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Subject: Department of Conservation and Recreation
Mount Auburn Street Corridor Study
Public Meeting 2
Meeting Notes of November 14, 2016

Overview

On November 14, members of the Department of Conservation and Recreation (DCR) Mount Auburn Street Corridor Study team and DCR staff associated with the job held the project's second public meeting. The meeting took place at the Shady Hill School Assembly Hall, located at 56 Coolidge Avenue in Cambridge. The purpose of the public meetings are to allow the public-at-large an opportunity to weigh in on the project, so that the project team and stakeholder group can incorporate their input in developing short- and long-term recommendations for the improvement of the Mount Auburn Street corridor and its abutting roadways. Through this project, the agency seeks to create a corridor which is friendlier to cyclists, pedestrians, and transit users and to strengthen connections between abutting neighborhoods and the key green space of the Charles River, while ensuring calm, efficient vehicle operations.

The purpose of this meeting was to provide an opportunity for the public at large to see the progression of the Mount Auburn Street Corridor Study and provide commentary before it is finalized. First, the project's public involvement specialist, Nate Curtis, detailed the history of the study, including the adoption of the Shared Goals out of the input received, progression of the design concepts and their evaluation, and the schedule of next steps, opportunities for future feedback, all the way through the publication of the final report. Project manager Pete Stidman went through the short term option and two long term options as they have evolved to date and explained changes in the plan since the last stakeholder group meeting. These included: leaning towards changes to a midblock crossing near Larch Road due to safety concerns related to speed and sight lines along the

corridor;¹ potential for including speed humps in the design for the Larchwood neighborhood; the need for design alterations at the Eliot Bridge intersection to include further queue storage; elimination of eastbound left turns into the Star Market parking lot in favor of Homer Street. Conor Semler of Kittelson Associates then showed VISSIM animation videos of existing and proposed conditions, and explained the traffic analysis including person throughput on a bus versus in a car, reductions in bus delay, and impacts on vehicle and pedestrian travel time.

Significant portions of the discussion included clarifications of movements, particularly by vehicles, under future conditions where there are significant changes to the roadway, such as at the Gerry's Landing interchanges. One primary concern expressed by members of the public was the lack of complete bicycle facilities along the Mount Auburn corridor. Through discussions with the stakeholder group over the summer, a design decision was made to focus on connections to the Cambridge Watertown Greenway, the River, and Brattle Street for eastbound trips, but this was deemed inadequate by some Cambridge residents, who would rather see prioritization for bicycles as suggested in the Cambridge Bicycle Plan even if thorough compliance with the plan comes at the expense of transit enhancements.

Some Cambridge residents also raised concerns over reducing roadway capacity for vehicles traveling through the corridor, stating that they would prefer increasing delay on Fresh Pond Parkway and for regional traffic rather than more local traffic using the City of Cambridge roadway. Similarly, a few attendees again called for road dieting Fresh Pond Parkway, questioning the traffic counts and queueing presented in the existing condition compared to under a 4:3 road diet. The final point of discussion was a larger question of the utility of programming park space, its potential frequenters, and operations and maintenance budgeting of the DCR.

During the meeting, each attendee was given 10 green dots and 10 red dots, to be placed on the roll plans around the room for design elements they liked (represented by the green dots), and elements they disliked (represented by the red dots). They were encouraged to use markers and sticky notes to provide further commentary and suggestions for ways to improve the design. Additionally, attendees were handed an exercise when they arrived, which was a solicitation of programming ideas for the central 1.6 of 4.5 acres of new park space by the Charles River. Those ideas will be used to inform the concepts designed by Crosby Schlessinger Smallridge, which will be presented at the final stakeholder group meeting in January.

¹ It is worth noting that these concerns are shared by HSH traffic staff at work on the project and WalkBoston.

The current comment period extends through December 28th, following which the project team will seek to amend the plans to accommodate received comments. The final stakeholder group and public meetings will each be held in January, the final report is being drafted at the time of this writing and, after receiving another round of commentary, the final report will be submitted in February, 2017

Agenda

- I. Welcome
- II. Presentation
- III. Talk to Your Neighbor
- IV. Question and Answer
- V. Open House
 - a. The good and the bad Dot Poll
 - b. Park Programming Exercise

Detailed Meeting Minutes²

C: Rob Lowell (RL): Good evening everyone and thanks for coming tonight. Please take a seat and we'll start the meeting.

Everyone who is currently providing comments will have another opportunity to revisit the plans. Thank you for coming out this evening, my name is Robert Lowell and I am the chief engineer at the Department of Conservation and Recreation (DCR). Here on behalf of the Commonwealth of Massachusetts, Governor Charlie Baker, Lieutenant Governor Karen Polito, Secretary Matthew Beaton and Commissioner of DCR, Leo Roy. Our common mission is to protect, promote and enhance the Commonwealth's natural resources for the well-being of all. We hope to do that through this project. With that, I'll turn it over to our consultant from Howard Stein Hudson, Nathaniel Cabral-Curtis, who will be leading this portion

C: Nathaniel Cabral-Curtis (NCC): Good evening everybody. Before I begin, for the many cyclists in the room, one of you has lost a glove, which I think you will want on the way home. One of you has a blue folding bike, which you have locked by the door; you have left your rear taillight on. You will likewise want that on the way home.

² Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1. For marked up roll plans, please see Appendix 2. For received comments, please see Appendix 3.

I would like to talk about the history of this project. For those of you in the general public, I hope that you have had opportunities to follow along on the website, comment on the wikimap, and speak with your stakeholder representatives. We have a bit of history to cover, and a long but interesting presentation. If my 11th grade history teacher at BB&N, Bob Porter, can get through the first half of the Cuban Missile Crisis in a 45 minute G block, I can get through this in five minutes so please bear with me. This is our project area, Trail Street on the east and up by Star Market, or Shaw's depending on when you got here, on the west. Belmont Streets heads off northwest and Mount Auburn Street Southwest towards Watertown. On the Parkway, the project area extends from Huron Avenue intersection down to intersections in front of BB&N. Here is our project schedule; we are ticking along pretty well, coming in early on the second public meeting tonight. Our intention after this is to show all the work to you that we've completed over the summer with our stakeholder group. We will be initiating a comment period at end of this meeting which will run through December 28th and then we will be back to you again, both the stakeholders and the general public, towards the end of January to show you how we incorporated your feedback.

This is the project overview. This photo is from our meeting in May, when it was significantly warmer. This is to talk about where we started with this process. You might remember we had a site walk in the spring to tour the site with elected officials from the state and local level, members of the cities of Cambridge and Watertown staff, all of the lead people in the consultant group. Many of you will remember the wikimap. Folks were able to drop pins and you can see we saw a lot of commentary from the general public as well as our stakeholders. We also had an initial public meeting, set up by our May 5th initial stakeholder meeting. During the summer in addition to meeting with the stakeholders, we had some targeted briefings for key abutters. However, the piece to really understand is that the early work in the spring came down to adopting the project's Shared Goals on June 23, 2016.

I'll be giving dates for some of the meetings, feel free to take a look at the website and refresh your memory on some of the details, because it's all up there. Those are the shared goals that were adopted. I won't read them all to you but these are the pretty solid goals that we came up with, and everything we've done has stemmed from these. We want to calm traffic, make things safer, improve connectivity and air quality, giving people mobility choices, address cut-through traffic in the residential neighborhoods abutting major roads. One of the things we understood very early based on our charge from DCR and early feedback was that people have problems now. We don't just want to present a grand vision, where it will take eight years if the funding works out to get this. We have some special uses around here: BB&N and Shady Hill, the major historic cemetery still in operation, Mount Auburn Hospital, and Tufts Health Plan. Many of

these uses are represented in the stakeholder group. We also heard from people that it is hard for existing traffic rules to be enforced on the parkway so we incorporated a way to make enforcement more possible.

Now let's run through some meetings. Again, I'll continue giving out dates so that you can look up more detail. On July 21 we took the shared goals that we came up with together, and applied them to the two largest and most challenging intersections in the corridor: Mount Auburn at Fresh Pond Parkway and Mount Auburn at Brattle. At the latter we found that a lot of cyclists were using the intersection as a way to bypass the big one. We continued on in that vein. On August 18th, we looked at the Gerry's Landing interchanges, the spaghetti in front of BB&N. We also looked at intersections further up the Parkway: Fresh Pond Parkway at Huron and Brattle, and explored some alternative approaches suggested by the stakeholder group. Pete will walk through those. I won't go through all of this, but I will be available during the Open House at the end and I'm happy to talk through those ideas. This is an example of how we worked with the stakeholder group. In working through the major intersection of Fresh Pond and Mount Auburn, each one of these starbursts is a conflict point. Colors indicate severity, between car and a bicycle and all the rest of the modes. You see that we worked with the stakeholder group to show them the existing conditions versus the proposal; we've brought the number down and made them less severe. Each thing we propose, we work back to the initial goals, and the stakeholder group has been challenging us to make sure they really do meet the goals. In nearly every stakeholder meeting we've had we showed new stuff and also answers to the questions you had on the old stuff. If you've been following us on the website or talking to your representatives, this is the kind of work we've been doing.

Then on September 15th we looked at transit priority: getting buses through here faster is a major goal, since if we can get more people on buses we can subtract some cars from the corridor. We looked at Mount Auburn at Belmont, continued to refine some of the intersections we looked at before, looked at the plaza outside Star Market, and short term improvements. Pete will walk through those. In November we talked about road diets. We have reductions in roadway width in some locations in the corridor, and not in other locations. We looked at transit priority in depth, and we knitted everything together. Now we're here to see you. We have VISSIM videos to show you how the traffic works. We also have the results of the road safety audit, which was conducted by an independent arm of Howard Stein Hudson. The fellow who runs it isn't tied into this project except for the RSA. We tried to keep that as clean as we could. The interesting thing was that the recommendations out of the RSA were in alignment with what we heard from all of you, in the wikimap, the stakeholders, and people who wrote in to us. The main ideas were, can we trim down the pavement, clarify who should be where when and safely. We want to make things

better for pedestrians, get speeds down, and improve bicycle and pedestrian conditions. With that I will introduce Pete Stidman. Thanks everyone. Pete will walk you through this. Bear with us during the presentation; we will have lots of time for Q&A.

C: Pete Stidman (PS): Thanks Nate. I want to start by introducing the stakeholders here tonight. Can you all raise your hands? There are a few people who aren't stakeholders but have been coming to every meeting. Keep your hands up. For the rest of you, look around. I want to make sure everyone gets their questions answered tonight. In addition to our team, these are folks you can ask about details. Next I'm going to have the team raise their hands as well. Up in the front we have Rob Lowell and Ken Kirwin of the DCR, they are our project managers; Nate and Hannah are up front doing public involvement. Hannah will be busy taking notes. In the back we have Conor Semler from Kittelson, he's been working on the transit stuff, next to him is Bob Stathopoulos, he does traffic stuff, and we actually have our CEO Tom Stokes here tonight. He's here to make sure we do a good job, so if you have any complaints, see him. There are a lot of people in the room to answer your questions.

I will start to walk through the design as it stands, and also review the tactics we're using to get to the goals that Nate shared with you. I'll also show you some of the different paths we took to get here. One thing I'm going to ask Nate to help with is that we want to get through this presentation, so that we can have a lengthy discussion, talk to each other about it and give us some feedback on these maps.

I'm starting with the short-term concept. This has a lot of the hallmarks of long-term project which is laid out in the room, but it's designed to do it quicker and on less money. That is mainly focused on the Mount Auburn and Fresh Pond Parkway, but we did manage to get a protected bicycle lane in that would go down to BB&N. This design also allows for a transit lane to go back and do the same thing it does under Option A or B (they're slightly different as far as the transit lane piece). We'll talk more about that as we go.

The long term concept is out in front of you. I'll start with the piece north of Mount Auburn Street. This is an area where we heard loud and clear that people are really concerned about speeding, and they want people driving through to treat it more like a neighborhood. The first thing to point out is that we have a decision to make between Option A and B. We have stamped asphalt on Option B, which is a design that is meant to make neighborhood character. On Option A, the plans over here, those are raised intersections. We tried to narrow lanes and enhance the neighborhood feel. Up towards Huron the lanes are already narrow, but farther down, they do widen out quite a bit, so we've fixed that in the new design.

We looked at a lot of the plans that had been done before, including the Huron Avenue reconstruction, Lowell Park, and the crash clusters, which tell us where things are happening. We started with a road diet here (on Fresh Pond Parkway). Today, informally, this is a three lane street at the end. We zippered that up on both sides of the street, to help create a character more like up farther north. We had some speed studies that showed that below Mount Auburn, people were driving in the 40 to 50 mile per hour range. Up here, at larch, the speeds were more like 35 to 45 at the 85th percentile, so we want more of that behavior down further. We also got into a discussion about the character of the side of the street, which can often be a traffic calming element. That's an interesting thing you have to look at. When there's a real neighborhood feel, sometimes people will drive slower, more respectfully. We noticed a lot of the trees were not there anymore so DCR has committed to starting to plant new trees in 2018, which I believe they may need some neighborhood help in caring for those trees, once they go in.

There's also an idea that came up, which is further down in design, but was to mark the entrance to the neighborhood. This median provides an opportunity for that, just to let people know that they are coming into a neighborhood rather than a highway.

Here's stuff about the raised intersection versus stamped asphalt. Stamped asphalt has been implemented around the city in Mission Hill and other places in Boston. There have been raised intersections implemented in Cambridge you may be familiar with. That's a choice we'd love to hear your feedback on tonight. On the plans, we have little arrows drawn which go up the ramp to denote a raised intersection.

Another piece that came up was the cut-through traffic in the Larchwood neighborhood. We talked about a few different options for that such as changing direction of some of the streets, but that was not heard as a very positive thing, for at least the folks on the stakeholder group, so we want to hear about that too. Another option is to do things like raised crosswalks and speed humps to slow folks down. When you slow people down they tend to not cut as much, and the apps available will notice that as well. We originally considered a raised crossing across Fresh Pond Parkway. After talking to some of our partners and the stakeholders, there's debate on this, there may not be safe enough sight lines here, because it is a curved street. At the current time we're looking at maintaining the geometry on this street. There's the raised crossing, for your comments.

Another thing we tried was a 4:3 road diet. Right now the street is four lanes, with two in either direction. A typical road diet that is done is taking the two lanes down to one in each direction, and creating a turn lane in the middle. That gets the turning vehicles out of the way. We

modeled that in Synchro, which is an analysis tool, looking at traffic queues to see if it was possible. The purple are traffic queues without the road diet, today, and in blue with the road diet. You can see the queues extend to the Huron Avenue intersection in one direction and almost to Brattle in the other direction.

- C: Arthur Strang (AS): I'd like to comment on that. I live on the parkway, and I watch it every morning while I eat breakfast. The backup is almost that bad every morning. As soon as the light changes they cross it. The idea that there's not a backup today, the worst case is not shown.
- A: PS: Okay. Thank you for the comment. I do want to hold comments during the presentation to get through it. We are going to have ample time for discussion, so save them up. Our analysis showed this for PM queues. When traffic is constrained like this, what we are worried about and what we heard from the neighborhood in our shared goals was the potential for cut through traffic. This is an illustration of where the cut-throughs are today.

South of Mount Auburn Street, this is Option A. South is north in this view. There's a three legged interchange out there today. We looked at a lot of options, and we noticed that the main flow of traffic was in this direction. We tried a few options. The T-up of the intersections in this way turned out to be the best candidate for processing the traffic out there today. It allows you to get one stage crossings from the neighborhood to the Charles River.

There are two different plans here, this is the difference between A and B; they're very similar. Basically the difference is a result of talking to BB&N and the boat house about their operations. We originally thought that with all the parents, picking up and dropping off would be good to provide accommodations for. It turns out they want it for buses, because they have ten buses that queue up every day. There's other parking here and here that parents can use. In talking to them, they're considering an idea for a driveway turning in here but that's design on their end so it's not shown here. The tactics we used: we wanted to see if we could increase parkland down here; we did a road diet, taking three lanes to two in each direction between Mount Auburn and the beginning of the interchange. It's a bit like an hourglass because we need capacity for the intersections. We also narrowed lanes down to the minimum lane width of eleven feet. That helps slow traffic down. We installed a two way protected bicycle lane. We shortened pedestrian crossings to the river significantly. Today they are three stage crossings; we took them down to one, and we T'ed up the intersections. We also organized the curb use.

Some of those ideas came out of previous plans, including the Greenough Boulevard plan. It's off the page on these drawings, but we have considered how that connects to one lane in each direction. Here's the main flow of traffic. Here are all the slides I was trying to walk through.

There's the one stage crossings, and organizing the curb use. There's a bit of parking for access to the park which is sizable. Including this piece, the pork chops, and this big section, we have near 4.5 acres of new parkland which results from this plan. This chunk is the most enticing chunk in terms of doing some programming there. We have an exercise tonight on the handouts you have. There's 1.6 acres of land, and if you get bored during the talk or after during the breakout session, you can draw what you'd like to see. We've set some examples for scale so you can see what might or might not fit. We wanted to make sure we got some community input on that. Just hand those back to us before you leave. To give you an impression of the scale, it's roughly the same size as the Lawn on D, or the park in front of the Harvard Science Center. How would you like to use this space?

We tried some other things along Gerry's Landing. We tried a double roundabout with the Synchro analysis it isn't able to process the traffic. We also sketched up a crossover diamond and found that also didn't quite performed well enough.

On to Mount Auburn Street, where we heard the most concerns regarding bus delay. We have both an Option A and an Option B. The transit lanes extends slightly further on Option A. We sacrificed a travel lane in this direction and our analysis shows that it would work. At Brattle Street and Mt. Auburn, we have two options, one would be a merge similar to how it is today, and in the, the intersection T's up at Mt. Auburn and a signal is added.

We used a number of tactics here. We used a road diet here to fit that transit lane in. We also used a queue jump for the buses. How it works is that the bus is able to pass queuing traffic and jump in front before the rest of the traffic at the light. That gives the bus an advantage. We also eliminated the merge, and T'ed the intersection back here. I'll talk about the two stage turn queue in a minute, and we also used slip lanes.

We made sure to also incorporate other plans early in the project, so that we could capture all the good ideas that had been said before. At Brattle Street and Mt. Auburn, we have a bicycle slip lane, and we are kicking around ideas to tie this into the Cambridge Watertown Greenway, which is coming. We just learned that there will be a connection closer to Belmont Street, as of the 75% design filing, so that may change.

Q: No Name Given (NNG): What is that?

A: PS: It's a rail trail³; there's currently rail beds down there, and there's an active design project which has reached the 75% design stage. Right here there seems to be a ramp in the 75% plans we just got today. There's also a connection at Holworthy Place.

We had an exercise with the stakeholder group concerning what the Star Market driveway may look like. We got a lot of different drawings showing what the plaza could look like. The one you are seeing now would incorporate bike lane here. There is a need here to reduce the number of left hand turns into the Star Market because now we have the transit lane. People may use the transit lane to pass those stopped to make a left into the supermarket, but we will want to look at this. This could take the form of one of these two alternatives.

Q: NNG: Can you explain these two options?

This option is a porkchop that geometrically blocks left hand turns, or at least indicates to drivers that that maneuver isn't what they're supposed to be doing. This is the Homer Street entrance which is less used today.

In the back of the room, we have provided landscaping plans from our partner Crosby Schlessinger Smallridge (CSS). Tamar Zimmerman is here from CSS and can speak to those. These drawings are based on feedback from our Stakeholder Group and we want your comments to keep improving them. During the last Stakeholder Group we actually added a short stretch of parallel parking, because we know that the local businesses will need at least a whiff of parking to attract folks to their businesses.

C: NNG: There's a giant parking lot.

A: PS: We understand there is a parking lot as well, but there are a few ideas out there whereby if you provide a small whiff of on-street parking in a corridor, it says to passers through that they should try to stop here on their way home.

This is the Brattle Street intersection as it exists today. This is Option A, the T-up. There are a lot of things that are still variable here, as we get further into design, but we want to nail down the concept. The second largest comment cluster (next to the bus delay) was this left turn for bicycles onto Brattle. A lot of bicycles avoid Mount Auburn and Fresh Pond Parkway and take calmer Brattle Street to get to Harvard Square. This takes the bicyclists off the street. This stretch shown is grass, and there are trees. They're coming off a sharrow situation like it is

³ This was also answered by several audience members.

today, get on the bicycle lane and out of traffic, and have a place to wait, as well as a pedestrian refuge in the middle. There's a signal there, which will also allow bicycles and pedestrians to cross safely back into traffic on Brattle. It also provides the bicyclists who want to go straight to get around. There's a discussion going on about whether the bus lane is a bus - bicycle lane or not. That exists today on Washington Street in Boston.

Option B maintains this merge, although one of things that we learned from the Road Safety Audit that Nate mentioned is that there are a lot of side swipes, rear ends, and other types of accidents that can be associated with this merge. We feel like the T-up option will be safer, but we want your feedback. The T-up means that we're T-ing up the intersection as opposed it being set at an angle. Again, there is a signal in the concept. One of the comments we got from the Stakeholder Group was the concern that maybe people wouldn't be able to get out, but a signal is warranted. Here are the Road Safety Audit results for Brattle Street. This is a crash cluster, so there are more accidents here than at a typical intersection. Again, a signal warranted.

We also did a bicycle desire line study. We're hearing about how people have a problem getting onto Brattle, but we wanted to quantify how many were making this move. We found that ten percent of bicyclists took the sidewalk here. That's important, because back at Aberdeen there are bicycle accidents with cars because people use the crosswalk and cars don't see them as they turn left. We're hoping that the T-up design, the two stage turning queue, helps bring bicyclists down to navigate with the signal.

Here are the landscaping plans as they stand. Of course, we'll take your ideas on them.

We also tried to fit a fifth lane in here. We found that Mount Auburn is 48 feet wide at this intersection so we wouldn't be able to continue the transit lane, due to the amount of traffic that needs to be processed through these two choke points. That would negate the benefit of having a transit lane in the middle. That doesn't work. We tried to road diet even further to fit a westbound bicycle lane. This shows the queue, and according to this it may work. Bob, do you have anything to add here?

- C: Bob Stathopoulos (BS): That's the morning peak. In the afternoon peak, the queue extends through the Mount Auburn at Fresh Pond Parkway intersection.
- C: PS: Okay. Looking at afternoon peak, we have a queue that backs up into the intersection, so it unfortunately doesn't work. We have maintained the merge on Option B.

This is Fresh Pond Parkway at Mount Auburn. Tactics used include a road diet, reducing pavement, shortening pedestrian crossing, reducing pedestrian crossing time, and providing a bicycle crossing and a two way bicycle lane. This is the design; you can see it closer on the maps. We talked about the transit lane benefits. By tightening everything up here, and taking out pavement over here, we were able to bring the stop lines in every direction closer together. If you notice today when you're walking across that street, you have to hurry across when you get the walk signal, and sometime when the walk signal starts, there's a car still crossing the sidewalk. That's because the operations are a little under par currently. Cars don't have enough time to clear the intersection and there's not enough time given to pedestrians. If we lower the distance of the pedestrian crossings and bring up the stop bars we're able to create conditions that show good service and you're able to walk across the street at a normal pace. We also brought the crossing down from three stages to two stages, which greatly reduces the time it takes to cross the street. We also added crosswalks on the top here.

Q: NNG: Did you say the bicycle lane was two way? What happens on the north crosswalk with bicycles, and coming up from Gerry's Landing?

A: PS: Yes, I didn't talk about the bicycle accommodations yet. This is a two way bicycle lane here. To get to Elmwood, you take the bicycle crossing, to go to Mount Auburn you go this way.

Q: NNG: What if you want to go westbound on Mount Auburn?

A: PS: That's a bit more complicated move. This is a faux pas. We wanted to provide a protected intersection around the whole intersection, but we couldn't find a space over here on the park side. We're going to need to find a way to allow bicycles to cross.

Q: NNG: Would you go to Coolidge?

A: PS: I'm glad you asked this question, it's something that needs to be accommodated in the final design.

C: NCC: Folks, we're closing in on the end of the presentation here. We want to get to the question and answer portion and get your comments on the maps. You can see that we spent a lot of time on the intersection with Brattle, and making that better. In theory if you're coming up from BB&N and want to continue west, if you choose, you could go up across the intersection, continue on Elmwood past Drew Gilpin Faust's presidential house and head westbound on Brattle and reconnect. We found that a lot of bicycles do that.

C: PS: That is an option. It is difficult to make all this fit, but you'll have to agree that it's better than it was. I'll take a second look at that and make sure we have some kind of accommodation. We talked about reducing pavement, single to two stage crossing, new bicycle crossings, these are the new crossing distances. A lot are reduced by at least two thirds. We did a Road Safety Audit here, and one thing we're still looking at is the problem of left turns happening here. That is a difficult problem to solve because during rush hour you can't take lefts at a lot of places along the corridor. We're still looking at the broader solution to that.

Q: AS: What about a design solution?

A: PS: Yea, it would be a broader system look and deciding where we want to make lefts allowable, since we don't want them here, as we saw in the RSA we have a lot of left turn based crashes here.

We tried other things including a roundabout. We had long queues here, but also it would take a lot of space. Those bricks patterns on the graphics mean taking houses. We also tried moving the alignment, but then you're in the lawn of Harvard property and there are problems with the grades. We had another suggestion of a place in Switzerland, where they have a thing called "La Rotunda". This actually has an events space in the middle, so it's a larger rotary style, so we showed that. We also talked about the idea of an underpass. This is the path you need to build an underpass with the right turning movements around it. This would also involve taking property and parkland, which is notoriously difficult to do under legislation. We also looked at two different kinds of double T's using SYNCHRO. The traffic slows in both directions and queues were a little too strong to pull this off. Also the catenary for the trolley would become very expensive to change.

Now I'm going to bring up Conor Semler from Kittelson to talk about transit and traffic modeling.

C: Conor Semler (CS): Thanks Pete. Pete went through a lot of detailed variations that we tested. Some of the bigger changes such as repurposing lanes from general traffic to bus-only; reconfiguring the intersection at Fresh Pond Parkway, will have a significant impact on traffic and we needed to do analysis to test what that impact is and present that to you to see if those are the kinds of trade-offs you want to make.

First, quickly, I'll go over bus priority treatments. There's a wide range of things you can do to the street to make buses move through more quickly, and they range in severity, or strength from giving a bus its own right of way or streets, like you would do with light rail, to tweaks to

signal timing when the signals sense the bus is coming. There are two key treatments we looked at for this project. The first is bus-only lanes. These are the red lanes on the map that vehicles wouldn't be allowed to drive in. As it happens the alternatives we looked at here run along the side of the street where the cemetery is, so there's not a lot of need for right turn lanes but that's the exception to that rule. The second is transit signal priority, of which there are two types. One is that the buses carry a sensor or emitter on them, and as they approach the signal, the sensor on the signal senses the bus is coming. If the light is getting toward the end of a green light and is turning yellow soon, it holds and keeps the signal going for a few more seconds to let the bus through, and then changes to yellow. That's one tweak that makes a big difference. For bus riders, or even drivers, you know that if a signal has just hit the yellow you experience significantly more delay. The other type is transit signal priority is a queue jump. This top signal which looks like a little white bar would go on before the vehicles get a green light. It's a lot like LPI, a lead pedestrian interval. It lets the bus get out in front of traffic and then the light turns green for the cars.

Q: NNG: For people not in the neighborhood, is this kind of thing being used in other areas?

C: CS: The question is about how to let people know how these treatments work, and what the driver's responsibility is here. This signal is a white bar that goes up and down, and doesn't look at all like a green light. In most cases drivers won't even notice it, but it can be accompanied with a sign like this one. In terms of the actual lane, you need a lot of signs and markings. Washington Street in the South End is an example where you paint the whole lane red and say bus only. There are things that you can do to make that a little stronger, such as raising the lanes, to further drive home the message that cars shouldn't drive into the lane. It's a process.

Q: AS: How long does it take people to learn?

A: CS: Now that we have some locally, it will get faster every time. This is probably beyond the scope of tonight's meeting, but there are places that have done it really well, and we can get there if there's support behind it.

Q: AS: Days, months, or years?

A: CS: To learn not to drive in the bus lane? Some people will get it on the first day, others might take longer. Enforcement and education can help. There are things that help that go faster.

We did some traffic analysis and I have two videos to show you how it works. This is our corridor - Mount Auburn comes through here; Brattle and Mount Auburn; the Hospital is here. This is a

model of the existing conditions through the corridor, so it should look familiar. This is the AM peak. There are a couple things to pick up on as we go through this. You'll start to see at the intersection at Belmont, cars coming down onto Mount Auburn and right into the queue. That's more or less generated from Fresh Pond Parkway in different stages inching forward. The impacts from that intersection are felt throughout the entire corridor. As you can see, buses are sitting in the queue. Moving up to the intersection at Aberdeen, we have the condition you're familiar with, the left only lane. If you're familiar with the area you know not to get into that lane if you're going through. The tie up here is that cars are waiting to turn onto Brattle. That queue isn't usually empty. At the intersection with Coolidge, I wanted to show how buses are modeled. The white vehicle is an MBTA bus, and this is an example of it stopping to pick up passengers, what's known as dwell time. All of this is figured in to the model we use. Finally, Fresh Pond Parkway: one of the biggest concerns facing this intersection is the pedestrian crossing. You can see here, the one poor pedestrian is trying to make the crossing, and it takes him three separate stages. One thing I like about this video is that it makes you all feel how painful that pedestrian crossing is. You might already know, but think about what it's like to be standing on the narrow strip of pavement as cars are moving quickly on both sides of you.

C: NNG (many): It's awful.

C: CS: That's existing conditions. I'm going to show you the video of the future condition next; this is Alternative A. Here's the zoomed out view. The red lines represent the bus only lane. As Pete described, the eastbound movement now has one lane of general traffic and one lane for buses. There are fewer cars that can fit through. The bus just jumped across to the head of the queue by not having to wait in traffic and is proceeding to the next signal where it picks up passengers. When we get across the intersection at Aberdeen the bus mixes into the general travel lane. We are seeing bus movement impacts associated with that mixed travel lane. After the left turn at Brattle we open back into a bus lane, and the bus, after it makes this stop, can go all the way to the Coolidge intersection without having to wait in traffic.

C: NNG: There are a lot fewer cars.

A: CS: The same amount of traffic is modeled in the existing and this future conditions model. We've gotten to the bus stop at Coolidge, and I want to illustrate how this works. We don't have a bus lane after Coolidge but there's a queue jump. The bus gets a green light first so it jumps ahead of traffic. It moves into the left turn lane to continue down Mount Auburn the rest of the way. Was there a clarification question?

- Q: NNG: At the Aberdeen stop there's a bus only lane on the right side, which means all the other cars go in the left lane but right now that's a left only lane. How does that work?
- A: CS: Pete mentioned this earlier. In this alternative, we have a bus lane and are showing two lanes inbound. We've taken the second lane from the westbound side, so there's only one lane going westbound. That means the farthest right lane at Aberdeen would have to turn right (that becomes a right only lane) and you'd need to be in the second lane to go through.
- Q: NNG: You're saying there's a left only lane at Aberdeen if you're going east?
- A: CS: Yes.
- Q: NNG: You're saying that when there's traffic at 5:00pm, and people like me are going toward Watertown, there's two lanes now and its going down to one lane.
- A: CS: After Aberdeen, yes. About half of the traffic makes the right turn onto Aberdeen based on our counts, so we're able to say that you can go down to one lane after that intersection.
- C: NNG: If the bus actually works maybe people will take that instead of driving since it will be faster.
- A: CS: Yes. Why don't I get into the results and then we can talk about what this means after, since that's really why we're here.
- C: NCC: We have about ten more slides on the bus lanes, and then its Q&A time.
- A: PS: The point to emphasize is this is why we're doing this.
- C: CS: That's a good segue. We have traffic counts and we also have good bus data, thanks Phil. We found that of all the people on the street during the morning, two percent of the vehicles are buses. But between 43 and 56 percent of all the people traveling on Mount Auburn are on buses. Over half of the people processed by the street are on a bus.
- C: NNG: Thanks for doing that analysis.
- C: CS: This tells a lot. We also know that lots of people aren't getting on the buses when they come. The transit vehicles are entering Mount Auburn Street at capacity and passing passengers by. Those numbers are a little bit stifled by the number of seats and standing room on the buses. This is important to keep in mind as we talk about the priorities and alternatives. We're going to

show you travel time impacts for bus and car users. We want to make sure we're thinking about all those things with each other. To your point, the opportunities to both provide more bus capacity by having buses run in quicker time and to attract more ridership to the buses.

There's a series of slides here that all look similar so bear with me while I explain what we're communicating.

We have reversed A and B from what Pete showed. I'll refer to this as Option B. The difference between B and A is the bus lane between Homer and Aberdeen. We don't have that bus lane in Option B. The bus travel time, looking eastbound and westbound in morning, in the eastbound direction on average you'll save about two minutes of bus travel time through corridor, along with a 3 and half minute time savings in the 90th percentile scenario. The 90th percentile travel time refers to the time it takes 90% of buses to travel the corridor at that time. That is important time, because it's what the MBTA uses in scheduling. Related to that, we are thinking about how many buses can run during the peak. That three and half minute reduction would allow us to add more capacity without hiring new drivers and purchasing new buses. We also looked at impacts to traffic associated with the bus lane. For this we are now looking at averages and no longer the 90th percentile. With these changes, you actually see a reduction in vehicle even though most of the corridor has lost a lane. Three things are responsible for that. The largest factors are the changes at Mount Auburn and Fresh Pond Parkway. Pete talked about stop bar pushed closer to intersection to reduce the amount of open space at the intersection. First, this allows more cars to be stored between Coolidge and Fresh Pond Parkway, and thus allows the intersection to process more cars. Second, it reduces the amount of clearance time, the amount of time need after a light turns red and before the next one turns green. Because that intersection is so large, it has a very long clearance time.

We also tweaked the signal timing at Fresh Pond Parkway and Mount Auburn Street to provide more green time to Mount Auburn. In the model, that has impacted travel times Fresh Pond Parkway a bit as well, which go up slightly.

This is Option A on the boards, which is where there's an additional bus lane between Aberdeen and Homer. We gain additional travel time savings per bus passenger. You also start to see westbound travel times go up a bit because that section is now just one lane, although these traffic impacts are not severe.

Q: AS: Clarification. So two and a half minutes is added?

A: PS: Could you state the total time savings for the 90th percentile?

A: CS: Four minutes total are saved under Option A with the extended bus lane, versus three and a half under Option B. So, Mount Auburn Street vehicle travel times, both eastbound and westbound. As I said previously, the blue shows that travel times actually went down heading eastbound. This result assumed making Mount Auburn Street into a two stage pedestrian crossing from a three stage pedestrian crosswalk.

Next, we wanted to see what would happen if it was brought down to one stage. One stage is ideal for a more built up area. This had significant impacts on traffic. With one stage, travel times increased to one and a half minutes for cars. The reason is that there would no longer be an opportunity to let vehicles go parallel with pedestrians since so many are turning right onto Gerry's Landing. We evaluated how much an inconvenience the two stage crossing would be for pedestrians. Today, the average pedestrian is stuck waiting almost three minutes in each direction. If you implement a single stage crossing, delays come way down to under a minute each. For the two stage crossing, we would coordinate the signal sequentially in the eastbound direction. However, you cannot do that in the westbound direction. The walking westbound pedestrian would see a reduction delay compared to today, but it's significantly higher than what you would get with a one stage crossing.

C: NCC: Conor, just for everyone's benefit. With the two stage crossing, there is also a benefit for the bus.

C: CS: Yes, the travel times here apply to both private vehicles and the bus.

Q: NNG: Did you look at actuated signals only?

A: CS: I believe that is actuated.

C: NNG: Could you time it to turn on based on which side of the road the crosswalk actuation takes place?

A: PS: We could look into that.

A: CS: We see about one minute of bus travel time savings with the bus lane. The Westbound buses would see a less than 30 second increase in their travel time.

C: NNG: One minute versus half a minute is double.

A: CS: Sorry, in the morning it's a four minute benefit inbound. Also, we are seeing slight increase Mount Auburn travel time for cars due to fewer lanes in the outbound direction. Fresh Pond Parkway travel times go up slightly due to changes at the signal.

Pete showed intersection concepts down at Gerry's Landing. We've begun to analyze the results for these changes to traffic and our results are still preliminary as we tweak the model. We'll go over the various travel delays in each option. With the concept at the top of this slide, the intersection goes from a delay 30 seconds to 40-50 at each intersection in each direction. At the Eliot Bridge approach, there would be a significant increase in delay from about 25 seconds to about a minute and a half. This network is all interconnected and everything we do in one place would impact others. This analysis has not been fully vetted and we will need to look deeper and get further feedback from people.

C: PS: We've been looking at geometric answers to address the vehicular delay we just presented and want to preview some ideas we'll be testing with you tonight so you know what is coming. One of things creating the issue is there's not enough queue length coming off Eliot Bridge for drivers to wait. Right now there's 80 feet and we need about 150 feet, so we will pull that back toward BB&N. We would proceed with this without taking extra land, but it will be a tighter turn. We've also been talking about adding another southbound travel lane between where Memorial Drive and the Eliot Bridge intersections. This would create more storage space for those cars and help reduce the traffic queue that Conor is talking about.

I'd like to sum things up, because some of what Burak, who did much of this analysis, and what Conor talk about can get a little technical. Essentially, the transit benefits of up to four minutes with the elongated bus lane design could add more buses to the street, especially in the mornings. Crowding in the evening tends to be slightly more spread out over time, so we are focusing inbound for the morning peak. Correct, Mr. MBTA?

A: Phil Groth (PG): I could do some more math.

C: PS: Also there are some driver impacts but these are minimal, but there are some changes. Before we go to the feedback, we're going to do a Q and A session. However, we are going to do something slightly different. We have members of the broader public here along with stakeholder group members, and we want to answer as many questions as possible. Please take 5 to 10 minutes talk to your neighbor about your biggest concerns about the plan and the biggest thing you like, then we will report back.

- C: Carol Lynn Alpert (CLA): I'd like to make some comments before we do that to be considered. I am a Strawberry Hill resident. About three or four years ago, driving east on Mount Auburn towards Fresh Pond Parkway, there was a huge queue of cars at rush hour every day backing to Belmont Street and I called Senator Brownsberger about changing the timing of the light at Fresh Pond Parkway so that the Mount Auburn part of Cambridge had some more priority over people coming in from western suburbs and I was told there was a traffic study underway. My children attend public school in Cambridge public schools and the Cambridge high school, and we are cut off by rest of Cambridge by Fresh Pond "highway." Seeing in this plan, it's great that that we are improving conditions for walkers, bicycles and people on buses from Belmont and Watertown. However, for those of us who have to drive, it's a nightmare getting east and getting onto Fresh Pond Parkway from Mount Auburn. All this will do is squeeze people in further. The whole point of doing this is to prevent people from driving, but that's people that are a part of my community. I don't want to have a fancy, special community, but the Strawberry Hill people are also part of Cambridge, and it doesn't make sense to force us to stop using cars as some of us have to drive. Squeezing Mount Auburn down to one lane will be a nightmare and is not a solution. I don't know if you have any stakeholders on your community west of Aberdeen.
- A: NCC: We do ma'am, we have a map of where our stakeholders are based and I can show it to you after.
- C: PS: Thank you, now I would like to have those conversations, because afterwards we will have the larger Q and A session. However, to address your concern about the one lane section of Mount Auburn westbound, at that location you actually see better travel times from the current to the proposal in the AM. In the PM, it's a little bit worse. Another thing about it is the people on buses right, and this came from the representatives of the neighborhood in our stakeholder group, are experiencing major delays. They're sitting in traffic for often ten minutes. Commuting that way can cause someone to reexamine how they get where they need to go, and consider driving there instead. If you reverse that and make transit times faster, and unfortunately, this is something that our traffic models do not capture, but we hope that by doing transit priority we can get more people on transit so that those people who have to drive, have fewer cars in the way. I just wanted to talk about that theory. Already, as I mentioned, in the morning eastbound benefit from tightening the intersection at Mount Auburn and Fresh Pond Parkway. One of our shared goals was to maintain the mobility of vehicles and we intend to follow through.
- C: AS: That issue is very important. Every since Route 2 was built up to Alewife, traffic has continued to increase. My question is regarding who is going to benefit from this project. My feeling is that neighbors should benefit. Now, why do have to use the current numbering for

Route 2? How about rerouting the numbering for Route 2 so that people going into Boston are not directed down Fresh Pond?

C: NNG: That's what they're trying to do.

C: AS: We need to change the timing of the signal so that Fresh Pond Parkway takes on a larger brunt of the traffic.

C: PS: I believe he is also referring to the road diet we examined for Fresh Pond Parkway, and we tried to look into that to see if it could work. Now, what we tried to do was look at throughput of people through the corridor, and reduce delay for the most people. That is why Conor was bringing up that 53% of people here are using the bus.

C: NNG: That is a self fulfilling statistic because the intersection is so backed up with cars; of course more people are not getting through.

A: PS: No it actually has eased up for cars. In option A in the AM Peal, no eastbound on Mount Auburn you actually get through in a little over minute less time than you do now.

C: AS: I'm suggesting that the signal count on the Parkway should be less and Mount Auburn should be greater than today.

C: NNG: Yes, let us connect our communities and stop this invasion from the west coming through here.

A: PS: Your comment is definitely heard and we will look at ways we can maximize that.

Q: Igor Belakovskiy (IB): Don't the numbers show increase in delay for Fresh Pond Parkway?

A: PS: We did do that. This decreases the amount time for travel in the mornings on Mount Auburn eastbound, so you are getting through there faster. On Fresh Pond Parkway, you are getting through there a minute and a half slower in the southbound direction.

C: AS: The numbers should be more dramatic.

C: CLA: Also what's the point of having a grocery store that's hard to turn into? What do we do?

C: PS: At Star Market? The queues will be a lot shorter. I would like everyone to talk to your neighbors now. Could we please try that exercise, just for a couple minutes.

Q: CLA: Some of us have to leave, so why don't we have a discussion first and then talk to our neighbors?

A: PS: Because we wouldn't get to the talk to your neighbors part, and I know that your neighbor has been to every meeting on both sides of you, as it happens. I can answer your question individually.

Pause for talk-to-your-neighbor time

C: Elizabeth Bierer (EB): I'm very positive of the bus improvements. I also wanted to say that Cambridge has adopted a "Vision Zero" aspiration for traffic fatalities, so we are not just looking to improve conditions for cycling and walking, but we are looking to have zero deadly accidents and zero serious accidents. Number 2, Cambridge has also adopted a 25 mile per hour city speed limit going into affect. When you say you would like to get the Parkway down to 35 from 40 mile per hour, that's not going to be legal. Don't design something for 40, design it for 25. You could argue that Fresh Pond is in a residential district, so it should be 20.

A: PS: I am laughing because I know how hard it was to get to 25. DCR and this team are in support of 25 mile per hour speeds on the Parkway we have discussion about posting for 25. We are definitely on board with 25 and definitely on board with vision zero. I feel passionate about that.

C: EB: Your goals say improve conditions, so maybe it could be changed to something that reflects vision zero.

A: PS: Yes, true. Vision Zero in Cambridge was just bubbling up when we started, and it's gotten to be a very big deal. I'm not sure if changing the goals right now would be too large a can of worms, but we completely agree.

A: NCC: We hear you, it's in our hearts. The goals represent a lot of work the other thing to bear in mind is that everything you see tonight still has to be designed. It will go through a 25% design hearing with MassDOT and all that. There will be lots of other opportunities for you to mention this and keep reminding us of the importance.

C: PS: Yes, there's a whole portion of this project later that deals with issues such as lighting, raised or unraised features and so forth.

C: Ruth Anne Rudel (RAR): I'm on the Cambridge Bicycle Committee. I love the transit priority plans put in but I'm concerned about bike infrastructure. The Cambridge Bicycle Plan has maps

for connectivity and lists both Mount Auburn and Fresh Pond Parkway corridors as needing separated or protected bicycle facilities. These aren't in the plans except a little at Gerry's Landing. It leaves real gaps in the bicycle infrastructure. You have the new Greenway and you showed a path along river, but you can't get from one to the other. We want to have bicycle facilities comfortable from ages 8 to 80 throughout the city. These concepts don't meet those goals.

A: PS: I definitely hear you and I looked at the Cambridge Bicycle Plan when I started, and thinking about how to connect the infrastructure. . We have a lot of competing needs, with traffic, buses and the pedestrians. This is where we've ended up there are way to get to bicycle path over here. This is mixed use and you can bike on the sidewalk in portions of the project.

C: RAB: Except for the drop off, this is such a big improvement for bicycle and pedestrian crossing at Fresh Pond Parkway. What I don't understand is why we get to the big messy intersection with a two way bicycle path and have it just end. Why couldn't we take a little piece of the park? We can ask Harvard, who owns the land here, we could put a protected bike lane up to Brattle at Lowell Park to bring the bike path further north up to Brattle.

A: PS: we can take a look at possibilities. This would possibly require a land taking given the existing property lines.

C: RAB: That park is public land.

A: PS: This connects to Elmwood, and this is a network of a lot of residential calm streets big network of them.

C: RAB: But it's a detour, that won't do. People would rather go on the sidewalk than follow a detour, but that's where people like to walk. Just take a little bit of that park, and I wouldn't be surprised if they were okay giving up a little bit.

A: NCC: We'll ask, but don't forget, taking parkland requires an act of the legislature.

C: Sibylle Dyer (SB): I have a question about an immediate concern. I know about the longer term plans. My husband is a stakeholder and he had safety concern. He was coming from Harvard Square, crossing Fresh Pond Parkway, at the three phase crossing coming toward here, and on the Coolidge Hill Road and made his way through the third crossing and it was completely dark. He used his flashlight on his phone to see where he was going, and it turned out someone coming down Gerry's Landing Road wanted to make a U-turn. He had a pedestrian behind him, who the

driver did not see. The idea is that right now we need street lamps added to crossing. It's completely dark there.

A: PS: DCR is in the room here and Rob is taking some notes.

C: AS: 20 or 30 street lights are out from Huron Avenue to the River currently.

C: NNG: One is dark around Brattle Street.

A: RL: We will look into them. I also want to make a quick note that some of those on the Parkway are not owned by DCR, but we will pursue the responsible authority in that case.

Q: PS: Any more questions?

C: Russ Windman (RW): I live on Fresh Pond Parkway. I've heard promising things from you all. However, I am concerned about the crosswalk at Larch Road that everyone was originally happy about. There was objection due to sight lines and I understand that. Now, you could time it with the actuated pedestrian signal for crossing when traffic is stopped further down. Working around the sight lines is an important issue to the neighborhood and everyone was happy about it. Other thing I remember hearing was for example that the State Police do not enforce the stretch of Fresh Pond Parkway between Huron Avenue and Mount Auburn Street because it is too dangerous for the Police to position themselves here. I support the raised crossing at Huron and Fresh Pond Parkway because it is more aggressive and people react to visual cues. Drivers are aggressive. Otherwise, lots of local knowledge has been supplied by us on this project, and I'm familiar with synchro, and it may not always get things right. I say this because I'd like to see that when the report is ready to be published, that we are provided a two to three week period for each of us who have contributed on the project to prepare a document to be included in the appendix. It will circulate well with our local knowledge included, whether we support something or oppose.

A: PS: Thank you. We are taking that under advisement and we do want to emphasize notes are public but we are happy to consider that idea.

A: NCC: Just as immediate reaction, usually the public involvement chapter of the report includes everything about the process and all the meeting minutes, comments and other information provided to us from the community. We are happy to take more under consideration as well.

C: PS: We have one last exercise this evening. You have been given red and green stickers. To help us decide between Option A and B and elements of each plan, please use those to indicate what you like and don't like about them.

C: James Williamson (JW): I rushed here from a city council meeting on the master planning process and realized that this was more practical discussion than over there. Sorry I missed the explanation. It struck me right away walking through the park space near Gerry's Landing on my way over, is what's it doing there and who will be expected to use it, and how usable, and for who it will be provided. Incidentally, an architect at first public meeting brought up open space in the middle of the intersection as a place for open space. I think this will be a nice amenity for Shady Hill, but who will be benefiting from that location versus another potential alternative location. Have you considered other locations?

A: PS: Thank you. I remember Francisca's idea, which was to sink the roadway and build a park on top.

C: JW: I don't necessarily just mean her idea.

A: PS: Ok, I'll address others but take hers first. It's a wonderful idea, but DCR is looking for affordability. Also it's a little more sustainable to have the depth that you have in real earth to grow larger trees. For example, Government Center, where you have a subway underneath, you are limited in what you can do there. We think creating parkland that is on the ground is going to be useful to neighborhood. It also has to do with the side of the street.

C: NNG: No one waters the trees on Greenough Boulevard. I went down with a 35 gallon bucket because no one waters them.

A: PS: There are certainly constraints, but the DCR does have a watering department that gets as much done as it can.

C: NNG: All those trees are now dead.

A: NCC: This would be a public space available to anyone. It's to make the river more spacious gracious.

A: PS: Just to get to Jim's other question. Franziska was talking about a place called La Rotunda, which has a park in the middle, and this is how wide it is in diameter. Programmable space inside you would need a large roundabout and that would also have involved takings.

Q: NNG: Is there a place to see this all online?

A: PS: Yes, it will all go on the website, and we can take your comments by email.

Q: NNG: Memorial Drive is often closed. When you close Memorial Drive for the summer or for Head of the Charles - what do you do? How do you get where you need to be?

A: NCC: When you have those closures, like for the Head of the Charles. Those are on weekends. That's when you see volumes fall way off. This additional park space would help those events, such as Head of the Charles, and you are not actually losing any roadway connections. All the connections there now would stay. You can still have what people do now, such as closing the road for special events.

Q: NNG: Sometimes you have to make a u turn here. Could you make it so that you can still take a U-turn while on Gerry's Landing?

A: PS: There is a U-turn possibility over here. This is where it is today, with the median in the middle.

C: Tim Whyte (TW): I'm the Director of Facilities here at Shady Hill, and I've heard the school being brought up several times. Our main goal here is safety and to support our neighbors. We're not looking to benefit from green space, that's the City of Cambridge. We just want to support the neighborhood, the project, and getting people across the street safely. We're not looking for any other benefit. Thank you to everyone here for your support.

C: JW: I just meant that at first glance it looked like it was a benefit for the schools.

C: TW: We're here to support all of you. We're not expecting any compensation at all.

A: PS: While you are here, I want to say thank you for the space. The parkland we are proposing comes from the mission of DCR to improve access and provide recreational facilities for the public.

C: JW: I understand that. I just am not sure it's the most accessible. You've got institutions, highway boat houses and some residents here and on Coolidge, but there's not much else. It's not like its densely populated here.

Q: NNG: It looks like the U-turn is now configured differently. It looks like you won't be able to pull out and spin around there. Could you clarify that?

- A: PS: The entrance to the parking lot is here. Are you talking about coming this way?
- C: NNG: Coming in and around, and back down to the lane. It looks confusing.
- A: PS: If you're coming from the west, you turn right into this, come up. It's basically one way this way.
- C: NNG: So you have to cross all of that?
- A: PS: Yes, it's like cutting across a two lane roadway. You do that on Fresh Pond, and on Mount Auburn; there are quite a few examples of that. It's definitely different.
- Q: NNG: Could it be changed?
- A: PS: Yes, it could still be changed at this point. We're still at the conceptual phase of the design. If you have a comment on that, put it on the plan, and especially if you have a suggestion as to what we should do instead. That would be more helpful. We'll look at it. I'm feeling the questions dissipate. Please make sure your stickers get on the maps. That is something we will be looking at in determining Option A and B. We'll also be taking comments.
- C: NCC: The comment period is open now. Comment sheets are in the back, you can also comment online. You can write to DCR and they'll get it to me, or you can write to me and I'll get it to DCR. The comment period runs through December 28th. If you get your comments in early, we can start working on them right away. Thank you everyone, good night.

Next Steps

The comment period for this stage of the design has begun as of this meeting and extends through December 28th 2016. The next Stakeholder Group and Public Meeting will both be in January. The Stakeholder Group meeting will be at the Russell Youth Community Center, located at 680 Huron Avenue in Cambridge, on January 10th, 2017, and the snow date for this meeting will be the 12th. The public meeting will likely be held at Shady Hill School, located at 56 Coolidge Avenue, Cambridge. All sessions are open to the public.

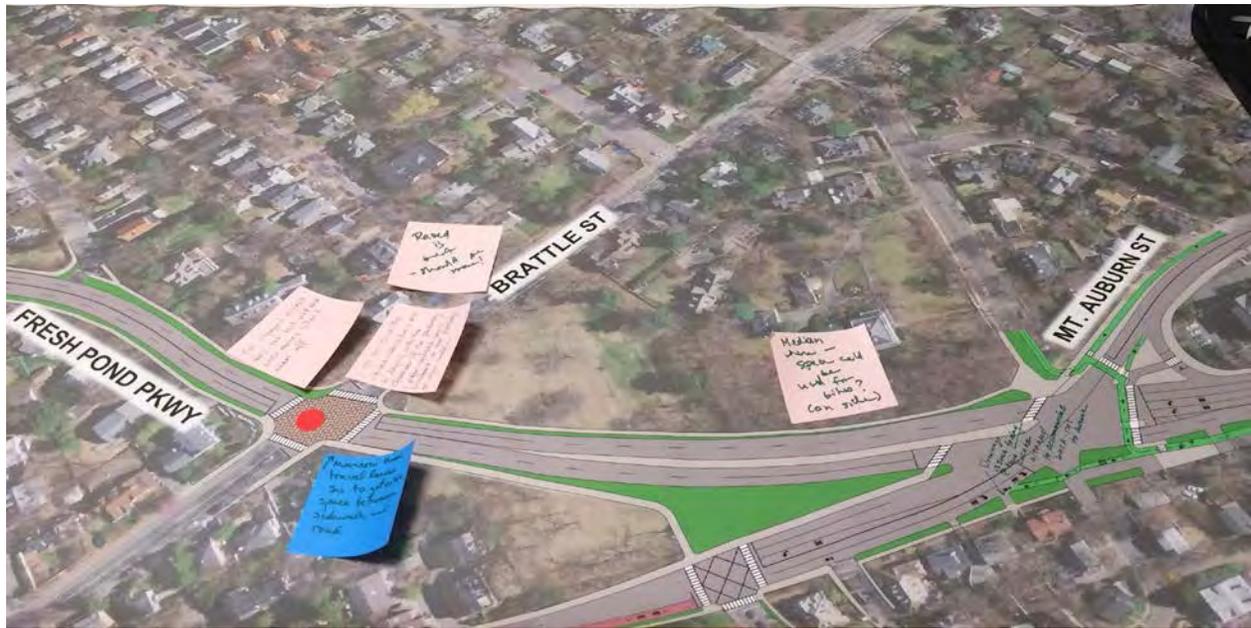
Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Andrea	Adams	Town of Watertown
Carol Lynn	Alpert	Museum of Science
Heather	Angstrom	Community Member
Adam	Beerman	Resident
Igor	Belakovsky	Resident
Elizabeth	Bierer	Stakeholder Group
Hannah	Brockhaus	Howard Stein Hudson
Curtis	Bryant	Community Member
Susy	Bunanta	Neighbor
Nathaniel	Cabral-Curtis	Howard Stein Hudson
Nina	Coslov	Stakeholder Group
David	Davis	Community Member
Bill	Deignan	Stakeholder Group
Aaron	Dushku	Stakeholder Group
Sibylle	Dyer	Neighbor
Chantal	Eide	Community Member
Sheila	Fay	Stakeholder Group
Nate	Fillmore	Cambridge Bike Safety
Gary	Galuski	Resident
Filsen	Gelaye	MIT
Arcady	Goldmints-Orlov	Stakeholder Group
Phil	Groth	Stakeholder Group
Jonathan	Hecht	Stakeholder Group
Hann K	Jegrid	Community Member
Pim Pitchapa	Jular	MIT
Chris	Kaneb	Neighbor
Ken	Kirwin	DCR
Styler	Kelemen	Community Member
Angeline	Kounelis	Stakeholder Group

First Name	Last Name	Affiliation
Kristina	Kravse	athenahealth
Dibba	Lerret	Community Member
Amitai	Lipton	MassDOT
Haijing	Liu	MIT
David	Loutzenheiser	MAPC
Rob	Lowell	DCR
Andrew	McFarland	Livable Streets Alliance
Kathleen	Murphy	BB&N
Bart	Nelson	Community Member
Tony	Palomba	Watertown Town Council
Katherine	Rafferty	Stakeholder Group
Jason	Rosenman	Neighbor
Ruthann	Rudel	Cambridge Bicycle Committee
Arun	Sannuti	Community Member
Conor	Semler	Kittelson Associates
Riddhi	Shah	MIT
Randa	Shedid	Community Member
Griffin	Smith	MIT
Pete	Stidman	Howard Stein Hudson
Monica	Strickland	MIT
Arthur	Strang	Stakeholder Group
Stephen	Sullivan	Community Member
Tim	Whyte	Stakeholder Group
Andrea	Williams	Cambridge Bicycle Committee
James	Williamson	Community Member
Russ	Windman	Fresh Pond Parkway Resident
Tamar	Zimmerman	Crosby Schlessinger Smallridge

Appendix 2: Roll Plans with Votes and Comments

OPTION A: FRESH POND PARKWAY



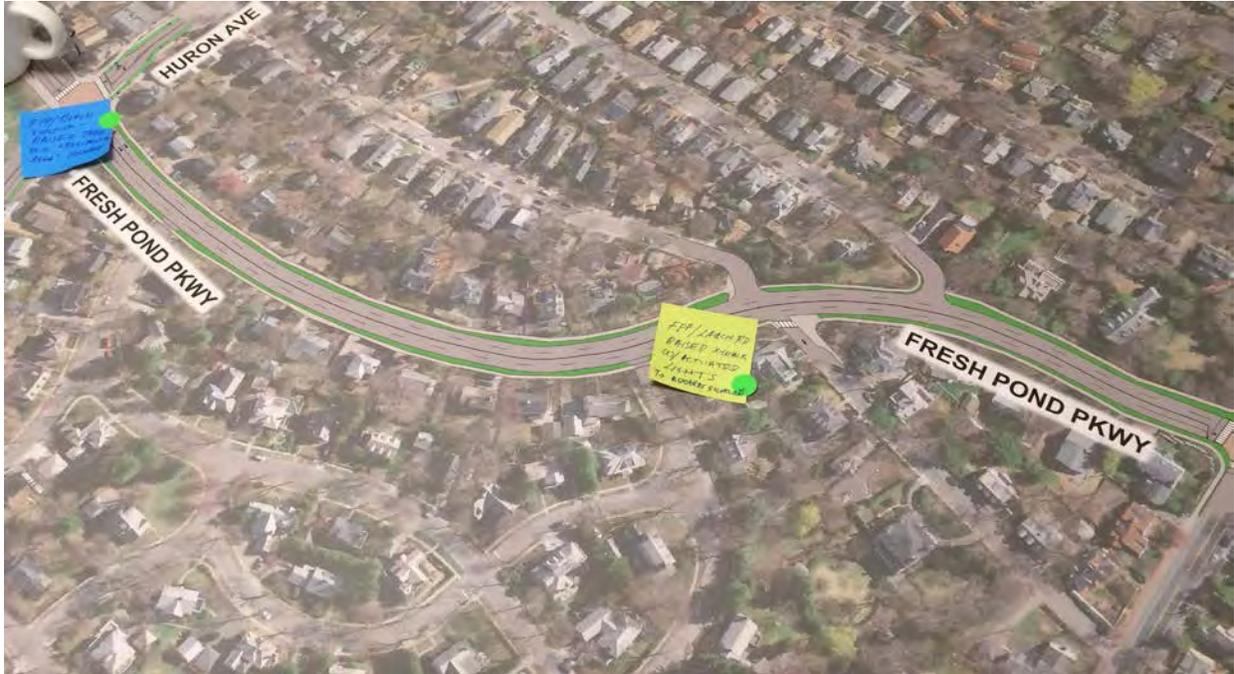
OPTION A: GERRY'S LANDING, MEMORIAL DRIVE, AND GREENOUGH BLVD



OPTION A: MOUNT AUBURN CORRIDOR



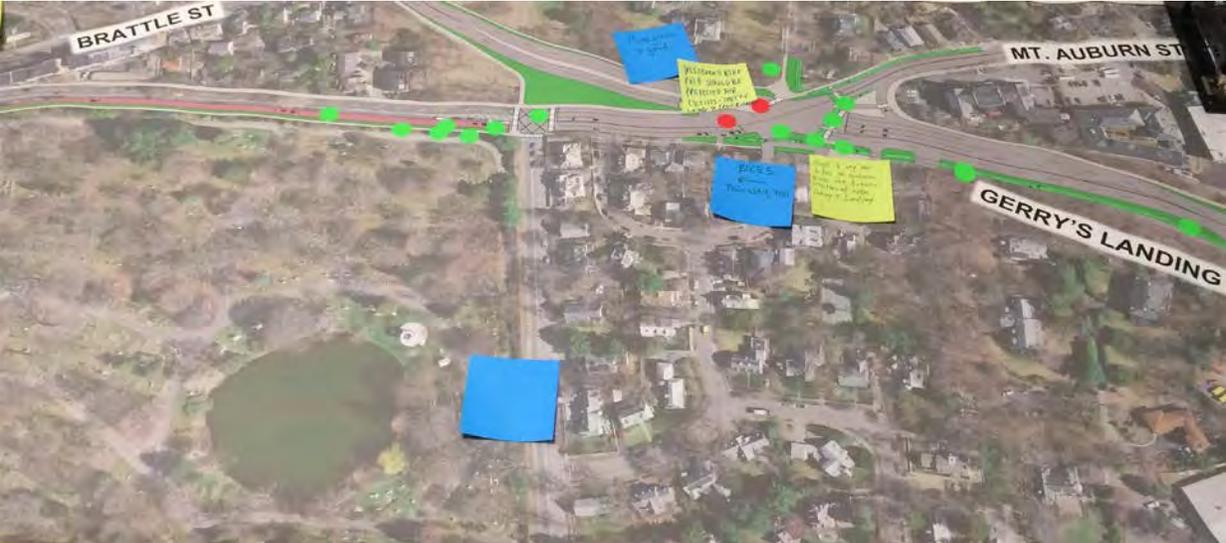
OPTION B: FRESH POND PARKWAY



OPTION B: GERRY'S LANDING, MEMORIAL DRIVE, AND GREENOUGH BLVD



OPTION B: MOUNT AUBURN CORRIDOR



Appendix 3: Received Comments

From: Nathaniel Cabral-Curtis
Sent: Wednesday, January 04, 2017 9:06 AM
To: Kounelis, Angeline; McLean, MaryCatherine (DCR)
Cc: Hannah Brockhaus; Pete Stidman; Fiesinger, Anne (DCR); Driscoll, Michael; Magoon, Steven; William Brownsberger; Jonathan Hecht; Town Councilors
Subject: RE: Mt. Auburn St. Corridor Study Stakeholder Meeting

Good Morning All,

I hope this note finds everyone well and having a good day. These comments will appear as part of the minutes of the 11/14/16 meeting.

Regards & Good Wishes,
-Nate

From: Kounelis, Angeline
Sent: Tuesday, January 03, 2017 6:17 PM
To: McLean, MaryCatherine (DCR)
Cc: Hannah Brockhaus; Nathaniel Cabral-Curtis; Pete Stidman; Fiesinger, Anne (DCR); Driscoll, Michael; Magoon, Steven; William Brownsberger; Jonathan Hecht; Town Councilors
Subject: RE: Mt. Auburn St. Corridor Study Stakeholder Meeting

Happy New Year to all! Best wishes for a New Year to be filled with lots of good health, happiness and prosperity for you and yours.

Mary Catherine, just to advise, I will be unable to attend the meeting on 01/10/17. The second and fourth Tuesdays of the month are the regularly scheduled meetings for the Watertown Town Council.

There is one comment that I must offer, specific to the metered street parking in the area of Star Market and the adjoining stores, fronting on Mt. Auburn St. in Cambridge. There have been plans showing the possible reduction in the number of street parking spaces. The rationale was given that the Star Market parking lot would adequately serve the needs of all the customers patronizing the stores.

The Team at DCR and Stakeholders may not be aware that customers of businesses located on the Watertown side of Mt. Auburn and Belmont Streets also utilize the public metered spaces and walk to their destinations in Watertown. Parking in the Star Market private property parking lot is restricted to their customers; vehicles will be towed during, and after business hours.

Municipal parking is at a premium in the entire area. For a small business to survive and prosper, public parking must be available and preserved. I hope serious consideration will be given to my concerns before plans are finalized to eliminate parking spaces. Thank you.

All the best,

Angie

Angeline B. Kounelis

District A, East End, Town Councilor

Town of Watertown

From: Ruthann Rudel

Sent: Monday, December 19, 2016 1:39 AM

To: McLean, MaryCatherine (DCR)

Cc: Hecht, Jonathan (HOU); Doug Brown; Nathanael Fillmore; Cara Seiderman; Janie Katz-Christy; William Brownsberger; Barr, Joseph; Quinton Zondervan; Michael Proscia

Subject: Comments to MA DCR on Mount Auburn Street Corridor/Fresh Pond redesign, Cambridge

Leo Roy, Commissioner
Department of Conservation and Recreation
251 Causeway Street, Suite 900
Boston, MA 02114-2104

December 19, 2016

Dear Commissioner Roy:

Thank you for all the thought you and your team have put into the Mount Auburn Street Redesign.

As a Cambridge resident who drives, walks, bikes, and takes transit in this area, I wanted to emphasize a few suggestions in relationship to the plans for the Mount Auburn Street Corridor. I am a member of the Cambridge Bicycle Committee and the Cambridge Bicycle Safety organization, and also a strong supporter of improved mass transit and other sustainable transportation.

1. I do not understand how there could be a redesign for Mt. Auburn Street without bicycle facilities. This is a high speed, high volume road and has the worst rating for Level of Comfort in the Cambridge Bicycle Plan. It also is highlighted as a Priority for separated bicycle facilities. It seems that the Bicycle Plan, which was intended to be a guiding document for all work done Cambridge, is being ignored. I realize the streets are narrow with many needs, but it is essential that the redesign include protected bicycle facilities. These roads are critical parts of the bicycle network for the city. Perhaps, if the roadway space is at such a premium, you can approach abutters and repurpose some of the sidewalk space for a cycle track. Please review the bike plan again:

<http://www.cambridgema.gov/CDD/Transportation/bikesincambridge/bicyclenetworkplan>

2. I am very enthusiastic about bus only lanes that you have included in some of your designs. If buses can move quickly through this corridor it will make the bus ride more attractive and so reduce single occupancy vehicles and as a result reduce congestion and pollution. When I am riding on a road with buses, I don't find it works well to share a lane because we tend to keep leapfrogging and passing each other. I would have a slower steady speed, passing them when they are picking people up, and then they pass me when they get moving. This does not lead to a safe situation for lane sharing. Besides, the Cambridge commitment is for cycle facilities that are safe for all ages, so on a major road like this, a protected facility like a cycle track is essential.

3. Both Fresh Pond Parkway and Mount Auburn Street take lots of single occupancy vehicles from outside of Cambridge into Cambridge and through Cambridge into Boston. Many of these commuters would likely park their cars and switch to a sustainable mode like T or Hubway if there were places to leave their cars. I recommend improving parking options on Mount Auburn Street near the Watertown/Belmont Line, and at Alewife, and at Mass Ave and Fresh Pond Parkway. Parking garages with small multimodal transit centers where people can have some shelter and switch to other modes would reduce the volume of vehicles traveling on the roads that are the focus of this study.

4. The current design is an improvement over current conditions but does not meet the goals of the Cambridge Vision Zero Policy, Vehicle Trip Reduction Ordinance, Complete Streets Policy, or the Cambridge Bicycle Plan. Cambridge has established many city goals that require a culture shift toward travel by modes other than private vehicle, both by internal travelers as well as those traveling into and through Cambridge. It is very important that the plan for this key route into the city provides a strong example of a design that meets these sustainable transit goals.

I hope you can consider these points in refining your plans to meet these goals. Thank you for your service and please let me know if you need any additional information.

Ruthann Rudel

205 Rindge Ave

Cambridge MA 02140

Cc: Louis DePasquale, City Manager, City of Cambridge

Joe Barr, Director of Traffic, Parking & Transportation, City of Cambridge

Cara Seiderman, Cambridge Community Development Department

Representative Jonathan Hecht

Senator William Brownsberger

Janie Katz Christie, Cambridge Bicycle Safety

Nate Fillmore, Cambridge Bicycle Safety

Doug Brown, Fresh Pond Neighbors Alliance

Quinton Zondervan, Green Cambridge

Michael Proscia, Chair, Cambridge Bicycle Committee

December 7, 2016

To: Commissioner DCR; Secretary, MASSDOT; City Manager, Cambridge; HSH

Engineering From: The Fresh Pond Residents Alliance (FPRA)

Critical Design Elements in The DCR Corridors Study of Fresh Pond Parkway and Mount Auburn Street

We support critical design elements on Fresh Pond Parkway for the safety of our children, for the connections among our neighborhoods, and for the connections, especially by bus, with our neighboring towns. We would support these design elements for Mount Auburn Street.

We are also open to better alternatives grounded by sound engineering that produce similar or better levels of safety, and connections for our neighborhoods and for towns neighboring Cambridge.

Because the police identify the Parkway "too dangerous to enforce", these design elements appear integral for Fresh Pond Parkway.

1. 25 MPH, or consistent with Cambridge speed limits set for dense neighborhoods (20 MPH), beginning December 8, 2016
2. Speed tables designed for 25 MPH at:
 - a. The Cambridge Water Department for access to the Watertown/Cambridge Greenway and Fresh Pond Park; and
 - b. Each intersection from Huron Avenue to the River—Huron Avenue, Larch Road, Brattle Street, Mount Auburn Street, and Memorial Drive/Greenough Boulevard.
3. At the Larch Road and FPP intersection, a cross walk, raised intersection and a pedestrian activated light for more direct, attractive and safer walk or bike to the markets and other amenities.
4. To accommodate the substantially rising number of commuters, MBTA buses—and all commuter vans and buses—given traffic signal preference at the Parkways and where practical, bus lanes.
5. Because of the rising number of commuters, introduce design, signs, and enforcement to reduce neighborhood cut throughs.

6. A Road Diet and protected bike path(s)—separate from the sidewalk to close the gap between Fresh Pond Park and the River—connecting, for example, the Minuteman Trail and the River.
7. Several compact (speed limit sized) radar speed signs indicating actual speed.

Cordially,
Fresh Pond Residents Alliance

From: John P Attanucci
Sent: Thursday, December 08, 2016 9:48 AM
To: Mary Catherine McLean; Pete Stidman
Cc: Tegin Bennett; Stoughton, Cleo; Joseph Barr
Subject: DCR Mt Auburn St/Fresh Pond Parkway Corridor Study--City of Cambridge Transit Advisory Committee Comments

Please see the attached memorandum calling for additional consideration of transit priority treatments at a number of specific locations in the DCR Mt. Auburn study area as well as some related comments on the analysis to date. The attached memo was approved by the Cambridge Transit Advisory Committee's discussion at its November 2, 2016 meeting, after the Committee discussed my earlier "sense of the Committee" memo to you dated October 17, 2016. Thank you for your consideration and we look forward to hearing the results of these further analyses in the coming months.

John

John Attanucci
Research Associate
Massachusetts Institute of Technology

To: Pete Stidman, Howard Stein Hudson
Mary Catherine Mclean, Department of Conservation and Recreation
From: Cambridge Transit Advisory Committee
Date: December 7, 2016
Re: Mount Auburn Street Corridor Study

The Cambridge Transit Advisory Committee, which was established in 2013 to help guide the City on transit-related issues and currently consists of twenty-one neighborhood residents and representatives of institutions, businesses, and other stakeholders, met recently to discuss the Mount Auburn/Fresh Pond Parkway study and wishes to provide comments.

We would like to thank the Department of Conservation and Recreation and Howard Stein Hudson for your work on the Mount Auburn Street Corridor Study to date. High quality bus service along this corridor is vital, and we are encouraged to see that bus priority treatments have been considered at locations throughout the study area. At the last Committee meeting, we reviewed the draft concepts and other available materials and discussed the following points:

Introduction of new delay to buses: One of the stated goals of the study is to "improve transit delays," which we strongly support. However, we are concerned that some aspects of the proposed concepts could lead to increased delay for buses:

- 1) Converting the Mt Auburn Street and Brattle Street intersection to a signalized intersection could result in additional delay due to queueing. One potential solution, if a signalized intersection is indeed warranted, would be to provide a queue jump lane (at least eastbound but preferably in both directions) and Transit Signal Priority for buses. We ask that the study team assess the impact to buses.

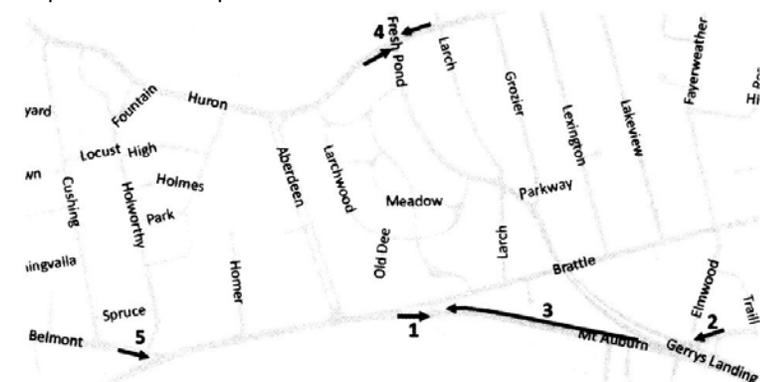
- 2) Reducing the number of travel lanes at the Mt Auburn Street approach to Fresh Pond Parkway in the westbound direction. Currently, there are two lanes approaching this intersection, and buses tend to use the right lane as an informal queue jump. If this approach is reduced to one lane, buses will be forced to wait in the remaining single-lane queue. Perhaps a formal queue jump lane could be established.
- 3) Although we strongly support adding an eastbound bus only lane on Mt Auburn Street between Brattle Street and Coolidge Avenue, it will be important to ensure that, if a westbound travel lane is removed, delay to westbound buses does not outweigh the benefits to eastbound buses.

Opportunities to further reduce bus delay: We urge the design team to consider additional design options that could improve service reliability and mitigate delay:

- 4) The intersection with Fresh Pond Parkway is a source of delay for buses traveling along Huron Avenue. Queue jumps at both Huron Avenue approaches should be considered. In the westbound direction, the queue jump could begin at the Huron Avenue at Larch Road bus stop.
- 5) We support the team's consideration of making the right lane on Belmont Street approaching Mt Auburn Street eastbound, into a queue jump for buses. The team could consider banning right turns (instead of continuing to permit them) since there are other opportunities to connect from Belmont Street to Mt Auburn Street.

Calculating bus delay: MBTA bus scheduling is based on the 90th percentile of delay. It would be more informative to describe delay along the corridor using that measure in addition to the average delay used in the presentation materials.

Map of location-specific comments from the Committee, described above



For clarification and further discussion, please feel free to contact me through Tegin Bennett, City of Cambridge Community Development Department staff person for the Committee, at tbennett@cambridgema.gov or 617-349-4615 or at my work number at MIT at 617-253-7022.

Sincerely yours,
John Attanucci
Chair, Cambridge Transit Advisory Committee

Leo Roy, Commissioner
Department of Conservation and Recreation 251
Causeway Street, Suite 900
Boston, MA 02114-2104

November 29, 2016

Dear Commissioner Roy:

Thank you for the opportunity to review and comment on the Mount Auburn Corridor Study. The Cambridge Pedestrian Committee and the Cambridge Bicycle Committee were excited and happy to see the care and thought that had been put into the alternatives that the team presented. In particular, it was nice to hear directly from the team members about alternatives that had been considered beyond those that made it into the presentation. We also really appreciate the focus in this currently extremely auto-oriented corridor on accommodations for people walking, bicycling and taking transit.

We had several comments and the project team encouraged us to send them along to you, as well as to the City of Cambridge and the stakeholder group; we would appreciate your staff sharing them with the relevant people. Below is a summary.

In general, we would like to see more space dedicated to people walking and biking. Although we acknowledge that there may be some impacts for those traveling by private vehicle, the stated goals of the Commonwealth are very clear in the desire to reduce SOV travel and increase sustainable travel modes. Private vehicles are inefficient for travel in dense urban centers such as Cambridge and metro-Boston and add disproportionately to greenhouse gas emissions. We hope that you concur that health and safety considerations should be prioritized. Moreover, there are federal, state and local policies and goals that require a culture shift toward travel by modes other than private vehicle. These include (but are not limited to):

- [MassDOT Healthy Transportation Policy Directive](#)
- [Mass DEP Initiative on Climate Change](#)
- [MassDOT GreenDOT Policy](#)
- [United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation](#)
- [City of Cambridge Vision Zero](#)
- [City of Cambridge Complete Streets Policy](#)
- [City of Cambridge Pedestrian Plan](#)
- [City of Cambridge Bicycle Plan](#)
- [City of Cambridge Climate Action Plan](#)

Unfortunately, the DCR Mt. Auburn Street Corridor Study plans as presented do not seem to fully meet these policy goals or plans. There is still a lack of connectivity for people walking and bicycling in some segments being evaluated in this area. The planning should ensure complete

connections for people of all ages and abilities to walk and bicycle.

More specifically, our comments/questions include:

1. A pedestrian/bicycle crossing on the west side of Mt Auburn/Gerry's Landing/Fresh Pond Parkway (short-term idea) should be included. In the long-term vision, could crosswalks on the west side be shortened and aligned with one another?
2. The design should show cycle tracks, or at a minimum, bike lanes on the Eliot Bridge, even if it is outside of the scope of the project, so as to encourage connections and set an expectation for the future.
3. On Greenough Boulevard, there should be a completed connection for people bicycling safely and not in conflict with people walking. Through traffic for those on foot and on bicycle from Gerry's Landing, the Memorial Drive shared use path, Memorial Drive proper for summer Sundays, and the Eliot Bridge should be smoothly connected. The idea of having a narrow segment of sidewalk where people on bikes are expected to join pedestrians is not rational. The entire roadway is being redesigned, so having a full system is eminently achievable. In this area, the proposed plans do a good job of simplifying the roadway and creating opportunities for significant improvements. It seems quite doable to include the path on the north side by either shifting the road or reducing the added grass space.
4. While there may be a logic to the two-way bike lane on Gerry's Landing, facilities on both sides seem quite feasible and more convenient for users. Cyclists riding against traffic are unexpected for motorists, especially in dark conditions. Could this dedicated bikeway continue past BB&N from Memorial Drive to connect with Greenough Blvd., which should have end-to-end roadside bike lanes? The proposed path of travel seems circuitous. Signals, crossings, signs and lighting are all important.
5. We are concerned that a slip lane going right from Gerry's landing to Mount Auburn will compromise pedestrian and bicycle safety. Is this slip lane necessary?
 - a. If there is a slip lane, can it be raised at the crossing in order to increase safety for bicycle and pedestrian travel?
6. For the Fresh Pond Parkway/Mt. Auburn Street intersection:
 - a. We would like to see a shorter pedestrian crossing on the west side.
 - b. There should be a protected bike facility here – it could follow the pedestrian path of travel, in parallel. Right now there is no safe way for cyclists to cross this long intersection from one side of Mt. Auburn Street to the other.
7. On Huron Avenue, the signal should separate the right turn movements for motor vehicles from the straight-through movements for people on bicycles. The option with the proposed bike lane between two travel lanes does not meet the Cambridge bicycle level of comfort standards, nor does it meet an all ages and abilities goal.
 - a. We would like to see greater separation for bicycle lanes on Huron Avenue west (we are aware this is outside the scope of the project, but it could be noted as a future action).
8. We would like to request a new crosswalk by Lowell Park, where ramps could be used to accommodate ADA requirements.
9. We strongly support Option A (no merge) for Brattle Street at Mt. Auburn. The improved

sightlines and explicit lanes of the perpendicular intersection make Option A (no merge) for Brattle at Mt. Auburn unquestionably safer. It is difficult to defend alternative B on safety grounds.

10. For bicycles, the Mt. Auburn Corridor Study appears to be incomplete on Mt. Auburn Street itself. This is a high speed, high volume road and has the lowest rating for Level of Comfort in

the Cambridge Bicycle Network Plan, where it is highlighted as a priority for separated bicycle facilities. The Corridor Study offers some effective pieces of a bike corridor that might take Brattle or Mt Auburn St. into Harvard Square, but leaves gaps. We would like to see a more complete and coherent conceptual exploration of the development of separated bike facilities along this corridor.

11. We would appreciate some thought given to the section of Brattle St. between Mt. Auburn and Fresh Pond Parkway, where a more comfortable bicycling or walking environment could be created.
12. Mt. Auburn St. at Aberdeen seems to be a dangerous intersection. Heading east, drivers often ignore the left turn only lane and drive straight. Heading west, there needs to be some attention paid to address the conflict between straight-traveling cyclists and right-turning motorists (perhaps a separate signal, or a bike box on Mt. Auburn St.). We feel that this intersection needs to function better in order to be safer for all modes.

Once again, we want to thank you for the opportunity to review. We also want to reiterate that we are so excited to see these important arterials reimaged to accommodate people walking, people biking, and people taking transit.

Sincerely,

Debby Galef, Chair, Cambridge Pedestrian Committee
Michael Proscia, Chair, Cambridge Bicycle Committee

Cc:

Joe Barr, Director of Traffic, Parking & Transportation, City of Cambridge
Susanne Rasmussen, Director of Environmental & Transportation Planning, City of Cambridge
Representative Jonathan Hecht
Senator William Brownsberger
Senator Patricia Jehlen

From: Brett Fuhrman
Sent: Monday, December 05, 2016 11:04 AM
To: Pete Stidman
Subject: Re: Thanks

That doesn't surprise me. The information I had indicated a pretty good mix between ours and theirs. Will call shortly...

On Mon, Dec 5, 2016 at 10:57 AM, Pete Stidman wrote:

Okay, just checked the land records and it looks like the driveway would be on DCR land, which may make it more difficult. Want to give me a call to talk it through?

From: Brett Fuhrma
Sent: Monday, December 05, 2016 10:33 AM
To: Pete Stidman
Subject: Re: Thanks

I don't know whose land it is...our land and DCR meets along Greenough and Gerry's...it isn't clear where it is DCR and where it is BB&N.

On Mon, Dec 5, 2016 at 10:29 AM, Pete Stidman wrote:

Hey Brett,

As I understand the driveway you proposed, it is on BB&N land? Are you saying that it is in fact on DCR land?

-Pete

From: Brett Fuhrman
Sent: Wednesday, November 23, 2016 8:05 AM
To: Pete Stidman
Subject: Re: Thanks

Hi Pete,

I hope you are able to get time off for the holiday. It is a much needed break for us - always a long run from start of school to Thanksgiving break!

I wanted to touch base seeking clarification on one item of the proposal. I have been understanding the feature titled "driveway" on the renderings as a part of the project (just funded by BB&N instead of the state). Is that is how it is being discussed between you and DCR? The public meeting caused me some

concern as it was translated to me as being conveyed as not being a part of the project. I am hoping it was just something lost in translation as I wasn't able to attend the meeting to hear firsthand.

I totally understand that it is secondary to the project but it isn't to BB&N's position. This is very important to us as the idea of the internal roadway is to also include parking on it. This combination of a roadway and parking would allow for us to a) provide more parking along it for cars; b) provide for a safe entry point for cars to BB&N's athletic facility and academic building and c) would reduce the "cut through" factor we experience with the cutout in front of the school only. The reason the additional parking spots in front of athletics (that now is proposed to be bus parking) still stands...really need more parking in that area - the roadway would be a simple solution to that issue.

I hope you are already headed out for Thanksgiving week. If so, please just let me know when you return. Have a wonderful holiday!

Thanks,

Brett

On Tue, Nov 1, 2016 at 10:00 AM, Brett Fuhrman wrote:

Here is the bus frequency and size of bus chart of current transportation requirements for the Upper School by time of day. Let me know if you need any additional information.

See you later today...

Brett

On Fri, Oct 28, 2016 at 3:49 PM, Brett Fuhrman wrote:

Pete - Thanks again for reaching out to me and helping me better understand where you are at on this project. Very much appreciate it. I will be able to make the November 1 meeting...see you then.

Have a great weekend,

Brett

--

Brett Fuhrman
CFO/COO

--

Buckingham Browne & Nichols School
80 Gerry's Landing Road
Cambridge, MA 02138

Phone: [617.800.2740](tel:617.800.2740)

BFuhrman@bbns.org

****we've MOVED**** *Physical Address: 46 Belmont Street, Watertown, MA 02472*

From: Nathaniel Cabral-Curtis
Sent: Thursday, December 01, 2016 3:41 PM
To: Kaneb, Chris
Cc: Hannah Brockhaus
Subject: RE: Mt Auburn St Corridor Study: Public Comment

Good Afternoon Chris,

I hope this note finds you well and having a good day. Thank you for your supportive comment. Hannah, please ensure that Chris' comments become part of the record for the public meeting.

Regards & Thanks,
-Nate

From: Kaneb, Chris
Sent: Thursday, December 01, 2016 3:40 PM
To: Nathaniel Cabral-Curtis
Subject: Mt Auburn St Corridor Study: Public Comment

Nathaniel,

I attended the 11/14/2016 public meeting at Shady Hill School. Below are my comments to the proposed plans that were presented:

- Fresh Pond Parkway Huron Ave to Mt Auburn St: I prefer all of the elements in Option A with the addition of a raised table intersections at Huron & Brattle Streets.
- Gerry's Landing, Memorial Drive & Greenough Boulevard: I prefer Option A.
- Mt Auburn St Corridor: I prefer Option A.

I think that many of the proposed changes offer significant improvements to vehicular, bike & pedestrian safety while also increasing the flow of MBTA buses through this area, thereby helping to reduce demand by single occupancy vehicles. These changes simultaneously will benefit neighborhood residents as well as commuters traversing this area. Thanks for your work on this project. Please let me know if you have any questions or would like to discuss further.

Chris Kaneb
7 Lincoln Lane
Cambridge, MA 02138

Aaron Dushku , Watertown Town Councilor
Comment Sheet

I very much support the option for the Mount Auburn/Star Market 'Plaza" that includes a bike path along the length of the frontage. I also support closing that entrance to the parking lot to reduce curb cuts and add street parking for neighboring businesses. Homer Avenue is enough.

Also, I am in support of the option with the most/longest dedicated transit lanes and these should allow bicycles and other large HOV (like Mount Auburn Hospital shuttle buses).

I have a concern about westbound cyclists on Mt. Auburn Street from Gerry's Landing or Mount Auburn (east of route 16). I'm not sure where to pick up space for something but in the very least, some sharrows could be considered or something in the parkland.

1. **Let us see various designs for protected bikeways** on Fresh Pond Parkway. Let these designs be objective efforts at a viable solution. Let these designs form the basis of our discussion. So far our suggestions have been dismissed out of hand without due consideration or discussion.

2. Textured bricks (rather than a true traffic table) will not do the job. We need a **fully raised traffic table** at the intersection of Huron Ave and Fresh Pond Parkway. Aggressive drivers treat this as a speedway and will not be deterred by a bit of rumbling produced by their tires.

3. Since **there is no traffic enforcement** at the intersection of Fresh Pond Parkway and Huron Avenue and since there is likewise no enforcement on the stretch of Fresh Pond Parkway between Huron Avenue and Brattle Street and since there is no prospect of law enforcement we must modify dangerous driver behavior with **physical alterations to the roadway**, i.e. truly raised traffic tables at intersections and crosswalks as well as pedestrian-activated traffic light at Larch Roads/FRESH POND PARKWAY crosswalk. A protected bicycle lane would also be a physical alteration which would slow traffic.

4. Aforementioned bike paths are a natural way to achieve road diet. The feared bad effects of modifying traffic flow on the Parkway are already upon us and will only worsen in coming years. Let us begin to **make a positive difference now** since **we are suffering the consequences now**.

5. **Include residents' comments and proposals in the published version of the study.** Even if said positions are not reflected nor supported by the opinions of DCR's subcontractor. We, the affected residents in the area of study believe our voices should be heard as long as this study circulates as a blueprint. We have been studying the problems and pressing for positive change for several years preceding this study. We have **local knowledge**. Our suggestions are positive and valuable.

6. Our neighbors, the residents on both sides of the residential stretch of Fresh Pond Parkway remain concerned about **connectivity and safety**. Can we and our children safely cross the road to go to school or to the grocery store or to the homes of our neighbors?

Russ Windman
Fresh Pond Parkway resident
rtw@windman.com

From: Russ Windman

Sent: Wednesday, November 16, 2016 9:56 PM

To: Pete Stidman

Cc: Devereux, Jan; Arthur Strang; Larry Tribe; Elizabeth Westling; Rep. Hecht, Jonathan -; Nina Coslov; Peter Wright;; Nathaniel Cabral-Curtis; Lowell Robert; Adelaida Maria

Subject: Re: Objection to Larch/FRESH POND PARKWAY crosswalk

Pete,

Thanks you for your response and thanks your for the bit of background.

I certainly understand a reluctance to irritate a potential funding agency.

It does trouble me, however, that the opinion of "one of the advocacy organizations" should be given precedence over widespread neighborhood support of the crosswalk without any further conversation or opportunity to examine and possibly address any real sightline issues.

Was the new 25 mph speed limit and its concurrent stopping distance of 125 feet taken into account?

If indeed minimum sightline values are not fulfilled, secondary flashing signs synched to the pedestrian actuated light at the raised cross walk could give drivers advance notice that a pedestrian is crossing ahead.

The benefits of such a cross walk are manifold and so valuable to the neighborhood's safety and connectivity that it is certainly worth while to try to solve the problems that may be brought up rather than dismissing the proposed cross walk out of hand.

Please let me know which "one of the advocacy organizations" has raised objections so that we may work with them to resolve their concerns.

Best

Russ

Russ Windman

78 Fresh Pond Parkway

Cambridge MA 021238

617 413 5200

On Nov 16, 2016, at 5:08 PM, Jinane Abounadi > wrote:

Dear Pete,

Thanks for your response.

If the issue is line of sight, could there be an adjustment of the location so the line of sight is best?

Ideally, the light should be between Huron and Brattle and enable people to get on Larch Rd efficiently to walk or bike directly to Huron Village.

Best,

Jinane

From: Pete Stidman
Date: Wednesday, November 16, 2016 at 3:40 PM
To: "Devereux, Jan", Russ Windman
Cc: Arthur Strang, Jinane Abounadi, Larry Tribe, Elizabeth Westling, "[Jonathan Hecht](#)", Nina Coslov, Peter Wright, Nathaniel Cabral-Curtis
Subject: RE: Objection to Larch/FRESH POND PARKWAY crosswalk

The presentation is on the way. Can't give a date yet as it's dependent on DCR having time to review but it's in process.

We are reviewing the crosswalk with the DCR and it is currently our opinion (not a fact but an opinion based on experience) that MassDOT would bring up similar sightline concerns if they become a funder of the project (which sometimes happens), but that is not a given. Also our reluctance to put it forward also came out of a meeting with one of the advocacy organizations who unprompted, brought up the same sightline concern.

Thanks all for staying engaged, I certainly see the importance of this idea.

-Pete

From: Devereux, Jan
Sent: Tuesday, November 15, 2016 3:20 PM
To: Russ Windman
Cc: Pete Stidman; Arthur Strang; Jinane Abounadi; Larry Tribe; Elizabeth Westling; Hecht, Jonathan - Rep.; Nina Coslov; Peter Wright
Subject: Re: Objection to Larch/FRESH POND PARKWAY crosswalk

Sorry I couldn't be there last night due to the Council's Roundtable meeting on Envision Cambridge.

I don't see the pdf of what was presented online yet.

Jan

On Nov 15, 2016, at 12:31 PM, Russ Windman wrote:

Pete

As you likely noticed at last night's meeting, the revelation that the crosswalk at Larch Rd. and FRESH POND PARKWAY is under threat was very upsetting to a good number of people.

Could you please point me to the specifics of the objection and to the agency and personnel that have raised these issues .

This is important so that the abutters and other neighborhood residents can begin to help address any legitimate concerns.

This cross walk is highly valued by many and for many good reasons.

Thank You
Russ

Russ Windman
78 Fresh Pond Parkway
Cambridge MA 02138

"When we try to pick out anything by itself we find it hitched to everything else in the Universe"--John
Muir

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Russ Windman

DCR Corridors Study of Fresh Pond Parkway and Mount Auburn Street - Arthur Strang
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Comments for the Presentation and Stakeholders Meeting of November 1 and 14, 2016

Summary-

The final report should include the critiques of stakeholders and neighborhoods specifically written for the report.

Please consider these two primary questions:

1. Are the identified remedies sufficiently durable for our Neighborhoods and neighboring communities, and the connections between us?
2. Are the chosen remedies durable for growth in the number of commuters?

Already, our neighborhoods are affected by unsafe walking connections, speeding cars driving through our neighborhoods, and our concern for the safety of our children and their need on their own to explore their surroundings. The rising number of commuters, projected to increase perhaps 20% in the two decades ending 2030, and other traffic, will only make current concerns more critical and design more important.

We suggest that the environment and our neighborhoods and communities will not support the existing solo-car-commuters, much less the growth in such commuters.

Specifically-

1. Are the three identified intersections identified for re-design, materially different for safety? What is the comparison of crashes by intersection: number and standard deviation, adjusted for traffic volume?
2. You have suggested that safety can be improved by a combination of good design and informed behavior:
 - Please narrow the extra-wide Parkway as it heads east (south) into the Huron intersection.
 - Please reduce the speed limit on Fresh Pond Parkway to 25 MPH (20 MPH near BB&N). Please coordinate this speed limit reduction with the City of Cambridge. The City Council is voting for a reduction in Cambridge wide speed limits to 25 MPH and selected 20 MPH. Similarly, Boston is to reduce its speed limits.

- Please add multiple signalized raised crossings (comparable to those asserted for the grounding and boulevard-ing of the McGrath Highway along the Eastern Edge of Cambridge). These should be designed for 25 MPH.
- Fresh Pond Parkway "too dangerous to Police" requires non-police enforcement for the safety of walking, biking, driving, and its surrounding neighborhoods.
- Please explain how the proposed designs affecting the Parkway from Huron Avenue to the River assure the truck and bus ban (2.5 tons, 7 feet, 12 passengers).
- Aggressive drivers treat the Parkway as a speedway and will not be deterred by a bit or rumbling produced by their tires. Please place raised speed tables, designed specifically for 25 MPH, at a minimum on:
 - Fresh Pond Parkway at:
 1. Access to the new Watertown/Cambridge Greenway
 2. Huron Avenue
 3. Larch Road intersection and new cross walk
 4. Brattle Street
 5. Mount Auburn Street
 - On Mount Auburn Street:
 1. Belmont Street
 2. Brattle Street

To repeat, raised intersections should be specifically designed for 25 MPH. Police enforcement, even where possible on Mount Auburn Street or Fresh Pond Parkway, has not been sufficient to assure a safe speed for walking children or adults.

You asked, why a pedestrian crossing at Larch Road?

- To walk to Fresh Pond Market from the neighborhoods across the Parkway, please start, for example, at the corner of Larchwood Drive and Fresh Pond Parkway.
- You will find the most direct, attractive, and safe walking route is: cross the Parkway at Larch Road at the proposed new crosswalk (which should have the raised intersection designed for 25 MPH, with a stop light on demand)
- Walk north on Larch Road to the Park, cross through the park to Grozier Road and continue to Huron Avenue and the Market.
- This route is shorter and more attractive than along the traffic of the Parkway and some of Huron Avenue

- For safety of all who cross, we absolutely support both a raised intersection and demand crossing stop light.

Please continue to consider a road diet on Fresh Pond Parkway, perhaps first as an experiment of sufficient duration to observe the change in driving behaviors, safety of children, and connections between neighborhoods and services.

- A road diet will redress the balance for safety and for our neighborhoods.
- A road diet will allow space for a separate bike path so as to safely separate children, BB&N runners, and residents from speeding bikes now on the sidewalk, especially during commuting hours and on weekends.
- Please provide a detailed design for bike paths on the Parkway separate from the sidewalk, protected from the traffic, and permeable for the trees,
- We suggest that the limits of width that you suggested can be overcome by design, including the following.
- A road diet can accommodate a bike path on FRESH POND PARKWAY: better designed for safety and width by-
 - o Moving the curb (1/2') and any guard rail (2') toward the center line, next to the travel lane;
 - o Leave the bike lane separate and raised from the roadway;
 - o Permeably pave the bike path for the proximate trees.
- Please layout this design in a detailed cross section so that we may better understand the limits you suggest.

The over-arching balance is Neighborhoods and Communities and how they are reduced by traffic.

- There is no validity: not to today's traffic volume, nor to the volume 10 years ago nor to the volume of 2030.
- Please consider that validity goes with a number of interests, including: neighborhood, neighboring communities, bus service, biking, walking, and safety of our children in their rising exploration of their world.

- Contrary to the conditions reported, daily observation during the morning commute, confirms that the east bound backup from Brattle street reaches within a few car lengths of the Huron intersection. Further, when the Huron light turns green the backup soon stretches through the intersection. The Rising number of commuters will only add to this backup.

A road diet on Fresh Pond Parkway will not be the cause of backups through the Huron light.

- These have begun to happen already.
- Whatever the traffic conditions of today, or design of today, the rising number of commuters fostered by the dramatic and continuing development in Cambridge and neighboring communities including Watertown, will only increase traffic.
- Remember the phrase about new roads, "Build it and they will come." We need a new phrase that captures the idea: *Constrain it and neighborhood connections will improve, more people will walk, more commuters will seek transit, and our children will move more safely.*
- We just spent \$300 million to improve the Fitchburg Commuter Rail Line that generally parallels Route 2. One stop is Porter Square. Another, is proposed for Alewife.
- Neighborhood interests are being balanced elsewhere. Both the grounding of the Fenway at Forest Hills, and the proposed grounding of the McGrath Highway in East Cambridge and Somerville reduce road capacity. The latter calls for crosswalks every 2/10 mile or less.
- Please consider treating our neighborhoods similarly: near Fresh Pond Parkway, along the Western Edge of Cambridge, and within the larger Transportation Community of our adjoining 5 towns.

We applaud the bus lane on Mount Auburn Street. Your slide of commuter capacity shows the opportunity to move more commuters, over the fixed space of the road, now full. Please consider bus lane approaches on either side of the Huron Avenue intersection. The future of commuting with rising numbers requires some experimentation. Experimentation can make bus service faster, on schedule, and more attractive to the rising number of commuters.

Western Edge of Cambridge: the western line of Cambridge roughly parallels and includes the Parkways
Alewife Transportation Community: Cambridge, Watertown, Belmont, Arlington, Somerville