

Lopez, Donna

From: Steven Miller [semiller48@gmail.com]
Sent: Sunday, January 25, 2015 2:58 PM
To: Lopez, Donna
Subject: Fwd: Please vote AGAINST Pearl Street Design motion (Calendar Item #4)

For the record...

----- Forwarded message -----

From: Steven Miller <semiller48@gmail.com>
Date: Sat, Jan 24, 2015 at 8:14 AM
Subject: Please vote AGAINST Pearl Street Design motion (Calendar Item #4)
To: council@cambridgema.gov

Councilors:

I am writing to urge you to vote against the motion in Calendar item #4 on Monday's agenda concerning the design of Pearl Street. Passage of this motion would destroy the carefully crafted compromise that the city Planning Department developed between an original proposal to replace all parking on one side of the street with a protected bike lane and better bus stop facilities versus a push-back demand that cars continue to be given priority.

Right now, the narrow but busy street is both uncomfortable and dangerous for people on bikes and less than desirable for people using a bus. Under the compromise, called the Complete Streets option, both sides will get a bit and give up a bit. Bus riders will get less crowded boarding/exiting areas. Cyclists will get a safer (although unprotected) lane during commuting hours. And car parkers will continue to have access to both sides of the street during the evening and night. Elderly and disabled people will be guaranteed parking spots in front of or across the narrow street from their homes.

(In fact, city studies – and personal observation based on using Pearl Street for over 35 years – show that there is plenty of space for parking all cars both during the day AND at night, even if space on nearby side streets isn't counted which, of course, it is.)

However, the pending motion will eliminate the balance and demand that car parking convenience take priority over safety. As a person who has spent most of his adult life driving a car, walking, taking the bus and cycling down Pearl Street, I urge you to defeat this one-side pandering to one less-than-fully-desirable use of our public street that flouts our city's environmental, energy conservation, and car-use reduction regulations and priorities.

Steven E. Miller
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