

Charles River Task Force on Equitable River Access

Report of Recommendations

TABLE OF CONTENTS

1. Executive Summary
2. Introduction
3. Charles River Taskforce Activities
4. Summary of Key Findings
5. Reflections from the Task Force
6. Final CRTF Recommendations
7. Closing Remarks from the Task Force’s Co-Chairs

APPENDICES

- A. Section 205
- B. Membership of the Charles River Task Force
- C. All engagement materials
 - a. Agenda for focus groups and public hearings
 - i. Fall 2025 Focus Group Agenda
 - ii. Fall 2025 Public Hearing Agenda
 - iii. Spring 2026 Focus Group Agenda
 - iv. Spring 2026 Public Hearing Agenda
 - b. Flyers
 - i. Fall 2025 Public Hearing Flyer
 - ii. Spring 2026 Focus Group Flyer
 - iii. Spring 2026 Public Hearing Flyer
 - c. Survey Questionnaires
 - i. Fall 2025 Survey Questionnaire
 - ii. Spring 2026 Survey Questionnaire
- D. Engagement outcomes
 - a. Survey responses for Fall 2025 Public Hearing
 - b. Survey responses for spring 2026 Public Hearings
 - c. Key themes from fall and spring engagement activities
- E. DCR’s Current Processes for Engagement and Outreach
- F. Fall 2025 Site Tour Notes

1. Executive Summary

Acknowledgement from the Task Force Co-Chairs

The Charles River Task Force on Equitable River Access (CRTF) was established to strengthen how the Department of Conservation and Recreation (DCR) engages with communities who live near, use, and are affected by decisions involving the Charles River area between the Longfellow Bridge and Eliot Bridge in Cambridge. Through this work, the Task Force sought to identify barriers to meaningful participation in DCR decision-making and develop recommendations that would improve communication, outreach, and public engagement, particularly for historically underrepresented and marginalized communities.

Over the course of this effort, Task Force members, residents, community organizations, agency representatives, and local partners contributed significant time, expertise, and lived experience to inform the findings and recommendations contained in this report. We are grateful to all who participated in meetings, focus groups, surveys, public hearings, interviews, and outreach activities. Their contributions helped shape a set of recommendations intended to improve engagement in the Charles River corridor and to inform broader improvements to DCR's public engagement practices across the Commonwealth.

About the Charles River Task Force

The Massachusetts Legislature established the Charles River Task Force on Equitable River Access under [Section 205 of the FY2025 Enacted Budget](#). The Task Force was charged with studying and making recommendations to DCR regarding equitable access to the Charles River in the area between the Longfellow Bridge and Eliot Bridge on the Cambridge side of the river.

The legislation directed the Task Force's recommendations to include, but not be limited to, how DCR can better incorporate environmental justice principles into decision-making, improve notification and communication with neighborhoods and stakeholders, and ensure meaningful public participation when decisions are being considered.

The Task Force was co-led by the Executive Office of Energy and Environmental Affairs (EEA) Office of Environmental Justice and Equity (OEJE) and DCR, with facilitation and technical support provided by the Metropolitan Area Planning Council (MAPC). Membership included representatives from state agencies, community organizations, advocacy groups, and residents.

Engagement and Outreach Activities

To inform its recommendations, the Task Force conducted an extensive public engagement process between August 2025 and June 2026. Engagement activities included:

- Eleven Task Force meetings;
- Four focus groups;
- Four public hearings;
- One-on-one conversations with community organizations;
- Door-knocking and neighborhood outreach efforts; and
- Two public surveys.

Collectively, these efforts engaged hundreds of community members and stakeholders and created opportunities to hear from residents with a broad range of experiences, perspectives, and levels of prior engagement with DCR.

A central objective of the engagement process was to hear directly from residents and communities who have historically been underrepresented in DCR's public decision-making processes and outreach. The Task Force sought to understand communication and outreach concerns related to access, infrastructure, and roadway closures, and also how DCR can build stronger relationships with communities through more effective collaboration, coordination, and opportunities for participation.

Key Findings

Across engagement activities, several themes emerged consistently, including:

Need for More Consistent Communication

Residents expressed uncertainty about how to contact DCR, where to find information about projects and closures, and how concerns or questions are addressed. Community members consistently requested clearer points of contact, more proactive communication, and regular project updates.

Need for Earlier and More Meaningful Engagement

Many participants reported that they often learn about projects at the implementation phase rather than during the development phase, or decisions after they have already been made. Residents expressed a desire for earlier notifications and outreach, more

opportunities to provide input in planning processes and to be engaged throughout a project by receiving ongoing updates throughout project implementation.

Importance of Equitable and Accessible Outreach

Participants emphasized that information should be available through multiple communication channels and in formats that are accessible to diverse communities. Suggestions included multilingual outreach, printed materials, community-based outreach, mailings and physical notices, and partnerships with trusted organizations and institutions.

Need for Stronger Coordination

Community members frequently identified confusion regarding the roles and responsibilities of DCR, the City of Cambridge, and other public agencies. Participants expressed a desire for stronger coordination among agencies and the City, and more consistent messaging to the public.

Infrastructure and Access Concerns

Community members also identified a range of infrastructure-related concerns, including pedestrian and bicycle safety along pathways and at crossings, accessibility, maintenance needs including vegetation and pathway maintenance, roadway closures including lack of clear advance detour information, and overall neighborhood impacts. While these issues were beyond the primary scope of the Task Force's charge, they informed discussions regarding communication, outreach, and public involvement practices.

Recommendations

Based on the findings of the engagement process, the Task Force developed four recommendations for DCR.

Recommendation 1: Project Planning Improvement

DCR should develop a consistent approach for communicating information about projects and initiatives. This includes providing clear project information, regular updates, using multiple communication channels, and providing opportunities for public input throughout project development and implementation.

Recommendation 2: Process and Communication Improvement

DCR should establish clear processes and responsive communication tools that help community members understand how to engage with the agency, obtain information, provide feedback, and receive timely responses. This recommendation focuses on improving effectiveness, accountability, and accessibility in day-to-day communications. When collaborating on initiatives with other agencies, DCR should utilize its enhanced approach and methods and share them with the partner agencies.

Recommendation 3: Centering Equity and Environmental Justice

DCR should establish processes that ensure historically marginalized and underrepresented communities have meaningful opportunities to participate in agency decision-making. This includes integrating environmental justice principles, language access considerations, and public involvement best practices into project planning and implementation.

Recommendation 4: Pilot Implementation Along the Charles River

DCR should apply the communication and engagement strategies identified in this report to projects, programs, and activities within the Charles River corridor between the Longfellow and Eliot Bridges. Lessons learned through this pilot effort can help inform broader improvements to public engagement practices across the Commonwealth.

Looking Ahead

The Task Force recognizes the implementation of some of these recommendations may be implementable in the near term with existing staff and resources. However, other recommendations will require increased resources for DCR, including staff and funding, before they can be implemented. The recommendations in this report provide DCR with a practical roadmap for action, identifying both the improvements that can be made with existing resources and the additional investments that will be required to achieve meaningful and sustained engagement as envisioned by the Task Force. In doing so, they offer the public a clear understanding of what progress is achievable in the near term and what will require capacity building and funding to achieve in the long term.

2. INTRODUCTION

Historical context of the issues related to access and the use of the area along the Charles River

The Department of Conservation and Recreation (“DCR”) oversees nearly half a million acres of land, making up one of the largest and most diverse state park systems in the country. The agency’s work focuses on nurturing the vital connection between people and the environment by protecting, promoting, and enhancing our commonwealth of natural, cultural, and recreational resources for the well-being of all.

DCR infrastructure connects people to and through the landscapes and accessible recreational facilities under its care. DCR staff strive to build healthier, more resilient Massachusetts where all residents and visitors can relax, reflect and feel a sense of belonging in the state’s open spaces and public lands. DCR has historically struggled to effectively engage marginalized communities across the state, missing opportunities to inform residents about projects and programming, and to incorporate community input at earlier stages of decision-making. These challenges have been acutely present in DCR’s engagement with communities who live and access the area along the Charles River in Cambridge.

About the Charles River Task Force (CRTF)

Legislative statute: Section 205 of the FY2025 Enacted Budget

The Massachusetts Legislature established the Charles River Task Force (“CRTF” or “Task Force”) on Equitable River Access under Section 205 of the FY2025 Enacted Budget (“Section 205”). Section 205 was enacted to study and make recommendations to DCR to address equitable access to the Charles River in the area between the Longfellow Bridge and the Eliot Bridge on the Cambridge side of the river. The CRTF was charged to make recommendations that include: (i) ensuring that DCR considers environmental justice principles when making decisions involving the area of the Charles river between the Longfellow Bridge and the Eliot Bridge; (ii) ensuring that all stakeholders are engaged when substantive decisions are made regarding closing or limiting access to Memorial Drive; (iii) ensuring that the residents of the abutting neighborhood receive proper notification when DCR makes changes to access to Memorial Drive; and (iv) improving programming along the Charles River that may be enjoyed by a wide variety of stakeholders.

Details of Section 205 are included as Appendix A.

Membership of the Task Force

Section 205 dictated that CRTF membership include the EEA Undersecretary of Environmental Justice, the DCR Commissioner, representatives from specific community organizations, and not less than 6 individuals whose primary residence is within 1/2 mile of the Charles River and who are members of an environmental justice population or live in subsidized housing and where at least 2 of the individuals reside in the Riverside neighborhood.

Task force co-chairs and members are listed in Appendix B.

Project Team and Timeline

The CRTF project team was co-led by the Massachusetts Executive Office of Energy and Environmental Affairs (EEA) and DCR and was supported by the Metropolitan Area Planning Council (MAPC) as the consultant for the project. EEA and DCR staff members served as resources for the Task Force, helping to inform and implement the Task Force’s work (Figure 1) and communicate its progress to the public. MAPC provided meeting facilitation, gathered public comments, and supported the Task Force with generating the final report of Task Force findings and recommendations.



Figure 1. Timeline of Task Force Meetings

3. CHARLES RIVER TASK FORCE ACTIVITIES

Task Force Meetings

Area of focus and discussion at CRTF meetings

Eleven Task Force meetings occurred between August 2025 and June 2026. Task Force meetings were conducted as a space for EEA, DCR, Task Force members, and MAPC to discuss, collaborate, and make decisions on all project work, including stakeholder identification, engagement and outreach processes, materials and strategy, report recommendations, and more (Figure 2). Task Force meeting materials including agendas and meeting minutes are publicly available on the [Charles River Task Force’s webpage \(https://www.mass.gov/info-details/charles-river-task-force-on-equitable-river-access#task-force-meetings\)](https://www.mass.gov/info-details/charles-river-task-force-on-equitable-river-access#task-force-meetings).

TASK FORCE MEETING 1	Discussed: Project overview, scope of work, roles & responsibilities, timeline and the fall public hearing structure
TASK FORCE MEETING 2	<ul style="list-style-type: none"> • Discussed the history of the Charles River • Discussed goals of the task force and stakeholders • Reviewed the revised project timeline
TASK FORCE MEETING 3	<ul style="list-style-type: none"> • Discussed October and November engagement activities • Provided feedback on October Engagement activities • Confirmed details and discussed structure/content for November Public Hearings
TASK FORCE MEETING 4	Discussed recording task force meetings, site walk, and the structure and content of public hearings
TASK FORCE MEETING 5	Updated and discussed the public survey
TASK FORCE MEETING 6	<ul style="list-style-type: none"> • Task Force reflections of task force work so far. • Discussed feedback from fall public hearings engagement and survey • Discussed plan for task force work from January-June
TASK FORCE MEETING 7	Discussed spring focus group content and spring focus group outreach strategy and materials
TASK FORCE MEETING 8	<ul style="list-style-type: none"> • Reviewed Spring focus group flyer and discussed scheduling focus groups • Discussed public hearing outreach flyer • Discussed preliminary draft recommendations • Previewed draft public hearing agenda and survey
TASK FORCE MEETING 9	<ul style="list-style-type: none"> • Reviewed spring focus group outcomes and public hearing outreach flyer • Reviewed and discussed updated draft recommendations for public release • Reviewed and discussed draft survey
TASK FORCE MEETING 10	<ul style="list-style-type: none"> • Reviewed recommendations from public hearings, public hearing survey and focus group survey to date • Reviewed and discussed draft report
TASK FORCE MEETING 11	Discuss draft report
TASK FORCE MEETING 12	Vote on approving the final report

Figure 2. Summary of Task Force meetings.

Engagement and outreach activities

The CRTF engagement process included focus groups, one-on-one conversations, door-knocking, public hearings, and public surveys. Engagement activities were developed to help inform the recommendations to EEA and DCR on improving the process for reaching and connecting with a broader range of community stakeholders. Enhancing community engagement will have a positive impact on DCR activities, planning, and decisions that have the potential to impact access to and use of the area along the Charles River in Cambridge, between the Longfellow and Eliot Bridges, or have the potential to impact adjacent neighborhoods and communities. Key themes from these engagement activities from the fall and spring can be found in Appendix D.

Focus groups

Four focus groups were held at locations suggested and agreed upon by the Task Force. The purpose of the focus groups was to hear directly from community members. Themes from the focus groups included challenges in connecting with and understanding DCR, what means of outreach and engagement best meet their needs and preferences, and generally what changes they would like to see DCR make in communication and outreach efforts related to the park amenities, access, and management of the shared parkland. A focus group was held in the Fall at Rivermark (808-812 Memorial Drive), followed by additional sessions in the spring at Cambridge Housing Authority buildings (Putnam Gardens and Woodrow Wilson Court) and the Cambridge Senior Center.

One-on-One Conversations

One-on-one conversations were held in the early Fall with staff of four local organizations who support communities utilizing the area along the Charles River to gain a deeper understanding of the community context. Participating organizations in the one-on-one conversations were recommended by the Task Force and included:

- Cambridge Community Center: Zach Goldhammer, Director of Engagement and Partnership
- Cambridgeport Neighborhood Association: Rebecca Bowie, Coordinator
- City of Cambridge: Jackson Price, Community Engagement Director; Jeremy Warnick, Communications Director.
- Homeowners Rehab Inc.: Joe Deignan, Director of Community Engagement

Door-knocking

Two door knocking efforts occurred in the Fall to inform and promote the first two public hearings in November 2025, as well as to have conversations with community members about their use of the area along the Charles River. Door knocking (Figure 3) focused on the Cambridgeport and Riverside neighborhoods. Conversations were held with a total of 35 people, and 129 flyers were distributed.

Door knocking occurred at:

- Putnam Avenue: From Putnam Avenue and Peabody Terrace down to Putnam Avenue and Pleasant Street
- Western Avenue: From Western Avenue and Memorial Drive down to Western Avenue and Howard Street
- River Street: From River Street & Memorial Drive down to River and Pleasant Street

Public Hearings

Four public hearings were held to inform the Task Force's work. Two hearings were held in November 2025 to gather community input on the impacts of DCR decisions—one virtual hearing on November 10th (55 attendees) and one in-person hearing at the Cambridge Community Center on November 17th (77 attendees). Two public hearings were held in spring 2026—one in-person hearing at Morse Elementary School on April 29th (21 attendees) and one virtual hearing on May 5th (24 attendees). The spring public hearings had the goal of overviewing the Task Force's draft recommendations and gathered feedback on the recommendations and proposed action items associated with each. For feedback related to requests for physical changes to the park, paths, and



Figure 3. Map of door-knocking activities.

roadways, DCR recorded these separately and will incorporate that feedback into future capital and maintenance budget planning.

Public Surveys

Two online public surveys were conducted; one in the Fall and one in the Spring. The Fall public survey was administered from October 14th through December 31st, 2025. This survey received a total of 475 responses. Figure 4 below shows the breakdown of survey respondents.

Q2 - How do you identify?

443 Responses

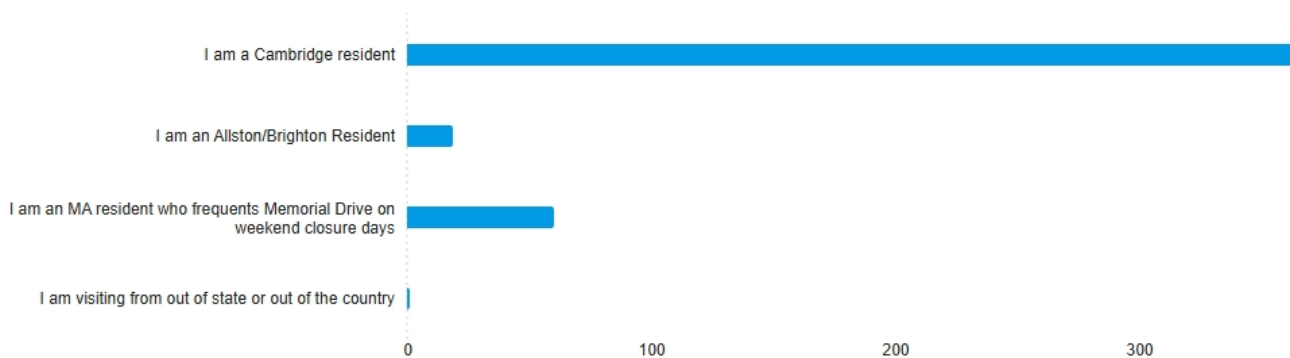


Figure 4. Breakdown of survey respondents in the Fall

The spring public survey, which focused on obtaining feedback on the draft set of recommendations for the final report, was open from April 29th through May 29th and had a total of 232 responses. Figure 5 shows the breakdown of survey respondents. See Appendix C for the submitted survey responses.

Q2 - How do you identify? Check all that apply.

284 Responses

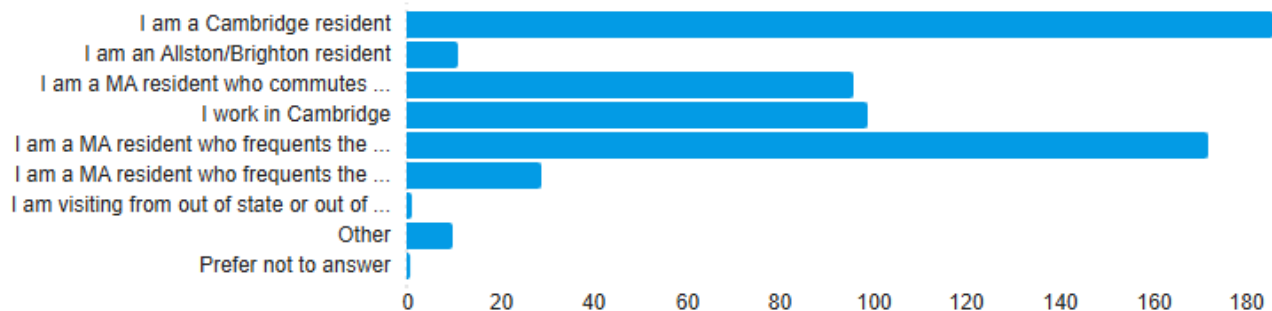


Figure 5. Breakdown of survey respondents in the Spring

4. SUMMARY OF KEY FINDINGS

Key themes emerged from engagement materials in the Fall and in the Spring

The Fall engagement, which focused on general feedback, ideas, and concerns revealed:

- The need for more infrastructure improvements to the park and roadway, including safer crosswalks, improved pedestrian and bicycle accessibility and infrastructure, increased maintenance.
- Roadway closure continues affect communities differently, with some community members recognizing their benefits and others expressing concerns about their impacts; particularly where certain communities experience a disproportionate share of the burdens associated with roadway closures.
- The need for more, consistent, and ongoing communications and outreach from DCR for projects, maintenance, programming and road closures.

The following Figures 6-7 summarize key themes captured across different engagement platforms

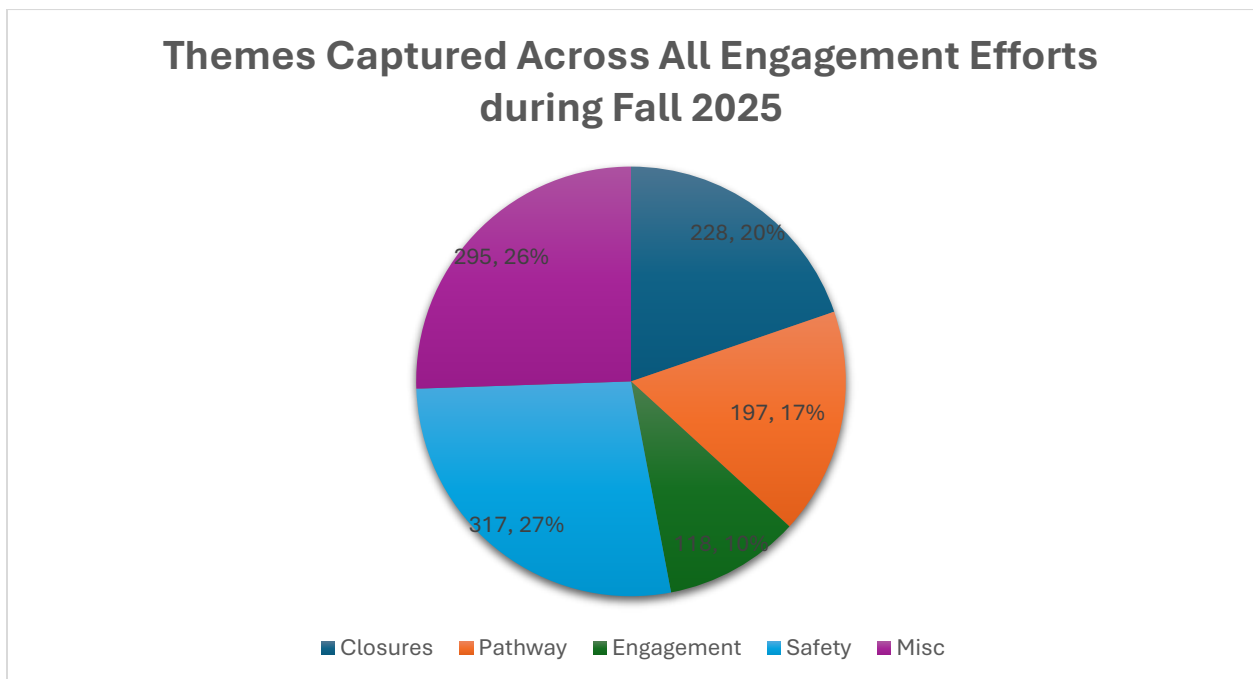


Figure 6. Themes captured across different engagement efforts in Fall 2025

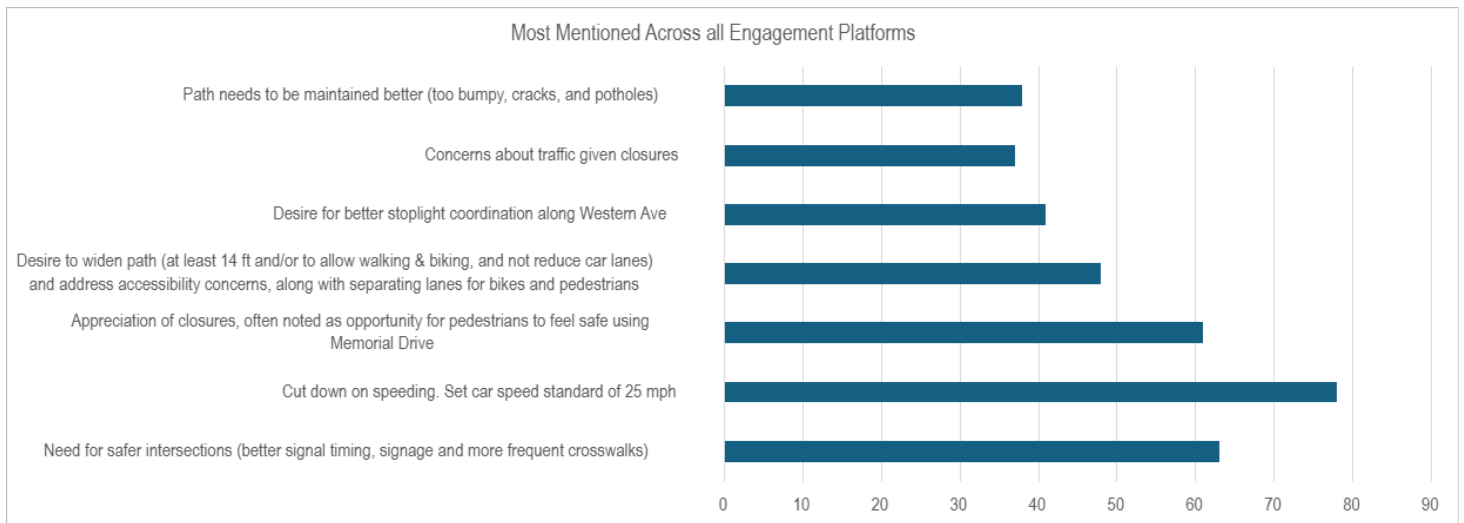


Figure 7: Top comment themes captured across engagement platforms in Fall 2025

The spring engagement, which focused on feedback and input on the draft proposed recommendations by the Task Force revealed:

- The need for more, consistent, and ongoing communications and outreach from DCR with local communities, especially those who reside in DCR project areas.
- The need to explore and diversify the methods and mechanisms to communicate and share information with community members.
- The majority of public input and feedback received (both in focus groups and survey responses) indicated agreement with the proposed Task Force recommendations, however, further explanations and language clarity (e.g., definitions, specific metrics, goals, timelines, etc.) are required.

The following Figures 8-11 summarize general sentiments on the draft recommendations (received via public survey responses):

Recommendation #1 – Project Planning Improvement

to develop a clear and consistent process for communicating planned projects, both near- and long-term.

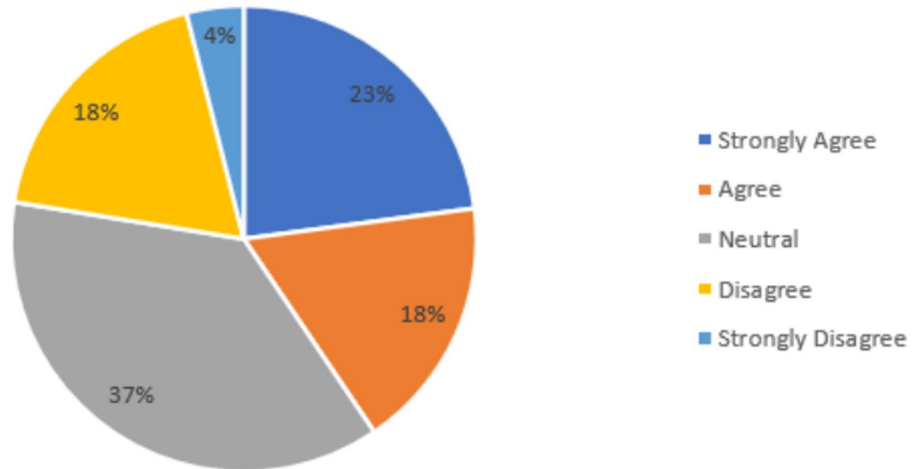


Figure 8. Survey responses for Recommendation 1

Recommendation #2 – Process & Communication

Improvement - DCR to clarify and establish clear processes and proactive and responsive tools to address community needs, especially in areas with active and/or upcoming projects.

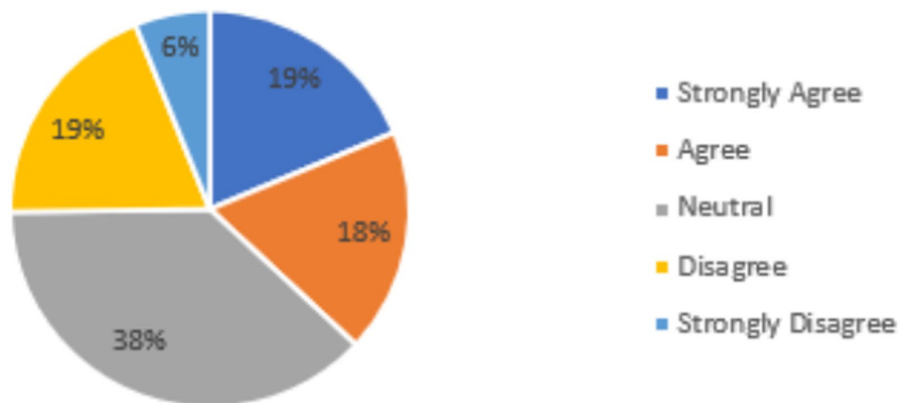


Figure 9. Survey responses for Recommendation 2

Recommendation #3 - Centering Equity & Environmental Justice - *DCR to establish a clear process for ensuring marginalized communities and those who have historically been impacted by and excluded from public processes have a clear role in DCR processes*

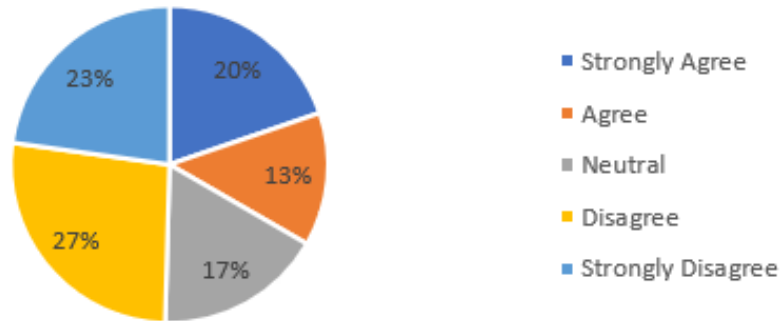


Figure 10. Survey responses for Recommendation 3

Recommendation #4 - Implementation

DCR to apply the communication and outreach recommendations above (Recommendations 1-3) to address physical infrastructure-related feedback received through this Task Force for the Charles River area between Longfellow and Eliot bridges, as a pilot for applying communication and outreach strategies for other DCR projects across the Commonwealth.

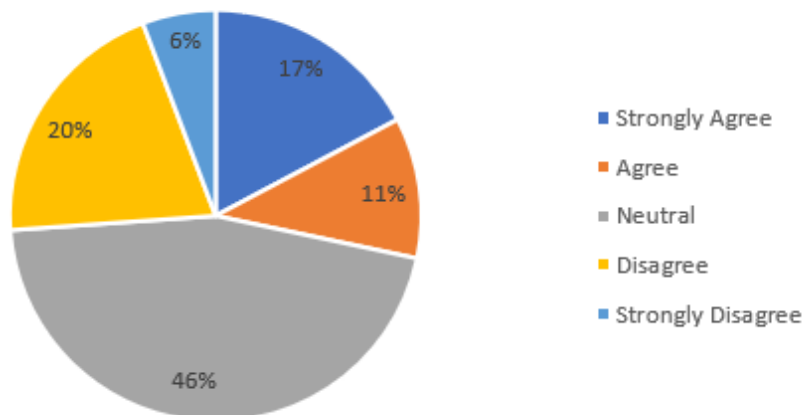


Figure 11. Survey responses for Recommendation 4

Acknowledging the two phases of engagement

The CRTF was originally enacted to complete its work between July 2024 and June 2025 as a 6-month project. The project was not able to launch until July 2025 due to staff capacity constraints experienced by DCR and a lack of funding to support the work of the Task Force. Once launched, it was evident that more than 6 months was needed for relationship building between the project team and Task Force members; in addition to executing the robust engagement objectives of the Task Force to gain the perspectives from residents in the area. As a result, the project was extended to be completed by June 30th, 2026.

To help resolve communication and relationship building challenges from early meetings of the Task Force, Task Force Meeting #6, held on January 28, 2026, was designed as a longer in-person workshop to determine the best ways to move forward with Task Force work and engagement throughout the Spring, as well as to determine the elements that were needed to complete the final report. During this period, the Commissioner of DCR and the Energy and Environmental Affairs Undersecretary for Environmental Justice became more actively engaged in the CRTF meetings and activities, reflecting the Task Force's interest in leadership participation and involvement.

Additional financial resources and staff capacity needed to support DCR to implement Task Force's recommendations

DCR recognizes through the feedback received during this process the need to strengthen engagement efforts with communities and to improve communication and outreach methods. Several improvements have been implemented in recent years, such as the establishment of a Community Relations team to respond to inquiries and concerns from residents and the creation of a Legislative and Partnerships team to coordinate with municipalities, elected officials and local community groups interested in DCR-managed properties and resources. DCR also has a Director of Public Engagement and has recently hired a Senior Director of Environmental Justice. Capacity limitations still impact DCR's ability to meet engagement goals in the way DCR or the Task Force envisions for this particular area and more broadly across the state. The implementation strategies and timeline components of the recommendations outlined below reflect what would be needed to advance them.

5. REFLECTIONS FROM CRTF

Throughout its work, the Task Force identified several lessons that may help inform future community engagement efforts, advisory bodies, and public participation processes undertaken by DCR and other agencies.

Project Design and Shared Understanding

The Task Force found that establishing a shared understanding of a project's purpose, scope, legislative intent, and expected outcomes at the outset is critical to success. Early uncertainty regarding the Task Force's charge and objectives contributed to differing expectations among participants and affected project momentum. Future efforts would benefit from:

- A comprehensive project kickoff that clearly communicates goals, roles, responsibilities, decision-making authority, and expected outcomes;
- A shared project plan outlining key milestones, deliverables, decision points, and opportunities for participant input;
- Early orientation to the legislative and historical context that led to the formation of the effort; and
- Site visits and place-based learning opportunities to build a common understanding of community conditions and local perspectives.

Community Engagement and Representation

A central challenge throughout the process was balancing the wide range of perspectives brought forward by Task Force members and community participants while remaining focused on the legislative charge and the needs of communities who have historically been underrepresented in public decision-making. The Task Force found that:

- Building relationships with communities who have not historically engaged with DCR requires significant time and intentional outreach;
- Existing distrust stemming from prior projects and decisions can influence participation and community perceptions;
- DCR often relies on organizations and stakeholders with established relationships to the agency, creating barriers to reaching new voices; and
- Additional effort is needed to ensure engagement processes meaningfully include historically underrepresented communities while also providing opportunities for broad public participation.

Capacity, Resources, and Long-Term Commitment

The Task Force recognized that meaningful engagement requires substantial investments of time, staffing, funding, and organizational capacity. Resource limitations affected the scope of outreach activities, including door knocking, distribution of flyers, and relationship-building efforts. The Task Force also found that:

- Sustaining engagement and consensus-building among a large group representing diverse experiences and interests can be challenging, particularly over an extended project timeline;
- Project teams benefit from training, support, and flexibility to facilitate collaborative engagement processes and navigate complex stakeholder dynamics; and
- Strong community engagement cannot be achieved through a single initiative alone and instead requires sustained institutional commitment and investment over time.

Key Observations

In addition to the recommendations contained in this report, the Task Force documented community concerns related to infrastructure, accessibility, maintenance, and safety along the Charles River corridor. While these issues were beyond the primary scope of the Task Force's charge, they underscore the importance of continued communication, engagement, and partnership between DCR and the communities it serves.

6. FINAL CRTF RECOMMENDATIONS

DCR recognizes through the feedback received while working with the Task Force there is a real need to strengthen engagement efforts with communities who surround the parklands that are under DCR's stewardship. In addition, DCR and other state and municipal agencies need to work in earnest to improve communication, planning and outreach methods.

Each of the following four (4) recommendations presented outline steps to improve DCR's communication and outreach processes. For each of these recommendations, the Task Force also suggest specific implementation strategies or actions, proposed timeline based on guidance from DCR and EEA, and potential resources needed to ensure DCR have adequate resources and support to implement them. Additional financial resources and staff capacity are required to support DCR for implementation of some of these recommendations.

Recommendation 1 – Project Planning Improvement: DCR to develop a clear and consistent process for communicating planned projects, both near- and long-term.

Background context: This recommendation is built on the need for more regular and consistent approaches to communicating project work to community members in the impacted project area. A consistent theme the Task Force heard from the community is the desire for more regular updates from DCR on project progress and next steps. Currently, the available mechanisms for which community members can provide comments or share concerns with DCR in any particular issue is limited. This recommendation is intended for DCR to ensure more consistent processes for project communication to community members.

Timeline definitions: Near-term = 3 months-2 years; Mid-term = 3-5 years; Long-term = >5 years.

Other definitions: CRM = Customer Relationship Management

Suggested Implementation Strategies or Actions	Implementation Timeline	Resources Needed to Support Implementation	Already in Place or in Progress
<p>1. Implement stakeholder management technology and processes to communicate more effectively with potentially impacted communities about projects and programming (planning, different phases, and updates). Communication recipients could include community leaders/groups, local churches, cultural centers, senior centers, senior housing, public and affordable housing, in addition to local municipalities and partner state agencies.</p>	<p>Near-term</p>	<p>Staff: Existing staff IT: CRM tool in the process of being implemented Other Resources: None</p>	<p>DCR’s Public Affairs team currently uses a case management tool, which is helpful in organizing notes but is lacking in many other aspects for the kind of community and partnerships outreach, coordination, and communication work that DCR would like to do.</p>

Suggested Implementation Strategies or Actions	Implementation Timeline	Resources Needed to Support Implementation	Already in Place or in Progress
<p>2. Establish external-facing project landing pages for each project that communicates project goals, alternatives considered, anticipated impacts, opportunities for community input, and project updates – for example, in a format with similar functionality as the City of Cambridge's Construction Projects webpage.</p>	<p>Near-term or Mid-term (funding dependent)</p>	<p>Staff: Additional support for Communications team to manage IT infrastructure and additional support for Public Affairs to provide more frequent project updates. IT: Project Management system in development (internal); Existing external facing IT Other Resources: None</p>	<p>DCR currently maintains project webpages for many large and multi-phase projects and uses these webpages to post project information and updates. DCR is considering improvements that could be made within the mass.gov webpage system.</p>
<p>3. Establish a consistent communication approach using multiple communication modes, tailoring outreach strategies to communities potentially most impacted by project developments. For example, include posting flyers near the physical location of the updates in advance of the project and using traditional media outlets such as newspapers, radio or local TV channels, as well as social media outlets, targeting multilingual channels as well.</p>	<p>Mid-term (funding dependent)</p>	<p>Staff: Additional support for Public Affairs team to implement enhanced outreach and engagement activities. IT: CRM tool in the process of being implemented Other Resources: Language access services, funding for postage and media buys, etc.</p>	<p>DCR currently promotes public meetings through legislative, municipal, and known stakeholder briefings, and encourages them to spread awareness of public meetings through their respective networks. DCR also updates its Public Meetings webpage and sends outreach emails about these meetings.</p>

Suggested Implementation Strategies or Actions	Implementation Timeline	Resources Needed to Support Implementation	Already in Place or in Progress
<p>4. Ensure equitable access to information. Examples include:</p> <ul style="list-style-type: none"> ○ Using plain-language materials and summaries ○ Using accessible formats and consistent design ○ Translating materials 	Near-term	<p>Staff: Existing staff IT: None Other Resources: Language access services</p>	<p>DCR currently translates all public meeting notices into the top five most spoken languages in Massachusetts. DCR is also making significant progress regarding digital accessibility for online-based materials.</p>

Recommendation 2 – Process and Communication Improvement: DCR to clarify and establish clear processes, and proactive and responsive tools to address community needs, especially in areas with active and/or upcoming projects.

Background context: Community members are often confused about how and/or who they can contact at DCR when they have feedback and/or concerns. In some instances, community members don’t receive consistent communication updates, prompt responses, or follow-up from DCR. The intent of this recommendation is for DCR to build in more communication and coordination process mechanisms.

Timeline definitions: Near-term = 3 months-2 years; Mid-term = 3-5 years; Long-term = >5 years.

Other definitions: CRM = Customer Relationship Management

Suggested Implementation Strategies or Actions	Implementation Timeline	Resources Needed to Support Implementation	Already in Place or in Progress
1. Provide a point of contact for community members to reach out to for questions regarding projects, programs, or closures impacting the park and roadway.	Long-term (funding dependent), with further strategic planning needed to determine placement among DCR divisions	Staff: Additional support for Public Affairs to establish dedicated community liaisons for areas with significant DCR assets IT: CRM tool in process of being implemented Other Resources: None	For larger DCR projects, a point of contact is often listed on the project webpage.
2. Launch an info campaign to communicate about DCR’s Community Relations team and other public input processes for how	Near-term	Staff: Existing staff IT: Existing IT Other Resources: Communication materials, language access services.	Currently, the public can reach out to DCR at (617) 626-1250 or mass.parks@mass.gov . The public can also access DCR’s Public Meeting page and Public

community members can reach DCR, what types of inquiries go where, and what response timelines they can expect.			Comments portal to view opportunities to submit input.
3. Strengthen project-related communication feedback loops so residents receive follow-up on how their concerns were considered or resolved.	Mid-term	<p>Staff: Additional support for Public Affairs to ensure feedback loops are consistent, responsive, and can occur in a timely manner.</p> <p>IT: CRM tool in the process of being implemented</p> <p>Other Resources: Language access services</p>	Calls made to the DCR are often resolved in the moment or prompt follow up is conducted to the resident. Comments made during public meetings are attempted to be addressed in the moment or shortly afterwards.
4. Provide advance notice and clear explanations for closures, disruptions, and project timelines.	Near-term	<p>Staff: Existing staff</p> <p>IT: CRM tool in the process of being implemented</p> <p>Other Resources: language access services</p>	DCR currently sends out alerts via email to anyone subscribed to DCR Updates , and these are also posted on DCR's Park Alerts webpage .
5. Improve and increase coordination with key departments and communications teams within municipalities and state agencies to coordinate and amplify outreach efforts to impacted communities.	Long-term (funding dependent)	<p>Staff: Additional support for Public Affairs to enhance coordination with municipal and state agencies.</p> <p>IT: None</p> <p>Other Resources: Municipality and state agency cooperation and capacity to interact and coordinate with DCR</p>	DCR currently has a team of 5 coordinators responsible for liaising state-wide with the hundreds of legislators, municipalities, sister agencies, and partners.

Recommendation 3 – Centering Equity & Environmental Justice: DCR to establish a clear process for ensuring marginalized communities and those who have historically been impacted and excluded have a clear role in DCR processes.

Background context: *Community members expressed that, in many instances, decision making at DCR does not reflect or include the voice of the immediately impacted community. Community members don’t feel that they are included in the planning and decision-making milestones, and as a result, are often left experiencing the repercussions (e.g., traffic congestion, safety-related issues, etc.) without enjoying the benefits. The Task Force believes that this recommendation will ensure equity is centered in all DCR’s planning and decision-making processes.*

Timeline definitions: Near-term = 3 months-2 years; Mid-term = 3-5 years; Long-term = >5 years.

Other definitions: CRM = Customer Relationship Management

Suggested Implementation Strategies or Actions	Implementation Timeline	Resources Needed to Support Implementation	Already in Place or in Progress
1. As part of a project’s pre-planning phase, conduct a process at the start of any project to determine who will be potentially impacted by the construction or final project outcomes and determine what role they can or should play throughout this project lifetime.	Near-term (funding dependent)	Staff: Additional support for Public Affairs to assess impacted communities and establish and implement robust outreach plans IT: CRM tool in the process of being implemented Other Resources: Consultants to develop project impact studies at ideation phase	During pre-planning/design phases for most projects, DCR holds legislative, municipal, and known-stakeholder briefings in advance of broad public meetings.
2. As part of a project’s pre-planning phase, coordinate with project partners or local	Long-term (funding dependent)	Staff: Additional support for Public Affairs team to implement robust outreach	DCR currently has a team of 5 coordinators responsible for liaising state-wide with the

authorities (i.e., other state agencies and/or City of Cambridge) to conduct outreach to the identified potentially impacted communities		plans including tabling, flyering, mailings, etc. IT: None Other Resources: Language access services	hundreds of legislators, municipalities, sister agencies, and partners.
3. Ensure that DCR’s Language Access Plan is integrated in these processes.	Near-term (funding dependent)	Staff: Existing staff IT: None Other Resources: Language access services.	DCR already has mechanisms in place to provide some language access services.
4. Establish and implement a DCR Public Involvement Plan, which will be based on the framework for EEA’s Public Involvement Plan .	Mid-term (funding dependent)	Staff: Existing staff IT: None Other Resources: consultants to assist DCR in developing a robust plan	DCR has an internal working draft in progress.
5. After a project is complete, conduct a review of outreach and communication efforts that occurred throughout the project with municipalities, community stakeholders, partners, and organizations.	Near-term or Mid-term (funding dependent)	Staff: Additional support for PublicAffairs to conduct post-effort analysis, follow-up, and reporting. IT: None Other Resources: None	DCR currently creates Outreach and Engagement Plans for projects, relying on existing relationships with stakeholders.

Recommendation 4 - Implementation: DCR to apply the communication and outreach recommendations above (Recommendations 1-3) to address physical infrastructure-related feedback received through this Task Force for the Charles River area between Longfellow and Eliot bridges, as a pilot for applying communication and outreach strategies for other DCR projects across the Commonwealth.

Background context: DCR should implement strategies/actions listed in the above recommendations to the Charles River area between Longfellow and Eliot bridges. Best practices and lessons learned in this pilot implementation effort can be replicated to other areas across the state that are facing similar challenges.

Timeline definitions: Near-term = 3 months-2 years; Mid-term = 3-5 years; Long-term = >5 years.

Suggested Implementation Strategies or Actions	Implementation Timeline	Resources Needed to Support Implementation	Already in Place or in Progress
<p>1. Create a communication and engagement plan for different scenarios brought up during Task Force meetings, focus groups or public meetings related to infrastructure improvements in the area and how they could be addressed via the recommendations above for potentially impacted communities. These scenarios should include a:</p> <ul style="list-style-type: none"> ○ Large event that may require road closure (e.g., Head of the 	<p>Mid-term (funding dependent)</p>	<p>Staff: Additional support for Public Affairs to implement robust outreach plans including establishing and maintaining relationships with new stakeholders, trusted community resources, and identified impacted communities, and providing enhanced outreach including tabling, flyering, mailings, etc. IT: None Other Resources:</p>	<p>Through the Task Force’s work, DCR has collected a lot of feedback on communication and public engagement needs for specific events and infrastructure related projects in the Cambridge area to inform the development of best practice scenarios.</p>

<p>Charles, concerts, etc.)</p> <ul style="list-style-type: none"> ○ Small project that may require temporary closure of parks or roadway, or public space for maintenance (e.g., road races, festivals) ○ Large new project that has multiple phases of engagement (e.g., Magazine Beach) 		<p>For examples that involve capital investments, project funding would be required.</p>	
<p>2. Develop a clear evaluation framework to track what communication strategies are effective, where gaps remain and how community members experience the new process.</p>	<p>Mid-term (funding dependent)</p>	<p>Staff: Existing resources IT: None Other Resources: Consultants to assist DCR in developing a robust evaluation framework</p>	<p>No current evaluation framework exists.</p>

7. CLOSING REMARKS FROM THE CO-CHAIRS

The work of the Charles River Task Force reaffirmed the importance of meaningful, transparent, and sustained community engagement in public decision-making. Throughout the engagement process, community members consistently emphasized the need for clearer communication, earlier opportunities for input, stronger coordination among state and municipal agencies, and outreach practices that reach communities who have historically been underrepresented in public processes.

While the Task Force undertook a significant engagement effort through public hearings, focus groups, public surveys, one-on-one conversations, door knocking, and direct conversations with community partners, we recognize that this work was only a starting point. Building trust, strengthening relationships, and creating more inclusive engagement practices cannot be accomplished through a single task force or one year of outreach. Meaningful engagement requires sustained investment, dedicated staff capacity, adequate funding, and a long-term commitment to listening, learning, and adapting.

The recommendations in this report provide a roadmap for how DCR can begin to strengthen its communication, outreach, and public engagement practices. Some improvements can be advanced with existing resources, while others will require additional investment and organizational capacity. Together, these recommendations establish a realistic path forward, one that acknowledges both the opportunities that exist today and the longer-term commitments necessary to build lasting trust and more equitable public participation across the Commonwealth.

Appendix A

Section 205

Menu



Budget Summary
FY2025 ENACTED

Search Budget : SEARCH

Feedback

Home > Outside Section > Charles River Task Force on Equitable River Access

SECTION 205

Charles River Task Force on Equitable River Access

(a) For the purposes of this section, the following terms shall, unless the context clearly requires otherwise, have the following meanings:

"Department", the department of conservation and recreation.

"Environmental justice population", as defined in [section 62 of chapter 30](#) of the General Laws.

"Environmental justice principles", as defined in said [section 62 of said chapter 30](#).

"Riverside neighborhood", the portions of the city of Cambridge bounded by the Charles river, River street, Massachusetts avenue and John F. Kennedy street, as shown on a map titled "Riverside, Cambridge, Massachusetts" on file with the Cambridge Community Development Department Cambridge GIS.

(b) Notwithstanding any general or special law to the contrary, there shall be a task force to study and make recommendations to the department to: (i) address equitable access to the Charles river in the area between the Longfellow bridge and the Eliot bridge; (ii) ensure that inclusive processes are in place to engage all relevant stakeholders when decisions involving the Charles river area are made; and (iii) improve communication with all involved stakeholders.

(c) The task force's recommendations pursuant to subsection (b) and report pursuant to subsection (g) shall include, but shall not be limited to, ways to: (i) ensure that the department considers environmental justice principles when making decisions involving the area of the Charles river between the Longfellow bridge and the Eliot bridge; (ii) ensure that all stakeholders are engaged when substantive decisions are made regarding closing or limiting access to Memorial drive; (iii) ensure that the residents of the abutting neighborhood receive proper notification when the department makes changes to access to Memorial drive; and (iv) improve programming along the Charles river that may be enjoyed by a wide variety of stakeholders.

Feedback

(d) The task force shall consist of: the commissioner of the department, or a designee, who shall serve as co-chair; the undersecretary of environmental justice and equity within the executive office of energy and environmental affairs, or a designee, who shall serve as co-chair; the director of the bureau of climate and environmental health within the department of public health, or a designee; 1 member appointed by Cambridge Health Alliance; 1 member appointed by the Cambridge Redevelopment Authority; 1 member appointed by the Cambridge branch of the NAACP; 1 member appointed by the Cambridge Black Pastors Alliance, Inc.; 1 member appointed by My Brother's Keeper Cambridge; 1 member appointed by the Massachusetts Bicycle Coalition, Incorporated; 1 member appointed by the Charles River Conservancy, Inc.; 1 member appointed by Cambridge Mothers Out Front; 1 member appointed by The Nature Conservancy of Massachusetts, Inc.; 1 member appointed by the Charles River Watershed Association; 1 member appointed by The People for Riverbend Park Trust; and not less than 6 individuals whose primary residence is within 1/2 mile of the Charles river and who are members of an environmental justice population or live in subsidized housing; provided, however, that at least 2 of the individuals shall reside in the Riverside neighborhood. Task force membership shall reflect diverse representation in the commonwealth, including, but not limited to, diverse cultures, races, ethnicities, languages, disabilities, gender identities, sexual orientations, geographic locations and ages.

(e) The task force may consult with the department to inform its work. The department shall provide to the task force requested information relevant to the

work of the task force.

(f) The task force shall hold not less than 3 public hearings and accept public comment before filing its final report pursuant to subsection (g).

(g) Not later than June 30, 2025, the task force shall submit a report with its recommendations to the clerks of the house of representatives and the senate.

Feedback

SECTION 204:
**Stakeholder Lottery
Modernization Committee
2**

SECTION 206:
Teacher Layoffs Report

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Finance](#)

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Appendix B

Membership of the Charles River Task Force

Appendix B: Task Force membership

- Task Force Co-Chairs:
 - o EEA Co-chair: María Belén Power, Undersecretary of Environmental Justice & Equity (designee: Jonathan Guzmán, Director of Environmental Justice & Equity, EEA Office of Environmental Justice and Equity)
 - o DCR Co-chair: Nicole LaChapelle, Commissioner (designee: Monika Roy, DCR Senior Director of Environmental Justice)
- Task Force Members:
 - o Director of the Bureau of Climate and Environmental Health within the Department of Public Health, or a designee: Logan Bailey, Lead Scientist, Toxicology Division, Bureau of Climate and Environmental Health, Department of Public Health
 - o Cambridge Health Alliance: Derrick Neal, Chief Public Health Officer, City of Cambridge
 - o Cambridge Redevelopment Authority: Kyle Vangel, Director of Projects and Planning
 - o Cambridge branch of the NAACP: Ken Reeves, President
 - o Cambridge Black Pastors Alliance, Inc.: Jeremy D. Battle, Pastor, Western Avenue Church
 - o Massachusetts Bicycle Coalition, Inc.: Galen Mook, Executive Director
 - o Charles River Conservancy, Inc.: Laura Jasinski, Executive Director
 - o Cambridge Mothers Out Front: Angela DeSousa, Member and Leadership
 - o The People for Riverbend Park Trust: Franziska "Fran" Amacher, Trustee
 - o Individual: Lawrence Adkins
 - o Individual: Sheila Headley-Burwell
 - o Individual: Steven Miller
 - o Individual: Thomas Leonard
 - o Individual: Denise Haynes
 - o Individual: David English

Appendix C

All Engagement Materials

Agenda for focus groups and public hearings

- i. Fall 2025 Focus Group Agenda
- ii. Fall 2025 Public Hearing Agenda
- iii. Spring 2026 Focus Group Agenda
- iv. Spring 2026 Public Hearing Agenda

Flyers

- i. Fall 2025 Public Hearing Flyer
- ii. Spring 2026 Focus Group Flyer
- iii. Spring 2026 Public Hearing Flyer

Survey Questionnaires

- i. Fall 2025 Survey Questionnaire
- ii. Spring 2026 Survey Questionnaire

Rivermark Focus Group
Thursday, November 19, 2025
6-7pm
Agenda

6:00 – 6:15pm – Overview of DCR Task Force

Key Points:

- This Task Force brings together agency leaders, advocates, and residents to:
 - Address equitable access to the Charles River in the area between the Longfellow bridge and the Eliot bridge
 - Ensure that inclusive processes are in place to engage all relevant stakeholders when decisions involving the Charles River area are made
 - Improve communication with all involved stakeholders
- Members of the task force were appointed by legislators – include a mix of Cambridge residents, representatives from community organizations and/or government offices
- Task Force Responsibility:
 - Draft a report that makes recommendations for the Department of Conservation and Recreation to do better engagement, communication and outreach
 - To draft this report, the Task Force has hosted 2 public hearings, has released a survey and is having conversations like this one today to better understand people’s experiences with Memorial Drive.
- Purpose of today:
 - To hear about your experiences with Memorial Drive – what you like, what you find challenging, what changes you want to see, etc.

6:15 – 6:50pm – Discussion Questions

- How do you currently use Memorial Drive and the riverfront?
- What challenges do you face (access, safety, maintenance, traffic etc.)?
- What changes would make the area more welcoming and accessible?
- How can DCR and the community work together more effectively?

6:50 – 7:00pm – Summarize what we heard, share where this input will go



COMMONWEALTH OF MASSACHUSETTS
CHARLES RIVER TASK FORCE
Public Hearings

NOTICE OF PUBLIC HEARINGS

Public Hearing 1 Date and Time: Monday, November 10, 2025, 6:00 PM - 8:00 PM

Public Hearing 1 Meeting Location: Virtual, [please register](#) to obtain a Zoom link.

Public Hearing 2 Date and Time: Monday, November 17, 2025, 6:00 PM - 8:00 PM

Public Hearing 2 Meeting Location: In person, Cambridge Community Center, 5 Callender St, Cambridge, MA 02139. [Please register](#) to let us know that you are coming and to provide us with any accommodation and/or language interpretation requests.

The Charles River Task Force (CRTF), established pursuant to St. 2024, c. 140 § 205, announces two public hearings for the CRTF. Any member of the public or task force who has questions about accessing these public hearings should immediately contact Monika Roy at monika.roy@mass.gov.

Both public hearings will follow the following format:

- 6:00 – 6:15pm: Arrival and Mingling Time
- 6:15 – 6:45pm: Overview Presentation + Q&A
- 6:45 – 7:30pm: Small Group Discussion
- 7:30 – 8:00pm: Discussion Share-out & Close

These public hearings are not CRTF meetings and no attendance or voting on any matters will take place. The public hearings are to accept public comment to support the CRTF's recommendations pursuant to [Section 205](#). The Metropolitan Area Planning Council (MAPC) team will facilitate the public hearings.

Interpretation for both meetings will be provided in Amharic, Arabic, Chinese-Cantonese, Chinese-Mandarin, Haitian Creole, Portuguese-Brazilian, and Spanish.

This notice is provided pursuant to M.G.L. c. 30A § 20.

For more information, please visit the [Charles River Task Force Webpage](#) or contact: charlesrivertaskforce@mass.gov.

Posted: Thursday November 6, 2025 at 4:30pm

**Charles River Task Force
Spring Engagement Focus Groups**

Monday 4/6, 6-7pm	Wednesday 4/8, 11-Noon	Tuesday 4/14, 6-7pm
Putnam Gardens 64 Magee Street	Woodrow Wilson Ct 9 Woodrow Wilson Ct	Senior Center 806 Mass. Ave

FOCUS GROUP’S OBJECTIVES

The primary objective of facilitating these focus groups is to create dedicated spaces for community members, especially for people in neighborhoods impacted by the planning and decision-making process to the Charles River area between the Longfellow and Eliot Bridges. These focus groups aim to provide additional channels for dialogues in a more intimate, smaller group format. These are also opportunities for community members to participate in and share their perspectives or feedback, especially if they may not be able to attend the larger public hearings, which will take place on April 29th and May 5th.

Additional objectives for these focus group include:

- Sharing information about the goal and work of the Charles River Task Force on Equitable Access
- Ensuring that more voices between the Eliot and Longfellow Bridges know about and can provide input on upcoming DCR projects, programming, and events along the Charles River.
- Gather feedback and recommendations from community members regarding challenges and opportunities to improve DCR’s engagement and communication processes.

AGENDA

Time	Activities
6:00PM – 6:05PM	Welcome & Introduction
6:05PM – 6:20PM	Overview of the Charles River Task Force
6:20PM – 6:30PM	Questions & Answer
6:30PM – 6:50PM	Discussion: <ol style="list-style-type: none"> 1. How do you use the Charles River areas along Memorial Drive? 2. Have you experienced any challenges when access these areas along Memorial Drive? 3. What would you like to do for socializing in these spaces? (e.g. Activities like gardening, kayaking, rowing, games) 4. DCR is [insert explanation about DCR and what it does] and provides [A-Z] programs, etc. Are you aware of any of these? If so, which ones?

	<ol style="list-style-type: none"> 5. How familiar are you with decisions DCR makes about the use of the Charles River areas along Memorial Drive (e.g., events, traffic, recreation)? 6. In what ways do DCR decisions about the Charles River areas along Memorial Drive affect your quality of life? 7. What are some effective ways for community members to stay informed and connected with DCR? 8. If there were ongoing opportunities for community involvement with DCR, what would you like that to look like?
<p>6:50PM – 7:00PM</p>	<p>Reflections on the discussion questions and answers Closing & outlining next steps</p> <ul style="list-style-type: none"> - Upcoming two public hearings in April & May



COMMONWEALTH OF MASSACHUSETTS
CHARLES RIVER TASK FORCE
Public Hearings

NOTICE OF PUBLIC HEARINGS

The Charles River Task Force (CRTF), established pursuant to St. 2024, c. 140 § 205, announces two public hearings for the CRTF. The first two public hearings for the Task Force were held in Fall 2025. Information for the next two public hearings are as follows:

Public Hearing 3 Date and Time: Wednesday, April 29, 2026, 6:30 PM - 8:30 PM

Public Hearing 3 Meeting Location: In person, Morse Elementary School Auditorium, 40 Granite St, Cambridge, MA 02139. [Please register](#) to let us know that you are coming and to provide us with any accommodation and/or language interpretation requests.

Public Hearing 4 Date and Time: Tuesday, May 5, 2026, 6:00 PM - 8:00 PM

Public Hearing 4 Meeting Location: Virtual, [please register](#) to obtain a Zoom link.

Both public hearings will follow the following format:

- 10 minutes: Arrival and Welcome
- 45 minutes: Overview Presentation + Q&A
- 45 minutes: Small Group Discussion
- 20 minutes: Discussion Share-out & Close

These public hearings are not CRTF meetings and no attendance or voting on any matters will take place. The public hearings are to accept public comment to support the CRTF's recommendations pursuant to [Section 205](#).

Interpretation for both meetings will be provided in Amharic, Arabic, Chinese-Cantonese, Chinese-Mandarin, Haitian Creole, Portuguese-Brazilian, and Spanish.

This notice is provided pursuant to M.G.L. c. 30A § 20.

For more information, please visit the [Charles River Task Force Webpage](#) or contact: charlesrivertaskforce@mass.gov.

Posted: Monday, April 27, 2026 at 9:00am



Learn more about the Charles River Task Force at www.mass.gov/charlesrivertaskforce

LET'S TALK! YOUR VOICE MATTERS!

COMMUNITY FEEDBACK ON MEMORIAL DRIVE

Are you a resident, commuter or visitor who uses Memorial Drive between the Longfellow and Eliot Bridges?



The Charles River Task Force will be developing recommendations for the Department of Conservation and Recreation (DCR) on improving the process for maintenance, communication and public engagement along the riverfront.

Help us inform these recommendations:

- How do you currently use Memorial Drive and the riverfront?
- What challenges do you face (access, safety, maintenance, traffic etc.)?
- What changes would make the area more welcoming and accessible?
- How can DCR and the community work together more effectively?

Join a Public Hearing:

MONDAY, NOVEMBER 10 6:00-8:00PM
VIRTUAL
[HTTPS://MAPC.MA/NOV10HEARING](https://mapc.ma/nov10hearing)

MONDAY, NOVEMBER 17 6:00-8:00PM
IN PERSON
CAMBRIDGE COMMUNITY CENTER

Or share your thoughts online:



<https://mapc.ma/MemDrive>



Let's talk... your voice matters!



The Charles River Task Force on Equitable River Access will be developing recommendations for DCR on improving the process for communication and public engagement.

Why?

To ensure that more voices between the Eliot and Longfellow Bridges know about and can provide input on upcoming DCR projects, programming, and events along the Charles River.

**Join us in one of three
upcoming focus groups.
All will be held in the
Community Rooms at
each location.**

**Putnam Gardens
64 Magee Street
Monday April 6th
6:00pm-7:00pm**

**Woodrow Wilson Ct
9 Woodrow Wilson Ct
Wednesday April 8th
11:00am-12:00pm**

**Senior Center
806 Mass. Ave
Tuesday April 14th
6:00pm-7:00pm**

Light refreshments will be provided at each focus group



Learn more about the Charles River Task Force at
www.mass.gov/charlesrivertaskforce

The Charles River Task Force is developing ways to improve communication and public engagement, incorporating feedback from community members who haven't been heard from before. Share your thoughts on the draft recommendations. Your input matters!

Charles River Task Force Public Hearings

**Wednesday
April 29th**



6:30-8:30pm, In-Person Only
Morse Elementary School Auditorium
<https://mapc.ma/InPersonPublicHearing>

**Tuesday
May 5th**



6:00-8:00pm, Virtual Only
<https://mapc.ma/AprilVirtualHearing>

Can't make it to the public hearings? Take our survey!

<https://mapc.ma/CharlesRiverRecs>



Learn more about the Task Force, register for the public hearings, and find more ways to provide feedback at www.mass.gov/charlesrivertaskforce

Thank you for your interest in sharing feedback on your experience of Memorial drive! This is an effort hosted by the Charles River Task Force for Equitable River Access. The Task Force is a group of state agencies, community organizations and residents who are exploring how to improve access to and maintenance of Memorial Drive between the Longfellow and Elliot Bridges. To do this, the Task Force wants to hear from you!

Your feedback will go towards recommendations related to:

1. Equitable access to the Charles River between the Longfellow bridge and the Eliot bridge.
2. Inclusive processes to engage stakeholders when decisions involving the Charles River area are made.
3. Communication improvements with stakeholders.

We will also be collecting public feedback at 3 public meetings:

1. Monday, November 10th, 6-8pm on Zoom (Virtual): Register at <https://mapc.ma/Nov10Hearing>
2. Monday, November 17th, 6-8pm at the Cambridge Community Center, 5 Callender St, Cambridge, MA (In person)

1. How do you identify?
 - a. I am a Cambridge resident
 - b. I am an Allston/Brighton Resident
 - c. I am an MA resident who frequents Memorial Drive on weekend closure days
 - d. I am visiting from out of state or out of the country
2. What opinions do you have about improvements that should be made along Memorial Drive, especially between the Longfellow and Elliot bridges?

3. Users of Memorial Drive may have experienced road closures, traffic, limited access to walking paths and green space due to maintenance needs and/or construction. How has this impacted your experience of Memorial Drive?
4. What is the best way for you to hear about opportunities to provide feedback on changes to Memorial Drive and/or to hear about upcoming closures, construction, changes, etc.?
5. Is there anything else you would like to share with us?

CRTF Spring Survey Questions

Thank you for your interest in sharing feedback! This is an effort hosted by the Charles River Task Force for Equitable River Access. The Task Force is a group of state agencies, community organizations and residents who are exploring how the Department of Conservation and Recreation (DCR) can better conduct communications and outreach to meaningfully inform, respond to and engage with community members. To do this, the Task Force wants to hear from you!

The Task Force hosted two Public Hearings in Fall 2025 to hear from constituents about their experiences along the Charles River and engaging with DCR. Based on input from those Public Hearings and other engagement conducted throughout the fall and winter, the Task Force has put together draft recommendations.

Through this survey we want to hear from you:

1. How well do you feel these recommendations address your needs regarding DCR communications and outreach?
2. What else should be included in these recommendations?
3. What would you like to share about your experience communicating with DCR?

We will also be collecting public feedback at two (2) upcoming public hearings:

- Wednesday April 29th from 6:30-8:30pm (in-person), Morse Elementary School Auditorium, 40 Granite St, Cambridge, MA 02139, [registration link](#)
- Tuesday May 5th from 6:00-8:00pm (virtual), Zoom, [registration link](#)

Following the collection of this feedback, the Task Force will finalize a report that will be submitted to the MA Legislature, focused on how DCR can conduct better engagement and outreach in their work.

How do you identify? Check all that apply.

- I am a Cambridge resident
- I am an Allston/Brighton Resident
- I am a MA resident who commutes through Cambridge
- I work in Cambridge
- I am a MA resident who frequents the Charles River (Cambridge side)
- I am a MA resident who frequents the Charles River (Cambridge side) on weekend closure days only
- I am visiting from out of state or out of the country
- Other: [open answer]

- Prefer not to respond

If you are a Cambridge resident, what neighborhood do you reside in?

[Open Answer]

How do you use the area along the Charles River in Cambridge?

[Open Answer]

How familiar are you with the state Department of Conservation and Recreation (DCR)? Choose one.

- Not at all familiar
- Somewhat familiar
- Familiar
- Very familiar
- I don't know

Which of the following information have you received or been aware of from the state Department of Conservation and Recreation in the past two years? Check all that apply.

- Park advisories (example: park closures)
- Notice of public hearing or meeting about projects
- Information about programs happening in DCR parks
- Information about DCR park hours and operations
- I have not received any information about DCR in the past two years
- I don't know

Based on engagement feedback received to date, the Task Force drafted the following recommendations (the high-level recommendation is summarized below):

- **Recommendation 1 – Process and Communication Improvement:** DCR to clarify and establish for implementation clear processes to foster proactive communication and engagement, while developing and employing responsive tools to meet community needs, especially in areas with active and/or upcoming

projects. Processes should include transparent communication and collaboration with relevant city agencies.

- **Recommendation 2 – Project Planning Improvement:** DCR to develop clear, consistent processes to effectively communicate planned projects, addressing both near-term and long-term initiatives.
- **Recommendation 3 – Centering Equity & Environmental Justice:** DCR to establish clear processes and tools to proactively address the needs of marginalized communities and those historically been impacted by and excluded from its processes, ensuring that they have a meaningful and guaranteed role in DCR decision-making.
- **Recommendation 4 - Implementation:** DCR to apply the communication and outreach recommendations above (Recommendations 1-3) to address physical infrastructure-related feedback received through this Task Force for the Charles River area between Longfellow and Eliot bridges, as a pilot for applying communication and outreach strategies for other DCR projects across the Commonwealth.

Please review each recommendation individually. The full recommendations document can be found on the Charles River Task Force webpage.

The following questions ask for your input on each recommendation.

For recommendation #1:

To what extent do you agree with this recommendation?

- Strongly Disagree
- Disagree
- Neutral
- Agree
- Strongly Agree

How can the language for this recommendation be clearer?

[Open answer]

Do you have suggestions for additional implementation strategies/actions?

[Open answer]

For recommendation #2:

For recommendation #3:

For recommendation #4:

Having reviewed all 4 recommendations, what additional recommendations related to how DCR can better conduct outreach and public engagement in their work would you like the Task Force to consider including in their report?

[Open answer]

Is there anything else you would like to share about DCR's communication or outreach processes?

[Open answer]

Appendix D

Engagement Outcomes

Survey responses for Fall 2025 Public Hearing

Survey responses for Spring 2026 Public Hearings

Key themes from Fall and Spring engagement activities

Fall 2025 Survey Responses

How do you identify?	What opinions do you have about improvements that should be made along Memorial Drive, especially between the Longfellow and Eliot bridges?	Users of Memorial Drive may have experienced road closures, traffic, limited access to walking paths and green space due to maintenance needs and/or construction. How has this impacted your experience of Memorial Drive?	What is the best way for you to hear about opportunities to provide feedback on changes to Memorial Drive and/or to hear about upcoming closures, construction, changes, etc.?	Is there anything else you would like to share with us?
I am an Allston/Brighton Resident	The active transportation (walking, biking, jogging, etc) path is far too narrow for how well used it is. The short section by the BU bridge that was widened to like 16' is much more comfortable to use than the rest of Mem. Drive. For the long term, it would be nice to provide a 12' bike path and 10' walking path to separate these different modes of travel. With the growing popularity of e-bikes and e-scooters, the speed differential between all using the path is starting to become uncomfortable and unsafe.	It can be a little frustrating at times, but I believe that any temporary pains from construction will be worth the improvements being made.	Website updates are great!	Someone suggested turning one of the barrels of Mem Drive by the Harvard (Mass Ave) bridge into a shared use path. This is a pretty big change, but it would open up a lot more space for those biking and walking along the river. https://ariofsevt.com/apb/2019/08/30/its-time-to-radically-rethink-memoria/
I am an Allston/Brighton Resident	Path width between Eliot Bridge and BU Bridge is SO constrained. Causes conflicts between slower moving (peds) and faster moving (bikes/e-scooters) traffic on the path. Path condition is also horrible. I've hurt my wrist on some especially bad bumps between Dewolf St and the Micro Center (Trader Joe's). Also, needs to be better protection for peds/bikes from turning cars at intersections. Maybe some clearer signage saying cars yield to peds and bikes. Not sure about protected left/right signals because that minimizes available crossing time for path users.	As long as adequate accommodations are made for peds and bikes, I'm satisfied. Close a lane of vehicle traffic on Mem Drive if needed for path renovations/construction. The detour for the improvements for BU Bridge were horrible for bikes and peds honestly. The detour was close to the least direct possible and was a huge pain in the ass especially for BU students in the Hyatt. Don't be afraid to close a car lane for bike and ped accommodations. It's much needed. To have such a circuitous detour makes us feel like second class citizens to car drivers.	An email list and social media updates	I'm a regular path user both recreationally (as a runner) and for transportation (as a biker). Would love to be more involved in this planning process, especially as a student. I don't think the student voice is consulted enough in planning. And we all know how many students there are in the greater Boston area.
I am a Cambridge resident	The shared use path on the southeast side of Mem Drive from the BU Bridge to River Street is in terrible condition and dangerous to both pedestrians and cyclists. Please widen and repave this section ASAP.	I do not mind closures in order to implement pedestrian and cyclist improvements. For example, when the path was widened in the immediate vicinity of the BU bridge, the detour was annoying but acceptable given the vastly improved outcome.	Announcement emails forwarded through the City of Cambridge to all Cambridge residents.	I am looking forward to the road diet planned for Memorial Drive Phase 3. Also, safety would be improved by reducing traffic on the Red Overpass to 1 lane in each direction (this would slow down vehicles), and by seriously looking at a road diet, with widened shared use paths, and with turning lanes as necessary, for the entire length of Mem Drive.
I am an MA resident who frequents Memorial Drive on weekend closure days	I was on the Magazine Beach path by the river many days walking my dog. I think there should be more trash barrels throughout the park, but especially over the weekends. There is also a big spread of poison ivy just beyond the path heading toward the BU bridge end of the park, across from the magazine building. It would be a shame to have that spread further in the park. I have enjoyed the Sunday closing of the drive - but NOT Saturday. One day is enough. I'm sending this now as I can't attend the public discussions due to chorus rehearsals!	It's not bad - but from what I hear it will be!!	Email opportunities. Maybe a few different days for open meetings. This one is each time on a Monday. I could go to a Tuesday meeting!	
I am a Cambridge resident	Long term planning at a scale to divert traffic to out of town. Sunday closures are very much appreciated	Temporary works to expand bike lanes has been a minor inconvenience	e-mail	
I am a Cambridge resident	Fix the sidewalks on the river side of the street, improve all the crosswalks, especially at western ave	Limits my ability as a pedestrian	Email	
I am a Cambridge resident	The closures for Riverbank park are wonderful; my family frequents these running and biking, as there are no other areas in the city remotely as nice and safe for a child to learn how to bike. I think the sidewalks could be improved at the western end of the span on the Cambridge side, approaching Elliot bridge - the path is narrow and the pavement somewhat broken, posing hazard for runners on non-closure days.		Email updates	
I am an MA resident who frequents Memorial Drive on weekend closure days	Remove the overpass & traffic circle at the BU bridge. Convert it to traffic lights like the Western Ave/River St/JFK St intersections, Have separated bike & walking lanes on the river side.	Lessen it.	e-mail	Bring back the closures of Memorial Drive on both Saturdays & Sundays to allow people not cars & trucks full access to the pavement.
I am a Cambridge resident	Wider ped-MUP path	Not much	Email	make it safer and more accessible
I am a Cambridge resident	Wider, smoother bike and pedestrian paths.	A very minor inconvenience when driving. Alternate routes are available.	gloriakorsman@gmail.com	Yes. It is important to provide safe and equitable accommodations for motor vehicles, cyclists, and pedestrians. I want everyone to be safe.
I am a Cambridge resident	The road should be dramatically downsized and more space should be made for parks and pathways for walking, biking, etc. It is a horrible barrier that separates the community from their greatest natural resource, the Charles River.	I love the road closures on Sundays and my kids do too. I've been enjoying them since I was a child.	Email	Please fix this horrible scar through our neighborhood. Cities across the country have been getting rid of highways to improve waterfront access. We can too.
I am a Cambridge resident	The footpaths is too narrow and too bumpy for cycling, but the road has too much high speed car traffic. I would like to see a dedicated bike path or separated bike lane.	I haven't been impacted by these. There is currently one lane blocked and it's no different than when there are parked cars on weekends.	Published plans with comment mechanism.	
I am a Cambridge resident	Get rid of all the cars, permanently - have a path wide enough for emergency vehicle access only.	Road closures are great! More green space would be better.		
I am a Cambridge resident	Improve the bike lanes and sidewalks on both sides of Memorial Drive. Eliminate the conflict between drivers and non-drivers at intersections.	N/A		
I am a Cambridge resident	The traffic is scary!			
I am a Cambridge resident	Extend the widened parkland to magazine beach would be brilliant. Sunday closure is so nice a change	Minor route changes on bike for mt auburn work. No problem	Email	Thanks for doing this
I am an MA resident who frequents Memorial Drive on weekend closure days	Narrow the roads. Make wider paths, separate pedestrians and bikes.	Road closures on the weekend are great.	email	none
I am a Cambridge resident	WIDEN THE DR PAUL DUDLEY WHITE BIKE PATH PLEASE. OR CREATE TWO 12' SEPARATED PATHS. Also, improve the crossings at the intersections with better signalization for people walking and biking	I am willing to put up with it if there are improvements to the path that are the result.	email and local announcements, but make sure they get widely distributed	The Dr Paul Dudley White bike path needs to be AT LEAST 14' wide (PLUS 2' shoulders on either side). OR a 12' bike path and 10' walking path.
I am an MA resident who frequents Memorial Drive on weekend closure days	I commute daily between the BU Bridge and the Eliot bridge primarily by bicycle and the path along Memorial Drive is in complete disrepair, crumbling along the edges with large cracks and potholes. At a minimum, basic maintenance with pothole repair is long overdue. The path is also far too narrow for the number of walkers, joggers and cyclist using it to be able to pass safely. Ideally there should be separate walking and biking paths, the park should be wider and the landscaping better maintained. Large sections of the park are currently overgrown with vines and weeds and/or bare dirt.	I would like to see maintenance of the walking/biking paths rather than just the road itself. There has not been any maintenance of the paths in the 10 years I've been commuting on them.	email: cambria999@hotmail.com	
I am an MA resident who frequents Memorial Drive on weekend closure days	Memorial Drive is a road where cars go to fast, it's a road that is generally bigger than the park space it purports to provide access to. I want there to be less road, and more park. I want there to be slower cars. I want the path for recreational users to be at least as well maintained and smooth as the road for cars is. I want the road to serve as an access to recreation, and not as a highway. I want there to be better separation between the road and the sidewalk at the DeWolfe boathouse, where John Corcoran was killed, cars still come off the overpass at high speeds and that curb is still about 1 inch high. I want the overpass and rotary to be more pleasant for recreational users, and to better serve transit. I watch the 47 get stuck in that rotary all the time.	I don't think I've felt that I've lost complete access to the parkland at any point, though it has been noticeable. I will say, it's not great to have more work happening in concert with no longer having Saturday and Sunday night recreation access		
I am an MA resident who frequents Memorial Drive on weekend closure days	In short: it currently prioritises car access to other roads. Please make it prioritise people accessing conservation and recreation. Narrow the road and close it all weekend every weekend. Widen the bike paths. Fix the pedestrian signal timings to be safer and longer.	It's nice to be able to use the sidewalk on either side		
I am an MA resident who frequents Memorial Drive on weekend closure days	Make it smaller, like half the size, and turn the other half into contiguous parkland.	I haven't experienced any closures in particular, but I have experienced continued neglect of the walking and biking paths while the entire roadway was resurfaced.	Email list	Mem Drive is long overdue for an overhaul, I hope we can make some improvements quickly.

<p>I am a Cambridge resident</p>	<p>Big picture, significantly more dedicated pedestrian access. The full weekend closures were amazing during / in the years after COVID. It's been a huge reduction in quality of life not having mem drive open to recreation on Saturdays / Sundays. There are so few beautiful open spaces of that size near us and it was a real community asset. Now, it's just another busy road next to the water on Saturdays and Sunday AMs. For context, I lived in The Port for 5 years and now live in West Cambridge. Specific things about the road layout that I would love to see:</p> <ol style="list-style-type: none"> 1) Better use of the total road + park space between the Longfellow and BU Bridge as it pertains to the median. There are enormous grass medians that do nothing besides separate traffic. They're unusable by people as a park or recreation space, so they basically serve as 40% of the total area that serves as wasted space. This is especially frustrating when you're on the sidewalk or bike path and you're 5 feet from zooming cars, when it feels like the bi-directional car lanes could be closer together, if some of that wasted green space was shifted towards the river and attached to pedestrian paths. No idea what design principle led to this, but it should absolutely be shifted towards the pedestrian path / river so it's useful and feels like a park instead of a highway with a nice sidewalk along it. 2) More recreation space closer to the Longfellow. The winning roads here are so oversized / underutilized and the pedestrian paths are in bad shape and too small. It's a big F U on the weekends every time I run, walk or bike over there and there are no cars in sight and I'm squeezed into a narrow path unable to pass in the underpass below the Longfellow heading towards the Mass Ave bridge. It legitimately feels like some of these lanes could be fully closed and it wouldn't have the slightest possible impact to traffic. 3) A complete no brainer, I can't believe this hasn't been done - rebuilt paths between the Longfellow and Harvard, well beyond the scope of what DCR just paved after the bump was killed on a bike by the bridge. These paths are super narrow and bumpy, making them pretty useless for biking. These should be true shared use paths instead of a gay sidewalk. Especially offensive when DCR fully repaved the entire roadway 1-2 years ago and didn't even touch the sidewalks. 4) Road detour from Elliot Bridge to Longfellow. Do it as a quick build, I don't care. Just do it. The endless community meetings that drag these projects out decades is so frustrating as a resident. The entirety of Storrow Drive exists and has tons of road capacity. Cambridge could be such a better place to live if we discouraged people from using our literal parkway as a highway. 5) Drastically improved bike and pedestrian crossing situations at all the bridges along Mem Drive. These are a mix of poorly, or not at all, timed signals that make crossing the road a life or death experience every time. 6) Drastically improved traffic enforcement. On the same topic as above, part of the reason this is so dangerous is that 3-5 cars run every single red light without consequences, particularly at Western & River. I'm out of fingers to count the amount of times I've nearly been hit by a car going 40mph through a red light over there. 7) More crossings with real signals, not HAWK beacons. People still don't understand HAWK beacons. There should be mid-road crossings so that cars don't have a reason to speed up to 40+ between lights. 8) There should be permits given out for food trucks, coffee stands or something similar along here. It would be super fun to have a small but vibrant commercial premise. Would help activate the waterfront. 9) More consistent clearing of tents / burgeoning encampments. We obviously have a regional housing issue, but the solution is not for homeless people to pitch tents on benches in the middle of the street in the middle of the street. <p>The multi-use path needs to be widened and repaired. I avoid biking on this path even though I live close to it because of how slow I have to ride to avoid potholes, cracks, and other people (on bikes, scooters, or on foot).</p>	<p>The road closures on Sundays are amazing because it means residents get to use the space to hang out, rather than cars getting to use it to pass through Cambridge.</p> <p>The closures to walking paths / green space are a bummer because they're so limited as it, it can be tough to know where to go.</p> <p>The River St project has been rough but necessary.</p>	<p>Emails to an interested group.</p> <p>You should also take surveys and do digital engagement. The population who shows up to meetings and yells the loudest does not represent the populations who matter here. Lots of people don't have time to make it to those meetings because of jobs, kids, etc. Equity is often a mis-used term in this conversation; equity is not the loudest person who lives the nearest getting their voice heard in a meeting - it's the broadest coalition of Cambridge residents, who is impacted by decisions regarding Mem Drive for a variety of use cases, being included.</p>	<p>Please make decisions faster and stop having everything related to Mem Drive tied up in so much bureaucracy. Test things with Jersey barriers etc. Move fast and see what works. It's a jewel of land that we so much treasure today but continues to have a ton of potential.</p>
<p>I am a Cambridge resident</p>	<p>When driving a car on Memorial Drive, it is frightening and dangerous to suddenly encounter parked cars in the right lane of the road near Harvard. The road should be reconfigured to either remove this parking, or make it much clearer and safer to navigate. If a driver is distracted, impaired, or unfamiliar with this road, this kind of parking could cause serious injury or death.</p>	<p>I have cut some of my walks short along the river because I knew there was construction ahead.</p> <p>I have not had issues biking on Memorial Drive's multi-use path during the construction (but I've only used it a few times in the last few months).</p>	<p>Email and posted flyers.</p>	<p>I support a road diet on Memorial Drive. Road diets have been shown to cause no substantial increase to traffic, reduce vehicle miles traveled, and (most importantly to me as a pedestrian and bike rider, and a person who does not want pedestrians, cyclists, or drivers to die) reduce motor vehicle speeds and crashes.</p>
<p>I am a Cambridge resident</p>	<p>Repair bike / pedestrian path, esp between River St. and Brookline St.</p>	<p>NA</p>	<p>email</p>	<p>no</p>
<p>I am a Cambridge resident</p>	<p>I would love for memorial drive to be closed year round on both Saturdays and Sundays. Separate bike and pedestrian paths between the BU bridge and Eliot bridge -improve the bike lane transition from mem drive to the BU bridge</p>	<p>The traffic has honestly been fine- please discount the few loud voices complaining about it and look at actual data.</p>	<p>Outreach by my neighborhood group</p>	<p>Please prioritize bikers and pedestrians!</p>
<p>I am a Cambridge resident</p>	<p>1. Traffic calming (only 1 lane of traffic each direction is needed), that makes for wider sidewalks and better tree protection. 2. separate the pedestrian and cycling paths where possible (should be everywhere), this reduces friction between the different users. 3. With narrower street, road crossings for pedestrians can be much improved.</p>	<p>In vehicle, I try to avoid Memorial Drive at rush hour, which I know can be crowded. (I try to avoid all streets at rush hour). By bicycle I don't ride much on Memorial Drive, as the cars go too fast and if they don't give cyclists enough room. Fortunately there is usually adequate space for cyclists on the shared use paths.</p>	<p>email</p>	<p>I would like to see Memorial Drive closed on both Saturdays and Sundays, there are many people who enjoy it on the weekends. The overpass at BU bridge is sketchy (e.g. falling apart, seriously bumpy, etc).</p>
<p>I am a Cambridge resident</p>	<p>Extend Drive closures to motor vehicles from Sunday only to ALL WEEKEND Add benches & maintain existing benches facing the river Provide seasonal pop-up or food truck refreshments on the waterfront Provide trees & shrubs with park-quality care: water, fertilization, pruning Reduce motor vehicle speed limit to 20 mph</p>	<p>DCR is doing a great job. I applaud their work including signage, lane closures, equipment storage and public engagement. As an unintended consequence of construction, slower traffic results in safer streets especially at crossings.</p>	<p>Email updates, documents & maps posted online, community meetings</p>	<p>DCR: Inform us, and help us build neighborhood engagement, with quarterly State-of-the-Drive discussions. Short presentation at each by one of your experts e.g. Transportation, Recreation, Water Management, Landscaping, Town/River History</p>
<p>I am a Cambridge resident</p>	<p>There is no good connection from Vassar to Mem Drive for bikes. The path from Elliot to the BU bridge is narrow and causes conflicts between runners, pedestrians, and bikers.</p> <p>The state of disrepair of the paths near Magazine Beach is absolutely shameful and has been for many years. This isn't some complicated problem that requires a task force to study the problem. DCR needs to show up and do their jobs and rebuild the neglected path. DCR seems to be unable to deliver on these basic maintenance tasks for the parkland under their management, which is especially jarring when contrasted with the immaculate state of the adjacent road surface. You can see in the most literal sense that their priority is to be a second DOT, not a parks department. If they don't want to show up for work, fire them and give the job to someone else.</p> <p>I strongly support permanently transferring control of the entire road and parkland to the city of Cambridge. I trust our local government to answer to the community, worst case at the ballot box. If they are poor stewards of the land, I can not say the same about unelected employees of the dysfunctional state government that live deep in the suburbs. They have not been good-faith partners to the community or to the city government and I have no reason to expect that to improve.</p>	<p>Memorial Drive is the most dangerous road I interact with regularly. The crossings are unsafe. The state of the paths are unsafe. The speed that people drive, especially at night when there is no traffic to impede them, is unsafe. It is an absolute travesty that we allow these conditions to exist as part of what should be the best green space we have in the area.</p>	<p>email lists, instagram posts, bluesky posts, through Cambridge city website</p>	<p>The section from Longfellow to MIT needs to be resurfaced and cleaned. There are MULTIPLE potholes that collect water and freeze in the winter making travel difficult. There are also lots of broken car parts in the pedestrian pathway that were thrown there after accidents on Mem Drive. Help please.</p>
<p>I am a Cambridge resident</p>	<p>Car traffic should be reduced to one lane in each direction to reduce speeding and to allocate more space to sustainable traffic like pedestrians and cyclists.</p>	<p>Maintenance and construction are necessary. Reducing the car lanes and expanding pedestrian and bicycle lanes will require construction. That's ok.</p>	<p>Cambridge daily email newsletter.</p>	<p>Close Mem Drive to car traffic on Saturdays again. I also drive, am not anti-car, but there are few cars on Saturdays and recreation matters. I live by a busy road myself. It's urban.</p>
<p>I am a Cambridge resident</p>	<p>For commuters, the segment between Longfellow and MIT bridges is full of tourists and other walkers on the bike path. The travel time is now comparable to the Esplanade for the same reason: not enough capacity for biking.</p>	<p>It is wonderful when Mem Drive is closed to cars and the bikes can race down the road.</p>	<p></p>	<p>The turns off of the path to the cross streets have poor signals. You're ether with traffic but separate or with pedestrians in the crosswalk. Bike operators are not pedestrians.</p>
<p>I am a Cambridge resident</p>	<p>The fast bike traffic along the riverside makes walking there incredibly risky.</p>	<p>Personally I love when it's closed on weekends and I think it should be closed sat and sun. Haven't noticed much construction</p>	<p>emails</p>	<p></p>
<p>I am a Cambridge resident</p>	<p>I'd like a road diet. It's much more pleasant to be around 2 lanes of traffic than 4 lanes.</p>	<p>There always seems to be construction the overpass which blocks cars and pedestrians. Walking to Magazine Beach is essentially a game of dodge 'em.</p>	<p>Through the Cambridgeport Neighborhood Association and from flyers delivered to my door</p>	<p>Please don't take away vehicle lanes to make bike lanes. The traffic is ridiculous as it is. I would much rather see the existing bike lanes that are on the sidewalks on both sides of the road be widened and repaired.</p>
<p>I am a Cambridge resident</p>	<p>The BU Bridge rotary cannot handle the amount of vehicles that use it. Experimentation with striping has made little difference. Once the rotary is clogged, those trying to enter the rotary by car cannot do so without cutting off people already in the rotary. Drivers in the rotary have the right of way and are under no obligation to let cars in. The result is an endless game of chicken. As a near neighbor the rotary, with or without heavy traffic, makes it difficult to reach Magazine Beach by foot. If you cross at the crosswalk at the first rotary exit after Brookline St</p>	<p>Yes, I often go between Western Ave or Flag street down to the river to get to Harvard square by bike. This is the calmest, greenest, safest bike path between Cambridgeport and Harvard square (and beyond). Several times a week I find myself stymied with the sidewalk closure for the Harvard Dorm rebuilding, and having to cross mem drive for that last block and then back over. Can we persuade Harvard to let bikes cut through the sidewalk/garden building gap between Elliot and Standish Halls so that we can get to Dunster St and over to JFK St without having to do that mem drive/cross/recross?</p>	<p>email</p>	<p></p>
<p>I am a Cambridge resident</p>	<p>The bikerped path along Mem drive between Western Ave bridge and Magazine St is in poor condition: narrow, rooty/bumpy, and an unpleasant route to use by bike so I usually avoid it whenever I can - which is inconvenient because it is a key piece of going along the river. Making this path wider and flatter will be good.</p>	<p>Do we need so many car lanes for Memorial drive? It basically feels mostly empty, and yet because it is a fast road, I won't use it when on a bike. Can we try cutting it down to two lanes instead of four?</p>	<p></p>	<p></p>
<p>I am a Cambridge resident</p>	<p>I want to acknowledge that at rush hours, the car backups around the BU bridge are intense! I don't believe that reconfiguration of lanes is going to help that: the traffic is limited by the number of lanes on that bridge. I think we need to improve the public transport options between Kendall/Central/Somerville and getting to Allston and points west. There are no good alternatives for people who have this commute except going into downtown crossing and then back out west. I know the traffic congestion is exacerbated on Fenway game/event days and that it makes people who live in the neighborhood near the BU bridge feel trapped and annoyed (unless they travel by bike!). We should be focusing on getting those who commute by car out of their cars (I have a dream for a Cable car route between the new West Station (or Fenway) and Lechmere).</p>	<p>Especially in front of the whole length of MIT, the road is so over-capacity, and park land along the river is so precious! We should convert the two lanes closest to the water to be for bikes in the short-term. And in the long term, we should rip those two lanes out and replace with vegetation.</p>	<p></p>	<p></p>
<p>I am a Cambridge resident</p>	<p>The crosswalk lights at the Cambridge St/River st bridge seem off. It will tell you not to cross (to continue along Mem drive) yet car traffic cannot be turning on to the bridge, so I run/ride against the advice of the crosswalk, which makes me feel nervous.</p>	<p>Basically, I am so jealous of the Somerville bike path, which feels quiet and safe because cars aren't near and rushing by. For those of us who live near Mem drive, the park-like aspect of it is very limited in all the areas in which there is basically just a sidewalk between the river and the cars. This narrowness makes the significant sections of the park not great for walking with children, or with dogs, or with yourself! because it is noisy and fast traffic is rushing nearby. You always have to be paying attention to the child or the dog - or the runners or the bikes. We need a wider space along the river!</p>	<p>Thanks for asking these questions and giving me the opportunity to tell you some dreams.</p>	<p></p>

I am a Cambridge resident	BU bridge traffic configurations - most recent design does not seem to take into account the efficient flow needed to get traffic out of the neighborhood As a pedestrian, I appreciate the Sunday/weekend closures of Mem Drive; but again traffic impacts are usually terrible	I don't drive much, but I don't appreciate the inane ways lanes are closed such as only one lane goes over the Western Ave bridge during Mem Drive Sunday closures. Why??	Neighborhood list serve	Mem Drive and River St intersection should be better timed to get traffic from the turnpike and over the bridge efficiently. Probably nothing you come up with will please everyone. Thanks for trying!
I am a Cambridge resident	reduce traffic, add cafes.	traffic is always awful, now it is a little more, but the riverfront should be more accessible to all, with a low speed parkway instead of a high speed near highway. Memorial Drive should have less traffic.	I follow the city updates, and this list	make sure the voices of all are heard, and don't be afraid to restore Memorial Drive to the parkway if it is supposed to be. protect the trees, and provide a wonderful place to congregate, not a near highway. reduce traffic lanes all along, with a turning lane at intersections
I am a Cambridge resident	I believe the existing bike paths should be improved / expanded and the roadways left alone	I go around it.	email	
I am a Cambridge resident	1) Separate bike lane from pedestrian lane 2) restrict bike lane to non motorized bikes only or (really) enforce speed limits	Inconvenient but we can understand when work/repair/demolition are announced.	Public web site and mailing list	Please preserve and add green space and trees. Share the space with trees not just residents
I am a Cambridge resident	Saturday closing to cars is disruptive and not necessary. We need to balance needs of a range of users.	I like walking along the Charles. But I also recognize that people in cars need to use Mem Drive. When Mem Drive is closed, the neighborhood streets back up. That is not fair.	Cambridge Day - I read it every day.	No
I am a Cambridge resident	The Dr. white bike path is uneven and hard to bike on!			
I am a Cambridge resident	In front of the Boston university rowing boathouse it is super dangerous with the cars so close by (someone died last year because a car hit him), I would create a barrier there. The paths are way too narrow to be able to bike and run/walk there, there has to be more space for cyclists and pedestrians and less for cars. It is unsafe to safe or walk now (from Elliot to Longfellow). Between BU bridge and Elliot is the worst.	There was already not enough space for cyclists and pedestrians so I don't think much has changed. You can see how worn down the grass next to the paths is.	Flyers in the mailbox	There is so much opportunity to make memorial drive great for cyclists and pedestrians, I hope the city of Cambridge is ready to expand and take this low-hanging fruit of opportunity
I am an MA resident who frequents Memorial Drive on weekend closure days	I bike from Somerville to Boston via Cambridge twice a day, 5 days a week as a commuter. The rotary at BU Bridge is much improved in safety now. The bike path from there to Harvard Square along the Charles is too small on the Cambridge side for all the users of this well-used path. Closing Mem Drive on Sundays in the summer is a wonderful community asset.		Is there a list serve?	Thank you for considering pedestrians and cyclists in these plans.
I am a Cambridge resident	Changing Mem Drive to 2 lanes from 4 for just that small section makes no sense. It will slow down traffic without giving bikes and pedestrians more access than they already had.	We have avoided Mem Drive when there has been more traffic and just driven on it during hours when we expect little to no traffic.	I just want to stop the proposed changes from 4 lanes down to 2.	You can redo the sections next to Mem Drive to better bike and walk paths without making a mess of traffic.
I am a Cambridge resident	Bike path (Paul Dudley White) needs to be wider; crossing at Western Ave needs longer ped/bike signal before cars can go	inconvenience but not major	email	I look forward to Memorial Drive having fewer car lanes (even though I drive on it, as well as bike and walk on the PDW bike path
I am a Cambridge resident	The pedestrian and bike path is infuriatingly narrow and bumpy! I rode it last night to refresh my memory and it's just a kick in the teeth to be stuck on this 10 to sometimes 6 foot wide bumpy patched a million times falling apart multi use path while cars get literally 50 feet of perfectly paved smooth asphalt. IN A PARK. Why do the cars get 8 times the real estate of the pedestrians and cyclists combined IN A PARK? Scale back the car lanes to the minimum legal width, one lane in each direction, and let people enjoy the riverfront park, and have access to safe smooth well paved pavement for transportation and recreation on foot and on wheels.	Well the closures around the BU bridge were annoying but at least the path is a tiny bit wider now. It's still a tiny fraction of the real estate dedicated to cars.	Facebook posts.	Yes, the whole BU bridge flyover should be torn down and replaced with an at grade signalized intersection.
I am a Cambridge resident	I would like safety improvements for pedestrians. People drive far too fast on Memorial Drive, and it can be very scary as a pedestrian, especially when crossing is necessary and drivers ignore the walk signs. 1) I would add a 4-way (synchronized) pedestrian cross signal at two busy intersections (river and memorial & Western and memorial) to improve pedestrian safety and make it more obvious to cars that it is not their turn. 2) I would also improve the visibility of cross walks near the BU bridge. Drivers fully ignore the crosswalks, especially on the western side of the rotary (closest to the baseball field). There should be a crosswalk signal with flashing lights that pedestrians can trigger to cross. 3) I would reduce the speed limit of the road to 25mph and post signs (and/or monitor with traffic cams). Drivers come off of I-90 with a lead foot and fly down memorial drive. But vulnerable pedestrians and cyclists are only feet away, with essentially no barrier. Last year, we saw how easy it is for a car to lose control, hop the sidewalk, and claim a life.	The additional cross walk between the pedestrian bridge and JFK bridge is such a welcome addition while the sidewalk is shut down on the Harvard side of memorial! That's an area where people frequently jay-walk anyways, so I would consider keeping it in the longer term.	Flyer in /near my mail. I learned of this from a flyer left at my doorstep	
I am a Cambridge resident	I have lived here for 20+ years and have certainly walked along the Charles River off of Mem Drive, picnicked there, driven, and taken advantage of the days it is closed off from cars, but I don't have any suggestions. I guess I AM worried about the large beech trees that will eventually die and hope we are making concerted efforts to plant many more trees.	I haven't been too bothered by it. Maintenance/construction is part of life. Just when one project is finished up, another needs to be done. I guess I hope that whatever we build (bridges, parks, buildings, rest stops, etc., we think about what will be needed to maintain and repair what is done. If we do that perhaps that will inform the design.)	Probably the daily City Newsletter. I saw this on a list serv, but maybe it was also on the former?	No - thank you!
I am a Cambridge resident	Improve/repair the bike path west of the BU bridge.	I understand this needs to be done from time to time, but it would be nice if these projects moved along more quickly.	Email	
I am a Cambridge resident	The pedestrian crossing on Western and in River is incredibly dangerous. It's insane the pedestrians get like ten seconds to cross, while cars are turning. Also please please please reduce the speed limit and actually enforce it.	File	The flyer was fine.	
I am a Cambridge resident	the light to cross memorial drive on river street doesn't turn to walk unless you press it. I've seen many people standing there for a long time without realizing this.		emails?	
I am a Cambridge resident	Priority should be given to pedestrians, bikers, and other enjoying the park and the river--not to cars. Improvements should be made to slow speeds and discourage traffic.	I never like walking through a construction site, but if it means a better outcome, temporary disturbance is okay.	Email	
I am a Cambridge resident	There should be separate areas for pedestrians and cyclists along the length of the road. The sidewalk is very narrow as is it and it is dangerous to have bikers passing pedestrians there. Additionally, drainage during rainstorms is poor on memorial drive and I have frequently been splashed by cars driving through puddles. Another problem is there are very few crossings for pedestrians across memorial drive.	This has not impacted my use of the road. The parts of the road that I use have not been impacted by construction	Signage/flyering, or email	Right now, it is really bad for cyclists to use memorial drive at all, since there is no dedicated bike lane and the sidewalks are narrow and in poor condition. Biking in the road is unsafe because divers are very fast and the road is narrow. Please ask for input from cyclists on how to improve the road because it is essentially unusable now.
I am a Cambridge resident	I think there should be much stronger restrictions on speed on the entire stretch (I got hit by a car driving at full speed that didn't see me crossing the road on my bike at a crosswalk). Additionally, we should implement more crosswalks with the blinking yellow lights to indicate that there are people crossing. I recognize that this is a difficult thing to have on a road with many cars on it, but there is no need to have a highway passing through the middle of a largely residential area.	Great. Please keep reducing traffic. Keep closing the roads on weekends to open up the space to families. Absolutely impeccable.	By email.	Please make safety for pedestrians and cyclists your top priority. Cars have taken so many peoples' lives on that road, or injured them. It's not safe and we need to make it better.
I am a Cambridge resident	The major issue I would like to see addressed is to provide equitable access to movement along the river for people walking and biking. Currently there are four lanes of rapidly moving vehicles - moving too fast for this urban recreational area, while hundreds and thousands of people walking, running, biking, strolling, and rolling have to share one narrow bumpy little path. It is unsafe and unpleasant to travel this way and is dangerous because of the many folks sharing such a narrow path. IN particular, bikes need a faster smoother way to move along the river. I suggest replacing one lane of the car space with a wide 2-way path for people riding bikes or moving about 10-20 mph. Second, the traffic signals where river and western cross Memorial Drive are dangerous for people crossing as there is no protected time, and at western ave in particular turning vehicles headed to 190 pose a real danger. I worry another person is going to get killed on memorial drive. Also Speed limits on mem drive should be less than 20 mph since it is a recreational parkland road, not a highway. Also it's a popular and special place to come on the weekends when mem drive is closed to vehicles. I love seeing kids learning to ride bikes and people dancing on roller skates. There's two highways on the other side of the river - storrow/soldier's field and 190. Let's actually treat the Cambridge side like the park it is supposed to be, and not prioritize another highway. I also think that traffic signal adjustments should be made to mitigate traffic backups on putnam/river/western when memorial drive is closed for recreational use on the weekends.	I get extremely angry when I am biking along the bike path along memorial drive because it's dangerous and unpleasant and I think one lane of the vehicle space should be reallocated for biking.	email list?	I hope you can improve everyone's experience and make Mem Drive a park, not a highway.
I am a Cambridge resident				
I am a Cambridge resident	I really value and like having the street closed to cars on Saturday and Sunday. It's great for being able to walk / run in a more enjoyable manner!!	Sometimes driving is slower, but overall not a big deal		Please have Memorial Drive closed on Saturdays and Sundays!
I am a Cambridge resident	Crossing memorial drive, particularly at BU bridge, near the Hotel/Trader Joes, and River/Western feels very unsafe as drivers regularly run lights. I live on a street affected by Memorial Day closures, and personally really enjoy the extra space to go outside. I find that when I do drive, this closure is completely worth it and isn't a problem. I wish the closure could potentially extend further up as the bike path is so busy during weekends and the roadways are unsafe to bike on.	I like that the construction has slowed down traffic near Mt Auburn and Harvard square lately. I think people drive entirely too fast on memorial drive, and treat it like a highway when construction does not force traffic slower. This has made it harder to access the greenway, but I generally am still able to get there. Contrastingly, the BU bridge project last year made it very difficult to go from BU bridge to MT, and I ended up not using the alternate option at all because it was also quite hazardous.	Email!	
I am a Cambridge resident	Widen the paths and/or have separate paths for walking and running. The paths are way too narrow. Also the paths must be asphalt and plowed during winter. Permeable asphalt reduces slipperiness from ice	if the construction improves the path I can put up with it	have it announced through the City of Cambridge daily email	please please please listen to the users and widen the paths
I am an MA resident who frequents Memorial Drive on weekend closure days	Traffic calming to slow down cars, and better bike and pedestrian paths on the river side.	I often ride my bike, and it's extremely dangerous in that area.	Local community bike groups, newsletters, etc.	

I am an MA resident who frequents Memorial Drive on weekend closure days	Lower the speed limit and improve safety for pedestrians crossing Memorial drive through better implementation of speed cameras, timed traffic lights and pedestrian crossings.	My experience is negatively impacted when the pedestrian walkway is closed or reduced due to construction/maintenance. My experience has not been limited by any such closures to vehicles.	not sure	The quality of the paths is extremely poor, especially between the BU bridge and River Street; they are dangerous and uncomfortable for everyone, and do not meet accessibility standards. The path system does not meet federal design standards (AASHTO) including path separation and width, based on its high user volumes. The result is that the paths are more uncomfortable for everyone, and prevent meaningful sustainable transportation use. DCR agreed to lower the speed limit on Memorial Drive to 25 mph a year ago (after the City made a formal request), but nothing has yet changed- What is the timeline for these improvements? In 2022, over 4,000 people signed a petition to maintain full weekend closures. The Memorial Drive Alliance raised specific mitigations that could be used to reduce traffic backups on Western Ave, including basic signal timings, different signal schedules on the weekends, and basic lane configuration changes. Why have there been no studies or attempts to solve the issues raised repeatedly in the public process?
I am a Cambridge resident	the quality of the paths makes it difficult to bike on safely	I will likely seek alternate routes		
I am a Cambridge resident	The bike path needs to be maintained to the same standards as the road. This is obvious. Car traffic needs to be discouraged, so that people can actually enjoy the riverfront. If folks are making through-rigs they have Storrow Drive for that. The road should be reduced to one lane in each direction at least, and should be blocked off to traffic fully on the weekends.	The biggest detriment to my use of Memorial Drive is cars - road closures are welcome.	Posting on the walking paths on Mem Drive, engaging with our city council members who speak on behalf of ALL city residents.	This commission is a joke, and all of you will forever be stained by your shameful participation in it.
I am a Cambridge resident	In all honesty and with all due respect, memorial drive is awful. It destroys connectivity between Cambridge and the Charles river. It is terrible to drive on and as a pedestrian it feels like a terrifying, misplaced highway. I do hope that mem drive can be reduced in size, slowed down, and made available to cyclists. It should be the gateway to the Charles and instead it is a barrier.	All of the above are my experience. The Boston area is plagued with traffic and these huge arteries in the middle of the city should be smaller, slower, and accessible to people who aren't simply in a car. I don't feel comfortable as a pedestrian, cyclist or motorist on memorial drive	Emails	Please do consider taking big, and perhaps unpopular, measures to address memorial drive. It feels like a blemish on the landscape of Cambridge. We don't need to continue living in a place dominated by cars.
I am a Cambridge resident				
I am a Cambridge resident	I strongly support better pedestrian and cyclist infrastructure. The bike paths are way too narrow for the demand at present. Pedestrian signals are way too short. Riverbend Park should be open all weekend and especially open earlier in the season. The road should be narrowed by Kendall so the bridge in the Charles can be demolished.	It's difficult to use due to insufficient and poor quality non-car infrastructure.	Newsletter	Please re-open Riverbend Park on Saturdays; it was the best change to come out of the pandemic and 90% of Cambridge residents support it
I am a Cambridge resident	Crossing Western Ave and River St on the shared use path is really scary because cars are turning through the crosswalk from both lanes during the pedestrian signal phase. A pedestrian-only phase at those intersections would be a huge help. More broadly, as someone who lives on Memorial Dr and uses it both by car and on foot/bike, I am strongly in favor of any safety improvements even if they result in a slower trip by car.		Email	Thank you!
I am a Cambridge resident	Philly shuts down MLK Drive and Kelly Drive along the river for weekend recreation, we should be able to do the same. Enforce no-vespas on shared use paths (especially delivery drivers). Re-prioritize DCR as the Dept of "Conservation" and "Recreation" not the dept. of cars and roads. If DCR is too burdened with managing roads, hand them over to MassDOT.	Just out side of DCR jurisdiction, but whoever arranged the bike detour at Memorial and Ames street should be in charge of construction planning for DCR. Cyclists should be more than an after thought.		
I am a Cambridge resident	Path is too narrow. Please make it wider.			
I am a Cambridge resident	Improvements to safety: Speed limit and intersections: DCR agreed to lower the speed limit on Memorial Drive to 25 mph a year ago (after the City made a formal request), but nothing has yet changed. What is the timeline for these improvements How will the DCR use modern design standards and traffic calming to achieve the desired traffic speed? Why does the Reid Overpass (over the BU Rotary) still have two lanes of speeding traffic in each direction when it would be sufficient to have one lane? Why are the intersections at Western and River so dangerous and timed in dangerous ways for people outside of cars? What specific changes are planned to improve the safety around other key intersections (e.g. Mass Ave and Memorial Drive, JFK and Memorial Drive) Path Accessibility: The quality of the paths is extremely poor, especially between the BU bridge and River Street; they are dangerous and uncomfortable for everyone, and do not meet accessibility standards. The path system does not meet federal design standards (AASHTO) including path separation and width, based on its high user volumes. The result is that the paths are more uncomfortable for everyone, and prevent meaningful sustainable transportation use. Access to green space: Cambridge, and the Riverside neighborhood in particular, have some of the lowest rates of accessible green space per resident in the state. Nearly half of households in the Riverside neighborhood do not own a single car, so access to local outdoor space is especially valuable. In 2022, over 4,000 people signed a petition to maintain full weekend closures. The Memorial Drive Alliance raised specific mitigations that could be used to reduce traffic backups on Western Ave, including basic signal timings, different signal schedules on the weekends, and basic lane configuration changes. Why have there been no studies or attempts to solve the issues raised repeatedly in the public process?	I have stopped biking as I feel too unsafe to continue to bike.	Please take bike safety seriously. There is no need for any further fatal crashes before taking action.	
I am an MA resident who frequents Memorial Drive on weekend closure days	Maximize the days and times that the streets are closed to cars and open to pedestrians, bicyclists, and other micro-mobility users. When the streets are open to cars, there should be no more than one travel lane in each direction. Add traffic calming using speed humps/tables on the street. Repave the sidewalks.	Maintenance is fine but please fix the sidewalks if you are repaving the streets.	Website	This land next to the water could be such a better park. Reduce the emphasis on cars. Increase the emphasis on people for recreation and sustainable transportation.
I am a Cambridge resident	What is the timeline for lowering the speed on Memorial Dr.? How will traffic design and calming be used to ensure lower speeds? The Reid Overpass should have one lane of traffic in each direction. The bike lanes on the BU Bridge are unsafe because they are not separated - cyclists are too close to speeding traffic, including large trucks. What are plans to improve intersections, especially at River St. and Western Ave.? The quality of the paths, especially between the BU bridge, is extremely poor - they are too narrow as well. Please address mitigation recommendations raised by the Mem Drive Alliance; why is DCR ignoring calls for full weekend closures, and what are next steps? Please put out a plan for Phase 4; this section is currently dangerous for cyclists and pedestrians and needs to be addressed ASAP. Thank you.		email - citrawn@gmail.com	
I am an MA resident who frequents Memorial Drive on weekend closure days	Providing more space for pedestrians, runners, and cyclists I think would better serve the community. Furthermore, having a safe place for non motor vehicle drivers would allow more folks to be able to enjoy the space without needing a car. Finally, allowing people to be close to the waterfront without cars I think works closer towards DCR's goals of protecting natural resources in the Commonwealth. - More needs to be done to keep pedestrians/bikers safe from cars (see: murder of John Corcoran) - A dedicated bike path would be huge. Right now, there are some sections with a bike/shared use path, so presumably biking is a supported use case for the area, but then there are some sections with just narrow sidewalks where biking doesn't really make sense - certain intersections (western ave) feel dicey, even as a pedestrian in the crosswalk. Traffic is too fast/aggressive	I think more work can be done towards accommodating non-motor vehicle drivers, particularly in the ways of promoting safety.		
I am a Cambridge resident	Improvement of the shared bike and pedestrian path between the BU bridge and River Street would be most welcome. I walk, run and bike on that section of the path and it feels very unsafe, because of the speeding cars on one side, the poor state of the path and how narrow it is. I also drive regularly on the section of Memorial Drive as I live nearby. I think we could easily close one eastward lane to widen the shared path. Keeping the two westward lanes is more important as these lanes often experience congestion.	It has been a bit of a mess, but I also understand that maintenance is required. I'm looking forward to the redesign of the BU roundabout and the overpass, as there is just too much congestion in that area.	Email	The process to make changes along Memorial drive seems very slow. I have lived here for close to 20 years, and the stretch between the BU bridge and River Street has barely changed, although it is in dire need of change. I'd be grateful if the pace could pick up, because as I age, I'll want to feel more safe along that stretch than I do now.
I am a Cambridge resident	Can anything be done to address the students on scooters that are using the road dangerously? I see them on sidewalks, going the wrong way for the side of the street that they're on, and more. Can there be signage or traffic stops to try to curb this?	The river side has basically been fine, but the Eliot construction at Harvard is certainly making everything less fun.	email	I know that there is a lot of assumption, particularly of places like Reddit, that good, progressive Cambridgeans will "of course" want Mem Drive to be turned into a park on both Saturdays and Sundays for as long as possible. I disagree entirely. I live off of Dunster/JFK and, as a working person, was having to drive around the world to get groceries on the weekends when Mem Drive was closed down for both days. Now that it's only closed Sundays, I can plan my errands around that and not complain, but when it was closed all weekend, it made the grind of adult life errands worse. I also used to live in Waltham off of Moody Street and loved when they shut the street down -- but that was useful, as there were shops and restaurants to browse through. Shutting down Mem Drive for a whole weekend isn't giving the area that street fair vibe -- it's just creating a wide open street for cyclists to bomb down at top speeds. No, thanks.
I am a Cambridge resident	With increasing motorized and electric skateboards, scooters, unicycles, bikes along Memorial Drive, Cambridge Parkway and under the Longfellow Bridge, walkers need better consideration as it's increasingly become more of a roadway and less a safe place to walk and enjoy the view.	Yes, I am concerned about tripping or falling due to uneven and not maintained pathways on Memorial Drive, under Longfellow Bridge and Cambridge Parkway along the Charles River.	email: maryfeedum@gmail.com	There are broken, hazardous benches along Cambridge Parkway.
I am a Cambridge resident		limited access to walking paths and poor quality bike paths have made it harder for me to access and safely enjoy my time along memorial drive.	email.	I LOVED when Memorial Drive was closed to cars on Saturday and Sunday; it inspired my family to bike together; drive less; it encouraged many members of my community to get outside.

I am an MA resident who frequents Memorial Drive on weekend closure days	More dedicated bicycle infrastructure means less cars on the road.	Maintenance and construction means building a better solution for the future rather than ignoring the problems of the present.	Public announcements, meetings, webinars.	The DCRs focus in continued improvements should be to provide safe places of recreation for all users.
I am a Cambridge resident	1. Please lower the speed on Memorial Drive. It's hard for me to drive a car there, too many people treat it like a race track, or a highway. It should go down to 25 mph tops, and that should be enforced. The Reid overpass should have one lane of traffic, there is no need for two and that also makes it hard to drive a car there, as well as unsafe for bikes and pedestrians. The intersections of Western and River are scary to use, because of the timing of lights, please re-think those for pedestrians.			I really like full weekend closures of Memorial Drive and I think it's better for the whole city.
I am a Cambridge resident	In my ideal world memorial drive would be closed to cars and converted entirely into a pedestrian, cycling, and small business park. I would advocate for an entire redesign that removes the streets almost completely and introduces physocases, museums, small booths and shops, small restaurants, etc. It's such a shame that one of the most beautiful natural areas of Cambridge, the riverfront, is so dominated by traffic -- just people driving fast it -- rather than something that can actually be enjoyed by people. It's so fun when the Charles regatta is there -- why not set up something like that more permanently and redirect traffic elsewhere? At the very least please close memorial drive to traffic on saturday and sunday.	I commute on my bike from cambridge across the BU bridge and sometimes the construction makes intersections more confusing. It's often also difficult to tell what exactly is being improved, which I think psychologically adds to the frustration.	communicating with community groups like the Cambridge Bicycle Safety group that told me about this survey.	I'm 37 and have grown up in a world dominated by the special interest of cars and those who rely on them. Please I'd like to experience at least something that looks like it was designed for enjoyment and livability rather than Ford Explorers.
I am a Cambridge resident	I am a Cambridge resident, parent, and frequent user of Memorial Drive for walking, cycling, and spending time outdoors with my family.	The most meaningful improvement would be to bring back Saturday park closures, which allowed Memorial Drive to become a true community park for the entire weekend. These closures gave residents from all backgrounds safe, car-free access to the riverfront and significantly improved quality of life in the city. Since the Saturday closures were removed, weekend access has felt much more limited, and the space is less friendly and inviting. Beyond that, Memorial Drive needs safer design changes: slower traffic speeds, protected paths that separate cyclists from pedestrians, and better intersections—particularly at Western Avenue and River Street, where crashes and near-misses are common. The current layout prioritizes through-traffic over local access and public enjoyment of the Charles River. Expanding car-free hours and redesigning the road for safety would make the area more accessible, more equitable, and far more enjoyable for everyone.	Email updates and online notifications through the City of Cambridge and DCR websites would be ideal. Posts shared through local neighborhood and advocacy groups, such as Walk Ride Days and Cambridge Bicycle Safety, are also effective ways to reach engaged residents. Clear signage along Memorial Drive before and during closures would help those who use the area regularly stay informed.	Memorial Drive is one of the few places in the city where all kinds of people can share public space safely and without traffic. The Saturday park conversions during the pandemic showed how strongly residents value that experience. I urge DCR and the Task Force to make sure decisions reflect the majority of residents who support weekend closures and safer, more accessible riverfront design. Restoring Saturday park days would be a tremendous step toward a more equitable and livable Cambridge.
I am an MA resident who frequents Memorial Drive on weekend closure days	Reduced car speeds, more space for bikes / pedestrians etc			
I am an Allston/Brighton Resident	Extremely dangerous road, it complete spoli a water front space that should be for people to enjoy. Ideally it should be removed, or at least narrowed to two narrow low speed lanes.	I ride my bike and try to avoid it at all cost due to it being dangerous, so I was not impacted.	By email.	Thanks for doing this! DCR has been doing a terrible job at creating quality recreational spaces for people and instead jamming dangerous and loud highways wherever they can.
I am an MA resident who frequents Memorial Drive on weekend closure days	Although I live in Brookline I use Memorial Drive on more than just weekends. I work on Western Ave and have appointments at least weekly in Harvard Square or Back Bay. I either ride my bike or take the T. The memorial drive path especially between Western Ave and the BU bridge is far too narrow and rutted and crowded to bike along. I usually detour through Cambridge side streets along this stretch. I really hope you remove a lane of traffic, widen the path and plant a continuous band of trees between the path and the traffic both to provide a continuous barrier and the increase green space and shade. The trees are very important. In the section near the BU bridge that you recently widened you use paint to narrow the roadway in several places. Why didn't you plant trees? This is supposed to be a park not a highway. You should also provide more places to cross Memorial Drive from the river into the neighborhoods in Cambridge.	There is considerable foot and bike traffic on the path. It is too narrow and too close to speeding cars to be safely used. When you did the path maintenance recently (fall 2024) the traffic cones were left in the middle of the multi-use path while car traffic remained completely unaffected. That was the weekend of the head of the Charles and people were walking all over memorial drive in the traffic. You are really lucky that there wasn't another death or serious injury that weekend. This is a vital link for cyclists and runners along the Charles River. If you are going to close parts of the path for maintenance, reserve a car lane for walkers and cyclists to use.	email emilly.jac@gmail.com	Please make this into less of a highway and more of a park.
I am a Cambridge resident	I believe the speed limit on memorial drive should be reduced, as it is a very high traffic road and very dangerous to drive currently. Improved pedestrian and bicycle safety is critical, as only last year, a reckless driver killed a cyclist who was on the sidewalk path. This should not be possible and prevented by reducing vehicle speed, increasing sidewalk/path protection.			
I am a Cambridge resident	- Traffic calming: Speeding is rampant, and the number of crashes is unacceptable. DCR needs to do more to prevent cars from killing and injuring people like John Corcoran. His death is partially on DCR. - Wider path: The pedestrian/bike path gets a ton of use, it should be wider - More separation/barriers between cars and pedestrians: It's unpleasant and dangerous for the path to be right next to speeding cars for several of its sections	If the construction is in service of greater safety then I would put up with closures gladly.		
I am a Cambridge resident	Vehicle space along Memorial Drive should be reduced from 4 travel lanes. Pedestrian, cyclist, and green space should be expanded in its place.	My experience has been improved by any events that have limited car access to Memorial Drive. It has felt safer and more pleasant to walk through the park when there are fewer cars passing, and using the roadway as a pedestrian on Sundays in the Summer has been wonderful.	Email	
I am a Cambridge resident	Ideally, there would be a tunnel for cars so that they are completely separated from bike and pedestrian traffic on Memorial Drive. Alternatively I would like to see traffic lights specifically for cars, bikes, and pedestrians.	Most users recognize Memorial Drive as a road to avoid: drivers likely because of the road closures, and bikers and pedestrians likely because of the car crash potential and the number of other bikers and pedestrians to weave around. However, Memorial is a major road, so it's difficult to avoid. I bike it a few times each week to get to work, and I avoid it for leisure because it feels dangerous because of the cars, and there aren't great guidelines for bikes/pedestrians to respect each other's space.	Email and the Cambridge City Newsletter	
I am a Cambridge resident	Memorial Drive should be placed on a road diet with one travel lane in each direction for its entire width and the speed limit should be 25 mph. Mem Drive should be a road through a park not a highway that speeds past a park. Traffic needs to be considerably calmed on the Reid overpass - it is a dangerous flyover currently and its design no doubt contributed to the death of John Corcoran in 2023. Also the intersections with River St and Western Ave are horrendously dangerous for pedestrians, runners, and cyclists. The timing of the lights favors turning cars and not vulnerable road users. The path between the BU Bridge and JFK is in dangerous disrepair and is an embarrassment to Cambridge and DCR during high visibility events like the Head of the Charles and the Cambridge half marathon	Safe access to green space along the river should be maximized at every opportunity. Slower traffic speeds will play a significant role. Also closing Mem Drive to cars on Saturday as well as Sunday will go a long way to providing more access and create active use for Cambridge residents of all ages.	Email, text alerts, social media	Please put people, and not automobiles, first on Memorial Drive. Make Memorial Drive a road through a park rather than a highway, and a road that promotes the use of greenspace for Cambridge residents rather than a road to move suburbanites through our city to places beyond
I am a Cambridge resident	Please widen the path to allow for separate pedestrian and cycling paths. As a bike commuter the current path is unsuitable for transportation needs.	The traffic effects have been well mitigated so far from the apartment demolition and further work. It's proven that all the lane space is not necessary. Driving along the route is comfortable still. It's not a bottleneck outside often the very peaks of rush hour.	I'm in the right channels now. Maybe posting information on city forums would help.	Let's make a world class waterfront park!
I am a Cambridge resident	On Friday, November 7 I left Harvard Square at 4:45 p.m. to walk to Boston University on the footpath along Memorial Drive. The experience was so terrifying that on the way back as soon as I got over the BU bridge I threaded my way through the back streets to avoid the very real possibility of being killed.	I think extending the full closure to Saturday is a positive change that can be taken. Saying that as a former riverside resident and now a Cambridge resident that mainly uses the waterfront as a route on both car and (rarely because of the path quality) bike. There was no limited access on Friday, November 7. The path is just horrifically narrow, and not separated from the cars tearing along the road. Whenever I could, I walked in the dirt on the river side of the path, to get just that little bit further away from the cars and try to get out of range of the cyclists who were also using the footpath.	By e-mail newsletter: kcoleman@fas.harvard.edu	The father of two of the students in my department was killed on that footpath by a rogue vehicle a year ago. And yet nothing has been done. I am a great fan of the city governance in Cambridge, but this is a very serious disgrace.
I am a Cambridge resident	Increased safety measures for pedestrians and bikers who use the path adjacent to fast moving cars. Bollards, for example, to prevent a car from hopping the curb and killing people. Traffic calming measures to slow car speeds. As a Cambridge resident, I am both a driver and pedestrian user of the Memorial drive paths. In its current configuration, I am concerned about the safety of using this path when out walking with my child and dog. Also, when driving west on Memorial drive, it seems very dangerous (and chaotic) that parked cars are suddenly allowed right before the right turn to Harvard Street. There has to be a safer way to do this. At night, especially, they are hard to see.			Email blasts to various Cambridge groups. Signs posted in the areas.
I am a Cambridge resident	Quite frankly, the conditions for pedestrians and cyclists along mem drive specifically between BU bridge and Harvard bridge are embarrassing and unsafe. We have seen deaths, thousands of an reported accidents, and just neglect of basic infrastructure, for years! It's telling in the above selection how removed DCR is from the reality of the situation: for instance I live in JP but I use my bike to commute along mem drive to Harvard square daily. There is a total absence of regard for how many non drivers use this riverfront infrastructure to commute and how many additional users we would see if basic improvements were made.	Nothing compares to how many times I have almost been killed at the intersection of mem drive and the Cambridge st bridge. The ped signal there has been broken for 8+ years. The walkways are broken and cracked. Cars frequently run the "no right turn on red" and the pedestrian and cyclist holding is no where near large enough to accommodate the average daily use.	Email	Please, for the love of saving people's lives, stop delaying these improvements.
I am an MA resident who frequents Memorial Drive on weekend closure days	Reduced vehicle speeds. More opportunities for safe at grade crossings. In particular near Vassar & Magazine streets. Wider & smoother off-street shared use path with physical protection / separation from the motor vehicle lanes.	Minor impact. There have been times when I needed to cross to the other side on my bike commute, but it was not too inconvenient.	email_jontramos@gmail.com	The man who was killed while on the bike path here was a victim of vehicle speeds. It is not enough to just post signs with lower speed limits. Signals / crossings need to be added to get rid of the long stretches of road where drivers have opportunity to get well above the speed limit.
I am visiting from out of state or of the country	The fact that cars are allowed to turn right off of Mem drive while pedestrians and cyclists have a walk sign is surprising and scary. I was riding straight with a walk sign and some car almost killed me by right turning into me and he managed to stop in time but he honked at me and he was pissed off that I was in his way and I didn't even have a chance to be pissed at him for almost killing me. It's crazy that we both were supposed to be going at the same time and he was supposed to have seen me but didn't until the last second I guess?	The construction by Beacon beach has forced me to walk nearer the cars in that section which is annoying, but it's understandable. It looks like the improvements to the park will be worth the temporary inconvenience.	Facebook	Yes, the last time I used Memorial drive was on Sunday. I was going to bike on Western Ave straight through Allston to get to Watertown but it was SO GREAT that Memorial drive was open to bikes and families walking etc. It was a nice day even though it was in November and pretty crowded even with us spread out over the whole four lanes. It's amazing that the people in charge of transportation in an otherwise bike-friendly Cambridge and Boston think that it's reasonable to dedicate so much of the park space to a loud dangerous high speed highway 96% of the time, and only open it for a few hours one day a weekend, some portion of the year. It's a park. Let it be for people, not commuters.
I am an MA resident who frequents Memorial Drive on weekend closure days	Improvements to the width and surface of the bike path. The surface between Elliot Bridge and Harvard Memorial Bridge is very poor, making cycling less safe and comfortable. The path all the way through the BU bridge is very narrow. There should be "no turn on red" signage at the Western Ave bridge and River Street bridges, to allow pedestrians to actually cross with the delayed green. Keep the street closed on the weekends, even through the winter! It gives folks a wonderful place to recreate year round. Even leaving one lane unplowed in snow storms would be spectacular to XC skiing, snowshoeing, or other winter sports that generally aren't accessible in the city. Safety and Design: DCR agreed to lower the speed limit to 25 mph a year ago, we need a clear timeline for this and a plan for how modern traffic calming will be implemented. The Reid Overpass should be reduced to one lane in each direction to eliminate unnecessary high-speed traffic. Key intersections (especially Western/River, Mass Ave, and JFK) are dangerously timed for non-car users and require safety upgrades.	Luckily relatively minor, since I'm usually on it outside of construction times, or I have had ways to get around.	City of Boston social media or articles in online newspapers.	The path along Mem Drive is crucial to commuters across the area. Making it wider will make it safer for cyclists and e-bikers to share the path with walkers and runners.
I am an MA resident who frequents Memorial Drive on weekend closure days	Phase 4 Planning: There is currently no plan or timeline for addressing the final, dangerous segment of Memorial Drive between the BU Bridge and JFK St. The unsafe and inequitable status quo cannot be maintained for another decade waiting for other projects to conclude.	Access to Green Space: The lack of accessible green space severely impacts the Riverside neighborhood, where many households do not own cars. Access is consistently limited by the DCR's failure to maintain popular full weekend closures. Despite a 2022 petition signed by over 4,000 people and specific mitigations proposed by the Memorial Drive Alliance (signal timings, lane changes) to manage Western Ave traffic, no studies or attempts have been made to solve these repeated public issues, negatively impacting neighborhood quality of life.	Email	Please make memorial drive safe and enjoyable, by stopping the status quo of designing for cars over people.

	The bike path on the northern side of Charles River between River St Bridge and Boston University Bridge is notoriously bad, filled with lots of cracks and bad rutting. It's also too narrow for both bikers and pedestrians to safely co-exist. Can we fix the bad rutting and increase the bike/pedestrian walkway?	It's manageable for me.	Post to cambridgebikesafety.org and their mailing list. That's how I found out about this survey	The "How do you identify" question on this survey is biased. I am a Watertown resident, but bike through Memorial Drive every day to get to work (I work in Cambridge). None of the four option apply to me, but I think there's a big contingent of non-Cambridge people biking here.
I am an MA resident who frequents Memorial Drive on weekend closure days	I commute daily from Medford to Boston University, and bike from DeWolfe St (Weeks footbridge) to the BU bridge each morning. In general, I find that the shared use path from the Weeks footbridge to River St is good - it is wide and generally well-maintained, including in winter (which was not always the case when I started to bike there in 2006). After that, the quality of the path declines sharply, especially for the section near Magazine Beach, where it's simply too narrow. In addition, the intersections with Western Ave and River St are very problematic, and often very dangerous for pedestrians and cyclists. The lights at Western Ave are timed to actively encourage drivers on Memorial Drive to turn at speed, especially when coming from the west (i.e. coming from the direction of Harvard), while traffic from Western Ave routinely backs the intersection, making it treacherous for bikes and pedestrians to proceed. There doesn't seem to be any regular enforcement of safe driving standards, including running red lights, turning at speed while there are pedestrians on the crossing, etc. The timing of the light at River St is also confusing - there appears to be an ample period when pedestrians and bikes could safely advance, but the light remains red for no clear reason. In addition, traffic routinely turns right on red from the bridge onto Memorial Drive, with no regard for other road user safety, and again with no enforcement I have ever seen in 19 years of taking that route.	If there is a clear plan for improvement, short-term inconveniences don't bother me. The near-permanent problems I reported above, along with the near-complete lack of enforcement, are a much more significant issue. I will note, too, that the survey should also take into account commuters from Arlington, Medford, etc. - I don't fall into any of the categories above, but I use the path 4-5 days a week year round.	Email.	No.
I am a Cambridge resident				
I am a Cambridge resident	Widening the sidewalk on the river side, adding barriers to protect pedestrians from cars. Creating traffic calming measures to naturally lower the speed on the road.	When I bike along the river, I will not bike on the Memorial Drive side. I will instead cross the river to the Boston side, even if it adds 10 minutes to my ride.		When I drive, I go the speed limit but I am always passed by cars going way faster which feels really unsafe.
I am an Allston/Brighton Resident	Close the entire roadway to motorized traffic, following the example of other successful world cities like Paris, Portland OR, Seoul, San Francisco, and Chattanooga, all of which have gotten rid of waterfront highways	When it's closed everything is better.	Post signage along the Paul Dudley White trail.	DCR needs to have a plan to address the Commonwealth's climate law, which calls for essentially eliminating gasoline consumption by 2050. The state's climate plan acknowledges that electric cars won't be sufficient to meet this goal - agencies like DCR also need to make plans to reduce traffic on their highways and shift more trips to walking, biking, and public transit. What's DCR's strategy to actually make that happen?
I am a Cambridge resident	Should be closed all weekend from cars. I also think the pavement near the Trader Joe's to river street is horrible and really hard to bike on / run on, as it's both holy and really narrow!	I'm a car commuter on memorial drive everyday, and to be honest the closures have no affected my driving. The construction also didn't really impact my recreational, non car use of the path.	Emails form the city!	I'm a huge fan of memorial drive walkways/bikeways. I love the closure of it on the weekends to just pedestrians and bikes etc, and it is really important to me as a long time Cambridge resident that keeps happening. In addition, I love the parts of the path that have gotten lots of good nature areas recently, and love the new paved bike path after the rotary near the BU bridge. The bike path along the river is my favorite thing about Cambridge! Some of the lights there are a bit confusing too, especially river street and western ave. Sometimes the light is red and cars can't go but the pedestrian walk sign isn't "green". Seems like an easy improvement.
I am a Cambridge resident	The path between River Street and the BU bridge, the closest segment for me, is in such sorry shape. I end up cutting through the neighborhood to avoid it while both biking and running. The path is bumpy and uncomfortable to bike on, and extremely narrow for anyone to comfortably go two ways, let alone pass on. It needs to be widened, better maintained, and given the same level of attention as all of the other parts of the bike path for the entire system to be usable across the many user types.	When they are communicated well in advance, I've found them fine to work around. The BU bridge rotary improvements, for example, were well publicized and provided reasonable ways for pedestrian and foot traffic to get through. I also appreciate that a crossing light was added near Harvard to allow crossing while that section is closed - more of that! I drive as well, and understand these things all impact drivers, but the issue for cars is one of inconvenience (traffic) while the issues for pedestrians of having to cross the street or dangerously cut out into traffic lanes is one of safety, and think that should always be prioritized in these maintenance efforts.	Posters around the neighborhood or along the path, communications through channels I follow (City of Cambridge, bike safety groups, etc)	
I am a Cambridge resident	Please significantly widen, smooth, and resurface the walking/running/biking path along Memorial Drive. It's in extremely poor condition with numerous potholes, it's very bumpy, it's narrow, and it has poor drainage with frequent puddles. Please make the path much wider so it can be safely used by people moving at very different speeds (both people walking and people biking).	Please keep the Memorial Drive between Western and Gerry's Landing Road closed to cars not only on Sundays but also on Saturdays. This is such a critical improvement to provide the community access to a space for safely walking and cycling.	I find it easiest to subscribe to a mailing list, and for updates to be shared with that mailing list.	
I am a Cambridge resident	Please slow down traffic and improve the sidewalk paths!	The fact that Memorial Drive no longer is available on Saturdays as park space has very negatively impacted by ability to have a safe place for my children to walk and ride their bicycles.		
	Improvements to safety: Speed limit and Intersections: DCR agreed to lower the speed limit on Memorial Drive to 25 mph a year ago (after the City made a formal request), but nothing has yet changed. What is the timeline for these improvements How will the DCR use modern design standards and traffic calming to achieve the desired traffic speed? Why does the Reid Overpass (over the BU Rotary) still have two lanes of speeding traffic in each direction when it would be sufficient to have one lane? Why are the intersections at Western and River so dangerous and timed in dangerous ways for people outside of cars? What specific changes are planned to improve the safety around other key intersections (e.g. Mass Ave and Memorial Drive, JFK and Memorial Drive) Path Accessibility: The quality of the paths is extremely poor, especially between the BU bridge and River Street; they are dangerous and uncomfortable for everyone, and do not meet accessibility standards. The path system does not meet federal design standards (AASHTO) including path separation and width, based on its high user volumes. The result is that the paths are more uncomfortable for everyone, and prevent meaningful sustainable transportation use. Access to green space: Cambridge, and the Riverside neighborhood in particular, have some of the lowest rates of accessible green space per resident in the state. Nearly half of households in the Riverside neighborhood do not own a single car, so access to local outdoor space is especially valuable. In 2022, over 4,000 people signed a petition to maintain full weekend closures. The Memorial Drive Alliance raised specific mitigations that could be used to reduce traffic backups on Western Ave, including basic signal timings, different signal schedules on the weekends, and basic lane configuration changes. Why have there been no studies or attempts to solve these road safety issues in the public space?	It's a bummer but if it makes Memorial Drive safer for pedestrians, cyclists, drivers, and all users, I'm all for it.	email	
I am a Cambridge resident			email jessielan0302@gmail.com	I support the recommendations put forth by Cambridge bike safety!
I am an MA resident who frequents Memorial Drive on weekend closure days	Please reopen memorial drive to pedestrians on Saturdays. This program was enormously popular with the community and there was no good justification for its end.	The end of Saturday open streets has removed a valuable open space and recreation opportunity from my life.		
I am a Cambridge resident	The surface and width of the path is inadequate for comfortable and safe biking, walking and running: too narrow, too bumpy and uneven, with unpredictable changes, especially between the BU bridge and Eliot Bridge. It is better by MIT but still pretty narrow for the number of users. Between BU and Eliot bridges, the intersections are tough for bikes and pedestrians, with poorly timed lights and unclear markings.	I have largely avoided it as much as I can as I never know what parts of it are going to be open.	email and facebook	If there were a smooth and safe bike path along Mem Drive between BU bridge and Eliot I would use it daily! I enjoy having Riverbend Park open through November.
I am a Cambridge resident	Western Ave crossing			The crosswalk signals of western Ave and memorial drive have changed recently and they are terrible. Drivers frequently clog the intersection, jump the light, or maneuver in dangerous ways that put pedestrians at risk if being hit.
I am an MA resident who frequents Memorial Drive on weekend closure days	Western avenue and Memorial drive light doesn't have a dedicated pedestrian cycle. When the walk signal is on cars may turn right. This is a high traffic intersection as this is the path to Mass Pike so there are always cars turning which makes it a dangerous intersection. Have a dedicated pedestrian only cycle would be appreciated.		iamjnelson@gmail.com	Thank you for your work on the beautiful area - I've commuted along the Charles by bike for over 15 years and appreciate the many improvements but this light remains an outstanding opportunity.
I am a Cambridge resident	I'd be in favor of removing memorial drive altogether and returning to parkland, but since that will probably never happen, it would be great to expand the Saturday and Sunday park hours, and also make it really easy for vendors to set up food carts and farm stand stalls. It's great to be able to enjoy the river without the constant auditory pollution from cars, but I think if we made it more of a festive event people would spend more time there and we'd also have a solid business lobby which would push back against Marjorie Decker next time she tries to ruin a public good.	It hasn't. I drive to work and can use memorial drive but I would be happy if it didn't exist.	Email	
I am a Cambridge resident	While I am in favor of overall improvements - for drivers, pedestrians and cyclists - as a resident of Cambridgeport I would like those making decisions to recognize that people other than Cambridge residents use Memorial Drive to enter and exit downtown Boston. Those people will continue to need a way to enter and exit, and their choices are limited. Reducing traffic on Mem Drive more often than not means increased traffic elsewhere. Specifically, closures on Mem Drive force cars onto smaller, more residential roads, which impacts the safety of those neighborhoods. The argument that more people will bike if driving becomes onerous doesn't always apply.	I have to travel west multiple times a week. The inability to use Mem Drive has added significant time to my trips. It's frustrating and time consuming. Public transport doesn't go far enough and is generally unreliable.	email or social media	Please fix the BU Rotary!
I am a Cambridge resident	I am a frequent bike-commuter along Memorial Drive. The pathways are very narrow, and particularly the segment from River Street to the BU bridge is damaged and congested. Additionally, the light signals and pedestrian walk signs are poorly synchronized, leading to less pedestrian lead against turning traffic. As a car driver, I would like to see slower speed limits/design for lower speed and no more cars parking along the road at night. Additionally, as a resident, I would prefer the reimplementaion of Saturday Park Conversion.	The impact has been manageable considering the improvements being made. Through some of the communication about what is being closed/when/for how long/what hours could be improved.	Social media	

I am a Cambridge resident	Memorial Drive and the Charles River bank are not equitably used. The sections with no median have barely more than a thin strip of sidewalk for both bikes and pedestrians. The sections by the basin have a very wide median that is largely unusable. The lanes are wide, so people speed. Lowering the speed limit will not lower the speeds people drive. It's dangerous for drivers and even more dangerous for everyone else.	I bike to work every day. The narrow sidewalks make it difficult for me to pass pedestrians and other cyclists. Sidewalk partial or full closures make that even harder	Email	Please widen the sidewalks whenever possible, especially if it doesn't require major road reconfiguration. The sidewalk along Storrow Drive between the River Street and Western Ave bridges desperately needs to be wider.
I am an MA resident who frequents Memorial Drive on weekend closure days	Memorial Drive should have a road diet all the way from the BU bridge to the far West end. The remainder should be reconfigured to put the eastbound lanes in what is currently the median. significantly increasing the dedicated space for pedestrians and people on bicycles, especially in between intersections where 2 of the 4 lanes dedicated to cars could be removed without significantly reducing traffic, while also making car travel safer. Right now, the large right of way dedicated for cars encourages speeding and dangerous acts of vehicular violence. Quick improvements could be made at intersections where the walk cycles could be longer when crossing one-way traffic that has a red light, right now the walk cycle does not fully utilize this time. Improvements to safety: Speed limit and intersections: DCR agreed to lower the speed limit on Memorial Drive to 25 mph a year ago (after the City of Cambridge made a formal request), but nothing has yet changed. What is the timeline for these improvements? How will the DCR use modern design standards and traffic calming to achieve the desired traffic speed? Why does the Reid Overpass (over the BU Rotary) still have two lanes of speeding traffic in each direction when it would be sufficient to have one lane? Why are the intersections at Western and River so dangerous and timed in dangerous ways for people outside of cars? What specific changes are planned to improve the safety around other key intersections (e.g. Mass Ave and Memorial Drive, JFK and Memorial Drive)? Path Accessibility: The quality of the paths is extremely poor, especially between the BU bridge and River Street; they are dangerous and uncomfortable for everyone, and do not meet accessibility standards. The path system does not meet federal design standards (AASHTO) including path separation and width, based on its high user volumes. The result is that the paths are more uncomfortable for everyone, and prevent meaningful sustainable transportation use. Access to green space: Cambridge, and the Riverside neighborhood in particular, have some of the lowest rates of accessible green space per resident in the state. Nearly half of households in the Riverside neighborhood do not own a single car, so access to local outdoor space is especially valuable. In 2022, over 4,000 people signed a petition to maintain full weekend closures. The Memorial Drive Alliance raised specific mitigations that could be used to reduce traffic backups on Western Ave, including basic signal timings, different signal schedules on the weekends, and basic lane configuration changes. Why have there been no studies or attempts to solve this problem? please improve the twice-daily multi-hour long BU bridge rotary traffic jams on Mem Drive. Please update and widen the bike/pedestrian paths. Please add guardrails to mem drive to protect pedestrians and bikers. Please DO NOT reduce the double traffic lanes to single lanes because that creates even more traffic jams and pollution that affects the bikers and pedestrians	While I would like to bike to work more I find it difficult due to the limited space provided to people walking, rolling, or on bikes.	Please speed up a road diet to help those that can't or don't want to drive.	The road is far overbuilt, traffic would likely improve, or at least more people would move through the area if more space was dedicated to people walking and biking, as it stands all except for the worst of rush hour it seems like the road turns to a race track between lights. If I try to drive at the speed limit the road design encourages people to dangerously speed in the second lane.
I am a Cambridge resident	I miss closure for Sunday for biking. Generally would like that area to be much more bikeable	Prefer road closed to cars	Cambridge subreddit	
I am an MA resident who frequents Memorial Drive on weekend closure days	As a cyclist and pedestrian I think the river bike path should be widened between the BU bridge and River Street especially. It also needs better maintenance (paving, clearing tree roots).	I haven't experienced any negative impacts. For reference I live about 1/4 mile from the river and frequently drive along the river (Mem. Drive), and walk and bike along the river path (Paul Dudley White path on Cambridge side), as well as bike on Mem. Drive during bicycle Sundays. I enjoyed bicycle Saturdays while they occurred and hope they can be restored. As someone living close to the river, I see no negative impact from weekend closures, either Saturday or Sunday.	Email joekanapka@gmail.com.	Just to emphasize, restore bicycle Saturday! Also widen the bike path on the Cambridge side between the BU bridge and River St., and maintain it better (repave). Thanks!
I am a Cambridge resident	As a pedestrian I find the quality of the path to be extremely poor and it is dangerous to have walkers, runners, cyclists, and other users sharing the same narrow, uncomfortable path. The area around the Harvard Bridge/Mass Ave is excellent with separate bike lane and pedestrian path closer to the river with grass/trees in between. I would like to see this design extended for the full length of Memorial Drive. As a driver, the intersection at the Eliot Bridge/Greenough Boulevard is absolutely terrible to drive through and experiences the worst traffic during regular hours. I feel like a simple rotary would allow the most efficient movement of traffic in all directions but at least proper visible signage would help direct drivers towards the correct lane of travel.	I frequently run along Memorial Drive and drive on the road as part of my commute and generally to get around town. I will happily embrace any road closure, traffic, or limited access caused by maintenance and construction so long as that maintenance and construction is making needed improvements to ensure that Memorial Drive is a safe and accessible area for all.	City of Cambridge news	
I am a Cambridge resident	Create a monitoring system for the bike lanes, such that only bikes can operate in them. Also provide greenery along the paths.	N/A	Email	
I am a Cambridge resident	There are many places that are too narrow for how busy it is!	I support full weekend closure of the roadway for bike and pedestrian access		
I am an MA resident who frequents Memorial Drive on weekend closure days	Memorial Drive should be closed to cars. Memorial Drive is a park, and it should be treated as a park. It is not safe for pedestrians or bicyclists. Drivers treat it as a highway.	Memorial Drive should be fully closed to cars. Road closures to make the road safer are worthwhile, even if they mean taking longer to complete.	Local newspapers.	I do not find the summary of possible persons to be comprehensive. I am a Boston resident that is not an Allston/Brighton resident. I use the path regularly as a walker, runner, and bicyclist.
I am a Cambridge resident	More improvements for bike safety can be done, particularly around the BU Bridge	Has made me feel less safe cycling from being forced onto a road with not enough space and too fast traffic		Closures to vehicle traffic on weekends were great for cyclists and walkers and runners
I am an MA resident who frequents Memorial Drive on weekend closure days	I don't just frequent Memorial Drive on weekend closure days, I also use Memorial Drive every single weekday as part of my commute from my home to my work.	I have had tricky situations as a pedestrian and a bicyclist. I have not had issues driving, even when there are lane reductions.	Email. Please use the registration information from the Zoom meeting to email updates.	Memorial Drive is too loud and the cars go too fast. It does not feel safe as a pedestrian, a parent, and a cyclist. Cars are prioritized over human health and the health of the natural environment. It is time for change. There is so much asphalt here. The driving lanes should be cut in half, so that some of the existing way can be for bikes. The paths should be pedestrian only.
I am an MA resident who frequents Memorial Drive on weekend closure days	At least one lane, if not two, should be turned into bike lanes and possibly green space.	I'm not, like, happy to lose access to the grass, but I genuinely don't mind the traffic. Traffic is the price you pay for driving a car, and most of the time it's nowhere near high enough in proportion to the damage that driving causes.		Keep the weekend car-free days. Those are amazing.
I am a Cambridge resident	Please make safety your number one priority. Memorial Drive is easily the most dangerous road in Cambridge. The speed limit should be brought down to 25 MPH like everywhere else in the city, and the road should be designed to keep drivers at or below that limit with thoughtful road-calming infrastructure (narrower lanes, pedestrian islands, extended curbs, etc.), not signs. The sidewalks and bike paths are of low quality relative to the rest of Cambridge. As someone who doesn't own a car, this is one of my least favorite areas to walk and bike in the city. Also, I'd love to see the return of road closures on Saturdays!		Email to public@simonandre.ws	
I am a Cambridge resident	Need wider path especially between BU bridge and River St. Timing of pedestrian crossings needs to be improved crossing Memorial Dr at River St and Western Ave. Need to enforce no right turn on reds from cars coming over bridge. I run on the river nearly every day and bike at least a couple days a week. Could use more bubblers - there are barely any. Definitely more days of Memorial Drive / Riverside park closure for kids. Also slow removal is typically inconsistent throughout, especially around the BU bridge.	Limited access to the sidewalk during expansion from the BU boothouse to the rotary was rough but having the detour was OK. At some point the Magazine Beach overpass pedestrian bridge had been hit by a truck underneath and was taped off for a while - with no apparent "all clear". That was really difficult to manage around since it put my family and I in the BU rotary on our bikes. This included my now 8 yr old, and it's still a dangerous place with cars going way too fast, driving more aggressively than they need to. The road slimming closer to Eliot Bridge has not had a significant impact on us; we tend to bike as much as we can and use smaller roads. When we have to drive, Storrow Drive is fine.	Circulating in the Cambridge bike committee emails and BU rotary emails. Sometimes physical signs to remind us something is coming.	Please make this process transparent and explain how the decisions will be made. It makes no sense that the Memorial Drive closure had such support from residents and just didn't happen. One afternoon a weekend just isn't enough. And please, whenever renovating bridges, etc think about all users. I was at a public meeting 10+ years ago when bike and pedestrian passage ways through the JFK bridge segments was an afterthought and it got painted to "later", telling us it would be cheaper later, which was BS.
I am a Cambridge resident	We need wider sidewalks and more traffic calming measures. I'd also love a barrier between the road and the community path. Also please enforce no right on red from the mass ave bridge onto memorial!	We need good detours for pedestrians and cyclists	email	

I am a Cambridge resident	Reduce Memorial Drive to one lane in each direction from the Longfellow to River Street, shift the travel lanes to be adjacent to the building side to free up parkland for non-vehicle use, such as playgrounds, concessions and bathroom facilities. Improve the condition and width of multi-use paths. To narrow Memorial Drive between River and Western, make Memorial one way outbound, with a forced turn in-bound onto Western. Expand hours of weekend closure to 10am and add Saturday closures.	These are negatives, but would be worth the end result to improve access to the park.	Mailing List	The current priority along Memorial Drive is moving cars as fast as possible. The priority should be parkland.
I am a Cambridge resident	I would like to see the speed limit lowered and the crumbling portions of the bike paths repaved.	The Memorial Drive closures have had a minimal impact on my life.		
I am a Cambridge resident	The car traffic is a poor use of the waterfront area and feels wasted while the paths are crowded and in poor quality. Especially around the BU bridge, the whole thing becomes a stand still for motor vehicles while people walking, biking, and moving actively are unfortunately sidelined in stupid and unsafe designs. The entirety of memorial drive would be more efficient and have a higher carrying capacity with restricted motor vehicle use and improved multi-use designs for walking, biking, and public transit.	I generally avoid memorial drive except for the nicer parts near MIT but even there many pinch points make for unsafe and ridiculously narrow passages that cyclists, pedestrians, and strollers must all share while cars and trucks hog valuable space.	email	
I am a Cambridge resident	I'm a driver a walker a biker and a new parent living and working in Cambridge. I have always felt that the space along the river on both Cambridge and Boston sides has prioritized cars over all others. I think this is such a travesty. There's is such potential for a beautiful inclusive space there. Yet pedestrians and bikers are thrown together in a haphazard confusing and dangerous way. The river-side walk way is hard to access. I'm fully in favor of cutting down a lane of traffic each way and broadening the pedestrian/biking space as planned.	Not significantly	Email	
I am a Cambridge resident	Please look at the timing of the traffic lights on the Boston side of the BU bridge. There are two lanes on the bridge out of Boston, but only one headed out of Cambridge. It is a giant bottleneck.	There seems to be no to little coordination between the Cambridge Works Dept and DCR. There have been times when it has been impossible to get out of the Cambridgeport neighborhood. This summer there was construction on Magazine, Pleasant, and River Streets as well as Memorial Drive. It would be nice if someone could think about this ahead of time.	Email or daily City of Cambridge newsletter.	Can you take a look at the Pedestrian Bridge at Magazine Street and Memorial Drive? It is a ponderous, long route. Would it be possible to add steps? If it were a shorter trip, I think more people would use it.
	I commute from Watertown by bike to Kendall Square. The bike trail is bumpy and narrow, so even though I like biking by the river, I often go via Mass Ave instead. I "love" the Magazine Beach exercise park -- that plus biking really helped me get healthier.	During the construction near Magazine Beach, I stopped biking via Memorial Drive, opting for Mass Ave instead. Now that it's done, it's really nice.	Online -- I read local news on Google News for Watertown, Cambridge, and Boston.	It's a beautiful bike / walking trail, but can get very busy at times.
I am a Cambridge resident	Narrow the road, increase path width, close it to car traffic on Saturdays and Sundays.	It's better without cars.		Narrow Memorial Drive! More walking, more biking, more people on the shore!
I am an Allston/Brighton Resident	Improving access to the shared use path at river crossings should be a priority. For example, a right turn lane from Mass Ave bridge bike lane onto the path would eliminate congestion and confusion with cyclists waiting for the light to go straight as well as cars making the right turn. At the BU bridge, cyclists riding in the rotary are particularly vulnerable as cars jockey for position. Also, the shared use path does not connect to the bike lanes on the bridge. There seems like a good opportunity to use the railroad underpass under the BU bridge to allow cyclists to avoid interacting with cars. In general, it would be nice for the shared use path to dip under bridges so that cyclists, runners and pedestrians don't need to interact with cars.	This hasn't meaningfully impacted my experience thus far.	email	This survey asked about Cambridge residency as well as Allston/Brighton residency and non-US visitors. Many bike commuters from metro-west use memorial drive to get to their jobs in Cambridge and their experiences should be taken into account.
I am an Allston/Brighton Resident	The shared bike/pedestrian path is very narrow from River St, up to the Eliot Bridge	N/A		
I am a Cambridge resident	Make it wide and smooth. Make the intersections safe for pedestrians and cyclists. Right now, it seems to heavily favor motor vehicle traffic.	It barely has.	Not sure	Decrease the motor vehicle travel to one lane in each direction. It's like a racetrack in its current configuration. I feel unsafe "even driving" on memorial drive. It would be much calmer and safer with a single lane in each direction.
I am an Allston/Brighton Resident	Better pedestrian and biking accommodations.	Better in the long run	Website	Keep memorial drive closed on weekends!
I am a Cambridge resident	Would love to see separate pedestrian and bike access, really make the river the commuting highway it could be. Weekend Rd closures were awesome and a great public good. People speed far above posted limit, use Rd narrowing to subconsciously bring speeds down.	I was able to reroute my commute, please Make any and all improvements necessary.	Mail or email	Lived in Cambridge porter square 5 yrs, area resident for 30.
I am an MA resident who frequents Memorial Drive on weekend closure days	Widen multi-use path (and designate lanes for pedestrians/cyclists), reduce number of lanes, improve signal timing for pedestrians/cyclists	I have avoided Memorial Drive during these restrictions		
I am a Cambridge resident	Memorial is designed like a highway, so people drive at incredibly unsafe speeds in close proximity to large numbers of pedestrians and cyclists. This is evidenced by the tragic killing of John Corcoran by a speeding, out-of-control motorist. Any form of road diet, traffic calming, speed limit reduction + accompanying enforcement would be transformative for this area. I live in Kendall, near Broad canal. I have young kids. The number one risk to their lives is crossing Memorial to recreate by the Charles. Concretely, the pedestrian lights to cross Memorial near Broad Canal are very confusing to all road users. Motorists have elaborate signage describing how to behave when flashing yellow, flashing red. This leads to dangerous and inconsistent behavior - some drivers stop and gesture for pedestrians to cross while others are still traveling at 50mph. If speeds were lower, a standard signal would be perfectly sufficient. Also, pedestrians and cyclists contend for extremely limited space on the northbound bridge over Broad Canal. It's so tight that runners need to step aside for each other, and any larger vehicles (stroller, bikes) require someone to pull aside and wait.	My experience of Memorial is entirely defined by the dangerously high speed and reckless traffic, commuter and otherwise. I have no problem with road maintenance or construction, especially if that construction is reducing the chance that I or my family get run down by a speeding SUV.	CambridgeMA subreddit	Riverbend park is wonderful - but it wouldn't be nearly so significant if Memorial yielded enough space that pedestrians and cyclists could freely and effectively use the riverside, and vehicle speeds were brought under control.
I am a Cambridge resident	Please do something about the rotary. During rush hour, it is total gridlock and affects all the surrounding streets.		Email and RSS feeds.	
I am an Allston/Brighton Resident	I think that the "bike path" that exists as you progress closer to Boston needs to be widened. It's basically just a sidewalk that is supposed to be shared by pedestrians and bikes? Moving both directions? As for memorial drive on the actual road, it would be amazing if the area where cars are parked would be removed, it's dangerous to everyone.	No, it hasn't. If it's to improve Memorial Drive then we can deal with it for long term benefits.	Email and social media.	Please keep doing what you're doing to improve quality of life for everyone and safety for pedestrians and bikes. Too many people on their phones while driving, safety is important.
I am an MA resident who frequents Memorial Drive on weekend closure days	widen and resurface the multi-use path. improve path crossings and light cycles at intersections.	Cars moving more slowly makes the road more pleasant		the bike path is heavily used and in horrible condition. widen the path and create bike-specific traffic lights
I am a Cambridge resident	This area badly needs better off-street infrastructure for bikes and pedestrians. It seems like there are some sensitive ways to build wider paths without ruining traffic flow, like lane shifts, short-distance road diets, etc.	Slower traffic on Memorial Drive makes the park easier to enjoy.	email	Please continue to explore every opportunity to make the esplanade a park, rather than a highway.
I am a Cambridge resident	The paved path on the river side needs significant improvement to make it safe for bikes and pedestrians. Especially as it pertains to the area between the BU bridge and the Eliot bridge. I believe this is already planned but I support widening the paths and reducing lanes on Mem drive. I would also support Sat and Sun closures of Mem drive at Riverbend park to increase access to outdoor leisure and biking for families.	Road closures/lane drops on Mem drive and the Eliot have had minimal effect on traffic on FP Parkway from what I can tell (ive next to FPP, and commute on it 1x/wk) and have experienced. Improved access to the paths and green space would be worth the wait/construction.	E-mail, city website, Facebook	Please consider using native plants/trees when re-planting and removing invasive plants during construction. Thank you!
I am a Cambridge resident	As a daily runner along the Charles, running on Memorial Drive is extremely frustrating. The path is trying to serve bikers, walkers, and runners, and it leads to dangerous instances of bikers swerving to pass and runners / walkers being forced off the path. The Western Ave intersection is also highly dangerous - cars are turning right at full speed while pedestrians are trying to cross, and the mistimed pedestrian signals cause people to jaywalk and cause more dangerous situations.	I'm fine with road closures for a short amount of time if it means longer-term benefits to my safety. For example, it's devastating that a biker had to die for the BU bridge sidewalk to finally be improved, but I was more than happy to adjust my walking / running route while the improvements were being made.	Social media should not be overlooked when sharing changes	Please listen to the folks who are using these shared paths everyday. The difference in running conditions between the Cambridge side and the Boston side (particularly, the Esplanade) is really sad. We just want to get from Point A to Point B safely.
I am a Cambridge resident	Widen the sidewalks! The path is busy and well used and we need more space. Also would appreciate longer and more regular closures of memorial drive to cars			
I am a Cambridge resident	I am in support of the "road diet" and wish to see an increased area along the river side with dedicated and safe lanes for walking and biking. The Sunday road closures are a wonderful resource, one that I take advantage of with my family (including my toddler and dog) as residents in Riverside, and I would love to see this expanded to Saturdays again. Access to the river is a public right and I would much rather see it be used by people and not prioritized for cars.	I can understand and tolerate road closures for construction and maintenance, especially if it was used to build out the park area itself, and if it's done in a manner to minimize disruption (target non-peak recreation season and carefully plan the construction sequence to minimize duration of closure).	Cambridge Day	
I am a Cambridge resident	Make the path along the river a true shared use path; one that's on the order of a true path for all users -- like the Bruce Freeman Rail Trail. (The shape that it's in, now, is, for lack of a better word, pathetic.)	Not that much.	Email	Anything you can do to improve the bike path would be greatly appreciated. Try riding a road bike on the section between Pleasant Street and River Street, and you'll see what I'm talking about.
I am a Cambridge resident	Improve the poor quality of the bike path with space for all users.	I'm more concerned about quality of bike access, but I understand people's concerns about car traffic too.		
I am an MA resident who frequents Memorial Drive on weekend closure days	The BU Bridge to Mem Drive intersection is difficult to navigate. The rest seems fairly straightforward.	As a driver, sometimes I forget when Mem drive is closed.	Text messages. A set schedule.	I like having it closed on Sundays during the warmer months. It is a nice amenity.

I am an Allston/Brighton Resident	The lights should all be no turn on red. There should be red left turn arrow at the Memorial Drive & Amesbury St intersection — the sign that says "left turn on green arrow only" is routinely ignored, and not really visible at night. Speed enforcement on memorial drive is lacking. Drivers drive up to +20mph above speed limit to run past intersections. The westbound cycle lane that begins near Vassar St is very poorly designed. A cyclist would need to bike on the sidewalk and then jump the curb to start using the cycle path. Then, they have to dismount their bicycle to cross at crosswalk to use the rotary at BU bridge. More commonly, a cyclist will take a sharp and blind left turn into possibly speeding traffic to make it across the rotary. This is very unsafe!	The improvement on the south side of the mixed use cycle path near the BU bridge has been welcome. More protection is needed separating speeding traffic going up the on ramp. The curb is thin and drivers can easily swerve onto the path, such as in the fatality from last year.	Engage with the community on a variety of social channels such as bluesky, reddit, etc.	I am a Brookline resident that works at Kendall Square, not an allston/brighton resident.
I am a Cambridge resident	Between micro center and Western Ave is really scary to bike on either side. I currently use the sidewalk to navigate on either side and there are many potholes and bumps that make it very dangerous. Further there are no lights on the riverside which makes it extremely dangerous, especially at night. I have had many near-collisions. The road could benefit from a cleaning given that there is significant gravel that often gets kicked up by cars and flies in the face of a biker		Email	
I am a Cambridge resident	I have emailed the police department as well as the city multiple times before to ask for lighting and either a bike path or the filling of some potholes to minimize the risk of death. Widening the path to enable separation between pedestrians and bikers as is the case between the BU Bridge and Longfellow Bridge would be incredibly helpful			
I am a Cambridge resident	The area near BU Bridge is much improved now compared to a couple of years ago			
I am a Cambridge resident	Better bicycle crossing lanes at intersections	Not a serious problem	email like this	
I am a Cambridge resident	please separate the pedestrian and bike lanes—the bikers move fast and sharing with pedestrians feels dangerous!	it's scarier to bike when i can't be out of the traffic!	through signage along the route—I get too many emails and calls for that to be effective	I would love to stay out of my car and will continue to bike as long as I feel safe. Thanks for keeping bikers, pedestrians, and cars in their own lanes as much as possible! Also, the "block the box" behavior where the bridge crosses from Charlestown into Cambridge causes SO MUCH TRAFFIC. A police officer giving tickets there from time to time would really help relieve a lot of congestion on Mem Drive.
I am a Cambridge resident				
I am a Cambridge resident	There is a section of the bridge on the inbound side, where Mem Drive becomes Edwin Land Blvd, that is too narrow for two bikers to comfortably pass one another when going in the opposite direction. It's so dangerous and scary, hard to navigate, and often crowded because the Mem Drive sidewalk/bike lane suddenly narrows here, before widening again in front of 100 Memorial Drive.	No, I appreciate that upkeep and changes are underway.	Email	Thanks for working to keep bike riders and pedestrians safe
I am a Cambridge resident	The bike lane begins in the same side of the street as the Museum of Science. Can you work with DPW to allow riders from the Lechmere/Charlestown side of the street to cross diagonally to get to the bike lane, as opposed to having to wait to cross the street twice, or riding along Land Blvd and then crossing over to the 100 Memorial side of the street after passing the Galleria (in order to avoid riding on the sidewalks??)			
I am an Allston/Brighton Resident	Having speed cameras at intersections. More often than not, I see cars blow through red lights or block intersections when the pedestrian sign is active and almost hit people trying to walk or bike across the street. Also the cars definitely go faster than the speed limit & I always feel worried waiting for the light that someone is going to lose control and crash into me while I wait to cross. Better speed enforcement would give me peace of mind.	I usually can find an alternative route to use while the repairs are being made, so I can work through that. I have more issues when construction areas don't create designated areas for bikes to travel through safely. Often I have to quickly move into the street from the bike lane because the lane or sidewalk is being repaired, and then I'm stuck in between cars who are not willing to make room for me to navigate the road/intersection. Also during or after construction, there is debris in the road/bike path that makes it dangerous to drive through and risks blowing a tire. I already got a flat this year and the bike shop said they've been doing tire replacements non-stop because of all the trash in the road.	Signs along Memorial Drive would be great - social media	Would be great to have some kind of PSA for car drivers about bike lanes and passing bikes. COUNTLESS times I've had to quickly move into car traffic because a car was parked in the bike lane. Or they pass too close to me and then scream at me for being in the road. MBTA buses have also passed me way too close. Cars should treat us like motorcycles—give us plenty of space when driving behind us and passing us. I was hit from behind by a car a few months ago and almost run over and dragged underneath another car. The hate I see online from drivers for bicycle riders is borderline murderous and it's mostly from a place of ignorance on how unsafe it can be to ride in the city and have to negotiate the same roads as cars.
I am a Cambridge resident	The stretch where the bike trail ends and sidewalk begins near Mem Dr & Vassar St all the way to the BU bridge is a dangerous place to walk and bike. Even though a new sidewalk was put into place, the sidewalk is the same color as the road, and it's on a bend, so the cars driving on Mem Dr basically are driving directly towards the sidewalk for a while before they turn. I can easily see a distracted driver not seeing the sidewalk or bend and driving onto the sidewalk. It's also where cars from the upper part of Mem Dr merge onto the lower part and one lane has to yield to the other. They're going quite fast so I can also imagine a scenario where the cars fail to yield to each other in time, like if they're driving side by side, and the outer car closest to the sidewalk, is essentially forced to drive up onto the sidewalk because it can't brake in time. If you just go there and stand on the sidewalk right where the lanes merge, you'll see what I mean. You'll see cars driving on Mem Dr look like they're driving right towards you because of the bend, and you'll see that there's not much distance between the cars must merge, and the sidewalk. So if the cars have trouble merging properly, the outer car will have no road left and will drive up onto the sidewalk. It's a fatal accident waiting to happen. I'm not really sure what a good solution would be. Maybe some guardrails for pedestrians at the least, maybe a controlled light regulating traffic in both lanes so they take turns, some way to make the cars go slower in that area, more clear markings / warnings that there's a sidewalk there using bright colors and reflectors. I don't know but it really worries me and I'm scared every time I walk or bike there.		Email	
I am a Cambridge resident	Better separation of bikes and pedestrians -Ban electric scooters and e-bikes exceeding 20 mph. They are a major hazard to those using the path when going at the speed of cars	Road closure near MIT sailing pavilion annoying but fine for now		
I am a Cambridge resident	Repair the bike path /sidewalk sections between the Weeks Footbridge and Western Ave: it's ok but has major crevices at random points. Widen and repair the bike path / sidewalk section from Western Ave to the BU Bridge, especially near Magazine Beach. It's popular with a variety of kinds of users, and narrow and hard to navigate (and frankly scary to bike on); expect it's also terrifying for walkers and joggers).	As a bicycle commuter who uses the bike path /sidewalk, it has dumped me into traffic in alarming ways and otherwise disrupted my commute. And made it much more unpleasant, and sometimes unsafe.		
I am an Allston/Brighton Resident	I'm commuting on my bike from Brookline. The bike path should be substantially improved.	very minimal impact for me	Boston Globe, Brookline News, Patch	
I am a Cambridge resident	The brush that has grown up along the Magazine beach stretch now blocks the view of the river when you're sitting in the benches. It also is crowding out the few lowly trees that were planted about 15 years ago. It should be cleared out. Also the geese are a disgusting menace. Can't we hire the same team of dogs that work the Esplanade?	The worst and constant problem is the rotary at the BU bridge, not the periodic closures.	email and/or fliers delivered to home	I'll repeat that the geese should go. They are gross, and their poop is everywhere, which means we and our children cannot really enjoy the open green space.
I am a Cambridge resident	Before I share my opinion, I wanted to comment on the question above, which is quite limiting and excludes many groups that currently bike or walk in the area. For example, an urban cyclist and I commute to my job at MIT from Roslindale (Boston). Since my office is on Broadway, I routinely ride on Mem Drive between the Mass Ave Bridge and Ames St on the way to work, and Ames St to BU Bridge on the way back. The way this question is phrased makes it sound as if my opinion is not welcome. Now, these are the improvements I'd like to see: (1) Separate bike lanes and walking lanes. Currently, it is nearly impossible to walk, run, or bike safely in the shared infrastructure. I mostly bike and while I do so very slowly and carefully, I've still encountered a few near misses. There are days when I just get off my bike and walk, especially between Ames St and the Mass Ave bridge. (2) Clearer infrastructure at crossings. For example, the intersection of Mass Ave and Mem Dr is tricky. If I'm riding west on the path by the river and get to the lights, there are already bikers in my direct path traveling north on Mass Ave. Even when it's my turn to go, I need to navigate this tricky situation. (3) Better infrastructure on the bridges. For example, when traveling west towards the BU bridge on the path next to the river, it makes zero sense for me to enter the road traffic and go around the rotary. It is safer to just cross the road with the pedestrians. My route then takes me onto the BU bridge toward Boston/Brookline. As the bridge widens at the south end of the bridge where it meets Comm Ave, the bike lane continues only if I'm turning right onto Comm Ave. If my goal is to continue straight, I am forced to navigate to the left/middle of the bridge where there's an unconnected bike lane that is supposed to allow me to cross Comm Ave and continue straight. The current design makes it dangerous and ambiguous. Also the bike lane on the bridge itself provides little to no protection from cars.		On Instagram or Facebook via the various bike groups. I also hear about your initiatives via the MIT Bike listserv.	Just this as shared earlier: The question about "How do Identify" is quite limiting and excludes many groups that currently bike or walk in the area. For example, I'm an urban cyclist and I commute to my job at MIT from Roslindale (Boston). Since my office is on Broadway, I routinely ride on Mem Drive between the Mass Ave Bridge and Ames St on the way to work, and Ames St to BU Bridge on the way back. The way this question is phrased makes it sound as if my opinion is not welcome.
I am a Cambridge resident	Ideally, it would be switched to one lane of traffic, contained within the current northern 2-lane road. The new space could then be used to dramatically increase the green space (connecting the current unused, awkward median to the existing areas) and/or provide more speed-separation for bike/running/walking paths.	As someone who acts both as a driver and a pedestrian in the area, I find the construction necessary and part of the overall investment in my enjoyment of this city.		We have a great area there. There's very few American cities with a nice stretch on the river without businesses abutting it, so let's fully commit to making it great instead of a half-assed compromise that prioritizes cars (I'm pretty sure the car doesn't care that it's river-side)
I am a Cambridge resident	Less space for cars, more space for people. Bring back the Saturday closures.	Access for people needs to be first priority it does not seem to be and cars are often prioritized during construction projects.		
I am a Cambridge resident	We need to make available parking for groups such as disabled people, the elderly, etc. who cannot easily make it down to the river on foot/bike. We also need more seating.	Changing memorial drive to one lane in certain sections causes significant traffic backups. Memorial drive is a major thoroughfare	Email	Please consider giving access to the disabled and elderly community with parking, benches and potentially bathrooms. There are whole communities who are unable to enjoy the Cambridge sections of the river
I am a Cambridge resident	It should be closed to cars on Saturdays and Sundays all year round. The bike path should be maintained better, filling holes etc. It would be great if they would allow small stands or at least food trucks for coffee etc. along the river, maybe cafe's even. Letting labs or other building be there is an absolute waste of public space.	I'm all for the improvements so I don't mind. The part that goes to one lane is inconvenient is a pain but necessary for example, I do wonder why River Street seems to be dug up and full of holes now for so long, what is the hold up on fixing that?	emails	I think the idea that fire and ambulances can't go down Mem drive so it has to be open all the time is absolutely ridiculous. That argument makes nobody should drive on it either. People just love their damn cars, fine, but they can drive all over most of the week.
I am a Cambridge resident	I would love to have more room for walking, jogging and cycling. Fewer lanes of traffic, safer intersections and slower speeds.	I tend to bike or walk along the river but notice car traffic. It's not terrible though.	Email through city of Cambridge	I think as a state resource I want to make sure all impacted neighborhoods are represented on the task force. That means Harvard, BU, and MIT, businesses, runners, cyclists and conservation organizations as well as long-term memorial drive groups like memorial drive alliance. It's a shared responsibility to make it accessible to everyone and into a park not a highway. It's not just one neighborhood group.
I am a Cambridge resident	I bike that route everyday and it is incredibly bumpy (much more so than the rest of the path on either side of the river). I would love for the bike path to be repaved for a smoother ride!	The closure for the demolition of the apartment building just affects my driving, not biking. With the new traffic pattern, the police officers stationed at the end of Willard are very necessary to turn on to Brattle, both on and the bike and in the car. We may need stop signs there if the police officers no longer are able to direct traffic.	Cambridge newsletter	

I am a Cambridge resident	<p>In general, the length of Memorial Drive should privilege pedestrian, bicycle, and recreational uses over vehicular uses. Specific suggestions:</p> <ol style="list-style-type: none"> 1. East-bound from the BU bridge to the Longfellow bridge, reduce Memorial drive to one lane and reallocate the space to a two-lane bike lane that is fully separated from pedestrian areas and to additional green space. Keeping the West bound side two lanes make sense because that accommodates the existing parking. 2. Make the entire length from the BU bridge to the Eliot Bridge one-lane on each side. The eliminated two lanes should be used to: make the remaining single lanes slightly wider in order to improve driving safety, create a two-way bike lane that is fully separated from pedestrian areas, and to create additional green space. 3. At choke points such as Western and River, cantilever the bike and pedestrian space over the Charles in a fashion similar to what has been done near the Longfellow bridge. 4. Close the length of Memorial Drive from Western to the Eliot bridge on both days of all weekends as well as on all long weekend holidays for the entirety of the year 5. Adopt a zero tolerance policy on homeless encampments. There should be a daily patrol that promptly removes any tents or other structures that have been set up. It was shocking to see a tent city at Goose Park this year after the recent fire that happened in the area. This is an easy problem to address if DCR adopts low-effort ongoing monitoring. 6. Do something nice with Goose Park 7. Place attractive, but Jersey barrier strength separators between Memorial Drive and the pedestrian/bike areas along the entire length of the road 8. Activate Magazine Beach Park into something useful and enjoyable -- build places along the water for people to sit similar to the docks on the Boston side; set up a stage for community performances 9. Place speed cameras and initiate an automated speed ticketing policy along the entire length of Memorial Drive. I would guess that less than 20% of people obey the speed limit on Memorial Drive, Cambridge and the region don't need Memorial Drive as a high speed thoroughway. We have Storrow, Soldiers Field Road, and the Mass Pike for that. What we do need is abundant, enjoyable access to the river similar to what the Boston side enjoys. 	Not really - updates and maintenance have to happen	City emails, community groups	<p>Thanks for this opportunity to share thoughts. The institutional voices of Harvard and MIT should weigh heavily in and deliberations. They are the two anchors of Memorial Drive and the engines of Cambridge. It seems bizarre not to have them well represented on this committee.</p> <p>By contrast, I am disappointed to see race-based groups having seats at the table on the committee. It smacks of an anachronistic tribalism of a generation that is dying out and is borderline offensive. It's great to make sure feedback comes from all corners and to actively reach out to all groups to provide info the process. But, a committee that is developing recommendations should be comprised of people who have topical expertise and not self-appointed representatives of individual groups.</p>
I am a Cambridge resident	Need to prioritize safe pedestrian access, especially in areas open to both bikes and regular pedestrians.	Limited impact.	Traditional media, Cambridge government daily email.	Prioritize pedestrians and biking, not cars.
I am a Cambridge resident	We need to move more traffic. We live at the BU Bridge and we are trapped in our homes whenever there is traffic. With the new lights at the BU bridge, traffic stalled around the rotary happens from noon until 6. It has always been bad, but it used to only be 4-7. Now it's horrible.	It is brutal for us when Memorial Drive is closed on Sundays. I used to be able to get to church on Sunday mornings before the road closure - now that it's earlier, it's horrible. Also, restricting the traffic flow to one lane from River Street to Western Ave is very bad. It slows everything down even more. We used to have two lanes to turn left - now there is only one.	Emails to the Cambridge email list.	Please stop prioritizing bikes. It is bad for families and seniors. Until more people bike it is horrible.
I am a Cambridge resident	Footpath needs widening and improving. I like to walk and sometimes bike ride along the river, but crowds are difficult, and not just on Sundays. The road closures there are wonderful, but I wish they could be extended. And sadly, my access has become limited because I live near Riverview Condos and cannot get to the river easily now--and for some time to come.	I am sad to see those limitations on my freedom to enjoy the river. I used to walk or ride there two or three times a week, but I can't do so now.	Email: lizkacbot@comcast.net	Yes, please make a bike lane separate from walking path, as I think I saw among the plans for the future.
I am a Cambridge resident	The bike path itself is very dangerous and poorly maintained, especially between the Weeks bridge and BU bridge. The path has a rut from bicyclists having to go around and avoid pedestrians, and is a major commuting corridor. There are bumps and ruts in the pavement, and many near collisions happen often. The path is not lit, or trimmed, or level often. Frequent obstacles and insufficient width of the path endangers bicyclists and pedestrians alike.	I avoid walking past wheeler park, as it is no longer well maintained.	Text message or email, Seectickfix	
I am a Cambridge resident	As a senior citizen I have given up finding a space along Memorial Drive from the Longfellow Bridge to the Eliot Bridge to park so I can walk along the Charles River and enjoy the scenery. Many young walkers and bikers can use the walk along the river but there is no way for senior and the handicapped to get there easily.	As I said above I can't walk along the river now because I am handicapped and it is impossible to access it. Years ago there were some handicapped spots but they seem to have disappeared or are now few and far between. It's easier to access the walk nearer the Eliot bridge because one can park in the neighborhood and cross Mem Drive to the walkway but that is impossible on the Longfellow end.	Email notices are best for me. Information on Boston newspapers or on Cambridge city or state websites.	Please try to increase access to the river for people who are no longer young or able to run or job or bike everywhere.
I am a Cambridge resident	Better and more inviting bikeways and pedestrian paths (separated). The Storrow Drive side feels much nicer (trees, plants, water views, park features).	I bike a lot and mostly stick to the Storrow Drive side for this reason and the one above.	Email	Thanks for working on this. While the Memorial Drive side needs lots of improvement, there's huge potential!
I am a Cambridge resident	Close more often for public use not car		Daily newsletter	
I am a Cambridge resident	I constantly am surprised at the parked cars that suddenly appear after I pass JFK St, heading toward Mt Auburn St. Parking should not be allowed on Mem Drive.		Email	
I am a Cambridge resident	there can be more seating: benches, perhaps tables and chairs. A small concession, such as a cafe of some sort, or designated area for mobile truck food or beverage concession, would be welcome. This could be promoted to minority- or women-owned business, perhaps on a rotating basis. This entails some complication and problems of waste and cleanliness. But a small food area would be a welcome social spot and potential business boon.	Well, construction spoils matters. But rebuilding of the bridges--Longfellow and now Eliot; the River Street bridge needs repair--is necessary, and it's good to see that this work is finally being done.	the Cambridge daily newsletter	
I am a Cambridge resident	I run along Memorial Drive from the BU bridge to Weeks bridge. The path is abysmal, especially from BU to River St. It is narrow, and in disrepair. There is not enough room for bikes and pedestrians on the path, and being the pedestrian, I dislike playing chicken with cyclists taking tea on this path. On the other hand, the paths between the BU bridge and Mass Ave bridge are FANTASTIC and it is a joy running this little stretch.	It has not affected my use of the path along Mem Dr.	email	the path along Mem Dr and the river is used SO MUCH by so many. It baffles me to see sections in such poor repair, and to see the riverbank is simply left to be overgrown from BU to Western. Imagine the use if the city and state actually took care of this path!
I am a Cambridge resident	There should be signs telling cyclists and pedestrians about the Morse pedestrian bridge - too many folks cross over Mem drive where it is tough to be seen.			
I am a Cambridge resident	There should be signs stating the bikes are not allowed on Mem Drive. There is simply no room and the road is so busy. I see the random cyclist doing this often on my runs, and I see the effort drivers must make to avoid hitting these cyclists.			
I am a Cambridge resident	It's a hodgepodge of sidewalk, shared use/multi-modal and practically nothing. It doesn't need to be an esplanade, but it should have some consistency. Make the most of it where you have the land (or can agree on the land use) to do so and at least make it safe where it's tight and known to be deadly. You can build a boardwalk style path if you need more room. It's been done before. Engage Harvard and MIT in some of this if not already, they're probably some of the heaviest users the majority of the year. Narrow memorial drive around the BU bridge. Drivers think it's a freeway around there, so make it clear to them that it's not. Explore innovative crossings as western ave and River Street Bridges.		email	
I am a Cambridge resident	More traffic calming, more guard rails to protect pedestrians and bicyclists on sidewalk	It is annoying but necessary to maintain Memorial Drive.	City of Cambridge Daily Update Newsletter	Thank you for planting and maintaining so many trees on Memorial Drive!
I am a Cambridge resident	PLEASE change Memorial Drive back to two lanes! The traffic congestion is making the lives of Cambridge residents so much worse. I've only driven on the altered stretch of Mem Drive during off-peak hours, and it's already lengthened driving time. We depend on Mem Drive because not all of our kids can bike! We have a neurodivergent child who cannot be trusted to stop at stoplights, follow traffic rules, or even not crash into other bikers, etc. So I am not sure why you are expanding green space (which there is already plenty of in front of the Kennedy School and along the Charles) but making life more difficult for those of us who have to drive. Bikers already have a bike path there and I know that bikers have been the loudest advocates for making Mem Drive one lane. I support bike lanes throughout the city but why do they have to take away a driving lane when they already have a bike path? It feels vindictive against those of us who depend on cars. We have to drive our kids to sports practice, friends' homes, etc. Cambridge residents and families are bearing the brunt of this lane closure and it makes the city even less livable.	I'm confused why you aren't telling people that this is a long-term plan to make Memorial Drive one lane? This is not a temporary lane closure, but a permanent effort to make Memorial Drive one lane. The city needs to be much more transparent about what is going on so that residents can advocate for themselves to DCR (and so that the city can help us advocate). The one lane section of Memorial Drive is unsafe and clogged. The merge from two-lane Mem Drive to one-lane Mem Drive is confusing and there have been near-accidents already. There is already abundant green space around the Charles; why would you take away a very necessary road corridor to make a little bit more green space? You have me sounding like an anti-environmentalist which I am anything but, but unless public transit suddenly, magically, becomes completely seamless, this is only going to drastically increase congestion and tempers.	Mail	
I am a Cambridge resident	Large stretches of the bike paths by the river are unreasonably bumpy. I applaud the city and state efforts to encourage the use of bicycles for transportation, exercise, and sheer pleasure.	Infrastructure maintenance and improvement projects are welcome, but our methods of funding and execution cause them to take much longer than necessary, because the inconveniences and monetary damage to citizens and businesses are not deemed worthy of consideration. Japan is a worthy model in this regard, for instance performing small bridge replacements over a weekend that take years in Cambridge. Gradually the US is becoming a civilized country, kicking and screaming all the way.	City emails	Sigh.
I am a Cambridge resident	Please value bike and pedestrian safety by ensuring safe bike lanes. Traffic calming and please plant more trees and provide more habitats for pollinators along this beautiful road.	We don't mind as long as safety is a priority in the planning process. Please engage with groups that can help provide local ideas regarding safety for all such as Memorial Drive Alliance, Livable Streets Alliance, Walk Massachusetts, the Boston Cyclists Union, and Cambridge Bike Safety	Announcements from the City of Cambridge on how to provide feedback.	Please engage with citizen groups during this once in a lifetime opportunity to create a better, safer roadway for all. I would like to feel safe biking and walking with my children on Memorial Drive. Groups like the Memorial Drive Alliance, Livable Streets Alliance, Walk Massachusetts, the Boston Cyclists Union, and Cambridge Bike Safety have a lot to offer. Please do listen to us!
I am a Cambridge resident	DCR seems to be more concerned by expensive capital projects, rather than ongoing maintenance for pedestrians and bicycles. While the roadway is well paved (a good thing), the paths are in poor shape with many deep cracks. This has been a problem for at least 15 years. These pathways are high use and need more attention.			
I am a Cambridge resident	Trash cans with pick-up services.	No problem	email	not at this moment
I am a Cambridge resident	Separate walking path to reduce negative interactions with bikers and joggers.	As a walker, I can more easily negotiate construction.	From and through the City of Cambridge Daily Update	I'm appreciative of the improvements being made to Memorial Drive by the DCR. I also feel that Riverbend Park should be limited to Sundays only. That weekly shutdown is onerous as a Cambridgeport resident, especially at the Western Ave Bridge.

I am a Cambridge resident	slow down the traffic and make the driving lane(s) wider. Make it easier to cross the street.	I think in particular the Mem Drive westbound lane closure around the Riverview Building is very dangerous. The two lanes of eastbound traffic are quite narrow with no shoulder and cars heading eastbound there often go across the center yellow line. The west bound cars are hemmed in quite narrowly, too, now in a single lane with barriers close on one side and have no pavement for avoiding oncoming traffic. The lanes are narrow, the road curves, there are no shoulders, and cars are speeding. This seems to be a recipe for head on collisions in this area of Mem Drive, as happened frequently on a similarly narrow roadway, Nonantum, before that roadway was redesigned by DCR as two lanes total, only. Mem Drive should be one lane in each direction at this section where the barriers around Riverview are installed. It is also crazy that there are problems on Mem Drive with construction at the same time there is a burdensome detour because of Riverview, sending all traffic down Hawthorn Street toward the river. The city can do a better job here--terrible bottlenecks from time to time affecting those of us who live in this neighborhood..		
I am a Cambridge resident	The DCR should make clear regulations about micro mobility vehicles. The current paths along Memorial Drive are not meant to accommodate pedestrians, bikes, and micro mobility vehicles			
I am a Cambridge resident	better sidewalks/paths for cyclists, walkers and runners		email, public meetings	thank you
I am a Cambridge resident	Keep walkways for walkers. No bikes scooters etc.	Makes walking a challenge	Regular updates via zoom presentations are very helpful and important	
I am a Cambridge resident	Remove the ability to park between JFK and Hawthorn St during the day. It is dangerous to have the right west bound lane go in and out of use.	It has mostly been manageable.	Cambridge daily update emails.	
I am a Cambridge resident	there is little access to the river, there are benches, not very many but no real place to meet as a group, like benches in a circle and a place to lock your bike at each spot where there are benches, the bike/pedestrian path on the Camb, river side is too narrow and not smooth, and the H sq side is bumpy and has broken concrete. NEEDS WORK, lots of people are on it every day, and it is dangerous the way it is. It is often traffic jams turning R onto the JFK bridge, the traffic lights need work on the corner of storrow drive and the bridge, there is basically nothing but grass between those two bridges. If you are with friends or family there is no place to sit, but on the grass which does not work for older, disabled people or if the grass is wet. look at portland oregon and what they did on the downtown side of the Willamette River, there needs to be clearer rules and signs when traveling in a car from the harvard bridge to the eliot bridge as suddenly the R lane is filled with parked cars at certain hours and cars traveling fast as jutting into the left lane, make it a NO parking street as it is carrying lots of cars. UNKEEP: the sidewalks are in terrible condition and there is no delineation between bikes and people. the sidewalk on the river side from the boat house to JFK bridge is rough black asphalt, needs to be smoothed out, hard to bike on. there no bathrooms along the river, need some that wont be used as housing, but just for toilet, sink, single H sq is needed along the walking/bike path telling folks, in a few languages, where central, harvard sq are, and a map to show where you ARE, on both sides of the river, but esp close to H sq as it is very close to Mem drive.	closing a lane, like happened on nov 12-13 is extremely difficult as it jams up cars all along the drive, make that work happen much faster, with MORE employees and not at rush hour, and have staff dealing with grid lock at each bridge, esp JFK. Show on these feedback boxes that you can engage the text boxes by putting your cursor on the 4 lines in the bottom R, that is NOT clear.	city information avenues like that I got to write this review	
I am a Cambridge resident	As much as is possible, it would be nice to have the lanes widened as it can get very narrow when all four lanes are heavily trafficked. Additionally, I find the turn offs hard to use at high traffic times as it requires slowing down and oftentimes waiting for the oncoming traffic to clear on a road where cars are traveling faster than a normal main street - because there are dedicated no turn off lanes. These are especially hard for the more popular turn offs (Plympton St, Trader Joes parking lot)	They are ok. Maybe some signage earlier on noting the closure of a lane could be helpful so that cars can prepare.		I like mailers. I found out about this through the daily Cambridge email but I'm not sure most residents receive this email.
I am a Cambridge resident	DCR should invest make this a park first, not a highway. As a resident who has lived here for a while, it is disturbing to see how DCR prioritizes high speed traffic both through investment (repaving), and through lack of enforcement and a prohibition on Cambridge police keeping residents safe here. Meanwhile, the pedestrian path crumble.	I drive daily on Memorial Drive. Having been to DCR meetings before where the preservation of traffic lanes was justified by maintaining "levels of service" for drivers, it's funny to see how little traffic is impacted by lane closures. It's unfortunate that DCR does not take advantage of these closures to actually study the capacity that is required.	email	I hope you do better in the future.
I am a Cambridge resident	I want Memorial Drive to be more like a park, not a highway. It's really annoying that bikes, runners, and pedestrians are all crammed onto a small path, while cars are given 2 lanes in each direction to cut through Cambridge (and for some parts of this stretch, there is a massive unused median that serves very little purpose and that is unusable by the public.) I would really like to see a Memorial drive with a single 11 foot lane for cars in each direction shifted as far away from the river as possible, with the rest of the space reclaimed for bikes, pedestrians, runners, parks, and gathering places.	I don't own a car, and actually enjoy the road closures because the riverfront becomes so much more quiet and peaceful to walk on when there are fewer cars.		The City of Cambridge should email me
I am a Cambridge resident	1. It should be closed off on Saturdays and Sundays. 2. Cars should not be allowed to park on Memorial Drive on the right lane. It comes up so abruptly and I've almost hit them several times. 3. The walking paths should be widened.			Cambridge newsletter
I am an MA resident who frequents Memorial Drive on weekend closure days	I used to be a Cambridge resident right in this area, and moved out of Cambridge but still commute along this section of memorial drive almost every day, both by car and bicycle. My biggest concern is at the BU boathouse where that cyclist was killed. There still is not any kind of barrier to keep cars from jumping the curb, and cars often are trying to jump over into the right lane if that turning left onto Vassar street is backed up. The river paths in this section are bumpy and uneven, and very narrow. Maybe that's for the best because it keeps more cyclists from trying to use it and competing with the runners and walkers. Still, it is in stark contrast to the improved running path that starts at the BU rowing house and goes to MIT.	Yes, the construction along memorial drive has made traffic worse and commuting more difficult.	City of Cambridge Daily update emails.	I realize the multi-use challenges are complex. This is a section of the river I love, having lived and worked along it for almost 20 years now. Please do your best to take a balanced approach that keeps everyone safe.
I am a Cambridge resident	The path between the BU Bridge and Eliot Bridge is way too narrow to accommodate both bikes and pedestrians and is very poorly maintained, making it a very bumpy ride and a tripping hazard. Ideally there would be separated paths for bikes and pedestrians with the bike path wide enough for 2-way traffic, and everything repaved to be smooth. The bike path on the other side of the BU Bridge towards Longfellow is a good example, although it does get too narrow approaching the Longfellow bridge	I commute to work from Boston on Memorial Drive and had to temporarily change my route when the construction on the bike path by the BU Bridge was being done. Ultimately this was well worth it though for the new wider bike path allowing bikes to go both ways on that section.	Email	The first question is not inclusive of people who live outside of Cambridge, Allston, or Brighton, but commute to work on Memorial Drive. For example, I live in Boston, but work in Cambridge, and I bike on Memorial Drive daily to get to work
I am a Cambridge resident	I think the lake that turns into parking spots is not great. I observe cars parked there during the hours they're not supposed to be. It blocks traffic. This is made even worse with construction.	The construction and parked cars have made Memorial Drive terrible to drive on. I think both lanes should be open more reliably, especially on weekdays. Cars park in the lanes during the not posted hours.	CoC emails	
I am a Cambridge resident	No to bicycle lanes.	The weekend open access to the road for recreation is nice.	Not at all.	directly: beverlymire@gmail.com
I am a Cambridge resident	There should be a dedicated pedestrian sidewalk on which no bikes, scooters or other devices are allowed. It's impossible to take a pleasant walk by the river here because the sidewalk is so narrow and people are always zipping by at dangerous speeds. It sometimes feels like walking in the street. Also, it would be nice if you banned electronic amplification devices on the coachboats for crew, since these create a real cacophony that is quite audible and grating when walking.	Not too much		Usual Cambridge newsletter
I am a Cambridge resident	Quality of this segment is remarkably worse than neighboring segments. No dedicated bike infrastructure, so walkers, runners, bikers, scooters navigate bumpy asphalt; River St and Western Ave intersections few unsafe - high speed traffic and poor visibility, poor connection from river into residential areas.			Tabling along the river front
I am a Cambridge resident	A separated bike lane from pedestrians for more of the corridor would be a great way for me to get around Cambridge and the surrounding metro area.	It has made some navigation a little more difficult, but I understand it is a necessary drawback for future improvement of the area.	An email or newsletter alert would be great. Maybe a monthly "upcoming closures and progress" on work would keep me informed and allow me to anticipate different routing, when necessary.	Keep up the good work! <3
I am a Cambridge resident	1. Re-open Riverbend Park on Saturdays and Sundays 2. Widen the bike lanes between River Street and BU bridges 3. Repair bike path between Western and Eliott bridges	I've not been negatively affected by construction. I would like to see better access to Riverbend Park by opening it both weekend days and for longer through the year.		Cambridge Daily newsletter
I am a Cambridge resident	This stretch of Memorial Drive is one of the loveliest parts of Cambridge, and the recent work around Magazine Beach and the BU bridge has only made it better. The only improvements I can think of are widening the sidewalk where Mem Drive pleasantly bows out over the water at the lovely stretch by Longfellow, clarifying the vision for the railway area beneath the BU Bridge, and completing the work on Eliot, perhaps including some beautification immediately around the bridge and Mt. Auburn hospital. (It's the Boston side of the river that needs real work...)	Seems like necessary work. Can't complain. River Street, on the other hand...		City of Cambridge Daily Update.
I am a Cambridge resident	Going down to one lane on Memorial between Hawthorn and JFK has been an absolute nightmare for morning commutes. Memorial Drive is congested enough as it is. Removing two lanes of traffic will only serve to make it more dangerous for pedestrians and cars alike. Please respect this portion of Memorial! Along the whole of Memorial between Eliot and Longfellow, all left green arrows only allow -at most- 3-5 cars at a time. Extended green arrows for left turns would help alleviate traffic both in the turn lanes and those who try to catch the light, only to sit in the middle of the intersection and end up blocking oncoming traffic.	Our former 20-minute commute across town via Memorial has increased to 30+minutes on some days due to the closure between Hawthorn and JFK	Mailed letters to all residents. We had no idea the Memorial was going down to one lane at Hawthorn until we sat in traffic one morning.	Families with children of all ages are often unable to attend meetings held in person at dinner/bedtime. Please consider adding virtual options to be more inclusive of all Cambridge residents. Thank you!

I am a Cambridge resident				
I am a Cambridge resident	Need much better signage (dynamic, flashing lights, sound, etc) to prevent pedestrians from randomly crossing Memorial Drive when they feel like it without looking for traffic first, esp between JFK Street and Western Ave intersections. I have seen mothers with strollers, students w/ headphones on scooters, and runners just head across the road as if it were a country path and not a major vehicle thoroughfare.	Great that biking safety was improved with quick rebuild at BU Bridge area	City of Cambridge newsletter is great.	Much more effort is needed to prevent pedestrians from wandering into busy roadway.
I am a Cambridge resident	2 main points - The width between the BU Bridge and River Street is extremely dangerous for walkers, runners and bikes to coexist... There is not enough room for passing or yielding and as a result it is the least desirable portion of our river front path to continue toward the Eliot Bridge... There is plenty of room in the park to extend the path inward and away from the street like was done just before the BU bridge begins this Summer. Second - Signage for bikes in terms of how to pass, and when to yield should be improved throughout. Similarly - at the base of the Longfellow Bridge on the path, I have seen several people cross Memorial Drive illegally, go through the very dangerous U-Turn portion to get onto the Longfellow bridge because there is no signage to state that if you simply continue on toward the bridge and cross under it, there is a walkway for safe passage to get onto the bridge	minimally - we welcome all maintenance because it improves the path	Instagram or Social media would be ideal	I would love to see a better job done with the trees and shrubs that lead to the longfellow bridge steps because they are constantly overgrown and residents have been cleaning and pruning these for the last 2 years to improve the area... Also we need a trash cleanup effort in the waterway at the longfellow steps, there is so much pollution right there and build up that is visible and hasn't moved in years...
I am a Cambridge resident	I'd like to see traffic cameras to monitor reckless driving. The convergence of Eliot Bridge traffic with Mem Drive, Fresh Pond Parkway, and Greenough Blvd is a concern, with cars driving too fast and changing lanes (sometimes multiple lanes).	I've experienced it from all sides, as a driver, cyclist, and runner along Memorial Drive. I think the access to the walking paths and green space is generally fine. Mem drive's traffic isn't too bad, and there are frequent crossing points with signals.	email newsletter, street postings	
I am a Cambridge resident	A plan needs to be made & begun for succession planting of the sycamore trees. The bike/walking path could use some thought to separate pedestrians and bikes	I've missed a good bit of the walking experience while recovering from an injury but earlier in the summer it seemed fine; the closure of one lane because of the unsafe building isn't great for driving but it hasn't been that bad and it's needed. Luckily, I almost never have to be on Mem drive at rush hour. The mess at the BU bridge has caused me to try crossing elsewhere when it was bad - the one time I had to do it I realized I hadn't allowed enough time. Interested to see what it all looks like when complete.	Through the daily update email from the City of Cambridge	The sycamores are iconic, one of the true gems of our landscape. It would be a crime not to make a plan for them. (Are they sycamores or plane trees or a hybrid...who knows?)
I am a Cambridge resident	It's very unpleasant to try to cross the street at almost all lights		Email	
I am a Cambridge resident	Whenever possible separate bikes (especially motorized bikes) from pedestrians and runners. This is nicely done east of the BU Boathouse.	It has made it worse, particularly the barrels in the Mem Drive median on the west side of the JFK St and Memorial Drive intersection. This forces cars in the south westbound lane of Mem Drive to move right while cars in the north westbound lane are trying to move left to merge into the single remaining lane. AM eastbound traffic backs up beyond the traffic light at Hawthorn St.	via email; meetings via Zoom	
I am a Cambridge resident	FOR SAFETY: We need convex mirrors at the Stops for the West-to-East U-Turnarounds on either side of the Longfellow Bridge! Oncoming traffic is rapid and visibility is dangerously low. Otherwise the stretches on either side of the Mass Ave Bridge are among our favorite driving views of Boston and the Charles!			The stretches of Mem Drive on either side of the Mass Ave Bridge are among our favorite driving views of Boston and the Charles!
I am an MA resident who frequents Memorial Drive on weekend closure days			flyers, newspapers	
I am a Cambridge resident	I want it to be more pedestrian and bike friendly. I commute along the river by bike and it's tough. I also would walk there more often, but the experience is suboptimal.	It's fine if it means a better experience in the long term!	email	Bring back whole weekend Riverbend Park! It starts too late in the day and now I rarely go.
I am a Cambridge resident	I live on Mt Auburn in a place where I don't have many options for driving that don't involve Memorial Drive. It's bad enough not being able to use it on Sundays. With the current construction I'm now avoiding it pretty much all the time, which often involves taking short cuts through residential neighborhoods in other parts of town that I'm sure aren't thrilled about the extra traffic. Any changes that made the traffic on Memorial Drive permanently worse would be devastating.	I now avoid Memorial Drive as much as possible, which is really hard since I live two blocks away. I end up cutting through other residential neighborhoods to avoid traffic on the other alternate routes, which I feel bad about, but I don't really have any other options.	I'm not really on any email lists.	
I am an MA resident who frequents Memorial Drive on weekend closure days	Please do not allow bikes on Memorial Drive with the cars. Widen the sidewalks on river and Harvard side to allow for bikes and pedestrians.	It has made my commute to work from Belmont to MIT worse. Can you let us know when it will be back to normal?	Signage.	The food delivery scooters are all over the place. They're on the sidewalks. They drive up the middle of traffic. I've also seen Harvard students riding their electric scooters in traffic on Memorial Dr. It's so dangerous.
I am a Cambridge resident	The bike path is in disrepair from the BU bridge to JFK			
I am a Cambridge resident	improve quality of paved paths		email	
I am a Cambridge resident				
I am a Cambridge resident	Remove potholes, repave paths. Separate pedestrians from cyclists.	Not much.	Cambridge daily news email, Boston Globe, direct e-mail.	Is there a way to control the cyanobacteria blooms?
I am a Cambridge resident	Rethink the rotary Wider paths for bikes, pedestrians, strollers. Slower cars.	I try to stay away when there's construction.	CNA listserv/social media. School emails	Bring back Saturday closure of mem drive, and/or start the Sunday one earlier in the day. Between lunch/nap/ite it's hard to get there Sunday afternoon with small kids
I am a Cambridge resident	Wider sidewalk or separate bike from pedestrian lane			
I am an MA resident who frequents Memorial Drive on weekend closure days	The path is not wide enough for both bikes and pedestrians to easily use the space. Besides it really does need to be repaved. This is primary route for me to get to work and I prefer biking to driving. If it could be repaved and widened then it becomes a much more useable route for everyone.	I appreciate that in the most recent updates they have provided bike paths during the closures as this is necessary to not start darting in and out of traffic.	Postage signage, twitter, and email	
I am a Cambridge resident	We need convex mirrors at the Stops for the West-to-East U-Turnarounds on either side of the Longfellow Bridge! Oncoming traffic is rapid and visibility is dangerously low. Also, due to traffic volume it is difficult traveling from the esplanade building garage to the left most lane. "X" spots much like the ones in front of the Museum of Science garage exit are necessary and would be appreciated for safety.		Email	
I am a Cambridge resident		The ongoing Harvard construction limiting use is frustrating. (I understand that a safety issue is forcing the closure of lanes near the condo building coming down, so that seem unavoidable.)	City's email, social media, flyers in neighborhoods.	I live in Riverside. Although traffic is sometimes inconvenient on Sundays, it is well worth it to allow people to have some outdoor space to enjoy. It is not that hard to navigate out of the neighborhood as there are many ways to get off Fatham and use other streets in Riverside and Cambridgeport. I think this issue is being blown out of proportion by a small number of vocal people.
I am a Cambridge resident	Improve the cycling path AND keep the traffic 2 lanes both ways. These are both possible. I am a Cambridge cyclist and this is one of the critical commuting routes in Boston. If this is improved it will remove cars from the road. Many people go from Cambridge and surrounding cities to downtown Boston or Longwood for work. We NEED paved cycling path that is separate from the walking path/sidewalk. That will keep cyclists and walkers safe Better bike lanes especially on the bridges.	I use it both to drive and cycle commute. FIX it and do it rapidly		
I am a Cambridge resident	Bike lane separate from pedestrian lanes. Most of the road does not need two lanes. Consider limiting to one lane each way with turn lanes at intersections. It is clear from the degrading, ADA-non-compliant sidewalks, complete lack of bike infrastructure and crosswalk timings that anybody who is not in a car is an afterthought on Memorial Drive. The road is out of step with the way that streets and sidewalks are designed throughout the city, and the DCR appears to be non-responsive to local concerns around accessibility, pedestrian or bike usability, weekend closures, and safety - until someone is killed.	Limited access to walking paths is a problem. Closure for Riverbend Park should be expanded.		
I am a Cambridge resident	The sidewalk must be widened and resurfaced, separated bike lanes that do not share space with pedestrians must be added, speed control measures in line with Cambridge Vision Zero planning must be implemented, and crosswalk timings must be improved so Cambridge residents are no longer cut off from the waterfront. Additionally, DCR must improve its responsiveness to non-driver users of the road. How many MA towns and cities have a dangerous, DCR-controlled road that residents hate, but have no ability to improve or even maintain? Memorial Drive is just one example of a state-wide problem.		email	There are a few reasons that at least a dozen Participatory Budgeting ideas submitted each year are related to Memorial Drive. One of those reasons is: nothing about it ever seems to improve.
I am a Cambridge resident	I support improvements to the park alongside Memorial Drive, but I do not support any changes that limit traffic on the road. Memorial Drive is a needed and heavily used route for many people, and re-routing traffic would cause a greater disturbance and inconvenience that the benefits would not overcome.	The closures have made travel difficult and delayed.	An email from the city would be helpful.	
I am a Cambridge resident	Make it more walkable and more closed off from cars. My family of four lives in Riverside and we have a car that we frequently use but the inconvenience of Memorial being closed is worth it for the improved walkability and community.	We live on 226 banks street so we are directly impacted but it only ends up being an extra few minutes and is not that big a deal.	Chowdhury.paulino@gmail.com	
I am a Cambridge resident	I would love to see the green spaces along Memorial Drive become more like the Esplanade across the river (e.g., more shade and more facilities). It would also be helpful to have additional overpasses to facilitate safe crossing on foot or bike.		Via the City of Cambridge daily e-mail newsletter.	Memorial Drive has much remaining potential as a community resource that I hope can be realized.
I am an MA resident who frequents Memorial Drive on weekend closure days	more closures for non-car events	negatively	email	we love the weekend closures for bike/run/ride!

I am an MA resident who frequents Memorial Drive on weekend closure days				
I am a Cambridge resident	Prioritize pedestrians and bikes! This could be a utopian car-free riverfront defining Cambridge as the single nicest city in USA. Instead it's just another roadway polluted by unconscionable levels of noise and automobile emissions. There is no need to have a four lane highway right across the river from an even larger highway (Storrow Drive).	I own a home in Cambridge and do not own a car. As a pedestrian I don't mind crossing the street when needed to avoid construction.		
I am a Cambridge resident	The paved path for running/biking should be widened from Eliot bridge to JFK street. It is too narrow for bikers to safely pass, there are tree roots, and the material used is too rough/bumpy, making it uncomfortable to ride over	Sunday road closure is nice and would be great if it started earlier in the morning. It should not be extended to Saturday- riverside residents need one weekend day where cars can be used for errands etc	Signs/flyers in riverside neighborhood	
I am a Cambridge resident	It's great idea	No problem. Keep it		
I am a Cambridge resident	The riverbank should be reclaimed for pedestrian use only. With the growing use of mechanized personal vehicles (bikes, scooters, Segways, etc.) the danger to young children and the infirm or aged is too great to have them mixed or near each other. It is unfair to the young, the infirm and the aged -- approximately 30% of the population -- not to have physically and psychologically safe access to the pleasures of being by the river. Equitable access for all should be the determining factor. This is not being fully carried out in the Phase III work, and we will be living with the result for decades.	Needed repair and improvement are recognized as such and one tolerates the disruption to normal times.	The only equitable way is by writing to each household in Cambridge and partially to abutting communities. Surveys have shown that people from all over the city and from neighboring communities use the river parkland - not just those within half a mile. Not everyone is online. A recent poll in Vienna for civic improvement suggestions was held in this way and had very positive results. Anything else is piecemeal and has only the illusion of being fair to all.	The river is our most precious asset. We do not "own it." In my lifetime living near the river (since 1962) I have seen great loss of the sense of a waterway in natural surroundings -- too many high rise buildings in close proximity, too much traffic infrastructure inserted without consideration of the visual effects, design for movement through rather than for access to the river environment as a destination, too little attention paid to day to day maintenance much less longterm considerations such as soil testing and improvement, tree care, too many commercial establishments abutting the river environment without a visual green barrier, etc. There is much to be done. I realize a major problem is budgetary. But one needs to think in larger terms in planning for the future and keep in mind the illusion of being fair to all.
I am a Cambridge resident	Designated bike lane separate from walking path would be nice. Need to keep 2 car lanes on each side to lessen traffic. Not sure if this is possible but would be nice.	Increases my drive time around the city. Not a big fan of traffic like most people. Has the city considered starting construction after school start time to reduce traffic. That's always been an issue for me. Seems like peak rush hour for school is the worst time to start road blocks or other road repair.	Text	I love Cambridge. I wish it was more affordable for single moms. Need more affordable housing!
I am a Cambridge resident				
I am an MA resident who frequents Memorial Drive on weekend closure days	Better notice of road closure so I can take a left turn and drive past the science museum and go onto Storrow. (I live in Charlestown)	Give people notice. Use message signs earlier so people can better plan a detour. Forcing everyone into Cambridge with other road closures doesn't help anyone.	Use variable message boards sooner.	
I am a Cambridge resident	Would love to see a wider sidewalk or at least a section for bikes vs walkers/runners! Also, it would be helpful as a pedestrian to have the lights be red while the pedestrian sign is on.	It happens every Sunday, so we are used to finding an alternative route when driving on Sundays.	Keep posting on the city of Cambridge FB page.	Thanks for taking public opinions on this! Hopefully we can get some improvements for the safety of pedestrians, bikers, and cars!
I am a Cambridge resident	Reduce speed	Minimal because of my location	City emails; news reports	During Sunday/Holiday shutdowns we need better detour signage
I am a Cambridge resident	I would love for the bike/pedestrian path to be wider.	This is not a big concern for me. These things are necessary sometimes.	Cambridge daily email	
I am a Cambridge resident	Road diet and more pedestrianizing		gevero.adrianjames@gmail.com	
I am a Cambridge resident	Widen and improve multi-use path infrastructure, apply road diet to memorial drive and add fully protected street level bike lanes, provide public restroom and water fountain facilities, additional seating.	Closure of walking/biking paths leaves no options for cyclists as memorial drive is too dangerous to ride with traffic. Addition of on street protected bike lanes would alleviate this and entice drivers to use other means of transportation or other routes.		Improve protected cycling infrastructure. De incentivize vehicular traffic.
I am a Cambridge resident	The road sits on such a pristine part of the city and is better utilized as a recreational amenity than for motor vehicle traffic. I support any move that would decrease speed of traffic, increase frequency of pedestrian crossings and pedestrian safety, decrease noise, or expand park and natural land.			
I am a Cambridge resident	The brush along this walking path is ridiculously overgrown, especially by the bridges and things growing out of the retaining wall by the river. A small amount of regular maintenance would have this area looking more like a nice city path than a bramble! The Boston side of the river is currently much cleaner/nicer to walk on.	N/A, my experience has not been impacted.	email, and community facebook posts	Thanks for seeking this feedback!
I am a Cambridge resident	The entire thing should have never been built. It should be fully removed or at least reduced to 1 lane in each direction.	It hasn't affected me too much. But the paths can get pretty narrow	Email/social media postings or physical posters along the route	
I am a Cambridge resident	More room for bikers and pedestrians, less room for cars.	Corrupt politicians taking away Saturday park use has made it worse for me and my family and our use of the park. Close all weekend and a road diet now.		
I am an MA resident who frequents Memorial Drive on weekend closure days	I'm a Somerville resident, and a bike commuter & occasional driver, who has biked, walked, and driven on Memorial Dr hundreds of times (and not just on "weekend closure days"). Is this survey just supposed to be for drivers? The interchange at the BU Bridge is horrible, but I realize that this is being worked on, and there's hope for significant improvements here. (While we're at it, if we can do something about the bike theft ring that seems to openly operate at the Cambridge side of the BU Bridge, that would be nice, too.) The segment of the western bike path between Eliot Bridge and JFK St is weirdly annoying to ride on --- the pavement surface is like coarse sandpaper. Was this done deliberately? Maybe some kind of rainwater runoff mitigation thing? Or was it just installed badly? Whatever it is, I don't like it. The paths on the Boston side are much smoother & more pleasant to both bike on & walk on. I'll sometimes switch sides of the river here, even if it's a bit out of my route, just to avoid the annoying path surface on the Cambridge side.	Is this not self-explanatory? When the road (s/for path) is closed, we need to use alternate routes. That's life in the city --- there's always construction somewhere, so routing around it is not a particularly big deal.	Email list? Social media (Facebook/Reddit)?	
I am a Cambridge resident	Better safer bike lanes and pedestrian paths!	Yes but it is worth it!	Signs, emails, Local News, BlueSky	Keep it beautiful and keep the traffic slow. We need to protect the river and all the people, birds, and water animals who live and visit this beautiful city.
I am a Cambridge resident	It should be closed as a park all weekend	Yes and the stopping of the 2 day closures has dramatically negatively impacted my ability to do outdoor recreation.		
I am a Cambridge resident	Do NOT expand road closures to more hours a year: instead make the park area more usable all of time by reducing homeless encampments along Memorial at Harvard's campus, and improving bike lanes between the MIT bridge and JFK St. Improve the timing of lights and lane indications at the River St. and Western Ave. intersections so that through-traffic does not slow down due to required lane changes (left turn to Western going east, and left turns to River St. going west). Improve Bike Lane signaling at Western & Memorial, so that bikers do not right turn on red and risk collision with cars traveling east (they do not have the right of way, but they do not know this).	This has been very disruptive; traffic is much worse, and also much more variable. This spills over to danger for pedestrians and bikers at the intersections, because vehicle reduction causes driver irritation, leading to more erratic driving and illegal actions like running red lights and blocking the intersections. I have reduced my use of Memorial as a result, and this has also resulted in my lack of use of the wider area as a park and small business consumer for the greater Harvard Square area. It's a shame - it would have been possible to improve park usage and green land restoration without pass-through driving ease by eliminating parking, and improving the intersections. Instead the plans chose to pedestrians over even bikers.	Email Newsletters, posting on reddit, social media.	Your planning sucks - it's years out, and too slow. I would call it Boomer-y: heavy on in-person meetings, fliers, and word of mouth. Why can't the current (young) community give more participatory input in something measured in months-to-impact not years?
I am a Cambridge resident	I would like the drive to be open to bike/pedestrians for both Saturday and Sunday			
I am a Cambridge resident	some of the bike lanes are very narrow and when it gets busy, bikes and pedestrians can collide on the sidewalk. I witnessed a biker crash and fall into the road and almost get hit by a car because the park is just not wide enough in segments. those areas should have wider two-lane paved areas like the community path or at least a dividing line to help organize traffic.	if it improves the park and access on weekends that would be all worth it		thanks for your hard work
I am a Cambridge resident	This is the Boston beautiful stretch of road in Cambridge with gorgeous views of Boston. I have loved this view since I was a child. Some things should remain untouched. Leave it alone.	Traffic and parking in Cambridge is a nightmare now. It's becoming impossible to live here anymore after 100+ yrs of my family supporting the city. Commuting out of the city has doubled. Navigating the roads have become so dangerous and difficult friends and family refuse to come visit anymore. You're killing us all.	Robo calls with messages. Flyers in the mail.	Stop destroying the city and making it difficult for ppl to get in and out of from further out cities, by car.
I am a Cambridge resident			Marc McGovern newsletter	No specific opinions just grateful for your work. As a former rower and photographer, the river is the reason I first moved to the area. Although I don't row, bike, run along it as much as I used to, I consider it truly a treasured gem that represents the life and soul of the city. I love that it is sometimes clean enough to swim in, and that that might become more common in our culture. I hope it is getting all its needs met; trash cleaned up and managed, invasive or toxic species of plants managed, wildlife populations balanced, pH and other chemical levels in the river managed, the river banks strong enough to withstand events, continued access for water sports activities... I do not want to begin to imagine our city without the Charles River.
I am a Cambridge resident	It would be really useful to widen the path between the BU bridge and the Western Ave bridge! Right now it's too narrow to function as a bike path/commuter path while still allowing pedestrians and runners use of the path. An addition of lights in this area would also be really useful to help prevent biking accidents	I am fine with temporary closures that help with the expansion of walking and biking infrastructure. It's inconvenient but needed! In general, I also am pro narrowing Memorial Drive and expanding the walking and biking space.	Signs posted in the area let folks who use that stretch of land know what's going on!	

I am a Cambridge resident	I live in Cambridge along Cambridge Parkway. I use Memorial drive almost daily to walk and drive. I am most concerned about walking safety. Overhead lights between Longfellow Bridge and Ames Rd are more out than on. The pedestrian path, walkway, between Cambridge Parkway, under the Longfellow Bridge and connecting to the Memorial Drive walkway is very narrow and fast bikes, electric scooters and runners compete with pedestrians in a very dangerous fashion. This "free-for-all" continues to Ames Rd crossing. A few signs saying "pedestrians have the right of way", to announce yourself if passing "on your Left", and other directions would certainly improve the experience /safety for all. Many of the bike riders are visitors to Cambridge taking advantage of the Blue Bikes, so besides not following etiquette they don't know where they are going, so signage would help.	please read my comments oabove	pamelanclemore44@gmail.com	If electric scooters and bikes are not allowed on the pedestrian and / or bike pathways there should be signage saying so.
I am a Cambridge resident	One big request in general - having drivers take a right on green at the same time the walking signal is on for pedestrians creates very dangerous situations I have witnessed numerous times throughout Cambridge - for pedestrians, bikers and drivers, it's all very stressful when there's a lot of foot traffic, leads to angry drivers, near collisions and some yelling - when both sides feel like they have the right of way (drivers don't always see the pedestrian crossing signal on and then get impatient and push through even if they see it). Even if it might be a little slower, I would recommend a pedestrian walk signal to be on across all intersections at once, while all drivers get a red light in all directions. It would be much safer / lessen the tension between drivers / pedestrians and bikers. Other notes - keep taking care of all of the green spaces along the river. Improve the bike/walking path along it, so that it's less bumpy. If possible, widen the paved path in some currently narrow areas.	I live nearby, but it was mostly ok for me, since I can generally avoid rush hour commute. But there were some brutal bottlenecks during rush hour, specifically on Putnam where people tried to get to Mass Pike / Storrow / Memorial. I wasn't that impacted by them mostly, since I generally take public transportation / walk to work.	Email 100% zebblee@gmail.com Or if emergency - a text	The right on green + pedestrian signal on = terrible idea that must be fixed if possible. To many near misses / shouting / beeping / anger in those situations that I have witnessed as a resident here.
I am a Cambridge resident	widen and smooth the path between MIT and Harvard			Separated bike lanes in Cambridge have been great, most of the way on Mem Dr is terrible
I am a Cambridge resident	Not enough parking. Lights take too long.	Yes Ames Street remains closed. Construction before JFK bridge adds additional stoplight that is hard to see.	Emails	Bike lane from BU bridge to Western Ave is in rough shape. left turning traffic on Westbound memorial drive onto Western Ave bridge slows down and blocks lane of memorial drive. Too many mopeds riding on bike lanes and running red lights.
I am a Cambridge resident	Memorial drive keeps Cambridge residential streets safer by reducing the number of frustrated, in-a-hurry commuters driving down the streets where my kids walk to and from school and other activities. Any improvements that ensure Memorial Drive is a fast and easy option for commuters will improve safety and quality of life for me and my family.	The apparently unnecessary lane closures by JFK park have been pushing commuter traffic into the rest of Cambridge. I don't want drivers who are frustrated by increased traffic driving down the streets where my kids are walking. I don't know what you were thinking by doing that.		
I am a Cambridge resident	I think the area between the B.U. Bridge and the Eliot Bridge desperately needs a better bike and pedestrian path. Something larger, and maybe separate lanes. We could also use some traffic calming, which could help increase the space for people.	It hasn't made the experience significantly worse, but that's mainly because the experience hasn't been good to begin with.	I will usually hear about it on reddit or another social media platform.	I miss Saturday's on Memorial Drive with Riverbend Park. It finally felt like a place where you could enjoy the scenery in peace.
I am a Cambridge resident	I'm begging you, please please don't do anything that would make Memorial Drive harder to use. Cambridge is such a maze of narrow, one-way streets, particularly around Harvard Square, that taking Memorial often cuts the length I have to drive by half or more. I only want "improvements" that make it easier for me to use, not harder.	Since you started closing down lanes on Mem. Drive, I have spent more time in my car, more frustrated with traffic, driving more aggressively because I'm late, mostly following lines of cars through previously quiet residential neighborhoods trying to avoid traffic. I live two blocks from Memorial Drive, but my experience of it has been that I don't use it because the traffic has made it unusable.		
I am an MA resident who frequents Memorial Drive on weekend closure days	The bike way from BU bridge to Eliot bridge is too narrow and extremely bumpy.	No impact. Closures and detours were managed well.		
I am a Cambridge resident	Keep two lanes open in each direction. keep Mem Drive open on Saturdays.	Frustrating at best. Limiting to one lane is causing massive backups and delays. Sudden lane changes are confusing.	email	
I am a Cambridge resident	Magazine Beach would be better as a one-lane road in each direction between the Eliot and Longfellow bridges. (Except at the intersections with Western Ave and River Street, and the approach to the BU Bridge when coming from Harvard Square). Making this change would be quite substantial, and entail an enormous improvement in the quality of the green space for all who use it. It would allow for a substantial increase in the amount of green space and perhaps a modest expansion of the multi-purpose walking/biking path, it would calm traffic on the new and improved Memorial Drive, and encourage traffic to use Storrow Drive and Soldiers Field Road, which are better built for speed.	I've experienced modest delays. It's fine.	Posting flyers or posters around Memorial Drive and on surrounding streets works for me.	Thank you for the work you do.
I am a Cambridge resident				
I am a Cambridge resident	Memorial Drive desperately needs traffic calming, including reduction of lanes each way and increasing the size of the park between Longfellow and Eliot. Also, we should bring back Riverbend Park all weekend, closing Mem Drive on Saturdays and Sundays.	I use Memorial Drive every day via car, bike, and running. Construction is the least of my worries.	Reddit, Bluesky, articles in Cambridge Day	We need to open up the Charles River to better recreation access to all of Cambridge. There's no reason there's a highway blocking access to our river. Also DCR should not be the agency overseeing memorial Drive, it should be ceded back to Cambridge where it belongs.
I am a Cambridge resident	Important, but confusing	As a person who depends on a bike, it was unclear where to go or be.		
I am a Cambridge resident	Wider multiuse path with more water fountains	Yes, but improvements were worth it	City of Cambridge daily email	Please keep shutting down Memorial drive to traffic on the weekends
I am a Cambridge resident	Widening and repaving of the multi-use trail, ideally by taking at least one, or even better, two lanes of cars away. Planting of hedges along the edge of the path to avoid getting blinded by headlights after darkness. Additional traffic lights at Flagg St. Revisit traffic light patterns to account for the fact that right turns on red are now prohibited.	It's been awful for cycling and walking/running. Frustrated drivers make it even more unsafe. It's basically unusable for cycling in the dark due to the completely destroyed surface and the fact that it's so narrow you can barely have two bikes passing each other without even thinking about pedestrians.	Social media and/or email if there was a listserv.	Please, please make Memorial Drive less car friendly (they have a whole highway on the other side of the river) and more fit of use by pedestrians and cyclists. Most European and even Australian cities are able to provide their citizens with car free access to their rivers.
I am a Cambridge resident	Open up the lanes. This traffic is crazy	Awful what is happening. Traffic is bad especially during commuting hours	Email and phone text alerts	Bicyclist already have an entire lane next to the river. Cambridge is ruining the traffic patterns by taking all space away
I am a Cambridge resident				Memorial should be closed to car traffic on Saturday and Sunday 52 weekends a year.
I am a Cambridge resident	I use the bike path on the river side of Memorial Drive regularly and have been surprised that the tree branches are not regularly pruned for bikers and walker alike. I have in the past contributed photos to the city of cambridge when I've seen city trees along sidewalks that need pruning, but I wondered if the river side of Memorial drive was state land? or city property. I've also admired some of the plantings along the river (daffodils in profusion in the spring (bravo!), the Juneberry trees across from MIT and other plants. There are gorgeous Queen Anne's Lace that flower in August near the Mass Ave Bridge that never get to last long because someone always comes and mows them down too early! If they were allowed to go to seed they'd be more beneficial to birds and also longer for the bees. I wonder why they are not allowed to grow longer.	I was glad to see the bike path/walking path widened after the cyclist was killed last year by the boathouse east of the BU Bridge. Very unfortunate it took that sad accident to get the city to make that area safer for both cyclists and pedestrians. I avoided the areas for months afterward as that is my normal route to and from work in Boston (from where I live in Cambridgeport). I rode through MIT instead.	Cambridgeville news would be good. I get alerts from the city of Cambridge about street closing. Perhaps news alerts could also be generated via text messages? I would sign up for that.	I hope the initiatives to clean up the river by building new infrastructure to deal with rain overflow will be put into effect soon. I also kayak on the river but long for the day when we could swim in the Charles because it was clean and safe. I only kayak on the Charles when I'm too busy to drive out to cleaner quieter rivers that are much farther away...or out to Walden Pond which is the closest lovely place.
I am a Cambridge resident				
I am a Cambridge resident	I almost got hit by a car when crossing Western Ave on Memorial Drive when my walk signal was on. The timing of traffic signals here needs to be investigated. There is also no safe way to bike in this area. There needs to be a protected bike lane along Memorial Drive. I am a pedestrian and a runner and there is not enough room for both bikes and pedestrians on the tiny sidewalk with uneven concrete slabs.	I don't mind limited access for a temporary period if it means improving this area.		Is there a newsletter or website I can go to?
I am a Cambridge resident				
I am a Cambridge resident	Like to see ideas/options.	Greatly impacted. More time and space for non vehicle use on memorial drive especially on weekends. Also motor vehicle use of side streets to avoid traffic delays on major roads (think Mass Ave).	Email	Think of needs of residents and visitors (young, old, disabled)to get around safely.
I am a Cambridge resident	If possible to widen the path to better accommodate bikes and runners. More weekend closures for recreation if a longer pathway.	Some added congestion and closure of footpaths during barrier work. Not bad.	Emails like this from the city	
I am a Cambridge resident	The intersections should be improved to allow pass through traffic to go under intersecting traffic, similar to the Storrow side. The road should be widened to allow two lanes of traffic each direction plus any necessary bike path and walking path. This is one of the few places we actually have room to do it. Any design should look to improve the flow of traffic since Memorial should be an efficient artery that keeps cars off side streets and even Mass Ave.	Increased commute time and increased traffic, frustration with the inefficient design.	Unknown	It feels like the only way I hear about this stuff is Reddit, which is heavily anti-car. It would suggest the survey results are based in that they do not sufficiently incorporate the views of the tens of thousands of vehicle drivers that use Memorial daily.
I am a Cambridge resident	Fewer cars! Close Memorial Drive to traffic on weekends so walkers, cyclists can use it in peace and safety. As was done during the early days of Covid.		email	
I am a Cambridge resident	Better lighting, less bumpy pavement, underpasses under each bridge (so that walking is uninterrupted for pedestrians - better traffic flow), stricter enforcement of traffic rules (cars pass on red frequently), separate path for cyclists and pedestrians.	No real impact	email at mpnisko@gmail.com	
I am a Cambridge resident		Slow traffic	Email	Keep the river clean and make separate bike lanes along the river rather than men drive

I am a Cambridge resident	we should plant more perennial flowers and seed producing bushes to feed birds in the winters	I am a long resident of Cambridge I would like to have Memorial drive closed only one day during the weekend.	through our local television station or the Cambridge Thursday free newspapers	It should be a better selection of people that applied to the riverside community garden, for the past several years more than one plot had been empty or estate produces going to waste!
I am a Cambridge resident	Bigger side walks, even side walks, dedicated bike lane, slower speed limit for cars		Email	I am a resident of Cambridge and live on River Street. I am a cyclist, enjoy walking, and car owner. I really enjoy access to the river and deeply enjoy cycling and walking along the river, but often feel unsafe walking, running and biking. The cars drive fast, the pedestrian signals take too long and the bikers make it difficult to enjoy the sidewalks. I really enjoy the Sunday car free zone!
I am a Cambridge resident	My top priority would be to make Mem drive and the riverfront more lively with restaurants/coffee shops/beer gardens, water transport, just lots of stuff to make it feel like lively humans descript it. Other cities manage to make their ocean and riverfronts full of life and enjoyable activities; we have a gorgeous river and there's virtually nothing on it. Why not? Let's use our imagination and make it spectacular!	It doesn't bother me as long as it's for a good purpose.	City of Cambridge daily newsletter works for me.	Please don't get bogged down in things "we can't do" - let's be open and full of ideas about things we CAN do if we put our minds to it. If you asked youth in Cambridge to design a new riverfront, you'd get a different picture than professional designers would produce - wouldn't it be great to have those different sets of thinking
I am a Cambridge resident	Better biking/ running/ walking path		Cambridge emails	
I am a Cambridge resident	Improve width of walk/ bike path between the BU Bridge and Western Ave..	Rome was not built in a day.	Email or social media.	The riverfront fencing on the seawall east of the River St. Intersection, where the auto went into the water a year or so ago, should be properly repaired.
I am a Cambridge resident	It would be nice if the bridge over the BU bridge circle would be paved. That's been in its current condition since the early 1990s as far as I can recall...	Other than the condo building that was the cause of emergency lane closures, I think the Memorial Drive construction closures have been reasonable and seemingly proportionate to the needs. In terms of the weekend closures, I think the current balance of use between automobile and non-automobile traffic is correct as is.	I heard about this survey via an email from the city of Cambridge. That seems like a good way to me.	
I am a Cambridge resident	The bike path between Elliot Bridge and BU Bridge is poorly maintained, very narrow and not separated from pedestrians. It's much better between BU Bridge and Long Fellow. Further improvement between Elliot and BU bridges would be great for the cyclists, runners, and walkers.	The limited access near the Riverview condos is inconvenient but so far it has been OK for myself and my spouse.	Emails from Cambridge po@cambridge.gov	Bike safety has been improving in Cambridge but we'd like to see further improvements.
I am an Allston/Brighton Resident	The Paul Dudley White path need to be widened and repaved, especially between Elliot and BU Bridge. The intersections with River St and Western Ave need to have marked and signaled pedestrian crossings on all sides, and they need to have a crossing duration long enough for all users to safely cross the roads. Memorial drive needs more grade level pedestrian crossings. The overpass at BU bridge needs to be brought down and all traffic moved through the traffic circle.	I have experienced construction work around the intersection of Memorial and River Street. It has been mostly fine. Sometimes the PDW path has been closed with no diversion.	Emails from government agencies and posts to social media.	
I am a Cambridge resident		My biggest concern is when Memorial Drive is closed to turn it into a temporary park. While this has some benefits, it's a disaster for residents of the local neighborhood. Motorists who can't go on Memorial are redirected onto local streets such as Putnam Ave. that are not designed for that kind of traffic. Traffic jams can back up for half a mile, from Western Ave. back to Massachusetts Ave. This makes it very difficult - at times impossible - for residents to leave their houses by car. When residents like myself have pointed this out at public meetings and online forums, we've been falsely accused of lying and even of being shills for the auto industry. While I personally prefer to walk and take public transit, it's not always possible, and not everyone can do this. Elderly and disabled people may rely on car rides. Some people need cars to get to work. Tradespeople like plumbers and electricians need cars/trucks to bring their tools to job sites. Please don't disregard the concerns of the people who are most affected by these changes.	Email list.	Please, please, please consider the wishes of the people most affected -- those that experience the negative impacts, not just the positive ones -- before you make any decision. I'm sick of people from other parts of the city tell us how we should feel about something they don't experience.
I am a Cambridge resident	We should reduce automobile lanes and increase the amount of space dedicated to pedestrians and bicyclists. In the Riverside neighborhood 45% of households don't own a car (most recent ACS data). If you distributed the width of Memorial Drive equitably, 45% would be devoted to pedestrians and cyclist and 55% to automobile drivers. You should at least come closer to equality than you do now.	As an elderly pedestrian I've been severely impacted by the closure of Riverbend Park on Saturdays. Do to a combination of my age related increased vulnerability to heat and increased temperatures I'm rarely able to be outside in the summer after 10am which means Riverbend Park is closed to me almost every day.	Regular Cambridge City emails (aka City of Cambridge Daily Updates and Information)	
I am a Cambridge resident	I think that harming the sycamore trees in any major or minor way would be a terrible thing. And making the road more narrow when traffic is such a problem is a very bad idea.	It makes driving on Memorial Drive a miserable experience. I also believe that maintenance of the green spaces on the Drive could be greatly improved.	Email to us residents.	Don't narrow the street!
I am a Cambridge resident	accessibility of sidewalk maintenance for those with mobility limitations, ability for bikes to be ridden on a different lane than pedestrians (but not on the road!), maybe bus stops?, and the sidewalk being closed on memorial drive close to JFK park	I struggle every single day on my Monday-Friday commute with the sidewalk being blocked on the corner of memorial drive close to JFK park on the JFK street bridge. I don't know when that portion of sidewalk is coming back and it feels like a nuisance every single day, at least once a day. On a happier note, I love the Sundays that memorial drive is closed for car traffic. I love the feeling of community there, it feels like a sunny day every single time.	I would love signage by construction noting the plans and timing of what's happening, because not everyone subscribes to the city newsletter etc.	
I am a Cambridge resident	Please do whatever you can to accelerate making this area bike safe.		I heard about this through Cambridge Bicycle Safety, but please ask City Councilors to also share with community members.	Thank you for your hard work and making this area bike and vehicle safe!
I am a Cambridge resident	The bike lane and walking path definitely need to be widened and separated similar to the widening/separation between Mass ave. and BU bridges. Between BU and River st and even worse between JFK and Elliot bridges the path is really narrow. This creates some finicky situations in the morning when runners are enjoying the river path while families are rushing to get to school/work. It also creates unsafe conditions in the winter when people go for a run at 5-6 pm when it's already dark and this coincides with the peak hour of bike commute home. Overall, the bike path needs to be separated from a running/walking path. Finally, the intersection at Memorial Drive and Western Ave is very unsafe for walkers and cyclists. Cars get left turn at the same time as walkers get about 15 sec of green light to make it through the intersection. At 4-6pm the intersection is usually blocked by cars so it's impossible to cross safely during the 15 sec of green light. This is particularly important as this intersection is close PAUS/MLK schools so children might be crossing here at that time. Signal sequence similar to the JFK/Memorial drive intersection with all way pedestrian crossing for at least 20 sec would make this intersection much safer.		Email through the Cambridge city communications is great	
I am a Cambridge resident	Reduce the traffic - it's scary as a pedestrian and cyclist!	I live right off memorial drive and walk my dog on it every morning. Without walking paths we're just even closer to the cars	Email	Please consider closing memorial drive on Saturdays and Sundays, and year round!!
I am a Cambridge resident				A few suggestions: 1. Reinstates Saturday closures for Riverbend Park (so popular during COVID times!) since we are told COVID and its variants will be with us long term. The time schedule should be established according to the most cost-efficient way for the DCR work-crews. 2. Provide water fountains and public toilet facilities at regular intervals. These should be somewhere on the island side of Memorial Drive, near, BUT NOT IN the parkland so as not to interfere with the parklike aspect of the riverine environment. 3. Provide "resting places" at regular intervals, particularly important to seniors. 4. On Riverbend Park Days, provide free three-wheelers for elders and toddlers. 5. On Riverbend Park Days, several times during the season, sponsor special days for those in wheelchairs. 6. Since parking near the river for visitors is so limited, and many live far from public transit, create a free "Park Bus" that would go through many neighborhoods and serve not just Riverbend Park, but also Fresh Pond, Daneyh Park, etc.
I am a Cambridge resident	The stop / walk lights at the Memorial Drive and River Street don't make sense - there is a long time when the pedestrian has a "don't walk" sign to cross River Street, but the cars on River Street have a stop light as well. On a separate note, I think the Riverbend Park / Memorial Drive closure on Sundays should be year-round. Access to open space near the water is just as vital in the winter, particularly given fewer hours of daylight, as it is the summer.	Limiting access to walking paths is the most disruptive because I am a regular walker, biker, and runner.	Email - stonessarah1120@gmail.com	Thank you for giving us this space to share feedback
I am a Cambridge resident	I would love any improvements that encourage commuters to/from Kendall and Boston to take Memorial Drive instead of driving through Cambridge neighborhoods.	I've definitely noticed more cars driving through central and west Cambridge during rush hour. I can tell they're commuters because they drive faster, make illegal turns and often don't stop at crosswalks. I've warned my son and daughter to be careful, but I still worry about letting them walk on their own.	The CRLS parents mailing list.	
I am a Cambridge resident	As long as it doesn't include bike lanes, I'm for it	Minimally. I usually find a way around it.	email.	
I am a Cambridge resident	Drivers tend to speed on Memorial Drive and with the narrow lanes and frequent stop lights, this makes for a very stressful experience. Clearer street markings, better signage for lane shifts, lane merges, and speed limits might help. Many people use Memorial Drive to commute to school or work so narrowing it to a single lane will only push traffic into the city which I don't think anyone wants.	Yes. I tend to avoid running or biking around Memorial Drive when there is active construction. I would prefer that the path along the river be expanded so that there is a clearly marked separation between the biking area and the walking area.	The City of Cambridge newsletter!	

I am a Cambridge resident	The BU Bridge rotary will forever be unsafe and clogged with traffic unless the Reid Overpass is torn down. There is far too much unbalanced traffic heading into the rotary for it to ever be effective at moving large amounts of people, and we've seen firsthand how dangerous that area is for pedestrians and bikers. I myself bike through that intersection every week, and every time is a gamble. Tear down the overpass, turn the rotary into a four-way intersection, and make the intersection protected for bikers. You'll improve safety, and you'll improve traffic too. Western Ave and River St function much more effectively than the Rotary, and it's entirely because they are four-way intersections.	I walk, ride, and drive on Memorial Drive. Construction does not bother me, I know that things need maintenance to work properly. Giving Memorial Drive a road diet would mitigate the need for maintenance though, as there's less asphalt to maintain.		Tear down the Reid overpass!
I am a Cambridge resident	River Street and Western Avenue need protected (a la Dutch) intersections along Memorial Drive. Drivers heading to or from the Pike fly through that area, there's too many people on foot or wheels that need protecting there.			
I am a Cambridge resident	I bike, run, and walk along this stretch of Memorial Drive about 6 days a week. I drive along it about 1 day a week. This is the main green space that I frequent as a resident of the Riverside neighborhood. (1) The stretch between River St. and the BU bridge is abysmally bumpy - I hope this can be re-paved. (2) Additionally, I bike commute along this path all year round, and there is a large pothole/depression in the path near the Harvard sailing boathouse that is hazardous because it is close to a turning point in the path (near the crosswalk close to the Longfellow Bridge) and also because it creates a giant puddle during/rather rain, and freezes over easily in the winter and forms black ice. (3) When I want to cross the road from one side of Memorial Drive to the other, I am often stressed out about drivers taking a right turn at the intersection who may not be looking out for pedestrians or cyclists. I wish there was a better way to protect people from the 'right hook' collision, especially near River St and Western Ave, because I live between these two roads. (4) I am not sure why Memorial Drive road closure is only on Sunday now, instead of Saturday and Sunday. I hope this can be changed back, as it facilitated a natural community gathering space. (5) Finally, I believe there should be an expansion of separated walking/biking paths along Memorial Drive.	When I have run into construction while biking one morning it has slightly slowed me down to a point where I had to stop everything, but it has not been dramatically disruptive to my day-to-day transportation.	I hear about these events through the organization Cambridge Bicycle Safety. Flyers posted along the path would also help	
I am a Cambridge resident	Better bike and pedestrian access and use. It would be great if bikes could move more quickly and they were separated from the pedestrians.	I commute via bike and it's been very difficult to access Memorial Drive.	Newsletters	Thank you for all your hard work!
I am a Cambridge resident	Less cars, less car lanes. More space for walking and biking.	I like when the road is closed to cars.		
I am a Cambridge resident	I would love for Memorial Drive to be closed more days of the week to car traffic.	This has not impacted me. There are plenty of roads other than Memorial Drive.	Email or text	No
I am a Cambridge resident	Ideally cars should be fully removed from Mem Dr. in order to improve its use as a park, but I would settle for extending the road diet to the Longfellow bridge and reinstating Saturday closures. The road should be redesigned with traffic calming to keep speeds below 25mph, in accordance with the relevant Cambridge City Council resolution. The current multi-use path should be repaved and widened (as planned in phase 3), and ideally separation bike and pedestrian traffic should be improved. The Reid overpass should be removed, and the BU bridge intersection should be replaced with a proper roundabout with Dutch-style protected bike lanes. The pedestrian overpass just west of the BU bridge should be replaced by an at-grade crossing, with traffic calming in order for that to be safe.	Not that much - I try to avoid Mem Dr as much as possible, since it's loud and miserable to be near outside of a car, and for the most part, the trips where I am forced to take Mem Dr haven't intersected with construction closures. The benefits of improving the streetscape would far outweigh any construction impacts for me.	Email, ecs@d2evs.net	Nothing you can't already infer from my thoughts on what should happen to Mem Dr
I am an MA resident who frequents Memorial Drive on weekend closure days				
I am an MA resident who frequents Memorial Drive on weekend closure days				
I am a Cambridge resident	Prioritize traffic calming measures	I rely on biking, and I am usually able to navigate around construction when it's there. I understand these disruptions are necessary.		
I am an MA resident who frequents Memorial Drive on weekend closure days				
I am a Cambridge resident	There should be more crosswalks on Mem drive to allow safe quick crossing. I've seen lots of people running across the four lanes in multiple places, both near MIT [there's a long gap between the Fowler St crosswalk and the Amesbury light] as well as near Microcenter...yes there's the overpass but it's circuitous so not everyone uses it. The road should be slower, smaller [1 lane each direction] and there should be crosswalks to the waterfront park at each road/footpath that approaches Mem drive. It's not a highway, it's a road through a park.	The closures are annoying but if the end result is better for the park users it's worth it.	email	no
I am a Cambridge resident	Greatly expanded green space is needed for storm water infiltration, with depriving of asphalt and concrete. Global sea level rise, rising water tables, increased rainfall, reduced areas of infiltration due to irresponsible high rise over-building (for example as proposed for Western Avenue), and use of impermeable fill on River Street will result in much more flooding in coming years. We need more green spaces along roads with plants that block road noise and whose roots promote storm water infiltration.	Caused annoying delays		Cambridge needs to adopt a long-term climate-smart groundwater, runoff, and infiltration management plan before greedy developers cause more flooding by overbuilding.
I am a Cambridge resident				
I am a Cambridge resident	We are a city with all kinds of transportation needs. Wishing that we were a bike only city is reductionist. Any development needs to be done thoughtfully and not negatively impact those who rely on cars to get them where they need to go (I'd say). Removing lanes of traffic or shutting down a major roadway has a huge impact on traffic across the entire city. As a Cambridge resident who lives one block away from Mem drive, I use it daily. I run along the river and drive to places that I need to drive to. During the pandemic, when Mem drive was shut down all weekend and especially overnight (when no one was using the park), it was very frustrating. There are ample places to walk and ride bikes along the river (both sides) without having to reduce lanes or resort to closures. Perhaps we should focus on improving (repaving, regrading) the existing paths for bikes and pedestrians. For example, the path under the Eliot bridge flood every time it rains, Herter Park is regularly flooded. Please fix those things!	When lanes of traffic are removed or Mem Drive is shut over the weekend, it is hugely frustrating. People drive cars and until we have an amazing public transit system that can meet the needs of all of residents we should not prioritize able bodied people over those who need cars. There is great access to walking paths (I use them almost every day) and green space.	Email.	The bike lobby (many of whom don't live in Cambridge but just bike through) is strong, but it does not speak for all Cambridge residents. Many who are staunch advocates for the eradication of cars on Mem drive, are vocal and aggressively force their point, silencing others (just read through reddit). Please consider that people rely on Mem Drive being open and accessible to car to live our lives. There are some win-win situations that don't pit pedestrians and bikers against drivers - lets consider those!
I am a Cambridge resident	1. Along Memorial Drive, there are certain areas where the sidewalk is much more narrow and this is challenging when there are people walking/biking in both directions. These areas (for example between the BU Bridge and River St), would benefit from widening the path. There are also many areas where the side walk is bumpy and uneven, which makes travel challenging, especially with a stroller. 2. The traffic light at Western Ave and Memorial Drive does not have a protected time that allows for the pedestrians to cross without drivers turning from Memorial Drive onto the Western Ave Bridge. The drivers are often very aggressive at this light, and it feels very unsafe when crossing as the drivers are so eager to cut off someone else driving that they do not pay attention to pedestrians in the crosswalk. If there were 10 seconds to allow for pedestrians to cross before the light turning green for the Memorial Drive drivers (in both directions), this would help a lot. 3. Would there ever be potential to make a playground at the Magazine Beach area, such as near the Magazine beach gym? It is a lovely area, and I think kids would love that as a play area.	I think this is an expected challenge when there are improvements.	email	no
I am a Cambridge resident	Let's create a splendid riverfront park, along the Charles River Basin fronting on MT and overlooking the Boston skyline. Memorial Drive, in this stretch, was designed as a boulevard, with a green median, averaging 80 feet in width, including a lawn and mature trees at its edges. Except on July 4th, this wide median is never used. The resulting riverfront esplanade averages 40 feet in width, including a 10 foot bikeway, a 10 foot water edge walkway and a grass strip containing a mostly continuous line of mature trees. Without compromising its roadway and MIT access function, the two lanes of Memorial Drive closest to the river could be relocated northward, further from the river, leaving a green median of 8-10 feet, preserving the boulevard character and nearly all the mature trees in the existing 80 foot median. With that relocation, we can create a 100 foot wide riverfront park, the same in average width as the park fronting on the Harvard dorms between the Weld Boathouse and Flagg Street. Centered on Massachusetts Avenue, easily accessible and facing the Basin and Boston skyline, this park could become a great Cambridge waterfront park.		I learned about the November 18 meeting and this survey through a weekly newsletter from Cambridge City Council member Marc McGovern. It would be useful if you would create and widely publicize the availability of regular notices about changes to Memorial Drive and create an email list about them that members of the public can join.	Since I'm offering to help and provide further input about the idea of a new riverside esplanade park near MIT, I'll share my name and email contact: Stephen Carr, email: stvcarr@comcast.net. My former design firm, based in Cambridge, was Carr, Lynch, Hack and Sandell. Out work can be seen on the website of the MIT Museum.
I am a Cambridge resident	The program for this park should be developed with broad community input as well as from MIT, but the riverfront park feasibility should first be tested. I am an architect, no longer practicing. I have planned and designed waterfront parks, including North Point Park in Cambridge, Paul Revere Park in Charlestown and Rockefeller Park in New York City. I have seen how over the years these parks become beloved places of play, relaxation and joy in the natural world for their communities. If there is interest in this idea for the Cambridge Riverfront Esplanade Park, I would be glad to help put together a team to sketch and test this vision, on a pro bono basis, so that the community can see if it is an idea worth pursuing in earnest.			

<p>I am an MA resident who frequents Memorial Drive on weekend closure days</p>	<p>Depaving and truly permeable areas should be planted between bike and pedestrian areas with deep rooted salt and pollution tolerant native plants and the footprint of permeable planted areas should be increased to mitigate runoff on impermeable surfaces and provide measurable benefits to stormwater management through green stormwater infrastructure, noise pollution mitigation, dust mitigation, and air pollution mitigation as well as traffic safety improvements through reducing the risk of hydroplaning during flooding events for strollers, children's scooters, bicycles, and other vehicles and to reduce the incidence that pedestrians will come into contact with floodwater during sewerage overflow events.</p>	<p>My perspective is as someone who grew up in this area and whose family remains in this area. This is a big issue because the traffic rerouting and road closures have created impediments to people who need to access grocery stores by the River which represent some of the only fresh food sources in the area now and navigate through disproportionate air and noise pollution through longer stretches in addition to additional combustion engine pollution from rerouted traffic. This needs to be distributed and truck traffic in particular needs to be slowed.</p> <p>I thank the public officials who have prioritized environmental justice needs, yet note that addressing environmental justice means not further burdening EJ communities and accepting shared decisionmaking with those impacted as key partners and stakeholders at every step, including the right to request studies to get by real-time information to guide decisionmaking, not just the number of cars but the specific emissions and where these are released. While this meeting is set to discuss broadly car use and shared public roadways in Memorial Drive, there is no reason all traffic must be re-routed to our disproportionately burdened neighborhood to dump the entire city's pollution on us and disproportionately impact families living here from newborn babies to fleeing Cambridge residents who seek to enjoy golden years in their own homes and neighborhoods and enjoy the community and support systems they have particularly helped build including their right to age in place if they so choose.</p> <p>Shared decisionmaking principles for EJ schema should include community members' direct rights to participate in this process as shared decision makers, not have questions about who said what of city councilors outweigh the voices of those most directly impacted. This must include the right to get involved leading, the right to study community needs and community health impacts, the right to plan and request further neighborhood studies that provide locally specific data that may not have otherwise been requested by those who do not know the neighborhood as well, the right to correct the record to avoid ideological or political polarisation of issues that impact health and quality of life, and procedures that support individual community members' and the broader community's right to refuse at any time. Much more can be done and should be done.</p>	<p>Email please to marina.er.attias@gmail.com</p>	<p>Please consider the impact to residents and pedestrians above all others because ultimately one can never stop breathing or getting groceries. We need more depaving, less construction that is preventable, and long term planning for the future prioritizing addressing pollution, stormwater, and long term needs.</p>
<p>I am a Cambridge resident</p>	<p>Widen the pedestrian/bike area so that bikes don't hit people. I understand this is difficult given other needs, including important ecological ones. I do not believe we should reduce the lanes on Memorial Drive as that will lead traffic to spill over into neighborhoods, as currently occurs when Memorial Drive is closed.</p>	<p>Closures have increased traffic on my road substantially, and increased the time it takes for me to leave my apartment in a vehicle. I understand that these are "NIMBY" issues, but occasionally need to drive for something that can't be done via public transit. I also worry about air pollution from increased idling as someone with asthma.</p> <p>On the other hand, I do like walking on Mem Drive when it is closed. It is nice to see families out there without worrying about idling traffic. I'm not sure if the benefits outweigh the costs- I guess that's for you guys to figure out!</p>	<p>Flyers around town</p>	<p>Please pop up at community centers, employers, housing developments or schools serving the folks perhaps less able to take the time to participate in planning, but also most exposed to environmental harms. Immigrants, low-income, and BPOC residents have historically been harmed by the siting of major roads via urban renewal and industrial polluters. They may also commute to work when Mem Drive is closed as they are less likely to work a 9-5 job. They need to be at the table.</p>
<p>I am a Cambridge resident</p>	<p>Close memorial drive to cars on one side of the river and make the other side a park for pedestrians and cyclists. Also, cars will drive at the speed allowed by the design of the road, rather than follow speed limits. Design it for slower speeds. A car-free park on one side of the river from Eliot bridge to Longfellow would define Cambridge as the greatest city in America. When memorial drive is closed to cars (Sundays), you see how needed the space is—children on bicycles with families, happily milling around in the sunshine and open space. City residents need somewhere to go to escape the constant car fumes and noise pollution.</p>	<p>As a pedestrian, I have not been bothered.</p>	<p>on paper or signs posted on and around memorial drive</p>	
<p>I am an MA resident who frequents Memorial Drive on weekend closure days</p>	<p>I am submitting a second comment to apologize for signing up then being unable to make it. This morning my child woke up sick. If there is another meeting I will be sure to attend if you would be so kind to sign me up for your email list? Thank you! Marina Goreau Attias, Newton St. Belmont and Pleasant St. Cambridge (family home where I grew up and lived after college). Marina.er.attias@gmail.com</p>	<p>Please see previous and attached comments submitted and note the public health issues of rerouting traffic becoming an environmental justice issue with pollution including road dust, combustion, particulate matter, pollen, pet waste, and noise pollution particularly low frequency noise noting that this is becoming a food desert for fresh foods and people who walk primarily need to access grocery stores and there is particularly an EJ issue for residents as no one can stop breathing. Same with recreators, bikers, runners, joggers, and particularly exposure concerns for people of childbearing age and children noting their lung capacity to surface area for disproportionate harm for air pollution on top of ground level ozone. I note some of my neighbors on the block where I grew up in Riverside are now families the youngest who is 0 years old. My toddler spends a lot of time here with her grandparents and I used to run around this route daily. I support the closure but urge a key consideration to be reducing disproportionate traffic and environmental justice harms from construction and trucking and road rerouting. There are also public safety concerns regarding speed, heavy vehicles, and accidents. We request you as a task force please see our residential requests to the Cambridge participatory budget process for Magazine Beach Park flooding preparedness, environmental health, and also please see our plan request for depaving and permeable pavement and biodiversity supportive green stormwater infrastructure for residential areas and respectful shared public space and transportation infrastructure in pocket parks on the rerouted area and current needs of residents, pedestrians, and other pollution free recreation and transportation users as well as the abutters and visitors to the homes (noting some neighbors also run businesses in Riverside and are also our neighbors and they may also have opinions about parking and metered spots.</p> <p>I don't think bikers are for more trucks or rerouting on River st! Bikers want to bike on River st safely too. They want traffic calming too and to cut road pollution. The residents agree and want Pleasant and River street not to bear the burden of being rerouted because these are nice streets to walk to the River and run and bike and stroll on. We kindly request you support these shared needs in your work and thank you for your consideration. Thank you again to the members of the task force and organizers for engaging our community more. I hope this isn't the last chance to collaborate and engage more with the residents and</p>	<p>on paper or signs posted on and around memorial drive</p>	<p>Thanks again!</p>
<p>I am a Cambridge resident</p>	<p>The pedestrian and bike path needs extreme work, it has been in bad condition for at least a decade. If bike paths are put in on the road that narrow the road, turning lanes should be preserved to maintain flow.</p>		<p>email list? is there one?</p>	
<p>I am a Cambridge resident</p>	<p>More benches. More trees.</p>	<p>I have to be more careful driving.</p>	<p>email fgfarias@gmail.com</p>	
<p>I am a Cambridge resident</p>				
<p>I am an MA resident who frequents Memorial Drive on weekend closure days</p>	<p>I would like to see a design that is pedestrian centered with accommodation for cyclists and effective traffic calming measures</p>	<p>Even though I often encounter these closures as a motorist, I wish you would close more of Memorial Drive on these occasions</p>	<p>Email</p>	<p>Calm that traffic!!!</p>
<p>I am a Cambridge resident</p>	<p>The path is too narrow between the BU bridge and the Western Ave bridge, and after the Anderson bridge. It's almost too narrow for two bikes to pass each other. It would be a great improvement for this to be widened and repaved (it's incredible bumpy too). The BU bridge rotary is still terrifying as a biker. Perhaps the signals could be redesigned to prevent right hooks. Also, most of the lights along the stretch in question should have a pedestrian only crossing signal. This was recently changed at River and Western and it's made it more dangerous to cross.</p>	<p>For the most part, the bike detours have been clearly marked, so it's been ok.</p>		
<p>I am an MA resident who frequents Memorial Drive on weekend closure days</p>	<p>Work should be done to expand the bike path or create an on-road separated bike lane.</p>		<p>Email</p>	
<p>I am an MA resident who frequents Memorial Drive on weekend closure days</p>	<p>Define un-interrupted bike lanes.</p>	<p>I rode my bike all over MIT, as an MIT employee. Highly inconvenient to get back and forth. BTW, I am a former MIT employee and none of the categories affected in the first part of the BU Rotary construction creates back ups into the Cambridgeport neighborhood, is unpleasant to drive anywhere near and has created unsafe biking. At several times, construction vehicles and police vehicles were parked in the bike lane, forcing me to weave into traffic. The new bike lanes in the BU rotary are better.</p>	<p>Postings in MITbike</p>	<p>Memorial Drive is not truly bike accessible. It really should be, or clear alternate routes should be established and posted</p>
<p>I am a Cambridge resident</p>	<p>The shared pedestrian and bike path along Magazine beach is in poor condition. It is not accessible - the path is falling apart making it rough for strollers and bicycles and wheelchairs. It is not wide enough for safe passage. There is a decrepit fence by the Magazine overpass that doesn't serve any purpose and could be removed to make a lot more sidewalk space. Between Pleasant and River street, the path is similarly falling apart, not wide enough and dangerous for use. Playground at Magazine beach? More trees around the pool for shade.</p>	<p>Along magazine beach, the current construction really makes using the Nature Center unpleasant this fall.</p>	<p>Cambridge city email. Local organizations sending emails.</p>	<p>Access to the green space along river is such a lovely part of living in Cambridge. Making accessing it safer via wider sidewalks and making it greener and more shady will really improve the quality. Thank you for working on this!</p>
<p>I am a Cambridge resident</p>	<p>Separated bike and pedestrian walkways, wherever possible, and each as wide as possible would be great!</p>	<p>Not too bad. We just drive around it if we are driving somewhere.</p>	<p>Post it in the regular email from Cambridge city gov</p>	<p>It'd be great if Mass DCR could fix the disaster that is the traffic design of the BU bridge rotary. I don't have to go through it often but it's always a nightmare any time close to rush hour. Right now the most obnoxious drivers get through it the fastest, cutting people off and jissing everyone else off. Thank goodness they finally fixed that tiny bike path through the rotary, tho it shouldn't have taken that poor biker's death to accomplish it. Overall, great job with the river near MIT!</p>
<p>I am a Cambridge resident</p>				

I am a Cambridge resident	It should be easier and safer to cross. The speed limit should be lowered. The multiuse path between the BU bridge (except for the new wider section) and Western Ave. needs a lot of work. It should be wider and smoother, and ideally have separate spaces for cyclists and pedestrians, as the section west of the BU bridge has. Closures (to cars) should be longer, and perhaps year round. Cambridge does not have a lot of open space; Memorial Dr. can provide more, at least at designated times.		email: drgale@gmail.com	I'm looking forward to major improvements, discussed many years ago, which have yet to be implemented. This road was designed as a parkway, not a highway, and that is how we should be treating it.
I am a Cambridge resident	It's wonderful except the sidewalks between river st. And BU bridge need some work		Text or email from city	Thanks for working on this! We love using it
I am a Cambridge resident	I have not had any issues as I have driven along this route.	I don't mind road closures but as a resident of Huron Village I have concerns about road closures on Memorial combined with the Mt. Auburn closure and coordinating the timing of these.	I'm subscribed to the Cambridge City updates.	No, thanks for asking.
I am a Cambridge resident	More police presence and enforcement near River and memorial. Vehicles make illegal turns to get to Dunkin Donuts and trader Joe's which disrupts the flow of traffic and is becomes dangerous.	Longer travel times	City blasts via email or text alert	Please seriously consider my recommendation.
I am a Cambridge resident	There is no reason to support traffic speeds in excess of 50mph in the middle of the city right next to our park. We can give some (some!) of this space back to the community and expand green space and give more breathing room to non-vehicular travelers!	I commute on the Paul Dudley White path; I exercise and do recreation there. I sit with my neighbors, I walk with the children of my family. We understand when there is temporary construction. What is less acceptable is knowingly neglecting the narrow, cracked pavement for years and years while repaving Memorial Drive in that time. They could knock a modest version of that out in a couple of days. I have driven our vehicle on Mem Drive during the lane closure. It has not been a deal breaker. Us not improving the space and leaving it as it has been since the 1950s is what's too bad.		Signs along the local geography; that's how I heard about this. There is no way to make everyone happy all of the time. You are the stewards of this public space; please improve it. We know you are under resourced. Thank you.
I am a Cambridge resident	Even getting to the paths along the river is difficult and dangerous. Simply changing signal timing could fix this. Reduced speed limit along the river would also greatly help access, safety, and enjoyment of the park. Improved path facilities (wider to differentiate modes of movement, better quality, more consistency) are imperative to allow more people to use the space, and critically, more people to feel comfortable enough to go there. The landscape design could be greatly improved. Currently it is mostly grass that goes straight up to a river bank choked with invasive phragmites. It should be a beautiful and varied landscape filled with a combination of interesting and native plantings. Think the Highline in NYC. This space is an opportunity for a world class park. Please think big. Bring in major talent. Make flood water retention a requirement of the design to protect the adjacent neighborhoods.	I don't see how maintenance and construction are avoidable inconveniences. It would be best to coordinate closings due to those necessities amongst various entities (utility companies, road maintenance crew, anyone else who has grounds to close the road for work, so that closures can be minimized.	email	I attended the in-person community meeting last night. There seems to be a big confusion and disconnect: some immediate neighbors are most concerned about temporary road closures due to events (regatta, Riverfest, etc.), and seem to think this is what's up for discussion. My impression is that this project is about physical upgrades to the park, not about temporary closures. Either way, this very basic starting point needs to be made more clear. I cannot stress that enough. What is even up for discussion here????
I am a Cambridge resident	Road diet and traffic calming! Driver speeds are out of control along this entire stretch. It is crazy that we have folks driving at 50+mph directly adjacent to busy mixed use paths with families, college students, recreational users, and elderly. If the road is to preserve those speeds, it should be a tunnel with extremely limited access. If it remains a surface road, it needs to operate as a 20mph multi-user city street, not a highway.	Maintenance and construction hasn't been an issue. My only issue is the speeds that this road facilitates.		Perhaps Harvard and MIT would support funding to directly connect their campuses to the Charles? I've always thought it was weird that the wealthiest and most prestigious schools in the US open up onto a busy road instead of the waterfront.
I am a Cambridge resident	The cycling and pedestrian paths are insufficient for current usage level in several places, especially with bikes that carry children or tow trailers. Return to two lanes on both sides and eliminate the very dangerous permit parking spots that creep up on people after the curve. Those spots should go asap before someone gets seriously injured.	It has been awful and we avoid it completely, which alters our route to a longer route because Memorial Drive in the morning and afternoons has become unbearable. I am not sure how eliminating lanes is going to improve traffic, it clearly has made it ten times worse. These extend into the neighborhoods and begin/end all down Brattle Street - it's been awful. If you want a bike lane on mem drive, that's great, there is plenty of width to cut into the sidewalks on both sides or make one side two-ways. But cutting it down to one lane for cars on both sides has been extremely difficult to understand the logic behind it, especially for emergency vehicles.	email, mail	Please restore to two lanes on each side. One lane only has been extremely challenging and quite a head-scratcher.
I am an Allston/Brighton Resident	I am a driver, I would like to see more turn lanes and maybe even widening the roadway.	It adds a lot of time to my getting to and from work. It also sends me on roads I don't know which tends to slow up traffic.	Though my employer CHA.	Please take the long lines of traffic that this creates into consideration. Plan ahead on new ways for people to get to and from work. It would be helpful if the new routes where made public before the closures start.
I am a Cambridge resident	The multi-use paths need to be improved. In places they are too narrow and too bumpy. The Broad Canal drawbridge path is far too narrow. The path between the BU Bridge and River St. is too bumpy and narrow. The path between Western Ave and the Eliot Bridge is too narrow and bumpy, esp. as you get farther West. The path is often separated from a car lane by only a small grass shoulder. It would be safer for children biking to have a larger separation such as the proposed drainage ditch in Phase 3. The BU Bridge rotary and overpass is a dangerous snarl of traffic. Drivers heading from the BU Bridge Northbound who then try to turn to take Memorial Drive NW often get stuck in the rotary. They will frequently speed through small gaps in the stopped traffic, endangering pedestrians and cyclists at that crossing. (The rotary is better than it had been, but still a mess.) I'd favor removing the overpass and rotary entirely and replacing it with a 4-way stop with one lane each direction. If necessary, turning lanes can be added. Cyclists heading North on the BU Bridge can be cut off by drivers heading North and turning East onto Memorial Drive. Signaling changes could help there separate those flows. The bridges needs improvements to separate bicyclists from drivers too. Virtually every car bridge upriver of Longfellow would benefit from separated bike lanes. Western Ave., Cambridge St., Arsenal St., North Beacon St. in particular, but Eliot and Anderson Memorial are also important.	It slows me when driving and sometimes when biking. I am heartily in favor of temporary disruptions to support long-term safety, healthy lifestyles.	cody.g.dunne@gmail.com	
I am an MA resident who frequents Memorial Drive on weekend closure days	The BU Bridge has holes alone one side that a child could fall through. Eliminate the ridiculous off-peak parking from Hawthorn St to JFK St that is never actually cleared. Implement road diet + traffic calming. Cars move far too fast along Memorial Drive. The Cambridge City Council has asked the speed limit to be lowered to 25 mph. In places where the limit has been lowered near the BU Bridge rotary, cars still travel far faster than that. Speed limits are not enough on their own. Per data from approx. 2015 https://www.mit.edu/~jcr/NMA/limits.html , the 85th percentile speeds are likely somewhere between 42 and 48 mph, with only a small fraction of drivers obeying the speed limit voluntarily. We need spot speed surveys. The road design from 2015 has barely changed so the 2015 data should still be relevant. See <a cam="" href="https://alpha.mapjunction.com/?lat=42.3536139&lng=-71.108348&clipperX=0.8249180&clipperY=0.5035350&map1=google.SATELLITE&map2=esri.tiled.mss.gis.1&zoom=16.9849814&mode=vertical&v=0.000&w=0.000 for satellite views. Ignore the 2011 aerial shot—that is incorrect. See also https://livingtass.org/cam/wayback/imapcenter-71.11034%2C42.35404%2C19&mode=sweep&active=13161&swipeWedge=13191%2C39787			
I am an MA resident who frequents Memorial Drive on weekend closure days	Dear Survey creator... Please stop using words like Equitable and Inclusive in your surveys when it has nothing to do with it. Part of Memorial drive is pretty much down to one lane due to construction work on Harvard University buildings(s). There's nothing inequitable or unjust about following a big construction sign redirecting you away from the construction for your safety. It would be unjust if they didn't take any safety measures.	If your surveys comes back that everyone hates what they're doing on Memorial Drive, what are you going to do? Are you going to completely stop the project so pedestrians and bicyclists can be happy?		
I am an Allston/Brighton Resident	The bike paths need to be wider so bike and pedestrians can coexist. This is a major commuter thoroughfare on both sides of the river. Some of the traffic lights, specifically the one at mem drive and river st, don't have walk signals when they are supposed to. Confusing for everyone. The cars have red but there is no walk signal to cross parallel to river.	No too much	Email me hazel.lyerson@gmail.com	Would love to see wider bike and walking paths or separated paths. Narrow mem drive and storrow to achieve this. Get rid of the weird parking spaces on mem drive that cause so much confusion.
I am a Cambridge resident	Reduction of memorial drive to one lane in each direction, removal of what limited parking remains along memorial. If required, possibly explore a signalized left turn from a right-side parking area, like the access to Everett St. on Soldiers Field. The major intersections along memorial are such a traffic jam as-is that a road diet is likely to have little to no negative impacts on transit times. Remaining extra pavement should either be converted into a new bike path and the existing bike path restored to grass, or preserved for future transit use (BRT, Tram, Grand Junction link, etc.)			Clear abilities to give online feedback and more in-person sessions. Public consultation is, at times, worthless; when every piece of modern traffic engineering and real-world empirical data shows that additional lanes does not reduce traffic, don't listen to the entitlement of drivers swearing that any positive changes to memorial will be at some great loss to them.
I am a Cambridge resident			EMAIL	
I am a Cambridge resident	not sure	none	text or email	no
I am a Cambridge resident	Narrow the street to two lanes, reduce car speeds, widen the paths for pedestrians and bikes on each side. Extend pedestrian weekends to Saturday and Sunday as they were before. If you're seeking real environmental justice, Memorial Drive should be fully pedestrianized and returned to parkland, reconnecting Cambridge to the waterfront. There is another highway on the other side of the river for those who need to drive. Thousands of square feet are given to loud, polluting, dangerous cars. Memorial Drive should never have been created in the first place. It has DESTROYED the waterfront park.	The point is: DCR has a 4 lane highway running through a park, destroying it, separating citizens from the waterfront. It is dangerous: people have been injured and killed, and the cars are spewing poison next to playgrounds and people jogging. The road should not exist. At the meeting the admins were saying they care about sustainability? Remove or pedestrianize this road. Initiate a study to see what that would look like.	Email newsletter. Austinedzian@gmail.com	
I am an MA resident who frequents Memorial Drive on weekend closure days	Honestly my biggest issue is that the Dudley bike path is 1 in terrible condition, and 2, way too narrow		Email and posters put up locally	
I am a Cambridge resident	Please make it safer for pedestrians and bikers. Cars don't need to go that fast through there. It's a beautiful waterfront and should be primarily for green space, not traffic.		The city newsletter or maybe social media	
I am a Cambridge resident	More native plants please! Better traffic enforcement to reduce speeding/unsafe driving.			

I am an MA resident who frequents Memorial Drive on weekend closure days	The bike path between the BU and Weeks bridges needs to be made much wider and smoother, especially in the Magazine Beach area. Also, you should close Riverbend Park to car traffic on Saturdays again, as you did for several years.	I had trouble reaching Memorial Drive from the JFK Park a few weeks ago because of fencing related to construction.	Email newman@alum.mit.edu	Please return to closing Memorial Drive on Saturdays as well as Sundays.
I am a Cambridge resident	Memorial Drive feels like an obstacle and has restricted me from enjoying nature at Magazine Park and the surrounding bike path		Website	
I am a Cambridge resident	The path widening, particularly where the cyclist was killed recently, has been a welcome improvement. The uneven, narrow sidewalk between the BU and Cambridge St Bridges could use a similar treatment to improve safety. Lighting could also be improved throughout. More water fountains, open year round, would also be useful, as would public restrooms.	Construction is often frustrating, but necessary for improvements. Weekend Memorial Drive closures for public/pedestrian use have been wonderful	posters along the paths	The Memorial Drive paths are a critical link for bike and pedestrian infrastructure, and improving them would have a large positive impact on users from all surrounding cities
I am a Cambridge resident	Pedestrian and cyclist safety improvements are needed			
I am a Cambridge resident				
I am a Cambridge resident	The bridge over the canal near the turn for main st is extremely narrow and scary, and there is a lot of traffic.	Where the shared use path is nice and wide, everything is great. Near the bridges, chaos.		
I am an Allston/Brighton Resident	I am a cyclist. On Memorial drive, immediately west of Vassar street (heading down the ramp to the BU bridge roundabout), cyclists do not have a good way to access the bike lane going into the BU bridge roundabout. Usually the sidewalk is used when making a right from Vassar for the first ~50 feet, but then there is no ramp down onto the bike lane. Please consider a small simple concrete ramp that allows cyclists to get onto the bike lane when entering into the BU bridge roundabout.			
I am a Cambridge resident				
I am a Cambridge resident	I think four lanes should be kept on that part of Mem Drive. There is no need for a bike lane as there is plenty of room on the path next to the river. The traffic has become extremely difficult, particularly going toward the Longfellow bridge.	It has made driving there very difficult and time-consuming.		
I am a Cambridge resident				
I am a Cambridge resident				
I am a Cambridge resident	more benches are needed			
I am an MA resident who frequents Memorial Drive on weekend closure days	Path widening, and pavement improvements along the multiuse pathways, as well as more frequent bathroom facilities.	I run in this area and the closures have made me change my running route from time to time, though I do not find it very inconvenient when it happens.	Flyers along the pathway.	I really enjoy the trail!
I am an Allston/Brighton Resident	Keep it open to recreation as much as possible! I love walking, running, and biking along the river - and especially love the "Riverbend Park" days when the whole road is car-free and open for recreational exercise activities.	The Eliot Bridge repairs have changed how I cross the river on foot over that bridge but the detours have not been too difficult to navigate	Social media, local newsletters and fliers	
I am a Cambridge resident		A slightly different issue... the area of intersection between the BU bridge+ entrance to and exit from Mem Dr. + Brookline St is horrific at any hour, but especially rush hr. Drivers become more aggressive over time, and there is much honking of horns. Something needs to change. Perhaps some logistics students/ faculty from MIT can help.		
I am an MA resident who frequents Memorial Drive on weekend closure days	I strongly feel that Memorial Drive and the parkland along the river need to be rebalanced, with greatly reduced space given to roadway (highway?) and a wide, welcoming, knitted-together parkland along the river with safe and comfortable separated walking and biking/scooting/wheeling routes. Ideally I would like to see the riverbank entirely reclaimed from cars, as the bank of the Seine has been in Paris. This will reduce crashes, pollution, and noise, while reopening a vital natural and active transportation corridor to a neighborhood that lacks this access. The existing condition of the path is abysmal and dangerous for walking or biking, especially between River St and the boathouse where a careening SUV driver killed John Corcoran on the unprotected narrow sidewalk.	This has impacted me when walking paths were closed, making for a challenging bike detour to Soldiers Field Road.	Email updates and Zoom virtual meetings with Chat Q&A.	Memorial Drive's current condition is both dangerous for drivers as a 4-lane undivided highway and is especially dangerous for people walking and biking. At a minimum, please prioritize a road diet to 2 lanes like what DCR effectively implemented on Greenough Boulevard and either a 16'-foot shared use path or ideally separated bike and walk paths like on the Southwest Corridor. Also, please eliminate the BU rotary overpass, or at least remove the extra lanes on it, and add crash barriers along the length of the road so more innocent people are not killed like John Corcoran. Thank you.
	Make crossing Memorial Drive and Gerry's Landing Road safer and easier through the use of traffic signals at additional crosswalks.	Not at all.	Via e-mail or text.	Great to see access taking a seat at the head of the class!
I am a Cambridge resident		Construction around the Harvard campus has prevented me from walking along Memorial Drive. It also greatly impedes traffic.		
I am an MA resident who frequents Memorial Drive on weekend closure days	I would like to see the closure of Memorial Drive expanded to not just Sundays during "pleasian" season. I would welcome at least the expansion to Saturdays as well, if not a permanent closure of Memorial Drive or reduction in lanes. This roadway inhibits the access of residents to pleasant spaces for recreation, which has a number of proven health benefits. I am a resident of Somerville, and I often teach people how to cycle in the Boston area. Access to quality cycling infrastructure is almost always the first concern I hear cited in sentences like "I'm too scared to bike near cars" or "I can't bike to work not because I don't want to, but because I fear I will be hit by a car". In the wake of the killing of John Corcoran by a cyclist along this very roadway, I believe the time for a complete rethinking is past due.	I frequently use Memorial Drive for recreation and commuting (cycling). The current design informs motorists that their needs/mobility are superior to those on foot or bike. Currently my experience of Memorial Drive is severely hindered by the narrow bike/pedestrian bike path, and at times I fear for my life due to speeding motorists (along with the reminder of John's death due to negligent design). I frequently hear from my friends who join me when Memorial Drive is closed that they would absolutely consider cycling more if the closure was made permanent, and it frustrates me not to see more traction with this idea.	Email: hardaway.j@northeastern.edu Text: (540)717-5322	Please share with me any plans to redesign Brookline avenue or other roadways, I am happy to provide support and insight on the cyclist/public transit experience.
I am a Cambridge resident				
I am a Cambridge resident	I would love to see larger, better maintained paths for biking and walking, and ideally separate paths for the two activities. It gets very crowded and nerve-wracking sometimes. I would happily give up a lane when driving to have extra space for walking, biking, and enjoying the water and green spaces.	It's annoying but not a huge factor to me. I'm more concerned about the long-term situation and would happily accept some temporary closures to improve that.	I discovered this through a City of Cambridge email, but if there were other ways to learn about them through direct emails or texts, I would probably sign up.	
I am a Cambridge resident	Stop sewage outflows	None yet but about to start with the new trail project		
I am a Cambridge resident	Wider paths for pedestrian and cyclist use More flowers and purposeful habitats for birds and other fauna	The closures have been an inconvenience, but I understand that several projects (the planned demolition of the covid building, the renovation of Eliot House, etc.) are timely updates to our community.	A website and newsletter	Broadly, DCR's management of roads makes little sense to me. The roads are not scenic or pleasant drives, and I believe it would be wiser to have them managed under MassDOT or the local municipalities where applicable.
I am a Cambridge resident				
I am a Cambridge resident	It is so insanely dangerous for anyone not in a car. The pedestrian path is horribly maintained and the pedestrian bridge treats pedestrians as an afterthought. Cars speed down due to lack of speeding restrictions and calming efforts. How do you even access the shopping center if you're across from it, cross lanes of speeding traffic and unsafe drive. This is a horrible road. Reduce the number of lanes, add a crosswalks, add a bike lane. Please start caring about literally anyone in addition to cars. And I say this as a Cambridge/Somerville resident, Boston University student, driver, biker, and pedestrian. Memorial drive needs to be redone.	The traffic is due to lack of safe alternatives to driving. If no one feels safe enough to walk or bike, then they'll drive and create traffic. Repairing the road or changing traffic signals won't make any drastic changes to the traffic pattern. Turn memorial drive into an asset for Cambridge, not a burden.		

I am an MA resident who frequents Memorial Drive on weekend closure days	Please do not take anymore of the road away. We already sit in traffic for a crazy amount of time			
I am a Cambridge resident	It is unfortunate that DCR continues to be the Department of CARS and ROADS rather than the Department of CONSERVATION and RECREATION.	Memorial Drive is a PARKWAY, not a Highway. For safety's sake, DCR needs to adopt the City of Cambridge's 20-25mph speed limit. The truck ban on DCR parkways NEEDS to be observed and strictly enforced.	Listen to ALL stakeholders!!! The Memorial Drive Alliance which is made up of 20+ organizations has not been consulted. Why does the pro-car lobby get an audience and a task force while the pro-park groups sit on the sidelines? Environmental and social equity have nothing to do with private automobile entitlement. Not everyone can afford a car!!!	Paris transformed its riverfront highway into a car-free, pedestrian and bicycle friendly environment. It is the most joyful place now! Why are we stuck with a 1950's highway mind-set. That was 75 years ago. We need to be thinking about combating pollution, reducing the heat island effect and mitigating the social isolation that comes when people are stuck in their cars rather than enjoying each others company AND experiencing fresh air and the beauties of nature.
I am a Cambridge resident	I have never had any issues with driving this part of the drive. Pedestrians disrespect the road by trying to cross and some bikers use the drive we need no bikes signs on the road. To limit unsafe behaviors for Pedestrians and bikers.	Awdutimpact. At night it is hard to see what the road patterns are. Bikers using the drive instead of the traditional sidewalk. Its really dangerous. We don't need bike lanes on memorial drive. I have lived here and used the drive as my primary option to commute in and out of cambridge.	The city of cambridge alert emails about all cambridge announcements	Please stop this bike lane everywhere. It is not safe or appropriate everywhere.
I am an MA resident who frequents Memorial Drive on weekend closure days				
I am a Cambridge resident	Continue to improve the landscape in the 25' along the river, especially managing invasive species of plants. My favorite aspect of this stretch of the road is the dirt footpath along the river, very narrow in some places. I hope it can stay.	Harvard's construction along the inland side of memorial drive has been irritating because of how much space it takes up and requires crossing the busy Memorial Drive twice. Other than that I haven't felt that the construction along this section has been an issue. Access has generally been ok even during construction.	Flyer	
I am a Cambridge resident	Widening the paved connection along between Pleasant street and the BU bridge would improve safety for pedestrians and bikers. It is currently very narrow and I have had a bike-bike collision there.			
I am a Cambridge resident	traffic calming, pedestrian and bicycle safety	The worst impacts that I experience are usually from M-F rush hour traffic not from construction. Some of the River Street work has created backups, but again that's usually during rush hour.	Text alerts would be ideal. City of Cambridge email would also work. Flyers to our doors reach us but I know those are time consuming.	My biggest concern on Mem Drive is the increasing speed of the drivers and increasing number of drivers running red lights just after the yellow.
I am a Cambridge resident	As someone who walks, runs, and bikes, I'm heavily in favor of improvements that allow for ease of usage for pedestrians (walkers, runners), as well as safe cycling facilities. There are areas where the sidewalk is chopped up and bumpy, making it mildly unsafe for pedestrians and fairly unsafe for cyclists. The paths are also too narrow in the sections between the BU bridge and the Eliot bridge, making it tough for any group of people to pass by others (pedestrians or cyclists). It currently feels like playing frogger trying to use those sections of the Memorial Drive.	I'm fine with it as long as it's done in segments with clear signage + reasonable alternative passageways. Improvements that require shutting things down are still worth it (as long as things are only shut down during active construction/not longer than they need to be shut down for).	I'm not sure. I'm on a several mailing lists that send me this information which I've found to be helpful. Proper signage in the area + nearby areas are a good start. Signage within 1/2 blocks of areas that may be impacted seem reasonable.	Keep up the good work! Are the plans to automate the pedestrian crossing at the Massachusetts Avenue and Memorial drive intersection (on the Harvard Bridge/Massachusetts Avenue Bridge/MF Bridge, where the bridge ends in Cambridge [intersecting memorial drive])? This intersection currently has a button that doesn't work well, and the pedestrian crossing is not automated into the cycle. During peak hours (7AM-7PM), there's almost always someone attempting to cross. This intersection is one of the only ones that I've encountered that still requires manually pressing the button to cross. It's fairly high in traffic, and the buttons occasionally stop working (making it difficult or impossible to get the walk symbol between the northeast and northwest sides of the Massachusetts Avenue Bridge)
I am a Cambridge resident	The shared bike/pedestrian path is too bumpy! Once I was biking with an apple pie and it turned into apple crumble (well, not really, but it is always an unpleasant experience to bike over so many cracks and bumps on that stretch of path)		Social media	
I am a Cambridge resident	Keep pedestrians as far from traffic as possible.	Not severely. I don't own a car.	I would say posted flyers but the one that led me to this survey was months old. Probably email is the most reliable way to reach me.	Thank you for the improvements underway west of Harvard Square.
I am a Cambridge resident	I would like to see either separated pedestrian/bike paths or signage encouraging walking against the flow of bike traffic. Bikes need to yield to pedestrians, but pedestrians should be mindful about the space bikes need to safely pass. I would also like to see improved traffic flow at the BU Bridge rotary. There is a lot to pay attention to in that rotary, and though it would be quite an undertaking, I would like to see a bridge that separates bikers and pedestrians from cars.	The closures deter me from commuting along Memorial Drive because it's difficult to plan a route that I know will be open from end to end. Unexpected detours make me feel uncomfortable because I don't know what to expect concerning the quality of the road, as a biker, I like smooth roads that won't take me onto a car-only highway.	Email or the City of Cambridge Newsletter	
I am a Cambridge resident		Does not feel as safe to walk along Memorial Drive	email	
I am an MA resident who frequents Memorial Drive on weekend closure days	Please create wider and smoother bike path on Cambridge side. It doesn't accommodate two travel and is way too bumpy, leading to swerving.	Not much		
I am an Allston/Brighton Resident	Apart from the section between Mass Ave and the Longfellow bridge (and excluding weekend road closures) cycling along the Cambridge side of the river is something I avoid as much as possible	I tend to stick to the Boston side of the river		
I am a Cambridge resident	There should only be two car travel lanes and the interchange-style near the Longfellow Bridge should be eliminated/reconfigured. Please widen the path between Western Ave and the BU rotary, as it is insufficient for the volume of runners, walkers, bikers, etc.	NA	Email	NA
I am a Cambridge resident	The section between the BU bridge and River street bridge is too dark and needs more street lights especially along the stretch by magazine beach park. The pedestrian bridge by magazine street also needs to have lighting added as a safety measure. The rotary at the BU bridge feels very unsafe to cross as a pedestrian and better signals and lighting would hopefully improve pedestrian visibility to cars. Additionally there is not an easy turn from the shared use path onto the bike path over the BU bridge. For this reason, and because the bike path is unprotected, many people choose to bike on the sidewalks.	I haven't had any issues with this but have enjoyed the days the memorial drive is closed to cars for pedestrian use, biking, or local road races like the Cambridge half marathon	Instagram, email	No
I am a Cambridge resident	Wider better paths, better prioritization/crossings for pedestrians and cyclist at the many road crossing along that stretch	No, the road closures have not impacted my experience as a motorist as there have been alternative routes available on the weekend. I do use the closed road occasionally on Sunday afternoon for running, but wish it started earlier (before 11am) as that is when I am often out running.	City of Cambridge daily newsletter	Memorial Drive should go back to Saturday and Sunday closure.

Spring 2026 Survey Responses

1		Neighborhood 9 (used to live in Riverside, where the area was)	work, bike, drive myself & family (young child)	6	2,4	4	There is no definition of "community," which leaves room for a wide range of interpretations. Is it the "city"? The "neighborhood"? I would hope that the needs of all users of the parkland be given a voice, not just a narrow set.	Find a way to get input that reflects the broad needs of users for this landscape.	4	Who in the audience you aim to communicate to? How will you measure success?	Define what success looks like for this goal.	2	It's a really worthy goal, but it's not simple. What about everyone else's needs? How do you define success? How do you make sure to communicate with and solicit feedback from everyone who has a stake in the project? How do you define success? Do you have a vision?	Have you considered the outcomes you are seeking? This all seems to be about process, but what about thinking about the other way around. How can we have projects that result in the best outcome for the most people? Then design a process to achieve it.	2	Only read about urban values, I don't see anything that you articulated specific communication and outreach recommendations. What are you actually going to do? What does success look like?	Get specific:	Define your terms. Be more specific about the process. Think about the outcomes you are seeking and re-evaluate a process to get there. Don't design a process that will just waste people's time to "make them feel heard." Think about how to do the most good for the most people.
1.3		Riverside	As a walking path, I also drive in both directions, the only way to access the property would have to be cars by driving on Memorial Drive.	6	2,6	5	Add not just upcoming projects that are going to happen no matter what, but include projects that are being considered. How can this be resolved? When will the process be resolved?		5	When will this be established? How will communication be shared?		5	Keep an ongoing task force with representatives of those marginalized communities.	5				
1		Riverside	Then will walk on the path. Drive on Memorial every day, live one block from Memorial so impacted by traffic.	6	6	5			5			5	What are the metrics? Number of people, outreach, actually engaged?	2				Consider including timeline and metrics as well as how will communication be shared?
1A.3		Cambridgeport	and watching, walking alongside with children, swimming at pool, biking, taking kids to bike, running, enjoying regional events.	7	1,2	5	Need to acknowledge the important and protective lessons learned (1) ensuring that everyone has a voice and that the needs of previously marginalized groups are taken into account versus (2) the reality that we all live in a larger context and that regional benefits, and growth are just as important as anything else, even when the realization of those "larger" programs impose some level of disturbance or temporary to particular groups or locations. This is a balancing act that needs to take into the region level and time) of local burden and the benefits of regional planning into account.		5	Need to make clear that lots of plans have got beyond the planning stage, depending on everything from funding to the emergence of alternative needs.		5	Again... Need to acknowledge the important and protective lessons learned (1) ensuring that everyone has a voice and that the needs of previously marginalized groups are taken into account versus (2) the reality that we all live in a larger context and that regional benefits, and growth are just as important as anything else, even when the realization of those "larger" programs impose some level of disturbance or temporary to particular groups or locations. This is a balancing act that needs to take into the region level and time) of local burden and the benefits of regional planning into account.	5	Be clear that while everyone's voice should be heard and all needs/obstacles taken into account no one group or neighborhood can have veto power over programs or projects.			There is a designated need for funding to actually carry through on those ideas.
2		Recreation		6	6	5			5			1		1				DCR decision making should not be slowed down or paused by public outreach as it will stop improvements.
3		For biking and running		7	2	5			5			3		3				The needs of the many who enjoy access to the river for recreation should be prioritized over the people who wish for a higher level of access.
2A.5		Running, biking on the path to walk and on the weekends for fun		6	2,4	3	DCR will inform and consult stakeholders to help make project decisions.		4			4		4				DCR should not focus decision making based on a vocal minority opposing projects that the majority will benefit from.
1		East Cambridge	Walk and bike to/from there, both for transportation (i.e., to get somewhere specific) and for recreation/leisure/fitness. I often walk with family members, but not always	7	2	5	The overall recommendation seems benign but when I read the first part, I was worried. It seems to imply that there are some people who are more important than others in the outreach, when it says that "Community outreach should prioritize directly impacted community members (adults) and first point of contact for information about planned DCR activities (e.g. projects or issues)". All communication methods who use this space are directly impacted. Otherwise it amounts of talking to nobody.	Use an online reporting tool like SeeClickFix, not just a phone line, for reporting issues.	4	Include transportation advocacy groups in the early and regular notifications and include representatives in the process.	2	The implied definition of environmental justice is wrong. True environmental justice includes ALL people in the community, not just adults. And especially includes the large number of people in the community who do not have access to a car and therefore are left out when the benefits of car allows sustains the need for more and better access to public facilities. The outdated language "accessibility" states that structures only get negative and not positive impacts. This is simply untrue. What certain critics are saying is that their interests are more important than the rest of the world, which is deeply offensive.	3	Clarify that in order to be "highly" "safe" in all senses of the word, the needs of those who rely on foot, bike, transit, etc. be protected.	3		The report and recommendations should be modified to acknowledge that true environmental justice considers the needs of those who do not have cars and who are directly negatively impacted by the environmental and safety dangers of cars. In addition, the Plan is a community response that does not belong to those being next to it.	This very process introduced the problem of outreach: I did not anything about this in the broader community, only here because someone else told me.
2		Walking, biking		6	1,2	4			5			2		2				This sounds like a lot of words for "we will justify limiting park access" in a general drive reduction in hours due to complaints from a limited number of people.
2A.5		Connecting and maintaining. I live in Allston-Brighton and work in Kendall. I drive along the Charles River in Cambridge to commute to work. I have a preschooler so on the weekends we like to ride along the river to check out the sights and to bond into Cambridge to explore different viewpoints.		6	5	4	The community email lists seems important. I do not actively use social media. Most of the knowledge of local events, meetings, task forces, etc that are happening come through the periodic email newsletter that the Allston-Brighton neighborhood association distributes out and through local news source the Allston.		4		3	The "background context" in the advice amounts "social intensity." People who have the highest complaints tend to be in the minority because those who are content with how things are going don't have a mechanism or encouragement to express approval the same way that dissenters do. The sounds like NPMs are frustrated and afraid that they are not getting their own way and that they might have to compromise space usage for the good of the community. It's through the "marginalized community" language identified, but it really seems more like it's going to be vulnerable to capture by anti-social but strong feeling individuals.	3	How long is the pilot intended to? How will the pilot be evaluated for effectiveness? How will lessons learned from the pilot be applied to other communication and outreach strategies? Will there be a public feedback collected on the efficacy of the pilot?	3	Keep Memorial Drive closed to cars. Bring back closed Saturdays. Stop getting car-related NPMs on news things.	Instagram and Twitter are now broken on an information source if you do not have an account. There are almost closed and local org like the YMCA and libraries are helping information included in newsletters from neighborhood leaders and city councilors and health information in local news publications like the Allstonist and Commonwealth Beacon are helpful.	
2		Walk that and bike.		1	1,2	4			4			4		4				all the recommendations do not explicitly state, but do discuss in the suggested implementations, that there be more steps to allow projects to be feedback on projects. I would add that there needs to be ACTIVE solicitation the feedback on what people LIKE and what DCR is doing WELL and not just solicitation of complaints.
1A.3		work on the south (Charles River) side of Memorial Drive	Commuting by bike, car, and walking I work ON the river	6	5	4	using as many relevant communication tools as possible	email list serves, social media (Instagram, Facebook, Reddit, Threads, Mastodon), signage, website	4	See previous	See previous	4		4				More direct, explicit outreach engagement with relevant advocacy groups, particularly including ACTIVE/CREATIONAL groups & organizations. NOT just neighborhood/resident association groups. USE OF DCR on every bit as important as the Department/Health Beacon are helpful.
1A.5		The Park	like to and from Brookline on a weekly basis. In the summer, I branch my dog from Magdalen Beach. I frequently drive through the area to get to the Park.	7	1,2,3,4	3	was disappointed at the lack of transparency surrounding the closure of Rosebud park on weekends. I hope that too much community engagement can be invited, covering projects to get out of control beyond costs and deadlines, and fail to implement proper improvements.		4		2	Environmental review / justice can sometimes be responsible to prefer a proposed alternative. Everything has pros and cons, but doing something instead not be weighted below doing nothing when evaluating harms.	2				Make decisions clear and transparent, don't give too many opportunities to delay or obstruct necessary improvements (e.g. road det, expanded park access, improved trails)	
1A.6		Walking, picnicking and biking along the river + playing sports at Magdalen beach		6	5	4			4			4		4				
5A			I prefer to ride into the city via the Charles River as it's both safer when roads are closed.	7	2,3	4			5			5		5				Anti are helpful, especially options to allow specific projects
1A.3		What about Boston side?	I am not a Cambridge resident, but I work in Cambridge. I commute by bike from Roslindale (Boston).	5	2	2	It doesn't go far enough. None of my earlier recommendations about all of Boston & Cambridge frequenting the park.	Yes! Think of all stakeholders, not just those with the privilege of living in Cambridge.	5		5	5	Be sure your language is more inclusive, not just using lots of Cambridge this, Cambridge that in your language.	5	That this applies to all stakeholders, not just those living in Cambridge.			
1A.5		North Cambridge	Commuting and for fun. I have kids at DCR and they love it. It's separate from cars.	6	1,2,3,4	3	Should be clear that structures are not being prioritized		5		1	1	It needs to be clear that there are marginalized communities who are affected that will be impacted by limiting closures. It is not fair to prioritize people nearby at the expense of marginalized communities that live a bit further away.	4	Non marginalized communities have been consulted for their input to help determine. Please talk to people across Cambridge.	4		Ask to all of Cambridge. The non marginalized communities nearby have co-opted the process to benefit themselves. Lots of people in the city use this resource. Don't prioritize access that live nearby.
1A.6		Commuting, recreation, walking		1	6	4			4			1		1				

13.A.3		East Cambridge	Commuting, biking, walking among near family	5	2.3	4	Broad specification of stakeholders.	3	Has some specific. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	3	Has clear definitions of those projects that are in priority for funding, but no comments. Cambridge residents who would normally benefit from the bike.	3	Expand inclusion into the discussion.	3	On board on the path near Memorial Drive. The project is a priority for funding, but no comments. Cambridge residents who would normally benefit from the bike.	DCR's public engagement should be guided by a mission to provide safe, equitable, and comfortable access to public open space. Traffic delay and other concerns are not issues, but they should not be treated as the only impacts. People are also impacted when paths are too narrow or poorly maintained, when ADA access is inadequate, when speeding traffic makes the pathway dangerous, or when public investment is not functionally accessible without a car.	
13		Waterloo	Commuting to work in Boston from my home in Waterloo during the work week, and walking and/or cycling along the Charles River in Cambridge/Waterloo/Northton on weekends	5	5	5		5		5					Improve pedestrian and cyclist safety by having dedicated walkways/bike lanes on an intersection of the Charles River bike path with all the bridges crossing the Charles.		
13.A.5		Cambridgeport	Running & biking	5	2.3	5	I support better communication, but do not support this recommendation as written unless "directly impacted community members" is clarified to include more than athletes. I should include people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.	3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parkland. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	3	I strongly support controlling equity, but do not support this recommendation as written unless "magical impact" and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of authors over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and what feedback was received, and how that feedback changed the final decision.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/cycling/rolling advocates. It should also include transportation equity and safety groups, disability access advocates, open-space organizations, and environmental justice organizations.	DCR's public engagement should be guided by a mission to provide safe, equitable, and comfortable access to public open space. Traffic delay and other concerns are not issues, but they should not be treated as the only impacts. People are also impacted when paths are too narrow or poorly maintained, when ADA access is inadequate, when speeding traffic makes the pathway dangerous, or when public investment is not functionally accessible without a car. A fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	
13.A.5		Cambridgeport	Running & biking	5	2.3	5	I support better communication, but do not support this recommendation as written unless "directly impacted community members" is clarified to include more than athletes. I should include people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.	3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parkland. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	2	I strongly support controlling equity, but do not support this recommendation as written unless "magical impact" and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of authors over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and what feedback was received, and how that feedback changed the final decision.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/cycling/rolling advocates. It should also include transportation equity and safety groups, disability access advocates, open-space organizations, and environmental justice organizations.	DCR's public engagement should be guided by a mission to provide safe, equitable, and comfortable access to public open space. Traffic delay and other concerns are not issues, but they should not be treated as the only impacts. People are also impacted when paths are too narrow or poorly maintained, when ADA access is inadequate, when speeding traffic makes the pathway dangerous, or when public investment is not functionally accessible without a car. A fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	
13		McCambridge (Harvard square)	Biking, walking, running	5	1	2	Does not include ability for Cambridge residents or organizations/committees to participate or comment on plans. Does not provide means of evaluating conflicts with existing plans (master plans for Charles River or Parkway)	2	Communication is insufficient. Does not include ability for Cambridge residents or organizations/committees to participate or comment on plans. Does not provide means of evaluating conflicts with existing plans (master plans for Charles River or Parkway)	1	Does not include various different stakeholders i.e. DCR paths and pathways, Bikes, transit, etc.	3	No guarantee against disclosure of major stakeholder groups.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and what feedback was received, and how that feedback changed the final decision.	3	There has been years of local complaints to Cambridge local govt about state of Memorial drive, but no means of redress for major issues. Reiterations there (no, pavement, routine mow and water for local community is a huge win and any daily inconveniences. There is often no means of change for issues here for thousands on a multi-yearly interval, and an observation routine checks on the state of the critical DCR facilities see how they are impacting multiple stakeholders in the area. These events particularly been ignored by lack of DCR maintenance or improvements, and have attempted to correct the changes but there is no effective methods. It should not be necessary to have comment to recognize that there is a clear difference between material drive maintenance/repair and the rest of the quality of facilities in the area, and a recommitment to its usage and its design.
1				5	3	2	I support better communication, but do not support this recommendation as written unless "directly impacted community members" is clarified to include more than athletes. I should include people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.	2	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parkland. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	1	I strongly support controlling equity, but do not support this recommendation as written unless "magical impact" and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of authors over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and what feedback was received, and how that feedback changed the final decision.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/cycling/rolling advocates. It should also include transportation equity and safety groups, disability access advocates, open-space organizations, and environmental justice organizations.	DCR's public engagement should be guided by a mission to provide safe, equitable, and comfortable access to public open space. Traffic delay and other concerns are not issues, but they should not be treated as the only impacts. People are also impacted when paths are too narrow or poorly maintained, when ADA access is inadequate, when speeding traffic makes the pathway dangerous, or when public investment is not functionally accessible without a car. A fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	
14		Cambridgeport	Running and biking for leisure, biking for non-work related travel (ex. to my apartment) (location, to see friends)	5	4	3		4		4							
1		Cambridgeport	Biking, Walking, Mass Audubon, Hag Beach park	7	2.4	5	The language is clear. It should perhaps add consequences for not following the recommendation.	5 seems clear	Actual metrics should be set just in place. For example not "Visual Bike Backs" but rather "Install XXX Bike Backs by YYYY date."	4	Seems pretty clear	3	Perhaps say this is a pilot but parts of the recommendations i.e. 2.5 should be applied to all projects immediately.	3	The bike path along the river has been designated for the 25 years but the bond here with the use of the commitment it leads to improve ROW and in another 25 years, and not only in response to the unfortunate death of a fat, white guy. That has had been flagged as dangerous for a long time but nothing was done then?	Suggest local community groups meet and confer. They actually live to them. We know our neighborhoods way better than DCR.	Sometimes it seems pointless to give feedback. They actually live to them. The ground is so "broken" slow. It takes hours 2 to 3 hrs to go in a bike seat and at least a decade in discussions about it. Hag Beach pool has DCR bike parking spots and DCR car parking spots, but DCR about Communication and Reception of Cars and Bikes?

3.4.3			Daily commute on a bike	7	2.3	1	I support better communication, but I do not support this recommendation as better unless "directly impacted community members" is clarified to include people who walk, bike, use, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.		2	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parkland. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	1	I strongly support continuing equity, but do not support this recommendation as better unless "maginifical communities," "diversity impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or use to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of stakeholders over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	2	I strongly support continuing equity, but do not support this recommendation as better unless "maginifical communities," "diversity impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or use to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of stakeholders over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include safe coverage, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and riding. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and what feedback was received, and how that feedback changed the final decision.	4	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic, delay and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when paths are too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment isn't functionally successful without a car. A fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.		
3.5		East Cambridge	Recreation, commuting to work	5	5	1	I support better communication, but I do not support this recommendation as better unless "directly impacted community members" is clarified to include people who walk, bike, use, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.		2	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parkland. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	1	I strongly support continuing equity, but do not support this recommendation as better unless "maginifical communities," "diversity impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or use to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of stakeholders over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include safe coverage, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and riding. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and what feedback was received, and how that feedback changed the final decision.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including drafters, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/riding/commuters. It should also include transportation equity and safety groups, disability advocates, open-space organizations, and environmental justice organizations.	4	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic, delay and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when paths are too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment isn't functionally successful without a car. A fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.		
3.4		Mid Cambridge	Exercise and recreation multiple times per week	5	5	2			2	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parkland. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	1	I strongly support continuing equity, but do not support this recommendation as better unless "maginifical communities," "diversity impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or use to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of stakeholders over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include safe coverage, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and riding. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and what feedback was received, and how that feedback changed the final decision.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including drafters, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/riding/commuters. It should also include transportation equity and safety groups, disability advocates, open-space organizations, and environmental justice organizations.	4	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic, delay and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when paths are too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment isn't functionally successful without a car. A fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.		
3		West Cambridge	Several times each month	6	6	3	This is in language. Just have lots of signs, arrows and notices.	The communication/compromise is here. For example - near BU the bike lane was closed for months, arrow to focus back from the bridge. Not on change to the path was made. Why??	3	Signs, focus on getting things done. The path is better. This is just bad timing, worse time, start fixing.	3	I would be equipped if we were infrastructure. This is a DCR call to make the work/local media people happy and even engaging. Fix the bad timing. That is equitable. I say this as a strong belief. You're wasting time with language.	3		3	DCR should use language and other signaling to keep us safe longer. Fix the path and be mindful of how disruptive it will be for laborers/houses as you do this. Fix the intersections, someone going to do an installation, we've been contacted with two lanes of traffic turning over them. Just fix this.	4	DCR should use language and other signaling to keep us safe longer. Fix the path and be mindful of how disruptive it will be for laborers/houses as you do this. Fix the intersections, someone going to do an installation, we've been contacted with two lanes of traffic turning over them. Just fix this.		
3		North Cambridge	Use it to commute to work to Brookline	5	2	3	There must be opportunities for public comment before final design is approved.	Based on the condition of the paths along the Cambridge side of the Charles River, I would give DCR an "A" rating based on how consistently the needs of cyclists.	3	One-sided communication is not helpful. Communication should go both ways, and DCR needs to hear from the public.	3		3	This statement tells me DCR received feedback, but other statements don't say how feedback is selected.	4	These opportunities for public engagement with community stakeholders by collaborating with community groups such as Cambridge Residents.	5	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic, delay and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when paths are too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment isn't functionally successful without a car. A fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.		
3.3.5		Neighborhood Drive	Walking and biking for utility and recreation	5	5	5			5		5		5		5		5			
3.4			Heavily for cycling to get from work.	5	2.5.4	1	I support better communication, but I do not support this recommendation as better unless "directly impacted community members" is clarified to include people who walk, bike, use, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation.		2	Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	2	I strongly support continuing equity, but do not support this recommendation as better unless "maginifical communities," "diversity impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or use to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of stakeholders over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include safe coverage, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and riding. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and what feedback was received, and how that feedback changed the final decision.	4	The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and what feedback was received, and how that feedback changed the final decision.	5	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including drafters, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/riding/commuters. It should also include transportation equity and safety groups, disability advocates, open-space organizations, and environmental justice organizations.	6	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic, delay and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when paths are too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment isn't functionally successful without a car. A fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.
3.3			Walk and bike in this area, sometimes for recreation and sometimes for commuting. Sometimes are walking along the river, and sometimes across.	7	1.5	1	collaboration with city agencies didn't technically include the MHA, but it should.		5	Consider adding an exception for immediate/temporary safety improvements which should not have to wait for any engineering processes.	3		3		3		3			

3.4.3			Continues to work by bicycle.	5	6	2	I support better communication, but I do not support this recommendation as written unless "directly impacted community members" is clarified to include more than abutters. I should include people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path sign, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open space organizations.	2	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathway Master Plan and the Master Plan for the Charles River Basin.	2	I strongly support continuing equity, but I do not support this recommendation as written unless "marginalized communities," "diversity impacted," and "meaningful and guaranteed safe" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit users, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separate paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	2	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. The plan should define affected communities broadly, including abutters, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/roll signposting advocates. It should also include transportation equity and safety groups, disability access advocates, open space organizations, and environmental justice organizations.	2	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic delay and abutter concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive, when paths are too narrow or poorly maintained, when ADA access is inadequate, when speeding traffic makes the pathway dangerous, or when public streetfronts are functionally inaccessible without a car. A fair process should focus on mitigating reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.		
3.6.6			Biking and walking	7	3.3.3	3	broader outreach to non-driving users and people who live farther away	3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks.	Focus on the Park part of your work	1	I strongly support continuing equity, but I do not support this recommendation as written unless "marginalized communities," "diversity impacted," and "meaningful and guaranteed safe" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit users, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separate paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling.	2	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including abutters, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/roll signposting advocates. It should also include transportation equity and safety groups, disability access advocates, open space organizations, and environmental justice organizations.	2	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic delay and abutter concerns are real issues, but they should not be treated as the only impacts.	
3			Harvard Square	7	3.3.4	4		4			1	Indicate that "communities" are not limited to demographics or neighborhoods but rather reference broad categories of citizens, in this case especially pedestrians, bikers, students, workers, families with young children	3		3				
3			I like to work along the river and across the bridge. On weekends, I run and walk along the river	7	2.4	2	This should include more than just abutters. It should include all people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation.	2	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. DCR should not just focus on cars.		4	I strongly support continuing equity, but I do not support this recommendation as written unless "marginalized communities," "diversity impacted," and "meaningful and guaranteed safe" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit users, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separate paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	2	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. The plan should define affected communities broadly, including abutters, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/roll signposting advocates. It should also include transportation equity and safety groups, disability access advocates, open space organizations, and environmental justice organizations.	2	Traffic delay and abutter concerns should not be treated as the primary impacts considered. People are also impacted when they cannot safely cross Memorial Drive, when paths are too narrow or poorly maintained, when ADA access is inadequate, when speeding traffic makes the pathway dangerous, or when public streetfronts are functionally inaccessible without a car. A fair process should focus on mitigating reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	
3.4.5			Recreation, biking, dining	6	3.2.3	5		5	Need to specify stakeholders/impacts of the information, surrounding communities, and (especially) groups/entities that may be impacted		5		5		5	Transparency, collaboration, communication, and all key elements to a successful project.			
3.4.5			East Cambridge	5	2.3	3	I support better communication, but I do not support this recommendation as written unless "directly impacted community members" is clarified to include more than abutters. I should include people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path sign, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open space organizations.	3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathway Master Plan and the Master Plan for the Charles River Basin.		2	I strongly support continuing equity, but I do not support this recommendation as written unless "marginalized communities," "diversity impacted," and "meaningful and guaranteed safe" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit users, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separate paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	2	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. The plan should define affected communities broadly, including abutters, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/roll signposting advocates. It should also include transportation equity and safety groups, disability access advocates, open space organizations, and environmental justice organizations.	2	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic delay and abutter concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive, when paths are too narrow or poorly maintained, when ADA access is inadequate, when speeding traffic makes the pathway dangerous, or when public streetfronts are functionally inaccessible without a car. A fair process should focus on mitigating reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	
3.4.5	3.4.5		Cambridgeport	5.6	2.3	4	DCR to clarify when essential for implementation clear processes to foster proactive communication and engagement? I find that this is a real sentence. I'd suggest trimming the government speak to something like "DCR will create a transparent communication process that fosters public engagement." It also suggest adding "collaboration with relevant city agencies and environmental transportation organizations"	4	How DCR's project website is hosted on Mass.gov so control over what gets posted might be limited but it would be helpful to have a GIS/Database of ongoing projects, their status, timelines, etc. The website for DCR projects could also be shared up separately. Completed projects, underway, future, etc. Right now it's just a smattering of everything from projects like the Christian A. Hurley Park Master Plan that was last updated in 2022.	4	Some as the last suggestion: "DCR will develop consistent processes to near-term and long-term projects."	4	I mean we're talking about building a highway or residential development near a neighborhood, then the way it'd be used to ensure that equity and EJ are part of the conversation. Again, it's not the DCR's role. If we need to have this in there because some random State oversight agency is forcing you in order to check the box then yes it's fine I will make people feel better about that.	4	This is fine if the outcome is just to improve communication with the public and nothing else.	4	Develop a stand alone website dedicated to the task force - I shouldn't be the responsible for adding links to focus on a central communication website.		

3.0		commuting and recreation	5	1	1	1	I support better communication, but I do not support this recommendation as written unless "directly impacted community members" is clarified to include more than abutters. I should include people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path sign-age, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.	3	I support clearer project planning, but DCR should communicate not only discussions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	2	I strongly support centering equity, but do not support this recommendation as written unless "marginally impacted communities," "directly impacted," and "marginally and guaranteed not" are clearly defined. These terms must include netes, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed not in decision-making must not become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open spaces.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and feedback was received, and how that feedback changed the final decision.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy change along the Charles River. This plan should define affected communities broadly, including renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English proficiency residents, workers, visitors, path users, transit users, and non-accessible without a car. A fair process should ensure, mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	DCR's public engagement should be guided by a mission to provide safe, equitable, and comfortable access to public open space. Traffic delay and abutter concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive when paths are too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment used to functionally inaccessible without a car. A fair process should ensure, mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.
3.4.5		walk, run, picnic	5	6	1			3	Has not understood what this means, but has to be supported but do not know what it means exactly.			3				
3.4.6	Recreation	recreation, walking, biking, and pushing a stroller	5	6	2	1	I support better communication, but I do not support this recommendation as written unless "directly impacted community members" is clarified to include more than abutters. I should include people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path sign-age, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.	3	I support clearer project planning, but DCR should communicate not only discussions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	2	I strongly support centering equity, but do not support this recommendation as written unless "marginally impacted communities," "directly impacted," and "marginally and guaranteed not" are clearly defined. These terms must include netes, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed not in decision-making must not become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and feedback was received, and how that feedback changed the final decision.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy change along the Charles River. This plan should define affected communities broadly, including renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English proficiency residents, workers, visitors, path users, transit users, and non-accessible without a car. A fair process should ensure, mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	DCR's public engagement should be guided by a mission to provide safe, equitable, and comfortable access to public open space. Traffic delay and abutter concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive when paths are too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment used to functionally inaccessible without a car. A fair process should ensure, mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.
3.5	Cambridgeport	walking, biking, walking my dog, kayaking, freerunning, surf/skate, diving on Memorial Drive	7	1,2,3,4	3	1	Of course DCR should have "real processes to foster proactive communication and engagement." Is DCR should provide information to the community in which the projects are being and request that the information be shared using those channels? DCR should share the information with the local and state advocacy organizations that work with the issues and locations that are included. In the case of the Memorial Drive this issue include CHA, Charles River Boatmen, the Charles River Conservancy, Middle Westcott, Cambridge Bike Safety, MIT, Harvard, etc. If DCR decides that further should be delivered to nearby households, those should be mailed to all addresses and not dropped at a limited number of addresses.	4	Project information should include time frames for each element of the projects, a brief low-level traffic communication and report, operational as well as physical plans for the projects, and anticipated management/maintenance plans.	2	I am concerned that this is too definition included in this recommendation of the "marginally impacted communities and those historically been impacted by and excluded from the process." The real impact of people who use and are impacted by DCR projects have not included in project planning because most of them have not heard about the project, not that their needs would make a difference, and are not comfortable with acknowledging it is DCR's responsibility to communicate widely, broadly and inclusively.	3	Please see my earlier comments. The outreach for this project should be focused and not necessarily on directly abutting neighborhoods, including own neighborhoods. DCR is the public agency for all Massachusetts residents, and should not be primarily focused on local neighborhoods, as if aware to feel welcome during an afternoon visit to RE, Dryden or a swimming pool in Boston. I want residents of western Massachusetts or Boston to feel welcome along the river in Cambridge. I am a very frequent user of Robinson Field for hiking and would be very unhappy if DCR were planning for the Falls and focused outreach efforts primarily on the surrounding neighborhoods, or primarily on off-road bike riders.	3	Please see my earlier comments.	
3	Stowbridge Hill	to ride my bike there	7	1,4	3	1	It's not as specific as I'd like. The highest part is city agencies. Who will you talk to and how will you communicate with them?	3	Again, maybe it's the process themselves but that like this is worried to legitimate community involvement without showing me that you have thought about what the community is and how you will communicate with them.	3	Who are these neighborhood communities and how will you make sure they have a say?	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and feedback was received, and how that feedback changed the final decision.	3	I only know about this through a bike related email list. I shouldn't need that to have heard about it. Why would it not have been signs about it when using the area? How if you put a table out in the DCR park and asked some people for their feedback?	
3.0		biking, walking, diving along Memorial Dr, using the park over weekends when their show is closed, kayaking on the Charles	7	1,2,3,4	2	1	I support better communication, but I do not support this recommendation as written unless "directly impacted community members" is clarified to include more than abutters. I should include people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path sign-age, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.	3	I support clearer project planning, but DCR should communicate not only discussions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	2	I strongly support centering equity, but do not support this recommendation as written unless "marginally impacted communities," "directly impacted," and "marginally and guaranteed not" are clearly defined. These terms must include netes, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed not in decision-making must not become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open spaces.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and feedback was received, and how that feedback changed the final decision.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy change along the Charles River. This plan should define affected communities broadly, including renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English proficiency residents, workers, visitors, path users, transit users, and non-accessible without a car. A fair process should ensure, mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	DCR's public engagement should be guided by a mission to provide safe, equitable, and comfortable access to public open space. Traffic delay and abutter concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive when paths are too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment used to functionally inaccessible without a car. A fair process should ensure, mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.
3.1	Cambridgeport	Biking around and walking	6	2	1			1		1		1				

1.3		Live on the Somerville side of Beacon St at Washington	Running and Biking	5	5	2	I support better communication, but I do not support this recommendation as written unless "directly impacted community members" is clarified to include more than abutters. It should include people who walk, bike, use Lake Transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path sign, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open space organizations.	2	I support clearer project planning, but I do not support this recommendation as written unless "disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	1	I strongly support containing equity, but I do not support this recommendation as written unless "marginalized communities," "disparity impacts," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or rely to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of abutters over other impacted users or one DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but I do not support this recommendation as written unless outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and riding. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	DCR should add a recommendation including an Equitable Access and Stakeholder Inclusion Plan for major projects and policy change along the Charles River. This plan should define affected communities broadly, including abutters, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/riding/transit advocates. It should also include transportation equity and safety groups, disability access advocates, open space organizations, and environmental justice organizations.						
3			Commuting. And when Memorial Drive was closed to cars on Saturday, my family used to go there to bike and visitable because that day worked for us. Unfortunately, it is no longer an option.	5	5	3	Community needs should be defined. This is an area that serves a wide range of people from a wide geographic area and "community" should reflect that.	3	Make sure that stakeholders are not limited to abutters.	3	Communication should include specific information about how the project is in service of DCR's mission.	3	Based on the process that led to the closure of Memorial Drive as people could use it as a parkland, I am concerned that DCR will be excluding marginalized communities, such as children, people who move around by means other than car, and those financial or immigration issues, disabilities, etc. are vulnerable road users for who the design is not safe.	3	It would like to see changes to recommendations 1-3 before they are used as a pilot. The North Star for changes to physical infrastructure should be increasing safety, accessibility, and health. Not increasing or maintaining vehicle speed and throughput.	There has been very little outreach. As someone who often drove on bike through this area nearly everyday, I only saw awareness through an email a few days ago. I view that as a failure of communication and including a broad range of community voices.	Others feel disappointed in how unsafe and car-centric the DCR route that walk, bike, and drive on as well, especially given DCR's mission.			
1.4.B		Cambridgeport	Walk and bike in the area for employment, transportation, and recreation. It is about to be closed to the river. The area edge is a huge asset for city residents and the area should prioritize people walking, running, and biking.	5	5	4	Proactive engagement should not just be for people in leadership or key stakeholders. It should extend to community members and everyday users who interact with the area. Small groups like the task force do not adequately represent the community, and more needs to be done to reach community members, especially from underrepresented groups. As someone who works as a parks and recreation planner, I am on the lookout for opportunities to participate and share my voice, but have not seen any outreach from DCR. The team needs a diverse set of users, many are renters, students, and people without cars.	4	Develop a framework for ongoing visibility. This could look like a regularly scheduled survey, internet engagement on-site, etc.	4		4	As previously mentioned, meet people where they are. Proactive hearing from people who actually use the area for the path or outdoor time, not outside interests. This is a beautiful asset to the community, and safe by pedestrians and cyclists need to be prioritized over car-centric thinking.	4		Get aside a budget for community liaison, especially in communities.				
5		N/A	Cycling through the Memorial Drive bike path segment on regular basis.	5	2.5	4	More specifics regarding how exactly to "improve programming along the Charles River that may be enjoyed by a wide variety of stakeholders."	3	Safety measures for users of the Mass. DCR Memorial Drive Bike path, when weighed against Memorial Drive vehicular traffic—especially following the tragic September 23, 2024 death of cyclist John Cameron. https://www.cambridgecity.com/2024/07/22/driver-is-charged-in-death-of-bridged-cyclist-report-riding-remains-of-truck-as-crash-cause/	3	Safety of those using the Cambridge Memorial Drive DCR segment is a priority.	3	More specific language as to safety issues—and the missions that will be taken in that regard.	3	N/A	N/A	Agree, more specifics regarding safety issues...	Agree, more specifics regarding safety issues...	Safety issues for those who use the Memorial Drive DCR segment...	Safety issues for those who use the Memorial Drive DCR segment...
1.3.A.5		North Cambridge	Commuting, recreation, especially with my paragliders	7	1.3, 2.4	3	I support better communication, but I do not support this recommendation as written unless "directly impacted community members" is clarified to include more than abutters. It should include people who walk, bike, use Lake Transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path sign, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open space organizations.	2	I support clearer project planning, but I do not support this recommendation as written unless "disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	1	I strongly support containing equity, but I do not support this recommendation as written unless "marginalized communities," "disparity impacts," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or rely to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of abutters over other impacted users or one DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but I do not support this recommendation as written unless outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and riding. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	DCR should add a recommendation including an Equitable Access and Stakeholder Inclusion Plan for major projects and policy change along the Charles River. This plan should define affected communities broadly, including abutters, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/riding/transit advocates. It should also include transportation equity and safety groups, disability access advocates, open space organizations, and environmental justice organizations.	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic noise and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive when paths use too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment is a functionality inaccessible without a car. A clear process should be used to mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.					
1.5		North Cambridge	Bike almost exclusively for transportation. Especially enjoy closure days.	7	1.3, 2.4	5	I support better communication, but I do not support this recommendation as written unless "directly impacted community members" is clarified to include more than abutters. It should include people who walk, bike, use Lake Transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path sign, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open space organizations.	4	I support clearer project planning, but I do not support this recommendation as written unless "disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	1	I strongly support containing equity, but I do not support this recommendation as written unless "marginalized communities," "disparity impacts," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or rely to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of abutters over other impacted users or one DCR's mission to provide safe and equitable access to public open space.	1	I support using this area as a pilot, but I do not support this recommendation as written unless outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and riding. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	DCR should add a recommendation including an Equitable Access and Stakeholder Inclusion Plan for major projects and policy change along the Charles River. This plan should define affected communities broadly, including abutters, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/riding/transit advocates. It should also include transportation equity and safety groups, disability access advocates, open space organizations, and environmental justice organizations.	DCR's public engagement should not be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic noise and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive when paths use too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment is a functionality inaccessible without a car. A clear process should be used to mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.					
1.4.5		North Cambridge	Walking, biking, driving	5	2.5	3	Clarify the stakeholders, including all those who walk/bike along the river	2	Project planning improvement must include clearer communication and feedback to lower income residents, people without cars, disabled people, etc.	2	"Marginalized communities" doesn't like a one-size-fits-all NIMBYs. It should be clarified to lower income residents, people without cars, disabled people, etc.	3	Clarifying the language as stated above.	3	Adjust based on earlier recommendations in 1-3	It is critical that the area along the Charles River continues to advance in the direction of being more and better-maintained walking, biking, and multiple paths that are safe and accessible				

1.3			For biking and walking	5	6	1	I support better communication, but do not support this recommendation as written unless "directly impacted community members" is clarified to include more than athletes. It should include people who walk, bike, use, take, use, mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open space organizations.		3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.		2	I strongly support centering equity, but do not support this recommendation as written unless "marginalized communities," "directly impacted," and "meaningful and guaranteed rest" are clearly defined. These terms must include renters, students, low-income households, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or rely to reach the waterfront. A guaranteed rest in decision-making must not become a veto for one group of athletes over other impacted users or over DCR's mission to provide safe and equitable access to public open space.		2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separate paths, safe coverage, ADA accessibility, traffic calming, safe vehicle paths, clear wayfinding, and signage that reduces conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities. Outreach focused on one neighborhood in one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.		DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including athletes, renters, students, public, and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and people who walk, bike, or rely to reach the waterfront. A guaranteed rest in decision-making should also include transportation equity and safety groups, disability advocates, open-space organizations, and environmental justice organizations.	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic delays and other impacts are also important when they cannot safely cross Memorial Drive, who paths are too narrow or poorly maintained, when ADA access is impacted, when spending traffic mitigation funds on projects that are not necessary or when public investment is a functionally inaccessible without a car. A fair process should include, but is not limited to, the following: transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.
1.5		Neighborhood 9	Recreation and as a major route both biking and walking	6	1.2.3	4	Throughout these recommendations there is lack of clarity about impacted communities. Memorial Drive and the adjacent Charles River parkland are regional resources. Communication and decisions must be taken with that in mind. Whenever the recommendations reference "community," that broader stakeholder concern must be clarified.		4	While I absolutely agree that concerns of marginalized communities and those historically impacted is essential to a successful process, I am concerned that the regional aspect of this resource is not sufficiently considered.		3	Again, this would depend on how the project stakeholders are defined.						
1		Riverside/Cambridgeport	Walk bike and not along! Frequently both for exercise and transit.	5	5	5			5			5				Have I listed in any plans how they address specific concerns that https://www.cambridge.gov			
1		Cambridgeport	Walk and bike to and from Harvard Square, weekend biking on Riverbank Park, walk to Magazine Beach over the footbridge	5	1.2	3			4	I haven't owned a car in years, so I feel that I'm part of that marginalized population. Clearly Riverbanks have gotten disproportionate attention.		5							
1.3.5		Cambridgeport	Exercise, Commuting, Recreation, Fishing	6	1.2.3	3	The language is so broad I'm not really clear what this is recommending beyond just "try harder to do so better". The most concrete thing are about "responsive bus" and "collaboration with relevant city agencies". I don't know what tools are already at our disposal and which ones we plan to add here. I also don't know what problems there are when it comes to collaboration with relevant city agencies, and how they could be addressed. Language with more specificity on these two points would be helpful. That said, everything here sounds well-intended. I do not want to go to get more updates from DCR about plans and projects going on in my area, including along the Charles. One thing I'm also unclear on is who "the community" is here. I live in Cambridgeport, about a 5 minute walk from Memorial. I frequent the Charles for the Cambridge side of the river daily for one reason or another. I certainly hope "the community" includes me, but I better also include people who have no idea this survey is even a thing. Let's get a little more meat on the bones here and write out exactly who we're talking about. Greater Boston residents? Athletes? Commuters? If "the community" means some people and	5	3	This recommendation is one sentence long. Why don't we expand and say and say not specifically what we're going to communicate going forward. Are we committing to updates about new construction in parks, new infrastructure along the river? Better accessibility to DCR parks? Are we working with local org and municipalities? Let's at least, we can spare a few more sentences.	3	Frequent emails and texts that I can opt in to. Project timeline changes, "what are the next steps" and "let's talk about the plan". I want to know about more than just "let's the next step is to be closed in June".	3	Again, let's say. Who are we including in "marginalized communities" and those historically impacted by and excluded from its processes". I'm sure some of those groups are responding to this survey and are letting you know they want to be included. I'm sure many people who feel into that category don't even know. Let's be explicit about who we mean, and that we can let you know who you forget about.	3	Using this area as a pilot is great. I do think we need more work on the river path as it directly affects me through the loss of shade trees we adopted the loss of shade trees probably don't fit in your budget. Based on the state of funding of the river path and potential coverage, I think I can say at least that there are people who are not prioritized through the path between the St. bridge and the footbridge. I want to see how outcomes that come from this process before I say "yes" this was good, yes, impact".	3	Just want to not fall into the trap of thinking that the coolest voices are the ones that should be most listened to. Lots of stakeholders probably don't fit in your budget. Based on the state of funding of the river path and potential coverage, I think I can say at least that there are people who are not prioritized through the path between the St. bridge and the footbridge. I want to see how outcomes that come from this process before I say "yes" this was good, yes, impact".	
1		Area 9	Recreation and commuting by bicycle	5	3	4			4			5				No one community should have who right to over front work, being about does not give a community ownership of relevant space. The near path is not an addition.			
1.4.8		Mid-Cambridge	Walking, running, and biking	6	4	3	I support better communication, but do not support this recommendation as written unless "directly impacted community members" is clarified to include more than athletes. It should include people who walk, bike, use, take, use, mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open space organizations.		3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.		2	I strongly support centering equity, but do not support this recommendation as written unless "marginalized communities," "directly impacted," and "meaningful and guaranteed rest" are clearly defined. These terms must include renters, students, low-income households, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or rely to reach the waterfront. A guaranteed rest in decision-making must not become a veto for one group of athletes over other impacted users or over DCR's mission to provide safe and equitable access to public open space.		2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separate paths, safe coverage, ADA accessibility, traffic calming, safe vehicle paths, clear wayfinding, and signage that reduces conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities. Outreach focused on one neighborhood in one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.		DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including athletes, renters, students, public, and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and people who walk, bike, or rely to reach the waterfront. A guaranteed rest in decision-making should also include transportation equity and safety groups, disability advocates, open-space organizations, and environmental justice organizations.	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic delays and other impacts are also important when they cannot safely cross Memorial Drive, who paths are too narrow or poorly maintained, when ADA access is impacted, when spending traffic mitigation funds on projects that are not necessary or when public investment is a functionally inaccessible without a car. A fair process should include, but is not limited to, the following: transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.
1		Mid-Cambridge	exercising walking to Trader Joe's, using bicycle to travel to Boston and other	6	5	4			4			5							
1.4.5		Mid-Cambridge	running, biking, traveling back and forth to other locations, walking to neighborhood	7	3	5			5			5							
3.5				5	1.2	3	How are you going to define "community needs"? One huge problem with this process is that one politician (Dorner) is making claims about what the community needs that are at odds with actual public testimony, at odds with the state's climate goals, and at odds with public safety from traffic incidents. There will always be groups who claim that their own "community needs" aren't changing. It's our government's job to serve the public good, not narrow special interests of the wealthy who include people who own cars.		4	It is not that DCR doesn't "need" to respond to its communication. It also needs to improve its ability to follow through on its commitments.	4	Same - but in the current process there's been a relatively small subset of "marginalized community" that's been making claims to speak for ALL marginalized communities by ignoring we need more cars and traffic on the Cambridge waterfront - while ignoring the needs of their neighbors who don't drive.	3	Agree. I have doubts about whether voters are really impacted here.		DCR should require Dorner from recusal conducting his business out in the open for a long time and it's blown up on their face - see https://www.cambridge.gov/03023172 (Dorner would state clearly that recusal is necessary for taking any street-level public access in Cambridge.	Massachusetts government fundamentally has a problem conducting its business in the open - people like Dorner thrive in back rooms (and that's why there's such deep distrust of those efforts).		
RA.3.6.8		Somerville resident (ask them to Dorner Sq	Recycling/pedestrian commuting, recreation, enjoying parkland (I'm just here being the purpose of DCR unless the Dept of Cur and Transit member has been formally adopted)	7	3.2.3.4	4	Engagement does not mean catering to the demands of arbitrary vocal and/or well-connected / monied interest groups at the expense of other residents of the Commonwealth.		4	Engagement does not mean catering to the demands of arbitrary vocal and/or well-connected / monied interest groups at the expense of other residents of the Commonwealth.		1	Marginalized communities have been the majority used as a scapegoat by monied and well connected interests to prevent the advancement of parkland in the Commonwealth.	2	Engagement does not mean catering to the demands of arbitrary vocal and/or well-connected / monied interest groups at the expense of other residents of the Commonwealth. It should not devalue the input of those who are geographically proximal, municipalities (many of which are less wealthy than Charles River abutting municipalities) or other Commonwealth citizens simply because they can afford to live nearby public parkland.				
1.4.4		Cambridgeport	Commuting, walking and biking	1	6	4			4			1							

1.5		Neighborhood 9	Hike my bike there, for recreation, or to get to Boston.	5	2	3	Better communication is a good goal. But this is just the goal member groups. Who are the stakeholders? They should include others, walkers, all nearby neighborhoods, not just the area near the river. The river is a resource for all of Cambridge. Be specific, and get formal communication, not corporate speak.	Use concrete language. Emphasize access for all groups (not just cars and neighbors).	2	Come out! Did Al write that? Good goals, but not at all specific.	What are your processes? Who will have input (beyond the survey people, as well as a few local institutions that probably have good ideas (Harvard, MIT, the City of Cambridge, the City of Boston)? This language indicates that no specific processes are in place or even thought of.	1	Again, may be too general (even though I hope it's not just the residents who live nearby. There are writers, students, people who could use the river area to commute using transit or bicycles. Consider the City neighborhood, not just the rich rich where you're never asked for input from.	Specifically, what marginalized communities are you trying to reach? I hope it's not just the residents who live nearby. There are writers, students, people who could use the river area to commute using transit or bicycles. Consider the City neighborhood, not just the rich rich where you're never asked for input from.	3	Again, be specific:	What are the desired outcomes for this pilot? Not just of outcomes but changes will you be making? Will this address safety for all users (pedestrians, bikes, as well as cars)?	Be specific about the changes you have in mind, and the reasons for them. Those changes will you be making? Will this address safety for all users (pedestrians, bikes, as well as cars)?	Listen to all parties, not just the drivers.		
1		Westington-Harlington	Bike, walk	5	2,4	3	I support better communication, but I do not support this recommendation as written unless "directly impacted communities/mission" is clarified to include more than abutters. It should include people who walk, bike, roll, take transit, use mobility services, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, off channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open space organizations.	I support better communication, but I do not support this recommendation as written unless "directly impacted communities/mission" is clarified to include more than abutters. It should include people who walk, bike, roll, take transit, use mobility services, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, off channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open space organizations.	2	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	1	I strongly support continuing equity, but I do not support this recommendation as written unless "marginalized communities," "directly impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit users, path users, and people who walk, bike, or roll to reach the riverfront. A guaranteed role in decision-making must not become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include safe and well-maintained separate paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including renters, students, workers, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walking/rolling/riding advocates. It should also include transportation equity and safety groups, disability access advocates, open space organizations, and environmental justice organizations.	DCR's public engagement should be guided by the mission to provide safe, equitable, and comfortable access to public open space. Traffic issues and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive when paths are too narrow or poorly maintained, when ADA access is inadequate, when speeding traffic makes the pathway dangerous, or when public investment fails to functionally inaccessible without a car. A fair process should be used, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.				
2			Hike on the bike paths along the river	5	6	4	The need to make sure that the people engaged in the planning and feedback are representative of the population. People who engage with these processes tend to be wealthier, white, and more conservative than the city as a whole.	The need to make sure that the people engaged in the planning and feedback are representative of the population. People who engage with these processes tend to be wealthier, white, and more conservative than the city as a whole.	4		5										
1		Cambridgeport	Cross when biking at the rotary, walk when there's footpaths and it's nice out	6	2,3	3	I think specifying stakeholders could be helpful, such as people who drive through, walk through, or roll through a given project area	I want to make sure outreach isn't limited to a small geographic area around a project when the area in question is a park visited by people from all over; feedback can and should be solicited from a large geographic area	3	I think the recommendation should include writing against DCR's mission, which is to provide equitable and safe access to public parks	3	It might be helpful to list marginalized communities that are not just people who walk, bike, or roll, students, low-income residents, renters, people without cars, people with cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit users, path users, and anyone else who wants to enjoy DCR property safely.									
3.5			Running/biking/rollerblading/commuting	6	1,4	4			4		4										
1.4.6		Hunter Village	Bike there with my child when it's closed	4	1,5	2	I care less about the particular area than the state and wider community. Focusing on appealing the immediate neighborhood is insufficient.	I care less about the particular area than the state and wider community. Focusing on appealing the immediate neighborhood is insufficient.	2	The history and harms of redlining and highway displacement are real and important, but we need clear language that "marginalized communities." Does that include renter? Bike? Who defines marginalized communities, and how do we avoid creating yet another veto point.	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include safe and well-maintained separate paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.									
1.4.5		East Cambridge	Primary walking	5	6	2	To be frank, even the way this recommendation is worded makes me skeptical that it will lead to better communication. It's extremely wobbly-weak and sounds like platitudes with no real backing. For example, this language: "DCR to clearly and equitably for implementation clear processes to foster proactive communication and engagement, while developing and employing responsive tools to meet community needs, especially in areas with active and/or upcoming projects." This is extremely difficult to parse, is semantically unclear, and the goals we refer to the point of meaningless. This doesn't even say that we will actually implement any changes, and does not make it clear what kind of changes you will make, what the metrics will be for improvement over current communications, or what "more proactive communication" even means. I support better communication, but I do not support this recommendation as written. Affected communities should be explicit to include people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the	To be frank, even the way this recommendation is worded makes me skeptical that it will lead to better communication. It's extremely wobbly-weak and sounds like platitudes with no real backing. For example, this language: "DCR to clearly and equitably for implementation clear processes to foster proactive communication and engagement, while developing and employing responsive tools to meet community needs, especially in areas with active and/or upcoming projects." This is extremely difficult to parse, is semantically unclear, and the goals we refer to the point of meaningless. This doesn't even say that we will actually implement any changes, and does not make it clear what kind of changes you will make, what the metrics will be for improvement over current communications, or what "more proactive communication" even means. I support better communication, but I do not support this recommendation as written. Affected communities should be explicit to include people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the	2	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	2	I strongly support continuing equity and environmental justice, but I do not support this recommendation as written unless "marginalized communities," "directly impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, LEI's individuals, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit users, path users, and people who walk, bike, or roll to reach the riverfront. A guaranteed role in decision-making must not become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include safe and well-maintained separate paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.							
1		Neighborhood 10	Biking, fishing, walking	7	1,2,3,4	2			2	I fully support improved project planning, the DCR must communicate how each location addresses its mission of safe, equitable park access—not just repeat traffic disruptions. Major planning should involve the City of Cambridge, institutions like MIT and Harvard, the Kendall Square Association, and advocacy groups for equity, disability, and sustainability. Furthermore, all decisions must align with established DCR Master Plans for Pathways and the Charles River Basin.	1	I fully support continuing equity, but I cannot endorse this recommendation without clear definitions for "marginalized communities," "directly impacted," and "meaningful and guaranteed role." These terms must explicitly encompass a broad spectrum of care-needing, workers, students, low-income residents, transit users, and those who walk, bike, or roll to the river—no issues that a "guaranteed role" in decision-making doesn't fundamentally become a veto for local abutters that undermines the DCR's broader mission to provide safe and equitable public access.	2								

1.4.3		Mid Cambridge	Walking and cycling	7	3	1	<p>It is unclear what is considered a "community". Have a 20-minute walk from the Charles River (AKA: St-Michaels bike ride) and have never seen anything about the Charles River changes other than through political action groups.</p> <p>I am worried that the community will only be people who about Memorial Drive, rather than people who use it every day.</p>	3		The City of Cambridge is very good at outreach and planning. It is very easy to find the current status of projects on the City website. It is difficult to find plans on the DCR website, so it's unclear how I can give feedback for these processes.	2	<p>The "marginalized communities and those historically less impacted by and excluded from the process" needs to be very clearly defined. Do marginalized communities include cyclists? Does it include non-property owners?</p>	4		<p>I think it's time to use this as a pilot, but I want to know if the pilot is going to be used to define processes in the future.</p>	<p>I am soley disappointed in how the DCR has treated Memorial Drive. The path is in terrible shape and has been for years. I have contacted whomever on my laptop and have taken on projects that go unfiled.</p> <p>However, the DCR manages to find money to use the car lanes fairly regularly. Why are the car lanes better maintained than the bike paths of the property that are actually for the property and are not included?</p> <p>How can the task force help make DCR properties better for actual recreation?</p>	
1.4.3		East Cambridge	Running, biking with kids, going to the Magazine Beach park	10	0.4	5		5	4		4		5		<p>I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities should be included in outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.</p>	<p>DCR should add a communication requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including shuttles, renters, students, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walking/biking/rolling advocates. It should also include transportation equity and safety groups, disability access advocates, open-space advocates, and environmental justice organizations.</p>	<p>DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic delay and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment isn't functionally inaccessible without a car. A fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.</p>
1		The Port	biking, walking, being with my family	5	1	2	<p>I support better communication, but "identify impacted community members" must be clarified and should include people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or use Memorial Drive and the Charles River paths. DCR should also reach people often missed by traditional outreach.</p>	3		I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe and equitable access to public parkland. Major project planning should include the City of Cambridge, public schools, public libraries, academic groups, disability advocates, as well as open-space and sustainability advocates.	1	<p>I strongly support centering equity, but I do not support this communication as written unless "marginalized communities," "diversity impacts," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit users, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of shuttles over other impacted users or over DCR's mission to provide safe and equitable access to public open space.</p>	2	<p>I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities should be included in outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.</p>	<p>DCR should add a communication requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including shuttles, renters, students, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walking/biking/rolling advocates. It should also include transportation equity and safety groups, disability access advocates, open-space advocates, and environmental justice organizations.</p>	<p>DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic delay and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment isn't functionally inaccessible without a car. A fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.</p>	
1.4.5		Northside	Biking during work commute, on weekends, walking for leisure and keeping up on exercise	5	2.4	3	<p>I support better communication, but I do not support this communication as written unless "identify impacted community members" is clarified to include more than shuttles. I should include people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path sign-up, multilingual materials, city outreach, schools, universities, inter-employers, community groups, transportation equity groups, disability advocates, and open-space organizations.</p>	3		I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parkland. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathway Master Plan and the Master Plan for the Charles River Basin.	1	<p>I strongly support centering equity, but I do not support this communication as written unless "marginalized communities," "diversity impacts," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit users, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of shuttles over other impacted users or over DCR's mission to provide safe and equitable access to public open space.</p>	2	<p>The final outcomes should include wide and well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling.</p>	<p>DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic delay and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment isn't functionally inaccessible without a car. A fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.</p>		
1.3		West Cambridge	Bike commuting to school	7	1.2, 3.4	3	<p>Make clear that "community needs" includes people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation.</p>	3		I strongly support centering equity, but I do not support this communication as written unless "marginalized communities," "diversity impacts," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit users, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of shuttles over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	1	<p>I strongly support centering equity, but I do not support this communication as written unless "marginalized communities," "diversity impacts," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit users, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of shuttles over other impacted users or over DCR's mission to provide safe and equitable access to public open space.</p>	2	<p>The final outcomes should include wide and well-maintained separated paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling.</p>	<p>People are impacted when they cannot safely cross Memorial Drive, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment isn't functionally inaccessible without a car. A fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.</p>		
1		Northside	Walk, bike, occasionally drive.	5	3	3	<p>It is important that the meaning of proactive communication includes all stakeholders and users of DCR public spaces, using language that explicitly includes people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation.</p>	3	<p>Include a phrase such as "both disruptions and benefits."</p> <p>DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parkland. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.</p>	2	<p>Be more specific about the meaning of "marginalized communities," "diversity impacts," and "meaningful and guaranteed role" to commit to processes include not only immediate shuttles but also others who are often overlooked in policy decisions, such as low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit users, path users, and people who walk, bike, or roll to reach the waterfront.</p>	3	<p>Add implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged.</p> <p>Like the idea of using this as a pilot to test strategies, but it's important to start with specific, measurable goals. The pilot should recognize that every DCR project has different stakeholders and different marginalized communities should be included in outreach focused on one neighborhood or one type of housing cannot be the only model for projects. These are not one size fits all, so the model needs to include this process. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision. Outcomes for the Charles River projects should include safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people on foot or wheels, including wheelchair.</p>	<p>Add a communication requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space.</p>	<p>Car traffic issues and neighbor concerns are not set in stone to consider, but they must also be taken into account. A fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.</p>		

3.4.3		Walking along Memorial Drive to connect to work 3 days a week	5	3	2	I support better communication, but do not support this recommendation as written unless "directly impacted community members" is clarified to include more than abutters. I should include people who walk, bike, use, take transit, use mobility devices, push strollers, use the paths, access the park for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.	2	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	1	I strongly support continuing equity, but do not support this recommendation as written unless "marginalized communities," "diversity impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the neighborhood. A guaranteed role in decision-making must not become a veto for one group of abutters over other impacted users or one DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safe crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including renters, students, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and people walking, biking, and rolling. It should also include transportation equity and safety groups, disability advocates, open-space organizations, and environmental justice organizations.	DCR's public engagement should be guided by a mission to provide safe, equitable, and comfortable access to public open space. Traffic safety and abutter concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive when paths are too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment is functionally inaccessible without a case. A fair process should listen, mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	
3.5			6	2.4	3	Please define "community" and include more than just abutters. Include people who travel through the area.	3		3		3				
3.5	Cambridgeport	Running, cycling, walking	7	2.4	4	I support better communication, but do not support this recommendation as written unless "directly impacted community members" is clarified to include more than abutters. I should include people who walk, bike, use, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.	4	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	4	I strongly support continuing equity, but do not support this recommendation as written unless "marginalized communities," "diversity impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the neighborhood. A guaranteed role in decision-making must not become a veto for one group of abutters over other impacted users or one DCR's mission to provide safe and equitable access to public open space.	4	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safe crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including renters, students, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and people walking, biking, and rolling. It should also include transportation equity and safety groups, disability advocates, open-space organizations, and environmental justice organizations.	DCR's public engagement should be guided by a mission to provide safe, equitable, and comfortable access to public open space. Traffic safety and abutter concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive when paths are too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment is functionally inaccessible without a case. A fair process should listen, mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	
3.4.5		The Post (phase 4)	8	2.4	3	I support better communication, but do not support this recommendation as written unless "directly impacted community members" is clarified to include more than abutters. I should include people who walk, bike, use, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.	3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	4	I strongly support continuing equity, but do not support this recommendation as written unless "marginalized communities," "diversity impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the neighborhood. A guaranteed role in decision-making must not become a veto for one group of abutters over other impacted users or one DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safe crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including renters, students, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and people walking, biking, and rolling. It should also include transportation equity and safety groups, disability advocates, open-space organizations, and environmental justice organizations.	DCR's public engagement should be guided by a mission to provide safe, equitable, and comfortable access to public open space. Traffic safety and abutter concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive when paths are too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment is functionally inaccessible without a case. A fair process should listen, mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	
3.5		North Cambridge	Commuting to work, shopping and running near Charles River. Traveling to Boston/Burlingame	5	2.4	3	I'd like adjusted language to clarify that all users of the park are part of the community.	4	4	4	4	4	4	4	4
1	Cambridgeport	Biking, walking, sitting and reading; also recreational or jogging/bush at the nature center there.	8	3	3	I think it's important to aim for a really broad distribution of information. A lot of people use and pass through spaces that DCR manages, and it should be clear through visible signage and announcements what is taking place and how it could impact people (even those who don't live right nearby).	4	Definitely very important. I know that the people staffing the Imagine Beach nature center are very out of the loop in terms of DCR work right behind them. In my opinion, communication through the area has to get the most out about projects and impacts to social.	4	4	4	4	4	4	
3.4.5		North Cambridge	Exercise on Memorial drive and bike on the path	6	3	It extremely vague, needs more specificity. Communication is great, but signage should come from a lot of different stakeholders, not just abutters.	3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	3	I strongly support continuing equity, but do not support this recommendation as written unless "marginalized communities," "diversity impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the neighborhood. A guaranteed role in decision-making must not become a veto for one group of abutters over other impacted users or one DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safe crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	DCR's focus on only the Memorial Drive, Memorial Drive is not a highway, and the mission of DCR should not be to traffic flow, but other consideration and inclusion (it's in the name!). People are also impacted when they cannot safely cross Memorial Drive when paths are too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment is functionally inaccessible without a case. A fair process should listen, mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.		
3.4.5		via	Bike along entire Charles River, from Boston/Burlingame to Milton	5	5	5	5	5	5	5	5	5	5	5	
3.5		Stowbury Hill - Fresh Pond	Doing job seminars at Harvard, taking my children to classes in Center spending time on the water for recreation.	6	3	3	I support better communication, but do not support this recommendation as written unless "directly impacted community members" is clarified to include more than abutters. I should include people who walk, bike, use, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.	3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	3	I strongly support continuing equity, but do not support this recommendation as written unless "marginalized communities," "diversity impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the neighborhood. A guaranteed role in decision-making must not become a veto for one group of abutters over other impacted users or one DCR's mission to provide safe and equitable access to public open space.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safe crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities; outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including renters, students, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and people walking, biking, and rolling. It should also include transportation equity and safety groups, disability advocates, open-space organizations, and environmental justice organizations.	DCR's public engagement should be guided by a mission to provide safe, equitable, and comfortable access to public open space. Traffic safety and abutter concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive when paths are too narrow or poorly maintained, when ADA access is inadequate, when spending traffic makes the pathway dangerous, or when public investment is functionally inaccessible without a case. A fair process should listen, mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.

		East Cambridge	Almost every day	0	2,4	1		Clarify that "directly impacted community members" includes more than just adults. It should include people who walk, bike, take transit, push strollers, use the paths, access the parks for recreation, or depend on river paths for daily transportation.	3			2	I'm unclear what is meant by "regional" communities. This is a subjective expression. I would argue that it's important to include in the decision and planning process people like renters, students, people without cars, people with disabilities, older adults, families with children, transit riders, path users, and people who walk, bike, or wish to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of stakeholders over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	3		DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic delays and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they can't get safety crosswalks. Memorial Drive, when paths are too narrow or poorly maintained, when ADA access is inadequate, when speeding traffic makes the driving dangerous, or when public overhead lines are functionally inaccessible without a car. A fair process should include, mitigate impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and the DCR's public mission.		
1A.5		Mid Cambridge, very close to Mass Ave / Harvard St.	Walk to local markets (Trader Joe, W Foods, and 99 Ranch), Walmart by bicycle or on foot, fresh air, park / future open, exercise	0	1	3		It sounds good but does not define the community, or who in the community communication will be to or for.	3			1	I support centering equity, but do not support this recommendation as written unless "marginalized communities," "transportation," and "meaningful and guaranteed role" are clearly defined. Renters, students, low-income residents, people without cars, older adults, people with disabilities, families with children, immigrants, transit riders, path users, and people who walk, bike, or wish to reach the waterfront should be included. Up to now car owners and issues under the equity banner have been prioritized.	3		I support the plan idea, but it needs to measure whether outreach leads to real safety and access improvements, and how many new communities were reached. The outcomes should include walk and well-maintained separated paths, safe crossings, and many other improvements.	3	I've come to the river than much of Memorial Drive and the most important area and usually hear of meetings and but each only via third parties. I cannot fully use the river paths, most of which are in terrible shape and have not had so much as a crack repair because of decisions, while Memorial Drive has been reworked several times.
1		East Cambridge/Kendall	Walk to work from Kendall to BU along Memorial Drive and the BU Bridge	0	1,3,3	5		Be more specific guidelines or benchmarks or processes would be helpful	5	Be more specific about the what, when, and how of reaching out to marginalized communities, and committing to giving them decision-making power.	5	Provide examples of ways in which it will be implemented and the DCR will be accountable	5	Be more specific about the what, when, and how of reaching out to marginalized communities, and committing to giving them decision-making power, not just consulting them	5	Most of your language is extremely vague on particulars and will either be seen as a veto or by consultants, and allow the DCR to bypass true responsibility and accountability.	5	Not to say that walk, bike, and drive on Memorial Drive nearly every day and it's not safe. Come here once most traffic seems to go straight. I hope there is a LOT of just observation of the way to see how motorists, cyclists, and pedestrians use it and what needs bring the concerns. These needs should be a "no turn on red" coming from the BU Bridge back into Cambridge as I am routinely dodging cars as I cross the <u>crosswalk</u> there.
1.5		Traveling by bike between Cambridge, Allston, and Watertown		0	2,3	2		Explicitly describe the types of park users who will be solicited for inclusion.	3	Communicate how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parkland.	2	I strongly support centering equity, but do not support this recommendation as written unless "marginalized communities," "transportation," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or wish to reach the waterfront. A guaranteed role in decision-making must not become a veto for one group of stakeholders over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include walk and well-maintained separated paths, safe crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between people, vehicles, and people walking, biking, and riding. The plan should also recognize that every DCR project has different stakeholders and different marginalized communities impacted. Focus on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	2	DCR's public engagement must be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic delays and other concerns are real issues, but they cannot be treated as the only impacts. People are impacted when they cannot safely cross Memorial Drive, when paths are too narrow or poorly maintained, when ADA access is inadequate, when speeding traffic makes the roadway dangerous, or when public overhead lines are functionally inaccessible without a car. A fair process will later, solicit multiple rounds of feedback or plans, mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.		
1A.5		North Cambridge	running/biking/jogging	0	1,2	3			2			1			2	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/jogging/overlookers. It should also include transportation equity and safety groups, disability access advocates, open space organizations, and environmental justice organizations. Also must formally define "inclusion" of stakeholders. Formal requirements for an accurate amount of outreach received from each group, and what a successful/complete outreach effort results in.	2	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic delays and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive, when paths are too narrow or poorly maintained, when ADA access is inadequate, when speeding traffic makes the roadway dangerous, or when public overhead lines are functionally inaccessible without a car. A fair process should include, mitigate responsible impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.
1A.5.6		For commuting and for leisure		0	3	4		Explicitly state a commitment to collaboration with community stakeholders and community management organizations.	3	Communicate how any planned projects advances equitable access to all stakeholder communities, including non-direct abutters.	3	Please define what you mean by "marginalized communities"	3		3	what will be the responsibilities for success of the project?	3	Considering how the Charles River paths are a destination for diverse communities from all across the region DCR should consider active engagement as targeting all types of stakeholder groups going well beyond city agencies in Cambridge and
1.8	I am a Brookline resident who lives near the BU bridge and comes to Cambridge (Trader Joe and Whole Foods) in Cambridge that and to do errands near BU in Cambridge Port and near Harvard University.	Use the bike paths to get shopping	0	0	3		You need to identify who the community is. For a major artery like Memorial Drive, the community includes all those who use it and not just those who live near it. In addition, you need to explain how you will weigh competing public comment. Sometimes, a relatively small group of abutters claims to be the community, but they only represent a small percentage of the community. Who were elections, and what their position is on weighing competing representation priorities, is more indicative of what types of changes a community values than the number of people speaking at public meetings on a particular option.	3	Same comment on Recommendation #1.	3	Same comment as on Recommendation #1 - you need to make sure that you are hearing the voices of an entire marginalized community and not just a subset of the community whose voices you've happened to recognize of the marginalized community.	3	Same comment as for Recommendation #1.	3	Same comment as for Recommendation #1.	3	Design changes should reflect the City of Cambridge's values, as indicated by the policies adopted by the Cambridge City Council.	

2.3		As both a destination (most events) and a throughway leading, biking, running, occasionally driving. I particularly value it as a throughway with means of non-auto transport (e.g. biking with young kids) and as a way to reach nearby shops (the free coffee).	7	2.4	3	I support better communication, but do not support this recommendation as written. "Directly impacted community members" is classified to include more than adults. It should include people who work, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations. The Charles River is a regional asset, and just as suburban drivers benefit from Memorial Drive, the hundreds of thousands of people in the Boston-Cambridge area who benefit from safe, non-auto access to the nearby resources a strong case is any public process and should not be denied because they don't happen to live next to the river.	3	Include recognition of and strategies for reaching the numerous, regional users of DCR's Charles River facilities who aren't direct users.	3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	2	Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	2	I strongly support continuing equity, but do not support this recommendation as written unless "marginalized communities," "diversity impacted," "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, bike, or roll to reach the riverfront. A guaranteed role in decision-making must not become a veto for one group of adults over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	3	There should be a commitment to the principle that guaranteed role in decision-making does not equate to getting formal or informal veto power over a group of adults over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include well-maintained separate paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and signs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and how feedback was received, and how that feedback changed the final decision.	DCR should add a recommendation to include Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, include children, young adults, families with children, immigrants, limited-English-proficiency residents, transit riders, bike users, transit users, and walkway users, and include transportation equity and safety groups, disability advocates, open-space organizations, and environmental justice organizations, as well as representatives of the regional scale of parkway users.	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic noise and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive when paths are too narrow or poorly maintained, when ADA access is inadequate, when speeding traffic makes the pathway dangerous, or when public effort/lane is functionally inaccessible without a case. A fair process should include, mitigate responsible impacts, and make transparent decisions grounded in regulations, equity, adopted plans, city policy, and DCR's public mission.
2.6		Enjoy walking and biking on Memorial Drive when it's cleared of vehicle traffic on Sundays/even days of the week.	5	3	I support better communication, but do not support this recommendation as written unless "directly impacted community members" is classified to include more than adults. It should include people who work, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.	3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	1	I strongly support continuing equity, but do not support this recommendation as written unless "marginalized communities," "diversity impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, bike, or roll to reach the riverfront. A guaranteed role in decision-making must not become a veto for one group of adults over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include well-maintained separate paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and signs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and how feedback was received, and how that feedback changed the final decision.	DCR should add a recommendation to include Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, include children, young adults, families with children, immigrants, limited-English-proficiency residents, transit riders, bike users, transit users, and walkway users, and include transportation equity and safety groups, disability advocates, open-space organizations, and environmental justice organizations, as well as representatives of the regional scale of parkway users.	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic noise and other concerns are real issues, but they should not be treated as the only impacts. People are also impacted when they cannot safely cross Memorial Drive when paths are too narrow or poorly maintained, when ADA access is inadequate, when speeding traffic makes the pathway dangerous, or when public effort/lane is functionally inaccessible without a case. A fair process should include, mitigate responsible impacts, and make transparent decisions grounded in regulations, equity, adopted plans, city policy, and DCR's public mission.							
2		Walking, running, pushing a stroller, biking, driving	7	2.2	2	I support better communication, but do not support this recommendation as written unless "directly impacted community members" is classified to include more than adults, or select groups of people in existing neighborhoods. It should include people who work, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations, not just those favored by politicians. At no time should DCR attend or support meetings where only certain people are invited to speak.	3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	1	I strongly support continuing equity, but do not support this recommendation as written unless "marginalized communities," "diversity impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, bike, or roll to reach the riverfront. A guaranteed role in decision-making must not become a veto for one group of adults over other impacted users or over DCR's mission to provide safe and equitable access to public open space. With all due respect, we know that this means specific people who Margareta Dackler has decided matter, mostly, people driving cars who have been stuck in traffic cars on a bike and completed. What is our platform for? Pushing through many vehicles to a bike on left-center the discussion on people without cars, people who aren't able to reach their kids to a bike on	2	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include well-maintained separate paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and signs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and how feedback was received, and how that feedback changed the final decision. DCR has been a black box. A bunch of feedback comes in, and poor decisions are made based on preconceived notions. It is a violation of duty and goes against DCR's mission.	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open space. Traffic noise and other concerns are real issues, but they should not be treated as the only impacts. In fact, these are quantitative issues but they are not quantified, however it's hard to find "hard" numbers" or statistics not "hard" to get in a doctor's appointment or a Subway because of "lines" as well as but someone being able to have a good experience when you are invited to speak. Stop focusing on just people who drive their cars anymore. People are also impacted when they cannot safely cross Memorial Drive, when paths are too narrow or poorly maintained, when ADA access is inadequate, when speeding traffic makes the pathway dangerous, or when public effort/lane is functionally inaccessible without a case.							
2.1.4.5		Use the area along the Charles River for bike commuting. It's also handy often. This is written in jargon that no reasonable person uses. If you're going to write this in a spec, it's a good idea to make the average person distracted in what you have to say, you've succeeded. See the last sentence? That's what I did with the language for this recommendation.	7	2.3	5	This is a ridiculous language of questionable grammar. It's also jargon often. This is written in jargon that no reasonable person uses. If you're going to write this in a spec, it's a good idea to make the average person distracted in what you have to say, you've succeeded. See the last sentence? That's what I did with the language for this recommendation.	5	Much more succinct than the last recommendation. Clear and concise.	5	With all due respect, we know that this means specific people who Margareta Dackler has decided matter, mostly, people driving cars who have been stuck in traffic cars on a bike and completed. What is our platform for? Pushing through many vehicles to a bike on left-center the discussion on people without cars, people who aren't able to reach their kids to a bike on	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include well-maintained separate paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and signs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and how feedback was received, and how that feedback changed the final decision.	Path should have picked a better spot. Focus on Park or Southwest Corner. These are areas affecting formerly isolated sections of Massachusetts, and, if the whole point is to address the concerns of previously excluded groups, using the South from which so many sections of Boston and Cambridge paths bound to be. How can you let us people's to address the needs of marginalized people when the majority of the time you want to take a veto? Marginalized? DCR better.	See above comments						
1.4.5	Cambridgeport	Recreation, commuting to work, walking stroller	5	3	3	I support better communication, but do not support this recommendation as written unless "directly impacted community members" is classified to include more than adults. It should include people who work, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path signage, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.	3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	2	I strongly support continuing equity, but do not support this recommendation as written unless "marginalized communities," "diversity impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, bike, or roll to reach the riverfront. A guaranteed role in decision-making must not become a veto for one group of adults over other impacted users or over DCR's mission to provide safe and equitable access to public open space.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include well-maintained separate paths, safer crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and signs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, and how feedback was received, and how that feedback changed the final decision.								

1.4.3			work in Kendall Square and my desire to school in rural and quiet areas. I live with them over the BU Bridge daily. I walk, run, and bike along the Memorial Drive path weekly, and drive over the BU bridge and along the Charles regularly.	7	1,3,4	1	I support better communication, but I do not support this recommendation as written unless "directly impacted community members" is clarified to include more than abutters. I should include people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path sign-up, multilingual materials, city channels, schools, universities, inter-employers, community groups, transportation equity groups, disability advocates, and open-space organizations.	3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	3	I strongly support containing equity, but do not support this recommendation as written unless "marginalized communities," "directly impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open spaces.	1	I strongly support containing equity, but do not support this recommendation as written unless "marginalized communities," "directly impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open spaces.	2	It is very important to focus not only on short-term "disruptions," but also the importance of making the paths along Memorial Drive safer for walkers and bikers. The more people we can get out of cars, the better, and we will not be able to encourage that if the paths are not safer. Improving path safety, walk, and bike lanes, and providing more and better-maintained separated paths, is not a few small disruptions for long-term improvements in safety and usability.	2	I strongly support containing equity, but do not support this recommendation as written unless "marginalized communities," "directly impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open spaces.	2	For others, however, we claim that they were not consulted for projects, resulting in projects that should improve and transform projects that should improve people's lives, but remove a few parking spots. DCR can do better by making projects happen.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safe crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safe crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	3	My primary concern is not the communication strategy for improving this area, but instead making actual accessibility and safety improvements happen. Please do not get in the process at the cost of making our park safe and more accessible to people outside of cars.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including authors, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/pedestrian/roller skaters. Outreach should include: a) a Fair Plan process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	3	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open spaces. Traffic delays and abutter concerns are not impacts completed to the safety of those who bike, walk, and roll, and other best remedies are unsafe when trying to use or access the paths on Memorial Drive. People are also impacted when they cannot safely cross Memorial Drive, when paths along the water or nearby are maintained, when ADA access is inadequate, when wayfinding or other makes the pathway dangerous, or when public investment is functionally inaccessible without a car. A Fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission. Please keep in mind that Cambridge also widely supported closing Memorial Drive on both Saturdays and Sundays. A communication process that actual used resident feedback would have brought that program back!
1.5		Cambridgeport	I bike and walk there. Sometimes I walk to school, and other times for transportation. I frequently walk through Magazine Beach, and walk at the pond there when it's open in the summer.	6	1,5	3	I support better communication, but I do not support this recommendation as written unless "directly impacted community members" is clarified to include more than abutters. I should include people who walk, bike, roll, take transit, use mobility devices, push strollers, use the paths, access the park for recreation, or depend on Memorial Drive and the Charles River paths for safe daily transportation. DCR should also reach people often missed by traditional outreach through path sign-up, multilingual materials, city channels, schools, universities, inter-employers, community groups, transportation equity groups, disability advocates, and open-space organizations. Other, I think DCR gets caught up in the communication strategies, but does not think that more access to parks for low-income.	3	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks.	3	It's very important to focus not only on short-term "disruptions," but also the importance of making the paths along Memorial Drive safer for walkers and bikers. The more people we can get out of cars, the better, and we will not be able to encourage that if the paths are not safer. Improving path safety, walk, and bike lanes, and providing more and better-maintained separated paths, is not a few small disruptions for long-term improvements in safety and usability.	2	I strongly support containing equity, but do not support this recommendation as written unless "marginalized communities," "directly impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open spaces.	2	For others, however, we claim that they were not consulted for projects, resulting in projects that should improve and transform projects that should improve people's lives, but remove a few parking spots. DCR can do better by making projects happen.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safe crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	3	My primary concern is not the communication strategy for improving this area, but instead making actual accessibility and safety improvements happen. Please do not get in the process at the cost of making our park safe and more accessible to people outside of cars.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. 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People are also impacted when they cannot safely cross Memorial Drive, when paths along the water or nearby are maintained, when ADA access is inadequate, when wayfinding or other makes the pathway dangerous, or when public investment is functionally inaccessible without a car. A Fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission. Please keep in mind that Cambridge also widely supported closing Memorial Drive on both Saturdays and Sundays. A communication process that actual used resident feedback would have brought that program back!						
1		Mid-Cambridge	Commuting by public transit, and recreation by bicycle	6	3	5	I would have thought this was already in the materials of DCR projects, to make sure that equity and impacted citizens would be proactively contacted by DCR throughout the entire process.	5	Communicate these plans to whom? I know that's involved in other recommendations, but means that it isolates this one a overly vague.	5	It's very important to focus not only on short-term "disruptions," but also the importance of making the paths along Memorial Drive safer for walkers and bikers. The more people we can get out of cars, the better, and we will not be able to encourage that if the paths are not safer. Improving path safety, walk, and bike lanes, and providing more and better-maintained separated paths, is not a few small disruptions for long-term improvements in safety and usability.	2	I strongly support containing equity, but do not support this recommendation as written unless "marginalized communities," "directly impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open spaces.	2	For others, however, we claim that they were not consulted for projects, resulting in projects that should improve and transform projects that should improve people's lives, but remove a few parking spots. DCR can do better by making projects happen.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safe crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	3	My primary concern is not the communication strategy for improving this area, but instead making actual accessibility and safety improvements happen. Please do not get in the process at the cost of making our park safe and more accessible to people outside of cars.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including authors, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/pedestrian/roller skaters. Outreach should include: a) a Fair Plan process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	3	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open spaces. Traffic delays and abutter concerns are not impacts completed to the safety of those who bike, walk, and roll, and other best remedies are unsafe when trying to use or access the paths on Memorial Drive. People are also impacted when they cannot safely cross Memorial Drive, when paths along the water or nearby are maintained, when ADA access is inadequate, when wayfinding or other makes the pathway dangerous, or when public investment is functionally inaccessible without a car. A Fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission. Please keep in mind that Cambridge also widely supported closing Memorial Drive on both Saturdays and Sundays. A communication process that actual used resident feedback would have brought that program back!						
1.4		East Cambridge	Use for recreation and transportation	6	1,3,4	2	I really need to reach major groups that have not been part of this process, including renters, students, young professionals, people who don't own cars, parents with young children, solo bike riders to our schools, all of these folks absolutely need to be contacted by the DCR and our open space.	2	I support clearer project planning, but DCR should communicate not only disruptions, closures, and traffic impacts, but also how each project advances DCR's mission to provide safe, equitable, and comfortable access to public parks. Major project planning should include the City of Cambridge, public schools and academic institutions including MIT and Harvard, the Kendall Square Association and major employers, transportation equity and advocacy groups, disability advocates, as well as open-space and sustainability advocates. Decisions should also be evaluated against adopted DCR planning documents, including the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	2	Other DCR and the task force have focused on perceived impacts without looking at how each project can be a positive step toward what COULD be on our open space, not just "marginalized" impacts to abutters' or "taking away" regional commodities can still get where they need to go by car, so any changes around the world and in the US have caused or significantly modified their river roads to become part of the DCR has shown some leadership here, but has buckled here and is missing a massive opportunity to improve the remainder of Memorial Drive. It is currently a dangerous highway and DCR needs to step up and say THIS IS NOT ALIGNED WITH OUR MISSION, WE NEED TO FIX IT.	1	I strongly support containing equity, but do not support this recommendation as written unless "marginalized communities," "directly impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open spaces.	2	For others, however, we claim that they were not consulted for projects, resulting in projects that should improve and transform projects that should improve people's lives, but remove a few parking spots. DCR can do better by making projects happen.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safe crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	3	My primary concern is not the communication strategy for improving this area, but instead making actual accessibility and safety improvements happen. Please do not get in the process at the cost of making our park safe and more accessible to people outside of cars.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including authors, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/pedestrian/roller skaters. Outreach should include: a) a Fair Plan process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	3	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open spaces. Traffic delays and abutter concerns are not impacts completed to the safety of those who bike, walk, and roll, and other best remedies are unsafe when trying to use or access the paths on Memorial Drive. People are also impacted when they cannot safely cross Memorial Drive, when paths along the water or nearby are maintained, when ADA access is inadequate, when wayfinding or other makes the pathway dangerous, or when public investment is functionally inaccessible without a car. A Fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission. Please keep in mind that Cambridge also widely supported closing Memorial Drive on both Saturdays and Sundays. A communication process that actual used resident feedback would have brought that program back!						
1		West Cambridge	Biking/commuting	7	3	2	Directly affected community members should clearly be defined to include more than abutters. I should include people that use the paths for recreation or transportation. DCR should also use channels such as Cambridge schools, universities, inter-employers, transportation equity groups and open space organizations.	2	While I support clearer project planning, DCR should report communication to include communications re: how access project advances DCR's mission to provide safe, equitable access to public parks. Major project planning should include Cambridge, public schools and universities, Kendall Square Association, and major employers as well as transportation advocacy groups and open space and sustainability advocates. Decisions should be argued and evaluated using the DCR Pathways Master Plan and the Master Plan for the Charles River Basin.	2	It's very important to focus not only on short-term "disruptions," but also the importance of making the paths along Memorial Drive safer for walkers and bikers. The more people we can get out of cars, the better, and we will not be able to encourage that if the paths are not safer. Improving path safety, walk, and bike lanes, and providing more and better-maintained separated paths, is not a few small disruptions for long-term improvements in safety and usability.	2	I strongly support containing equity, but do not support this recommendation as written unless "marginalized communities," "directly impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open spaces.	2	For others, however, we claim that they were not consulted for projects, resulting in projects that should improve and transform projects that should improve people's lives, but remove a few parking spots. DCR can do better by making projects happen.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safe crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	3	My primary concern is not the communication strategy for improving this area, but instead making actual accessibility and safety improvements happen. Please do not get in the process at the cost of making our park safe and more accessible to people outside of cars.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including authors, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/pedestrian/roller skaters. Outreach should include: a) a Fair Plan process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	3	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open spaces. Traffic delays and abutter concerns are not impacts completed to the safety of those who bike, walk, and roll, and other best remedies are unsafe when trying to use or access the paths on Memorial Drive. People are also impacted when they cannot safely cross Memorial Drive, when paths along the water or nearby are maintained, when ADA access is inadequate, when wayfinding or other makes the pathway dangerous, or when public investment is functionally inaccessible without a car. A Fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission. Please keep in mind that Cambridge also widely supported closing Memorial Drive on both Saturdays and Sundays. A communication process that actual used resident feedback would have brought that program back!						
1.4.5		Observatory Hill / Huron Village	Walking, biking, enjoying the view while driving along Memorial Dr	6	1,4	4	Some of the language is very ambiguous: "reactive" communication and responses; "responsive" basic "transparent" communication. Each should be clarified as to whom it's directed, not the full recommendations, unless who's being proposed without having to look for a dictionary elsewhere.	5	I was unable to locate the detailed look - when and they? Do my responses are going to be based on my reactions to the summaries of the text, not the full recommendations.	5	It's very important to focus not only on short-term "disruptions," but also the importance of making the paths along Memorial Drive safer for walkers and bikers. The more people we can get out of cars, the better, and we will not be able to encourage that if the paths are not safer. Improving path safety, walk, and bike lanes, and providing more and better-maintained separated paths, is not a few small disruptions for long-term improvements in safety and usability.	2	I strongly support containing equity, but do not support this recommendation as written unless "marginalized communities," "directly impacted," and "meaningful and guaranteed role" are clearly defined. These terms must include renters, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, path users, and people who walk, bike, or roll to reach the waterfront. A guaranteed role in decision-making must become a veto for one group of abutters over other impacted users or over DCR's mission to provide safe and equitable access to public open spaces.	2	For others, however, we claim that they were not consulted for projects, resulting in projects that should improve and transform projects that should improve people's lives, but remove a few parking spots. DCR can do better by making projects happen.	3	I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements, and how many new communities were engaged. The final outcomes should include wide and well-maintained separated paths, safe crossings, ADA accessibility, traffic calming, safer vehicle speeds, clearer wayfinding, and designs that reduce conflicts between motor vehicles and people walking, biking, and rolling. The pilot should also recognize that every DCR project has different stakeholders and different marginalized communities, outreach focused on one neighborhood or one type of housing cannot be the only model for projects across the Commonwealth. DCR should also report who was reached, who was missing, what feedback was received, and how that feedback changed the final decision.	3	My primary concern is not the communication strategy for improving this area, but instead making actual accessibility and safety improvements happen. Please do not get in the process at the cost of making our park safe and more accessible to people outside of cars.	3	DCR should add a recommendation requiring an Equitable Access and Stakeholder Inclusion Plan for major projects and policy changes along the Charles River. This plan should define affected communities broadly, including authors, renters, students, public and affordable housing residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, workers, visitors, path users, transit users, and walk/bike/pedestrian/roller skaters. Outreach should include: a) a Fair Plan process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission.	3	DCR's public engagement should be guided by its mission to provide safe, equitable, and comfortable access to public open spaces. Traffic delays and abutter concerns are not impacts completed to the safety of those who bike, walk, and roll, and other best remedies are unsafe when trying to use or access the paths on Memorial Drive. People are also impacted when they cannot safely cross Memorial Drive, when paths along the water or nearby are maintained, when ADA access is inadequate, when wayfinding or other makes the pathway dangerous, or when public investment is functionally inaccessible without a car. A Fair process should listen, mitigate reasonable impacts, and make transparent decisions grounded in safety, access, equity, adopted plans, city policy, and DCR's public mission. Please keep in mind that Cambridge also widely supported closing Memorial Drive on both Saturdays and Sundays. A communication process that actual used resident feedback would have brought that program back!						

1.3.4.3	Cambridgeport	80% Walking, 15% biking, 5% other about walking, swimming/pool or negative beach, etc.)	0	2	2	<p>I support better communication, but I do not support the recommendation as written unless "directly impacted community members" is clarified to include those that directly. I should include people who walk, bike, take transit, use mobility devices, push strollers, use the paths, and access the park for recreation. DCR should also reach people other than those listed in outreach through path signs, multilingual materials, city channels, schools, universities, major employers, community groups, transportation equity groups, disability advocates, and open-space organizations.</p>	<p>Communication comes at a cost. I worry that too much focus on community engagement will slow down much needed improvements to the area. It is especially important to make sure that both laid and long-term residents don't have their voices heard. I don't have much faith that the existing public comment/feedback processes even represent a balanced cross-section of stakeholders. For example, represents the groups outlined in part 1 of this question?</p>	<p>I support clearer project planning but DCR should communicate to every jurisdiction. Every jurisdiction has a role to play in the project. DCR should be prioritizing access to the park. I would like to see more on-site meetings with the public and a deliberate move away from one-way meetings to encourage meaningful dialogue.</p>	<p>I strongly support creating equity, but do not support the recommendation as written unless "marginalized communities," "directly impacted," and "transportation and guaranteed access" are clearly defined. These terms must include veterans, students, low-income residents, people without cars, people with disabilities, older adults, families with children, immigrants, limited-English-proficiency residents, transit riders, youth users, and people who walk, bike, or roll to reach the waterfront. A guaranteed one-on-one meeting with a DCR staff member is not a one-size-fits-all solution. DCR should also report on the impact of the project on the most vulnerable populations in the community. DCR should also report on the impact of the project on the most vulnerable populations in the community. DCR should also report on the impact of the project on the most vulnerable populations in the community.</p>	<p>Public comment periods rarely even occur. I would like to see more on-site meetings with the public and a deliberate move away from one-way meetings to encourage meaningful dialogue.</p>	<p>I support using this area as a pilot, but implementation should measure whether outreach leads to real safety and access improvements. The first step is to identify the most vulnerable populations and ensure they are included in the process. Outreach should be targeted to these groups and include people who walk, bike, or roll to reach the waterfront. Outreach should also include people who use the park for recreation and people who use the park for recreation. Outreach should also include people who use the park for recreation and people who use the park for recreation.</p>	<p>Barriers without cars typically have to work for the job. Please keep feedback sessions outside of work hours.</p>	<p>DCR should add a recommendation requiring equitable access and barrier-free inclusion. This plan should define affected communities broadly, including children, immigrants, limited-English-proficiency residents, workers, visitors, public transit users, and wheelchair users. Outreach should include people who use the park for recreation and people who use the park for recreation. Outreach should also include people who use the park for recreation and people who use the park for recreation.</p>	<p>DCR's public engagement should be guided by the mission to provide safe, equitable, and comfortable access to public open space. Traffic delay and other impacts are also important when they cannot be avoided. Outreach should include people who use the park for recreation and people who use the park for recreation. Outreach should also include people who use the park for recreation and people who use the park for recreation.</p>
1.3.4.4	Mid-Cambridge	like to go for walks along the river and meet friends for post-lunch picnic. My favorite section, by far, is the historic DeCordova Area which is so lovely that during these precious car-free days.	7	2	5	<p>DCR is a state agency Memorial Drive belongs to everyone in the Commonwealth. It is a magnificent historic resource and should be protected from any form of parking or use that would detract from its value. I support the recommendation to remove parking from the area and to create a pedestrian-friendly urban space.</p>	<p>The recommendation is a long-winded and extremely positive change of course for DCR. More on-site meetings with the public and a deliberate move away from one-way meetings to encourage meaningful dialogue.</p>	<p>Public parks, are by definition for all people. Free of charge. Everyone should feel welcome and safe using our parks for recreation and sports.</p>	<p>Encourage school field trips to the river. Establish science curricula.</p>	<p>The Charles River waterfront is an environment unique to Boston/Cambridge. The historic landmarks here do not directly impact other MA parks.</p>	<p>How people need to learn about DCR's vision and the benefits of the park. Outreach should include people who use the park for recreation and people who use the park for recreation.</p>	<p>It would be beneficial to form a task force that addresses the causes of congestion and recreation that leads to the Memorial Drive loss of a highway for cars traveling at high speeds.</p>	<p>In my city planning circles, DCR is often jokingly called the Department of Cars and Roads. We already have departments who are responsible for traffic management. I really want DCR to focus on the people who use the park for recreation and people who use the park for recreation.</p>	
1.3.5	Cambridgeport	Commuting by bike, recreation accessed by bike	0	1,3,14	1	<p>What is a "responsive tool"? Unspecified.</p>	<p>The project "Community outreach" should prioritize directly impacted community members (initially as a first point of contact). "Seems to disadvantage other people who are directly affected." I don't know the river or live in Riverside but I live nearby. I use the paths to bike to work and other bike the whole length of the paths for shopping, Baker's runs, and recreation. My elementary-aged children (7, 9) would often travel from Morse Elementary to the pond by the river to the Audubon building nearby. There are many other people who use the space regularly for transport, exercise, recreation who should be included among those impacted.</p> <p>Relatively, what part of the Charles River is in scope?</p> <p>Section 205 of the Fiscal Year 2025 Budget (2) seemed to indicate that this map of Riverside (2) the scope, but the presentation slides (3) had a map with a much larger scope. That is fantastic if the scope has expanded!</p> <p>(1) https://budget.digital.mass.gov/fy2025/budget-section-section205</p>	<p>Project Planning Improvement is the hearing but the context focused only on uni-directional information flow from DCR to people impacted by their projects. I agree that communication from DCR is valuable. But this seems less about planning that informing.</p>	<p>Planning should involve all relevant stakeholders and focus on listening to people actually use the parkland as a park easily.</p>	<p>Who are the "marginalized communities" and how historically have impacted and excluded from the process? What is the "directly impacted community"?</p>	<p>Spill out these cohorts that will be prioritized.</p>	<p>How do you evaluate the effectiveness of the communication strategies and how they will actually play a role in the decision-making process, not just being informed?</p>	<p>Focus on safe and fair access to DCR paths for a wide range of uses. Expanding the width, paving, and safety of mixed-use paths, providing easy access across Memorial Drive, and traffic calming. All users of the parkland should be considered with best of a focus on car traffic.</p>	

Appendix D: Key themes from the Fall 2025 and Spring 2026 Engagement Activities

Key themes of the Fall focus group at Rivermark included:

- The impact of closures of the parkway on abutting neighborhoods
- Safety, maintenance, and accessibility concerns along the parkway including vehicle speed, bicyclist and pedestrian safety, and safe pedestrian access from abutting neighborhoods
- The need for more communication and meaningful outreach from DCR that includes broader networks than those historically engaged with DCR.

Key themes of the one-on-one conversations:

- Provide clearer guidance on when and how community input can meaningfully shape outcomes.
- Establish more accessible and consistent points of contact for residents engaging with DCR.
- Strengthen outreach efforts so residents better understand upcoming meetings, engagement opportunities, and project goals.
- Improve accessibility of information for residents with varying levels of digital access and language proficiency.
- Continue building relationships with neighborhood associations, affordable housing organizations, and resident-serving groups.
- Expand opportunities for face-to-face engagement through pop-ups, door knocking, community events, and neighborhood gatherings.
- Improve communication about ongoing maintenance efforts and planned improvements.
- Demonstrate how community feedback is being incorporated into planning and decision-making processes.

Door knocking discussions resulted in the following key themes:

- The impact of closures of the parkway on abutting neighborhoods
- Safety concerns for pedestrians and cyclists related to accessing the pedestrian and cyclist pathway in the park
- Desire for improved outreach to their neighborhoods from DCR

The Fall public hearings revealed five key themes including:

- Need for safer crosswalks, pedestrian and bicycle infrastructure
- Need to widen the pathways to allow for safe pedestrian and bicyclist use

- Need to improve maintenance and accessibility on and around Western Ave and River Street
- The impact of closures of the parkway on abutting neighborhoods
- Desire for stronger outreach from DCR that expands beyond organizations and stakeholders that already have a relationship with DCR.

Key themes revealed in the Fall public survey included:

- Impacts of parkway closures on the neighborhood; including both appreciation and frustration with closures, as well as expressions that the impact of closures is disproportionately experienced by those in adjacent neighborhoods.
- Need for infrastructure improvements, including safer crosswalks, improved pedestrian and bicycle infrastructure, and improved maintenance
- Need better communications and outreach processes from DCR for all aspects of work effecting park access and associated roadways.

Key themes of the Spring focus groups included:

- Desire for a central way to access information and the need for information that is clear and consistent about DCR projects, park maintenance, and road closures. This included ideas for a calendar that has annual recurring events, as well as one-time events;
- The need for stronger coordination with the City of Cambridge and local groups to conduct broader outreach and information-sharing about ongoing work, projects and changes happening to the area;
- A need to reach people where they are and in methods that resonate with them including flyers, mailers, text alerts, and information postings in central spaces people are using (such as the library, local tenant councils or organizations, businesses, etc.);
- A need to provide information clearly, consistently and well enough in advance that members of the community have the opportunity to provide input on a project and/or adjust their plans due to infrastructure impacts;
- Concerns about safety and accessibility in the area and a sense of a lack of responsiveness to area resident needs and priorities.

Feedback from the Spring public hearings reinforced the CRTF draft recommendations and added context and refinement.

- Recommendation 1:

- Having a designated point of contact or accessible method for people to know how to reach out to DCR (via email, phone, etc.) and when they can expect to hear back;
- Providing robust and accessible digital outreach via webpages, social media and email listservs;
- Need for stronger coordination and clarity of the role of DCR vs. the City of Cambridge and local neighborhood groups. With that clarity – a need for stronger coordination and collaboration among those groups;
- Recommendation 2:
 - Providing more site updates and project communication for community members;
 - Desire for expansion of in-person outreach via local events, tabling at gathering spaces and posting notice in areas that community members are regularly using and/or going to;
- Recommendation 3:
 - Need for DCR to provide proactive opportunities for community members to provide input early and throughout the development and implementation of a project or initiative. This includes engaging residents during the initial idea and planning stages, and maintaining regular communication for further feedback by the community;
- Recommendation 4:
 - Support for the pilot programming proposed by the Task Force to test new approaches for community engagement and outreach to build stronger relationships between DCR and the public.

Appendix E

DCR's Current Processes for Engagement and Outreach

Appendix E: DCR's Current Processes for Engagement and Outreach

DCR follows different processes and mechanisms for engagement and outreach depending on the purpose, origin, and impact of the matter being addressed.

General Park and Visitor Information

- DCR website with park listings, amenities, and other information
- Park and Traffic Advisories
 - Posted online
 - Emailed to Subscribers
- Social Media engagement
 - Instagram, X (formerly Twitter), Threads, YouTube
- Park information kiosks and bulletin boards (park dependent)
- Mass Parks for questions about parks or to report maintenance issues
 - Email and phone

Capital Projects – Park and Road Improvements, Resource Management Projects*

- Project briefings and public hearings
 - Legislators and municipal officials
 - Stewardship partners
 - Public Safety providers and institutions (when projects may impact public safety access or response)
- DCR Public briefings and hearings
 - Posted online
 - Emailed to DCR advisory subscribers
 - Notification sent to Legislators and municipalities, stewardship partners, community organizations known to DCR
 - Recording of public briefings and hearings posted online
- Permitting public hearings (Municipal or State regulatory bodies)
 - Local or agency specific public notifications

*- Note: DCR manages a broad range of capital assets, each with their own project development cadence and process. For example, a forest management project follows a different timeline and public engagement process than a playground project.

Additionally, not all projects occurring on DCR property are DCR led, funded, or implemented. Some projects are performed by an external entity performing work associated with adjacent property, a local land use permit or mitigation requirement,

performed by a stewardship partner, or performed by a sister agency via legislative authority, leases, or licenses. Some projects are funded through DCR grants, sister agency grants, or legislative appropriation not through DCR. In all of these cases outreach and engagement may be handled by the other entity and would follow their own cadence, process, and public engagement effort if needed.

**Charles River Task Force
Memorial Drive Site Tour
November 6, 2025, 9:30AM**

This site walk was optional and scheduled for Task Force members to walk a section of Memorial Drive, experience some of the concerns that have been raised during Task Force meetings, and hear from DCR project managers about past, current, and potential upcoming work for that area. In attendance were:

- Monika Roy, Senior Director of Environmental Justice, Department of Conservation and Recreation
- Kendra Amaral, Deputy Commissioner, Policy and Public Affairs, Department of Conservation and Recreation
- Ruth Helfeld, Landscape Architect, Department of Conservation and Recreation
- Jonathan Guzman, Director of Environmental Justice & Equity, EEA Office of Environmental and Equity
- Van Du, Director of Environmental Planning, MAPC
- Javier Gutierrez, Director of Community Engagement, MAPC
- Lawrence Adkins, CRTF member, Riverside neighborhood resident
- Sheila Headley-Burwell, CRTF member, Riverside neighborhood resident
- Denise Haynes, CRTF member, Riverside neighborhood resident
- Steve Miller, CRTF member
- Christine Liu, Communications and Advocacy Manager, Charles River Conservancy

The site walk path was between the Dr. Paul Dudley White bike path bridge and Western Avenue. This site walk was not for deliberation or decision-making, and no attendance or voting on any matters were scheduled or occurred. Highlights of the site walk discussion included:

- **Challenges with coordination and the lack of information/updates** on the Reid Overpass project, which is a MassDOT project still in the public outreach and design phase.
- **Vehicle speeds and unsafe crossings** noted all along the site walk and at various mid-block sections of Memorial Drive.
- **Vegetation management** is not sufficient, including areas of invasive or native overgrowth and weeds along the road, and overgrowth on the riverside that obstructs views of the Charles River.
- Lack of awareness of the **Magazine Beach Improvement project**.
- Community access to **Magazine Beach** parking lot and facilities, especially before or during scheduled Riverside Boat Club events.
- The amount of **events and construction activity on the parkway** impact access to the Charles River and close or disrupt use of the park and parkway, and cause increased vehicle congestion on local roads. Additionally, detour routes and notices are not sufficient or provided enough in advance for the community to plan accordingly to avoid or time their daily activities around expected congestion from detours.

- **Jersey barrier** still in place after a vehicle accident that demolished a section of the historic Boston Pattern fence.
- **Western Avenue signalized intersection** does not allow for sufficiently safe bicycle and pedestrian crossing.
- Lack of consistent information sharing and outreach about the **Memorial Drive Phase 3** project or when components of the project are happening, as they relate to parkway and park access.



Figure 1. At the Fall 2025 site tour, participants observed and discussed about vehicle speeds and unsafe crossing conditions.



Figure 2. At the Fall 2025 site tour, participants shared concerns and learned from DCR project managers about in-progress and upcoming work in the area.