: I don't think it's the main thing, but--

AUDIENCE: Yeah.

PRESENTER 2: Either figure it out or connect you to the person who can answer.

AUDIENCE: OK.

PRESENTER 3: So my preface on the loading and the dining was really, I think, in preparation for this slide, because folks get the sticker shock.

And so here we've tried to-- and this is mostly kept as a reference point for people to come back to, because it'll be posted online. The details are kind of on the road plan. But in general, we're going from, on the section, 67 metered spaces down to 19 or 13, depending on whether the dining is out, which we know is a big drop.

And then for the loading, we've tried to mitigate, not produce as much loading. Loading is a bit tricky because it's more about how long it is than the number of spaces. But I think I have the detail in there that we're going from 350 full time loading zone length, feet of loading zone, down to 280. That's 200. That might actually be 240 now with the dining. So not as much of a drop in the loading because of that feedback about how important the loading is.

We even had some folks come to us and say that currently they have their dining set up in a loading zone. And they don't like how that reduces the utility of the loading zone, and asked if we could make the dining-- make the loading in a place where when the dining goes out, it doesn't pick up that spot.

So it's all-- again, it's all curbside use. But this is really just reflective of what we've heard from businesses. And on Cambridge Street that almost the entire street is business use. There's, I think, one block where we have residential parking. And that's it.

And so again, this isn't coming from us. This is really based on the feedback we got, talking to folks about what they needed. And the loading was more critical for operations.

AUDIENCE: And do you have the data to show us this? I mean, is this just kind of amorphous? You had conversations with people? And that's what your recollection is?

ABBY: For people's preferences, you mean?

AUDIENCE: Yeah.

PRESENTER 3: So we have-- [INAUDIBLE] So we have a spreadsheet where we kept track of everything that we heard from each of the businesses. We get a list from-- we work closely with CDD. They have an economic development division. They provide us with a list of each of the businesses. And it's actually quite extensive.

And as part of this project, we go door to door. We know everything they said. We also update that list if any of it's wrong, if there's been contact information or if the business has changed hands. We provide information about the project. We also just provide them with information about what the CDD-- the economic development division does, and programs that can take advantage--

AUDIENCE: Yeah, I mean, I'm only questioning it because I want to support what the businesses want. Do you know what I mean? I don't want to buck what they feel is in their best interest.

PRESENTER 1: Are you asking, Marie, for something quantitative that says, we talked to 30 people and 28--

AUDIENCE: Well, yeah, because I've had conversations and a lot of business owners don't seem very happy about this.

AUDIENCE: I would bet that-- I agree with what you said. They probably know it. But I guarantee you, not one business knows that the parking by their buildings is going to go from 67 to 19.

AUDIENCE: Right.

AUDIENCE: Nobody knows that number.

AUDIENCE: Right.

ABBY: So let's-- I think this is a good example of trying to speak from experience. So it sounds like there's a request to know a little bit about the type of-- the number of businesses you've talked to, and exactly what was shared. And I think you guys have been sharing this role plan, which has this information on it.

PRESENTER 3: There is also a link on the website to the presentation we gave to the East Cambridge Business Association, which was kind of more of a closed door meeting. But we just posted the presentation on there as well for full transparency as well.

ABBY: Chuck. I'll go to Chuck and then Carmen.

AUDIENCE: Sorry.

AUDIENCE: Do you have any data from the businesses, and how many parking spaces do they typically use for their customers?

PRESENTER 3: We actually did a park-- so we did a parking study. It's not from the businesses. It's actually people going out and counting vehicles. So we don't know if a private vehicle is just a resident who's parked there. We don't know what business they're going to. That's intrusive to someone's privacy. But we did do a parking study. And so that gives us the occupancy of the parking.

And we did it over four days to get an average in October of last fall. It's pretty comprehensive, and it's more data than we've collected on parking on any of these projects previously.

AUDIENCE: But we haven't heard from any of the businesses how many people that frequent the business use the parking meter? You don't have that?

PRESENTER 2: I wonder if that's something the businesses know themselves actually.

PRESENTER 3: Yeah, I would be surprised if they know that.

ABBY: Carmen.

AUDIENCE: I was going to ask with the loading zones, is that specifically for commercial vehicles like vans and trucks? Or is that any sort of passenger vehicle loading?

PRESENTER 3: Mhm, it's open to everyone. We've had a lot of conversations. So the rule is you can park in 15 minutes in your personal vehicle in a loading zone. If you have commercial plates, you can use it for 30 minutes. We've had a lot of conversations about whether or not we should make that more clear.

Somerville, for example, they put that underneath their loading zones. They say-- and I think their limit's only five minutes for personal vehicles. But they say the time. What we have-- I think, at least for Cambridge Street, we didn't think it was a good fit, because we really want to make sure the loading is available when a delivery vehicle needs it. But it is available up to 15 minutes for a quick pick up and drop off. But you also-- I think it says in there-- you have to be actively loading.

AUDIENCE: I was going to say, I think the conflict I see a lot on that corridor is Uber Eats or Grubhub, so delivery, pick up and drop off, a lot of either parking in the bike lane, or just in the road with flashers on, which is being done in personal vehicles, but is for commercial purposes. So just yeah, I'm just curious how that fell in there. And I have a suggestion. I can bring it up later.

ABBY: I think that's a topic maybe we want to come back to, but not right now. Is that OK?

AUDIENCE: Sure.

ABBY: I think I saw both Chrises. So why don't we-- Chris [INAUDIBLE], why don't you start, cause we haven't heard what you're developing.

AUDIENCE: Has there been a parking utilization study, any indication of how frequent the turnover is in these parking spaces, and at key times how full they are?

PRESENTER 3: We haven't fully finished that analysis. But I actually think it's on our next meeting to talk more about the parking. So by then I think we'll have the draft posted. And we can review it more closely. I can't say right now, but yeah, I know it's important.

AUDIENCE: Thanks.

PRESENTER 3: Yeah.

AUDIENCE: OK, this might also be for next meeting. But I remember you had mentioned on the side streets maybe 20 feet in, or one or two spaces in next to the businesses there are opportunities where there's currently unrestricted parking, or meters could be put in, not in front of the houses, but in front of businesses. Have you guys explored how many spots could be made up and what that looks like? Is that for next meeting?

PRESENTER 3: Nope. That's breakout group number four.

AUDIENCE: Fantastic, great.

ABBY: OK, with that, let's keep moving. Definitely hearing interest in parking and knowing what business owners are interested in. So I think the city can chew on what they can share about that outreach. OK.

So, Patrick, why don't we hear from Patrick.

AUDIENCE: I'll be real quick. Looking at this chart, are the-- I guess the proposed spaces in front of maps, what are those considered? And do those-- were there four fully accessible spaces? And now there's only one with the three kind of accessible drop off that's in front of maps? Or are those made up anywhere in this chart that I'm not seeing?

PRESENTER 3: That's the third line under proposed, the accessible loading and drop off. The asterisks is that the length varies. So yeah, that's three spaces long. But it's one box. So some of this is hard to explain. But yes, that's captured there under that category.

AUDIENCE: So if you have maps on that corner, what about going back west where you have [? Trust ?] [? Star ?] on the other side?

PRESENTER 3: What's proposed there?

ABBY: OK--

AUDIENCE: Because there's drop offs there as well with their clientele. I'm just-- I understand what you're doing there.

PRESENTER 3: Yeah.

ABBY: Yeah, so there is a role plan in the back. I think some of these questions are going to be best answered at a map. But I don't want us to do them now because we have a lot of other things to do. So if Andreas, Jackie, Kate, and Michelle could stay a little bit after, if that's OK, and maybe look at the role plan with folks.

And for those online, you're very welcome to set up a one on one. We're trying to collect all the feedback on Section A by January 31. And so we very much encourage you to share in whatever way you can before then. OK, let's-- Josh-- oh, you put your hand down Or no, it's [INAUDIBLE].

AUDIENCE: Yeah, I think you kind of spoke to what I was going to ask you. So it's OK.

ABBY: OK. OK. Let's keep moving.

PRESENTER 3: OK, well, back to the dining. So the key thing that's different about Cambridge Street that I wanted to highlight in these two slides is that we're trying something new. So where we've in the past when we've had outdoor dining on a separated bike lane street-- the example of this is Mass Ave at Pammy's between Harvard and Central, and then again in Central Square. I don't remember what the restaurant is, but Brookline Street, I think is the cross street.

In the past what we've done is we have the dining. And in the winter that just takes up space. And people aren't out there dining in the winter. And we kind of lose that ability to have parking there. We're proposing a new approach that allows us to revert all the dining spaces to parking in the winter, and also makes it easier, if for whatever reason, the land use changes and the dining doesn't continue that it becomes parking when that happens, or if that happens.

So I have both two views of this. One is what we call section view, which is on the screen. And the other is plan view. Section view is kind of split down the street. And so on the left side is the typical layout. And this is winter, or this is when the dining is not active.

There's parking on one side. It's floating off the curb. And then when we put the dining out, what happened? What will happen on Cambridge Street? And again, this is new, but we are looking to do this elsewhere after we try it on Cambridge Street. The dining is actually set up in what's marked as the bike lane. And then the parking lane, we add a Jersey barrier to the outside of it. And then the bicyclists travel around the dining.

They're fully protected by the Jersey barrier, and so are the people dining. That's really important for their safety too that we have that Jersey barrier there. But they're kind of going around the dining. So that'll be easier.

If we go to the next slide, I can show what that looks like again in plan view. I have two examples here. The first is at Oak Street. This is kind of a worst case scenario. But to get the bikes around dining-- so the hatching, the black kind of hatching in that image is where the outdoor patio is. That has to be directly in front of the business. That's a requirement that I think the alcohol beverage commission has.

So to get the bikes around it, you sometimes need to take a parking space on either end. Because otherwise you just have a dead end. It would just dead end into the fencing of the patio. So in the worst case, you take a parking space on either side.

So what was the dining itself takes up two spaces, now it takes up four, which [INAUDIBLE] is a change. But that's not always going to be the case. So at Oak Street, that one's a little more impactful, just because it's in the middle of the block.

On the right is another example. And this is at Tremont Street, where the dining is at the end of the block. Because we have the intersection there, we restrict parking at the intersection and the crosswalk anyway. That's a little less impactful. So there actually the dining is taking up two spaces. And even with getting the bikes around it, it's still only taking up two spaces.

That just depends. But this is the first time we've tried this thing with the bikes going around the dining. And so we just wanted to provide an idea of the-- show what we call the transitions, which is getting them around the dining.

But both of these become parking in the winter. The Jersey barriers come out. The patio comes out. The flex posts go back in, the ones that are moved at least. And it just becomes a normal parking.

AUDIENCE: I like the outdoor dining, but what's the economic impact? In other words, do these restaurants have to pay a tax to have utilization of that outdoor space where all of those spaces are impacted? And it impacts the people around them.

AUDIENCE: They pay a permit. But it's incredibly cheap, incredibly cheap. They're not--

AUDIENCE: So it doesn't offset.

PRESENTER 3: The intent of this is really not to debate whether we should have the dining program. I think we are very clear that from the business community--

AUDIENCE: Well, wait--

ABBY: Just let him finish the talk. Yeah.

AUDIENCE: I mean, if we're supposed to be a working group, and this is an integral part of this plan, and we're going to lose a lot of parking because of this-- this is a bike plan. This wasn't a dining plan. I never heard that as a crucial part of the plan.

ABBY: Technically, it's a safety improvement project with multiple components.

AUDIENCE: Yes

ABBY: About street design features.

AUDIENCE: No, and I preface, I like the outdoor dining. I'm just trying to understand the economic impact of it. Because that restaurant benefits, which is wonderful, but how does it impact the people around them? Is there an economic advantage to the city? That's what I'm just trying to understand.

ABBY: And so you're trying to-- the fee that they pay. And it sounds like there is a permit fee.

PRESENTER 3: I mean-- OK, I guess, the first is, we do this city wide. So it's not-- whether or not it happens is a city wide discussion, not a Cambridge Street discussion. But what I've heard in this process is that dining has been a very valuable program, and that's how the businesses feel.

I'm not looking-- when I have these conversations, we're not looking at balance sheets. We're just-- it's a much more emotional conversation about what is bringing the most benefit to-- they feel like to the business atmosphere.

ABBY: So that's one of the interests you're trying to balance. But I think, yeah, the concern that I'm hearing is this does impact parking. And so wanting that to be, I think, clearly stated for the city's decision making.

AUDIENCE: No, I get that. But if you have a restaurant and it benefits them, I get it. But if there's a consulting business next door, or a law firm, or a nonprofit, there's no economic advantage to them. And it hurts access to their establishment.

AUDIENCE: It does.

AUDIENCE: So that's what I'm just trying to understand.

PRESENTER 2: I wonder if now we're at another point we could hear maybe directly from either East Cambridge Business Association or some businesses about how they've-- obviously there's trade offs here, but it's something that they've had to grapple with. right?

ABBY: Patrick, that's an invitation, but not a requirement.

AUDIENCE: No, not a requirement.

PATRICK: Yeah, I guess I'm happy to give my two piece. Obviously through COVID outdoor dining was amazingly important. I think the realities of this plan and the challenges that restaurant owners will face going forward is they're going to be struggling with those same concerns and emotions that I'm hearing from other working group members.

And I don't know where they're going to come down on that, because every block of the city can-- most of the business owners work together with each other. And it's a really big ask to take up two metered spaces to put outdoor dining in front of your location on a block that maybe has five storefronts, and/or five meters. And now, having to go to your neighbors and say, hey, I actually want to take up four metered spaces for my benefit, and I seemingly am going to prioritize that over you, puts the business owners in a really hard place.

So I think that conversation is going to be happening throughout the business community as the realities of the Cambridge Street SIP go into play. And the numbers, the 67, whatever it is, to 13 or 19 is a shocking number. And it's going to be really hard for people to swallow as they actually see it play out.

So yeah, I don't-- it has been very important, I think. Business owners are going to have a very hard time. And it's still not clear, even though we've asked different departments in the city what the application process is going to be, and if there's an ability for neighboring businesses, or residential neighbors that live upstairs to push back against outdoor dining for the obvious removal of parking. And there's no clarity on some of those issues.

So this is seemingly the best design that the city can give us that provides the safety that's necessary for cyclists. But I don't know-- I know I would have a hard time talking to the Montessori School next door for me, and to the convenience store owners next door to me if I still owned Atwood's Tavern and said I wanted to take over all four of the parking-- the three meters and leave the loading zone on my block. I wouldn't be able to do that. I don't know what other business owners are going to be able to do. So I think that's the reality of where people are, if that helps the discussion.

AUDIENCE: It does, Patrick. Thank you.

ABBY: Thanks, Patrick. I think for now, I think we should move on. I'm definitely curious [INAUDIBLE] working group members. It sounds, I think, the-- I'm seeing some pencils down from some of our engineering design folks. So I think this is being heard, one of the things they're weighing.

PRESENTER 3: Just to add too that, again, in the past when we've done this, like with Mass Ave and [INAUDIBLE] it's really just Mass Ave and Central, but again, these spaces would sit vacant, which is even worse when you're taking up all that space, and then it's not even being used in the winter.

Now we're proposing a new approach that gets these spaces back in the winter, and also can be adjusted more quickly. So underneath the dining itself, you have a layout with the parking. If you go to Mass Ave, maybe more last year when it was out, but those spaces were vacant when it was the winter. So we're trying to make improvements. Because we realize this is a bigger impact of the bike lanes.

ABBY: OK. I think we--

AUDIENCE: How would that work-- I'm sorry. You have your 67, which I think a lot of you are talking about here. But you still have 19 to 13, 19 spaces, let's say? How many are returned during that period of time? Is the number added from the 19? Or is it--

PRESENTER 3: It's from the 13. The 13 is when the dining's out. The 19 is when the dining is removed for the meters. And also some of the loading spaces allow parking as well, which isn't shown.

AUDIENCE: OK.

PRESENTER 3: Depending on the time.

ABBY: I think we need to [INAUDIBLE]. OK, yes. You can take to the next slide. This is Andreas-- Andreas is about to set up our breakout group. So he's going to quickly talk through these things. Then the idea is we're going to split into four groups and try to get a lot deeper. So each person has a lot of time to share what they're thinking and learn more about the specifics of these.

So we're going to do this. Then we're going to take public-- we're going to do the explaining. Then we're going to take public comment. And so now, we're taking public comment, make sure you're listening. And then also think about which groups you want to go to for your discussion.

And then just one more thing. Michelle, I don't have an ability to Zoom chat. Do you have a laptop with you?

MICHELLE: I do not.

ABBY: OK, Kate, do you?

KATE: I do.

ABBY: Would you mind being one of our-- we'll just take your laptop with Michelle and do a breakout.

KATE: Yep.

ABBY: So if you could join them. OK.

MICHELLE: Get on the Zoom.

PRESENTER 1: Is everyone in two groups-- two?

ABBY: Yeah, we're going to-- we'll go through the details.

PRESENTER 1: OK. I just feel like I've been talking a lot today.

ABBY: I know. [INAUDIBLE] time for people to talk.

PRESENTER 1: So the breakout groups, what we are trying to do-- so this role plan that's in the back, this design we released six, eight months ago now, we got a lot of feedback on it from media businesses. We had feedback from our online survey. We had feedback from you all.

We've basically taken all that feedback and tried to boil down into changes we should try to make based on what everyone has told us. It's a bit of a challenge, because people tell us their feedback. And then we have to translate that into actionable things that we can change in the design based on what the engineering and the layout allows us.

But I've tried to break it into four categories that reflect the key themes in the feedback. And then each group will have a discussion about a change that we'd like to make based on that feedback. So the first is about bus stops and sidewalks. And so here I think the main takeaway we got from the feedback was that the sidewalks are really narrow, which is true when we went on our sidewalk.

A lot of folks wanted to see us make the sidewalk wider. But Cambridge Street, this is a quick build. And we don't- - so even when it's not a quick build, it's really hard to actually physically widen the sidewalk because of the impacts of drainage. But we do want to review a location where the design of the bus stop and the bike lane impacts the sidewalk width, and get folks' preferences on three different design options that each provide a different level of comfort and safety for different users, and how to balance those needs.

We have a few print outs we'll provide each group. We'll talk about the drawbacks and the benefits to each of these designs. The second group is about loading and conflicts with people biking. And specifically we're looking at the pick up and drop off-- accessible pickup and drop off that's proposed in front of the maps.

We got a lot of feedback about the way it was designed. We've really invited a lot of crossover into the bike lane. But we also heard loud and clear that the parking, the loading on that block, rather, needs to be next to the sidewalk, because they have shuttles and vans come. And those vans have an accessible door that needs to get to the sidewalk so someone with a mobility device can get in.

And there are provisions in the CSO that allow us to do these designs and provide accessible loading and parking next to the sidewalk where you lose the bike lane separation. So in both the designs we're proposing to remove the separation. But we want to discuss a new idea about how to reduce some of the conflicts there with the folks driving into there and the people biking through.

The third is about the Windsor Street intersection. This is our highest crash location. And we got a lot of feedback about this being a major concern. And we're proposing a design that's a bit more of an intervention. There are trade offs. It's a safer design, but there's also impacts on-- basically it would add kind of a center diverter, which doesn't allow you to go across Windsor Street.

There's more details on the print outs, but we to get feedback on that proposal. And all of these, we have multiple ideas. And then the fourth group is looking at the side streets and the parking regulations. And again, there'll be a print out about the benefits and trade-offs.

ABBY: OK, great. Thanks, Andreas. We're going to go to public comment to check up with you. I think maybe just one minute per person, because we have a lot. I know we have a hand here. And yeah, I'll let you introduce--

PRESENTER 2: Yeah, absolutely. Thank you, everyone, all the members of the public for joining us here today. This is your time to share your thoughts verbally with the working group so that they're able to hear you and your concerns. We invite you to share anything you you'd like them to hear. But we do want to ask to keep them one minute or less, just for timing purposes.

So we do have one participant here in person. So I will go to them first. And then, please, if you are on the Zoom, raise your hand if you would like to participate. And we will get to you when we can. Thank you. And the person--

AUDIENCE: OK. I'm Jules [? Perbeck. ?] And it's a comment-- a couple of comments about pedestrian safety. So I've noticed now in the winter the way bicycle lanes get plowed, they push snow onto either side of the bicycle lane. So when the bicycle lane is crossing a crosswalk, they're pushing snow into the crosswalk.

So two piles of snow per bike lane. So if I want to cross the street, I have to navigate four piles of snow, which makes it more dangerous. And also, since the sidewalks are not consistently kept clear of snow and ice, but the bicycle lanes are, I am using the bicycle lane as a pedestrian. And I'm seeing a lot of other people also using the pedestrian lane as a-- walking in it, because I want to be safe. I don't want to fall on the ice. So I think you're going to see that as the winter gets worse.

Oh, also with the bus stops, the plowing of both the street and the bicycle lane then just pushes all the snow up against the bus stop. So it makes it harder for people to access the buses as well.

ABBY: Thank you for sharing. Sorry if you had that experience. We have Betty next who raised their hand. If you'd like to go, Betty, we will ask you to unmute. [INAUDIBLE]

AUDIENCE: Yes, I have some concerns. And some of my concerns are regarding the dining. And what I've been seeing as a walker, and with limited mobility, because I had a broken leg, and have a broken leg for the past four months, it's very hard to walk on some of the sidewalks. So I've actually had to walk, like Jules had said, in the bike lane or on the street.

And it's very, very difficult because a lot of the sidewalks are just not shoveled properly. And when you go to actually cross the street, you have to go over mounds and mounds. So that's difficult.

And then the dining part on the streets in the summer, what I found was one restaurant in particular had so many tables that one cannot walk through safely. It's just unbelievable. And the tables are all just crowded in a section. And there's no sidewalk space. So we're really forced to walk on the street. So those are my comments.

ABBY: Thank you, Betty. We appreciate it. We do have one more comment. Jason, you can unmute yourself.

AUDIENCE: Hi, this is Jason, the executive director of East Cambridge Business Association. Pat did a good job kind of summarizing the patio situation. I'd say what we hear from folks, having outdoor dining allows the businesses to kind of compete with other areas that have outdoor dining in the summertime. And that's a real value. If you can't be on someone's radar-- if it's summertime and you're like, I want to eat outside, and you can't offer that, you're just not on a decision making radar, right?

So I think having outdoor dining in the district is important for that reason. I don't know that there are like-- it's funny, right? You see a busy patio and you think that it's a gold mine. It's not. Sometimes those people are just inside-- or the inside is moving outside. There is a cost to sort of lease the space from the city. And there's a whole agreement that's not necessarily easy.

But I just wanted to add that. It's something that we think adds value to the district. And it's a situation where a business owner is making a decision about a business use. It's not something that's being kind of-- it's like a metered space. So it's already designated as a business use.

I share the same concern that Pat had about the two spaces going to four. I think we try to do some creative problem solving that would-- we presented a plan that would fix that. It was kind of-- it was sort of deemed not acceptable. But it's also very hard to accept that, because I see the same scenario actually installed in this plan for Cambridge Street. And I see that same scenario in brand new infrastructure that the city has installed in the past year.

So inconsistencies when you're trying to do some creative problem solving, that's real frustrating. And it was mentioned in the last meeting. And I don't know that the answer itself is super acceptable. But I'll leave it at that.

Oh, our Cambridge Street study that was just completed also identified that there's already not enough loading on Cambridge Street. So I guess as you're thinking about this, we have to be realistic that loading is already insufficient. And there's going to be loading happening-- I think it was brought up at the last meeting-- in the road. So what's the workaround if that becomes a problem that kind of breaks this. So sorry if I went over, but thanks for the time.

ABBY: Thanks, Jason. We appreciate it. We have one more person who joined us as an attendee. Mark, if you'd like to speak, feel free to raise your hand. Otherwise, we can wrap up the public comment section short soon. And then we'll move on to the breakout groups.

OK, seeing no hands. OK. Elizabeth, would you move us-- I think it's two slides.

PRESENTER 3: Can I make one very quick comment? Jason mentioned our Cambridge Street study. That contains a ton of very useful information from a prior engagement effort which I think is still very relevant. So if you have questions about how business owners feel about the street, or how people access or use the street, it is a phenomenal resource. And would highly recommend it.

ABBY: We can try to grab a link and send it.

PRESENTER 1: There's a link on the website actually for this project on the bottom resources.

AUDIENCE: Can I just make a-- just a thought. On that outdoor parking I think you said there were six locations? Or I'm sorry, the outdoor restaurant locations. Would there be a way to rotate it every other year? In other words, give three restaurants one year's theirs. Rotate to the other three. That way you just rotate back and forth, and the parking would be available at every period. So you pick up a few more spaces every year. Just a thought.

And then the other thing, to the ladies who referenced about walking with snow, a lot of the bike lanes say yield to bikers. I would suggest it say yield to pedestrians in times like this. Because they can slow down. Someone who has maybe limited mobility, who has to walk in that lane, bikers should yield to them. Just a suggestion.

ABBY: Thanks, Jim. I love your creative suggestions. OK, so I'm going to quickly just recapture our plan for breakouts. We're going to have to-- I think we're aiming now for 15 minutes, not 20. Because we ran a bit over, which is fine.

So basically we're going to split up into four groups. So you have a chance to get more in the weeds on each of these issues, or these key decision points that the city is faced with. They've gotten feedback from a lot of their outreach. And they want to present a few options of things they could put in the design and ask what do you think we should do?

We're going to have one. The first group is on bus stop and sidewalk design. That will be led by Michelle. And I'll be there to take notes. And we're going to meet in this tiny table right back here. We can grab more chairs if we need.

The second topic is loading and bike conflicts. This is going to be Jackie with Jeff joining virtually. And then Kate will be there to help with notes. But Kate, I'm going to steal your laptop.

KATE: Yeah.

ABBY: And you can follow Jackie and Kate to the art conference room, our council conference room, which is on this floor. Follow them.

The third group is going to be addressing safety at high crash intersections. That will be with Andreas from the city. Elizabeth will be there to help with notes. You're going to meet at the table in the hallway, right outside.

The fourth group is including additional side street meters. That's going to be with [? Shayma ?] and Meira at this corner table here. We have preferences for folks on Zoom. So we are going to attempt to move you into breakout rooms.

And then the other key piece of information is that you will get two choices. You get two passes at a breakout. So you don't have to pick just one. You'll pick two.

So we're going to come back here at 15 minutes. If the maybe note takers, facilitators, can help you keep track of time.

AUDIENCE: Will we be able to see the materials for the groups we're not in?

ABBY: Yeah, we can share the materials. And the other thing-- thanks, Carmen-- is you're welcome to share your thoughts on all of these things and more via email, via the design survey, via requesting a one on one, as long as it's before January 31. That's our main deadline for section A. Was there another question on this?

OK. And then could I get maybe just a show of hands if you're thinking for this first round if you're interested in the first group, could you raise your hand?

[INAUDIBLE] some folks on line two. [INAUDIBLE] perfect. If you're interested in loading and bike conflicts-- line two, group four, OK. [INAUDIBLE]. If you're interested in addressing safety at high crash intersections, that's [INAUDIBLE] too. great. And then including additional side street meters. Got one, and we got some folks online. [INAUDIBLE].

PRESENTER 2: You get two bites.

ABBY: Yeah, so if you go to one and you see it's really full, maybe go to your second choice and go back. OK?

All right, Meira is trying to quickly put us into breakouts. So thank you. Caleb and Patrick, do you have questions, or sharing preferences?

AUDIENCE: I do have a quick-- more of a comment. So I guess it's a little disappointing and maybe concerning that members are only getting the opportunity to have a conversation about two out of the four issues. It just seems like a missed opportunity to get valuable input from the entire working group.

So I know that time is short and meetings are challenging, but it really doesn't feel great. That's all.

ABBY: Thanks for that feedback, Patrick. Yeah, I'm trying to find a way to allow people to go deep in smaller groups in a short amount of time. But yeah, definitely hear you on that.

PRESENTER 1: For each group we have a paper that provides an overview of the change. And we are going to post this as well, along with everything else for the meeting to see what all the groups are talking about. And of course, if folks can look at that and then send us their comments about any of the other two as well-- so it'll just be available for folks to still see everything that everyone's talking about. I know that's not as good as having four breakout groups.

ABBY: Yep, but it will be there, and definitely [INAUDIBLE]. OK, so I think we should break. So again, if you're going with Jackie and Kate looking at bike conflicts, follow Jackie. If you're going to the traffic safety, go to the hallway.

[CHATTING]

AUDIENCE: My first time in the arts room.

AUDIENCE: A lot of what is presented--

AUDIENCE: Oh, we got pulled back in.

AUDIENCE: Oh, right. There's--

AUDIENCE: Thank you.

AUDIENCE: Because people are going to get aggravated.

[INAUDIBLE]

AUDIENCE: Oh, OK. To our next one, guys.

AUDIENCE: [INAUDIBLE].

AUDIENCE: Thanks, guys. That's great.

AUDIENCE: Sorry.

AUDIENCE: You can stay here.

AUDIENCE: Sorry, Josh was in the middle of talking. Just asked him to drop [INAUDIBLE].

AUDIENCE: They booted us?

AUDIENCE: I think, yeah. I think we're back with the larger group now.

AUDIENCE: Oh, OK. Good.

AUDIENCE: Yeah.

AUDIENCE: Yeah, I think--

AUDIENCE: --might need a little more time there.

AUDIENCE: Yeah, it went by quick.

ABBY: Well, you guys also got in quite late.

AUDIENCE: Oh, yeah, yeah.

ABBY: OK, so Meira is re-adding people to the breakout rooms based on your prior feedback.

AUDIENCE: Then you've introduced a conflict.

ABBY: So just give us one minute, online folks.

AUDIENCE: So everyone's getting on the bus.

AUDIENCE: I don't know what to do.

AUDIENCE: Which one do you want to--

AUDIENCE: Do you want to come talk about the [INAUDIBLE] traffic safety?

AUDIENCE: Sure.

ABBY: OK, great.

AUDIENCE: I don't know--

KATE: John, which group do you want to go to next?

AUDIENCE: Well, I just think the [INAUDIBLE].

KATE: Great.

[CHATTING]

AUDIENCE: Where do you need me?

ABBY: Do you want to talk to [? Shayna ?] about side streets? that

AUDIENCE: Side street parking?

[CHATTING]

You look so lonely.

AUDIENCE: I know.

AUDIENCE: Let me grab a cookie.

ABBY: I should use my phone, I guess. Hey, Chris--

PRESENTER 3: Can I get a quick reminder--

[CHATTING]

AUDIENCE: Yeah, group four, I think.

ABBY: No, three.

AUDIENCE: It's three.

[CHATTING]

PRESENTER 2: I did not.

ABBY: Amanda's in there.

PRESENTER 2: OK. So you'll put her in a breakout with me?

ABBY: She's in there.

PRESENTER 2: OK.

[CHATTING]

AUDIENCE: OK, I do want to make sure you guys move to the--

AUDIENCE: All right.

[CHATTING]

AUDIENCE: Thank you.

[CHATTING]

ABBY: --conference room. OK, so we'll find Jackie. I'll walk you out.

[CHATTING]

ABBY: --and Beth are in the hallway. Does that work for you?

AUDIENCE: Whatever.

AUDIENCE: Sorry.

ABBY: And you're with me.

KATE: We don't have anyone [INAUDIBLE].

ABBY: Oh, a minute ago--

[CHATTING]

ABBY: Do you have the ability to let Jim into the arts conference room?

KATE: I'm sorry?

ABBY: Could you let Jim into the arts conference room. Well, it's a bomb door.

AUDIENCE: Oh.

AUDIENCE: Oh, I'm sorry.

AUDIENCE: No, it's fine.

AUDIENCE: How are you doing, [INAUDIBLE]?

AUDIENCE: Good. I love your pink.

AUDIENCE: Oh, thank you.

[CHATTING]

AUDIENCE: Oh, perfect.

ABBY: [INAUDIBLE] the one on ones.

[CHATTING]

AUDIENCE: And it's probably better for us to open it.

AUDIENCE: We should have said--

AUDIENCE: We realized it was easier to look at it now.

ABBY: Oh, wait. Actually-- OK, Brian, I'm going to move you into group one. Michelle, I'm going to bring you a virtual person.

[CHATTING]

AUDIENCE: People brought it to court. It stayed in court for 40 years.

[CHATTING]

ABBY: That's because we're ending the breakouts.

AUDIENCE: I feel bad.

KATE: Abby, do you want me to setup again?

ABBY: Oh, it's OK. I'm setup.

AUDIENCE: Oh, we know what--

[CHATTING]

ABBY: OK, welcome back.

[CHATTING]

For those virtual, we're just reconvening, and many thanks for your patience during this attempt at hybrid breakout rooms.

AUDIENCE: Well, the courthouse will stay there.

ABBY: It looks like Jeff in that room are back. We're still waiting for Jack and the folks that were there in person. So we're going to take just 30 more seconds for them to return.

[? Hey, Shayma ?] do you think you could grab Jack? I'm not sure. Her computer froze during the--

AUDIENCE: Oh, no.

ABBY: --activity. So she might not be getting some--

AUDIENCE: Can I ask a question about parking? So the angle parking versus whatever, the parallels, what's-- does that give you more parking? Less parking? Does it mean--

PRESENTER 3: Like at Union Square?

AUDIENCE: Yeah. Does it force me to go slower? Is it harder to park? Just because it seems like you could fit more if they're aiming that way.

PRESENTER 3: There's front end and there's back in parking. Front end parking is extremely dangerous because you have someone backing out, and they just cannot see anything.

AUDIENCE: Right.

PRESENTER 3: So the avenue standard is you will back in, where you pull back the spot and then reverse into it. People can't--

AUDIENCE: Right, OK.

PRESENTER 3: --aren't that good at that.

AUDIENCE: Yeah.

PRESENTER 3: Yeah. We're trying to get away from angled parking. It picks up 40% more spaces, like in a linear--

AUDIENCE: Yeah.

PRESENTER 3: It's also a third wide. [INAUDIBLE]

AUDIENCE: You guys [INAUDIBLE].

ABBY: OK, why don't we wrap ourselves up? There are a few things that we are not going to get to talk about in too much detail today. Well, OK. First, thanks, everyone, for trying the hybrid breakout approach. I think it went smoother for some than others. And noting short time and frustration about not being able to talk about all of these topics, one thing I haven't brainstormed out loud with the city yet, but I think maybe we could take it back is there a way we could offer an office hours before the 31, where folks, if you want to come and talk about one of these topics, then you can kind of get a walk through with the designs.

So I'm seeing gentle nods, but I don't want to put them on the spot. So we'll take that back and chew on it. But I think there is a very, very strong interest in having your feedback on these four topics especially before the 31 when section A, those major design comments are due. So one, you can respond-- you can send them emails, the city staff. You can respond to that general design survey. Or again, we'll try to think of another asynchronous, maybe office hour type approach to make sure you can talk through each of these.

Another thing we are not going to talk through in too much detail-- one of the materials we sent out last week was the outreach plan memo, which outlined some of the engagement, to date, that the city has done and some of what is planned. And they're asking if you have either specific groups, or message boards, or methods that you want them to employ for the next sections. They want to hear that.

So I think we gave a deadline of the 31. But if you need more time, given that we're extending the-- well, if you need more time because we didn't get to talk about it today, let us know, and we can do that.

AUDIENCE: More time to suggest groups?

ABBY: Yeah. Yeah.

AUDIENCE: OK. I thought you meant to reach out.

ABBY: Oh, no. No, no, more time to give some input on ideas for them. So I'm just going to speed through some of the outreach things.

This is very much exactly what was in the memo. So it shouldn't be new. OK, a few upcoming important dates-- again, the survey and major design feedback on section A closes on the 31st. Our next working group-- thanks to those who helped schedule and put in your availability-- we'll be meeting on March 18 at 4:00 PM.

Ah, thanks, [? Keela. ?] I'm not sharing my screen. Wait.

PRESENTER 1: March 18?

ABBY: March 18. Of course, we'll send out a calendar invite. If you'll be joining remotely, just try to let us know, and we'll make sure to send you a panelist link.

And we will be talking about Section B designs. So we're going to start moving towards the next sections. And we're also going to have a presentation from the CDD Community Development Department from the city, talking about the flexible parking corridors, which we know is a topic of a lot of interest to folks. So we're glad to have them join us.

There will be a spring community meeting on the section A near-final design and installation schedule. So you'll see how feedback was incorporated in that. Just noting some of the topics that we've heard requested to discuss at future working groups. One is flexible parking corridors, which we'll discuss next time. There was also interest in the Cambridge Street parking study in transit and bus stop planning, and how the city is thinking about those things. So we're trying to bring in speakers from other city departments.

Some next steps-- and Patrick, let me go through the next steps, and then I'll take your hands. So one, is yes, share your feedback on Section A in whatever way you want. And share your feedback on the outreach plan.

We will send working group summaries on meeting two and three. We didn't receive any comments on meeting one summary. So thanks to those who looked at it. We'll use a similar model then for two and three, which we'll quickly get out to you.

And also, from today the city heard and will think about some of the gas stations if there's any room for changing some things there. There's a desire to connect Marie to someone who can speak to the streets and easements. So the city will try to think of the best person for that.

There is an interest in hearing from what business data, what engagement did you do? So I think the city can think about how much they can share about that. We'll send out the link for our Cambridge Street study. Thanks, Chris. And we will send the breakout room materials in an email after this so you can chew on those more.

OK, Patrick, did you have a hand up on purpose?

PATRICK: Yeah, just a quick-- I think it was not the next meeting, the one after that on the transit issues. I know I brought it up at the last meeting, looking for historical data from the MBTA concerning kind of headways and delays on the 69 bus. And I'm just wondering if we can make sure that we have as much of that info as possible for that fifth meeting, I think the transit one. Because I think the potential slowdown of the 69 is going to be a transit issue for people. And having a baseline is going to be helpful either way.

So the city can confirm--

ABBY: Sorry, Patrick.

PATRICK: No, I'm just hoping that the city can confirm that they've reached out to the MBTA to get that data on the 69 bus specifically. I believe there's some city data that exists already, but if they can ask the MBTA for it, and confirm that, that'd be great.

PRESENTER 1: Yeah, we'll get whatever updated data we can. Well, also, as part of that, I have reached out to the city's head transit planner about coming to that meeting. He's a bit more qualified to talk about the data and the design guidelines that the team has.

ABBY: Thanks, Andrew. I'll just note, we haven't yet confirmed. So I'm not sure, Patrick, if that will indeed be meeting five, definitively. But it will be coming. Just wanted to clarify.

PATRICK: As long as the data is there for the meeting. That's the important thing.

PRESENTER 3: That's the target is meeting five, after the parking corridors.

ABBY: Phew. OK, that was like a HIIT version of a meeting. So thank you, everyone, for your patience in the breakouts. We got through a lot of things. And thanks for your thoughtful questions.

Again, we'll follow up to see if there's some sort of asynchronous way for you all to give comments on the other two options. But thank you, and we'll see you in person in March.