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Subject: Department of Conservation and Recreation
Mount Auburn Street Corridor Study
Public Meeting 3
Meeting Notes of January 31, 2017

Overview

On January 31st, members of the Department of Conservation and Recreation (DCR) Mount Auburn Street Corridor Study project team and DCR staff associated with the job held its third public information meeting. The meeting took place at Shady Hill School's Assembly Hall, located at 178 Coolidge Hill Avenue in Cambridge. Through this project, the agency seeks to create a corridor which is friendlier to transit users, cyclists, and pedestrians, 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 present the final concepts of the study, which will undergo further analysis and refinement during future design stages. Comments received during this meeting will accompany the concepts in the final report, and through the recording of community desires and concerns, set the stage for refinements to be made as the concepts developed through the study are turned into buildable designs. The final report will be distributed for public comment.

The meeting began with an overview of the project's history, provided by Nate Curtis, followed by a detailed narrative of the comments received following the November 14th public meeting. At various points, the presentation was paused by a series of questions, including the lingering concern of some residents of the Strawberry Hill neighborhood in Cambridge that there was not adequate communication with the neighborhood over the course of the project. Project team members explained that one Strawberry Hill resident originally on the Stakeholder Group had moved away, and suggested potentially holding a special briefing to gather further input from the neighborhood, and appointing a new representative of the neighborhood to sit on the Stakeholder Group. Anyone

interested was asked to note this on the sign in sheet, near their name. Some Strawberry Hill residents were concerned about the potential for a longer queue onto Belmont Street, due to the addition of a bus lane approaching its intersection with Mount Auburn Street. Others expressed support for the project. As a solution, one community member suggested proposing a traffic light at the intersection of Cushing Street at Belmont, in order to allow vehicles to maintain access to Belmont Street. However, other residents noted the use of Cushing Street as a cut-through street for commuters from farther north. Pete Stidman reflected that reducing the ease of access those drivers currently have, Strawberry Hill residents could potentially see a reduction in use of that particular commuter route.

The presentation and project as a whole were generally well received. Indeed, by the close of the meeting, even Strawberry Hill neighbors reflected that their primary concerns were over communication, and they were supportive of the project moving forward more generally. Several audience members had questions which would be resolved further down the road in the design process, particularly at the 25% stage, such as coordination with bus stops, and any mixing zones between cyclists and pedestrians; coordination with Star Market; and details regarding the treatments along Fresh Pond Parkway, including the actuated pedestrian signal and raised intersections. They were supportive of the improvements to bicycle accommodations along the Mount Auburn corridor, and suggested bicycle wayfinding as a means of directing bicycle traffic off of Fresh Pond Parkway to the extent possible.

Project team members noted that this was the final public meeting during the Mount Auburn Street Corridor Study project, but detailed the probable phasing of the various elements of the design for future projects and that subsequent design efforts would entail their own associated outreach efforts. Pete noted that the short-term changes to the Mount Auburn Street at Fresh Pond Parkway intersection would be designed this year, with the intent of being constructed within one to two years. Various long-term elements would see a longer design phase, and an associated longer time-frame, partially due to the coordination between municipal and state entities for design, construction, and funding. The project team allayed concerns noting that before any construction begins, there will be additional public process in order for further comments to be heard.

Agenda

- I. Presentation: Nate Curtis and Pete Stidman, Howard Stein Hudson
 - a. Community Engagement
 - b. Response to Comments
 - c. Analysis Changes

- d. Did We Achieve Goals?
 - e. Next Steps
- II. Discussion

Detailed Meeting Minutes¹

C: Nathaniel Cabral-Curtis (NCC): Good evening everyone. Thank you for participating in the open house piece of the meeting; now we'd invite you to come and sit down. Some folks here have a class to teach after this, which makes them heroes in my book. We're going to have you all take a seat, and we'll get started, so if I could syphon you all into your seats please. If you're still enjoying the Open House tables, please wrap up your conversations.

Before we launch into the presentation, we have a few opening remarks from your state elected officials: Senator Will Brownsberger and Representative Jon Hecht, who can decide between themselves who will speak first.

C: Senator William Brownsberger (WB): Thank you. I'm Will Brownsberger; I'm state senator from Belmont, Watertown, and a chunk of Boston. This process goes back to a meeting that Representative Hecht, Senator Jehlen, Representative Rogers and I pulled together a couple years ago in Cambridge, where we invited all the engineering folks from Belmont, Cambridge, Watertown, a series of state agencies (MassDOT, DCR, the MBTA) and said "look at this intersection - it's a disaster; what can we do about it." What happened in that meeting was sort of surprising, in that people went around and suggested a bunch of ideas that could be possible. I expected people to say as we went through that years ago, that various ideas had been tried and can't be done, but that's not what happened. Everyone said that there's a possibility here. Then, we were able to get some funding in place and DCR stepped up to the plate, the Baker administration followed through. We're very grateful to the Patrick administration, the Baker administration, and DCR for getting this process moving, and to the consultant team who's put these ideas together, and their time. Representative Hecht, with us from the beginning, has been through all the meetings here, and I'd like to let him talk about where things are headed from here.

C: Representative Jonathan Hecht (JH): Hi everybody. My name is Jonathan Hecht and I'm the state representative for this area.

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

- C: WB: I beg your pardon, Jon - I just want to mention one more thing before I hand it over to you. Senator Jehlen and I agreed this afternoon that I would go to this meeting and she would go to the other meeting. She would be here if she could, and I wanted to deliver on the promise to represent her. She wishes she could be here.
- C: JH: I just want to thank you all for coming out. This is a great turnout and we've had terrific participation from people in this area at every stage of the project: both in the working group meetings as well as the public meetings. I really want to stress and make sure everyone understands that though this is the final public meeting of this phase of the work, involving the consultants, Howard Stein Hudson, it is by no means the last opportunity to talk about this project and the ideas that have come out of it.

The consultants, Pete Stidman and the rest of the team have been really ambitious. They have challenged us with a lot of really far-seeing ideas around improving safety for all the different types of users and modes of transportation that come through the area, and improving connectivity for the neighborhoods that make up this area. Particularly, thinking about how to improve safety and viable routes for people on bicycles; people who are walking; people who are taking public transit – how to make public transit more efficient and therefore more attractive so folks get out of their cars (where that's practical); and also keep traffic moving. Everyone understands that this is part of this as well. Some people will probably come away feeling like they could have been more ambitious, but at the same time there are probably some people thinking that maybe some of these ideas may cause some problems in your particular area. We want to know, going forward, what you think from this point.

Nothing is going to happen out there on the road, sidewalks, intersections until DCR and the City of Cambridge, and the Town of Watertown decide to do something. Before that happens there will be a lot more discussion; a lot more drilling down into details; a lot more look at actual design; and we need you to stay the course and continue to be involved in that. We absolutely commit to keeping people informed about what's going on, and making sure that you have an opportunity to be heard. As we do that, we will be doing our very best to present you with facts, present you with the very best modeling that we can come up with, and drill down and make sure the things we do here are achievable and achieve the goals in a way that works for people in the area.

I'm now going to turn it over to Pete, who is going to go into the facts and models and all the good stuff that the professionals do. Thank you again for being here

C: Pete Stidman (PS): Thanks Jon and Will, I appreciate that very much. I want to talk a little bit more about process. One of the goals for tonight is to get your feedback on the final concept, which would lead to further design for the next project. We want to get over this hump and get your support in continuing the work to design this right for you. Whatever feedback you give us tonight will be used to improve the design, and will be recorded and included in the final report so that it can weight into that continuing design process.

Also I want to talk a little bit about the folks that are here. I'm not the only one that can answer questions (I got a little overwhelmed over there). Obviously Nate is here, and Hannah Brockhaus is taking notes so everything you say is being recorded. Could I have the rest of the project team stand up? Bob, over here, is our traffic specialist; from DCR we have Rob Lowell and Val Soroka; Crosby Schlessinger Smallridge did the landscaping work - Tamar Zimmerman is here. We also have representatives from MassDOT – Amitai Lipton over here, and from the MBTA Phil Groth, and they've been following the project all along. Do we have any other agencies in the room? The City of Cambridge is sitting up here: Joe Barr, Tegin Bennett, and Susanne Rasmussen. And Watertown?

C: Andrea Adams (AA): I'm Andrea Adams – I'm one of the senior planners in the Department of Community Development and Planning. I'm filling in for Gideon Schreiber, who couldn't be here tonight.

C: PS: Thanks. Gideon's been religiously at all of these meetings. Also, I want to know more about you guys. How many people do we have here from the Stakeholder Group² – if you could hold up your hands for a minute? These folks have been with the project all along, and can also help answer your questions. We've had a bunch of meetings at this point. How many people have been to a previous meeting? There are a lot of people that know something a little more than the new folks. How many people have not been to a meeting before?³ We kind of expect this. This often happens with projects; people gather towards the end. I wanted to point out all the other folks that can help answer questions. We really do want to get to all of your questions.

This is the project area limits. We're looking at Fresh Pond Parkway from Huron Avenue down to the Eliot Bridge intersection, and from basically the Watertown line to Traill Street, just on the other side of Fresh Pond Parkway.

² Seven Stakeholder Group members attended this meeting.

³ Approximately a quarter of the attendees raised their hands.

This has been the schedule. Right now we're on schedule, but the final report will come between February and March. You will have some time to comment on the draft final report as well. There's even some time to comment left here. Obviously the comments we receive tonight will be well taken. Here's our agenda for tonight. We're going to talk about the community engagement we've done for the project. At our last public meeting on November 14th we got a lot of comments, and we've gotten a lot of comments since then, so we want to talk about the response to those comments. Some of those are design changes, and we also have changes due to the traffic analysis we're doing that we want to talk to you about. Then we want to go back to what we call the Shared Goals that we created together. We got a lot of feedback on them at the first public meeting, and the stakeholder group helped us form those shared goals. Then we'll talk about next steps and have some Q and A. We have a huge crowd. A lot of you have seen the before, so I know you have a lot of questions but I want to try to hold them until the end.

From here on I'm going to hand the mic to Nate Curtis, who runs our public engagement.

C: NCC: Good evening everyone thanks for joining us, and I'm glad we were able to fix the lights for you. I just want to talk to you about how we got here, working with all of you and your stakeholder group, and the various folks that Pete pointed out.

This project has had a couple major avenues for outreach, including the project website, which I understand many of you have visited. That's where all the public records, such as minutes, presentations, and boards can all be viewed. This is the third of our public information meetings. We've used this as an opportunity to get feedback from all of you and to check in with you as the study progresses. Our stakeholder group has met seven times. Some of them are in the room. The purpose of that group has been to work through all of the details associated with this project: help us define the problems, help us set the shared goals that Pete talked about, and helped us transform those goals into a set of actions. Last year in the late spring and early summer we used something called a WikiMap, which was publicized at our first public meeting and we requested the stakeholder group to go back to their constituents and ask people to participate. The purpose of the WikiMap – I'll show you an image of the results – is that if you can't come to a meeting for whatever reason, you can go home and on your own time, drop a pin to label your problem and describe it. The umbrella on this is DCR, balancing the input with environmental review, historic status of the project, funding requirements, and regional needs, since they're a state agency.

These are the meetings I was talking about earlier. We began our effort with a site walk; we've had multiple stakeholder group meetings; multiple public meetings, and you can see all the work

that's been done. You can also see the methods of outreach that have been used by DCR, who's been helping us out with that. Many of you have spoken to Mary Catherine McLean.

One of the important things that we did here is that we began by looking at the ground work. These are all the studies that we looked at really before we even began. You may remember from some of our other materials that we have talked about the fact that individual items were originally from this particular study. One of the ones we've paid some heavy attention to is this Strawberry Hill Neighborhood Plan. You'll be seeing some of the things we've done later tonight in order to respond to the desire for having something of a safer crossing at Belmont and Holworthy, and making that really a gateway to the neighborhood, and tying in with the new Greenway that will eventually be installed to replace the old railroad right of way. These are all things we looked at before we even started, because we didn't want to reinvent the wheel.

This is a dot map of where all of the stakeholders were located. Each one of these dots represents the location of one of the members of the Stakeholder Group, and we've included bus routes and some of the key orienting points like the hospital for ease of reference. A few people blew out the scale of the map, so they're listed here in this box. Now, forming one of these groups is tough. You work with the state agency to determine who they know, you ask cities and towns, you ask your elected officials who's active and interested in this thing. I want to go back to one of the things we added to the invitation letter that people got— "to ensure that our stakeholder group is truly representative of the community, if you would share with us one group or individual that you believe it would be wise to include in this body. So, everybody who got an invitation letter got any additional nomination to the body, in addition to themselves. I think that was helpful.

Q: No Name Given (NNG): How did you determine who to send that letter to?

A: NCC: The determination on sending the letters was made between DCR, from the City of Cambridge and Town of Watertown, based on their knowledge of the project area, local elected officials at the council and state level.

Q: NNG: They got the invitation letter?

A: NCC: No, ma'am; they gave us an initial listing that I rounded out using some tools that I use as well. If you'll just let me continue with the slides, you can see this is the list of everyone who participated on the Stakeholder Group. I know Pete wants to mention something about this, so I'm going to bring him up for one moment.

C: PS: I wanted to add some detail on that initial list – we also reached out to neighborhood associations in the area at the beginning of the project. We have a lot of people listed here. These are the folks that are officially on the stakeholder list. Because we know there's a lot of concerns coming out of Strawberry Hill from the emails we've been receiving, I want to point out a couple of people. We did have a couple people on here from that area. Unfortunately, Megan Ramey moved away at the beginning of the project,⁴ so it's on us for not replacing her. Jane Carroll is still with us. We also have a lot of people in Watertown, just to illustrate that we are thinking about the left side of that map. Some of these people have attended a lot of meetings – such as Mark Peterson, the Councilors, and Gideon Schreiber, some people have come to two or three meetings. There are attendance differences, but this is just to show you that we did have these neighborhoods in our minds when we started the project. We do want the support of these neighborhoods. We're thinking about you.

C: NCC: Thank you Pete. Some of you may have seen this at a previous meeting. This is a view from our April 2014 site walk. This is a photo from the first public meeting. This is an output of the WikiMap. Each one of these dots represents a concern – down here we have a bicycle concern, over on the left, transit and vehicle concerns. We started off by trying to figure out what our problems are out here. We took our own professional thoughts from the site walk, and took the results of the WikiMap, and we also took input from the initial meetings. We dropped all of those into this metaphorical funnel to start to develop our shared goals that Pete talked about. I'm going to show those to you briefly, and then you'll see those words throughout the presentation. Pete will show you how various design elements respond to the goals.

This is the WikiMap, for people who may have used it. This is the project area; we got quite a bit of feedback. This is what the output looked like. We had over 120 participants who made 175 detailed comments. The most input from 02138, a Cambridge zip code, which you might expect.

This is our first public meeting. There's Hannah. Again this is a key part of how we began to develop our shared goals, which are these. I'm just going to let you look at those for a minute. Again, you will see those throughout the project.

We also looked at shared values.

Q: NNG: Some of us haven't seen these before; can you go back?

⁴ Megan Ramey sent notice that she was leaving the project in August of 2016.

A: NCC: Again, you will see these throughout the rest of the presentation. Pete will be showing how various design elements respond to these items. I'm happy to let this sit for a minute more. You can also see them on the project website, and specifically, in some of the early summer presentations with the Stakeholder Group. If you want to download a copy right now, you could do so.

Again, I'll let you sit with this one for a minute as well. We also looked at some values that would guide us: equity (designing for everyone's needs), flexibility (design something that works both during rush hour and off rush hour), taking into account school activities, the funeral activities at Mount Auburn Cemetery, and emergency vehicle access for the hospital, and balance (if pieces are a trade-off, trying to figure out how to make that work in a manner which respects equity).

This is designing to meet the goals. Again, you'll see them as we work through the presentation. We started off in July with our new shared goals, working out the intersection at Fresh Pond Parkway at Mount Auburn and Mount Auburn at Brattle with the Stakeholder Group. Moving into August, we worked our way down to the Gerry's Landing interchange, with the big intersection at the end of Eliot Bridge, where Greenough Boulevard comes in and Memorial Drive takes off heading toward Harvard Square. We went over some interesting alternatives, and if you're interested in those I can host a Q and A after the presentation. Moving into September, we looked at some of the other intersections elsewhere in the project area. We also refined some of the earlier intersections we looked at over the summer. In November we looked at road diets and some of the stuff going on at the Star Market Plaza. We ran VISSIM which is a video of traffic conditions, which you'll see tonight, and also had a discussion with another wing of Howard Stein Hudson which conducted a Road Safety Audit for us.

Pete is going to talk to you now about the most recent meeting that we had in November, and how we responded with design changes. Thank you, everybody.

C: PS: Those of you who were here remember that we had a public meeting in November. We illustrated the plan, and walked through it with people, but we also had layouts like these around the room, and gave everyone ten red dots and ten green dots, and asked them to place them on the things they did and didn't like. Green represented good things and red represented bad things. We used this not exclusively, but also comments and conversations from the meeting notes, to figure out which way to go on some design changes. We had two different options. They're very similar but they had some small difference, which I'll point out.

This is the Star Market Plaza. We started down this road because we had read in the Strawberry Hill Neighborhood Plan of 2007 that people wanted a gateway to their neighborhood here. Also,

one of the things we noted on the site walk was that this parking was not very well enforced – there are frequently expired meters and permanently parked cars. There are some other opportunities for parking management in the neighborhood that could help with the parking problem that exists. We thought: what if we create something here that would actually attract people to the neighborhood and to stay and enjoy it. That’s something we thought might help the local businesses there. Of course, none of this is written in stone.

This is one option we came up with. We had a charrette exercise where people from the community drew different ideas for it and we had Crosby Schlessinger Smallridge draw them into a professional looking design. This is the number of votes that this option got, and then the other one got more attention, I think because of the protected bikeway that runs through it. We chose to go with that option.

We did another charrette for the plaza down at Brattle, where we’re T-ing up the intersection. They’re slightly different, but we decided to go with this one based on people’s comments.

Q: NNG: Could you explain the differences between the two?

A: PS: It’s really a design difference. There are different style benches, but there’s really not much difference in terms of the bikeways or pedestrian walkways.

Q: NNG: It’s not clear to me. Does Brattle Street not go straight ahead? What’s the yellow space – are they bicycle lanes?

A: PS: I have more on the Brattle Street intersection later on. Yes, the yellow are bicycle lanes, the white is sidewalk.

Q: NNG: Where do the cars go?

C: PS: We T-ed the intersection up. I’ll skip ahead a bit. This is an idea that came up in the Roadway Safety Audit. We had someone else at the firm do the Roadway Safety Audit, so it was a bit of a fire wall. They look at all the crashes that are happening in the area, and go out with the police, fire, ambulance, city officials, transportation officials, and other folks who have direct experience with the crashes that are going on. They noticed that a lot of accidents that happened here, at the merge today, are rear-end crashes, side-swipe crashes, and other crashes associated with the merge. For safety reasons we decided to start looking at taking away the merge. People were concerned about that, because they’re concerned that if it’s a T, they won’t be able to get in. That’s when we started thinking about this as a signalized intersection. That also helped us

figure out how bicycles could get safely across. We have an enormous amount of bicycles making this move, and some of that is contributing to crashes as well. They go many different ways. Sometimes they use the street, other times they take this sidewalk, and run over pedestrians. We wanted to normalize that and give them a safe way to cross. It's all interconnected.

Q: James Williamson (JW): What do you mean by T-up?

A: PS: It just means that you make the street coming in perpendicular to the other roadway.

C: PS: Up north we have a couple small design considerations, mostly related to these intersections. There was a lot of discussion about traffic calming up here. There was actually another crash just the other night – someone hit a guardrail going 50 miles per hour. There's a real problem up here and we're looking at ways to do what we can. The street is already pretty narrow. We're talking about stamped concrete up here to mark the neighborhood character, or raised crossings here. Raised crossings got the better vote here. In conversation with the neighborhood that some of the stakeholders can speak to, they really want something to feel when you're driving down the street.

Q: NNG: What is a raised crossing?

A: PS: I was just about to get there. The type of raised crossing we'd use here is still a decision for further down in design, because there are some concerns from both sides about the nature of it. Essentially, a raised crossing is where you have a rise in the street. The Intersection itself is raised from the regular roadway, so when you're driving over it at speed you feel it.

Q: NNG: A speed bump?

A: PS: It's not exactly a speed bump, because in a parking lot a speed bump is really abrupt. This is ten feet long and it rises between three and six inches. It's enough to feel, especially if you're going too fast. If you're driving at a moderate speed, it doesn't bother you. It's a traffic calming measure.

C: NNG: So ambulance patients would feel it.

A: PS: If you go over it at the right speed you won't feel it. If you're going over very fast, yes that's true.

C: NCC: There's also a difference in the suspension in an ambulance versus a private car.

C: Russ Windman (RW): I live there, and the ambulances are the guys that don't speed.

C: PS: I do have a lot of slides here, so I'm trying to get to the good stuff where we can get in depth on the analysis. Here we're just the feedback for how we got where we are.

This is Gerry's Landing, down by the river. The differences between the two options here are really the parking area over here at the school, and other than that not much. People preferred this parking area, but actually, when we talked to BB&N, they strongly preferred the bus parking over here. It's just more conducive to the way they're using it. You've seen the situation down there, and they see this as much more helpful. There's also an idea for a roadway that would connect the two parking lots. This is actually on DCR property. That's something we would explore at 25% design. It's a school centric thing but it would help keep the traffic the school has off the main roadway. That's something we want to analyze.

This is Mount Auburn on the west side (it's in two pieces). This got the most votes. We didn't have the plaza designs in here at this point, so one of the main differences is the transit lane between Homer and Aberdeen, which is here on this one and not here on the other one. We also have the T over here and we kept the merge on Option B. You can see that the T-up got some moderate support, and the merge got much detraction. We ended up going with Option A, instead of maintaining the merge.

One of the strongest comments in all of that was the need for westbound bicycle facilities, at the November 14th meeting, but we've also heard a lot of comments since then from Cambridge Bicycle and Pedestrian Committees and Cambridge city staff to work harder to get more safe bikeways into the project. We've been working on that. On January 20th we previewed part of this presentation with the Stakeholder Group, and they gave us more advice on how to improve things and here we are today.

Here's our standard qualification that all of these concepts are only drafts – even though we're trying get past this conceptual stage, there's a lot more design to come, and so they shouldn't be taken as a done deal at all. They're really just guidance for the next stage of design, and to get the funding, and that sort of thing. Like I said at the beginning of the meeting, our aim is to get your support, so that we can continue to work on the designs and make the changes we need to get them built. A lot of this is responses to comments. We heard a lot of different stuff that I will walk through one by one, but I wanted to focus on three at the outset. You'll notice that we got a lot of support for separated bicycle lanes, I mentioned the letters we got, but we also a lot of comments in support of the transit lanes, and we got emails on that as well.

Q: James Williamson (JW): What do you mean by that?

A: PS: Bus lanes; exclusive bus lanes that help to make the bus more efficient and make the service more reliable. We got a lot of support for those ideas. That is one of the ways the project got sparked, as I understand. We also got a lot of support for keeping motorist delay at a minimum. We've heard that throughout the project; that's one of the shared goals, and we also got a lot of emails around that. The thing I want to note here is that these are all limited by roadway space. In a lot of ways, we're in the middle. As much as you might be focused on your particular issue, about bicycles, about buses, or about driving, we're in the middle trying to hash out some kind of agreement in the neighborhood on the design going forward. I wanted you all to get the picture of what we're trying to accomplish here. First I'm going to go through bicyclist issues, then transit, and then the rest of the list.

I got this concept of Mount Auburn Street as a people mover. This was actually in the shared goals – people wanted us to measure the amount of people going on the street, rather than which mode they were using. This was to get us beyond the idea of cars versus bicycles versus pedestrians versus bus riders, and think about the number of people that the street processes. We do have some growth over to the west, and of course there is underlying growth happening all the time, and we want to make sure that the street can continue to grow with the community.

This is an overview of the design, which you guys have taken a peek at earlier. To talk about bicycles a little bit, this is the Cambridge Bicycle Plan. It's one of the things that we looked at when we started the project, to figure out how to get this stuff. The purple are all separated bicycle facilities called for in the plan. These don't exist today, but rather are envisioned in the plan. The green is the off-street paths, and the yellow streets are as is – they are low volume or low speed, and so people feel comfortable riding on them now. We want to take all that into account, and I'll get back to that in a minute.

Belmont Street, Holworthy, and Mount Auburn Street are over here, and Homer and Star Market are on the right. In between the November 14th meeting and now, we were able to find more space here without impacting traffic. One of the ways we did this was to change the plaza design. We maintained some parking here. As I hinted at before, there are some opportunities to do some better parking management here to make sure customers have a place to park, because these spaces are really for customer access - residential parking is up in the neighborhood. We were able to get protected bicycle lanes through this area, and provide a way to get through to Belmont Street, and a way to get safely through Mount Auburn Street into Watertown.

Q: NNG: Is that a contraflow lane on Holworthy?

A: PS: It is. The next slide is why we did that. A contraflow lane is a bicycle lane that allows you to go the opposite direction of traffic. Often city planners create one way to stop other traffic problems, but there's not much reason to stop the bicycles, so sometimes you can go back in and retrofit these streets to safely allow bicycles to go the opposite direction. There's a sharrow in the direction of traffic, a bicycle lane against traffic, and a buffer in between. We did that, again, because the new greenway will have an entrance right here and another back on Holworthy Place, above the screen. People wanted access that – that was a key desire line.

Q: NNG: What's a sharrow?

A: PS: It's a bicycle symbol with a little chevron above it, and it's typically in the middle of a travel lane to indicate where the bicyclist needs to be to avoid the door zone. When bicyclists ride over to the right, that parked car door popping open on them is the cause of 20 percent of accidents. The sharrow allows them to be more confident, and be in the street, where it's safer for them.

Q: NNG: What is the significant of the purple color along Mount Auburn Street just before Homer Street?

A: PS: This is the transit lane which I'll talk about in the next section – we'll get deeper into the analysis of it.

Q: NNG: So the bottom line is that area of Mount Auburn to Belmont will be cut from the existing two lanes in each direction to one lane in each direction?

A: PS: Yes – from Belmont to Homer and from Brattle to Coolidge we're doing a road diet. Again, we used a lot of analysis to get to that, and we're going to talk about what that means for traffic and for buses. I understand that the first thing you feel when you see that is that traffic will be much, much worse than it is today, but we've made some other improvements along the corridor that help mitigate that, and, again, were trying to think about Mount Auburn as a people mover as opposed to pitting cars against buses. We're trying to make the street more efficient. Please try to bide with me a minute before having a major reaction.

Just to continue with the bicycle changes, here we have less space to work with, so they transition into bicycle lanes that are just paint separating bicycles and cars. In this section, you do a little bit of a road diet in the westbound direction to make that happen. We did have a transit lane here at first, and that helped the buses a bit more, but we found out when we had this big uprising about bicycles issues that if we take away that piece of transit lane it doesn't hurt the bus efficiency that much. You still get lot of benefit without it, so we were able to make

that compromise. Over here we have bicycle boxes around this intersection. They are there to allow bicyclists to make different moves, and also to help them be visible for traffic. A really common crash that happens is a right hook – bicyclists will get hit by right turning cars, even when the light is just turning green. The Bicycle box allows them to be ahead of the danger and visible to everyone queueing behind.

Q: NNG: That's painted on the ground?

A: PS: Yes, just green paint. There are some in Cambridge, and a lot in Boston. As the bicyclist is traveling this way, he or she gets on the protected bicycle lane, and here we have what's called a jug-handle - so the folks going straight can go around, and transition into sharrow condition if they are going further down Mount Auburn. A lot of people don't feel comfortable with that because of the traffic volumes. Brattle is a one lane in each direction street versus two lanes in each direction, so it's a little calmer. There's a little place they can wait to turn left on a signal. This becomes a signalized intersection, which benefits pedestrians and bicycles, but also cars trying to get in off Brattle Street.

Q: JW: Is a jug-handle the same as a J bar?

A: PS: I don't know what a J bar is.

C: JW: Like Porter Square.

C: PS: It's probably very similar. For the folks coming the opposite way on Brattle, there's also a way to stay out of the traffic with this protected bicycle lane that goes through the intersection, and then there's a merge here that gives them space to look over their shoulder and have a safe merge into the sharrow condition going this way. This is the one area where we weren't able to get bicycle lanes or protected bicycle lanes through. This is a signalized intersection, so in most conditions, people will be going slower, but with the traffic volumes, since we have the directive to maintain mobility to traffic, we weren't able to do that.

Q: NNG: A sharrow is a signal that the lane is shared between bicycles and cars?

A: PS: Yes. There are a few of them around.

C: PS: We removed that dangerous merge at Brattle Street. Again, that was because of the Roadway Safety Audit and the number of crashes associated with the merge, but also we've analyzed the intersection and it does work well. It's a fairly simple signal – either these cars are going, or these cars are going. As you can imagine, that's an efficient intersection compared to

Fresh Pond Parkway at Mount Auburn, for instance. This intersection can process a good amount of traffic and doesn't harm the system.

Q: NNG: The turn off into that medical building is going to be right from Mount Auburn?

A: PS: Yes, that does change. There's a private driveway here, and this would be accessed off Mount Auburn. That was necessary because of the elimination of the merge. But if you use that building, we'd love to hear you input on it.

C: NNG: I do, yeah, and I'm trying to figure out how I'm going to make a left into there now.

A: If you're coming down Brattle you would access it this way, or if you're coming from Mount Auburn it may take a little longer but some of the benefits might outweigh the costs.

Q: NNG: How does a visitor to the Mount Auburn Cemetery leave it and make a safe and legal turn to go towards Star Market?

A: PS: That's a problem that we heard from the Cemetery – that they don't have a lot of visibility coming out of intersection. One of the things this design does is by adding this protected bicycle lane we're taking space away from this side of the street and pushing the street over a little bit. So, in either direction you get a little more visibility for cars pulling out. If you can imagine, with the bicycle lane you're able to see further down Mount Auburn Street, and you're also able to be seen by more people. The fence is here so you're getting beyond it more. We weren't able to completely resolve that problem, but I'm not sure what design would. I did think about that problem quite a bit. I know they have funeral services coming and going that sometimes get cut off, and that's terrible.

This is the Roadway Safety Audit results. Here's Mount Auburn, and Aberdeen, and Brattle. There are a lot of side swipes and rear end crashes at Brattle.

Q: NNG: What's the time frame of that data?

A: NCC: It goes back five years and uses the most recent data available. The data is obtained through working with the Cambridge police and the Massachusetts State Police. Roadway Safety Audits are the standard tool used all over the Commonwealth.

C: PS: Another thing that was identified, for instance, is that the left turns off Fresh Pond to Mount Auburn that are not supposed to be happening are causing a lot of crashes.

C: NNG: That's the only way to get to Coolidge Avenue.

C: PS: Not the right turns, the left turns. If you're coming down Fresh Pond southbound, and turn left on Mount Auburn, it's a very dangerous turn, and a lot of people are getting wiped out doing that move. One of the benefits of any project that might be done would be to get overhead signals and signs to make it much clearer that that's a maneuver that should not be happening there.

This is another area where people asked for bicycle lanes. This is an example of where we had to weigh the balance. Through our traffic analysis we were able to identify that if we did take another lane to put bicycle accommodations here, we would have a horrendous traffic situation. To show you the challenge of what we proposed to do this analysis: people were asking for protected bicycle lanes which are about seven feet wide to a side, and the street has eleven feet travel lanes across. There's a little five foot landscaped area and a five foot sidewalk, and its similar on the other side. It's a very limited width. We were already doing the bus lane, so we wanted to fit it in with the bus lane.

Q: JW: That's eastbound?

A: PS: This is both ways, but the bus lane is eastbound.

Q: NNG: Is the bus lane all day long or just during rush hour?

A: PS: It's all day long the way we conceived of it, but that's something you can play with; it could be flexible. It depends on the MBTA schedule. Rush hour is the most important time to have it. Even when doing that, we couldn't fit protected bicycle facilities – we're short five and a half feet per side. This is the results of the SYNCHRO analysis we did, showing the traffic queue. The Stakeholder Group has seen this before.

A: NCC: SYNCHRO is a traffic modeling software program

C: PS: Yeah, it uses math to see how these things work. This is the a.m. peak – there are considerable queues but not enough to kill the idea, but then in the p.m. peak, queues extended into Fresh Pond Parkway that really killed it. Even after we showed this, we still had a lot of people that really wanted to see more analysis on this, so we did a video.

This video is a VISSIM analysis, which simulates the traffic. This is p.m. peak hour, and this shows what happens at Brattle Street as well, we'll dwell here for you to see the operation going on there. Let me know if I'm in your way. You see cars clear out there. Then, over here is where the cars would have to merge to allow the bicycle lane - we didn't draw the bicycle lane in. The

queue extends through here, causing people to get caught at the Coolidge Avenue light. Then we hit the problem at the Fresh Pond Parkway at Mount Auburn intersection, where they're not able to get in. There's a switch you can play with in VISSIM to simulate real life behavior. First we tried nothing - people were being conscientious but then we figured they wouldn't completely block the intersection, but they might do something like that, where they're trying to gage whether there's enough room for them over there. Then you get gridlock. You're losing time on the signal, which sends the queue further up Fresh Pond Parkway, so we figured that we can't do that.

This is an example of the work we're doing to balance the needs out there.

There's one other thing we're able to do. A lot of people like this original idea we had where we get people across street onto Mount Auburn in a protected fashion. The bicyclists can get out of the sharrow condition here, pull over, cross at the signal, there's a bicycle signal here, get across, and they can even get over to Elmwood. They can also get on Mount Auburn, be protected, and have some time to merge. Also, we added this bicycle crossing, after those comments, to allow people up here to bicycle across and have a safe place to wait here if they can't get across in a signal phase. We estimate that since bicyclists can get through the intersection so fast, they could get through the entire intersection in one cycle, whereas the pedestrians need time to walk across the median, so they need two phases. We'll talk about this later.

Q: NNG: In that intersection, coming into Coolidge Hill Road, where are the current sidewalks that are running along Mount Auburn Street? What are the grey areas between the sidewalk and the bikeways?

A: PS: Here? This is a private driveway – very low volume, just for residents. You would put a crosswalk, or some guidance in here as well.

C: PS: So, why are bicycle lanes important to everyone else? I wanted to put this slide here. There's actually a lot of research behind this now. This is an illustration of how many people would bicycle in different conditions. There's about one percent of the population who are strong and fearless – they'll ride anywhere. You've seen them racing through intersections; they are the ones that break all the rules, and that kind of stuff. You could talk another seven percent into riding. They are enthused and confident – they're still a little skittish on the road, but they'll do it if you convince them enough that the streets are relatively safe. There are about 60 percent of people who would bicycle occasionally, but are concerned about safety. This was done by the City of Portland; and they backed this up with a survey created by the city, and asked people how they

felt about bicycling, and their results matched up almost exactly to this. They found 56 percent of people were interested but concerned.

Q: NNG: Isn't that 56 percent more of a protected cycle track, not on the road?

A: PS: Exactly – low volume, low speed streets, with protected intersections, a bicycle lane on a slightly busier maybe. There's a way to analyze the streets which we looked at early on in this process⁵ It's called level of stress, or level of comfort analysis. This, from the Cambridge Bicycle Plan is similar to that. They're saying that these streets need these facilities in order to be comfortable. The yellow streets are comfortable now, and could be made more so. Of course, the bikeways are comfortable. This is how Cambridge originally designed this. There wasn't feasibility analysis in detail on the Cambridge Bicycle Plan – it was created by trying to connect a network to serve people where they're going. They used a lot of input from cyclists and other things.

Brattle Street is not necessarily low volume, but its low speed and a simpler street, perhaps – that might be a stretch. We do have bicycle lanes on Aberdeen, which are pretty wide. We're able to get bicycle lanes through here, all separated facility - sometimes protected, and in some places just a bicycle lane. We weren't able to get bicycle lanes from Aberdeen to Brattle, or on Mount Auburn between Brattle and Fresh Pond Parkway. But we were able to get a bikeway through the intersection, and all the way down to the river, which we'll show in a minute. We're also conceiving Elmwood Street, which is a dead end street that used to be connected to the intersection, as a low volume street people could be comfortable on. That connects to Lakeview. You're getting a good portion, aside from the area northeast of Fresh Pond Parkway toward Grozier Road and Fresh Pond, which could access the river.

Q: RW: Going down Aberdeen Street is preferable, I would say, to going down Fresh Pond Parkway. How do you discourage bicyclists coming down the sidewalks on the Parkway, which is threatening to pedestrians, and instead use Aberdeen Avenue?

⁵ This map can be found in the powerpoint presentation for the first stakeholder group meeting (<http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/projects/mount-auburn-stakeholders-presentation-5-2016.pdf>), and a printed board of the map was available at the June 1st public meeting, and can be seen, with comments, in Appendix of that meeting's minutes, available at <http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/projects/2016-6-1-mount-auburn-notes.pdf>.

A: PS: That's a good question. You could do that through wayfinding signage and other things. There's no perfect solution to that, because people will still do it, but there are ways to approach it to hack off a certain percent.

C: RW: It's a concern.

A: PS: Definitely. If this feels safe and it becomes a habit, with folks, one thing to note is that bicyclists follow bicyclists – they're a clannish group. We share information.

C: PS: Now I'm going to talk about the transit, the buses. These slides that look back at other plans were actually just taken from the first public meeting, so this is something we talked about way at the beginning. The 71 bus fails passenger load factor, which means that it's really crowded, and sometimes it passes people by. The 73 bus, anecdotally we hear the same thing. It wasn't in the same qualification at the T, but it's crowded. Goal #3 of the Cambridge Strategic Plan was to make transit travel times equal to or quicker than driving travel times. Buses have to stop along the way, so that takes some work. It also called for bus priority pilot projects and signal progression. This would be a bus pilot project perhaps, but it is one of the first bus only lanes that Cambridge is considering.

For some news, this stuff was bubbling up about the buses a long time ago and helped spark this project in some ways. This was a big issue in Watertown in 2014, with both Aaron Dushku and Angie Kounelis making comments in the press about the problem. Essentially they were bringing up the same problems – both buses are pretty crowded, there's a lot of bunching going on – so you see three buses in a row and then don't see one for 15 to 20 minutes. Each of the two bus lines is supposed to come every five to six minutes, so when you put them together on the corridor, there should be under three minute headways in the peak hour. Other times the buses are less frequent.

We considered people measurements here: how many people are coming down Belmont to Homer Avenue? MBTA buses are two percent of the vehicles on the street, so the perception is there are not many of them. The other 98 percent are cars. We don't consider bicycles and pedestrians as part of this analysis, for reference. The number of people driving here is 56 percent, and people riding the bus are 44 percent during the peak hour. From Brattle Street to Coolidge Avenue it changes a little bit, because a lot of cars come off at Brattle Street and Aberdeen Avenue. Here, MBTA buses are three percent of the vehicles, because there's less traffic, basically, and people are 56 percent and drivers are 44 percent – actually in this section, bus riders outnumber car drivers.

Q: NNG: What is the occupancy assumption for cars?

A PS: 1.2 people per car. The bus data was taken from automatic passenger counts.

C: Phil Groth (PG): You're forgetting employee shuttles, right?

A: PS: Yes, we did not include employee shuttles in this. There are a lot of shuttles that go to the hospital, Tufts Health Plan, and those places, to access parking. If those shuttles were allowed to use the lane, obviously there would be more frequent vehicles in the transit lane, and that could also help traffic. All those vehicles are no longer behind the buses or shuttles at their stops. The City of Everett recently tried a transit lane, it was a different kind of a street, and they took out a lane of parking to do it, but they found that vehicular traffic got faster. They weren't doing the same kind of road diet, so it's not exactly the same, and I don't want to misrepresent it, but it's interesting, and you can take a look at it – there's an article in the Boston Globe.

This is where transit lanes are proposed. This transit lane extends to Brimmer Street, and this piece extends to Cottage Street – we're in conversations with Watertown concerning that possibility. It's still conceptual. That lane would extend to Homer Avenue. Over here, we start just after Brattle, as you saw, and go to Coolidge Avenue. This is what those look like. Here, I want to note that there is a bus queue jump. That allows the bus to take off a few seconds before cars do – that allows the bus to position itself to get across to Mount Auburn. They make the lane change and then cars are allowed to fill in behind it, and then the Fresh Pond Parkway light turns green

Q: JW: Is the bus lane just eastbound or both directions?

A: PS: Just eastbound – that's where we saw the biggest complaints and the biggest problems. Of course, that's most people's commute to work. In some ways throughout the project, we're focusing on that eastbound direction. If you think about it, when you're going to work, you need to be there at a certain time, whether that's 8:00, 9:00, or 10:00 – everyone matches up. But when you're coming back from work, you have options – you might go shopping, have a beer, and so you can adjust the time a little easier. In the other direction, people can make other choices and ease the pain.

Q: NNG: Where you have transit lanes, where does bus stop in relation to the bicycle lane?

A: PS: You mean, how do they interact?

Q: NNG: Exactly – when people get off the bus are they in the bicycle lane?

A: PS: No. This green strip is grass, here

Q: NNG: There's no bicycle facility at all on that section.

A: PS: Right. We have not folded in bus stops to our design – that would happen at 25 percent design, still ahead of us, because there are considerations, when you're doing a design like this – you want to look at the locations, because you could make the bus move faster. If we did have a bus stop that interacted with a bicycle lane, we would try to do a treatment that would separate the different users. We don't want the bicycle lane right there when you get off the bus. There are designs to do that – that could be a possibility at Brattle, for instance, where there is a stop. There's enough room to get someone off the bus and not hit the bicycle lane

Q: NNG: Are bicycles expected to use the transit lane or the vehicle lane?

A: PS: In this section? We continue the sharrows condition through here, but in Boston they have bus-bicycle lane on Washington Street that's a possibility. These are things that will continue to get filtered out as we get further into design.

Q: NNG: What about on the other side, going westbound?

A: PS: Westbound would be the same thing. With the space we have, we were able to get the bicycle lane to get here to the signal at Coolidge Avenue, to say when the bicycles could safely continue down the street. That would happen in coordination with the pedestrian phase.

Q: NNG: So there would be a bicycle signal ahead of the cars?

A: PS: There would be a bicycle signal just for this bicycle lane, off to the side. If it's green, you'd get onto the street to go forward. It gives you the opportunity to do something to get ahead of traffic, for instance. It is very similar to what it is today. That is a result of the balance - trying to get to everyone's needs in the room. There are a lot of folks saying if we tied up traffic worse here, that would be on us also.

Q: NNG: Green strip – the grass – has that been considered sacrosanct?

A: PS: Yes, typically in these processes we've learned not to cut down trees.

Q: NNG: Oh, there are trees there?

A: PS: Yeah, we've gotten beaten up too many times.

Q: NNG: Will right turns not be allowed onto Mount Auburn from Belmont Street?

A: PS: Right turns would be allowed to enter the bus lane.

C: NCC: That's a condition that exists on Washington Street in Boston.

C: PS: Just to continue through: we did analyze this. In the a.m. peak is where we see the best results. Here we have the average time savings, and this is something the MBTA uses, the 90th percentile time savings. That's when traffic is a bit worse. The MBTA uses this for their scheduling, so that's important. It allows them to schedule more buses sometimes. The average savings is 2.4 minutes faster in the eastbound direction. There's a little bit of sacrifice on the westbound direction - 44 seconds slower.

Q: NNG: From where to where?

A: PS: This is the entire corridor – the route we're looking at: Belmont Street to Fresh Pond Parkway. You can see here its 500 seconds compared to 360 seconds in the average, and when its rough out there, 662 seconds versus 438 seconds.

C: NCC: The corridor that we're talking about is shown in the inset picture at the bottom.

Q: NNG: What treatments get you to those the numbers? A bus lane? Signal priority?

A: PS: Yes, the transit lanes are shown down here in red, and also a queue jump at Coolidge Avenue. The round trip travel time savings, again for the T's benefit, average 1.6 minutes faster, and 3.2 minutes faster in the 90th percentile.

In the p.m. peak, we're still seeing a benefit in the eastbound direction, though it's not quite as severe because the traffic is not so severe. On average, we get 53 seconds faster, and we still see a sacrifice in the westbound side. 1.2 minutes faster when it's rough, and 24 seconds slower westbound.

That translates to 19 seconds faster in the p.m. peak, and 45 seconds faster in the 90th percentile. The T uses this to schedule, so this is an indicator of the ability to make buses more frequent. The higher number of minutes that we save, the more likely we are to be able to do more frequent service, and when you get more frequent service, you can get more people on buses.

Q: NNG: Has anyone studied the accuracies of pre-implementation stuff like this versus post-implementation reality?

- A: PS: There have been some studies, I can't quote them right now but they look at when make you buses more frequent, ridership increases. We feel that on this project, it's almost obvious, because you have such large crowds on the bus. Based on our calculations, it's possible, not that the MBTA is ready to do this, but it's possible to add about nine percent more bus frequency to the route. You're not actually adding new buses, but having the same buses move faster through the route to increase frequency. If the buses were all crowded, that could lead to a five to eight percent increase in ridership. Some of that ridership could potentially come out of cars, you could conjecture. We're not going to go there, and we're not making any promises, but that could happen.
- C: PS: The faster, the more reliable, and another important point is that by allowing buses to get by the traffic, it alleviates the bunching problem that they have today. You won't see two to three buses on top of each other, where the first bus is crowded and the second bus is empty. It helps increase capacity that way. It also helps more people choose the bus, which could lead to fewer cars on the road. Again, this is what we think could happen.

Another big thing was support for keeping motorist delay at a minimum, so let's talk about what happens to cars.

One of the benefits of the intersection, as I was saying to some folks before the presentation began, is that you have tightened up the asphalt from today. I don't have the existing layout to compare this to, but there was a lot of asphalt here, and the stop bars were much further apart. There's a slide that shows this coming up. That means that we could double the storage space for cars. If you imagine, like I was saying, the bus signal opens up first, and the bus gets in place and the cars pile in around them, then the light turns green. Because there is more storage here, there are more cars piled up here, and that makes the entire intersection more efficient for all traffic, including cars. Also, because we've reduced the width, we reduce the need for yellow and all-red signal times. We used some of that new green signal time for Mount Auburn, and we also reallocated some of that time from Fresh Pond Parkway. We've heard very clearly that people on Fresh Pond Parkway would like to see less traffic and the people on Mount Auburn need to get to work.

- Q: NNG: I have a question about that. The longer storage space for queues seems correct, but there's only one lane, rather than two.

- A: PS: There are two lanes there. In the old design, at the very end it opens to three lanes, but we did get rid of that third lane, but the third lane didn't extend through this whole storage space – there wasn't enough room. It does double the space, roughly.

C: PS: Throughout the corridor, we can move cars faster in the eastbound direction. It does have sacrifices elsewhere, on Fresh Pond Parkway in particular, and in the westbound direction in the mornings, and in the p.m. peak, there are sacrifices here. Again, sometimes when things get worse at a certain time in the p.m. peak, people have options to change their behavior, whereas going to work, they don't. You get to work on time, and take an easier way back, perhaps. There are impacts on Fresh Pond Parkway as I mentioned.

Also we heard a particular concern about getting out of the Strawberry Hill neighborhood, and I wanted to address that.

C: NNG: There are two things I'm concerned about. We live in Coolidge Hill. For 46 years we lived in this quadrant between Mount Auburn and Coolidge Hill, but now we're up the street, and we see cars coming and making the turn onto the other side of Coolidge Hill Road. They come by our house cut up Coolidge Avenue they go through here.

Q: PS: So they come in using the right turn onto Coolidge Hill from Coolidge Avenue, and then go up from Coolidge Hill onto Mount Auburn? That's interesting. Do you have any sense of where they're coming from?

A: NNG: Sometimes they're coming from Shady Hill, which makes sense; they're picking up younger children. But they come up and cut through and they're not going 25 miles per hour, that's for sure.

A: PS: Right. That is something that we want to address. We had a similar conversation at our last Stakeholder Group meeting about the Larchwood neighborhood. They also have significant cut-through problem, causing traffic jam in the afternoons. One way to do that is to give people the perception that it's not a fast way to go. That won't completely solve the problem, but we talked about speed humps, and people were positive about that. Speed humps are not speed bumps. Speed bumps like you experience in a parking lot are abrupt; speed humps are more sloping. You feel the bump if you're going fast, but it's less of a bump if you're going twenty miles per hour, the desirable speed. There are some considerations for snow removal and other maintenance concerns, but there are ways to get past those concerns. They do have those in Jamaica Plain, and last time I checked they do get just as much snow there as much as they do here.

C: NCC: I can attest they work well.

C: NNG: There's one on the street that cuts over to Concord Avenue – Grove Street.

Q: NNG: I was just wondering about this troublesome intersection: Mount Auburn and Coolidge and Fresh Pond Parkway. In your calculations did you consider the timing of traffic lights there – whether they're really working at capacity?

A: PS: Yes. They're not working well right now. One of the problems is the huge clearance time that cars need to get across the intersection. These cross bars are pretty close – they're around 160 to 180 feet apart, whereas in the old design they're about 360 feet apart⁶. That means it takes longer for cars to get across, obviously. When the pedestrian signal turns to a walk signal, and you start to walk across and then a car cuts in front of you, that's because they haven't made it through the intersection on time. Another benefit we'll talk about is that you don't have to run across the intersection anymore. It's not perfect, of course but there are a lot of benefits. That gives us more time on the signal cycle and makes it more efficient. Does that answer your question?

C: NNG: Yeah. You're definitely helping the pedestrians, which is good. Traffic is always backed up there in the morning and the length of the traffic light is very long there, and I'm wondering if there can be some improvement to make transit time quicker, by changing how long the light stays green and red.

A: PS: In the short-term? When we get to the end of the presentation we will talk about some ideas about short-term options.

C: NNG: One of the issues here is that the Coolidge Avenue light fell out of coordination with the light at the Parkway.

A: PS: Yes.

C: NNG: Partly because they are in two different jurisdictions, I think.

A: PS: No, they're both DCR. Because of Mount Auburn at Fresh Pond Parkway, DCR also owns that signal. There have been some changes over the years to how they work. Again, a lot of this is because the geometry is not efficient. You often see times where the light is green, but no one can go.

⁶ The cross bars on Mount Auburn are currently 363 feet apart, and the cross bars on Fresh Pond Parkway are currently 376 feet apart. In the new condition, the cross bars on Mount Auburn will be 212 feet apart, and on Fresh Pond Parkway they will be 295 feet apart, representing a significant reduction in pavement and improving the operation of the intersection.

- Q: NNG: I was wondering, again, looking at the section that has no bicycle facility, have you considered, or did you do any traffic analysis of having a fifteen or twenty mile per hour speed limit in that section, and making it be more of a shared street, rather than a sharrow? Was that considered at all?
- A: PS: There are some things you can do with signals, which I don't think we've looked at, to time them so traffic doesn't have a reason to speed. Changing the speed limit would be up to the City of Cambridge. The City has a new 25 mile per hour default speed limit.
- C: NNG: Yes, but they always say DCR streets are under DCR jurisdiction.
- A: PS: Fresh Pond Parkway is under DCR jurisdiction; Mount Auburn is in Cambridge.
- C: WB: We do have legislation pending to move the speed limit down on parkways.
- C: PS: Excellent.
- Q: NNG: I live in Arlington, and we weren't really included as stakeholders, but there are people in our neighborhood who drive on Fresh Pond Parkway, and maybe even Belmont, Lexington, Waltham and points west as well. I'm a little disappointed we were not included. Did you look at air quality as a primary metric in making the design decisions?
- A: PS: If you're asking if we made a measure of idling, and those sorts of measurements, we haven't gotten to that stage yet. In 25 percent design we can start to look at that. It's more involved when you get out there. We have considered air quality, though, in providing other transportation options – getting more people on the bus, on their bicycle, and being able to give people more options not to drive. In that way we have.
- C: NNG: I like your methodology – counting people, but I wish you applied it consistently. For example, intersection light timing – maybe time the lights to get the most people through, or when deciding allocation of roadway, choosing between a bus lane and a bicycle lane based on which one moves more people – using counts to make those decisions.
- A: PS: There's some relevance to that especially in cases where there's quality and safety concerns. An old saying is that you don't decide to build a bridge based on the count of people trying to swim across the river. There are definitely roadway conditions that thwart people from bicycling, so the typical counts now don't reflect the potential. Bicycling is a small piece of that, but in the transit case we can do that.

C: NNG: Safety is mandatory, but comfort is another thing. I wish the lanes were wider on Fresh Pond Parkway, that would make it easier to drive...

A: PS: That also has an experience when you observe people on this corridor. Between Huron and Mount Auburn on Fresh Pond Parkway, speed studies show the 85th percentile drive 35 to 40 miles per hour, and people who live there know they often shoot above that, and go 50 or 55. But further down, where the lanes widen, south of Mount Auburn Street, down there speeds studies show 45 to 50 miles per hour in the 85th percentile. The observations show that when the lanes are wider, people go faster because they feel more comfortable.

Q: NNG: Can you give more detail on the section between Homer and Cushing?

A: PS: That's the next slide.

C: NNG: I just wanted you to continue with the presentation.

A: PS: Yes, sir, thank you. Cushing Street: folks here emailed us in the last week or two, and were talking about getting out onto Belmont Street. They identified a problem. If you're going to go into a one lane condition from a two lane condition that means that the traffic queue will be longer. That is correct. I'll admit that. I'm not here to sell a certain plan, I'm here to figure out the compromises we need to make to make everyone happier. If you're coming down Cushing Street, if there's traffic queue, this is also one of those efficient two phase intersections. Either Mount Auburn is going or Belmont is going, so there's a lot of green time for these people. This traffic queue isn't always going to be solid, it will be more like this arrow - there will be opportunities, perhaps, to get in. It will be, admittedly, more difficult, and that is one of the trade-offs of this design. We thought about the fact that there are potentially, I feel like I'm stepping on thin ice by even saying this, there is another way to get out and get down to Mount Auburn Street. I understand that's longer, and it will take more time. It's a half mile versus a mile, and that is a difference - that's something to consider, and it's important for everyone to consider the tradeoff.

C: NNG: I live on Cushing. You should be aware that a lot of people cut down from Huron Avenue. They have put some speed humps at the Hagerty School, which has helped a lot, but not its just people coming down from Strawberry Hill. There's a lot of traffic coming down from Grove Street, Belmont, and Arlington.

A: PS: Okay, so there's also a flip side. Now it's easy to do this move, because the traffic queues are pretty short here today. Under this condition it would be harder, which means that these people

would have harder time getting in too, so travel behavior could change. Today, in the modern world, when we have Waze and all these apps, routing traffic as you go, Waze might not tell you to go that way, because they know it will be tied up down towards the intersection with Belmont. This is still an efficient intersection; these cars are moving through, it's just a longer queue to wait in.

- C: NNG: So, it was curious to me at the beginning of the presentation, you said the west boundary was the Watertown line, and it's not. This forlorn part of Cambridge that is cut off from the rest of the city by Fresh Pond Parkway has a very restrictive one way circulation system. We need to get our kids back and forth to schools and to shopping and jobs and so forth and some of us are not able bodied and cannot ride bicycles, and buses don't go where we need to go. It feels like we're being penned in and the other part of that is that if we're trying to get to our homes from west on Belmont Street we have to make a left turn on Holworthy Street and then go around to Cushing Street. Which means even to get to our homes we will be stuck in that line of traffic in one lane trying to get onto Mount Auburn.
- A: PS: I do hear that, and I don't want to oppose it. This is the worst the queue could get – 500 feet. That is the worst it can get.
- C: NNG: I think that's crazy.
- A: PS: That is based on our analysis.
- C: NNG: I've seen buses break down, reducing it to one lane. You cannot get out.
- A: PS: I'm referring to the average a.m. peak.
- C: NNG: I am too. I intuit that going down to one lane is the same thing as the bus priority lane removing a lane. There is no green
- C: Carol Lynn Alpert (CLA): We haven't even talked about how backed up Huron Avenue is. You're basically saying to all of us who live on Cushing Street and left, which are one way streets that come into Cushing Street, that you want us to go down on Spruce, make a turn and go all the way up Holworthy, in this massive traffic jam that's going on Huron Avenue, make a right on Aberdeen Avenue, and make a right into our grocery store, and when we need to get across Fresh Pond Parkway, there will be a huge new load backing up Huron Avenue. We haven't talked about the lights or the intersection there.

- A: PS: What I'm hearing, to your point, is that the increased efficiency of the bus is not worth the hassle it would cause.
- C: NNG: I feel like our neighborhood was somehow left out. We didn't have a stakeholder, and we need a solution. We're all for transit and walking and bicycling, but it feels scary to be hemmed in with no way out up here, and to be more separated from the rest of our city. You talked about Holworthy being a gateway, but we're being gated out.
- A: PS: Okay. There is a longer traffic queue here, and that is a different condition, that's a worse condition. True. But also, we're making the bus travel faster, and for those who can, we are making it possible to bicycle safely through here. In one way we're making it harder, but in other ways we're making it easier, so I want to be fair about that. Also, we did try to have more people from Strawberry Hill involved, and I apologize.
- C: NNG (multiple): Don't just dismiss it.
- C: NNG: We were never contacted, we were never flyer'd. Just the fact that the meeting is here – there are no lights, people don't know where the school is, there's no signage for where the room is, it feels very exclusive.
- C: NCC: Ma'am, we posted several signs from the parking lot to here; I watched Hannah put them up.
- A: PS: One of the other things we should point out is that in the a.m. peak, you might spend a little more time nosing out in traffic than you do in Boston.
- C: NNG: You already do that because you can't see up the street to the traffic light at Homer.
- A: PS: I understand, definitely. We're taking this down in the notes, and it's something to consider as we go forward in design. I'm going to try to finish this. Just remember that when you're losing a little time here, you're also gaining 50 seconds of time through the rest of the corridor, if you're going further east.
- C: NNG: I'd like to say two things. Cushing Street is a cut-through street. It's a thoroughfare. They come rocketing down Cushing Street. That means putting a sign up here saying "residents only, our street." That would help us for starters.
- C: PS: Unfortunately, by law, you can't do that.

C: NNG: Secondly, we're talking about the need for a traffic light at Cushing Street, timed to let people out when Holworthy is free, then lets people out at Cushing, so we can fill the empty space that's just opened up.

A: PS: Thank you. That's an interesting idea. We can definitely look at that. That's certainly something that we can carry forward through the design. I understand that this is a big concern for Strawberry Hill. We've noted it. I want to hear if there are additional concerns around the neighborhood, and also your general feeling about the rest of the plan. Again, what we're trying to do here is to get some agreement that we're at a stage of design where we could move forward to another stage of design. This is not the final opportunity to weigh in on this. If there are things you like about the design, let us know. You guys could organize and stop this process from moving forward, but, if it moves forward maybe we can resolve some of these things.

Q: NNG: I have a question. Maybe I'm the only person who actually goes in the other direction on Mount Auburn Street from Belmont, I make a right turn there. What's the impact of having a bus lane on your right for people making the turn, in terms of accidents? I've had that already happen.

A: PS: It would actually put fewer vehicles on the road, on that right turn lane – you would share that lane with the bus.

C: Bob Stathopoulos (BS): Pete, I'm sorry to interrupt, but it is 8:00pm.

C: PS: Okay. I do have more slides that I'm going to get through. There is more stuff to come, guys, and after, we will be hanging out here and can answer questions. We've taken up two hours of your time already, and I know people have to go back to their families.

I wanted to show you, quickly, how this all works together. This is the average person delay. We talked about using this analysis for the number of people going through the intersection. In the a.m. peak, the average person get through the intersection 140 seconds faster, and in the westbound direction, 18 seconds slower. There's a sacrifice there. In the p.m. peak, that eastbound benefit is preserved. The average person is getting through 20 seconds faster, and westbound are 35 seconds slower. To add those two numbers up, 122 seconds faster for everyone in the morning, and eleven seconds slower for everyone in the evening.

I'll try to make this really fast. The pedestrian actuated crossing at Larch Road, and the support of the raised tables is something that we continue to defer to further design. These are traffic calming elements that people wanted in the old version. Now in the new version we're making a

signalized crosswalk, so it will have a red light for cars. There will also be advanced warning signage. We're keeping the raised crossings in the design for now. There are different designs we can use, so the type of design we would be using is not yet determined; that's a continuing conversation.

There are places to park police enforcement vehicles on Fresh Pond Parkway built into this design.

There was also some concern last time about safe access to the U-turn off of Greenough Boulevard, down by the BB&N parking lot that is furthest toward Watertown. This is a new design here to allow cars to turn around, and also access the lot.

There's concern about the pedestrian crossings on Fresh Pond Parkway, which we talked a little bit about. This is the illustration from the existing condition, where the cross bars are really far apart. This is the proposed condition, where they are a lot closer together. That helps us make the crossings a lot shorter, and that means you can get across the street a lot faster. This is the existing intersection, where you have 167 seconds to cross in this direction.

C: NNG: You have to do that in several stages.

A: PS: Yes, and you have to stop each time. That's inefficient. We've cut this down to 139 seconds. There's a lot of traffic here, we really needed to get this condition better, but there's the competing need to get traffic through. But it is better.

C: PS: In this direction it's a lot better. We're just looking at westbound and eastbound here, but if you're going westbound from the right side of the street, you on average wait 41 seconds here, and when you add this all up, you get to 264 seconds today. That's an example of how that signal is not working. Because we add crosswalks on this side of the street and even if you're coming from the east side of the intersection its better – we get it down to 103 seconds, a vast improvement.

Also we had some comments about bicycle lanes on the Eliot Bridge. They're not here in the design, but that's something we would look at in the next phase of design. That goes into Boston, so we'd need to look at that side of the bridge.

There were also some analysis changes that happened between the public meeting on November 14th and now. We had this design then, but we found out that this intersection is not efficient

enough. So, we added an extra lane in this direction and we pulled all this down to make it more efficient.

I'm recalling that we didn't show the animation for Mount Auburn.

Q: NNG: Are those blue things buses?

A: PS: Yes, that's bus parking. We talked to BB&N quite a bit about their operations.

C: PS: We incorporated just about 4.5 acres of new parkland created in this project. There are community gardens up here as a placeholder, but this is 1.6 acres of programmable space.

I'd like to show you a couple of VISSIM animations. Let's start with Mount Auburn, since we skipped over that, if you remember our conversation about that. This shows how this would work in a.m. peak hour – you'll get to see some of the transit benefits working. Here we see Belmont and Mount Auburn, which we talked about. You see there are times when it's going. Here's a bus.

C: NNG: That's not rush hour!

C: NCC: Bob, what kind of volumes is this using?

A: BS: This simulation is using the peak hour volumes. Because of the green times at these intersections, we're getting the progression a little better, and you'll see that you don't have all the traffic you experience today. On the whole corridor, we're programming all the signals in order to make it work a bit better and get vehicles through every intersection as efficiently as possible.

C: PS: That's not rush hour today, it's rush hour with the project.

C: NNG: No way.

C: PS: What he's saying is that the progression, the signal timing to get through the intersection is worked out better. The intersection at Fresh Pond Parkway and Mount Auburn is the key here because you get more traffic through faster. This is the a.m. peak, remember, where we save 50 seconds of time going through the corridor.

C: NNG: There's a traffic jam where the bus lane starts on the right, and all the cars have to get into the left lane.

A: PS: It will start to clear out in a minute. That's the thing – the traffic queue is longer, because you're all in one lane, yes, but they're brought through efficiently, so it's not a permanent condition.

Q: NNG: Did you talk to the Star Market business owners?

A: PS: We've done a little bit of outreach to Star Market.

C: PS: The bus, you'll see, gets to go early, and then everyone else gets to fill in behind them. There are already some people who turned right at Coolidge. You can see some pedestrians.

Q: NNG: The Star Market is kind of a sleepy market. What if a more popular market, such as Market Basket, takes its place? The parking lot is pretty empty now, but things change.

A: PS: The proponent of the change would have to do a trip generation study and analyze it.

C: PS: This is the Eliot Bridge, down by the river, where we were just talking about. This is the two-T concept: here is Memorial Drive. It's obviously T-ed up, rather than the three legged interchanges. This is Gerry's Landing coming down to meet Memorial Drive.

Q: NNG: The yellow flashing bar there, is that indicating the cross bar?

A: BS: The yellow bar is the crosswalk. It's how you can put pedestrians into the model using the software. They walk only within that bar.

C: NNG: They're walking really fast.

A: PS: The video is sped up in order to show you a bigger picture.

C: PS: We're starting to see the problem we're experiencing down here. You have two turning lanes here, and two through lanes, and we're not able to make the intersection as efficient as we want. A 25% design would do an origin- destination study to understand where everyone is coming from. You're starting to see here that the traffic is queueing back pretty far. This is us pulling back and transparently showing the process we're working through. So, either we need to make this more efficient, or we need to understand where the traffic is coming from, and what other routes people can take.

Q: NNG: Is this in the morning or afternoon?

A: NCC: That's p.m. peak.

- A: PS: That is Storrow Drive. It's also important to note that it doesn't cross any other intersection – there's a lot of storage space.
- C: PS: If we do an origin-destination study, we can figure out what percentage of people are coming from far enough away where they have potential other route choices. So if that intersection had five or ten percent less people going through it, taking another route, perhaps that could work and you would have a calmer neighborhood. That's something we could only do once we get the further information. This may be a place where we could break out. What time do we have?
- A: NCC: Ten past eight. Let's let people ask whatever questions they have.
- C PS: Yeah. Let's start with the state representatives.
- C: WB: I just want to thank Pete, thanks for developing an efficient set of ideas. To the folks in Strawberry Hill: the kind of concept that the gentleman advanced about adding a light there, we'll work through those things and do what's necessary. The light would be a complete solution to getting people out of there, so if it's necessary that's something we'll put on the table. If it means extending the scope of the project, that's something we can do.
- C: NNG: It feels like the traffic coming in and out of the Star Market area isn't adequately accounted for. You're closing the other two entrances, and with everyone going in on Homer Avenue there will be a backup of cars trying to get up the alley and into the parking lot.
- C: WB: If it's needed we can expand the scope of the thing a little bit and do what's necessary to make the whole thing work.
- C: PS: That's a good conversation to have with Watertown going forward.
- C: NNG: There are some brilliant things in this meeting and I'm a little unhappy that the Strawberry Hill people are being portrayed as anti-bus people – they're not. It's just that the amount of attention being paid to the area around BB&N and this school is enormous compared to the fact that there is a school on Cushing Street. I'm not sure you know that. In rush hour, parents drop the school kids off. Yes, many of them take the bus. I don't know how you get your models about how long the traffic green parts will be, but in the morning it's not going to be that way. I think that it would be nice to devote to as much time to the other side of the tracks.
- A: PS: I get that comment. Based on your comments, I think that a lot of this is a communication thing; that you guys feel out of loop.

- C: NNG: It's also an investment thing - look where all the money is going.
- A: PS: We intended to do it for everyone; that's our job. It's a problem that I don't have someone as engaged as you are on the Stakeholder Group. I think we need to correct that. We can put out an email to ask people to apply for that, and choose someone. We can also come to the neighborhood to talk to you more about the specific concerns of Strawberry Hill. We want to make sure we involve everybody, and spend that time. I think that one of the important things is to move forward in the design, because right now, we're at the end of our contract and need to move into the next stage. That opens up too.
- C: NNG: I was going to suggest exactly what you just said – rather than sending out an email looking for applications, I think that you probably have a lot of applicants in this room that are engaged in this process and would be happy to volunteer to serve on a stakeholder committee. I would suggest you collect names tonight of potential volunteers. The other thing I would say about your communications is that there has been a very lively community on NextDoor discussing this, and I would highly recommend you consider branching out to social media and other sites beyond the Cambridge Tab to get the word out, so you don't end up with a situation like this.
- A: PS: Certainly. NextDoor is uneven in use across the city, but now we know it's very active here. If you signed in, if you want to add, next to your name, if you're interested in the stakeholder group, or tell one of us three up here after the meeting. We can certainly take your names and include you in that pot.
- Q: NNG: When Concord Avenue was redeveloped, they put a bicycle path on both sides of the street, on the other side of Fresh Pond. The one not on the side of Fresh Pond crosses 26 driveways. I wonder if they could have possibly put both directions bicycle lanes on the Fresh Pond side, because it seems a little crazy to go with the option to cross 25 driveways. I don't know if that's a factor to think about here. Can you put both on the Cemetery side? That's just a thought, because it was a missed opportunity on Concord Avenue.
- A: PS: Even to do that would be a road diet. We would have to take away one of the travel lanes, because the track you're envisioning is at least ten feet wide.
- Q: NNG: Is that fixed in the state code, and immovable?
- A: PS: In terms of width? There are conditions where you could try to flex those, but even if we try that, we still don't have enough room to add as much as a travel lane. I did try though.

- C: NNG: First of all, I like the plan, and think it's going to solve a lot of problems on Mount Auburn Street, with what you're proposing to do here. I'm concerned that this is going to take a while, so what's the short-term?
- A: PS: I can zip ahead to the short-term stuff here. We did have some other stuff queued up.
- C: NNG: That signal's been wrong for three years, and no one seems to be able to do anything about it.
- A: PS: Again, a lot of the problem with that signal is related to geometry. This is a short-term plan that we did a while ago. This isn't what it will look like when we do get to that stage, and we want to get to that stage. We would use temporary materials that have some staying power to take up some of the pavement. This follows the existing medians that are out there. It still does a road diet up here. There actually needs to be some adjustment to this plan, as I mentioned. This would provide the benefits to traffic that would allow both the transit and traffic benefits in the a.m. peak. We could get to that in a cheaper and faster manner. That's the idea of what to do next – not right away, but after we show you more design.
- C: NNG: We live next to Lowell Park. The sequence of lights at Coolidge and Mount Auburn, and Fresh Pond Parkway at Mount Auburn didn't used to be so wonky and out of cycle the way they are now. We've called to ask about this and we were told that one belongs to DCR and one belongs to the City of Cambridge, and they couldn't synch them up. Sometimes the light at Coolidge changes, and so you continue but the intersection at Fresh Pond Parkway is red, so there's a backup. So you can't continue. We've been told over and over that those two are not owned by the same people and that why they can't get them to talk to each other.
- A: PS: They're definitely both owned by DCR. We've gone out there and actually opened up the box and looked inside. In the last ten years, so not super recently, they updated their equipment. There is some opportunity here. We do have DCR in the room, and we are taking notes here. We're the design team for short and long-term options, so we're not the ones who can adjust the signal, but we have noted that, and that goes to DCR. There have been some short-term changes that will come out of this process.
- C: NNG: I can see that those lights aren't timed right. Every morning I go through there. The second problem is that people make a right turn at Coolidge Avenue and then a left, so they use both lanes of traffic. They block both lanes and then buses and everyone else cannot get through the intersection.

A: PS: Certainly

C: NNG: No one's considered that – not allowing right turns. When the light's red, they block both lanes.

A: PS: Okay. We've got it in notes.

Q: NNG: What's the order of magnitude for the short-term and long-term? Are we talking a year, two years, five years?

A: PS: The short-term would be able to be achieved, if things go well and we don't hit any major snags, in the one to two year range, perhaps. I'm not the promises guy, but that could be the range. To do the long-term option, the next phase of this project might be making the Fresh Pond Parkway at Mount Auburn intersection into the long-term concept or something like it – that would be more in the three to five year range or longer. Phases such as down by the river would probably be a much longer time horizon, since it's much more expensive, and then a lot of this project is on City of Cambridge and Town of Watertown property, so those would be up to the individual municipalities, but probably along similar timelines when there are curbs being moved. The transit lane could go along with the short-term option, to get that benefit. We just need to fix this intersection, and paint the transit lanes.

C: WB: Pete, could you go back to the gentleman's comment? I think – I always thought – that there are light timing things we could be doing there. Just do them. I don't know how quick that layout change is, it seems like a little bit of a project just to get that done, but what about light timing changes. Is it possible that you could be making some recommendations to just change the lights in a really short time frame?

A: BS: Some of that can happen, for sure. I don't know if we have checked if all the detectors work. We can probably figure out some marginal benefits that you can see. I don't know if you'll see the full benefits but will see some.

A: PS: Yeah, it wouldn't match all the benefits we're talking about, but perhaps we could make some adjustments. These kinds of changes are challenging because once you make an intersection more efficient, more people will tend to drive through there, so starts to look like a problem again.

C: NCC: When Bob says detectors he means loop detectors, which are a circle or square in the pavement which are tied into the controller, which reads if there's a car there.

- C: BS: Yes, they detect when a car goes over it, and there's a need to get the green light.
- C: NNG: I just have a quick comment. I guess the street light poles are owned by DCR. I've made a lot of phone calls – there are seventeen street lights out throughout the Fresh Pond Parkway/ Mount Auburn intersection, which make it very dark and dangerous. We've had fatalities of neighbors and people. This has been going on for years, and I've been making phone calls. I don't know if anyone else cares but it's very dark.
- A: Rob Lowell (RL): I'm Rob Lowell, of the DCR. We have made that comment to the owner of those lights, which are unfortunately not owned by us – they're owned by Eversource along that stretch. They have noted that. I understand from conversations with Val that they are waiting for the weather to break in order to replace them, so we're hoping to get that in early spring.
- C: NNG: They also need to number them. They're not numbered so when I call I have to give a description such as "it's the street light at the corner near the hospital."
- A: RL: We flagged the whole stretch, and we're hoping to see improvements there shortly.
- C: NNG: Thank you.
- C: PS: Thanks rob
- C: NNG: We live at Fresh Pond Parkway at Huron Avenue, which is one of the locations where a raised intersection is a possibility. Is there any consideration given to the different behavior of people who drive through it every day and will know it's raised, versus occasional drivers? Right now, the light changes and people speed up. I'm wondering if the raised intersection would cause more accidents as people lose control as they hit it.
- A: PS: We've heard that concern and that is something we'd want to look at in further design.
- C: RW: You mentioned that raised intersections at signalized crossings are not precedented, but are up for consideration. I'm wondering if we can have input when you guys discuss that.
- A: PS:, I think it is going to be one of those continuing conversations in meetings once we get funded for 25% design. That issue we're basically footnoting it in the report as a continuing conversation, so when we start to talk about other design elements, ways to address that problem. That will also be searching harder for other examples from the country where that might be done.

- Q: RW: So there will be stakeholder and public meetings during that phase?
- A: PS: Certainly there will be outreach associated with the design phase. The design phases are 25%, 75%, and 100% - so we're really far from getting something constructed. We're trying to get agreement that we have a concept that we can start to work with. Hopefully, if we can sort out some of the problems with communication with Strawberry Hill, we can engage a bit more.
- C: NCC: I'm noticing that vast holes have opened in the audience. Before we keep going with Q and A, is there anyone who has their hand up now, or anyone in the audience still, who wants to make a first comment who hasn't gotten to before?
- Q: NNG: I have a comment. Has there ever been talk of doing anything with the abandoned rail line behind Shaw's?
- A: NNG: Bicycle path!
- A: PS: yes, there's a bicycle path called the Cambridge Watertown Greenway, and you can engage with that process. Nate, can you pull up the final slide that shows the project website?
- A: NCC: Sure
- C: NNG: Can I ask about the mid-block crosswalk on Fresh Pond Parkway (by Larch Road) that was mentioned towards the end? I live on Fresh Pond Parkway not far from that area. That area is really dangerous. I understand why it would be more convenient, but that's a really dangerous curve. I used to cross it going to school, but now it's much more dangerous now.
- A: PS: I'm glad you're voicing that. We've had some back and forth conversations about that.
- C: NNG: Accidents happen right at that curve. I live right next door to where that accident happened on Saturday night. Further down there's a guardrail that gets dented all the time. That's right where you're suggesting the crosswalk. It's pretty dangerous.
- A: PS: Definitely noted; thank you.
- C: NNG: I've heard estimations that autonomous vehicles will increase traffic volumes because it will be easier to just drive – you can read the paper, or have breakfast while driving so there will be less resistant to using that mode. Are you figuring in any changes into your ten and twenty year projections related to autonomous vehicles?

- A: PS: There's a variety of thinking around autonomous vehicles. There is the thinking that volumes will increase because it will be more convenient and perhaps gets closer to the price of transit, even, but also cities are thinking about this a lot: how do we regulate in a way to cause the opposite effect, so that more people are carpooling, or using autonomous buses instead.
- Q: NNG: So you're not figuring any of that in yet; it's too unpredictable?
- A: PS: Yeah, there's no model for that yet. They are coming soon. When it comes, because I can envision building them the way you want them to, and autonomous vehicles go around because not as concerned about focus behind the wheel, trying to get the fastest way to your destination.
- A: BS: autonomous vehicles but we're also going to talk about smarter signals at that point. You have to communicate to the signal all the way from point A to point B. You will have better information to know when you're getting in your car, your autonomous vehicle, to go to work, because there will be better communication. There's nothing you can do to model it – that's impossible still at this point.
- C: PS: There's also adaptive signals, which have been around for a while, but are starting to take hold in the U.S.
- C: NNG: I'm one of the fewer younger people here, and have a weird work schedule. I work in food service, so I commute at or 10-11am, 5pm, or 11-12 at night. I bicycle, and I'm really excited for all these changes. A lot of my commute is on Mount Auburn Street, and since its two lanes right now, it feels like a drag race – even with the T drivers sometimes. I've bicycled all around the country and this street is always really horrifying so I'm elated that it will be safer. We focus on rush hour, for volumes, but it's going to be safer at all hours.
- Q: NNG: To piggy back on that, we've brought up the fact that drag racing happens. I know at the other end, toward Watertown, near the retirement home, there's a permanent fixture that says the speed limit, 30 miles per hour, and reflects your speed. Is there any way to put something like that closer to Star Market and Fresh Pond Parkway, so that people are cognizant that they've started going 40 or 50?
- A: PS: That would be noted for further in design. Those things could be certainly included
- Q: NNG: Is there any evidence that stuff like that actually slows cars down?
- A: PS: They reduce speeds very successfully. This is the first time we've heard it for Mount Auburn, although we've looked at that for Fresh Pond Parkway. Maybe now's a good time to break out.

We're still going to be here; we're going to pack up very slowly, and we have the plans out still. If you all want to ask any specific questions, we also have DCR here. Thank you for showing up today.⁷

Next Steps

The public comment period ran for two weeks after this meeting, and comments received follow in Appendix 2. Short term design concepts will be advanced in the near future. At such time when long term elements proceed with further design, additional public engagement activities will be undertaken.

⁷ There was a significant amount of clapping at the close of the question and answer session.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Andrea	Adams	Town of Watertown
Carol Lynn	Alpert	Community Member
Heather	Angstrom	Community Member
Anne	Anninger	Community Member
Tom	Anninger	Community Member
Anne	Atheling	Community Member
John	Attanucci	Cambridge Community Member
Heidi	Bailey	Community Member
Simone	Bailey	Community Member
Jil-Anne	Bailey	Community Member
Joe	Barr	Stakeholder Group
Stephanie	Beal	Community Member
Ron	Benham	Community Member
Stacey	Beuttell	Stakeholder Group
Josh	Bittker	Community Member
Hannah	Brockhaus	Howard Stein Hudson
Chris	Buckles	Community Member
Nathaniel	Cabral-Curtis	Howard Stein Hudson
Susan	Caulfield	Community Member
Joy	Chase	Community member
Elisabeth	Ciansiola	Charles River Watershed Association
Nina	Coslov	Stakeholder Group
Fran	Cronin	Community Member
A David	Davis	Community Member
Ethan	Davis	Watertown Bike/Ped Committee
Larry	Evans	Community Member
Beverly	Evans	Community Member
Helen	Fairman	Community Member

First Name	Last Name	Affiliation
Karen	Falb	Community Member
Charles	Farkas	Community Member
Nate	Fillmore	Community Member
Douglas	Flandro	Strawberry Hill Community Member
Cynthia	Forbes	Community Member
Dave	Forney	Community Member
Ed	Frankenberry	Community Member
Debby	Galef	Community Member
Phil	Groth	Stakeholder Group
Sheled	Hadley	Community Member
Martha	Hamilton	Watertown Community Member
Teresa	Hill	Cambridge Community Member
Barbara	Humistead	Community Member
Ralph	Isinger	Community Member
Cornelia	Janke	Watertown Community Member
Lou	Jordano	Community Member
Shane	Keats	Community Member
Aaron	Kemp	Community Member
Kenda	Kuncaitis	Cambridge Community Member
Annette	LaMond	Community Member
Cameron	Lee	Community Member
Amitai	Lipton	MassDOT District 6
Rob	Lowell	DCR
Duncan	Martin	Community Member
Susie	Mees Longfield	Community Member
Jenna	Moskowitz	Community Member
Kathy	Murphy	Community Member, BB&N
Jamie	Murphy	Community Member
Jessica	Nahigian	Community Member
Mitch	Nelin	Community Member

First Name	Last Name	Affiliation
Joseph	O'Loughlin	Community Member
Elaine	O'Reilly	Community Member
Carol	Pannis	Community Member
Niels	Peetz-Larsen	Community Member
Mark	Peterson	Stakeholder Group
Sandra	Pilottot	Community Member
Susanne	Rasmussen	City of Cambridge
Deanna	Ricker	Coolidge Hill Community Member
George	Ricker	Community Member
Robert	Russell	Community Member
Amy	Salomor	Community Member
Claire	Schub	Community Member
Effie	Shumaker	Community Member
Dawn	Slaven	Community Member
Val	Soroka	DCR
Bob	Stathopoulos	Howard Stein Hudson
Martha	Stearns	Stakeholder Group
Pete	Stidman	Howard Stein Hudson
Stephen	Sullivan	Community Member
Judith	Taylor	Community Member
William	Taylor	Community Member
Tegin	Teich Bennett	City of Cambridge
Dave	Teller	Community Member
Andrea	Williams	Cambridge Bike Committee
James	Williamson	Cambridge Community Member
Russ	Windman	Community Member
William	Wood	Community Member
Abby	Yanow	Community Member
Jason	Yu	Community Member

Appendix 2: Roll Plans

Fresh Pond Parkway Huron Ave to Mount Auburn Street



Fresh Pond Parkway Huron Ave to Mount Auburn Street



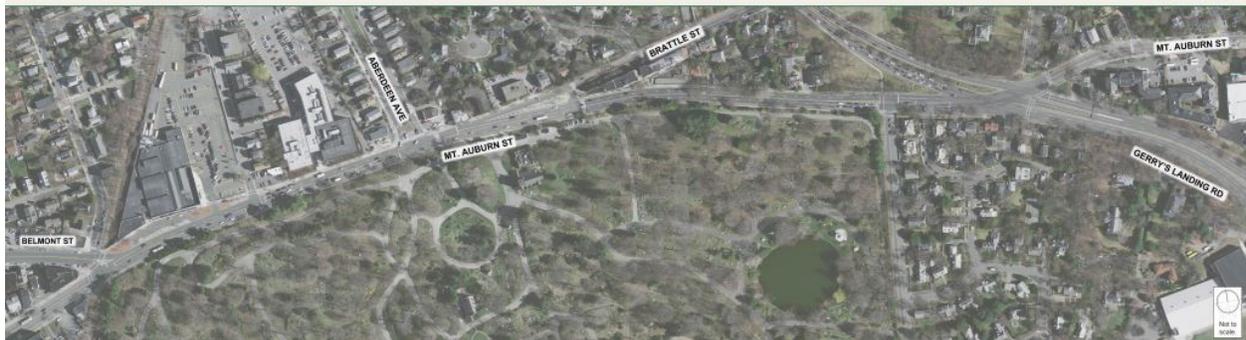
Gerry's Landing, Memorial Drive, and Greenough Boulevard



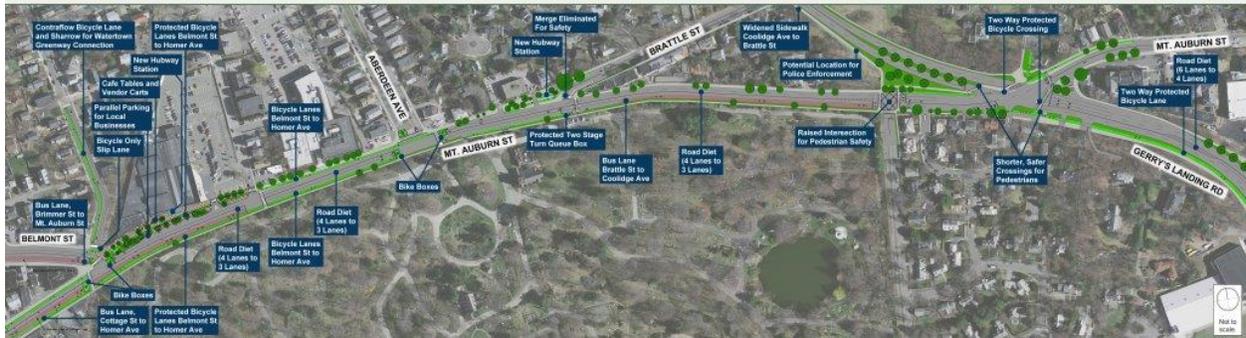
Gerry's Landing, Memorial Drive, and Greenough Boulevard



Mount Auburn Street Corridor



Mount Auburn Street Corridor



Appendix 3: Received Comments

DCR Website Public Comments

Mark Kaepplein, 11 Palmer St, Arlington MA, January 26, 2017

Comment: What deceptive bar charts! You keep the same scales for all modal waits instead of making pedestrian waits look longer when they are in fact much shorter than MV wait times!

Douglas Flandro, 164 Cushing Street, Cambridge, February 2, 2017

Comment: I wish to comment on the community presentation on the Mount Auburn Corridor Study held 31 January 2016. I am a resident of Strawberry Hill. I commute to work in Harvard Square by walking, bus or bicycle. I feel the improvements to the bicycle and the bus infrastructure are very exciting. I especially support efforts to calm traffic and to make commuting safer for bicyclists and walkers. I fully support the project. I was shocked to see the high percentage of users of this corridor who travel by bus even though such a low percentage of vehicles are buses. I was impressed by the traffic studies and the data collected by the consultants.

I do think that there could be a problem for vehicles turning right at the south end of Cushing Street and request the consultants study the feasibility of installing a traffic signal at this intersection or ending the bus only lane before Cushing Street. I request that the Stakeholder committee reach out to include some more representation from Strawberry Hill. We feel that great accommodations have been made for BB&N on public land and for the Shady Hill School has had a large say in the project and have heard from many neighbors that we in Strawberry Hill feel that we have had little direct input. I would be interested in participating in the stakeholder meetings. I am linked to 232 neighbors in the Strawberry Hill neighborhood through Next Door. I also feel that Helen Fairman would be an excellent choice for the stakeholder committee.

Mary Ellen Bowers, 1 Aberdeen Way #217, Cambridge, February 5, 2017

Comment: Hello, I live on Aberdeen way and both bicycle and drive to work for my commute to my job. I understand the challenges of both options. While I wish I could bike year round; I don't bike through adverse conditions due to the risk of doing so. While I support bike lanes and believe that the ones recommended would go a long way toward that goal, I would like still use Brattle Street to get to the mem drive bikeway further up. The amount of cars converging on the Mount Auburn/Rt 2 intersection is positively scary at rush hour for a cyclist. I am having trouble

imaging that a dedicated lane for buses would not exacerbate the traffic back up on Mount Auburn street to an untenable level. The buses at the end still have to cut across the traffic heading toward greenough blvd. which holds up motor vehicles even more. Though I must say the buses are pretty skilled at negotiating this and it somehow works out most times, but does slow down other vehicles. I imagine that drivers will be less thrilled about yielding to buses who have flown by them as they sit in traffic for an extended period. I admit that I am one of those folks who dart down brattle to Fresh Pond to avoid this back up. If the area is further congested I will be forced into more back roads, which I don't see as desirable and probably the neighbors as well. I would not recommend the raised beds. It seems unnecessary at such a major intersection and will slow traffic so much that the incremental time will add to the back up on all streets. I'm not sure of the best solution, but question the feasibility of a dedicated bus lane. As an aside, I would take public transport if there was a direct service to the medical area vs. going to Harvard Square, going in town and then taking the T out. The current buses from HS go all through Central Square, Mass Ave etc... I can't imagine that there isn't a demand for bus service from Watertown / Cambridge/West and HS that couldn't proceed directly to the medical area?

Fritz Foley, 35 Lakeview Ave, Cambridge, February 6, 2017

Comment: I strongly object to changes that will increase travel times on Fresh Pond Parkway. This is a major connector for anyone going into and out of our area and making use of Route 2. Traffic delays are already long in the mornings and evenings, and many people are affected by the delays. The stakeholder group includes heavy representation from Shady Hill School. I appreciate the desire and need to protect children who walk to and from Shady Hill School, but it is also essential to keep in mind the preferences of all of those people who commute along Fresh Pond. Please ensure that adequate steps are taken to incorporate the preferences of these other people. I only just learned about this corridor study, and I suspect that users of Fresh Pond who do not live in my neighborhood have been given no information at all.

Thanks

Fritz Foley

35 Lakeview Ave

Dawn Slaven, 33 Dexter Ave, Norwood, February 16, 2017

Comment: I have concerns about how the street project is going to impact my ability to get in and out of Cambridge Medical Building at 575 Mt Auburn St right off Brattle Street, which is where our pediatrician's office is. Currently I make a left onto Brattle from Mt Auburn and another left (essentially a U-turn) onto the access road leading to the med building parking lot. The Proposal shows a reworking of Brattle Street where it would make it seemingly impossible to make a left turn to get to the medical building. I would like more information on alternatives to the Proposal to allow a left turn into the medical building parking lot or an equally accessible option.

Seth Federspiel, 26 Lombard Rd, Norwood, February 17, 2017

Comment: I'm very happy to see this study making progress. As someone who commutes between Arlington and Cambridge along this corridor every day, I intimately understand the danger and disfunction of the current design for all users. In the proposed design, I think the new park at the intersection of McGrath and Mem Drive is particularly innovative. I am concerned, however, about the lack of attention to Fresh Pond Parkway between Mt Auburn and Huron. There is a great need to connect bike corridors along the Charles River and Fresh Pond, and the current setup is extremely difficult. Biking on the road is a terrifying prospect given the narrow lanes and vehicle speeds, forcing bicyclists onto the sidewalks which are narrow, have poor visibility, and conflicts at intersections. I urge you to look into a comprehensive solution to connecting bike facilities between the Charles River and Fresh Pond as a crucial part of this study and corridor design.

February 20, 2017

Dear DCR, neighborhood stakeholders, HSH team, and consultants,

Thank you for providing LivableStreets Alliance with the opportunity to comment on the Mount Auburn Street Corridor design. LivableStreets Alliance is dedicated to the belief that all people, regardless of their ability or age, should be able to get around easily, affordably, and most importantly, safely. That belief drives our work to make streets better for biking, walking, and public transit.

The proposed design for Mount Auburn Street provides significant improvements in safety and accessibility for people who walk, bike, and take the bus over current conditions. We appreciate your foresight in developing infrastructure that aligns with Cambridge's goals of improving mobility options. The dedicated bicycle facilities on Mt. Auburn St provide continuity between Cambridge and Watertown. The eastbound bus lanes will considerably improve service and increase capacity for the Route 71 and 73 buses, which currently have high ridership but suffer from long delays during rush hours. The increased capacity is particularly needed since the T does not have additional buses to add to these routes. The right-sizing of the Mt. Auburn / Fresh Pond Parkway intersection will make it safe and easier to navigate for all roadway users.

While the latest plan represents an important step forward, we believe that modest changes to the design would further reduce the stress on people who bike and take public transit. Below are some recommendations that we believe would provide the greatest contribution to our shared goals of improving accessibility, safety and connectivity:

1. Provide bike lanes in both directions on Mt. Auburn Street between Brattle Street to Fresh Pond Parkway

In the current design, the protected bike lanes on Mt. Auburn Street terminate at the Brattle / Mt. Auburn intersection and resume at the Fresh Pond / Mt. Auburn intersection, creating a 0.3-mile gap that would both disrupt traffic flow and deter people on bicycles from using the corridor.

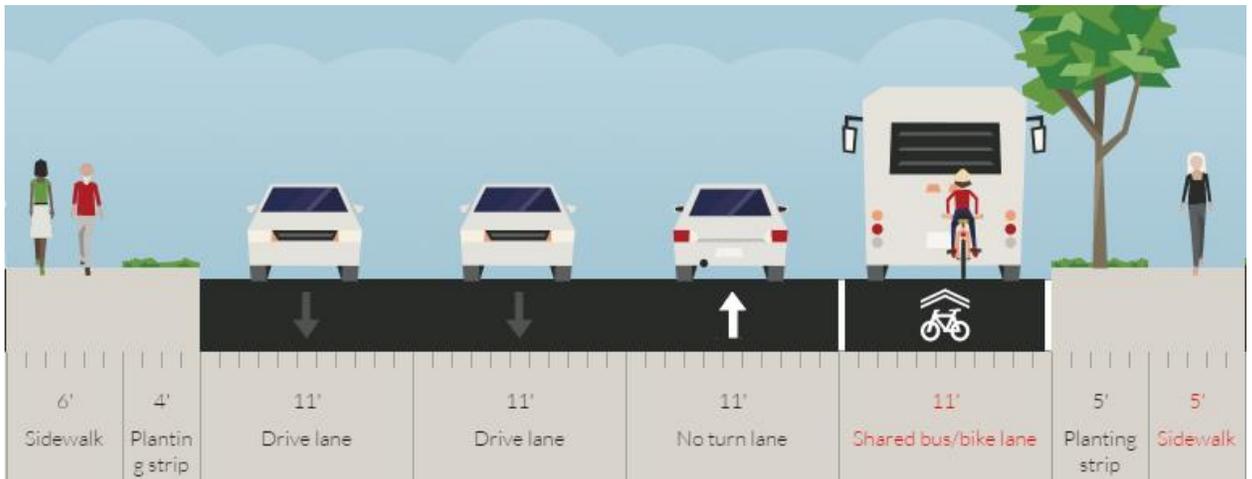
Although the current design calls for sharrows between Brattle and Fresh Pond, the lack of a dedicated space for bikes will deter all but the most confident cyclists. Having bike lanes that start and stop, as is currently proposed, creates stressful and dangerous merging conditions for both bicyclists and drivers. The presence of sharrows is often not particularly effective on busy roadways such as Mt. Auburn where vehicle speeds are significantly higher than biking speeds. The lack of a bike lane will thus undermine the connectivity and usability of the corridor for people who bike—both now and in the future.

Acknowledging that space is a limiting factor, we strongly urge you to reallocate space within the right-of-way to include at minimum 5' striped bike lanes in both directions support extending the eastbound bike lane from Brattle Street to Fresh Pond Parkway.

Here are three suggestions for altering the Mt. Auburn St. cross section to provide continuous bike facilities between Brattle St. and Fresh Pond Parkway.

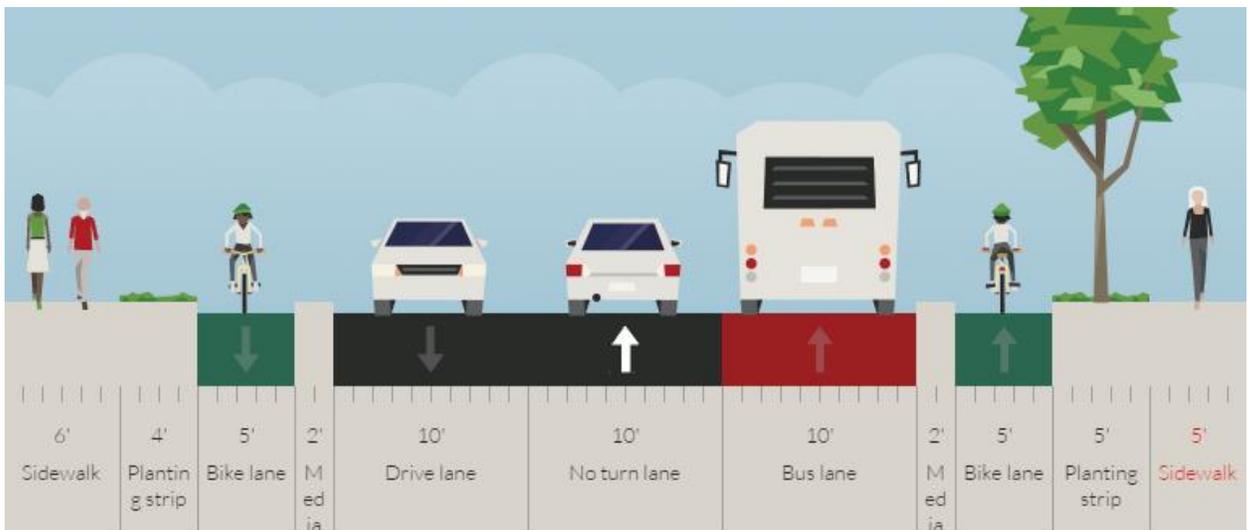
Current (and proposed) cross-section

6' sidewalk, 4' grass strip, 11' WB travel lane, 11' WB travel lane, 11' EB travel lane, 11' EB bus lane, 5' tree strip, 5' sidewalk



(a) LivableStreets' preferred cross-section: provide one westbound travel lane instead of two and protected bike lanes in both directions

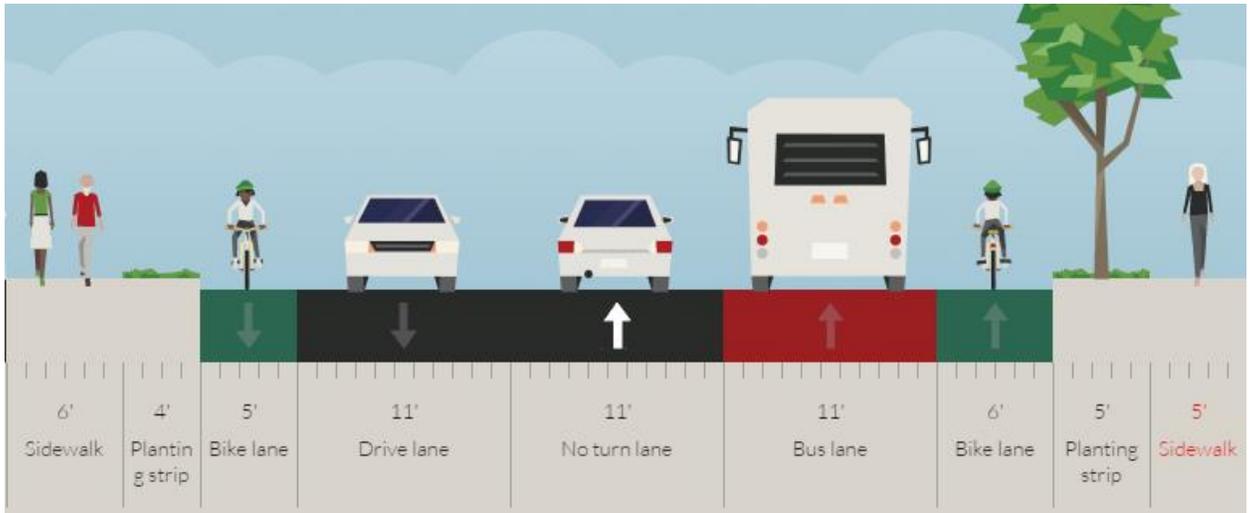
6' sidewalk, 4' grass strip, 5' WB bike lane, 2' buffer, 10' WB travel lane, 10' EB travel lane, 10' EB bus lane, 2' buffer, 5' EB bike lane, 5' tree strip, 5' sidewalk



In our preferred cross-section, curbs remain as they are today, one of the westbound travel lanes is eliminated, the 3 remaining travel lanes are narrowed to 10', and 7' protected bike lanes are provided in each direction.

(b) LivableStreets' alternative cross-section: provide one westbound travel lane instead of two and striped bike lanes in both directions

6' sidewalk, 4' grass strip, 5' WB bike lane, 11' WB travel lane, 11' EB travel lane, 11' EB bus lane, 6' EB bike lane, 5' tree strip, 5' sidewalk

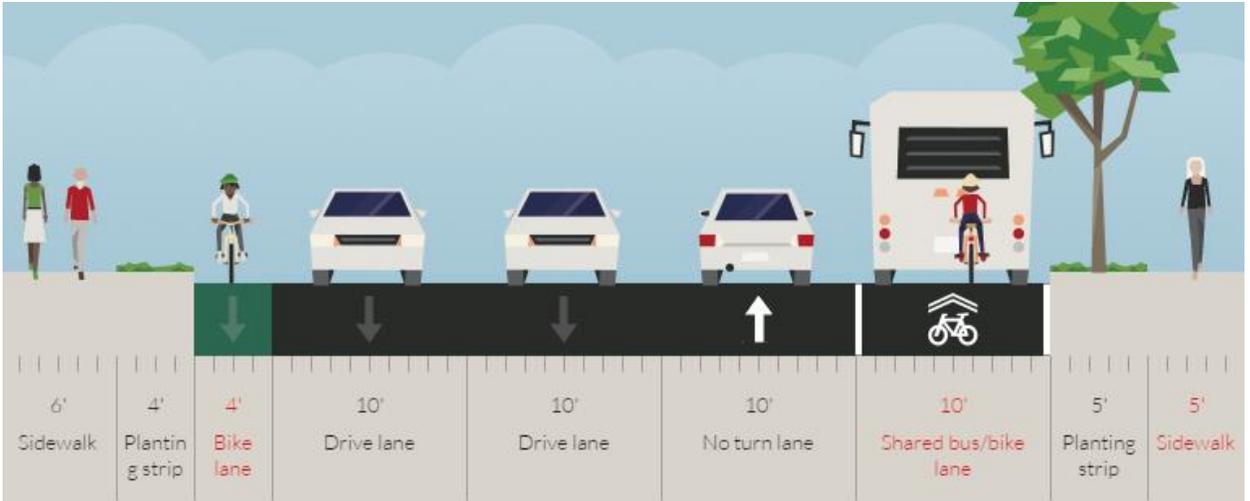


In this alternative, travel lanes are 11' instead of 10', at the expense of providing physical protection to the bike lanes.

With configurations (a) and (b), we recognize that removing one of the westbound travel lanes would likely result in long queues for cars during the PM Peak, as noted in the latest presentation. However, we feel that this is an acceptable tradeoff in the interest of safety of vulnerable road users. Dedicated bike lanes are a safety benefit 24 hours a day. First, their absence deters many people from biking while creating stressful, potentially dangerous conditions at all times of day and night for those who do. On the other hand, a second travel lane is only a convenience to motorists approximately one hour per day. If there is concern that traffic will back up through the Fresh Pond Parkway intersection, we ask that you consider adjusting the traffic signal timing through the corridor (particularly at Aberdeen Ave) to use a shorter cycle, so that the traffic queues can clear more quickly. You might also consider "feathering" traffic flow, where signalized intersections with excess storage capacity hold more cars up or down stream as needed to alleviate congestion at targeted intersections.

(c) LivableStreets' worst-case cross-section: narrow existing lanes and provide a minimal westbound bike lane

6' sidewalk, 4' grass strip, 4' WB bike lane, 10' WB travel lane, 10' WB travel lane, 10' EB travel lane, 10' EB bus lane, 5' tree strip, 5' sidewalk



By narrowing all travel lanes, a westbound bike lane is provided at the bare minimum dimensions while people on bikes going eastbound will be expected to share the bus lane. As with the other alternatives, the curbs remain at the same location. It will be imperative to provide a clear transition at Brattle St from the eastbound bike lane to the bus lane for bicyclists, as well as a clear transition from the bus lane to a bike lane at Coolidge Ave approaching Fresh Pond Parkway. This alternative should be a last resort; although it does serve people who bike better than the current proposal, it is far inferior to what should be provided in the interest of safety and comfort.

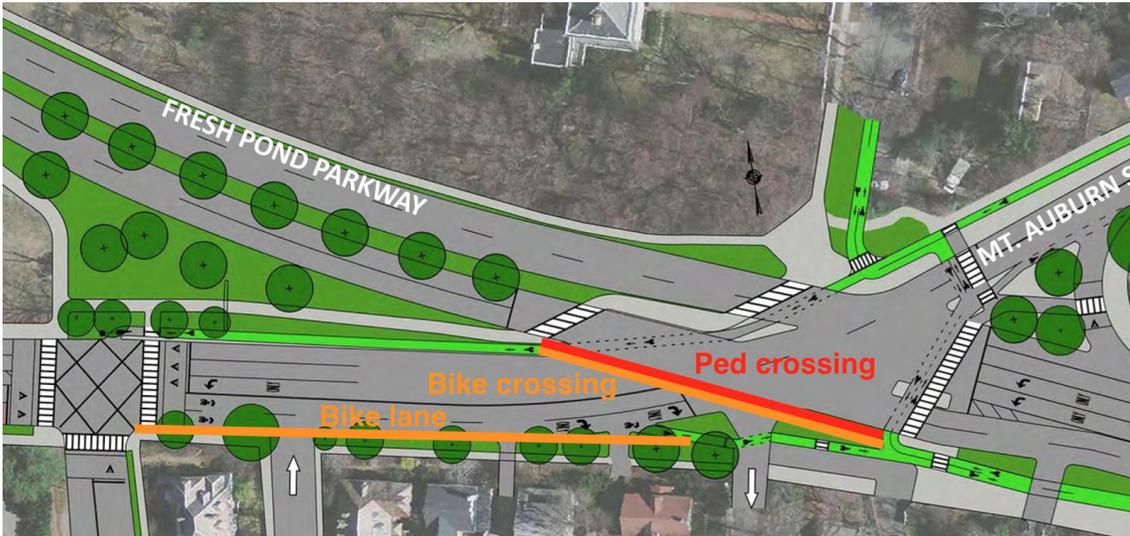
2. Eliminate the gap in bike lanes on Mt. Auburn St. at Aberdeen Ave



It is imperative that the bike facilities on Mt. Auburn St be continuous, for both safety and comfort of all road users. The short gap in bike lanes in both directions on Mt. Auburn St at

Aberdeen St is unacceptable. Space should be reallocated from the travel lanes, green strip, and sidewalks (if necessary) to provide at minimum a 5' striped bike lane in each direction. A gap in the bike lanes as currently proposed severely compromises the utility of providing bike lanes at all, and creates dangerous and stressful merge conditions for bicyclists and drivers.

- 3. Add a crosswalk and bike crossing to the west side of the Mt. Auburn St/Fresh Pond intersection; provide an eastbound bike lane between Coolidge St and Fresh Pond**



A few critical gaps for pedestrians and bicyclists exist in the current plans for the Mt. Auburn St/Fresh Point Parkway intersection. The largest gap is on the west side of the intersection. Pedestrians and bicyclists traveling along the west side of the parkway would be required to cross three legs of the intersection rather than one, resulting in significant inconvenience and delay. Many will simply follow the desire line and cross where no crossings are provided.

Pedestrians also have the option of crossing at Coolidge St, which is at least a reasonable alternative. However, bicyclists traveling northbound along the west side of the parkway and wishing to turn left onto Mt. Auburn St have no choice but to cross three sides of this large intersection. Many will likely continue onto the southern sidewalk on Mt. Auburn St or cross at the desire line where there is no crossing currently proposed.

There is also a key gap in the bike lane network between Coolidge St and Fresh Pond Parkway going eastbound. This stretch of bike lane is needed (and can be easily accommodated here) regardless of which alternative you choose for the section of Mt. Auburn St between Brattle St and Coolidge St

We ask that you please provide crossings for pedestrians and bicyclists at the locations noted in the above image.

- 4. Consider using modern roundabouts at intersections along Gerry's Landing Road**



The long-term concept for Gerry's Landing proposes signaled intersections at Gerry's Landing / Memorial and Gerry's Landing / Eliot Bridge. While these multi-modal intersections are much easier and safer than the complicated traffic patterns there today, we would also like you to consider small-diameter modern roundabouts, with sidewalks and separated bike lanes along the circumference, as they offer several distinct advantages over signaled intersections.

Firstly, modern roundabouts would be more effective at calming traffic along Gerry's Landing Road. Requiring vehicles to navigate a roundabout at each intersection effectively reduces traffic speeds, improving safety especially for non-motorized road users. Secondly, modern roundabouts would reduce unnecessary delays, improving efficiency for all road users and reducing air pollution that results from idling vehicles.

We believe that by providing a continuous bike lane on Mount Auburn Street and addressing the gaps for pedestrians and cyclists at Fresh Pond Parkway, DCR will improve safety, accessibility, and convenience for all road users.

Sincerely,
Charlie Denison, Jacob Meunier, Jason Yu

On behalf of the LivableStreets Alliance Advocacy Committee

From: Jason
Sent: Monday, February 20, 2017 12:51 PM
To: McLean, MaryCatherine (DCR)
Subject: Re: Submitting comments for Mount Auburn Street Corridor Study

Hi Mary Catherine,

I have attached comments regarding the Mt. Auburn Corridor Study from the LivableStreets Alliance.

Please let me know if you have any questions regarding the letter.

Best regards,
Jason Yu

On Mon, Feb 13, 2017 at 1:31 PM, Jason wrote:
Thanks Mary Catherine,

We will send comments for the Mount Auburn Corridor Study to you directly later this week.

Best regards,
Jason Yu

On Mon, Feb 13, 2017 at 11:39 AM, McLean, MaryCatherine (DCR) wrote:

Hi Jason,

Feel free to send comments directly to me and I will ensure they are directed to the appropriate persons within our team.

All best,

Mary Catherine

From: Jason

Sent: Sunday, February 12, 2017 11:05 PM
To: McLean, MaryCatherine (DCR)
Subject: Submitting comments for Mount Auburn Street Corridor Study

Dear Ms. McLean,

I'm writing on behalf of the LivableStreet Alliance regarding the process for submitting comments on the Mount Auburn Street Corridor Study.

The web-form on the DCR public outreach site only allows for 2000 characters and does not allow for attachments.

Would it be possible for us to send comments as a .PDF to you or another DCR stakeholder directly?

Thanks for your time.

Best regards,
Jason Yu

From: Ruthann Rudel

Sent: Sunday, February 19, 2017 12:43 AM

To: Nathaniel Cabral-Curtis

Cc: McLean, MaryCatherine (DCR); Hecht, Jonathan (HOU); Cara Seiderman; Barr, Joseph

Subject: Mt. Auburn Street Corridor study and design - comments

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

Dear Commissioner Roy:

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

I appreciate DCR's response to earlier comments, and the revised design was improved compared with the design I saw in November. I appreciate that there are more protected bike lanes, and the dedicated bus lanes are great. I think you all did a really nice job in the presentation explaining the reasons for the choices you made.

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.

I realize there are constraints, but I am writing again because I really think this important corridor must have protected bike lanes added. A protected bike lane network will dramatically increase cycling - but not if key intersections and road segments are still unprotected, or even are designed with no bike lane at all. 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. 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.

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.

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

On Wed, Feb 8, 2017 at 3:15 PM, Nathaniel Cabral-Curtis wrote:

Good Afternoon Ruthann,

I hope this note finds you well and having a good day. Thank you so much for your kind words regarding the trade-offs. We have worked very hard to set up what we see as an equitable division of the right-of-way out there. There's an awful lot trying to get east/west between the Cemetery and Fresh Pond and only so much space to do it in after you add homes and businesses, so it is a real challenge.

We still won't be buttoning up our final report until March, but I would try to get your comment in as soon as you can. We'll never throw anything away, but I wouldn't want your comment to accidentally fall between stools as we transition between the end of conceptualization the beginning of design. If you can make it in the next two weeks, that'd be ideal.

As to the bicycle conditions in the proposed plan, they are variable, typically depending on width of right-of-way and areas where we are trying to maximize transit benefit. I'll walk you through what's in the concept for Mount Auburn Street going west-to-east and then running back east-to-west. Here we go:

West-to-East:

- From Belmont to Homer – protected bicycle lane
- From Homer to Aberdeen – painted bicycle lane
- From Aberdeen to Brattle – protected bicycle lane
- At Brattle, there's a signalized pedestrian/bicycle crossing to help cyclists turn onto Brattle
- From Brattle to Coolidge Hill Road – sharrow – potentially in the bus lane like on Washington Street in Boston.
- At the Mt. Auburn Fresh Pond intersection begins an off-street cycle path that goes down to the river along the parkway. This is separate from the sidewalk.

East-to-West:

- From Trill Street to Coolidge Avenue – protected bicycle lane (except where crossing the parkway)
- At Coolidge Avenue, there would be a bicycle signal to let cyclists into the lane ahead of westbound vehicles.
- Coolidge Avenue to the bicycle box at Aberdeen – Sharrow. Cyclists coming in from Brattle do so on a separated protected facility which joins the road just opposite the gate to the cemetery.
- Painted bicycle lane from Aberdeen to just before Homer where protection begins and carries on to Belmont Street.

I hope that's helpful. It is a mix of conditions, but there's quite the mix of uses for and demands on this section of street. We have a way to go to make this into a buildable design, but we think we have a strong concept and we look forward to your comments on it.

Regards & Good Wishes,
-Nate

From: Ruthann Rudel

Sent: Monday, February 06, 2017 1:57 PM

To: Nathaniel Cabral-Curtis

Subject: Re: Mt. Auburn Street Corridor study and design - request for clarification

Oh, and one other question. What is the timeline going forward? What is the deadline after which additional comments won't contribute to decisions going forward?

Thanks!

On Mon, Feb 6, 2017 at 1:55 PM, Ruthann Rudel wrote:

Hi Nathaniel

I was at the meeting last week about this project but had to leave before the end. I'm glad you had a good turnout. I'm on the Cambridge Bike Committee and I appreciate the attention you paid to the Bike Plan.

I thought your team has done a really fantastic job explaining and analyzing the various options and trade-offs. Really impressive!

I am trying to prepare a comment about continuity of the bike network and need some clarification. I thought you might be able to help me out. As I understand from watching the presentation and looking at the slides on line, there are protected bike lanes for most of the project, but there are a few segments where bikes will need to merge into traffic and drive with vehicles. I want to make sure I understand exactly where those segments are. It seems those are

the two scenarios - in other words there are no segments with unprotected bike lanes. Is that correct?

What would be very helpful to me, to make sure I understand this correctly and so that I can explain it to others, is a single image map of the entire corridor that uses 3 colors of highlighting: One for protected bike lanes, one for unprotected bike lanes, one for bikes in traffic. I have tried to piece this together from the slides but I want to make sure I got it right.

Is this possible? Thanks for considering!

Thanks!
Ruthann

From: Nathaniel Cabral-Curtis [<mailto:ncabral-curtis@hshassoc.com>]
Sent: Monday, February 13, 2017 10:59 AM
To: Raminta Holden
Cc: Nathaniel Cabral-Curtis
Subject: RE: Mount Auburn Street Project - additional comment

Good Morning Raminta,

I hope this note finds you well and having a good day. Thank you so much for your kind comments regarding the plan. We have a way to go to get to a buildable design, but with the continued support and guidance of community members like you, we will get there.

Regards & Good Wishes,
-Nate

From: Raminta Holden [<mailto:ramintah@gmail.com>]
Sent: Saturday, February 11, 2017 6:01 PM
To: Nathaniel Cabral-Curtis
Subject: Mount Auburn Street Project - additional comment

I am a resident of Strawberry Hill. I am an avid cyclist and would love to see the Mount Auburn Street corridor be safer for biking. It would make getting to the river and to Harvard Square much easier. I have also experienced the struggles of overcrowded buses crawling through traffic down Mount Auburn Street, even being passed by buses over capacity and having to wait for later buses. For these reasons, I support the Mount Auburn Street project, particularly the idea of a designated bus lane with increased bus service.

Thank you for all your hard work.

Raminta Holden
17 Holmes Street
Cambridge, MA 02138

From: Pete Stidman
Sent: Tuesday, February 21, 2017 5:42 PM
To: Devereux, Jan; Nathaniel Cabral-Curtis
Subject: RE: Suggestion for Mt Auburn Corridor (bike lanes on Mt Auburn)

That's on my reading list too! Right now I'm reading Street Smarts, almost seems to be a competing tome from Sam Schwartz, also a New Yorker. Enjoy.

-Pete

From: Devereux, Jan [mailto:jdevereux@cambridgema.gov]
Sent: Tuesday, February 21, 2017 5:32 PM
To: Pete Stidman; Nathaniel Cabral-Curtis
Subject: Re: Suggestion for Mt Auburn Corridor (bike lanes on Mt Auburn)

Thanks for the speedy reply. That makes sense.

My vacation reading includes Janette Sadik-Khan's book "Streetfight." I hope to come home recharged and ready to keep fighting the good fight.

Jan

Jan Devereux

City Councillor

Cambridge, MA

jdevereux@cambridgema.gov

For updates on City Council issues and events visit <http://jandevereux.com/>

All emails to and from this City address should be considered subject to Massachusetts Public Records Laws.

From: Pete Stidman <PStidman@hshassoc.com>
Sent: Tuesday, February 21, 2017 5:26:17 PM
To: Devereux, Jan; Nathaniel Cabral-Curtis
Subject: RE: Suggestion for Mt Auburn Corridor (bike lanes on Mt Auburn)

Thanks Jan,

We'll include it in the record. This is something we thought of but rejected due to the elimination of the trees and also, and this is the key, the street lights, fire hydrants, and catenary poles. There is no room to widen the sidewalk for the same reason. Unfortunate, but true. One way to give hope to this constituent is that once the project is built, it may encourage a reduction in car use in favor of transit, and thus make bike lanes possible in the future. We have gotten at least one letter from a car driver who would rather take the bus if it was reliable, and this project will help that.

-Pete

From: Devereux, Jan [<mailto:jdevereux@cambridgema.gov>]
Sent: Tuesday, February 21, 2017 4:45 PM
To: Pete Stidman; Nathaniel Cabral-Curtis
Subject: Fw: Suggestion for Mt Auburn Corridor (bike lanes on Mt Auburn)

I'm passing these suggestions along to you. I can't quite visualize what she's suggesting and am away on vacation! Thanks.

Jan

Jan Devereux

City Councillor

Cambridge, MA

jdevereux@cambridgema.gov

For updates on City Council issues and events visit <http://jandevereux.com/>

All emails to and from this City address should be considered subject to Massachusetts Public Records Laws.

From: Cameron Lee <leeca2@yahoo.com>
Sent: Sunday, February 19, 2017 3:35 PM
To: Devereux, Jan
Subject: Suggestion for Mt Auburn Corridor

Dear Councilwoman Devereux,
I recently learned that Mt Auburn Street is set to receive transportation improvements. I live in Strawberry Hill and commute to Central Square daily by bike via Mt Auburn in the morning so I was very excited to hear this! I attended the January public meeting at Shady Hill, saw the current plans, and it indeed looks like bicycle safety will improve for parts of the corridor. Unfortunately I learned that a bicycle lane on Mt Auburn would not be extended beyond the Brattle Street intersection (eastbound). The road is quite narrow there, and I feel safest riding on the

sidewalk from Aberdeen to Fresh Pond Parkway (after crossing the mega-intersection I continue onto Mt Auburn St where there is a bicycle lane). Since you are on the stakeholders group I was wondering if you could pass on a few thoughts to the planning group about that small stretch of road without a bicycle lane.

(1) Would it be possible to put a bike lane (even a narrow one) where there is currently a "green strip" between the sidewalk and the road? I know there are some objections to removing trees, but by my count there are only ~5 trees on that stretch of road and further this is a part of Cambridge where there is no shortage of foliage (Mt Auburn Cemetery).

(2) If there is not room for a full bike lane, would it be possible to widen the sidewalk to allow for more space for pedestrians and bicycles to comfortably share the space? The pedestrian traffic on that part of Mt Auburn Street is pretty light but the sidewalk is fairly narrow, and I think passing would be safer if the sidewalk was even a few feet wider.

Thank you for your attention.

Best regards,

Cameron Lee

22 Vineyard Street

Cambridge, MA 02138

From: Sandra Pilotto [<mailto:spilotto@verizon.net>]
Sent: Wednesday, February 01, 2017 12:02 PM
To: McLean, MaryCatherine (DCR)
Subject: Mt. Auburn Corridor meeting

Hello Mary,
Thanks for your response last night to my snow question.

My husband and I went to the Mt. Auburn Corridor meeting at Shady Hill. It was very informative and we hope you can pass on to the team how impressed we were with the scope of the project and the thoroughness in attempting to resolve all issues for everyone. Of course that isn't always possible we realize, but it is an extraordinary effort and design for the future offering huge improvements.

We live on Cushing Street, and in spite of the issue expressed by a few last night re: the access to turn East on Belmont St. from Cushing, we think is not terrible. We drive and we do it. One just has to wait for a bit. That is called city living. Sometimes people on Belmont traveling West will stop and let you make a left. We agree that with the proposed changes, traffic will ease on Belmont, making access easier.

So our only concern is that please, please, do not recommend installing a traffic light at Cushing and Belmont. Waiting for a light in order to turn left onto Belmont, only to run into another light at the intersection of Mt. Auburn and Belmont, feels counter productive and possibly would create a line of traffic on Cushing at peak times. We prefer the judgement of last night's presenter, that with the expected traffic ease proposed by the design, driver behavior may change, cutting down on the use of Cushing as a diversion.

My husband says "when I can't figure out how to make a left turn from Cushing onto Belmont, that is when I'll give up my license to drive."

Sandra Pilotto
Duncan Martin
65 Cushing St.
Cambridge

From: Joanne Bauer
Sent: Tuesday, January 31, 2017 4:28 PM
To: McLean, MaryCatherine (DCR)
Cc: Xander Dyer; Jill Forney and Mike Millner
Subject: Re: Tonight's Stakeholder Meeting

Hi Mary Catherine,

One of our Coolidge Hill neighbors who is unable to attend this evening's meeting asked me to pass along a concern. Her concern is shared by many Coolidge Hill Rd. neighbors. When leaving Coolidge Hill Rd., taking a left onto Mt. Auburn St. westbound is extremely difficult. It usually requires an act of kindness from the cars which must be crossed. A possible solution was suggested — could there be a box painted on the east-bound lanes of Mt. Auburn St. in front of the Coolidge Hill Rd. exit. This could be a visual reminder to the traffic (most of whom are simply waiting at a red light) not to block the intersection.

Thank you for passing this along.

Best,

Joanne

On Aug 18, 2016, at 9:17 AM, McLean, MaryCatherine (DCR) wrote:

Good morning, Stakeholders!

I hope this note finds you enjoying a nice Thursday.

This is just a friendly reminder about our Stakeholder meeting tonight from 6:00 PM – 8:00 PM at the Russell Youth Center, located at 680 Huron Avenue in Cambridge. The location is accessible to all and can be reached by the 72 and 75 MBTA bus routes.

As always, thank you for your participation – we look forward to seeing you tonight!

Best,
Mary Catherine

Mary Catherine McLean
External Affairs
Department of Conservation and Recreation
251 Causeway Street, Suite 900
Boston, MA 02114
o: (617) 626-1443
marycatherine.mclean@state.ma.us

From: Kounelis, Angeline
Sent: Tuesday, January 31, 2017 4:05 PM
To: McLean, MaryCatherine (DCR)
Cc: Hannah Brockhaus; Nathaniel Cabral-Curtis; Pete Stidman; Lowell, Robert (DCR); Soroka, Val (DCR); Jonathan Hecht; Feigenbaum, Samuel (HOU)
Subject: RE: Mt. Auburn St. Corridor Public Meeting

Hi Mary Catherine,

Thanks for the reminder. Once again, a Committee meeting has been scheduled in Watertown that conflicts with the final public meeting.

You may recall, my concerns specific to the reduction in municipal parking spaces in the area of the Star Market have previously been submitted. I hope the concerns of the Watertown residents and business owners will be given serious consideration.

Also, this past weekend, I received a telephone call from a Cambridge resident on Cushing St. A flier was dropped at their home announcing the meeting this evening. This was the first time they were made aware of the on-going discussions. The resident had major concerns and felt more emphasis should have been placed on notification.

Best,

Angie

Angeline B. Kounelis

District A, East End, Town Councilor

Town of Watertown

617-926-2352

From: McLean, MaryCatherine (DCR) [MaryCatherine.McLean@MassMail.State.MA.US]
Sent: Tuesday, January 31, 2017 2:32 PM
Cc: Hannah Brockhaus; Nathaniel Cabral-Curtis; Pete Stidman; Lowell, Robert (DCR); Soroka, Val (DCR)
Subject: Mt. Auburn St. Corridor Public Meeting

Good afternoon,

This is a friendly reminder of our public meeting tonight for the Mt. Auburn St. Corridor study. The flyer with all pertinent information is attached.

Please commute safely as the national weather service is predicting a few inches of snow in the greater Boston area.

We look forward to seeing you at 6:00 PM.

Best,
Mary Catherine

Mary Catherine McLean
External Affairs
Department of Conservation and Recreation
251 Causeway Street, Suite 900
Boston, MA 02114
marycatherine.mclean@state.ma.us

From: Sharon O'Neill
Sent: Sunday, January 29, 2017 4:59 PM
To: McLean, MaryCatherine (DCR)
Cc: Kounelis, Angeline
Subject: Mount Auburn Corridor Study

Hello Mary Catherine,

I will be unable to attend the January 31st meeting on the Mount Auburn Corridor Study. I would ask you pass along my words to any appropriate decision makers on the project.

I have only found out about this meeting's existence solely thanks to my wonderful town councilor, Angeline Kounelis. I believe it could have been publicized wider and more frequently through other means to all people impacted. I have read everything I could find on the project website about draft plans.

As you know, this plan impacts residents of Watertown although it takes place in Cambridge. I am a resident of Watertown that commutes daily into Cambridge for work.

I am encouraged that the Mount Auburn Corridor is an area of concern to the city due to traffic levels. I am further encouraged that action is being undertaken to alleviate congestion. It usually takes me 45 minutes to 1.25 hours to travel a total of 4 miles by either a combination of various forms of public transit, walking, carpooling, and when very frustrated- more expensive car services.

Surprising to me, is the lack of impact the study suggestions will have on improving transit times for public transit (specifically, I refer to the 71 and 73 buses) during peak times, especially. As you know, the bus is strongly impacted by traffic congestion, unlike some other public transit options. Traffic congestion increases total travel time not just for people on buses, but people waiting for buses while current buses pass their stops completely full (due to infrequency and slow speed), or causes buses to travel in herds as opposed to appropriately spaced out. It also creates sardine-like conditions on the bus for prolonged periods which creates even angrier/more frustrated commuters. Decreasing the speed on the road will only contribute to this.

To me, the solution to encourage less single rider driving (of all kinds) and encourage public transit, is to create a lane completely down the bus path that may only be used by people carpooling and buses at least during traditional workweek peak hours (6-9am, 4-8pm). I realize this doesn't fit with the current structure of our narrow roads, but I do believe it would be effective at reducing single riders in vehicles, which is a large portion of the current congestion.

Space on the road is at a premium. While I understand there is a vocal biking minority in Cambridge, including in office positions, I respectfully put forward this is an illogical method of travel to encourage in this area, compared to other options, in the respects I enumerate below, despite its cheapness:

1) Without barriers between cars, bikes and potentially even buses- bikes are not safe on the streets. Green or white space, it's not safe. Hubway stations, which do not provide helmets with their bikes, make an irresponsible personal safety choice even easier.

- 2) Bikers and buses cannot travel effectively/speedily while they "leap frog" each other continuously. And people have a hard time getting on and off of buses without being hit by a biker.
- 3) Bad weather conditions, including winter (which is long in New England, unfortunately) are prohibitive to bikers.
- 4) Many places of employment do not offer sufficient space for a large number of employees to shower, store shower supplies etc, after bike riding to work.
- 5) Some distances are simply too far or too unsafe to bike between.
- 6) Not all people are physically able to bike due to various health conditions.
- 7) Some streets are already too narrow to put bike paths on- couldn't some roads be prioritized for one type of transit and other adjacent roads be for others? This seems more efficient and safer.
- 8) There are limited laws that regulate the actions of bikers- although there should be in order for them to navigate dangerous city streets. There is little enforcement of bikers to obey traffic laws. While cars and larger vehicles certainly do their best and no one wants to hit a biker- many times the biker makes this unavoidable. Further, there is confusion by nearly everyone in every modality of how bikes should behave.
- 9) **Most importantly**, bike lanes during peak hours can only accommodate a finite number of bikers at once. Bikers passing one another often puts them into a lane of vehicular traffic which could not only get them injured, but cause a pile-up injuring more. Improving public transit services like buses and subway will serve far more people than bike lanes ever will, and will do so in a safer manner.

If public transit was able to get people to work efficiently and reliably, I believe even more people would take it. Further, the people that do take it would be less stressed and angry (late to work, very cold waiting for bus, people getting shoved out of the way because someone determines they are more important to get on the bus first... etc). The general sentiment of everyone commuting seems to be that every method currently encourages poor mental health through the local area.

Thank you for your consideration. Thank you for continued support of local businesses working effectively and prosperously, helping people who work at them get to work, and safety of all while doing so.

Kind regards,
Sharon

From: Nathaniel Cabral-Curtis

Sent: Tuesday, January 31, 2017 1:20 PM

To: McLean, MaryCatherine (DCR) (MaryCatherine.McLean@MassMail.State.MA.US)

Cc: Pete Stidman; Hannah Brockhaus

Subject: Response for Councilor Feltner

Good Afternoon MaryCatherine,

I hope this note finds you well and having a good day. Here is a response for you to share with Councilor Feltner in Watertown. If we can send in advance of tonight's session, that would be a big help.

Regards & Good Wishes,

-Nate

Good Morning/Afternoon Councilor Feltner,

I appreciate your kind words regarding our efforts and the need to balance the welfare of all users on the Mt. Auburn corridor, whether they use it as a traveler or abutter.

I want to take a moment and reassure you that we have made sure that Watertown is most definitely on our radar screen for this job. Our stakeholder group includes Watertown Councilor Angeline Kounelis, Gideon Schreiber and Matthew Shuman from your municipal staff, Joe Levendusky from the Watertown Transit Taskforce, and Doug Brown from the Watertown Greenway Project. We have also met directly with Watertown traffic engineering staff to brief them on the progress of the project and directly hear their thoughts and answer their questions.

We are just exiting the concept phase for this project and we have a lot of design work left to do. There will be plenty of opportunities for Watertown residents, staff, and elected officials to keep participating and contributing as they have to date.

That said it is important to note that the changes to the plaza near Star Market were created by members of the stakeholder group and are intended to benefit both the neighborhood and local businesses. The idea being that there are many opportunities for customer access via better parking management in the neighborhood, such as adding meters to the public parking already available on Holworthy Street (just one possible solution and these should be explored and discussed), but there are very few opportunities to create an area that actually supports the public life and invites community residents to enjoy this small business district.

If visitors to Star Market or other anchor businesses here also have an opportunity to pause in a plaza with seating and shade trees, they and the others who will be tempted to join them to people watch or drink a cup of coffee, read the paper, etc are more likely to shop at local businesses. The greater vitality of the square with such a space can also encourage new businesses to move in and thrive.

Also worth noting that the original idea from our team to include a pedestrian plaza here came from the Strawberry Hill Neighborhood Plan of 2007, which identifies Belmont and Holworthy intersection as a "gateway" that needs to be made "more attractive." This motivated the design team to do a design charrette with the community which resulted in the current plan. All of this is of course, still conceptual and subject to change as the design moves forward.

*Regards & Good Wishes,
-MC*

From: Lisa Feltner
Sent: Saturday, January 28, 2017 1:02 PM
To: William Brownsberger; Kounelis, Angeline; Jonathan Hecht; McLean, MaryCatherine (DCR)
Cc: Magoon, Steven; Feigenbaum, Samuel (HOU); Driscoll, Michael; Town Councilors; dsampson ps fwd; Mee, Gerald; Driscoll, Michael
Subject: Re: FW: Mt. Auburn St. Corridor Study Stakeholder Meeting

Hi All,
I wanted to let you know that I have also spoken with businesses on Belmont St, particularly from St Mary's to Mt Auburn St. They generally feel that their concerns often go unnoticed as they live in a kind of "forgotten zone -not really Cambridge and not really Watertown." I want to see small businesses thrive but also support more pedestrian and bicycle accommodations.

I look forward to learning about best outcomes as we seek to balance the needs of all stakeholders, and also look to future improvements on the Watertown Mt Auburn St corridor.

Thanks for all your work,

[Lisa](#)

Watertown District B Town Councillor
617-926-5344

On January 27, 2017 at 1:37:16 PM, Kounelis, Angeline (akounelis@watertown-ma.gov) wrote:

Hello Everyone,

The following is an invitation from the Department of Conservation and Recreation (DCR) to attend the **Final Public Meeting** for the Mount Auburn Corridor Study. The meeting has been scheduled for **Tuesday, 01/31/17 at the Shady Hill School Assembly Hall, 56 Coolidge Ave., Cambridge from 6 -8 P.M.** This is the same Coolidge Ave. accessed in Watertown that continues past the Cambridge Cemetery.

The project parameters are all in Cambridge, but as we know, for every action, there is a reaction. Proposed design plans could change the configuration of the public street parking in the area of the Star Market on Mt. Auburn St. in Cambridge. Herein, I have attached correspondence that I forwarded on 01/03/17 to the DCR Team. The possible reduction in the number of parking spaces could have a detrimental impact on Watertown residents and businesses that rely on the current spaces. Without access to parking, businesses cannot survive and prosper.

In addition, there has been important discussion about travel lanes, bike lanes, bus lanes, improved pedestrian crossings, traffic signals, etc., etc. This is the last chance for you to offer your in-put; if you can, please take advantage of the opportunity to attend the meeting.

The proposed plans for the project, minutes of the Stakeholder and Public Meetings and all relevant materials can be viewed at: www.mass.gov/dcr/mt-auburn-corridor-study. If unable to attend the meeting, your comments can be forwarded directly to: marycatherine.mclean@massmail.state.ma.us.

Hope all is well.

Best regards,

Angie

Angeline B. Kounelis

District A, East End, Town Councilor

617-926-2352

From: McLean, MaryCatherine (DCR) [MaryCatherine.McLean@MassMail.State.MA.US]
Sent: Tuesday, January 24, 2017 10:35 AM
Cc: Hannah Brockhaus (hbrockhaus@hshassoc.com); Nathaniel Cabral-Curtis (ncabral-curtis@hshassoc.com); Pete Stidman (PStidman@hshassoc.com); Soroka, Val (DCR); Fiesinger, Anne (DCR)
Subject: DCR Public Meeting: Mount Auburn Street Corridor Study

Good morning,

This is a friendly reminder that we have our final public meeting for the Mount Auburn Corridor Study next Tuesday, **January 31st from 6:00 – 8:00 PM at the Shady Hill School Assembly Hall** located at 56 Coolidge Avenue in Cambridge. The meeting space is fully accessible and can be accessed by MBTA bus routes 71 and 73.

In case of a snow emergency, the makeup date will be Thursday, February 2nd at the same time and location.

Please feel free to reach out with questions.

Thank you,

Mary Catherine

Mary Catherine McLean

External Affairs

Department of Conservation and Recreation

251 Causeway Street, Suite 900

Boston, MA 02114

marycatherine.mclean@state.ma.us

From: Brownsberger, William (SEN)
Sent: Friday, January 27, 2017 4:51 PM
To: McLean, MaryCatherine (DCR)
Cc: willbrownsbergerpublicarchives@gmail.com
Subject: FW: Mount Auburn/Fresh Pond Intersection Design Meeting Notice

Hi Mary,

Passing on a constituent suggestion for your consideration – not sure if it is study comment or something that should go to the engineers directly.

*Visit willbrownsberger.com for public discussion of issues.
Subscribe for email notice of new discussions at willbrownsberger.com/subscribe*

Will Brownsberger
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State House, Room 504
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Phone: 617-722-1280
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Mobile: 617-771-8274
www.willbrownsberger.com

From: Dave Halle
Sent: Thursday, January 26, 2017 8:13 AM
To: Brownsberger, William (SEN)
Subject: Re: Mount Auburn/Fresh Pond Intersection Design Meeting Notice

Hi Will:

Not sure if this is relevant to the Mt Auburn/Fresh Pond study, but the light in front of Brown and Nichols used to help students cross to the river is active twenty four hours a day. Obviously it should be flashing after the students leave.

Best

Dave Halle
Edenfield Ave
Watertown