

Memorial Drive Phase 3 Public Comments

deadline 7/21/2022

Name		Comment	Address (City)	Address (Zip)
Heidi	Roberts	When City of Cambridge is keen to offer bike friendly environment, as long term residents, I've experienced or witnessed bikers switch around traffic rule as they can turns themselves as pedestrians or cars or even ruthless bikers to be straight whichever gets them no need to follow any rules while traveling around. As City of Cambridge spent budgets to create road and traffic signals for them, any chance to consider implementing traffic rule and penalty for bikers?	Cambridge	MA 02139
Laura	Cohen	The current plan sounds fantastic and we are so appreciative of the efforts of all parties to arrive at a great plan for this section of the river. BUT we are so disappointed to hear the entire BU through JFK section has been kicked out of this phase of work! We walk and run and bike and drive on this section of road every single day and the condition is bad and deteriorating. We commute, we exercise, we take our baby for walks daily. We joke that when we take our infant in his stroller along the path we are off-roading since we are navigating all sorts of poor conditions. Both the narrow river path and the north path on the other side of memorial drive are in terrible condition and narrow and not safe. This is the portion of the river that the very dense community of Cambridgeport uses (which has many more residents than the portion from JFK to Eliot Bridge) and really needs to be addressed now. Can we come up with another way to help this neighborhood, and pathways, and intersections? Also, we live near the BU Bridge and are often pinned into our house and literally can't get out because of the backed up traffic into our street. Cambridge and Boston are such well-funded cities it just doesn't seem like this is something we should continue to put off for many more years. This area has become a critical transportation hub (cars and bikes) between Kendall Sq jobs and the surrounding areas. I realize the BU rotary nightmare is not something DCR can solve alone, but hope you can help elevate this issue that impacts thousands of residents in our neighborhood. Thank you for your consideration!	Cambridge	MA 02139
Alex	Twist	I live in Brighton and travel to Riverside Boat Club regularly by bike. I don't own a car, so I experience travel along the river as either a pedestrian or bike rider. The Boston side of Anderson to Elliot is extremely narrow for sharing between users. This space would benefit from a wider path as well as hardened barriers between the very fast moving vehicles and the park space. The presence of a fast moving highway adjacent to the park really hinders the ability of users to enjoy the space and travel safely. The Cambridge side of the river is in need of a repaved, widened path. Also, the various pedestrians crossing need to have the beg buttons removed and have pedestrians given the green on a regular cycle. I would be very supportive of DCR working with MassDOT to advocated for automated traffic enforcement along the roads adjacent to the park. In the last couple of years, multiple cars have crashed into the Charles River. If MassDOT won't address this directly, DCR needs to harden the space adjacent to the road (perhaps some iron bollards?) to protect park users people using the river.	Boston	MA 02135
Margery	Blacklow	I am concerned about the amount of traffic that would move to Mt. Auburn Street as a result of this project. As it is, there are frequent backups on weekday mornings extending from Willard Street (and further) for cars that want to get to Memorial Drive at Hawthorn, or to the Anderson Bridge. Although I live on Mt. Auburn, it would not affect me personally. I am concerned also about the amount of noise that would be generated during the construction part of the project, and even more so about the noise from the destruction of the current roadway.	Cambridge	MA 02138

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Eitan	Normand	<p>Hello,</p> <p>I strongly support this project and I truly praise you for moving forward with it. I would like to make the following comments:</p> <p>1. I believe this project should take bolder steps and reclaim more space that is currently dedicated to cars and devote it to green/open space, pedestrians and cyclists. I will elaborate.</p> <p>2. The slip lane from Gerry's landing road to Mm Dr. is rightfully eliminated. The same thing should occur in my opinion with the the 2-3 lanes wide slip lane from Mem Dr. to Gerry's landing road. The 2 lanes approach for the current left turn from Memorial Dr. can handle both turns with 1 lane for each during one phase but if volumes require additional lane capacity it can be created with a much modest slip lane on the other side of the triangular traffic island and on its expense. The reclaimed space can be used in various ways.</p> <p>3. Similar approach should be considered at Hawthorn and Memorial Dr. The slip lane is unnecessary and Hawthorn St at the approach to the intersection is wide enough to allow the right turn without any curb changes.</p> <p>4. 10 ft path is not wide enough for the current peds / cyclists volume, nevertheless if you do the road diet - that will attract more users to the path.</p> <p>5. I think shoulders are not needed for this road at this location. 2 - 11 ft lanes or 2 - 10 ft with 1 ft shoulder should be sufficient and this redundant space can and should be used to widen the path.</p> <p>PLEASE PLEASE GO ALL IN on changing the paradigm and create a people first environment along Memorial Drive!!</p> <p>Thank you! Eitan Normand</p>	Cambridge	MA	02138
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Rand	Wentworth	<p>Thanks for being so responsive to the comments from the community. I am very excited about the changes you have made to the project. You said your goal was to achieve consensus in the community and I think you are getting very close. Nice work!</p> <p>I have a few minor suggestions:</p> <ol style="list-style-type: none"> 1. Could you coordinate with DOT to schedule the restoration of Eliot Bridge. I know that this is on their capital improvements list but I do not know the schedule. Hopefully DOT can do this work before the park work begins. I am especially interested in installing lights in the arches of the bridge - like Anderson Bridge. 2. Could you look for creative ways to separate the bike path from the pedestrian path. I am both a bicyclist and a walker. I know how tempting it is for bicyclists to jump into the pedestrian lane so it would help to have a buffer with a rough material that would discourage jumping lanes. 3. Please consider how to accelerate the the trail improvements between Anderson to BU bridges. These trails are in really rough shape and are unsafe. Also, this section of the river park has much more racial and economic diversity than the upstream section. <p>I teach environmental policy at Harvard and have had a long career in parks and conservation. Please let me know if there is anything I can do to help.</p> <p>Rand Wentworth</p> <p>Senior Fellow and Adjunct Lecturer in Public Policy Harvard University President Emeritus, Land Trust Alliance</p>	Cambridge	MA	02138
Alexander	Frieden	<p>I want to congratulate the team. This is really embracing the mission of DCR by creating more recreation and less driving. This is a critical and needed improvements to both walking and biking. I encourage the project team to raise crossings to keep the crossings at grade to ensure the most enjoyable recreation experience.</p> <p>I would also encourage the project team to remove the slip lanes. Thanks again!</p>	Somerville	MA	02143
Mary	McCormick	<p>Please consider adding a small (seasonal?) platform or ramp for kayak launching, somewhere between Sparks St. and Hawthorne St. Many residents pull kayaks and launch from the riverside in this area, but the weeds make it unpredictable.</p>	Cambridge	MA	02138

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Phillip	Clauer	<p>The slip lane at Hawthorn and Memorial should be replaced with a simple T intersection!</p> <p>I am impressed with many aspects of the design presented, but I was disappointed to see the slip lane at Hawthorn was maintained. If the redesign truly prioritizes safety, then it is difficult to imagine the slight LoS reduction this change would cause outweighs the positive pedestrian safety improvements. Is it currently possible to study LoS changes in the road's existing state by temporarily closing the slip lane?</p> <p>I frequent this intersection walking west as a pedestrian and it is the least pleasant and scariest part of my walk along Memorial. It would also be great for there to be a bit more separation between the ash st intersection and the Hawthorn intersection. As the street currently exists, this configuration has always felt a bit awkward. I imagine replacing the slip lane would also provide additional space for tree plantings.</p>	Somerville	MA	02144
Mike	McCormick	I have been rolling my kayak to the riverfront for years, and it would be great to have a clearing from which to launch the kayak. Even better, a place to stow my kayak trailer, so I don't have to lock it to a nearby bench.	Cambridge	MA	02138
Judith	Dortz	It is my expectation and hope that the proposed multi-use lanes and the pedestrian lanes will restrict all electric vehicles: i.e., ebikes, motorbikes, motor scooters, motor skateboards, etc. They go faster than everything else and are a hazard to walkers, strollers, etc. Please address this increasing hazard to all.	Cambridge	MA	02138
ruth	hamlen	Add a Kayak ramp at Ash or Hawthorn St. for those of us who walk.	cambridge, ma	MA	02138
Elizabeth	Smythe	<p>I am worried about the viewing stations that will be added to the river bank turning into sources of trash in the river.</p> <p>These places, while nice, will likely encourage folks to sit and eat. With these being right on the river, trash from food will inadvertently fall into the river and get caught on the plants nearby. Wrappers, napkins etc....</p> <p>Look just past the Eliot Bridge, where the summer kayak/canoe rentals launch, and people snack and eat. The river is a trash pit. Its littered with bottle caps, wrappers, cans etc.</p> <p>I really think that these viewing stations will add nothing to this stretch of the river other than trash.</p>	Cambridge	MA	02138

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Gail	Flynn FAIA	<p>1. this comment relates to the Charles River Bank planting between the east and west sections of the Riverbend Park in particular, as i am a 46 year Cambridge resident who both views this riverbank area from a Mount Auburn Street residence, and for many years viewed the river's bend and Riverbend Park in early evening light as i walked home from work in Harvard Square.</p> <p>The DCR proposal indicates a planting plan that will block the view of the River which many residents have enjoyed both from residences and as they walk along the river or sit on riverbank benches.</p> <p>I understand that not only did the master plan design advocated by Charles River Conservation group recommended low planting in this area, but this approach is historically referenced, (see photos in Cambridge history of the area).</p> <p>The River will basically disappear with the planting plan proposed. Highly recommend reconsideration of this planting plan at the River bank. i have many images of the area i am talking about and will share if there is a way to get them to you.</p> <p>2. There is a rare opportunity to create a comprehensive urban design at the intersection of Mount Auburn ST / Sparks street where your plans and City of Cambridge Traffic plans abut.</p> <p>Thank you. Gail Flynn FAIA</p>	Cambridge	MA	02138
People for Riverbend Park	Trustees	<p>PART I OF COMMENTS FROM THE TRUSTEES OF THE PEOPLE FOR RIVERBEND PARK TRUST</p> <p>Thank you for the opportunity to comment on the revised proposal of the Department of Conservation and Recreation ("DCR") to reconstruct Memorial Drive and the neighboring parkland, which was presented to the public on June 30. The Trustees of the People for Riverbend Park Trust (the "Trust") support the detailed comments provided by the Memorial Drive Alliance (the "MDA"). We appreciate that the revised design responds to many of the concerns expressed by the Trust, the MDA, and other community members, but we agree with the MDA that the design can be further improved in some key respects.</p> <p>In particular, for the safety and pleasure of park visitors of all ages and abilities, we support separating the path intended for faster-moving park visitors such as those on bikes from the path intended for pedestrians and joggers by reusing a portion of the existing Memorial Drive roadway as a permanent bike path for the entire length of the area where the road diet is implemented.</p> <p>We also support a road design that includes physical elements that reflect a reduced speed limit and safe crossings; while 25 mph may as low as DCR is willing to consider for an arterial road, we note that this section of Memorial Drive meets many of Cambridge's criteria for designation as a 20 mph "safety zone" by virtue of its proximity to parkland well-used by children and a higher than average proportion of elderly people in the surrounding residential area. Physical design features that necessitate driving at reduced speeds will be especially critical to ensuring the safety of the two proposed new crosswalks.</p> <p>We also would like to preserve the existing topography without retaining coils, because it provides a continuous view of the river. As is, the slopes are better at slowing down and retaining storm water and will not disturb ecologies.</p> <p>TO BE CONTINUED ON NEXT FORM DUE TO CHARACTER LIMIT</p>	Cambridge	MA	02138

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People for Riverbend Park	Trustees	<p>PART 2 OF COMMENTS FROM THE PEOPLE FOR RIVERBEND PARK TRUSTEES</p> <p>The Trust has a particular interest in protecting the signature allée of "London Plane" trees that define the historic landscape envisioned 125 years ago by Charles Eliot and Frederick Law Olmsted. We are pleased that the revised proposal halves the number of London Plane trees to be removed to seven, from 14, and that 22 new plane trees will be planted along with almost 60 other native trees. Ongoing care of these trees including regular watering of those newly planted for at least three years will be essential if they are to thrive. We see the new landscape maintenance provisions as meeting minimum standards and would be heartened to see a landscape maintenance proposal that went beyond these. We also support the MDA's suggestion to eliminate the proposed structured viewing platforms and to instead open up the viewshed by maintaining lower native plantings along the riverbank in keeping with the pastoral nature of this stretch of the riverfront. We are interested in discussing how the Trust can help support the care of the trees and other plantings.</p> <p>As a DCR partner for over 40 years, the Trust remains eager to discuss other possible park amenities such as benches, water fountains and a public toilet. Pat Sekler, the coordinator of our adopt-a-lot program, is sending a separate statement concerning lesser issues we hope you will consider when the design process enters its later stages.</p> <p>People for Riverbend Park Trust, By its Trustees, Franziska Amacher, Anne Duggan, Jan Devereux, Terrence Doyle and Patricia Sekler</p>	Cambridge	MA	02138
Jhon	Cuervo	<p>Hello.</p> <p>My name is Jhon and I am writing to inquire about the Charles River Banks restoration project, it looks like it has been canceled or abandoned, I have not seen anyone working for weeks or maybe months. Especially on the walking path along River Road in Watertown, there is only rusting equipment and the path continues to be closed.</p> <p>I would greatly appreciate an update, I am a daily user of the walking path along the river, and I have not been able to use it for months now. When do you expect the restoration to be completed? Why was the project stopped?</p> <p>Thank you for your attention and response.</p> <p>Jhon Cuervo</p>	Watertown	MA	02472
Annette	LaMond	<p>Restoration of the London Plane allée is essential to the historic landscape. I urge you to plant larger caliper trees and support them special maintenance contracts.</p> <p>For sourcing the trees, I also urge you to consult with the Cambridge officials responsible for the recent plantings of large London Plane trees in East Cambridge (along Main Street, Galileo Galilei Way, and near the new Lechmere station. These London Planes look splendid.</p>	Cambridge	MA	02138

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Karen	Biemann	<p>I agree 100% with the following letter...</p> <p>Dear Commissioner Rice,</p> <p>We write as representatives of the Memorial Drive Alliance, a collective of Cambridge and Boston based environmentalists, cyclists, pedestrians, runners, city officials, and members of prominent local community organizations. We are committed to the improved mobility and resilience of the Memorial Drive Parkway, and share DCR's mission to protect and enhance our Commonwealth's natural resources for all to enjoy.</p> <p>Overall, we are pleased that the DCR has thoughtfully addressed many concerns that stakeholders expressed with the initial Memorial Drive Phase III design released in early 2022. Members of our group enthusiastically support the following elements of the revised design:</p> <ol style="list-style-type: none">1. The road diet, reducing vehicle travel lanes from four to two, for most of the project area.2. The effort to preserve and protect the culturally important allée of London Plane trees and addition of new London Plane trees (+22) and native trees (+59).3. The elimination of proposed retaining walls, keeping the pastoral nature of the riverbank.4. The elimination of Gerry's Landing Road eastbound slip lane and increase in usable parkland.5. The improved stormwater management features and the reduction of impervious surfaces.6. The addition of two new pedestrian crosswalks, benches and other amenities for park users.7. The restoration of sidewalks along the north side of Memorial Drive.8. The improved pathway connections under and over the Eliot Bridge. <p>However, we continue to have strong concerns about aspects of the revised design and request to see the following feedback reflected in the next design phase:</p> <ol style="list-style-type: none">1. Fully separate paths by repurposing the existing roadway: The plan specifies a new 10' paved path directly beside a 5' aggregate path for most of the project area, inviting safety conflicts among users traveling at different speeds. Repurposing the existing roadway...	Cambridge	MA	02138
Annette	LaMond	<p>Please retain the pedestrian island at Hawthorn Street. It offers a safe harbor to pedestrians and also serves as an impediment to illegal left turns and U-turns.</p>	Cambridge	MA	02138
Annette	LaMond	<p>Please consider incorporating a canoe and kayak launch (minimal in profile and materials) near Sparks Street. With the new pedestrian crossing opportunity at Sparks, there will be a number of kayakers who carry their boats across the road. In fact, there are already kayakers who do so. A launch would recognize that desire.</p>	Cambridge	MA	02138

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Memorial Drive	Alliance	<p>Submitting Part 1 of 4</p> <p>19 July, 2022</p> <p>Doug Rice, Commissioner MA Department of Conservation and Recreation</p> <p>Dear Commissioner Rice,</p> <p>We write as representatives of the Memorial Drive Alliance, a collective of Cambridge and Boston based environmentalists, cyclists, pedestrians, runners, city officials, and members of prominent local community organizations. We are committed to the improved mobility and resilience of the Memorial Drive Parkway, and share DCR's mission to protect and enhance our Commonwealth's natural resources for all to enjoy.</p> <p>Overall, we are pleased that the DCR has thoughtfully addressed many concerns that stakeholders expressed with the initial Memorial Drive Phase III design released in early 2022. Members of our group enthusiastically support the following elements of the revised design:</p> <ol style="list-style-type: none">1. The road diet, reducing vehicle travel lanes from four to two, for most of the project area.2. The effort to preserve and protect the culturally important allée of London Plane trees and addition of new London Plane trees (+22) and native trees (+59).3. The elimination of proposed retaining walls, keeping the pastoral nature of the riverbank.4. The elimination of Gerry's Landing Road eastbound slip lane and increase in usable parkland.5. The improved stormwater management features and the reduction of impervious surfaces.6. The addition of two new pedestrian crosswalks, benches and other amenities for park users.7. The restoration of sidewalks along the north side of Memorial Drive.8. The improved pathway connections under and over the Eliot Bridge. <p>However, we continue to have strong concerns about aspects of the revised design and request to see the following feedback reflected in the next design phase:</p>	Cambridge	MA	02138
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Memorial Drive	Alliance	<p>Part 2 of 4:</p> <p>1. Fully separate paths by repurposing the existing roadway: The plan specifies a new 10' paved path directly beside a 5' aggregate path for most of the project area, inviting safety conflicts among users traveling at different speeds. Repurposing the existing roadway will enable critical separation between travel modes in this high-traffic area, a concern that has been consistently raised in public comments. In addition to enhancing the safety and comfort of users of all ages and abilities, locating the paved path within the existing roadway right of way will offer significant environmental and economic benefits by eliminating the need to regrade the steep slope along the riverbank, eliminating the use of bioengineered coir rolls and increasing the amount of parkland available for stormwater capture and retention. Signage and surface painting as well as the careful planting of new trees between the two path types can further reinforce safe, separated multimodal travel.</p> <p>2. Implement additional traffic calming measures: The road diet and elimination of highway-like guardrails alone will not prevent cars from driving at excessive speeds, as is evidenced on Greenough Blvd and Fresh Pond Parkway. Rectangular Rapid-Flashing Beacons (RRFBs) are insufficient on roads with faster travel speeds, and are routinely ignored by drivers and are not compatible with the pastoral nature of the riverbank. Alternatively, in addition to reducing the speed limit to no greater than 25 mph, consistent with Cambridge's non-residential roads, further physical interventions are needed and preferred:</p> <p>Additional, raised crosswalks including one initially proposed between Hawthorn and JFK Streets; Improve safety of people crossing Hawthorn St by making physical changes to reduce the speed of westbound vehicles turning right off of Memorial Drive and improving the sight lines;</p>	Cambridge	MA	02138
elizabeth	goodfellow zagoroff	<p>1. Fully separate paths by repurposing the existing roadway: The plan specifies a new 10' paved path directly beside a 5' aggregate path for most of the project area, inviting safety conflicts among users traveling at different speeds. Repurposing the existing roadway will enable critical separation between travel modes in this high-traffic area, a concern that has been consistently raised in public comments. In addition to enhancing the safety and comfort of users of all ages and abilities, locating the paved path within the existing roadway right of way will offer significant environmental and economic benefits by eliminating the need to regrade the steep slope along the riverbank, eliminating the use of bioengineered coir rolls and increasing the amount of parkland available for stormwater capture and retention. Signage and surface painting as well as the careful planting of new trees between the two path types can further reinforce safe, separated multimodal travel.</p> <p>2. Implement additional traffic calming measures: The road diet and elimination of highway-like guardrails alone will not prevent cars from driving at excessive speeds, as is evidenced on Greenough Blvd and Fresh Pond Parkway. Rectangular Rapid-Flashing Beacons (RRFBs) are insufficient on roads with faster travel speeds, and are routinely ignored by drivers and are not compatible with the pastoral nature of the riverbank. Alternatively, in addition to reducing the speed limit to no greater than 25 mph, consistent with Cambridge's non-residential roads, further physical interventions are needed and preferred:</p> <ul style="list-style-type: none"> • Additional, raised crosswalks including one initially proposed between Hawthorn and JFK Streets; • A 90-degree, T-intersection (i.e., elimination of the slip lane) at the Hawthorn Street signal to slow westbound drivers turning right; • Treatments such as speed tables, speed humps, pinch points (medians and curb extensions), and chicanes along both tangent and curve sections 	cambridge	MA	02138

Memorial Drive Phase 3 Public Comments

deadline 7/21/2022

Memorial Drive	Alliance	<p>Part 3 of 4:</p> <p>Treatments such as speed tables, speed humps, pinch points (medians and curb extensions), and chicanes along both tangent and curve sections to reduce perceived roadway width and lower vehicle speeds; and</p> <p>Gateway designs that cue drivers that they have entered a parkland environment, such as physical and visual distinctions including art, greenery, or parkland signage to communicate the transition to a low-speed, pedestrian- and bicycle-friendly corridor.</p> <p>3. Restore the viewshed with smaller plantings rather than viewing platforms. As proposed, the placement of viewing platforms invites safety conflicts among users who are stopping to admire views and other users who are continuing to move along the paths. By protecting the natural riverbank with planted edges and vistas (rather than installing an engineered edge) the need for viewing platforms can be avoided.</p> <p>4. Leverage nonprofit partners, neighboring institutions, and the City of Cambridge to support park amenities and plantings. Partners have expressed interest in supporting tree planting and ongoing maintenance, which is of great importance for their long-term success. Similarly, the DCR should work with partners to site and care for key amenities, including seating, water fountains, and trash bins.</p> <p>5. Coordinate with MassDOT on urgently needed improvements to the Eliot Bridge. We understand that MassDOT is developing a plan to restore the crumbling masonry of the bridge; it is important that these two capital projects be coordinated.</p> <p>Overall, we support the DCR's efforts to expand access to Charles River parkland, enhance safety for active transportation and recreation, improve water quality, and preserve the cultural history of the pastoral landscape. We look forward to continuing a productive conversation on how to achieve these shared goals.</p> <p>Respectfully,</p> <p>The Memorial Drive Alliance Steering Committee, Franziska Amacher, Alex Auriema, Chris Cassa, Jan Devereux</p>	CAMBRIDGE	MA	02138
Memorial Drive	Alliance	<p>Part 4 of 4:</p> <p>Sandra Fairbank, Laura Jasinski, Janie Katz-Christy, Nathan Klima, Ari Ofsevit, Elena Saporta, Randy Stern, Dan Totten, Memorial Drive Alliance, A Better Cambridge, Bike Harvard, Cambridge Bicycle Safety, Cambridge Citizens Coalition, Cambridge City Councilor Quinton Zondervan, Cambridge City Mayor Sumbul Siddiqui, Cambridge Committee on Public Planting, Cambridge Residents Alliance, Cambridge Urban Forestry Task Force, Charles River Conservancy, Friends of Memorial Drive, Friends of the Community Path Extension, Friends of the Grand Junction Path, Friends of the Mystic to Charles, Green Cambridge, Green Streets Initiative, Harvard Square Neighborhood Association, Livable Streets Alliance, Longwood Area Cyclists, Mass Bike, Mothers Out Front, People for Riverbend Park Trust, 350 Cambridge-Somerville, Rte. 16 Traffic Calming Coalition, Sierra Club MA, Somerville Alliance for Safe Streets, WalkBoston</p>	CAMBRIDGE	MA	02138

Memorial Drive Phase 3 Public Comments
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Candace	Young	There is much talk and focus about the road diet and bike safety (human concerns) and not enough focus is on the nature of the park itself and protection of the river. This could be a successful and critical natural area. More focus should be placed on that- the importance of the river and the surrounding land, mitigation of future flooding and maintaining a native planting area. Much could be learned by the approach Olmsted took in his projects. Park space built for humans to share but not park space built solely for human logistics.	Cambridge	MA	02138
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Friends of the White Geese

An Attorney General Registered Charitable Organization since 2001.
Defending the Charles River, its Animals, Trees and Water From destructive Governmental Entities..

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Website: <http://friendsofthewhitegeese.org>

Cell: 617-283-7649
E-Mail: boblat@yahoo.com

July 19, 2022

EXPRESS MAIL, RETURN RECEIPT REQUESTED

Department of Conservation and Recreation
Office of Public Outreach
251 Causeway Street
Boston, MA 02114

RE: Memorial Drive, Phase 3
The Fraud on the Charles River Gets Thicker, Destruction "Prevented" Reappears

- I. Department of Conservation and Recreation and the Cambridge City Council reverse improvement making the situation more secret, more destructive and more fake.
- II. "Equivalent" to the January / February 2016 outrage is an admission of incompetence worthy of destroying the DCR on the Charles River as the legislature destroyed the Metropolitan District Commission - - - TO PROTECT THE CHARLES.

Gentlemen / Ladies:

- I. Department of Conservation and Recreation and the Cambridge City Council reverse improvement making the situation more secret, more destructive and more fake.

We are getting more fraud on the Charles River. I have reviewed the tape on the meeting concerning the "Phase 3" of government destruction. It was conducted in late June on line. UNTIL THIS MEETING, the latest version of "Phase 3" supposedly was all west of Harvard Square.

Cambridge City Councilor Zondervann's aid very forcefully participated in the meeting and got what seemed to be a commitment to do "sidewalk repair work" east of River Street, including areas on the north side, plus Magazine Beach, plus the BU Bridge Rotary. The "sidewalk repair work" **WILL INCLUDE WIDENING.**

The fraud is thick. The 2019 version included slides of what is included in their definition of the BU Bridge Rotary, and THUS IN THIS LATEST REINTRODUCTION.

Here is the DESCRIPTION OF THE PROJECT IN THE PUBLIC ANNOUNCEMENT:

10 STATE STREET, CAMBRIDGE, MASSACHUSETTS

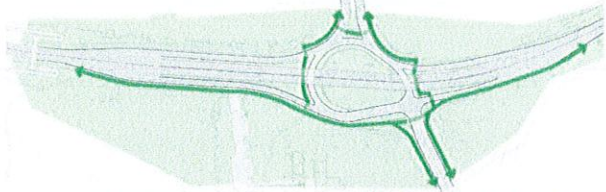
Phase III of the Memorial Drive Project extends from the Boston University Bridge Rotary to the Eliot Bridge. This project, which will renovate and upgrade the greenway, encompasses both redesign of the roadway and associated traffic analysis, as well as environmental and landscape improvements. At this meeting, which serves as a kickoff to the design project, DCR, its consultant team, and the public will discuss existing conditions and community priorities as the team starts analysis.

Here are the three slides presented in the public presentation on June 25, 2019, as to the reality behind the fraudulent description of "Phase 3" the project, insofar as it is CLAIMED TO BE beginning / ending at the BU Bridge Rotary.

Suddenly in the FRAUD which is too common in the DCR, the BU Bridge Rotary extends beyond the eastern extreme of the Wild Area. THE WILD AREA IS THE NARROW AREA TO THE RIGHT. THAT IS FRAUD.

Phase IV RFP for WMA Undeveloped - Post Reader

Alternative 1: Formalize Existing Configuration



- Some improvements to lane delineation (geometry, curb lines, and striping)
- Signal opportunities
- Improvements to ped/bike crossing (east-west)
- Gains to parkland greenspace limited
- Improvements to conflict points limited to south side
- Limited improvements for ped/bike crossing (north-south)

AECOM

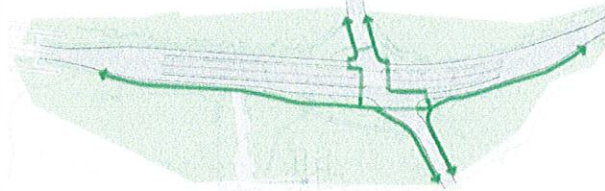
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ENG 8:14 PM 7/24/2019

Phase IV RFP for WMA Undeveloped - Post Reader

B.U. Rotary/ Reid Overpass Concept

Alternative 2: Keep Overpass, Reconfigure At-grade Geometry



- Eliminates rotary aspect and controls all vehicle thru and turning movements with signals
- Flexibility for left-turn options
- Improvements to ped-bike crossings (north-south)
- Gains to parkland greenspace in all four quadrants
- Conflict points managed by signalized crossings
- Improvements to ped-bike crossing (east-west)

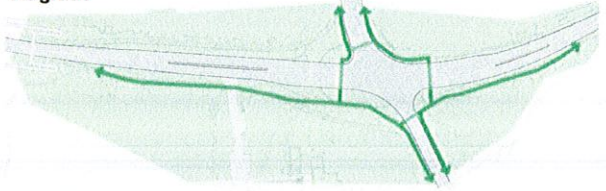
46 / 56

ENG 8:25 PM 7/24/2019

Phase IV RFP for WMA Undeveloped - Post Reader

B.U. Rotary/ Reid Overpass Concept

Alternative 3: Remove Overpass and Accommodate Volumes At-grade

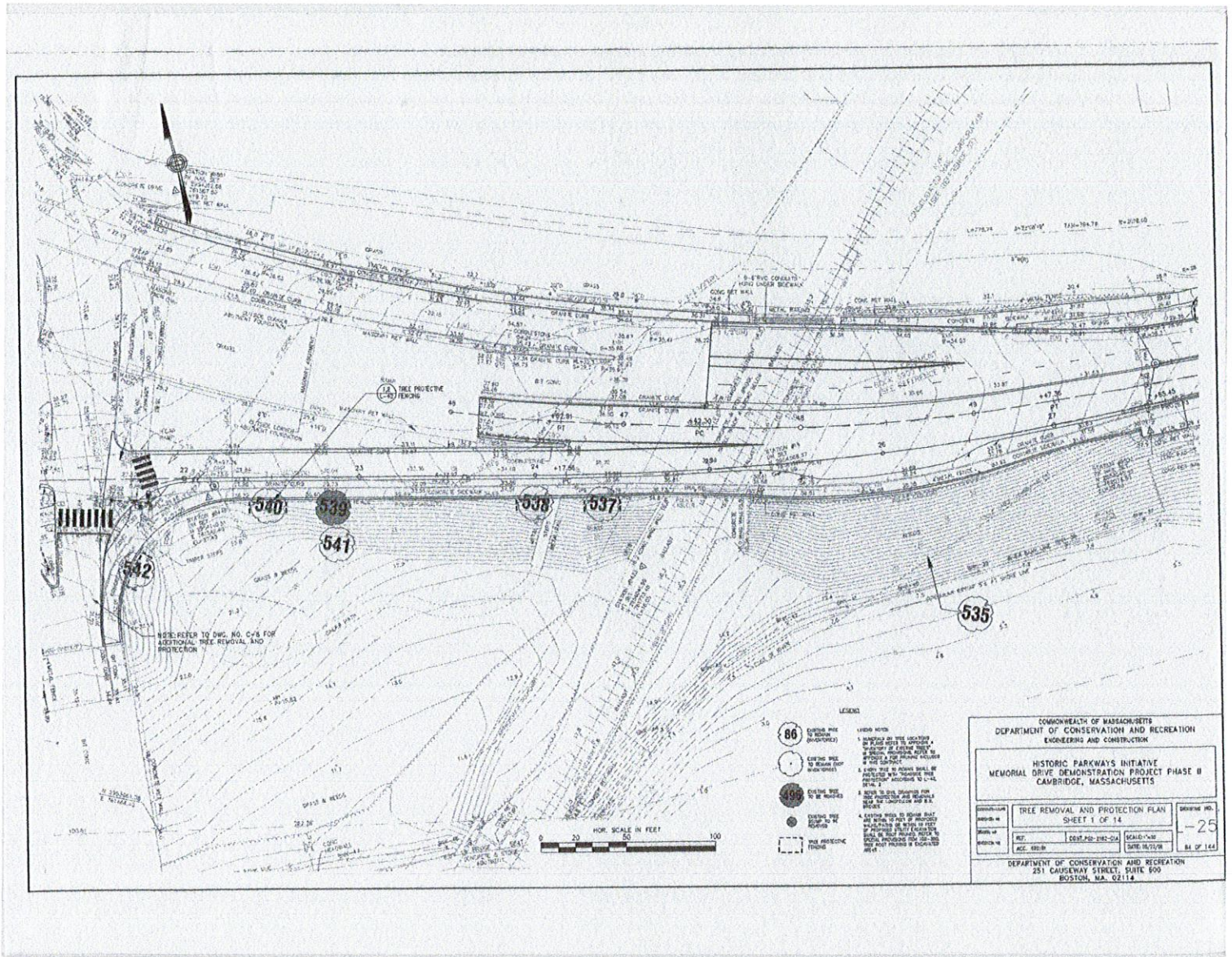


- Results in long vehicle queue lengths at signalized crossing
- Reduces number of conflict points
- Improvements to ped-bike crossing (east-west)
- Improvements to ped-bike crossings (north-south)
- Substantial gains to parkland greenspace in all four quadrants
- Vehicle travel times increased

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ENG 8:25 PM 7/24/2019

Following are the DCR / MDC long established plans for the Destroyed Nesting Area of the Charles River White Geese, on the left, and the Wild Area on the right. The Grand Junction runs between them. These plans for the Destroyed Nesting Area and the Wild Area taken from the 2009 package.



Compare the slope's top edge to the outline of "BU BRIDGE CIRCLE" in the three slides. The outline in the slides extends to the right of this plan.

The destruction plans show EXACTLY ONE TREE NOT DESTROYED, and lie through omission of the thick woods. IN DIRECT VIOLATION OF THE EXPLANATION ON THE BOTTOM RIGHT.

The DCR plans whose validity was extended by the legislature long after they became outdated included destruction of the Wild Area with the usual lying. THE PLANS DID NOT SHOW ANY OF THE MORE THAN 100 TREES IN THE WILD AREA. They show exactly one tree NOT DESTROYED:

Here are the trees during summer which are kept secret in this fraud. The white figures are members of the gaggle of the Charles River White Geese. The Boat Club is on the right:



Here is a winter photo of the Charles River White Geese from the sidewalk through the woods the DCR claims does not exist. They go to this cove because its temperature is much warmer than the adjacent water or the air. The Boat Club is on the left.



Zondervann's aid's sidewalk improvements" / "widening" as stated by the DCR in the meeting would wipe out this slope. IN SECRET because of the fraudulent use of a very much NOT PUBLIC "public forum." LISTEN TO THE MEETING. LISTEN TO THE TONE OF THE SPEAKER WHEN THE SPEAKER MENTIONS PUBLIC INPUT.

The word used by Cambridge City Councilor Zondervann's aid was a need to improve "sidewalks." That was followed by DCR comments that the sidewalks would "need to be widened." Widening would create destruction of the Wild Area because of the steep slope.

The "community input" is secret, SOLELY BY THE CHARLES RIVER POISONER who got DCR / Trump money for that and is being paid to work on the destruction of the MicroCenter Grove. To the right is a copy of our info sheet on the Cambridge City Council funding of the Micro Center Grove destruction BY HER.

Here is our letter to the Cambridge City Council on the CITY / DCR PAID "neighborhood activist"'s destruction of the Charles, UNDER DCR / TRUMP moneys: <http://www.friendsofthewhitegeese.org/docs/2020-10-26CCC.pdf>. The letter leads with her poisoning of the Charles and follows up with so much more of the outrage by the Cambridge City Council and the DCR.



ALL NINE CITY COUNCILORS

FUND MAJOR DESTRUCTION AT MAGAZINE BEACH

Destroy the MicroCenter Grove?

September 20, 2021; City Manager Agenda 1, vote 20C

ALL OF THE CITY RECORDS 31
Records of the City of Cambridge, Massachusetts, 1822-1914, 1915-1919, 1920-1924, 1925-1929, 1930-1934, 1935-1939, 1940-1944, 1945-1949, 1950-1954, 1955-1959, 1960-1964, 1965-1969, 1970-1974, 1975-1979, 1980-1984, 1985-1989, 1990-1994, 1995-1999, 2000-2004, 2005-2009, 2010-2014, 2015-2019, 2020-2024, 2025-2029, 2030-2034, 2035-2039, 2040-2044, 2045-2049, 2050-2054, 2055-2059, 2060-2064, 2065-2069, 2070-2074, 2075-2079, 2080-2084, 2085-2089, 2090-2094, 2095-2099, 2100-2104, 2105-2109, 2110-2114, 2115-2119, 2120-2124, 2125-2129, 2130-2134, 2135-2139, 2140-2144, 2145-2149, 2150-2154, 2155-2159, 2160-2164, 2165-2169, 2170-2174, 2175-2179, 2180-2184, 2185-2189, 2190-2194, 2195-2199, 2200-2204, 2205-2209, 2210-2214, 2215-2219, 2220-2224, 2225-2229, 2230-2234, 2235-2239, 2240-2244, 2245-2249, 2250-2254, 2255-2259, 2260-2264, 2265-2269, 2270-2274, 2275-2279, 2280-2284, 2285-2289, 2290-2294, 2295-2299, 2300-2304, 2305-2309, 2310-2314, 2315-2319, 2320-2324, 2325-2329, 2330-2334, 2335-2339, 2340-2344, 2345-2349, 2350-2354, 2355-2359, 2360-2364, 2365-2369, 2370-2374, 2375-2379, 2380-2384, 2385-2389, 2390-2394, 2395-2399, 2400-2404, 2405-2409, 2410-2414, 2415-2419, 2420-2424, 2425-2429, 2430-2434, 2435-2439, 2440-2444, 2445-2449, 2450-2454, 2455-2459, 2460-2464, 2465-2469, 2470-2474, 2475-2479, 2480-2484, 2485-2489, 2490-2494, 2495-2499, 2500-2504, 2505-2509, 2510-2514, 2515-2519, 2520-2524, 2525-2529, 2530-2534, 2535-2539, 2540-2544, 2545-2549, 2550-2554, 2555-2559, 2560-2564, 2565-2569, 2570-2574, 2575-2579, 2580-2584, 2585-2589, 2590-2594, 2595-2599, 2600-2604, 2605-2609, 2610-2614, 2615-2619, 2620-2624, 2625-2629, 2630-2634, 2635-2639, 2640-2644, 2645-2649, 2650-2654, 2655-2659, 2660-2664, 2665-2669, 2670-2674, 2675-2679, 2680-2684, 2685-2689, 2690-2694, 2695-2699, 2700-2704, 2705-2709, 2710-2714, 2715-2719, 2720-2724, 2725-2729, 2730-2734, 2735-2739, 2740-2744, 2745-2749, 2750-2754, 2755-2759, 2760-2764, 2765-2769, 2770-2774, 2775-2779, 2780-2784, 2785-2789, 2790-2794, 2795-2799, 2800-2804, 2805-2809, 2810-2814, 2815-2819, 2820-2824, 2825-2829, 2830-2834, 2835-2839, 2840-2844, 2845-2849, 2850-2854, 2855-2859, 2860-2864, 2865-2869, 2870-2874, 2875-2879, 2880-2884, 2885-2889, 2890-2894, 2895-2899, 2900-2904, 2905-2909, 2910-2914, 2915-2919, 2920-2924, 2925-2929, 2930-2934, 2935-2939, 2940-2944, 2945-2949, 2950-2954, 2955-2959, 2960-2964, 2965-2969, 2970-2974, 2975-2979, 2980-2984, 2985-2989, 2990-2994, 2995-2999, 3000-3004, 3005-3009, 3010-3014, 3015-3019, 3020-3024, 3025-3029, 3030-3034, 3035-3039, 3040-3044, 3045-3049, 3050-3054, 3055-3059, 3060-3064, 3065-3069, 3070-3074, 3075-3079, 3080-3084, 3085-3089, 3090-3094, 3095-3099, 3100-3104, 3105-3109, 3110-3114, 3115-3119, 3120-3124, 3125-3129, 3130-3134, 3135-3139, 3140-3144, 3145-3149, 3150-3154, 3155-3159, 3160-3164, 3165-3169, 3170-3174, 3175-3179, 3180-3184, 3185-3189, 3190-3194, 3195-3199, 3200-3204, 3205-3209, 3210-3214, 3215-3219, 3220-3224, 3225-3229, 3230-3234, 3235-3239, 3240-3244, 3245-3249, 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Here are further photos from Phil Barber. The first is the algae bloom which was created by the Charles River Poisoner to the east of the blocked drainage. The balance are outrages created by the Charles River Poisoner in the Charles River.

Destruction WITH CITY OF CAMBRIDGE ASSISTANCE, occurred in December, 2017. The other photos are from May and September, 2018. After that, the Cambridge City Council helped the DCR to pay for a boondoggle to address the poisoning done by the DCR through the Charles River Poisoner with the City of Cambridge picking up trash on the day of the outrage. Then the City of Cambridge funded the Charles River poisoner for "environmental" and other work associated with the destruction of the Micro Center Grove.



This photo is of the City of Cambridge picking up valuable vegetation destroyed by the Charles River Poisoner in the process of blocking the drainage pits in December 2017.



We have documented the Charles River Poisoner's poisoning of the Charles River in our letter posted at <http://www.friendsofthewhitegeese.org/docs/2020-10-26CCC.pdf>. This posting is of our letter copied directly from City of Cambridge records. The detail gets a lot more gruesome as the letter progresses.

- II. "Equivalent" to the January / February 2016 outrage is an admission of incompetence worthy of destroying the DCR on the Charles River as the legislature destroyed the Metropolitan District Commission - - - TO PROTECT THE CHARLES.

The DCR bragged that the plans for "Phase 3" are consistent with what was done between the Longfellow and BU Bridges. "Phase" names are inconsistent with what is posted on Mass.gov. The one thing which seems to be unchanged are the plans which were issued in 2009, except that things have gotten worse. Some specifics pointed out in our video.

Environmental "reviews" were way out of date when the destruction was implemented in January and February 2016. The supposed "public hearings," also out of date, were conducted at Boston University and at a part of the Massachusetts Institute of Technology which was very distant from impacted residents. To put it mildly the "public comment" in addition to being stale were blatantly fraudulent, useless events.

The legislature, for good cause, destroyed the Metropolitan District Commission which wrote the plans and managed the "review." The legislature was trying to protect the Charles from the MDC. MDC "planners" went to the Department of Conservation and Recreation with their destructive plans and implemented them, based on legislative reinvigoration of the review of the 2009 plans. The work was done by the DCR in close proximity with a group strongly related to the DCR contractor who poisoned the Charles River.

We have documented the outrages in my video, "The Destruction of Memorial Drive, Charles River, Cambridge, MA, USA, January - February 2016 - Final Cut," Posted at <https://www.youtube.com/watch?v=pTPlCCEJP7o>.

Tellingly, the "Public Meeting" by ZOOM on "Phase 3," called the work done in January and February 2016 to be a good example of what is planned.

What was done in January and February 2016 was an excellent example of the destructive incompetence and extreme contempt for the environment which the legislature tried to defend on the Charles River from by destroying the MDC. The DCR "replacement" amply reinforced excellent reasons why the legislature voted to destroy the MDC. The DCR as such proved itself unfit to function as caretaker for the Charles River. This outrage is analyzed in detail in the video.

A sound replacement this time would be the Department of Transportation. MassDOT is not perfect, but, on matters of shared interest, it has looked like the adult in the room next to the DCR and the Cambridge City Council.

A fake "Neighborhood Association" controlled by the Charles River Poisoner and friends at the city told concerned people to ignore state plans for massive destruction. At its last meeting before the destruction, this fake group proclaimed that the destruction outside of its jurisdiction AND REFUSED TO ALLOW IT TO BE DISCUSSED.

At its next meeting, after the destruction, the fake group had no trouble discussing whether or not the group should be paid off by the DCR for keeping people away from the destruction. That fake neighborhood association then voted to delegate full responsibility for destruction at Magazine Beach to an even tinier entity clearly controlled by the Charles River Poisoner who poisoned the Charles River ACTING AS AGENT FOR THE DCR.

The fake neighborhood association further hid the outrage in an essentially non existent entity controlled by the Charles River Poisoner, HIRED BY THE CAMBRIDGE CITY COUNCIL FOR ENVIRONMENTAL WORK ON THE MICROCENTER GROVE, I.E. ITS DESTRUCTION..

Both entities have the blatant stench of company unions.

The DCR is now proclaiming the latest fake group controlled by the Charles River Poisoner to be a proper neighborhood representative IN ADDITION TO BEING A PAID CONTRACTOR FOR THE DCR AND THE CITY OF CAMBRIDGE ON THE CHARLES RIVER. The nicest reasonable expression for such "public input" is blatant "fraud."

After the January / February 2016 outrage, the DCR provided to the City of Cambridge plans to destroy 54 mostly excellent trees on Magazine Beach, which is west of the BU Bridge. Shortly after this announcement, a group of Cambridge City Councillors called a May Day rally for themselves on the steps of Cambridge City Hall at which they declared their own environmental sainthood. They stepped inside and, as the first policy item, praised the outrage planned by the DCR at Magazine Beach as an example of environmental sainthood.

In response to this particular outrage, I carefully studied the situation at Magazine Beach and did extensive photographing of the targets of the DCR plans. We then provided the combination to the City Council and City Manager.

We have provided the DCR's plans for destruction of 54 trees at Magazine Beach to the Cambridge City Council more than once. We have published them on our website at <http://www.friendsofthewhitegeese.org/agenda1.pdf>, matched to our photographic analysis of the outrage. This is our combination of the files submitted to the Cambridge Conservation Commission to our photos of the results.

The 54 targeted trees have been increased to more than 60 including areas on the north side NOT IN THE DESTRUCTION PLANS. A subsequent map from the Charles River Poisoner to the City Council shows a different SECRET map of the area in question. I have copied that map and split it into three portions.

To the right is the western of the 3 portions, the after plan for the Micro Center Grove next to the Swimming Pool

On the photo to the left of the swimming pool is the planned future of the excellent Micro Center Grove (#3). , A PARKING LOT. #3 on top of the parking lot replacing the Micro Center Grove, what the City Council voted to pay the Charles River poisoner for as stated in the above fact sheet.

Massive destruction kept as secret as possible.

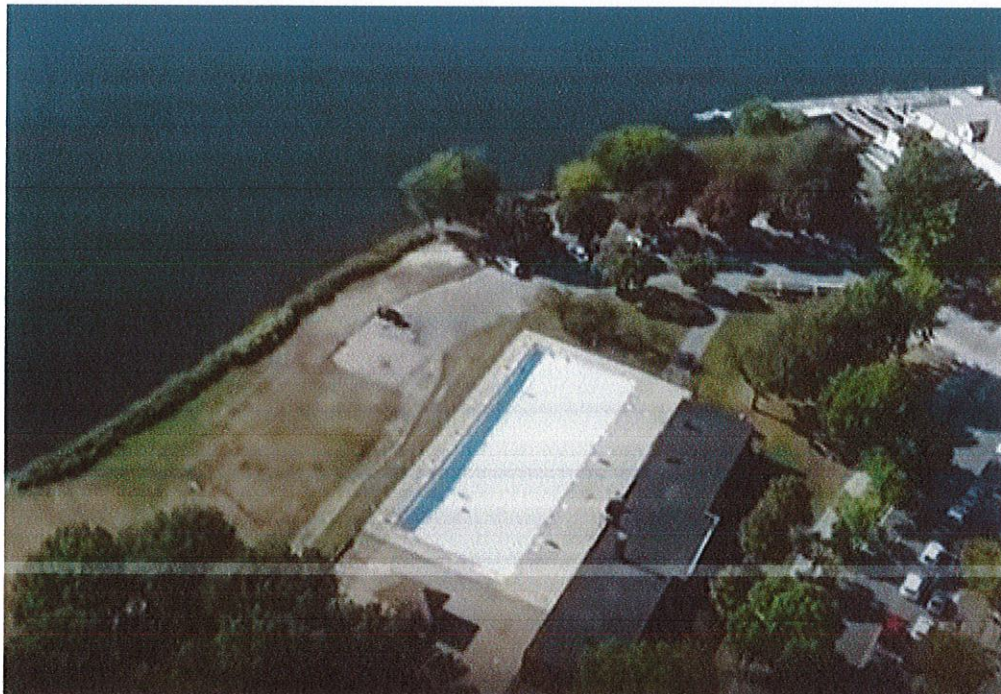
And Councilor Zonervann's aid proposed "sidewalk work" in this area and next to the Micro Center (the tree destruction next to the parking lot and the Micro Center building seems to reflect the situation before destruction. itself to be given "public discussion" IN SECRET BY THE CITY COUNCIL'S DESTRUCTIVE CONTRACTOR, THE CHARLES RIVER POISONER.

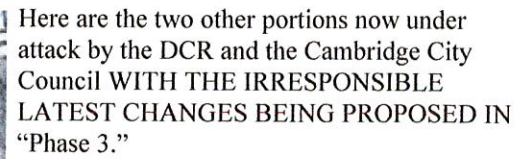


Here is our photo of the excellent AND DOOMED Micro Center grove currently living with magnificance in that COMING PARKING LOT to the west of the Swimming Pool. It is so large that a complete picture was not possible.



A better, but still inadequate, view is our cropping of Minute 2.33 of “From Cambridge to Boston with the DJ Inspire 1 Drone footage”, <https://www.youtube.com/watch?v=sN-OmMzvHhw>. The doomed grove is above and to the right of the swimming pool. The Micro Center parking lot, from which the above photo was taken, is across the street to the right. The parking lot being “moved” is visible to the left of the swimming pool and stretching through the middle.





These are the middle and right portions of the previously secret plans of the ongoing outrage at Magazine Beach

The U shaped figure in both pictures is the crossing bridge over Memorial Drive.

In the second picture, note the EXCELLENT trees around the lower curve. The two most excellent trees formerly framing that curve have been destroyed already.



The secret plans made public by the Charles River Poisoner go further. They show trees irresponsibly destroyed by the MDC NEXT TO THE MICRO CENTER parking lot will not be replaced. They further show trees NEXT TO THE MICRO CENTER BUILDING ITSELF that were destroyed after inclusion in the plans AND PROMISED TO BE REPLACED WILL NOT BE REPLACED.

But the "Public Meeting" called for secret planning of sidewalk work both on the North and South, WITH THE USUAL FRAUDULENT PUBLIC MEETINGS ONLY PARTICIPATED IN BY THE CHARLES RIVER POISONER AND HER FRIENDS.

The response of the City of Cambridge to items included in this analysis and to many other reports would appear to have been to delete Robert J. La Trémouille, boblat@yahoo.com from the email mailing list of Conservation Commission detailing its coming meetings including agendas.

We have effectively reported on items learned at such meetings.

Effective reporting is not compatible with the goals of the Cambridge City Council. Effective reporting includes reality commonly kept from the voters. Our subsequent request for reinstatement has been ignored.

This has the odor of keeping irresponsible planning out of responsible ears. This does not look like independence / professionalism. This looks like the too much of the behavior of Cambridge and the DCR.

Sincerely,

Robert J. La Trémouille, Chair
Friends of the White Geese
Post Office Box 391412
Cambridge, MA 02139

Copies:

A compatible version of this letter will be provided to the Cambridge City Council through the Cambridge City Clerk in time to be included in the Agenda for their August 1, 2022 meeting. A copy of this version will also be provided to the City of Cambridge's Acting City Manager. The permanent position of the Acting City Manager is head of the Cambridge Department of Public Works.

To: DCR

Office of Public Outreach
251 Causeway Street
Boston, MA 02114

From: Adopt-a-lot program, People for Riverbend Park Trust

20 June 2022

Re: Revised plans for the Memorial Drive Enhancement Program Phase III

Dear DCR Custodians/ Designers of the Charles River Reservation

As coordinator of the MDC/DCR adopt-a-lot program in Riverbend Park, I welcome the opportunity to comment on the recent changes made to the plans for the Memorial Drive Enhancement Program Phase III.

Before sharing my thoughts, promised some time ago to Dan Driscoll, please know I am grateful for your willingness to consider and act on some of the suggestions already made by the public, by environmental and recreation groups, and by institutional stake-holders.

I regret that you did not permit a one-on-one meeting at which some of the points presented here could have been clarified.

My comments and suggestions are based on my long association with the parkland, starting circa 1977, some two years after the creation of the People for Riverbend Park Trust by Isabella Halsted. My interest was intensified by my work in establishing the adopt-a-lot program (clean-up work at the playlot started in 1982 that was made an official Metro Parks program in 1986 under Commissioner William Geary). My early efforts were rewarded by being named "An environmental hero" by Governor Dukakis in conjunction with Earth Day celebrations in 1990 and being given the first award in the public-private partnership category of Community Service Awards in 1992 by the MDC on the occasion of the 100th anniversary of the founding of the Metropolitan Parks System. Ilyas Bhatti was Commissioner at the time.

This partial "history" is merely to indicate a long-standing interest in the welfare of the parkland, that later included the 1998 CAC meetings for the

Master Plan for the Charles River Basin and the subsequent Connectivity Studies.

These suggestions, questions, and comments are presented in the hope of enhancing the experience of our park visitors and assuring the long-term integrity and viability of the parkland:

1. Could the bike and small motorized vehicles' lane be kept in the roadway for the entire length of the design area, reserving the river side of the roadway strictly for pedestrians?

It is a great improvement that at least for half the distance the bike lane is now in the roadway as suggested in the Master Plan and the Connectivity Studies. However, it would be better still to have it in the roadway for the entire distance. Otherwise pedestrians will still be subject to sharing space not just with pedal bikes but with the ever more popular motorized -bikes, -scooters, -skateboards, -Segways and -mini motorcycles, all of which have been using this space in recent years, with the trend heading upward.

To think that pedestrians will take the soft path route to the river in the area opposite Kennedy Park does not seem realistic. Most people will go straight ahead. If bikes were put on the roadway in this section, there would be ample width to continue the pedestrian path. Also, by using the existing roadway, the amount of paving in this flood plain will be minimized.

2. Could the bike lane be placed on the inland side?

It is wonderful that the bike path is now placed in the old roadbed, leaving the riverbank for pedestrian use only. However, the new design does not take into account the now double volume of traffic right along the playlot, the bench at Sparks Street, and the Mt. Auburn Street sidewalk on the narrow stretch opposite 221 — heavily used by people going to and from the hospital. Wouldn't it be possible to have the bike lane on the inland side as a buffer? This would keep the fumes, motion, and noise further distant from those mentioned above in addition to all who dwell along Mt. Auburn Street.

3. Everyone would benefit if the traffic speed were reduced considerably

In a "Memorandum Re: [First] Draft Charles River Basin Master Plan" submitted to the MDC/DCR on 23 July 1998 as a result of the CAC meetings on behalf of the People for Riverbend Park Trust, I wrote:

No expenditure of funds or mitigating efforts to change landscaping and reduce lanes will turn the existing reservation into a more pleasant place

unless the speed of the motorized traffic passing through the Reservation in specifically designated zones is **greatly** reduced.

The text goes on to suggest a speed limit of **20mph** and the creation of new signage for all recreation zones in the metropolitan region that would be specific to this purpose and soon recognizable by drivers as an indication they were entering space different from the "open road highway."

Such a system could be established for the area of Riverbend Park. If the City of Cambridge were to do the same for Mt. Auburn Street where it parallels the parkland, the entire area would take on an enhanced aura of being a special place — which this is — one of the most beautiful areas in the entire shoreline of the Charles River from the Science Museum to the Eliot Bridge.

We would have a peaceful parkland from 1010 Memorial Drive all the way up to the Longfellow House on Brattle Street, a site that draws visitors from all over Boston and even all over the world.

4. Question: Is pervious pavement really environmentally safe?

I have not found studies that "guarantee" the environmentally safe use of such a product.

Most studies emphasize the need for annual if not semi-annual vacuuming or power washing to keep the material permeable. Will the DCR have the funds and the space for the storage of the necessary maintenance equipment and the people-power to use it?

In addition, the use of such products is not recommended where it is subject to falling leaves and other debris that gets pulverized and ground into the surface openings.

The test area across from the hospital garage is beginning to disintegrate at the edges, leaving scattered bits of the material. Is this good worm and bird food? Is there, over time, a chemical degradation that would be harmful to the environment?

5. Scattered, single benches would be nicer than the proposed double benches in their present position

In our experience, many people come to the parkland to "get away from it all" and enjoy privacy, even though they share the larger space with many of their fellow citizens.



These photos would seem to corroborate this observation. The people shown would not, in my opinion, have been half as happy and relaxed with shared benches.



The size of the paired bench pads is out of scale with the relatively small spaces involved and the delicate nature of the natural atmosphere of the riverbank.

Sheet 4 of the plans handed out at the site walk show the benches immediately behind the pathway. Any sense of peace and quiet by the river is

lost. How can one contemplate the beauties of the environment if one's view is constantly interrupted by the motion of joggers, runners, and others hurrying by, with the added potential of the motion and noise of the bike path immediately behind?

6. Question: What is the intention of the curb cut by the Monastery?

Is this intended for use from Memorial Drive or merely as the access for maintenance trucks servicing Kennedy Park?

It would not seem appropriate to have an open view into the parking lot, so close to the memorial entrance to the Kennedy Park with its inscriptions of quotations of the former president's words.

7. The treatment of the banks of the river should remain the same as in previous decades when the grass went right to the riprap

The final appearance of the riverbanks, regardless of shoring method, where deemed necessary, should be that of grass and greenery ending with riprap at the water's edge, as in the past.



8. Specific areas for wildlife habitat

Some areas of the river bank are particularly steep and difficult for maintenance mowing. Could these areas be designated as wildlife preserves? Often, cranes, ducks, and turtles are seen in such situations.

9. Minimal bus use, therefore questionable need for new traffic light at Sparks Street

Our recent informal survey of more than 120 park users asked how they had come to the park. Only two had come by bus, one from Brookline, one from

Cambridge 02140. While we would be pleased to have more visitors come by bus, at present, that does not seem to be the case. Most come by foot or on bikes.

We have a good potential bus use with two routes passing by, the 71 and 73. However, the current usage does not warrant the placement of a traffic light at the juncture of Mt. Auburn and Sparks Street as has been suggested. The intrusion of such enormous infrastructure next to the precious river parkland would be highly detrimental to one's sensation of being in or approaching parkland. People coming down Sparks Street should be greeted by trees, greenery and river views. Those using Memorial Drive looking inland would feel as though they were back "in the city" that they were trying to get away from. I have written to Mr. Barr and Mr. Baxter of the Cambridge Department of Traffic, Parking and Transportation about this and hope they will work with you to provide an alternative, less intrusive proposal.

10. Daffodils

In the survey, when asked why they come to this area, many people mentioned the flowers, especially the daffodils along the water's edge. Many people feel rightly proprietary about them, since they were all planted by volunteers, largely made possible by monetary donations from residents, passersby, and other friends — with contributions even from Austria and Japan. If they were to disappear, many people would be saddened and feel that their efforts were not appreciated. One's experience of the coming of spring would be diminished. The presence of the daffodils was much more attractive when the DCR was still mowing and clear-cutting along the river's edge.



Japan. If they were to disappear, many people would be saddened and feel that their efforts were not appreciated. One's experience of the coming of spring would be diminished. The presence of the daffodils was much more attractive when the OCR was still growing and clear-cutting along the river's edge.



11. The historic allée begun in 1897 should be continued

The Olmsted- Eliot plan of 1894 shows the intention to continue the allée all the way to Watertown. It was interrupted by necessity at that time between Willard and Sparks Streets when the river still came all the way to Mt. Auburn Street.

Now that that land is filled in, wouldn't it make sense to follow the wishes of these renowned designers and continue the allée above Old Memorial Drive (Hawthorn Street)? This area already has many trees in positions that continue the allée, making it obvious that, at one point in its history, the MDC/DCR considered this to be of importance. Couldn't the 40 foot interval pattern be continued?

12. Blinking lights at the proposed crosswalks are not the best solution

If the DCR would carry out the suggestion above to designate this area as a recreation zone with a 20 mph speed limit and appropriate signage at entry points, wouldn't raised paving strips in anticipation of the crosswalks be sufficient?

Any additional insertion of infrastructure is another nail in the coffin of what is left of this bucolic area.

13. Control boxes

Visible infrastructure in the parklands is contrary to the concept of a park. The entry to the parkland at the Weeks Bridge is spoiled by the sea of blue bikes in the foreground at the left and that at Old Memorial Drive by the graffitied control boxes as well as their position in the landscape.

Ideally these control boxes, as in many communities reconsidering their roadways, would be placed underground.

Could the box on the river side at least be moved downriver out of view for people coming from Mt. Auburn Street?

14. Move the Longfellow stone to restore its dignity?

This handsome stone once dominated the Memorial Drive entrance to Lower Longfellow Park. Its position in the landscape was spoiled when the traffic poles were installed. Wouldn't it regain its dignity if moved to the other side of the pathway leading to Mt. Auburn Street?

15. The massive traffic sign by 1010 should be reduced in size

This sign is out of scale with the nature of the parkland and more in keeping with that of an open major highway. Could it be replaced with something smaller and/or located close to Gerry's Landing?

16. Traffic poles

If the speed limit is reduced, one could go back to the old simple vertical poles at the side of the road, rather than those with enormous elements that overhang the roadway.

The present overhanging horizontals negate the beautiful vertical growth pattern of the truly wonderful, venerable trees by "drawing a line" across them. This is not a standard highway, therefore parkland rather than highway standards should apply.

[Added at the request of Franziska Amacher]

17. Future Storm Water

The two storage areas will only address the current storm water volumes. In addition, 15 feet-wide paths necessitating your steep slopes with the cog coils make the situation worse. Instead of slowing down the water, this layout will increase the speed of the water flow, so the water will not be retained on

site. Then too because of climate change, there is a need for the future doubling of the volume due to projected increase in storm volumes, additional flooding from upriver and eventual sea level rise. Responding just to current volumes does not consider the future. We don't want to have to redesign this park in the future because we experience extensive flooding.

Thank you for considering these suggestions for improving the usability and appearance of the parkland. They are intended to help this parkland retain what is left of its man-made "natural" ambiance.

I welcome any questions. Meetings or site visits with me would need to be made before September since I need to travel.



Patricia Sekler

Trustee and President
People for Riverbend Park Trust
Coordinator of the Trust's adopt-a-lot program
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