

Memorial Drive Greenway Improvements Phase III

Public Comments as of 8/20/2019

deadline 7/25/2019 (shaded cell denotes postdeadline)

Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
6/26/19 9:53 AM	<p>Hello,</p> <p>I attended the DCR public meeting for the Memorial Drive project last night. While there were some good aspects to the proposed design, it still seems to be ignoring the vast amount of community input asking for the road to be made safer by slowing travel speeds and removing auto lanes. Additionally, the data and presentation seemed to be wholly focused on the needs of drivers as opposed to those of us who live in the area and need safer routes to bike and walk to work, which is continually encouraged by the Cambridge, Boston, and the state DOT.</p> <p>For example:</p> <p>-Traffic counts for cars were presented over a 24 hour period, while bikes and ped counts were given for a 1 hour block. I suspect the hourly counts would have led to the question, if car's only move 60-70% of the people through the corridor, why do they get 3 or 4x the space in the corridor.</p> <p>-Traffic studies assumed the same number of cars in all scenarios. There was no consideration that some auto traffic might divert to Storrow, shift to other times of day, or trips might be completed by bike. For example, I have driven to Microcenter and Trader Joe's because it's a pain to cross Mem Drive and the paths are in horrific condition to bike on. If there was a comfortable bike route here, I would likely only bike there and feel safer loading my bike rack with groceries.</p> <p>-Traffic studies did not consider possible growth in cycling or walking that would come with improved paths and better neighborhood connections. Even at current volumes, the proposed path width is dangerously too narrow, let alone with any growth.</p> <p>-Traffic studies did not account for pedestrian or bicycle delays at signals, only vehicle delays, which seemed to be the primary concern of the design team. Having a combined path would certainly cause significant delays to cyclists.</p> <p>-There were no alternatives or traffic studies presented showing a road diet along the entire corridor as requested overwhelmingly by community inp</p>	Colin	McCarthy	cwmccarthy@gmail.com	956 Cambridge Street		Cambridge	MA	02141

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6/26/19 11:16 AM	<p>Attended the meeting on 6/25.</p> <p>Was profoundly disappointed at the lack of attention to the BU Bridge Rotary.</p> <p>1. There was little if any information on West to South or North to South travel times, which are onerous.</p> <p>2. No attention to increased demand for motor vehicle trips due to in process Kendall/Volpe projects, etc.</p> <p>3. Although bicycle and pedestrian issues are important, they are overrepresented</p> <p>Presentation was poorly done. No units on slides - bike and pedestrian peak hour counts, motor vehicles daily totals. Need commensurate data. Also need projections of future demands.</p> <p>Currently 30K cars daily, even on a 24 hour basis is over 1000 vehicles per hour, as opposed to pedestrian and bike counts in double or low triple digit. In fact numbers of vehicles per peak hour likely substantially greater.</p> <p>Trying to get across BU Bridge rotary by car is highly problematic, at afternoon rush hour routinely taking 15 minutes or longer. By your own current numbers, 1146 cars peak afternoon are going East and West Memorial Drive, and from North on Brookline Street, into a single lane on the BU Bridge. Assuming light at BU Bridge allows through traffic one/third of the time, that means ~1200 cars must move through in 20 minutes, or 60 cars a minute.</p> <p>Removing any Westbound lanes from Memorial drive coming from the East, in advance of River Street and Western Ave, seems seems untenable. Eliminating the rotary but keeping overhead deserves careful analysis.</p> <p>This intersection has been ignored far too long. Details modelling of demand and intersection alternatives is essential. It is an embarrassment that needs to be addressed.</p>	Donald	Grossman	rowing.upstream@gmail.com	179 Sidney St		Cambridge	MA	02139-4345

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
6/26/19 12:22 PM	<p>Please make Memorial Drive a space that prioritizes people over cars.</p> <ul style="list-style-type: none">- Create separate paths for pedestrians and cyclists- Reduce vehicle traffic to one lane in each direction — A road diet would calm traffic and, with exceptions made for turn lanes at critical intersections, can be done without causing congestion.- Improve pedestrian/cyclist crossings — All crossings should receive substantial upgrades, including, where applicable, updated pedestrian and bicycle crossing signals that reflect actual traffic along these routes; bright green paint to demarcate crossing areas; raised sidewalk boundaries; distinct collection areas for pedestrians and cyclists; and any other traffic calming features that will make intersections safer for all users.- Reduce vehicle speeds — Implementing a 25mph speed limit to match the rest of Cambridge, raising crosswalks, and other measures would force slower speeds, not simply encourage them.- Add protected bike lanes to the BU rotary — Improve upon the Spring 2019 "quick build" changes made to the BU Rotary area, including the installation of a permanent protected bike lane throughout the rotary. Consider the possibility of adding a dedicated bus lane, or a combined bus/bike lane so that the CT2 and 47 buses can get through more easily at rush hour.- Preserve trees and maximize green space. <p>Thank you.</p>	Nathan	Kaufman	natekauf@rcn.com	56 Gorham St		Somerville	MA	02144
6/26/19 7:25 PM	<p>I am writing primarily to advocate for safer bicycle paths and crossings. I am a cyclist/pedestrian/motorist, and I fully understand the need for a balanced solution. That being said, when I am cycling is the main time when (a) I need to be unbelievably vigilant to avoid collisions from other vehicles, and (b) choose longer, less convenient routes simply to stay safer.</p> <p>From the various bicycle advocacy groups, I expect you know what measures can be taken: separate/protected paths, improved cyclist crossings, reduced vehicle speeds all help.</p> <p>Thanks for considering my comment.</p> <p>Tim Vaughan</p>	Timothy	Vaughan	tev4@case.edu	113 Richdale Ave, Unit 14		Cambridge	MA	02140

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
6/26/19 11:48 PM	<p>Create separate paths for pedestrians AND cyclists.</p> <p>Reduce vehicle traffic to one lane in each direction — A road diet would calm traffic and, with exceptions made for turn lanes at critical intersections, can be done without causing congestion.</p> <p>Improve pedestrian/cyclist crossings — All crossings should receive substantial upgrades, including, where applicable updated pedestrian and bicycle crossing signals that reflect actual traffic along these routes; bright green paint to demarcate crossing areas; raised sidewalk boundaries; distinct collection areas for pedestrians and cyclists; and any other traffic calming features that will make intersections safer for all users.</p> <p>Reduce vehicle speeds — Implementing a 25mph speed limit to match the rest of Cambridge, raising crosswalks, and other measures would force slower speeds, not simply encourage them.</p> <p>Add protected bike lanes to the BU rotary — Improve upon the Spring 2019 "quick build" changes made to the BU Rotary area, including the installation of a permanent protected bike lane throughout the rotary. Consider the possibility of adding a dedicated bus lane, or a combined bus/bike lane so that the CT2 and 47 busses can get through more easily at rush hour.</p> <p>Preserve trees and maximize green space.</p>	Elena	Huisman	huisman.elena@gmail.com	1157 Beacon Street	Apt. 3	Brookline	MA	02446
6/27/19 9:50 AM	<p>Traffic speed in Cambridge has been reduced to 25mph, yet on Memorial Drive the posted speed limit remains at 35,ph. Why is this?</p> <p>If the speed limit on Memorial Drive was reduced to 25mph, conforming with the rest of Cambridge, surely there would be fewer accidents.</p>	Shela	Hadley	shadley@bu.edu	244 Brattle St		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
6/27/19 3:21 PM	<p>Hello,</p> <p>I hope this finds you well.</p> <p>I was at the public meeting this Tuesday and wanted to send a follow up comment, thank you for the consideration.</p> <p>My experience at the meeting was that very few car driving advocates were in attendance however, many more people use cars along the greenway than pedestrians or cyclists. While improving intersections feels like a very positive aspect of the project for all, I would caution you from creating traffic situations where the number of lanes switch. (lane dieting was the term I remember you using). There is an important symmetry and predictability to 2 lanes on Memorial and Storrow, I imagine traffic accident data supports this.</p> <p>When I think about the future of Boston & Cambridge park space I dream of a time when a beautiful park stretches along both sides of the river all the way to 128/95, like if we extended the esplanade for miles! I think such a park would, in addition to raising the attractiveness of the city as a place to live, be in itself an incredible statement about the national future of urban park systems. The practicality of that is very distant due to buildings and roads riding right up along the river, (and all the involved stakeholders).</p> <p>I would encourage you to jog the greenway this summer a few times and feel the changes in the experience through the sections. Assuming the lanes and buildings stay where they are, the questions I am left asking are: Can we create paths that feel more like a park and less like a sidewalk? Can we compliment future bridge replacement projects by having a master plan type vision? And of course, facing the issue of tight space head on: Can we build boardwalk systems? Can we build out the banks?</p> <p>The budget is likely limited, the scope of work probably aimed at straight forward improvements. Don't be afraid to have a crazy conversation though about what a huge project would look like, or how this smaller one could build into that.</p> <p>Many thanks, John</p>	John	Williamson	john1williamson2@gmail.com	1008 Massachusetts Ave		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
6/28/19 10:24 AM	Hello, I live in Brookline and cycle to Cambridge regularly, so I cycle in this area multiple times a week. Please : Create separate paths for pedestrians and cyclists. Make more access points from the street into bike bike paths. And make ramps to side walks from streets at the most usable points - I. E. Corners where people actually cycle/walk. Reduce vehicle traffic to one lane in each direction — A road diet would calm traffic and, with exceptions made for turn lanes at critical intersections, can be done without causing congestion. Very importantly, please maintain bike paths that are smooth and pleasant to roll over. Rough and bumpy paths are unpleasant and deter people from using them. Thank you!	Hudson	Doyle	hudsondoyle@gmail.com	24 Mason ter		Brookline	MA	02446
6/28/19 11:49 AM	For this improvement, I encourage you to build wider, separate walking and biking paths on the greenway. This is a very popular section for walkers, and it's currently difficult to bike down even at slow speed.due to the need to pass people (who sometimes spread across both sides of the path). It will be safer and more enjoyable for all pedestrians and cyclists if implemented.	Branden	Kornell	bkornell@hotmail.com	39 Burnside Ave. #2		Somerville	MA	02144
6/28/19 11:50 AM	Hello - I am pleased to see DCR plan improvements for Memorial Drive and the associated greenway between the BU Bridge and Eliot bridge. This area - the greenway in particular - is very much in need of improvements. I'd like to ask that DCR prioritize the following: - Widening and repaving of the greenway paths. The current paths are far too narrow for shared use between cyclists and pedestrians, and the condition of the paths is very poor. - Improved safety at all places the paths cross streets and driveways. - Traffic calming improvements to reduce vehicle speed along the entirety of Memorial drive. Cars simply go too fast on this road. Thank you for your consideration.	Daniel	Glasser	dglasser13@gmail.com	17 Summit Ave. Apt. 2		Brookline	MA	02446
6/28/19 12:04 PM	The stretch of shared-use path between the BU bridge and Mt. Auburn along Memorial Drive is woefully inadequate for those of us attempting to bike along it presently. If not outright separate paths for pedestrians and bicyclists, there at least needs to be a wide-enough path for two-way traffic and passing. The current state of the path is deplorable and unacceptable. Please invest in the infrastructure needed to make greater Boston the bicycle and pedestrian friendly area it needs to be!	Shawn	Gillpatrick	shawn.gillpatrick@gmail.com	6 Dewolf Street	Apt. 3	Dorchester	MA	02125

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6/28/19 12:05 PM	<p>I'd like to add my vote for wider cycling paths along Charles River and separated cycling/pedestrian paths. Alternately, street level bike lanes that are physically segregated from vehicle traffic would be equally desirable from the perspective of encouraging cycling and keeping cyclists safe.</p> <p>For the BU bridge rotary, I vote for any design which enables cyclists to safely navigate the current rotary area North of BU bridge which currently has no bike lanes and no designated vehicle travel lanes. I cycle commute through the BU bridge area on a daily basis. I feel much safer with the bike lanes that have recently been installed on the BU bridge but the rotary North of the bridge is very dangerous and vehicular traffic does not maintain 3' separation with cyclists. Additionally, the pedestrian crossing across the exit from Memorial Dr Westbound to the rotary is dangerous since bridge supports block sight lines for vehicles entering the rotary. Therefore, vehicles constantly block that pedestrian crossing as they creep out into the rotary to look for oncoming vehicles. I've almost been hit by vehicles using that pedestrian crossing and I've seen many other close calls.</p>	Joshua	Blouwolff	j.blouwolff@gmail.com	63 summit avenue	Apt 1	brookline	MA	02446
6/28/19 12:15 PM	<p>Please listen to the Boston cyclists Union on this issue. The future of our cities will be so much healthier in every way, including economically, if we make the decision NOW to prioritize non-vehicular traffic on our roads. All of Memorial Driv should go on a road diet system, not just part of it.</p>	Alicia	Powell	powellshrink@gmail.com	3 Newsome Park		Jamaica Plain	MA	02130
6/28/19 1:03 PM	<p>The stretch of the bike path from JFK Park to Flagg Street should be bumped up to 12 feet. Leave 6 feet of space between the road and 4 feet to the joggers path.</p> <p>The bike path from Pleasant Street to the BU Rotary needs to be 12 feet. Ten feet isn't sufficient on that busy stretch. Look what happened on the minuteman this spring (also 10 feet wide) where there was a headlong collision in Lexington. You need more space to allow for traffic there.</p> <p>There also needs to be a smooth transition to the BU rotary from the bike path. Flexiposts should be implemented to allow bikers to get in the rotary without fear of getting hit by traffic.</p>	Christopher	Davies	cdavies0303@gmail.com	67 Paul Revere Road #1		Arlington	MA	02476
6/28/19 2:24 PM	<p>I fully support making Memorial Drive safer for all users: pedestrians, bicycles, cars, families, scooters, wheel chair users, and many others I'm likely forgetting! The point being, so many different people use Memorial Drive in different ways, but the park and roadway space in this section are really lacking in accommodating everyone. Parkland should be expanded, and roadway width should be reallocated from car-centric to people-centric design. A wider path, or paths, for pedestrians and other users is a priority. Spaces for respite like benches and small plaza areas for gathering, are important. Saving and increasing the tree canopy is important. Memorial Drive should be more of a park and less of a 'Drive.' Thank you for undertaking this important design and I appreciate your efforts so far.</p>	Michael	Proscia	mtproscia@gmail.com	16 Jessie St		Swampscott	MA	01907

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6/28/19 3:11 PM	<p>While it is good to see that with the latest design proposal there is a section of Memorial Drive that is planned to be reduced to 2 lanes, it is simply not enough. The whole road should receive a road diet to reduce car speeds and volume and make more room for people to walk, bike, or run along the river. Modeling the width on the road be looking at existing traffic volumes in an outdated approach. We know with induced demand that a small road will lead to fewer vehicles. Please take this into consideration and reduce the road width across the whole project.</p> <p>The banks of the Charles should be built for people, NOT cars.</p>	Aaron	Greiner	aaronbgreiner@gmail.com	43 Parkdale St		Somerville	MA	02143
6/28/19 3:17 PM	<p>Thank you for your work on this important project.</p> <p>As a neighbor just one block from memorial drive, I strongly support the asks of the Memorial Drive Alliance (Cambridge Bike Safety, LivableStreets Alliance and area-residents). Specifically I support the following proposals, which would greatly increase my quality of life, and decrease the likelihood that I will be killed or permanently disabled as a cyclist and pedestrian that uses this stretch of memorial drive daily.</p> <p>1) Separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street. On the river side the pedestrian path should be no less than 12 feet wide, and bike path should be no less than 14 feet wide to accommodate heavy bike traffic going both directions along the path. Each path should be clearly marked with painted surface and signage – as well as a commitment from DCR to maintain these paths seasonally.</p> <p>2) Reduce memorial drive to two lanes of opposing traffic with exceptions at critical turning intersections.</p> <p>3)Safety improvements at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park. These improvements should include, wherever applicable: updated pedestrian and bicycle crossing signals – that reflect the amount of traffic along these routes, bright green paint to demarcate the crossing area, raised sidewalk boundaries, distinct collection areas for pedestrians and cyclists, and any other traffic calming features that will make the intersections safer for all users.</p> <p>4) raised crosswalks that force slower speeds, not simply encourage them, upgraded demarcations, the elimination of one or more lanes of vehicular travel, and a reduced speed limit of 25 MPH to match the rest of the city.</p> <p>5) Installation of a permanent protected bike lane throughout the BU rotary with physical separation from cars.</p> <p>Thank you!</p>	David	Tisel	davidtisel@gmail.com	26 Flagg St. Apt. 1		Cambridge	MA	02138

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6/28/19 4:41 PM	<p>As someone who relies on my bicycle for both transportation and recreation, I fully endorse the following requests to enhance bicycle and pedestrian safety and convenience along the length of the Memorial Drive Greenway. It is important to provide this kind of safety to encourage use of non-motorized transportation.</p> <p>* Provide separate bike and pedestrian paths along the entire route of Memorial Drive on both sides of the street.</p> <p>* Reduce Memorial Drive to two lanes of opposing traffic with exceptions at critical turning intersections. This should help lower speeds and allocate space more evenly for all types of uses.</p> <p>*Safety improvements are critical at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park. These improvements should include, wherever applicable: updated pedestrian and bicycle crossing signals – that reflect the amount of traffic along these routes, bright green paint to demarcate the crossing area, raised sidewalk boundaries, distinct collection areas for pedestrians and cyclists, and any other traffic calming features that will make the intersections safer for all users.</p>	Cynthia	Snow	csnow2@verizon.net	323 Tappan St.	Apt 4	Brookline	MA	02445
6/28/19 5:28 PM	<p>As a Cambridge resident who bikes to work and is an avid runner, it's time to overhaul this stretch of memorial drive and give it the space it deserves! We need this stretch of road to be designed as it was near Mass Ave bridge. A separated gravel walking/running trail and bike lane, each wide enough to accommodate the traffic that will use it. As designed, it's quite dangerous to run and even more dangerous too bike as the path is too narrow and upkeep is lacking. Please consider removing lanes of traffic if that is what is necessary to make this amazing riverfront property the best it can be!</p>	Ben	Miller	bwmiller.4@gmail.com	361 Mt Auburn St		Cambridge	MA	02138
6/29/19 8:18 AM	<p>I'm glad to see the consideration of some bike and pedestrian safety and access improvements along Memorial Drive.</p> <p>I would like to see more consideration and detailed analysis of "road diet" options to reduce vehicle road width along the entire roadway, not just west of JFK Park. I understand there are high traffic volumes but perhaps there could be designs that accommodate throughput and turning movements at intersections while narrowing other sections of roadway.</p> <p>This would allow more room for separated bike and pedestrian paths, which are sorely needed. The current, very narrow combined path creates lots of potential conflicts. At a minimum, the path should be widened to 12-14', or a hard shoulder provided for walkers/joggers.</p>	Chris	Porter	cdptrans@gmail.com	28 Lakehill Ave		Arlington	MA	02474

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6/29/19 8:58 AM	<p>I am writing to request improvements to the Memorial Drive Greenway around the BU Rotary. I frequently bike from Kendall Square to Brookline via Vassar St and the BU Bridge. Traveling by bike from Vassar to the bridge is treacherous for both bikes and pedestrians. On both sides of Memorial Drive, the path is narrow, barely able to allow bike/pedestrian traffic to pass in opposite directions. It is important for these to be separated and widened. Please consider eliminating 1 lane of car traffic in each direction to provide safe passage for this very popular section of the Greenway.</p> <p>If there is any place I feel most in danger riding in the Boston area, it is around the BU Rotary. Traffic is highly congested there, with impatient drivers blocking crosswalks and bike lanes. A cyclist traveling from Cambridge to Boston must somehow get through the crush of cars to the barely noticeable bike lane, then slowly work their way uphill to the bridge. Cars regularly drive across .the bike lane as a way of shortcutting the corner between the eastbound rotary and the Boston-bound lanes of the bridge. This is highly dangerous. Each time I cross there I wonder which car will come closest to hitting me. Please, please make this safer by reducing traffic and providing a dedicated safe passage for bikes and pedestrians.</p> <p>Thank you for your consideration and planning.</p>	David	McGaffin	mcgaffin@gmail.com	23 Union Ave, #2		Jamaica Plain	MA	02130

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6/29/19 9:23 AM	<p>I frequently cycle on memorial drive and it has many dangerous intersections and is far too narrow for cyclists and pedestrians to use it.</p> <p>I support Boston cyclist Unions demands (see below):</p> <p>Separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street. On the river side the pedestrian path should be no less than 12 feet wide, and bike path should be no less than 14 feet wide to accommodate heavy bike traffic going both directions along the path. Each path should be clearly marked with painted surface and signage – as well as a commitment from DCR to maintain these paths seasonally.</p> <p>Minimize loss of healthy trees and shoreline vegetation, particularly the health of the 100-year old sycamores must be preserved and enhanced. Plant new trees wherever possible so that the number of caliper inches is immediately a net positive upon completion. Tree planting vendors should be held responsible for survival of trees during first 4 years of planting. If cycle tracks needs to go on the road in order to retain trees, they should be physically separated from cars.</p> <p>Reduce memorial drive to two lanes of opposing traffic with exceptions at critical turning intersections.</p> <p>Eliminate right hand turn option for eastbound traffic onto to Western Ave Bridge. There is no reason that cars cannot simply use the JFK bridge or Elliot St. Bridge for this route to Mass. Pike.</p> <p>Safety improvements at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park. These improvements should include, wherever applicable: updated pedestrian and bicycle crossing signals – that reflect the amount of traffic along these routes, bright green paint to demarcate the crossing area, raised sidewalk boundaries, distinct collection areas for pedestrians and cyclists, and any other traffic calming fetures that will make the intersections safer for all users.</p>	Charlotte	Miller	millerce@bu.edu	89 Wenham Street	#2	Jamaica Plain	MA	02130
6/29/19 10:27 AM	<p>I'm a long time Boston resident (currently in Dorchester) and cyclist writing to urge DCR to include separate bike and pedestrian paths and a comprehensive road diet in the upcoming Mem Drive greenway redesign. Appropriate infrastructure for non-automotive transport modes is critical to increased equity, public health and safety, and combatting the worsening climate crisis.</p>	Nathaniel	Brooks	brooks.nathaniel@gmail.com	95 Greenbrier St	Apt 1	Dorchester	MA	02124

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6/29/19 10:43 AM	<p>Hello,</p> <p>I am writing as a Cambridge resident who regularly bikes and occasionally drives and walks along the Charles River. The highways along either side of the river are a real waste of the riverfront in Boston and Cambridge. There must instead be a priority here green space and engine-free transportation and recreation. Summer Sundays on "closed" Memorial Drive serve as an example of what this area could be.</p> <p>On Memorial Drive, there is no safe space to ride a bicycle. Even though there are stretches of cycle track, all but a few sections are shared with pedestrians. This is a hazard both to get through by bicycle and on foot. Separate 12'+ wide facilities for cycling and walking would be a great boon for both transit and leisure in Cambridge.</p> <p>I think I can honestly say, as a driver, that I've never found 2 lanes along Memorial Drive to be necessary except when someone tries to make a prohibited left turn. Make some turning lanes if necessary and narrow the road to at most 3 lanes to make space.</p> <p>- Yuriy Kozlov</p>	Yuriy	Kozlov	yuriy.kozlov@gmail.com	70 Dudley St #2		Cambridge	MA	02140
6/29/19 12:22 PM	<p>To whom it may concern</p> <p>Below are my requests and hopes for the redesign</p> <ul style="list-style-type: none">- create seperate paths for people waling and people driving- Widen the path between the BU Rotary and the BU boathouse. There is excess road-width on the street ramp that could accommodate a protected bike lane. between the incline, and the turn, this is a very dangerous and scary spot [imaging bikes coming in both directions, two people walking and cars wizzing by., Non car lanes should accommodate this demand.- reduce driving speeds by reducing travel lanes to one [with some turning lanes]. This is a park and city resource that should be enjoyed by residents and visitors alike as well as a transportation spine for walkers, runners and cyclists. <p>i pass thorough this area often, and would even more if I was more comfortable. As it is, I try to find ways to avoid it.</p> <p>Thanking you in advance,</p> <p>- Nina</p>	Nina	Garfinkle	ngarf@verizon.net	7 Holyoke Street #3		Boston	MA	02116

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6/29/19 1:27 PM	<ul style="list-style-type: none">• Separate bike and pedestrian paths along entire route of Memorial Drive• Minimize loss of healthy trees and shoreline vegetation <p>Safety improvements at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park. These improvements should include, wherever applicable: updated pedestrian and bicycle crossing signals – that reflect the amount of traffic along these routes, bright green paint to demarcate the crossing area, raised sidewalk boundaries, distinct collection areas for pedestrians and cyclists, and any other traffic calming features that will make the intersections safer for all users.</p> <p>Consider changes to Memorial Drive that will lower speeds and allocate space more evenly for all types of uses, including: traffic calming features such as raised crosswalks that force slower speeds, not simply encourage them, upgraded demarcations, the elimination of one or more lanes of vehicular travel, and a reduced speed limit of 25 MPH to match the rest of the city. We are asking for raised crosswalks at the intersections of BU bridge rotary, River St., Western Ave., and JFK st.</p> <p>Improve upon the Spring 2019 “quick build” changes made to the BU Rotary area, including the installation of a permanent protected bike lane throughout the rotary with physical separation and ample demarcation. Consider the possibility of adding a dedicated bus lane or a combined bus/bike lane so that the CT2 and 47 busses can get through more easily at rush hour. These quick fixes are meant to test ideas for inclusion in the “permanent” improvements yet to come. Immediately match all signal phasing to the rest of the city, with concurrent walk signals, leading pedestrian intervals (LPIs) and No Turn on Red signage at all intersections.</p>	Jussi	Gamache	jussi@freezepop.net	117 Albion StApt 2		Somerville	MA	02144-2619
6/30/19 9:16 AM	<p>As a registered voter in Cambridge, I urge DCR to reduce the number of lanes on Memorial Drive, give more room to walking and cycling facilities, and implement lots of traffic calming including reducing lane widths. We get the traffic that we build for, and who would want more loud, polluting, and life-threatening vehicle traffic along the Charles? As someone who drives, walks, bicycles, and takes transit, I would also like to remind DCR that you're not designing for "cyclists," "drivers," or "pedestrians." These words suggest fixed constituencies when in reality we should be universalizing the way we talk about transportation. Rather, putting people first on Memorial Drive will make walking, cycling, and driving safer, more pleasant, and more predictable experiences for everyone.</p>	Patrick	Braga	patrickbraga@gsd.harvard.edu	11 Everett St	S-9	Cambridge	MA	02138

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6/30/19 12:25 PM	<p>Please consider the following changes:</p> <p>* Separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street.</p> <p>On the river side the pedestrian path should be no less than 12 feet wide, and bike path should be no less than 14 feet wide to accommodate heavy bike traffic going both directions along the path. Each path should be clearly marked with painted surface and signage – as well as a commitment from DCR to maintain these paths seasonally.</p> <p>* Reduce Memorial Drive to one lane in each direction with exceptions at critical turning intersections.</p> <p>* Eliminate right hand turn option for eastbound traffic onto to Western Ave Bridge.</p> <p>* Safety improvements at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park. These improvements should include, wherever applicable: updated pedestrian and bicycle crossing signals – that reflect the amount of traffic along these routes, bright green paint to demarcate the crossing area, raised sidewalk boundaries, distinct collection areas for pedestrians and cyclists, and any other traffic calming features that will make the intersections safer for all users.</p> <p>* Consider changes to Memorial Drive that will lower speeds and allocate space more evenly for all types of uses, including: traffic calming features such as raised crosswalks that force slower speeds.</p> <p>* Reduce speed limit of 25 MPH to match the rest of the city.</p> <p>* Improve upon the Spring 2019 “quick build” changes made to the BU Rotary area, including the installation of a permanent protected bike lane throughout the rotary with physical separation and ample demarcation. Consider the possibility of adding a dedicated bus lane or a combined bus/bike lane so that the CT2 and 47 busses can get through more easily at rush hour.</p> <p>*Improve signal phasing: concurrent walk signals, leading pedestrian intervals, and No Turn on Red signage at all intersection</p>	Aleksey	Kliger	akliger@gmail.com	135 Willow Ave	Apt 2	Somerville	MA	02144

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/1/19 11:37 AM	<p>I'm a Boston resident that loves biking, but is always concerned about my safety. I've never been able to convince my girlfriend to bike in Boston because of the risks of getting hit by a reckless driver. Thus, separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street are critical. On the river side the pedestrian path should be no less than 12 feet wide, and bike path should be no less than 14 feet wide to accommodate heavy bike traffic going both directions along the path. Each path should be clearly marked with painted surface and signage – as well as a commitment from DCR to maintain these paths seasonally.</p> <p>Reduce memorial drive to two lanes of opposing traffic with exceptions at critical turning intersections.</p> <p>Eliminate right hand turn option for eastbound traffic onto to Western Ave Bridge. There is no reason that cars cannot simply use the JFK bridge or Eliot St. Bridge for this route to Mass. Pike.</p> <p>Safety improvements at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park. These improvements should include, wherever applicable: updated pedestrian and bicycle crossing signals – that reflect the amount of traffic along these routes, bright green paint to demarcate the crossing area, raised sidewalk boundaries, distinct collection areas for pedestrians and cyclists, and any other traffic calming features that will make the intersections safer for all users.</p> <p>Consider changes to Memorial Drive that will lower speeds and allocate space more evenly for all types of uses, including: traffic calming features such as raised crosswalks that force slower speeds.</p>	Benjamin	Allen	ballen11@bu.edu	80 Pleasant Street	Apt 46	Brookline	MA	02446

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/1/19 5:25 PM	<p>Hi,</p> <p>I wish to express my support for all of the recommendations being made by the Boston Cyclists Union regarding upcoming Memorial Drive improvements. As a year-round bicycle commuter for well over a decade, I have substantial experience biking in this section of the city. The condition of the bike paths in many sections is poor and overly congested with runners, strollers, various electric mobility devices, dogs and bikes. Additional car traffic is very fast and aggressive in this entire area, making biking and crossing the streets as a pedestrian overly dangerous.</p> <p>The Boston Cyclists Union requests will help to mitigate these safety concerns and help make our riverfront a highlight of the city to residents and visitors. A full list of asks can be found online at: https://bostoncyclistsunion.org/speak-up-for-a-safer-memorial-drive-that-puts-people-first</p> <p>Thank you, -Blair Pershyn Boston, MA</p>	Blair	Pershyn	bpershyn@berklee.edu	28 Murray Hill Rd		Boston	MA	02131
7/2/19 10:23 PM	<p>please do not use any more of the soft surface that was used along the river bike path at the end of memorial drive by the boat house/across from BB&N. It erodes to a very rough, unpleasant surface. A smooth surface makes life much more pleasant for those traveling by bicycle. Please make curb cuts that provide wide access for bicycles to enter/exit bike paths/streets. They are often too narrow and not located in easily accessible locations. please resurface the bike ways now and again so roots, bumps, etc do not develop.</p> <p>thank you for your efforts. Dr Doyle</p>	james	doyle	jdoyle1963@gmail.com	24 mason ter		brookline	MA	02446
7/3/19 9:54 AM	<ul style="list-style-type: none">• That the DCR -- starting immediately -- budget and actually implement regular ongoing arborists' expert maintenance on Charles River's North bank's south side, to restore to health and to protect the long-neglected London Plane trees;• That Memorial Drive between Anderson Memorial Bridge and Western Avenue Bridge be reduced to one lane in each direction to provide enough space for bi-directional bicycle lanes within the roadway cross-section. Note: Memorial Drive is 37 feet wide on average, which allows for this modification without any construction.• That the current footpath between Anderson Memorial Bridge and Western Avenue Bridge retain its current width and be restricted to pedestrian use only -- to protect elders, handicapped walkers, adults with strollers, toddlers, and children from zooming cyclists, electric scooters, rollerbladers.	Anita	MccClellan	adm@anitamcclellan.com	50 Stearns St.		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/8/19 10:56 AM	<p>The Memorial Drive Greenway improvements are a critical opportunity to make this greenway safer and healthier for all users. While I applaud that the current plan includes a road diet on one section, that is not enough. This is one of the busiest pedestrian, runner, and cyclist corridors in the state. The path and sidewalks must be widened to accommodate current use and encourage additional use. A road diet is needed for the entire stretch with either wider, separate walking and biking paths or on-street, separated cycle tracks.</p> <p>Traffic calming and safety improvements at crossings to allow for safe crossings are also needed such as raised crosswalks that force slower speeds, upgraded demarcations, the elimination of one or more lanes of vehicular travel, and a reduced speed limit of 25 MPH to match the rest of the city.</p> <p>In light of climate change, it is important to protect existing trees and shoreline vegetation, as well as planting more to provide cooling, water filtration, and storm water management benefits.</p>	Eric	Sofen	esofen@gmail.com	81 Seaver St.		Wellesely	MA	02481

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/9/19 11:19 AM	<p>July 8, 2019 The Guardian (UK) article on electric scooters sharing pathways with pedestrians: "Police in Copenhagen have arrested 28 people for riding electric scooters under the influence of cannabis and alcohol.</p> <p>"During the weekend 24 people were caught riding the scooters drunk and four were stoned, the force announced on Twitter, after police began a crackdown in the Danish capital on misuse of the scooters introduced to the city earlier this year.</p> <p>"In Denmark, driving an electric scooter or a car with an alcohol level equal to or higher than 0.5g per litre of blood is punishable with a 2,000-krone (£235) fine.</p> <p>"The new mode of transport has become popular on the streets of Copenhagen and many locals are unhappy with the influx of scooters, which are often poorly parked.</p> <p>"In June, the city council announced it would allow only 200 electric scooters in the mainly pedestrianised city centre and capped their number in the whole city to 3,000.</p> <p>"Copenhagen is not the only capital city coping with the new trend. Paris has introduced fines of €135 (£120) for riding electric scooters on the pavement. In June the mayor, Anne Hidalgo, announced a ban on parking on the pavement.</p> <p>"Fans see the scooters as a quick and cheap way to get around, with the dockless devices unlocked with a phone app. Once a ride is over, they can be left anywhere. But critics say they pose a safety risk for users and pedestrians." -- https://www.theguardian.com/world/2019/jul/08/copenhagen-scooters-alcohol-cannabis-arrested</p> <p>DO NOT widen the current pedestrian pathway along Mem Drive to be shared by pedestrians, cyclists, scooters, skateboarders, etc.! The roadway has ample space for a bike-etc. biway.</p>	Anita	McClellan	adm@anitamcclellan.com	50 Stearns St.		Cambridge	MA	02138
7/9/19 1:14 PM	Less car space. Increase bike and pedestrian space. The level of car congestion and transmission needs to be decreased. incentives people to ditch cars by increasing bike and pedestrian safety.	Charisse	Taylor	ctaylr13@gmail.com	223 Highland Ave.	Apt. 2	Somerville	MA	02143
7/9/19 5:52 PM	This path is super high traffic with pedestrians, bikes, runners, and others. Definitely needs expansion. If the city or state is interested in doing something to reduce greenhouse gas emissions, this would be a good project to do.	Jonathan	Buonocore	jonathan.buonocore@gmail.com	65a Dana St	11	Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/10/19 4:31 PM	<p>Hello there, and I'm so glad that a bunch of talented professionals are working on this. I have looked at the comment map, and see that many of my own bits of feedback have already been voiced by others. However, I would like to highlight a few points in my space here. I am a bike commuter who goes back and forth between Jamaica Plain and my workplace in Harvard Square. I also have a Ph.D. in urban studies, and know the whole story of how roads meant to be pleasant country park drives ended up being highways because of our country's relationship with the automobile and the political influence of drivers.</p> <p>Sometimes I will go up Putnam Street, even with all of its issues, in order to avoid the Dudley Path, because at least there the intersections are better planned and the pavement less terrible.</p> <p>1. Interaction between cars and bikes/pedestrians. Although many of us dream of reducing the number of lanes on Memorial Drive, I recognize that that is not going to happen for various reasons. However, I do think that there can't be progress here unless we basically decide that cars have to be inconvenienced and reminded of their limits. Once cars are on the way to or from the Pike and Storrow Dr., all of the roads leading up to those places start looking to them like highways too. As such, the Memorial Drive intersection at Western and River need to be redesigned so that cars cannot turn right on red EVEN IF THAT MEANS THAT THERE ARE BACKUPS.</p> <p>2. The BU Bridge circle. It's fine to have bike lanes on the BU Bridge, but on the cambridge side the merging cars make it very unsafe to use the bike lane because they are not forced to merge until just the point where the bike lane starts. The bike lane needs to start earlier, and be protected -- the cars just need to be forced to merge before they get to the bridge EVEN IF IT CAUSES DELAYS FOR THE CARS AND THEY ARE BACKED UP A BIT before getting on the rotary.</p> <p>Thanks so much for considering.</p>	Joshua	Lupkin	joshua.lupkin@gmail.com	76 Elm Street G06		Boston	MA	02130
7/10/19 6:45 PM	<p>I am fully in support of making Memorial Drive a better place for pedestrians and cyclists. Boston and surrounding areas are experiencing a transit crisis with more and more cars on the road and traffic and commuting becoming more untenable and unpleasant for all. We should be doing everything we can do encourage people to use alternative forms of transportation and make it more pleasant. Stories Drive is already a main traffic artery right across the river. We should dedicate more of Memorials Drive to only bike and pedestrian traffic and prohibit cars. Let's maximize the space along the beautiful Charles for people to come together and be outside and limit the amount of exhaust they have to breathe in.</p>	Peter	Schaefer	schaefer.peter@gmail.com	24 Hall St	Apt 1	Boston	MA	02130

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7/10/19 8:37 PM	<p>As a daily user (bicyclist) of the memorial drive bike path from Watertown to the BU bridge I HIGHLY advocate for better bike and pedestrian use. The path between the Cambridge St Bridge and the BU bridge is highly congested and dangerously tight for multiple bikers, joggers, walkers with pets, baby carriages and the activity in front of the pool area. There are dangerous drop offs from the paved path to the dirt that can trip up bikers and very little space to pass a jogger with headphones in. Expanding that section is important for the safety of all users.</p> <p>The intersections also need to be better timed. I have noticed that the light for Cambridge street is green when the bridge is already full, causing gridlock and anxious drivers to butt into the intersection so when the light changes to allow pedestrians and bikers to go, the crosswalk is completely obstructed. I was actually hit once trying to cross the road with my right of way in this scenario. Even when traffic is light, cars turning onto the bridge have access when the crosswalk is lit, and many drivers to not yield to the crosswalk. In addition to that obstacle, the ramp onto the side walk should be widened to allow more points of access.</p> <p>I support the suggestion to reduce traffic lanes in favor of increasing pedestrian and bike access. This has improved driving/biking experience in other areas of Cambridge and Arlington where visibility is better for all commuters. Increasing light times and crosswalk times would offset the congestion and improve safety encouraging more path use.</p>	Chantal	Harris	cefharris@gmail.com	96 Mt Auburn Street	Apt 2	Watertown	MA	02472
7/11/19 11:03 AM	<p>The Memorial Drive Greenway now is a public safety hazard... the path is in serious disrepair and needs to be repaved at a minimum. The potholes and uneven ground are terrible for bikes and are a fall risk for pedestrians.</p> <p>Please consider widening the path and adding separate bike and pedestrian lanes for safety! So many people use this path, it's a great resource for the city but definitely needs to be widened.</p>	Caroline	Thiele	carolinetiehel@gmail.com	22 Bay State Road		Cambridge	MA	02138
7/11/19 6:03 PM	Replace two travel lanes with a protected bi-directional bike path. And improve existing paths for pedestrian use only. The bike path as is is crowded by pedestrians. I want to be able to ride safer and faster so that I don't have to drive.	Tessa	Green	tessadgreen@gmail.com	75 Wendell St	Apt 2	Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 7:11 AM	<p>I'm a year round bike commuter and I take the memorial drive bike path nearly daily on my commute to work. This is and can be one of the most important pieces of bike infrastructure in the Boston area and I believe it currently falls short in numerous respects, especially with regard to safe street crossings. Some changes I would like to see made include:</p> <p>Widening the path — Planning guides recommend a width of at least 10 feet for bidirectional multi-use paths, and stretches of the path fall well short of that minimum.</p> <p>Adding protection for people who bike through the challenging and dangerous BU Bridge rotary, and making this area safer for all road users</p> <p>Providing a safe route for cyclists to cross the Eliot St. Bridge</p> <p>Thank you,</p> <p>Conor McKenzie</p>	Conor	McKenzie	conormckenzie@hotmail.com	26 Elmhurst Rd.		Arlington	MA	02474
7/12/19 9:36 AM	<p>I am writing to object to DCR's proposal to keep four lanes of motor vehicle traffic on Memorial Drive, even in areas where the overwhelming public comment body supports improved pedestrian and cyclist infrastructure along with expanded green space.</p> <p>Memorial Drive should be reduced to two lanes of vehicle traffic along the entire length of the project. The reclaimed space should be used to create separate pedestrian and bicycle paths, to increase green space along the river, and to plant more trees.</p> <p>Thank you for considering my comment.</p>	Ulysses	Lateiner	ulysseslateiner@gmail.com	15 Chandler Street		Somerville	MA	02144-1911
7/12/19 9:37 AM	<p>We should grab this opportunity to make Cambridge and Boston a world recognized city of the future with improved green space and increased safe corridors for pedestrians and cyclists. Move forward by devoting less space for automobiles and more space for the ever growing vibrant and less car dependent community.</p>	cynthia	dill	cindydill@fayerweather.org	43 russell road		somerville	MA	02144
7/12/19 9:41 AM	<p>At the Memorial Drive meeting last month, DCR presented their plan for Memorial Drive. Despite overwhelming public comment in support of improving the corridor for walking and bicycling and expanding the green space in this park, DCR presented a plan which instead prioritizes keeping four lanes of motor vehicle traffic on the parts of Memorial Drive where these improvements are most needed.</p> <p>1.Memorial Drive should be shrunk to two lanes along the whole length of the project. 2.The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p>	Kevin	Gillespie	dizzyg3@gmail.com	25 Cliff St		Quincy	MA	02169

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7/12/19 9:44 AM	<p>Memorial Drive should be shrunk to two lanes along the whole length of the project.</p> <p>The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p> <p>I am a long time resident of Massachusetts, grew up here and bike for work, to do errands and for my health</p>	Jane	Wang	suziew96@gmail.com	208 MAPLEWOOD ST		WATERTOWN	MA	02472
7/12/19 9:45 AM	<p>I am a 10 year resident of the Cambridge/Somerville area. The current design proposal must be significantly changed.</p> <p>This is a once in a lifetime opportunity to adapt the landscape of Cambridge - to bring green spaces for pedestrians and show future-minded city design where cars are de-emphasized.</p> <p>Please reduce 4 lanes of car traffic to 2 lanes and use the reclaimed space for trees, bike infrastructure, and parks.</p> <p>People in the area have come out in masses to make these same points for other DCR projects - what will it take for the DCR to assume pedestrian-focused principles upfront for all of your projects? The people will keep coming back to protest your car-focused designs. We will do so over and over until you can adapt to modern city design principles internally.</p> <p>Thank you for your consideration.</p>	Juliana	C	cherston@mit.edu	72 Properzi Way		Somerville	MA	02143
7/12/19 9:46 AM	<p>Hi, it is essential to re-design memorial drive to accommodate safe cycling and pedestrian corridors. I commute by bike every day and often have kids with me. I want my children to grow up in a city that is safe for cyclists and pedestrians and have access to green space. Leaving Memorial Dr. as a superhighway will only elevate congestion, lower quality of life, and contribute to unclean air. Please re-design Memorial Dr for the people that live in the city and not cars.</p> <p>Thank you for reading my comment</p>	Kirill	Bouek	kirill.bouek@gmail.com	40 Paul Gore St	Apt 1	Jamaica Plain	MA	02130
7/12/19 9:49 AM	<p>Memorial Drive should be shrunk to two lanes along the whole length of the project.</p> <p>The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p>	Richard	Glassman	b4tikkun@yahoo.com	73 Jason Street	1st Floor	Arlington	MA	02476

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 9:51 AM	<p>Dear DCR Staff,</p> <p>Once again, I'd like to thank you for your hard work and for your efforts to engage the public on the updates to Memorial Drive.</p> <p>I write to register strong concern and objection to the current plans for Memorial Drive. The plans to maintain a four-lane motor vehicle road prioritize people driving past the Greenway at high speeds, rather than actually engaging with the space as intended. The road must be reduced in size to a two lane road.</p> <p>High speed auto traffic does not lend itself either to appreciating the space, and it actively impedes the people who want to get out of their cars and enjoy Memorial Drive Greenway as a park and as a space for public recreation. Fast cars intimidate anyone who currently visits the Greenway, walking or riding a bike. But high speed traffic particularly endangers children, the elderly, and people with disabilities, who all have the same rights to the enjoy public space.</p> <p>Prioritizing the people who least engage with the park and who, by driving a large, heavy vehicles that routinely kill pedestrians, add danger and stress to the people who do want to engage with the Greenway is antithetical to the mission of your department.</p> <p>If the road were already a two lane road, the idea of widening it to make it a highway would be treated as a horrible idea - why stick with the mistakes of the past when we have a chance to improve? Please reduce the size of the road, and turn the reclaimed ground into green space and bike lanes so that more people can actually use the Greenway as it was intended.</p>	Kathleen	Mills-Curran	kmillscurran@gmail.com	49 Granville Ave		Medford	MA	02155
7/12/19 9:56 AM	<p>Hi, I'm writing in response to DCR's recently presented plan for the reconstruction of Memorial Drive. Given strong community need for multimodal transportation, micromobility, and increasing failure of motorvehicle-centric urban planning in the growing Boston area, the current proposal of keeping four lanes of motorvehicular traffic in not sustainable, does not align with the interest of the local commuties, and does not serve the long-term livability of the greater Boston area by ossifying inefficient traffic patterns. I strongly urge DCR to consider reconfiguring Memorial Drive corridor to have ONLY A SINGLE LANE for motorvehicle traffic for each direction, add SEPARATE BICYCLE TRACKS and pedestrian walkways, and increase the green area by adding TREES, PARKS, and other public spaces.</p> <p>This aligns not only with local interest, but also with global trends within the borders of this country (like Times Square, NYC) and beyond (like Bogotá, Colombia).</p>	Bence	Béky	zsebkecske@gmail.com	155 Harvey St		Cambridge	MA	02140

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7/12/19 9:57 AM	Memorial Drive should have one lane for cars, a separated lane or path for bikes and micro-mobility (electric scooters, etc.), and a separated path for pedestrians. I have traveled along the north side of the river countless times, mostly by car, and I would gladly trade a lower car travel speed for the safety of bikes and pedestrians. The current design results in cars traveling way too fast for the width of the lanes and curves of the road, and the pedestrian path is barely able to support even casual / family cycling do to it's narrowness, uneven paving, and drastically different travel speeds (commuter bikes, casual bikes, runners, and walkers).	Andrew	Sinclair	andrew.sinclair@gmail.com	39 Mount Pleasant Street		Cambridge	MA	02140
7/12/19 9:59 AM	I urge the DCR to prioritize pedestrian and bicycle safety and reduce Memorial Drive to one lane of vehicle traffic in each direction. Our streets and parks are unsafe for bicyclists and pedestrians. This is why our streets are clogged with vehicle traffic - most people feel cycling is too risky. Our infrastructure is designed to accommodate maximum automobile traffic, compromising bike safety. Our cities need more cycling citizens to address the urban mobility issue. Our political leaders need to understand that accommodating cars brings more cars. What Boston needs is walking/cycling/public transportation infrastructure. It is time for Boston to enter the 21st century. 1950's era development such as the Big Dig needs to be reformed.	Jean	Dunoyer	dunoyer@mit.edu	17 Adams Ave		Watertown	MA	02472
7/12/19 10:01 AM	<p>I am writing to share my disappointment in the existing plans for the Memorial Drive Greenway Improvements. The plan is not doing enough to protect pedestrians and cyclists, who often must compete for a narrow space while cars can spread out across four lanes. DCR should reduce the motorist lanes to 2 and use the extra space for bi-directional protected bike lanes, more trees, and safe pedestrian paths on both sides. It is unreasonable to expect cyclists, joggers, groups of tourists, and parents with strollers to share a space.</p> <p>Additionally, I strongly oppose alternative 1 for the BU overpass/rotary. The existing rotary is unsafe and unclear for pedestrians and cyclists who are not familiar with the area. We need 21st-century signals and more robust crossings for pedestrians and cyclists so that everyone can navigate this complex intersection safely. More signs and marks on the road will not suffice.</p>	Kate	Weishaar	krweishaar@gmail.com	113 1/2 Thorndike Street		Cambridge	MA	02141
7/12/19 10:09 AM	There is no need to prioritize traffic over pedestrian and cyclist safety! Memorial Drive can be shrunk to just two lanes for the length of this project. In its place, separate bike and pedestrian paths can be added, as well as much-needed green space by the river. This is a once in a generation chance to make these kinds of improvements, and it would be a shame to continue to put traffic above making this a more livable city for its residents who use the Memorial Bike path every day.	Eric	Woods	genericwoods@gmail.com	36 Murray Hill Rd		Cambridge	MA	02140

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7/12/19 10:11 AM	The current plan for "improvements" is unacceptable. Memorial Drive should be shrunk to two lanes along the whole length of the project. The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river. As a Cambridgeport resident, this path is integral to my daily life, and that of so many other families and individuals. It is imperative that the city makes EVERY EFFORT to ensure a safe space for cyclists and pedestrians. It is so upsetting that this city is prioritizing stasis rather than change, automobiles rather than people, and traffic rather than community.	Annie	Lefley	annie.lefley@gmail.com	255 Pearl St		Cambridge	MA	02139
7/12/19 10:13 AM	I am a bike commuter in the Cambridge/Somerville area. This project is quite important to me. I request the following: 1) Memorial Drive should be shrunk to two lanes along the whole length of the project. 2) The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river. Thanks	Michael	Alpert	mdalpert@gmail.com	66 Marion Street	Floor 1	Somerville	MA	02143
7/12/19 10:14 AM	I am very disappointed to learn that the DCR plans to maintain 4 lanes of car traffic through the length of Mem Drive, despite the critical need to improve pedestrian and bicycle facilities in that corridor. Please go back and try again, with separate bike and pedestrian facilities and more green space. We need a city that's livable for people, not cars!	Michael	Leuchtenburg	michael@slashhome.org	27 Francesca ave		Somerville	MA	02144
7/12/19 10:29 AM	As a commuter to a job in Cambridge, I rely on public transit and biking. DCR has an opportunity to shape the Memorial Drive area for a long time to come. It should reduce the car lanes to one in each direction, and use the space instead for bikes, pedestrians, and park space. Separate paths for pedestrians and bikes will help to avoid tragedies such as the recent death of a bicyclist on the Minuteman Bikeway. I'm strongly in favor of the at-grade option for the replacement of the BU bridge rotary. With only one lane of car traffic in each direction, there will be even more space available for other uses. Use of transportation infrastructure is largely a result of how it's built. We should build for the outcome we want, not the situation we have.	Alan	Post	alan.douglas.post@gmail.com	29 Corey Rd		Malden	MA	02148
7/12/19 10:30 AM	Memorial Drive should be shrunk to two lanes along the whole length of the project.	Charles	Hydrio	hawk22fr@msn.com	Concord Av		Cambridge	MA	02138
7/12/19 10:32 AM	Mem Drive should have 2 lanes in total. The reclaimed space should be put to use for bikes, pedestrians, and more trees along the river.	Dan	Wolchonok	daniel.wolchonok@gmail.com	167 Erie St		Cambridge	MA	02139

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7/12/19 10:49 AM	The Memorial Drive Greenway Improvements project provides the opportunity to bring this section of roadway to the 21st century practice of multi-modal mobility that is sustainable. This means prioritizing public space along the river, minimizing car use, and enhancing pedestrian and cycling mobility options. The Memorial Drive Greenway can become a treasured public space for the city of Cambridge and state residents in general if the improvements include: creating more park space along the river, creating separate pedestrian and cycling paths, and limiting car lanes to two (one in each direction). Since the road is already narrow for four lanes, decreasing car lanes to two (with room for separate left turn lanes for Hawthorn St, Western Ave, River St, and Magazine St) would also provide a bit more lane width and minimize the potential for accidents as well as keep traffic moving smoothly through intersections with those streets.	Gregg	Greenough	pgg11671@gmail.com	345 Harrison Ave, PH 83		Boston	MA	02118
7/12/19 10:57 AM	I believe that expanding the space for bikes and pedestrians along the river should be prioritized above having more lanes for cars on Memorial Drive. Memorial Drive should just be two lanes, and the new space should be used to create separate pedestrian and bike paths along the river.	Sarah	Schoenfeldt	sarahschoenfeldt@gmail.com	6 Hillside Pk #1		Somerville	MA	02143
7/12/19 11:00 AM	<p>As a longtime resident of Cambridge and a frequent rider and recreational runner on the Memorial Drive Greenway, I am writing to express my concern about his proposed plan in to voice my support for an alternative proposal that would reduce Memorial Drive to 2 motor vehicle lanes (one each direction) for the length of the project and to use the reclaimed space to add more green space and separate bicycle and pedestrian paths for the length of the project.</p> <p>Especially now in a era of increased focus on sustainability and awareness of the impact of climate change, we should not be prioritizing motor vehicles ahead of green space and more pedestrian and cyclists friendly infrastructure.</p> <p>Thank you for your consideration.</p>	Jason	Stonehouse	jason.stonehouse@gmail.com	28 Jackson St		Cambridge	MA	02140
7/12/19 11:13 AM	<p>Memorial Drive should be shrunk to two lanes along the whole length of the project.</p> <p>The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p>	Andrew	Grasberger	andrewg216@gmail.com	129 Green Street		Reading	MA	01867
7/12/19 11:15 AM	The stretch along Memorial Drive has the potential to enhance the quality of life for residents and visitors to Cambridge, but at the moment it is dedicated disproportionately to car traffic. I support shrinking car travel lanes to 2, using the regained space for separated bike and pedestrian paths, and planting more trees along the river.	Peter	Bachant	pwbachant@gmail.com	15 Chester St Apt 22		Cambridge	MA	02140
7/12/19 11:16 AM	<p>Memorial Drive should be shrunk to two lanes along the whole length of the project.</p> <p>The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p>	Aaron	Kemp	adkemp@gmail.com	245 Mount Auburn St		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 11:30 AM	Given the impending pollution related climate emergency, the current plan to preserve a large number of automobile lanes in the project area is inappropriate. We must further reduce the number of automobile lanes throughout the project area in order to create more space for non-motorized travelers, trees, parks, and other non-polluting amenities along the waterfront.	Brian	Ristuccia	brian@ristuccia.com	73 Rhinecliff Street		Arlington	MA	02476
7/12/19 11:37 AM	<p>Your proposals for phase 3 of Memorial Drive are frankly insane for 2019, in particular to be coming from a Department of Conservation and Recreation. Cities are moving away from the days of car dominance of decades past and maintaining what is is essentially a four lane highway along what should be a scenic strip of nature along the river does not strike me as having anything to do with conservation and recreation.</p> <p>The DCR should do what their agency was created for and create an area along the Charles River waterfront that will help conserve nature, this means getting rid of a massive highway full of speeding cars and instead creating a space where people can safely AND ENJOYABLY travel by bike or on foot. Climate change is real and if any state agency should know that, it's the DCR; your proposal is effectively a flat out denial of it.</p> <p>The DCR should do what their agency was created for and create an area along the Charles River waterfront that is pleasant for recreation. There are areas of this Phase 3 proposal where motor vehicles are granted at least 6 times more space than people using the waterfront for recreation. This is insane. You are tasked with creating spaces for recreation, not ways for people to quickly zip around in their traffic causing, air pollution cars. Why you are using your land to build a highway is mind boggling.</p> <p>Go back and reevaluate what your agency is tasked with doing and create a space that sees Conservation and Recreation as the top priority. You are not MassDOT, it is not in your mission statement to move giant metal boxes. Sure, your traffic engineers might say, "we have this many vehicle movements today, so our new design has to maintain that," but your traffic engineers are also aware of the concept of induced demand. Lots of people drive on this road because it is there, get rid of half the lanes and more people will bike/walk and fewer will drive. It's not rocket science, it's a basic principle of traffic engineering.</p>	Matthew	Wunderlich	mwunder@bu.edu	797 Washington St	Unit 1	Brookline	MA	02446

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 11:40 AM	<p>Memorial Drive should be shrunk to two lanes along the whole length of the project.</p> <p>The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p> <p>This time DCR do it right. Why was Paula Sharaga killed? Could you have prevented it?</p> <p>DCR has been responsible for terrible road design, contributing to the deaths of two people biking on their streets over the last year. Yesterday the Boston Cyclists Union organized a people-protected bike lane to call attention to the complete lack of bike infrastructure on the intersection where Paula Sharaga was killed despite recent work done on the intersection. Advocates told DCR that the intersection needed bike infrastructure and they did nothing. It is clear DCR needs to change how they think about bicycle infrastructure.</p>	basil	Sharpe	sharpe_basil@yahoo.com	79 Andrews St.		Medford	MA	02155
7/12/19 11:47 AM	<p>Memorial Drive should be shrunk to two lanes along the whole length of the project and he reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river. We should be encouraging people to take public transit and bikes, it's better for our communities.</p>	Jessica	Boucher	jessica.boucher@gmail.com	4 COGSWELL AVE	APT 1	CAMBRIDGE	MA	02140
7/12/19 11:51 AM	<p>I regularly walk and bike along the Greenway. This project is a unique opportunity to improve the greenway by expanding the walking and biking section, and beautifying the park. This is what makes a modern green city. DCR should be thinking about what is more valuable, park space for members of the community, or supporting the most inefficient, polluting method of transportation, through creating induced demand.</p>	Jeremy	Salwen	jeremysalwen@gmail.com	397 Marlborough St	Apt 1	Boston	MA	02115
7/12/19 12:17 PM	<p>Hello,</p> <p>I'm writing to support the request of the Memorial Drive Alliance: a protected, bidirectional bike lane to replace a travel lane. This would move bicycles off of the pedestrian paths and give us cyclists a safe, quick way to travel along the river. This route is part of my commute and I'd appreciate a safe, separated bike path! Thank you.</p>	Seth	Pate	seth.pate@pm.me	929 Massachusetts Ave	Apt 11D	Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 12:20 PM	<p>I am extremely disappointed in your plans so far for the Memorial Drive Greenway. This is a once in a generation opportunity to improve this space for pedestrians and cyclists, and to plant more climate-change mitigating trees. Instead, you have chosen the path of the past, to continue to prioritize unsustainable, polluting car traffic.</p> <p>Please modify your plans so that:</p> <p>Memorial Drive should be shrunk to two lanes along the whole length of the project.</p> <p>The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p> <p>I am a daily bicycle commuter, Boston resident, and work in Cambridge. I trust you will listen to public opinion, which as overwhelmingly favored the above.</p> <p>Best regards, Jana Pickard-Richardson</p>	Jana	Pickard-Richards	jana@alumni.brown.edu	89 Montebello Rd. #3		Jamaica Plain	MA	02130
7/12/19 12:23 PM	<p>I frequent this area regularly as a cyclist and less often as a driver and pedestrian.</p> <p>For cyclists, some area of the path particularly near Western Avenue are too narrow to even cycle safely in both directions, particularly given the proximity to the road where any collision, an unexpected animal, hitting uneven path could see you immediately put in the path of oncoming traffic. In areas of narrow and close to the road paths I would like to see barriers between cyclists (and pedestrians) as exist on the southern side of the river.</p> <p>Similarly in the warmer summer months, particularly on weekends and holidays there is simply not enough space for cyclists and pedestrians. Separate paths as exist closer to Longfellow would be ideal. And with great signage so that users are aware of the distinction. Crowded and shared paths heighten the risk of accidents so and collisions particularly when there are children (and adults) who dart unexpectedly or are learning to ride a bike (which is surprisingly common). It also means the experience of using the area is less positive. Another safety issue which I experienced just last week was at points where path users need to cross an intersecting street. Often there are numerous cyclists and pedestrians who are trying to cross at a path just a few feet wide. Just last week there were 7 cyclists one way and three the other plus pedestrians trying to cross at river street and there was insufficient time for all of us to get across in the time allocated by the lights. Given the number of users, cross times (at least in warmer months) need to be made longer and the paths and dropped curbs wider to allow more users to cross at the same time.</p>	Jodie	Smith	ms.jodie.m.smith@gmail.com	329A Beacon St		Somerville	MA	02143

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 12:31 PM	<p>Memorial Drive should be shrunk to two lanes along the whole length of the project.</p> <p>The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p> <p>My family with young kids would love to have the space to bike ride on Memorial drive but there is very little room for bikes and pedestrians.</p>	Meghan	Shaw	veggiegirl12@hotmail.com	81 Pine Street	5	CAMBRIDGE	MA	02139
7/12/19 12:34 PM	<p>I live close to this area. My daily commute takes me along the bike path in question, and I routinely bike through the BU rotary to get to Boston. I also frequently walk and run down to Magazine beach, which takes me through the rotary as a pedestrian.</p> <p>As both a cyclist and a pedestrian, the rotary is the scariest part of my journey. A good portion of drivers simply don't acknowledge that there are crosswalks around the rotary, and even as a defensive pedestrian, it's difficult to tell when a car in the rotary (or coming around it from where you can't see) is suddenly going to exit through the crosswalk you're crossing. As a cyclist, I don't think there's a safe way through the rotary. Drivers simply don't want you there and are happy to let you know it. This is compounded by the fact that there are bike lanes on most of the roads that lead in and out of the rotary, but nothing in the rotary itself. I suppose drivers expect you to cross it as a pedestrian, but even that is dangerous.</p> <p>The bike path along this stretch is also pretty dangerous. It's only a few feet wide and has to accommodate pedestrian and bike traffic in both directions, and one side has a dropoff which makes it dangerous for cyclists to get too close to that side (which is often necessary to pass other traffic safely). I think most pedestrians genuinely believe that a path that small can't possibly be meant for bikes, which makes them less willing to cooperate and allow cyclists to pass.</p> <p>I've been following the proposed improvements and have noticed that they would still have cyclists and pedestrians sharing the same paths and wouldn't necessarily make the rotary safer for pedestrians and cyclists, so I'd like to voice my support for pedestrian and bicycle safety in this area. I understand that your data probably shows this as an area that's primarily used by cars and you want to primarily serve them, but I suspect that's mostly due to the fact that it's currently so dangerous for others.</p>	Thomas	Madden	tmadden@gmail.com	21 Decatur St	Unit 3	Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 1:02 PM	<p>Memorial drive is unsafe to cross and needs to be safer for people to get to the river along its entire length. The road should be shrunk down to only two lanes for cars so there is more room for people to walk, run, bike, wheelchair, or recreate in other ways.</p> <p>I would also love to see more trees to help with shade, beautifying the city and getting CO2 out of the air in the city!</p> <p>DCR is supposed to make spaces in the city where people can be active and have fun in nature. NOT places for cars to speed and people to die because of it. I hope the redesigned memorial drive is an enjoyable place to be out in nature!</p>	Brendan	Connor	brconnor1@gmail.com	26 Seery Street		Malden	MA	02148
7/12/19 1:04 PM	<p>As a regular bicycle commuter, I am writing to support improved bicycle infrastructure along Memorial Drive. I support shrinking car traffic to two lanes wherever necessary to increase bicycle and pedestrian paths, in protected lanes.</p>	Andrew	Iliff	ailiff@gmail.com	77 Montebello Rd	3	Boston	MA	02130
7/12/19 1:15 PM	<p>The Memorial Drive Greenway Improvement is a once-in-a-lifetime opportunity to restore this park. However, your current plan which maintains 4 lanes of automobile traffic misses the opportunity. This improvement should prioritize walking and cycling and your current plan is instead focused on maintaining the status quo.</p> <p>Note that most of this roadway is already completely closed to automobile traffic on Sundays. Reducing the 4 automobile travel lanes to 2 lanes would allow the road to be open to automobile traffic 7 days a week while providing much improved bicycle and pedestrian facilities.</p> <p>Reducing the travel speed on this road would improve safety for all, helping to achieve the "vision zero" goals of Boston and Cambridge.</p> <p>As we move to increased use of micro-mobility low carbon modes of transport (walking, cycling, e-cycling, e-scooters, etc.) we will need improved infrastructure to support them. As we move to more shared modes of transport (car sharing like Zipcar, car pooling like that supported by Lyft/Uber, and shared autonomous vehicles like Waymo) we won't need the same facilities as our existing fleet of primarily single occupancy vehicles requires. This is a shift that you should be encouraging, not discouraging. The Memorial Drive Greenway should be built for this century, not the last one.</p>	Roy	Russell	roy@alum.mit.edu	40 Cottage St		Cambridge	MA	02139-3832

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 1:27 PM	Please, please reconsider the plans for the Greenway and shrink Memorial Drive to 2 lanes throughout the stretch from Western to the BU Bridge!!! That area has so much beautiful potential, but it is currently the worst, tightest part of the path! Separated bike and pedestrian lanes plus more trees will be a game-changer for the beauty and enjoyment of everybody in the greater boston area. Even one crowded, unpleasant stretch along a path can cause a crash or dissuade people from participating. Single-occupancy cars are a shrinking part of our urban transportation ecosystem yet take up the most of our precious land resources. Don't make a mistake that will set back this beautiful area for a generation. Be the change of the future and Lead the way through your actions for all the people and generations to come!	Sam	Spaulding	samuelsp@media.mit.edu	28 Ellsworth Ave		Cambridge	MA	02139
7/12/19 1:46 PM	I am a bicycle commuter who travels the Memorial Drive portion of the bike path twice per day/ 5 days per week. The bike path is in dangerous disrepair and is far too narrow to accommodate the volume of traffic it sees every day between cyclists, runners, and walkers. The bike path has the potential to become a world-class commuter path and to encourage cycling as an eco-friendly and healthy alternative to driving. I have been traveling this path every day for over a year, and I'm in disbelief that the DCR won't bring it into the modern day. The number of potholes and uneven surfaces are uncountable, and each one of them endangers users of the path. It looks like it hasn't been resurfaced since the 1970s. These past few years the number of new cyclists in our city has increased with the appearance of bikeshare programs, so the traffic on the paths has increased and they will only degrade more quickly. You have a wonderful opportunity right now to redesign Memorial Drive with the safety and well-being of cyclists, runners, and walkers at the heart of the project. I strongly urge the DCR to do what is right by us.	Joanna	Swift	joanna.m.swift@gmail.com	294 Mount Auburn Street		Watertown	MA	02472
7/12/19 1:52 PM	Memorial Drive as a 4-lane road is very scary and stressful as a driver and is frankly not needed. Especially with climate change in mind, we should be prioritizing walking and biking space in this area. Plus, I'll mention that I moved here in 1998 based on how lovely it was to walk along the Charles River. I can't fathom why this plan is contrary to any modern transportation research about de-emphasizing motor transport.	Karin	Turer	karin@tugboat23.com	525 Summer Street		Arlington	MA	02474
7/12/19 1:57 PM	Please prioritize improvements that emphasize walking and biking in this corridor over four lanes of vehicular traffic. The speeds that cars reach in this area are dangerous when combined with the high amounts of other users of the space. Last year, I witnessed a car strike a dog on Memorial Drive which then died in its owners arms near the Riverside boathouse. The corridor now is dangerous, please slow everyone down and keep us safe.	Brendan	Lehnert	blehnert@gmail.com	43 Linnaean St.		Cambridge	MA	02138
7/11/19 6:30 PM	SAFER bike lanes needed everywhere, especially on memorial drive!!! Every biker represents a person who is NOT driving! Incentivize biking (by not making it a death trap) and you will reduce traffic (and I am a 12-month biker).	Liz	Co	emackster@gmail.com	25 Windsor Rd.		Somerville	MA	02144

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 9:35 AM	Please plant more trees and allow for more space for bicycles rather than doubling down on car infrastructure that contributes to global warming. I bike on Memorial Drive every week and I made the switch because a variety of government-led factors made it more convenient for me to bike than to drive, and my job offered incentives for biking while making driving less convenient. These decisions you make have a huge impact.	Anna	Henchman	henchman@bu.edu	85 Fayerweather St		Cambridge	MA	02138
7/12/19 9:49 AM	The current plan for memorial drive is unacceptable. We need to encourage more alternative modes of transportation without endangering existing green space/trees	richard	caplan	rcdad@comcast.net	26 Lexington St		Burlington	MA	01803
7/12/19 11:04 AM	<p>As a resident of the Cambridge Port area for the past 15 years and a mother of three boys, I firmly believe the way forward in this project is to slow down vehicular traffic and increase pedestrian safety. I frequently see people crossing by Trader Joe's to the river without using the bridge. In The past I supported keeping the stop light where magazine street ends into Memorial Drive.</p> <p>Additionally with all of the science surrounding climate change, I believe Massachusetts should be a leader making hard choices supporting non-vehicular commutes and maintaining green space. Cambridge is losing record numbers of trees we have an opportunity to make a difference Hard decisions need to be made now to bring us into the future</p> <p>Sincerely Tiffany Soper Nurse practitioner at MGH diabetes center and mother of 3 king open students</p>	Tiffany	Soper	tiffanysoper@gmail.com	283 Windsor st		Cambridge	MA	02139
7/12/19 2:06 PM	<p>Memorial Drive should be shrunk to two lanes along the whole length of the project.</p> <p>The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p>	Michael	Heyman	mbheyman@yahoo.com	70 Garrison Av		Somerville	MA	02144
7/12/19 2:10 PM	<p>I am writing to day concerning: Memorial Drive Greenway Improvements Phase III". I support the following: Memorial Drive should be shrunk to two lanes along the whole length of the project.</p> <p>The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p> <p>It is really a pity that this most beautiful stretch of land along the river is all too frequently a scene of traffic jams. I think we should prioritize biking, walking, enjoying the river and limit the number of cars along the river.</p> <p>-- Ellen Kramer 4 Malcolm Road Cambridge MA 02138 Phone: 617 876 3124</p>	Ellen	Kramer	ellen.mara@gmail.com	4 Malcolm Road		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 2:44 PM	I am writing in support of: 1. A protected bi-directional bike path, replacing travel lane(s). Pavement should be reduced not expanded to preserve the riverfront. 2. Protect existing trees and plant new trees where there are gaps.	Ariel	Kaluzhny	ariel.kaluzhny@gmail.com	18 Amory Street	Apartment	Cambridge	MA	02139
7/12/19 3:28 PM	I request that you strongly consider taking into account all users, especially vulnerable users, of Memorial Drive, in your improvement plans: 1. Separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street. On river side, pedestrian path of 12+' wide, and bike path of 14+ ' wide due to heavy bike traffic in both directions. Each path clearly marked with painted surface and signage – and commitment from DCR to maintain paths seasonally. 2. Minimize loss of healthy trees and shoreline vegetation; particularly 100-year old sycamores must be preserved/enhanced. Plant new trees wherever possible so that the number of caliper inches is immediately a net positive upon completion. Hold tree planting vendors responsible for survival of trees during first 4 years. If cycle tracks on road to retain trees, add physical barriers between it and cars.. 3. Reduce Mem Dr to 2 lanes of opposing traffic with exceptions at critical turning intersections. 4. Eliminate right hand turn option for eastbound traffic onto to Western Ave Bridge. Cars can use JFK or Eliot St. Bridges to Mass Pike. 5. Safety improvements at intersections of River Street, Western Ave, JFK Street, Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park. Tnclude, wherever possible: updated pedestrian and bicycle crossing signals, bright green paint on crossing area, raised sidewalk boundaries, distinct collection areas for pedestrians and cyclists, and any other traffic calming features that will make the intersections safe for all users. 5. Traffic calming (raised crosswalks, upgraded demarcations, elimination of 1 or more lanes of vehicular travel, reduced speed limit of 25 MPH) 6. Improve upon Spring 2019 “quick build” changes made to BU Rotary area, including installation of permanent protected bike lane throughout rotary with physical separation and ample demarcation.	Elizabeth Jo-Anne	Wyndham	ejwyndham@post.harvard.edu	72 Dunster Rd # 1		Jamaica Plain	MA	02130-2732
7/12/19 3:35 PM	Bike infrastructure. Not later, now. We do not want more deaths like you caused at Fenway. You need to change how you think about bikes because people ride them. Constituents, is what those are. People whose safety you are responsible for. Memorial Drive does not need more than two lanes for car traffic. It needs separate bike and foot paths, and more trees along the river. Thanks!	Bathsheba	Grossman	b@bathsheba.com	28 Madison St	Apt 1	Somerville	MA	02143

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 3:52 PM	<p>Hi,</p> <p>I live in Cambridge with my wife and twin 4 year olds, in Inman Square. We ride our bikes everywhere, literally, because we don't own a car. I was deeply disappointed to see the latest proposal regarding the plan for Memorial Drive "improvements", which frankly seem unimaginative, ignoring the safety and health of area residents, and ignore current trends in transport modes and transit best practices. The more we prioritize motorized transit, the less safe people feel with biking/walking, and the more people drive as a result. Science has shown this. My experience has shown this. I know tons of people who say they would happily bike but just don't feel safe on our roadways. Given all the other benefits, our infrastructure needs to lead the way in helping people make this change, and the current plan does not do that.</p> <p>I ask that you please:</p> <ul style="list-style-type: none">-Replace two travel lanes on Memorial Drive with a protected bi-directional bike path. The extent of pavement should be reduced, not expanded, wherever possible, throughout the study area to avoid impact to existing landscape. Riverfront path and sidewalk on the north side of Memorial Drive both need to be designated for pedestrian use only.-Plant new trees wherever there are gaps, being mindful of historic spacing of trees.. Maximize canopy cover to shade walkways and bicycle lanes. DCR should assume responsibility for the protection of existing viable trees and for developing a comprehensive landscape maintenance plan. Conduct soil analysis, replacing or amending soils as prescribed.-Widen the path — Planning guides recommend a width of at least 10 feet for bidirectional multi-use paths, and stretches of the path fall well short of that minimum.-Add protection for people who bike through the challenging and dangerous BU Bridge rotary, and make this area safer for all road users-Provide a safe route for cyclists to cross the Eliot St. Bridge <p>Thank you.</p>	Nate	Sharpe	nssharp@gmail.com	109 INMAN ST	UNIT 1	Cambridge	MA	02139
7/12/19 4:10 PM	<p>Memorial Drive should be shrunk to two lanes along the whole length of the project.</p> <p>The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p>	Ben	Kotrc	bkotrc@gmail.com	27 Church Ln		Watertown	MA	02472

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 4:43 PM	<p>The Charles River waterfront is a public resource of huge value. It should not have as its primary purpose the transit of automobiles. Memorial Drive should be shrunk to two lanes along the whole length of the project.</p> <p>The reclaimed space should be used to create separate bike and pedestrian paths, to create more open space, and to plant more trees along the river.</p>	Randy	Stern	stern.cport@gmail.com	12 kenwood st		Cambridge	MA	02139-4417
7/12/19 5:07 PM	<p>Hello,</p> <p>As a visitor to this section of Memorial Drive multiple times a week - with the potential for daily - via multiple modes of transportation, I wanted to provide additional input to the project. I live on Brookline St and commute via bicycle downtown, but do not currently take advantage of the Mem Drive shared pathway due to the difficulty navigating both the BU rotary, but also the very narrow sidewalk approaching DeWolfe Boathouse. It's imperative to widen that path to accommodate bicycles and pedestrians, on separate pathways. It is definitely concerning to see the lack of separate pathways along various sections, as a pedestrian/bicycle accident just last week on the Dr. Dudley Bike Path demonstrates. Along with that, it's imperative to decrease vehicle speeds and increase visibility to pedestrians and bicyclists at the BU rotary. I have had one collision and numerous near collisions while walking or jogging, as vehicles rush to beat oncoming traffic. As such, I strongly support alternative 2 for the rotary. The overpass avoids significant vehicular traffic from engaging with other transportation methods, but significant work is required at-grade.</p> <p>The work completed along the rest of the river has been fantastic - the soft surface running path and well paved and lined bike path is excellent (please ensure it is cleared during the winter!) and I hope the rest of the river is connected just as seamlessly.</p> <p>Thanks, Greg Townsend 286 Brookline St Cambridge MA 02139</p>	Greg	Townsend	coltsrock32@gmail.com	286 Brookline St Apt 2		Cambridge	MA	02139
7/12/19 5:07 PM	<p>I live in Harvard Square and frequently travel along Memorial Drive as both a cyclist and a pedestrian. It's nice to have a path along the river, but the current greenway does not do enough. It would be safer for pedestrians and cyclists to have separate paths, and the space could be better used by all with more trees and greenery to add some life to the city and provide protection from the sun. These needs could easily be accommodated by reducing the lanes of traffic on Memorial Drive, which would minimally impact overall traffic while helping Cambridge be a more sustainable and bike/foot-friendly city. Cambridge has a large population of students and young professionals who do not own cars, and the city should be forward-thinking in its redesign of major roadways.</p>	Melanie	Rucinski	melanie.rucinski@gmail.com	1 Craigie St	Apt 46	Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 6:57 PM	I support the proposal to improve the traffic circle at the BU bridge on Memorial Drive by adding a protected bike lane and reducing to two lanes of traffic. I also highly recommend that the entrance ramp to the circle from Cambridge be marked as two lanes; one with a left only and one with a going to the right arrow because people continually come up on the left who are actually going over to the right. Also, improve the bike lane on Mem Drive and have it be on the road rather on the elevated sidewalk after the BU bridge turnoff.	Bonnie	Mioduchoski	bonnie@danoski.com	15 Whitney Ave		Cambridge	MA	02139
7/12/19 7:56 PM	Memorial Drive should be shrunk to two lanes along the whole length of the project. The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.	Chris	Foran	feedback@kidpluto.net	17 Regent Str		Boston	MA	02119
7/12/19 9:15 PM	<p>I use the Memorial Dr bike path for commuting to work as well as doing errands in Boston and it is too small for the growing number of users. Providing separate protected infrastructure for active transportation is a key strategy to reduce GHG emissions, and we cannot afford to squander this opportunity. We are fortunate to have this resource but it needs to be improved so that all users feel safe. I urge separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street. On the river side the pedestrian path should be no less than 12 feet wide, and bike path should be no less than 14 feet wide to accommodate heavy bike traffic going both directions along the path (ebikes should be allowed). Each path should be clearly marked with painted surface and signage – as well as a commitment from DCR to maintain these paths seasonally.</p> <p>Protect the sycamore trees - they are an incredible legacy that we need to care for.</p> <p>Reduce memorial drive to two lanes of opposing traffic with exceptions at critical turning intersections.</p> <p>Eliminate right hand turn option for eastbound traffic onto to Western Ave Bridge. There is no reason that cars cannot simply use the JFK bridge or Eliot St. Bridge for this route to Mass. Pike. As a bike commuter, I have almost been hit several times.</p> <p>Safety improvements at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park. These improvements should include, wherever applicable: updated pedestrian and bicycle crossing signals – bright green paint to demarcate the crossing area, raised sidewalk boundaries, distinct collection areas for pedestrians and cyclists, and any other traffic calming features that will make the intersections safer for all users.</p> <p>Thank you.</p>	Carol Lee	Rawn	clrawn@gmail.com	59 Larchwood Dr.		Cambridge	MA	02138
7/12/19 10:52 PM	Biking is my form of transportation in the city. Please use this opportunity to build more excellent bike lanes.	Christopher	Brown	topher200@gmail.com	9 Berwick St		Somerville	MA	02145

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 11:20 PM	<p>Dear Sir/Madam,</p> <p>I am writing in response to DCR's proposed plans for the Phase III Memorial Drive renovation. While there are some nice aspects to the proposed design, the current design remains dangerous for vulnerable road users.</p> <p>I urge you to "right-size" Memorial Drive to two lanes along the whole length of the project. The area taken from the vehicle lanes should be used to create separate bicycle and pedestrian paths. The remaining area should be landscaped with additional trees and used to add net permeable surface area.</p> <p>Safety measure at the various crash-prone intersections should include bicycle-specific crossing signals, raised crosswalks for pedestrians, and leading pedestrian intervals.</p> <p>Regarding the BU Rotary area: I highly encourage you to add protect bicycle lanes and a dedicated Bus lane for the CT2 and 47 in this highly congested intersection.</p> <p>Thank you for your consideration.</p> <p>Sincerely, Jordan Krechmer</p>	Jordan	Krechmer	jkrechmer@gmail.com	42 Brooks Ave.		Arlington	MA	02474

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deadline 7/25/2019 (shaded cell denotes postdeadline)

Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 11:20 PM	<p>Dear Sir/Madam,</p> <p>I am writing in response to DCR's proposed plans for the Phase III Memorial Drive renovation. While there are some nice aspects to the proposed design, the current design remains dangerous for vulnerable road users.</p> <p>I urge you to "right-size" Memorial Drive to two lanes along the whole length of the project. The area taken from the vehicle lanes should be used to create separate bicycle and pedestrian paths. The remaining area should be landscaped with additional trees and used to add net permeable surface area.</p> <p>Safety measure at the various crash-prone intersections should include bicycle-specific crossing signals, raised crosswalks for pedestrians, and leading pedestrian intervals.</p> <p>Regarding the BU Rotary area: I highly encourage you to add protect bicycle lanes and a dedicated Bus lane for the CT2 and 47 in this highly congested intersection.</p> <p>Thank you for your consideration.</p> <p>Sincerely, Jordan Krechmer</p>	Jordan	Krechmer	jkrechmer@gmail.com	42 Brooks Ave.		Arlington	MA	02474
7/13/19 8:23 AM	<p>Bike safety and carbon-free transportation in Cambridge should be the priority. I urge you to shrink Memorial Drive to two lanes in the improvements phase and reclaim space for separate bike and pedestrian paths, as well as expanded green space.</p> <p>Thank you.</p>	Molly	St. Clair	mstclair@gse.harvard.edu	21 Sacramento Pl.		CAMBRIDGE	MA	02138
7/13/19 11:57 AM	<p>I'm really disappointed that you have so far been ignoring the community input and making Memorial Drive such a car-dominated space. Climate change is a huge threat facing the world right now, and we need to shift the focus of our infrastructure away from cars and toward other modes of transit. Additionally, for Cambridge to realize its potential as a healthy and vibrant community, we need to support bicyclist and pedestrian infrastructure, so that people can safely get from place to place in a way that promotes their health and connection with others and so that people can safely enjoy spending time outdoors.</p>	Britt	Huhmann	bhuhmann@gmail.com	17 Bishop Allen Dr		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/13/19 1:34 PM	<p>DCR:</p> <p>I am a Cambridge resident who lives near and works on Memorial Drive. A cyclist and a runner both, I use the paths along the Charles River often as many as five times a week, sometimes even more. While I often praise the value of having paths along the course of the river, and how nice it is to run or bike up them, the fact is that they have become both under-maintained (in desperate need of re-paving in parts - makes for a rough bike ride) and far too narrow for the sheer number of users.</p> <p>The continuously increasing number of pedestrians and cyclists all along the river, but especially along Memorial Drive, underscores the critical need to widen these paths and, ideally, create separate bike and pedestrian paths. There is lovely green space along the course of the paths and the river, but given the constant threat of climate change, it is critical to expand and plant more trees and other plants in these spaces as well.</p> <p>To accommodate these changes, and to fight climate change simultaneously, I strongly urge DCR to reduce Memorial Drive to a two-lane road along the entire length of the project. Decreasing the number of lanes will create space for expansion of the heavily-used paths described above, while de-incentivizing driving, reducing emissions and lowering traffic. Reduced automobile traffic will in turn create a safer operating environment for pedestrians and cyclists, both of which are at constant risk of injury or death from drivers.</p> <p>In sum:</p> <p>Memorial Drive should be shrunk to two lanes along the whole length of the project.</p> <p>The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p> <p>Thank you for your consideration. Josh McLinden North Cambridge</p>	Josh	McLinden	joshua.mclinden@gmail.com	176 Elm St	Apt 2	North Cambridge	MA	02140

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/13/19 4:00 PM	<p>I am in support of improving this pathway and providing protects data lanes for bikers. The current path is dangerous for pedestrians and cyclists alike and creates needless antagonism when pedestrians and cyclists try to share the limited, poorly paved path.</p> <p>Furthermore, the fact that there is not protected from times for pedestrians and cyclists to cross the street intersections (eg the traffic is trying to turn through the cross walk), creates countless near-accidents where cars fail to yield to bikes and pedestrians in the cross walk. The timing of the traffic lights and pedestrian walk signals must be changed before more needless accidents occur at these intersections.</p> <p>The greenway is inadequate as the major pedestrian bike path along the Charles river. It is a precious common space and should be maintained so that the public can share and enjoy this major thoroughfare on foot and bike alike.</p>	Kathryn	Evans	evans.kathryn.elizabeth@gmail.c	294 Harvard Street	Unit 3	Cambridge	MA	02139
7/13/19 4:51 PM	<p>Please support the infrastructure for safe cycling in the area. Memorial Drive can be shrunk to two lanes along the whole length of the project.</p> <p>The reclaimed space can be used to create separate bike and pedestrian paths and to plant more trees along the river.</p> <p>We can either work towards an place of healthy, active, and smart residents that have the option to walk and bike safely or we can work towards providing more access to driving (an unhealthy, expensive, dangerous, and harmful mode of transportation) at the expense of cyclists and pedestrians.</p>	Peter	Schmalzried	peter@centralrockgym.com	11 Jason St		Arlington	MA	02476
7/13/19 4:57 PM	<p>As a Cambridge resident, and someone who often biked down Memorial Drive to get to work, I believe the road should be shrunk to two lanes, to make more room for bikes, pedestrians, and trees. I often biked on the sidewalk on other side from river because the path by river was too narrow.</p> <p>1. Climate change is a slow-moving catastrophe that will affect all of us. Do you want to look back on your life's work and think "And I did my part to ensure more cars on the road burning gasoline"?</p> <p>2. Induced demand is a thing. If you build more roads for cars, you'll have more cars. If you build better and safer bike infrastructure, more people will bike.</p>	Itamar	Turner-Trauring	itamar@itamarst.org	139 Oxford St. #1		Cambridge	MA	02140

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/13/19 5:04 PM	<p>I use the Memorial Dr bike path for commuting to work as well as doing errands in Boston and it is too small for the growing number of users. Providing separate protected infrastructure for active transportation is a key strategy to reduce GHG emissions, and we cannot afford to squander this opportunity. We are fortunate to have this resource but it needs to be improved so that all users feel safe. I urge separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street. On the river side the pedestrian path should be no less than 12 feet wide, and bike path should be no less than 14 feet wide to accommodate heavy bike traffic going both directions along the path (ebikes should be allowed). Each path should be clearly marked with painted surface and signage – as well as a commitment from DCR to maintain these paths seasonally.</p> <p>Protect the sycamore trees - they are an incredible legacy that we need to care for.</p> <p>Reduce memorial drive to two lanes of opposing traffic with exceptions at critical turning intersections.</p> <p>Eliminate right hand turn option for eastbound traffic onto to Western Ave Bridge. There is no reason that cars cannot simply use the JFK bridge or Elliot St. Bridge for this route to Mass. Pike. As a bike commuter, I have almost been hit several times.</p> <p>Safety improvements at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park. These improvements should include, wherever applicable: updated pedestrian and bicycle crossing signals – bright green paint to demarcate the crossing area, raised sidewalk boundaries, distinct collection areas for pedestrians and cyclists, and any other traffic calming features that will make the intersections safer for all users.</p> <p>Thank you.</p>	Tim	Mackey	tmackey1989@gmail.com	59 Larchwood Dr.		Cambridge	MA	02138
7/14/19 10:29 AM	<p>I would like to comment that unlike the plans presented so far, the Memorial Drive improvements must include improved bike and pedestrian facilities instead of prioritizing only vehicular traffic. Current cycling and walking accommodations are grossly inadequate, and do not help further the state's climate change goals. Please reconsider the initial plans and add bike and pedestrian facility improvements by reducing the total number of car lanes to two lanes (together in both directions).</p> <p>Thank you,</p> <p>Kirill</p>	Kirill	Shklovsky	kirill.shklovsky@gmail.com	944 Dorchester Ave #17		Boston	MA	02125

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/14/19 10:52 AM	This plan is moving us backward, not forward. Given the current climate crisis, we need to be discouraging car travel and encouraging other modes of transportation as much as possible. Memorial Drive should be two lanes for its entire length and the walking and cycling facilities upgraded. Walking and biking are better for physical and mental health too. This is what the community wants — listen!!!	Sarah	Levy	larah.sevy@gmail.com	52 Pearl Street	Unit 3	Cambridge	MA	02139
7/14/19 7:24 PM	I believe traffic in both directions should be single lane and the green space needs to be expanded to accommodate both a bike trail and a walking trail.	Eric	Becker	eric.steven.becker@gmail.com	71 academy hill road		brighton	MA	02135
7/14/19 9:28 PM	Memorial Drive should be shrunk to two lanes along the whole length of the project. The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.	Jeffrey	Finkelstein	jeffrey.finkelstein@protonmail.com	33 Rogers St. #405		Cambridge	MA	02142
7/15/19 12:44 AM	<p>Dear DCR,</p> <p>I live in West Cambridge and travel daily on Memorial Drive to East Cambridge by car. I fully support proposals to reduce Memorial Drive to two lanes along the whole length of the project. The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p> <p>The less appealing Memorial Drive can be made to cars, by reducing the number of lanes and adding calming features, the better.</p> <p>The more appealing Memorial Drive can be made to safer modes of transportation, such as bicycles, skateboards, roller skates, and walking, the better.</p> <p>Best,</p> <p>Bob Neer</p>	Robert	Neer	bobneer@gmail.com	395 Huron Avenue #2		Cambridge	MA	02138
7/15/19 9:50 AM	I hope that DCR will reconsider the current plan for memorial drive, and revise the plan to reduce the lanes of car traffic and add space for more dedicated bike and walking paths.	Sam	Ribnick	sribnick@gmail.com	23 6th St		Cambridge	MA	02141
7/15/19 10:19 AM	<p>I wanted to voice support for the reduction of traffic lanes along memorial drive in favor of increased green space, sidewalks and bicycle lanes. For a city which has a shrinking canopy and limited green space, the memorial drive greenway improvements offers a rare chance to increase the usable space for pedestrians and cyclists along one of the nicest stretches of Cambridge. Furthermore, the current design of four lanes and a narrow path is both dangerous due to the speed of travel by cars and the multi-modal transport and crowding on the path.</p> <p>Please reduces the lanes of traffic in favor of expanded bike lanes, green space, and paths.</p>	Aaron	Rosenthal	AaronR920@gmail.com	88 Hancock Street	Apt 15	Cambridge	MA	02139

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7/15/19 10:24 AM	<p>The path is heavily used by multiple genres of commuters. Please consider one of the following as necessary:</p> <p>1. replace two travel lanes on Memorial Drive with a protected bi-directional bike path. The extent of pavement should be reduced, not expanded, wherever possible, throughout the study area to avoid impact to existing landscape. Riverfront path and sidewalk on the north side of Memorial Drive both to be designated for pedestrian use only.</p> <p>2. Separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street. On the river side the pedestrian path should be no less than 12 feet wide, and bike path should be no less than 14 feet wide to accommodate heavy bike traffic going both directions along the path. Each path should be clearly marked with painted surface and signage – as well as a commitment from DCR to maintain these paths seasonally.</p>	Ryan	Fame	rmfame@gmail.com	21 Boston St		Somerville	MA	02143
7/15/19 10:31 AM	<p>The current proposal is neither a greenway nor an improvement!</p> <p>Give some traffic space back to pedestrians, cyclists and nature so that we can enjoy the waterfront again!</p>	Tadhg	Pearson	tadhg@tpearson.ie	59 Munroe st		Somerville	MA	02143
7/15/19 10:32 AM	<p>I wanted to voice support for the reduction of traffic lanes along memorial drive in favor of increased green space, sidewalks and bicycle lanes. As someone who runs along the greenway for exercise multiple times a week and who also uses the pedestrian walkway to commute it is one of my favorite parts of living in Cambridge. However, the greenway's close proximity to the busy road, lack of shade and plant life as well as lack of water fountains are severe detractions to the space. Fast moving bicycles on the greenway and a crowded footpath can make it dangerous to use in the evenings. For a dense, urban city, Cambridge is lacking in outdoor space that the public can freely use. Please show your commitment to the pedestrians and cyclists who live, work and play in Cambridge and reduce the lanes of traffic in favor of expanded bike lanes, green space, and paths.</p>	Mary	May	m.dryden.may@gmail.com	88 Hancock St	Apt 15	Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/15/19 11:16 AM	Hello, I'm writing to request that DCR reconsider its plans for Memorial Drive -- PLEASE include more protected space for cyclists and pedestrians! There is enormous public demand for changes that make the river path more enjoyable and functional for walking and biking. It is an extremely important section of the river for exercising or commuting on foot/by bike to and from Harvard Square. It is incredibly frustrating to have four lanes of cars speeding by while bikes, strollers, joggers, walkers, etc are all competing for a narrow, bumpy stretch of pavement. I have lived by this part of the river in Cambridge for nearly 30 years and this reconstruction is such an important opportunity to finally get it right and continue making our city more modern, safe, and livable. Please don't dismiss the calls for more bike infrastructure as only coming from really intense bike people -- average multi-modal citizens want these improvements too! Thanks.	Theresa	Sullivan	tikkanensullivan@gmail.com	6 Acorn Street		Cambridge	MA	02139
7/15/19 12:59 PM	I'm commenting on the preliminary concept for the Memorial Drive Greenway, which was presented on June 25, 2019. I bicycle daily through the B.U. rotary and regularly from the B.U. bridge to JFK street. I was very disappointed to see that the design proposed keeping sections of the bicycle path along Memorial Drive as combined cyclist and pedestrian use, with widths of only 10' and 12'. This is completely inadequate and does not respect the public input that was received before the design. Having pedestrians and cyclists on a narrow sidewalk is unsafe and discourages use. Leaving these pinch points in place, even if other sections include seperated paths, will prevent the redesign from achieving its potential to increase active transportation, decrease traffic, and lower our region's greenhouse gas emissions. I encourage DCR to reconsider the proposed design, decrease Memorial Drive to two lanes, and create seperated bicycle and pedestrian paths for the length of the project.	Annelise	Blomberg	annelise.mesler@gmail.com	36 Lincoln Pkwy	Apt 1	Somerville	MA	02143
7/15/19 2:00 PM	Continuing to value citizens with automobiles over citizens without is unacceptable. We need more public spaces that are safe and pleasant for pedestrians and cyclists. We need safer infrastructure so that more people will make the choice to bike to work. The length of this project should only be two lanes of automobile traffic. We need to use the reclaimed space to create separate bike and pedestrian paths and plant more trees along the riverfront. Let's make our riverfront enjoyable for everyone, not just for those who own cars.	Tristan	Burke	tristan_burke@harvard.edu	6 Centre Place		Boston	MA	02119

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/15/19 2:58 PM	<p>I am commenting on the proposed improvements to the Flagg Street to Pleasant Street segment of the project. This proposal is incredibly disappointing - it pretty much leaves everything the same, except it limits pedestrians use of and enjoyment of the waterfront even more. It puts pedestrians on the side farthest away from the waterfront. I understand you are basing the need for 4 lanes on traffic counts and the lack of need for better bike and pedestrian amenities based on current bicyclists and pedestrian counts. It fails to count how people might use this space were it safe for bicyclists and humans, rather than prioritizing fast-moving traffic. Currently you have the most hardy, most risk-tolerant bicyclists using this path. How many of us with families or who are more risk averse avoid using this precious amenity right by the water? Despite living 3 blocks away from where Pleasant Street meets Memorial Drive, we rarely if ever visit the waterfront. The sound of traffic, the pollution of cars, their aggressive driving behavior make this space undesirable and this design reinforces all of that, but makes pedestrians even further from the waterfront. Walking past all of the wide driveways for the gas stations and businesses. What do statistics show about vehicle speed and behavior with 2 lanes of traffic moving in the same direction? I am just so disappointed in the lack of vision, and the lack of realization of the Charles River as an asset to be enjoyed by everyone. And the need for the cars to stop being prioritized above all. DCR's mission: "To protect, promote, and enhance our commonwealth of natural, cultural, and recreational resources for the well-being of all." This design does not reflect that mission whatsoever. This is currently a throughput project for traffic. An opportunity to reclaim the waterfront for future generations in a visionary plan is being squandered with this current design, and I hope you will reconsider and revise.</p>	Seanna	Berry	seannaberry@gmail.com	120 Pleasant Street		Cambridge	MA	02139
7/15/19 4:12 PM	<p>Along with Green Streets, Cambridge Bike Safety, Boston Cyclists Union, Green Cambridge, and LiveableStreets Alliance, I support the following:</p> <p>- Memorial Drive should be shrunk to two lanes along the whole length of the project.</p> <p>- The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p> <p>Even DCR's own name for the project is "GREENSPACE improvements", not "freeway improvement". Climate change demands that we deemphasize automobile travel and emphasize non-motorized alternatives.</p>	John	Methot	john@methot.net	35 Dyer Ave		Melrose	MA	02176

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7/15/19 4:20 PM	<p>Hello,</p> <p>Undoubtedly, you hear directly and indirectly about the Boston area's exponentially-growing issues with congestion and pollution.</p> <p>I believe this project represents a rare and important opportunity to do the right thing by condensing Memorial Drive to two car lanes and repurposing the space for separate pedestrian and bike paths and more trees along the Charles.</p> <p>Designing our city around cars is how we (like so many other cities) ended up in this difficult situation. There may not be much to conserve if we don't act quickly to develop the basic infrastructure that will keep our city safe, productive, and sustainable.</p> <p>Regards, Keith S. Anderson</p>	Keith	Anderson	kanderson2k@gmail.com	20 Munroe Street		Somerville	MA	02143
7/15/19 4:25 PM	<p>Please do not continue with your plan to make Memorial Drive continue to lack bike lanes. It would be much safer for bicyclists and pedestrians, and more eco-friendly, to make the road 2 lanes wide and have a protected bicycle lane on each side as well as pedestrian paths. Memorial Drive should be cut down to 2 lanes for the entire length of the project planned to make space for the pedestrian and bicyclist improvements. Planting more trees along the river is also possible with the space reclaimed from the lanes of roadway.</p> <p>Thank you for your time.</p>	Karen	Wickert	karenwickert@gmail.com	1061 Broadway		Somerville	MA	02144
7/15/19 4:26 PM	<p>My primary work commuting mode of transport is cycling and I frequently use the Memorial Drive path. Please take this opportunity to listen to the citizens of this area and reconsider current plans to an improved car-alterative plan that would shrink Memorial Drive to two lanes along the whole length of the project. Utilize the reclaimed space to create separate bike and pedestrian paths and to plant more trees along the river.</p> <p>Thank you, Rui Coelho</p>	Rui	Coelho	rui.coelho@yahoo.com	43 Elizabeth Rd		Belmont	MA	02478
7/15/19 4:34 PM	<p>We need better bike infrastructure in Cambridge and Boston. If bike deaths are to be reduced to zero in the near future, bike lanes must be prioritized over expanding car lanes and encouraging vehicle use. Expanding car lanes only invites more cars.</p> <p>Memorial Drive should be shrunk to two lanes along the whole length of the project. The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river</p>	Du	Park	dupark3@gmail.com	44 Hutchings Street	Apt #3	Boston	MA	02121

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/15/19 4:37 PM	1.Memorial Drive should be shrunk to two lanes along the whole length of the project. 2.The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.	Marguerite	Butler	mags@compasstherapeutics.com	10 avon st		somerville	MA	02143
7/15/19 4:46 PM	Memorial Drive should be shrunk to two lanes along the whole length of the project. The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.	Cesar	Roman	cesardroman18@gmail.com	376 Windsor St.		Cambridge	MA	20141
7/15/19 4:49 PM	As someone who walks, bikes, and drives in the Cambridge area very frequently (I live in Somerville, work in Cambridge), it's disappointing to hear that the current plans for the Memorial Drive "Improvements" involve keeping the same number of lanes for inefficient and air polluting automobiles. The Mass.gov website says that Massachusetts "is committed to doing its part to mitigate and adapt to" climate change (https://www.mass.gov/service-details/climate-change-in-massachusetts-and-its-impacts). What better way to "help the state become more resilient and ready to adapt to climate change as it occurs" than by decreasing car through-put by reducing Memorial Drive to two total lanes, planting more trees and plants along the Charles, and providing more space for eco-friendly commuting by bicycle and foot in separate pathways?	Joe	Kennedy	joseph.stephen.kennedy@gmail.com	18 Banks St		Somerville	MA	02144
7/15/19 4:49 PM	The current plan for Memorial Drive is short-sighted and does not account for the increasing numbers of pedestrians and cyclists who use this route as a daily commute and a weekend destination. Cars are not the future! We need to think of how the next generation will travel. And we need to devote more area to green space if we hope to have a future!	Joyce	Hackel	joyhackel@yahoo.com	One Guest Street		Boston	MA	02135
7/15/19 4:57 PM	Please make take this precious opportunity to reconstruct Memorial Drive in a way that makes it a place for people not cars! Reduce the number of lanes for cars to two, one in each direction. Add some trees and give the bikes their own lane. Memorial drive is one of the most scenic stretches on the Charles with great views of downtown Boston. Unfortunately, it can't be enjoyed in a car because its a damn freeway with four, narrow lanes of traffic and anyone who takes their eyes off the road to look up and see the view is not being a responsible driver!! It's hard to enjoy it as pedestrian with the bikes whizzing by and it's hard to enjoy as a cyclist having to dodge pedestrians or risk death riding on Mem. Drive proper. Mem. Drive should be a park you drive through, not a main artery serving cars. Sincerely, C. James McKnight PS - Although I live in Milton, I work in Boston and I drive, walk and bike here and in Cambridge.	Christopher	McKnight	c.james.mcknight@gmail.com	29 Nahanton Ave		Milton	MA	02186

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/15/19 5:50 PM	This area of the Charles path is dangerous! Please consider shrinking Memorial Drive to two lanes along the whole length of the project. We can make more room for safer biking and walking, as well as providing shade to encourage everyone to use these forms of transit. Prioritizing cars is a backwards-thinking plan, and we should be considering the realities of the future.	Kira	Prentice	kira.prentice@gmail.com	257 Northampton St		Boston	MA	02118
7/15/19 7:27 PM	<p>1. I support reducing Memorial Drive to two lanes of opposing traffic with exceptions at critical turning intersections.</p> <p>2. The reclaimed space from reducing to two lanes of traffic should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p> <p>3. I believe we require separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street. On the river side the pedestrian path should be no less than 12 feet wide, and bike path should be no less than 14 feet wide to accommodate heavy bike traffic going both directions along the path. Each path should be clearly marked with painted surface and signage – as well as a commitment from DCR to maintain these paths seasonally.</p> <p>4. We must include safety improvements at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park. These improvements should include, wherever applicable: updated pedestrian and bicycle crossing signals – that reflect the amount of traffic along these routes, bright green paint to demarcate the crossing area, raised sidewalk boundaries, distinct collection areas for pedestrians and cyclists, and any other traffic calming features that will make the intersections safer for all users.</p> <p>Thank you.</p>	Christine	Leonard	leonard.cg@gmail.com	238 Columbia St	Apt 1S	Cambridge	MA	02139
7/15/19 9:18 PM	<p>I ride regularly by bike on Memorial Drive. I am extremely concerned about DCR's current proposal from JFK Street to the BU Bridge. It does nothing to improve the unsafe and substandard biking, walking, or free space conditions and only serves car traffic. This will be a mistake that lasts over a generation.</p> <p>Memorial Drive should be shrunk to two lanes along the whole length of the project. The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p> <p>I will be protesting this with my State electeds if DCR does not road diet this critical section of Mem Drive into a biking walking green space instead of a dangerous polluting highway.</p> <p>Thank you.</p>	ALEXANDER	EPSTEIN	alexepstein@gmail.com	5 Windsor Rd		Somerville	MA	02144

Memorial Drive Greenway Improvements Phase III

Public Comments as of 8/20/2019

deadline 7/25/2019 (shaded cell denotes postdeadline)

Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/16/19 7:30 AM	Hello, I am a cyclist and I understand that you are making improvements to Memorial Drive. If the Greenway is to be improved, then we need green ways of traveling. I am support of replacing two vehicle travel lanes with a protected bi-directional bike path. In that way the bikes will have their own space separate from pedestrians and cars. Thank you, Rhonda Kaplan	Rhonda	Kaplan	rhondakap@hotmail.com	27 Elm Street		Hyde Park	MA	02136
7/16/19 7:46 AM	Please help to keep cyclists safe by building protected bike lanes. This will increase the number of cyclists on the road, which will decrease cars, congestion, and pollution.	Antonia	Luu	antoniauu@gmail.com	244 Main St.	2	Medford	MA	02155
7/16/19 7:52 AM	I am writing to advocate reducing traffic by one lane on Memorial drive and creating a 2 way protected bike lane. Bicycles are a potent solution to car traffic, improve people's health, lower stress, reduced parking problems, and create no air pollution. DCR should be supporting bicycles to the greatest extent possible.	Andrea	Roberts	alroberts@rcn.com	122 Naples Rd		Brookline	MA	02446
7/16/19 7:58 AM	I was very disappointed to hear about the resulting plans for the Greenway Improvements. Missing an opportunity to take our city planning from car-centric to something more friendly to all Cambridge residents is very disappointing. There is no reason that our cities should be beholden to cars. Cars do not improve cities. There are other ways to move people in and out of our cities. Cars are bad for the environment. But you knew all that. I recently returned from a trip to Montreal and their river front land usage made me a bit ashamed of what we have here in Boston. The city of Montreal clearly committed to creating a space that was multi-use and pedestrian/bike focused. Please reconsider your decision. Memorial Drive should be shrunk to two lanes along the whole length of the project. The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river. Thanks, Christopher Camille	Christopher	Camille	christophercamille@gmail.com	238 Columbia St.	1S	Cambridge	MA	02139-1532

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/16/19 8:07 AM	Separated bike lanes are a powerful way to transform the way people move in the city. I recently learned that the design for Memorial Drive does not adequately accommodate bicyclists. This is crucial for the sustainability of the city. More than in other locations, a state of the art bike route along Memorial Drive will provide a highly visible, tangible display of Boston's commitment to future generations, reconnecting people with the river and fostering efficient movement through the city. These opportunities should not be missed at this important time. If you build it, the cyclists will come, and there will be fewer cars on the road. It's time to tip the balance. I commute daily from JP to Central Square on the South Corridor bike path. It's saves me 15 minutes over both car and the T. Commuters will choose biking if the infrastructure is there.	Claire	Fellman	clairefellman@yahoo.com	90 Forest Hills St #3		Boston	MA	02130
7/16/19 8:20 AM	<p>Hello DCR,</p> <p>As a cyclist, and someone who works in Cambridge and travels by bike often here, I am disappointed in hearing about the proposed plans to keep 4 lanes of traffic on this stretch along the river.</p> <p>Memorial Drive should be shrunk to two lanes along the whole length of the project. The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river. This will create a more vibrant- but most importantly, safe- space for pedestrians, bikers, and other non-motorized vehicles who travel along this corridor. Importantly, this will also show residents of the city what the priorities of the city are-- which should be to decrease traffic and congestion and to encourage sustainable transport along this corridor. In 2018, Greater Boston was ranked the most congested city in the US-- this is not a good look for our city and at this point in time there should be improvements made to the existing infrastructure that continues to support motorized vehicles, while disincentivizing non-motorized ones.</p> <p>I hope you will keep my comments, as well as many others who disagree with the proposal in its current form, in mind when going ahead with this project. Thanks for your time.</p> <p>Concerned Citizen, Bill Flagg</p>	William	Flagg	bflagg5183@gmail.com	87 Atherton Street	Apt. 4	Jamaica Plain	MA	02130

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/16/19 8:59 AM	<p>As a 60-year-old bicycle commuter, I completely support the Boston Cyclist Union position on the improvement. Specifically I think it is essential to have bike lanes that are separate from existing pathways and sidewalks for pedestrians.</p> <p>Also, protecting existing trees and plant new trees wherever there are gaps should be a priority.</p> <p>Also, parking zone on memorial drive outbound should be eliminated.</p> <p>It makes the drive one-lane, essentially wiping out the traffic benefits of two lanes for the whole stretch, and creates an unnecessary hazard.</p>	Giovanni	Parmigiani	gp1d@aol.com	173 Coolidge Hill		Cambridge	MA	02138
7/16/19 9:36 AM	<p>Hi! I'm a Cambridge resident who works in the Longwood Medical Area and has never owned a car due to the accessibility of public transit.</p> <p>I've been really excited to bike in the area (using protected bike lanes on Beacon Street in Cambridge/Somerville) and spend lots of my weekend time traveling around Boston. However, there are lots of hidden spots/cafes/landmarks that are hard to visit unless I'm willing to spend an hour or more on public transit (due to only having indirect routes) or pay for an uber. I'm slowly starting to bike around to some of those areas, but a big limit is the lack of delineated or protected bike lanes. Due to my job I'm very, very aware of the risks of traumatic brain injury and cycling injuries in general.</p> <p>I'd like to really, really encourage DCR to replace a car lane with a bike path on Memorial Drive as part of this project. With the availability of Hubway/BlueBikes, lots of commuters I know would replace a section or whole of their trip with biking....if they felt safer. Protected or designated bike lanes are the way to do that, and the opportunity is here.</p> <p>Thanks for your time,</p> <p>Kate</p>	Katherine	Stewart	katedonovan.stewart@gmail.com	16 Forest St	Apt 1	Cambridge	MA	02140
7/16/19 10:39 AM	<p>Replace two travel lanes on Memorial Drive with a protected bi-directional bike path. The extent of pavement should be reduced, not expanded, wherever possible, throughout the study area to avoid impact to existing landscape. Riverfront path and sidewalk on the north side of Memorial Drive both to be designated for pedestrian use only.</p> <p>Plant new trees wherever there are gaps, being mindful of historic spacing of trees.. Maximize canopy cover to shade walkways and bicycle lanes. DCR to assume responsibility for the protection of existing viable trees and for developing a comprehensive landscape maintenance plan. Conduct soil analysis, replacing or amending soils as prescribed.</p>	Sierra	Black	sierralblack@gmail.com	110 Boston Ave		Somerville	MA	02144

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/16/19 10:40 AM	<p>Bicycling is the way of the present and the future. Boston and Cambridge are largely flat and lend themselves very well to transportation by bicycle most of the year.</p> <p>Please be sensible and practical. Please help do Massachusetts' part to avert climate change.</p> <p>1) Replace 2 vehicle travel lanes with a protected bi-directional bike path. (Retain existing paths and sidewalks for pedestrians).</p> <p>2) Protect existing trees and plant new trees wherever there are gaps.</p> <p>Thank you for what you have done thus far to make the Boston area more friendly and safe for bikes -- always the best way to get around!</p> <p>Genevieve K. Howe</p>	Genevieve	Howe	howe.gen@gmail.com	52 Walter St		Roslindale	MA	02131
7/16/19 11:02 AM	<p>As a pedestrian and former cyclist, I would like to add my voice to the (I'm sure) many others asking for improvements along the Memorial Drive Greenway.</p> <p>Speaking from my years in Boston, I would point to commonwealth avenue as a good example for how to integrate bike/pedestrian/motorist traffic together: separate bike lanes, a defined lane for pedestrian and (most likely) this will leave two lanes for motorist traffic.</p> <p>In the name of all those who have died in accidents, and especially Paula Sharaga, I implore you to consider these changes.</p> <p>Thank you for your time.</p>	Rachel	Prosser	demonkittyred00s@gmail.com	3 President Terrace	Apt B	Boston	MA	02134
7/16/19 12:01 PM	<p>Please replace 2 vehicle travel lanes with a protected bi-directional bike path. (Retain existing paths and sidewalks for pedestrians).</p> <p>Protect existing trees and plant new trees wherever there are gaps. This is critical for cyclist safety and will be a great improvement for the city.</p>	Craig	Evans	craig.evans@pobox.com	207 Safford St		Quincy	MA	02170

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/16/19 1:57 PM	<p>This design still prioritizes car over bikes, pedestrians and green space. Despite the overwhelming public comments in favor of redistributing space. We do not need three highways all parallel to each other (Mass Pike, Storrow Drive, and Memorial Drive).</p> <p>Further I see a lack of consideration for the surrounding areas that aren't directly under DCR control. The light cycles along Memorial Drive have been a problem for a long time, so much so that a traffic engineer for the City of Cambridge complained to me that DCR was ignoring him. The lack of an arrow for bike connections at Memorial Drive and Western Ave is a good example of this. It's probably the best bike infrastructure in the area and wasn't considered. River street is getting a redesign for enhanced bike/ped infrastructure, which this plan doesn't take into account.</p> <p>Finally, is there a thoughts or planning around the fact that the bike path on the Boston side may be closed for >5 years during the Mass Pike reconstruction? The Cambridge side will have to absorb most of that bike traffic.</p>	Brian	Mackenzie	bqmackenzie@gmail.com	361 Western Ave		Cambridge	MA	02139
7/16/19 2:00 PM	<p>Hello DCR,</p> <p>I'm writing to you with both excitement and trepidation. My excitement stems from the potential improvements that this project can offer for everyone who enjoys spending time by the beautiful Charles river. My trepidation is based in the possibility that this opportunity to make this central artery of the city safer and more enjoyable for all will be passed by.</p> <p>This is an issue near and dear to my heart. My brother was killed in a crash during his morning bike commute as a masters student at BU back in 2012. My family spoke with Mayor Walsh following the accident and he expressed his commitment to Vision Zero and making a greater effort to reduce these kinds of traffic accidents. A protected bike lane along the stretch of Commonwealth Avenue where Christopher lost his life is currently under construction and will greatly increase safety in the area. Unfortunately, this effort is reactionary and is coming too late for my family. However, hearing that Memorial Drive is due for reconstruction gives me hope that this kind of work is going to be more proactive moving forward. Traffic volumes on Memorial Drive do not justify a four-lane roadway whereas the Paul Dudley path is consistently overcrowded to the point where I have seen cyclists and pedestrians alike in danger of falling into the roadway. It's just a matter of time before there is a tragedy at one of these chokepoints. The data is there, the public support is there, and the ability to make change is there. Let's get it done.</p> <p>Thank you for your consideration, Dustin Weigl</p>	Dustin	Weigl	dweigl@mit.edu	6 Lopez Street		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/16/19 3:08 PM	Replace 2 vehicle travel lanes with a protected bi-directional bike path. (Retain existing paths and sidewalks for pedestrians). Protect existing trees and plant new trees wherever there are gaps.	Jesse	Boudart	boudartj@gmail.com	108 Elm St	Apt. 2	Cambridge	MA	02139
7/16/19 4:35 PM	Hello DCR, I want to communicate my disappointment that your current plans do not do enough to make room for cyclists and pedestrians so that Memorial Drive is truly a shared space. Memorial Drive should be shrunk to two car lanes (one in each direction) along the whole length of the project, and the reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river. Please do not miss this important opportunity to make Memorial Drive a shared space, promote sustainable transportation, and mitigate climate change. Thank you, Caroline Jaffe	Caroline	Jaffe	caroline.jaffe325@gmail.com	28 ELLSWORTH AVE		CAMBRIDGE	MA	02139
7/16/19 4:57 PM	Memorial Drive should be shrunk to two lanes along the whole length of the project and the reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.	David	Cruz	david.m.cruz@mass.gov	89 Cedar St., #2		Somerville	MA	02143

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/16/19 5:41 PM	<p>The Memorial Drive area should prioritize user needs that cannot be met in other ways. Right now, Memorial Drive gets treated like a highway for car and truck traffic, but there are many other roads that service the same destinations. Space along the Charles River is irreplaceable for recreation, though, and the space is already used above its capacity for this purpose. Residents need better recreational infrastructure along the Charles, including wider and safer bike paths, designated running paths, and more varied green space. I recommend the following changes:</p> <p>1. Memorial Drive should have only one lane in each direction.</p> <p>2. Pedestrian crosswalks should cross Memorial Drive at closer intervals, not just at large intersections with existing traffic lights.</p> <p>3. A bike path with a smooth, stable surface should be built with enough width for bikes to travel safely in both directions. It should be separated from the road by a grade difference and by newly planted trees.</p> <p>4. A paved pedestrian path, with clear space next to it for runners who prefer to run on dirt, should also be built, separated from the bike path and the road by benches and plantings.</p> <p>5. Local tree and shrub species should be planted throughout the green space, especially along the river, to improve shade and water quality.</p> <p>Thank you for your consideration.</p>	Jadrian	Miles	control.valve@gmail.com	348 Franklin St	Apt 4D	Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/16/19 5:45 PM	<p>To Whom It May Concern,</p> <p>I am writing to express my disapproval for the current plan (as of 7/16/2019) for Memorial Drive Greenway Improvements Phase III as they lack critical infrastructure to improve access and life safety for cyclists. I strongly urge you to amend these plans to include a protected, bi-directional bike path by reducing motorist travel to one lane in each direction. Furthermore, I urge you to retain the existing paths and sidewalks for pedestrians, and to keep existing trees while planting new trees in gaps where appropriate.</p> <p>Lastly, it is critical that a permanent protected bike lane is installed throughout the rotary at the BU Bridge, utilizing both with physical separation and ample demarcation.</p> <p>Thank you for your prompt attention to this matter.</p> <p>Sincerely, Ryland Bennett</p>	Ryland	Bennett	theryland@gmail.com	45 Moreland St		Somerville	MA	02145
7/16/19 5:46 PM	<p>Memorial Drive should be limited to two lanes along the whole length of the project and the reclaimed space should be used to create separate, protected bike and pedestrian paths and to plant more trees along the river. Memorial Drive gets heavy use from people walking and riding bikes, and the current proposed design does not leave enough space for those users.</p> <p>I also strongly suggest that you add a dedicated bus lane for the CT2 and 47 buses in the BU rotary.</p>	Ruth	Hanna	ruth.e.hanna@gmail.com	25 Sargent Street #1		Cambridge	MA	02140
7/16/19 6:16 PM	<p>Memorial Drive has been a part of my commute for the past several years between Boston and Cambridge or Somerville. When I look at Mem Drive, I see a very picturesque, safe, stress-free path. In reality, riding a bike on it is actually quite stress-inducing and dangerous due to the narrow paths that are currently shared between pedestrians and cyclists, as well as the tiny queuing areas to cross the bridges. Please implement a road diet on the entire stretch between JFK and the BU rotary so that bicyclists and pedestrians may have their own right of way as the drivers do and will continue to have even with a road diet. DCR should be making more visionary decisions in terms of directing our transportation future. Let's not do the same old thing. Climate change is real and we are running out of time. Please provide a safe, sustainable mode of transportation along Mem Drive and people will adjust as needed -- and for the better. Please also be sure to protect existing trees as well as plant new ones. Shade makes a huge difference in terms of a comfortable walk or ride.</p>	Lily	Ko	lilytko@gmail.com	9 Kenney St #3		Boston	MA	02130

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/16/19 6:39 PM	<p>Please make this a road for the people that actually live in the Cambridge rather than the commuters!!</p> <p>Memorial Drive should be shrunk to two lanes along the whole length of the project and the reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p>	Laura	Wacker	wackerlaura@gmail.com	157 6th Street	Apt 402	Cambridge MA	MA	02142
7/16/19 6:45 PM	<p>As a daily bicycle commuter from Boston to Cambridge, I was disappointed and scared to hear that the DCR has not settled on a design for Memorial Drive that includes a substantial road diet. I've been involved in several near accidents on the Memorial Drive section of my commute, due largely to aggressive driver behavior. First, cars coming from the BU bridge in the Cambridge-bound direction more often than not run the red light at speed while pedestrians and crossing cyclists have the light; I frequently need to jump out of the way. Second, when continuing straight from the bridge, I've been almost right-hooked by cars taking the turn at speed without looking for cyclists or pedestrians. Cars coming from Cambridge also often run the light (which only turns red when pedestrians have requested to cross!) to get on to the bridge at speed. I believe there's no way to make this intersection safe with the current rotary design: drivers feel entitled to ignore traffic signals and drive like they're merging onto a freeway.</p> <p>To turn left onto Vassar from Memorial Drive as a cyclist is frequently scary, as drivers that would normally change lanes to get around a car waiting to turn instead pass at a close distance. There's no direct crossing from the sidewalk to Vassar, and the sidewalk itself is woefully inadequate.</p> <p>It's a shame that we've devoted this prime river-front real estate in Cambridge to carrying 4 lanes of vehicular traffic, and made it so difficult for pedestrians and cyclists enjoying the park to cross the road. A narrower road would be much safer and more enjoyable for the Massachusetts residents who love to travel, exercise, and stroll along the Charles.</p>	Zachary	Newman	znewman01@gmail.com	896 Huntington Ave.	Apt. 3	Boston	MA	02115
7/16/19 7:01 PM	<p>Current memorial drive plan continues to prioritize cars over bikes and pedestrians. This is an outdated practice that is misaligned with the current needs of the community. Instead, the entire length of memorial drive needs to be shrunk down to two lanes and the reclaimed space be used for improved walkways and bikeways.</p>	Jamie	Rothfeder	jamie.rothfeder@gmail.com	55 Clay St		Cambridge	MA	02140

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deadline 7/25/2019 (shaded cell denotes postdeadline)

Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/16/19 8:42 PM	<p>Hello - as someone whose main form of transportation is bike commuting, I urge DCR to consider making the memorial drive much more bike friendly in the upcoming improvement plan. Just this past weekend j was biking along the bike-pedestrian pathway along memorial drive. The oath is so narrow I was forced to bike on the dirt and grass three times in the course of three blocks to avoid collisions with oncoming bike and pedestrian traffic. The path is too narrow in places to allow for wheelchairs or strollers and opposite direction traffic.</p> <p>Instead, I strongly urge DCR to design the path with a specific bi-dorectional protected bike path, leaving the existing path space for pedestrians alone. This will be safer for cars, bikes and pedestrians. Doing so will also be more inclusive for individuals with mobility issues who use wheelchairs and other walking assistance as they will not need to compete with bikes or scooters for safe spaces.</p> <p>This may need to come at the expense of vehicle Lanes, however, this will allow more people to choose active transportation methods for commuting and help overall congestion and safety. Consider the opportunity to expand safety and accessibility options to align with some of the regions great bike paths (Southwest Cooridor, etc) and please don't miss out on this opportunity.</p>	Erin	Polich	erin.c.polich@gmail.com	218 Roslindale Ave Apt 2		Boston	MA	02131
7/16/19 8:47 PM	<p>During this long-overdue redesign and redevelopment of Memorial Drive, it is imperative that DCR raise the priority of the safety and comfort of people and stop designing automobile-centric streets, roadways, parkways, and intersections in the midst of an urban natural treasure. Four-lane roads in a riverside park which is a popular recreational corridor are simply incompatible with the 'Conservation' and 'Recreation' in the DCR name. The Commonwealth owes its citizens this element of truthfulness and honesty.</p>	Gary	Zaidenweber	silkweaver26@gmail.com	26 Summit Ave	6	Brookline	MA	02446
7/16/19 8:47 PM	<p>I support the reduction in lanes for automobile traffic on Memorial Drive to 1 lane in each direction. Preferably these automotive lanes would be underground, so Cambridge can *re-claim the waterfront" for pedestrians, cyclists, playgrounds, docks, and a few waterfront restaurants or beer gardens. Thank you.</p>	Peter	Bristol	peter.bristol@gmail.com	66 Prentiss Street		Cambridge	MA	02140
7/16/19 10:07 PM	<p>The space along the Charles River is a beautiful area that should not be wasted on 4 lanes of noisy and dangerous car traffic. It's such a relief on Sundays in the summer when a section of Memorial Drive is closed entirely. Please consider reducing vehicle traffic to one lane in each direction for the entire length of this road redesign to make space for more park space with separate bike paths and walking paths. This would be a human-centric redesign that encourages non-vehicular traffic and reduces environmental impact on the air and the river.</p>	Bannus	Van der Kloot	bannusvdk@gmail.com	395 BROADWAY	APT R4G	Cambridge	MA	02139

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deadline 7/25/2019 (shaded cell denotes postdeadline)

Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/17/19 9:30 AM	<p>Please shrink Memorial Drive to two lines and widen the bike and pedestrian paths. Also, please add more native plants to restore the riverfront. I am shocked that the latest DCR plan is to continue to foist unsafe and polluting infrastructure on the public, all while predictions of the devastation to be wrought by climate change keep getting worse.</p> <p>Your task should be keeping our cities and their residents healthy, not paving the way to our deaths.</p> <p>Thank you.</p> <p>Ajay Sequeira</p>	Ajay	Sequeira	ajay99@gmail.com	22 Boylston St		Jamaica Plain	MA	02130
7/17/19 9:51 AM	<p>I'm writing to encourage you to make the Memorial Drive plan as pedestrian- and bike-friendly as possible, particularly by keeping the road to two lanes and by using the extra space for separated bike and footpaths. I frequently walk and bike along the Paul Dudley White path to get from my office in Kendall Square to meetings on Commonwealth Ave, so I'm pretty familiar with the current state of affairs, and it's dangerous and stressful for the many people who use this stretch to walk and bike.</p> <p>Yesterday, I left my office and spent several minutes waiting to cross the four lanes of traffic on Memorial Drive; the walk signal is so short, and the roadway so wide, that I actually have to press two separate crossing buttons and wait for two full traffic cycles to make it all the way across. Once I got to the other side, I found myself in a mix of bicycle commuters, joggers, and people walking several abreast, all of whom were crammed onto a two-way path that is sometimes only the width of a standard sidewalk. Memorial Drive is currently massively overbuilt and the multiple lanes only encourage cars to travel at highway speeds; why not narrow the roadway to encourage people to drive like they're in the middle of a city (which they are), and use the space to allow for other more climate-friendly forms of transportation?</p>	Ariel	White	arielrwhite@gmail.com	11 Hinckley Street	#2	Somerville	MA	02145
7/17/19 10:58 AM	<p>We need to start taking drastic steps to change human behavior so that we are less reliant on single-occupancy vehicles. I am not a bike rider because I am scared of being hit by cars. I typically walk most places I need to go or take the bus or T. I would start riding a bike if I felt it wasn't dangerous. Having places to bike where I know I won't need to share a lane with a car would help me take that step. Memorial Drive should be shrunk to two lanes along the whole length of the project. If that can't be done and you end up having more than one lane in each direction, then bus routes should be added along Memorial Drive and there should be a bus-only lane to reduce congestion and emissions.</p>	Michele	Zemplenyi	mzemplenyi@gmail.com	185 Freeman Street		Brookline	MA	02446

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/17/19 12:22 PM	<p>Please reconsider the current plan to retain four lanes of motor vehicle traffic for most of Memorial Drive. It's a dangerous speedway for people driving and especially dangerous for people walking and biking, and the current plan would continue to endanger lives.</p> <p>Instead, I hope DCR will improving Memorial Drive for walking and bicycling and expand green space by replacing 2 vehicle travel lanes with a protected bi-directional bike path and retaining existing paths and sidewalks for pedestrians.</p> <p>Memorial Drive should be a safe and pleasant place for people to walk and bike, not a highway that creates a barrier between Cambridge and the river.</p>	Andrew	Farnitano	afarnitano@gmail.com	8 Bard Ave	#3	Boston	MA	02119
7/17/19 12:55 PM	You need to pedestrianize the Cambridge waterfront not destroy it with urban highways. Shame on your organization for contributing to this environmental and safety epidemic.	Blake	Willmarth	bwillmarth@gmail.com	32 Beacon St Apt 3		Somerville	MA	02143
7/17/19 1:23 PM	<p>I reviewed the presentation from the June 26 meeting and would like to offer comments on the proposed Memorial Drive redesign. It is critical that is a separate bi-directional bike path, in addition to the existing path for pedestrians, for the entire length of the corridor. With the high numbers of cyclists, pedestrians, runners, etc. on Memorial Drive, it is dangerous to share a single 10ft path with two directions of bike traffic and pedestrians.</p> <p>I appreciate that separated bike and pedestrian paths were included in the plan from the Eliot Bridge to Flagg Street, but would like to see this extended for the whole corridor, particularly near Western Ave and River Street where the current path is very narrow. This may require removing a vehicle lane, but it would improve the safety and enjoyment of ALL users of the corridor. DCR should not be prioritizing moving car volumes over the safety of bicyclists and pedestrians. In addition, green space and tree coverage should be maintained and improved throughout the project area.</p> <p>For the BU bridge area, I support removing the rotary, but would like to suggest that attention is paid to how bicyclists will get through the intersection. Features like left turn boxes for bikes, traffic lights for bikes, and protected bike lanes leading up to the intersection can help ensure safety in this area. Additional work is needed to make sure that the chosen design works for all road users, not just for cars.</p>	Amy	Plovnick	amyplovnick@gmail.com	29 Ashland Street		Watertown	MA	02472
7/17/19 4:35 PM	The Memorial Drive redesign should emphasize the needs and safety of pedestrians and bicyclists not cars. I often bike along Memorial Drive on my commute to work and the proposed redesign would make it even worse than it is now. Instead of being four lanes it should be shrunk to two. The space that is freed up could be used to have separate bike and pedestrian paths--sharing the path along the river is unsafe currently--and to plant more trees to help combat climate change. The plan should focus on a future with fewer cars not prioritizing cars even more.	Aspen	Reese	aspenreese@gmail.com	7 Bartlett Pl Apt 1		Boston	MA	02113

Memorial Drive Greenway Improvements Phase III

Public Comments as of 8/20/2019

deadline 7/25/2019 (shaded cell denotes postdeadline)

Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/17/19 8:25 PM	We strongly implore you to provide a road for the future. As a frequent pedestrian and cyclist on Memorial Drive, we have watched safety deteriorate as the space increasingly becomes a freeway. This is an abysmal road for Cambridge, which is working hard to honor greenhouse gas commitments as well as Vision Zero policies. A four lane road separating the city from the jewel of the river is a horrid mistake from decades ago, and we urge you to reject this backward thinking and correct it by eliminating all but two lanes.	Kenn	Sebesta	kenn@eissq.com	150 Staniford St		Boston	MA	02114
7/17/19 9:06 PM	The time is now for protected bi directional cycletrack cycling infrastructure as suggested by the Boston Cyclists Union, Cambridge bike Safety and other vision zero partners. We must improve biking on this roadway for both commuting and leisure. Boston's transportation future depends on it. -C	Christine	Casalini	ccasalini@gmail.com	19B Stone Ave		Somerville	MA	02143
7/17/19 9:41 PM	I'm writing to strongly encourage DCR to replace two of the vehicle lanes on Memorial Drive with a protected bike path. With Cambridge moving aggressively to improve bike infrastructure, keeping Memorial Drive a car-dominated route would make it a backward-looking outlier. It's imperative for the safety of pedestrians and cyclists that Memorial Drive be progressively planned, and I hope that DCR will consider adding protected bike paths to work toward that goal.	Josh	Rosmarin	josh.rosmarin@gmail.com	29 Ashland St		Watertown	MA	02472
7/17/19 9:52 PM	Hi Team, Please do not install a four line highway on memorial drive. We know thru induced demand if we create more and wider lanes we encouraging more cars on our roads. More pollution. More deaths. More money spent maintaining roadways. Ditch a lane on each side. Bring on the protected bike paths. Let's build for people. Thank you, Jim	Jim	Sestito	james.sestito@gmail.com	10 Museum Way	Apt. 626	Cambridge	MA	02141
7/17/19 10:17 PM	This is a critical moment in the development of an improved and greener approach to bicycling along the Charles River- both for commuting and for recreation. Favoring bicycles over automobiles is absolutely essential in order to reduce our carbon footprint and enhance our physical fitness. The proposed plan to retain 4 lanes of vehicular traffic directly undermines these goals. The current configuration is highly dangerous to both pedestrians and cyclists. I STRONGLY URGE the DCR to develop a forward-looking plan that enhances Memorial Drive for bicyclists and pedestrians- even at the expense of automobiles. This is the only way to effect change that will help both our citizens and our planet.	Thomas	Michel	thomas_michel@hms.harvard.edu	29 Winter Street		Watertown	MA	02472
7/17/19 11:16 PM	Please make biking a less harrowing experience than cliff diving!	Shane	Woolley	shwoolley@gmail.com	5 Lester Terrace		Somerville	MA	02144

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/18/19 12:46 AM	We want a two way cycleway and more trees planted on the parkway. Path connections for people walking and bicycling on this route, especially at bridges and other intersections, should be improved. Access from the neighborhood to the waterfront should be improved by calming automotive traffic. DCR should consider how its corridors could be better utilized by buses, as well. Adding some high frequency bus service on the phase III project would certainly go a long way to mitigate dense car traffic. DCR does a lot of great things besides manage roads. Please calm the traffic on Memorial Drive, improve pedestrian and bicycle access for BU bridge with wider sidewalks and bicycle lane in the traffic circle. Cambridge and Boston need you to take a progressive stance on land use and transportation. Build the bike lanes. Plant the trees. Slow the cars. For everyone's sake.	Sam	Archer	pfhlick@gmail.com	12 Short Street	Apt 6	Brookline	MA	02446
7/18/19 12:58 AM	We need protected bike lanes, separated wall and bike paths, and no removal of trees.	Emmanuel	Debarros	emmanuel.debarros@gmail.com	41 Corey Street apt 685		Boston	MA	02129
7/18/19 3:37 AM	Hi, Please prioritize people over cars for this project. Thank you.	James	Lloyd	imasalemite2@hotmail.com	374 Concord Ave		Cambridge	MA	02138
7/18/19 7:21 AM	Please consider (or measure) the number of cyclists and pedestrians whole use Memorial Drive daily. Crashes nearly occur here daily because the tiny path does not provide room for all who use it. Cracks on the path also threaten to knock cyclists with small tires from their bikes. As a Cambridge resident who bikes to work in Boston here daily, I ask that you move forward with the following steps: 1. Replace 2 vehicle travel lanes with a protected bi-directional bike path. (Retain existing paths and sidewalks for pedestrians). 2. Protect existing trees and plant new trees wherever there are gaps. Thank you for your attention. Sincerely, Brendon Albertson	Brendon	Albertson	albertsonbrendon@gmail.com	67 Ellery St. #3		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/18/19 9:32 AM	<p>Asks:</p> <p>Replace two travel lanes on Memorial Drive with a protected bi-directional bike path. The extent of pavement should be reduced, not expanded, wherever possible, throughout the study area to avoid impact to existing landscape. Riverfront path and sidewalk on the north side of Memorial Drive both to be designated for pedestrian use only.</p> <p>Plant new trees wherever there are gaps, being mindful of historic spacing of trees.. Maximize canopy cover to shade walkways and bicycle lanes. DCR to assume responsibility for the protection of existing viable trees and for developing a comprehensive landscape maintenance plan. Conduct soil analysis, replacing or amending soils as prescribed.</p>	Erin	Holder	eholder@fas.harvard.edu	330 Beacon St. Unit 2		Somerville	MA	02143
7/12/19 9:35 AM	<p>Dear DCR,</p> <p>Memorial Drive is much in needs of improvements, so that it can fully serve pedestrians, bikers, and automobiles. Here are my suggestions:</p> <ol style="list-style-type: none">1. Memorial Drive should be shrunk to two lanes along the whole length of the project.2. The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.3. The current path along the river should be split into bike and pedestrian lanes.4. The bike paths along the river should be widened. <p>Many thanks for your consideration!</p> <p>Sincerely,</p> <p>Jill Smith</p>	Jill	Smith	jhu98@hotmail.com	48 Kirkland St	8	Cambridge	MA	02138

Memorial Drive Greenway Improvements Phase III

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/12/19 9:35 AM	<p>Dear DCR,</p> <p>Memorial Drive is much in needs of improvements, so that it can fully serve pedestrians, bikers, and automobiles. Here are my suggestions:</p> <p>1. Memorial Drive should be shrunk to two lanes along the whole length of the project.</p> <p>2. The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.</p> <p>3. The current path along the river should be split into bike and pedestrian lanes.</p> <p>4. The bike paths along the river should be widened.</p> <p>Many thanks for your consideration!</p> <p>Sincerely,</p> <p>Jill Smith</p>	Jill	Smith	jhu98@hotmail.com	48 Kirkland St	8	Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/18/19 9:44 AM	<p>I am a Somerville resident who commutes to Waltham and back daily, and all year long if the paths are sufficiently cleared. Memorial Drive bike path begins and ends my off-road commute-- I always breathe a sigh of relief when I've made it through Harvard Square onto the path in the morning, and take a deep breath before leaving the path and re-entering the vehicular fray in the afternoon.</p> <p>However nice it is to be separated from motor vehicles, the path itself is in terrible condition (too narrow, bumpy, etc) and I'm pleased to hear it will be improved-- but the proposed improvements are far too limited in scope for a once-in-a-decade opportunity to really get it right. Getting it right goes beyond just improving the path itself, and extends into how we reclaim park space for people to recreate in rather than drive in. Remember that DCR stands for Dept of Conservation and Recreation, not Dept of Cars and Roads. Look at Greenough Blvd: it is a triumphant example of a successful road diet that afforded space for beautiful wildflowers that sustain pollinators, on-road painted bike lanes, and the beautiful, easy-to-plow, wide, ped/bike path. The road diet needs to extend beyond JFK in order to make room for expanded green space and a wide path and extra accommodations for runners, joggers, dog walkers, etc.</p> <p>We've surrounded one of the most beautiful rivers with far too much space for angry, honking, speeding, people in cars that spew exhaust and dramatically increase temperatures that negate the cool river breeze and then some. I'm sorry, but I find it ridiculous that an entity with the words "conservation" and "recreation" in its title isn't doing everything it can to prioritize the expansion of riverside land, and doesn't seem to understand that removing travel lanes does NOT slow traffic. A road diet on Memorial Drive will improve the experience for all, but most importantly for those who want to recreate and/or take the greenest commute to work.</p>	Lena	Webb	lkwebb@gmail.com	56 Sterling St	#2	Somerville	MA	02144
7/18/19 10:49 AM	<p>I would like to encourage you most strongly to improve bike safety at the rotary and at narrow spots on the bike path on Memorial Drive. East bound from the BU bridge is dangerous. As one of many hundreds of people who use these bike paths and city streets regularly, it is important to improve accessibility and safety for all. To the West from BB&N, the bike path is glorious- how about extending that? Boston and Cambridge can lead the way in healthy bike alternatives to driving. Please make it happen for the good of everyone who wants to get out of their car, and less congested for those who must drive, by providing more safe alternatives.</p> <p>Sincerely,</p> <p>Claudette Beit-Aharon 566 Centre St Newton, MA 02458 617-821-5043 (cell)</p>	Claudette	Beit-Aharon	claudette.beitaharon@gmail.com	566 Centre Street		Newton	MA	02458

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/18/19 11:14 AM	<p>Dear Department of Conservation and Recreation,</p> <p>I am a high school student that frequently bikes along the Charles River, and I was super excited to hear about the plans to redesign Memorial Drive. While reading through the public comments, it pleased me to know that others also want more bicycle infrastructure. However, when I reviewed the Phase III plans, I was really disappointed to see that on major roads, four traffic lanes were present. Four lane roads are much more daunting to bike on. I would love to see two lanes replaced with a fully protected, bidirectional bike path, while the existing paths and sidewalks for pedestrians are retained. I would genuinely love the DCR and Memorial Drive if it was made significantly safer for cyclists.</p> <p>I would also love to see more trees and plants planted wherever possible.</p> <p>Thank you for your time, Dina Gorelik</p>	Dina	Gorelik	dina@gorelik.org	43 Pine St		Newton	MA	02465
7/18/19 11:16 AM	<p>I'm a 71-yr. old longtime user of the Memorial Dr. bike/pedestrian path along the heavily used sections from Fresh Pond to Mass. Ave. That path is DANGEROUS!</p> <p>There are really narrow sections, scary intersections w/ cars, deep potholes that have existed for years, rutted, bumpy sections, poorly lit sections, etc. The path is even scarier at night, when many users don't have lights or (at least) light-colored clothing.</p> <p>It's astounding that there aren't more serious collisions between cyclists going fast, and between pedestrians/runners and cyclists.</p> <p>Ideas: BEST: make river side eastbound; create westbound path on other side WIDEN! separate walkers/runners from cyclists maintain surfaces of paths, clear markings in the path use breathable and drainable surfaces to help tree canopy and lessen the extremely bumpy surface</p> <p>Thanks for your attention.</p>	Jane	Tenenbaum	tenenbaumdesign@gmail.com	159 Concord Av 3A		Cambridge	MA	02138
7/18/19 1:23 PM	<p>I am a resident of Memorial Dr and I commute daily by bicycle, so I know the neglect of the bicycling path along this route very well. Every crack, every root, and every puddle. I sometimes have to go on the smooth road to avoid the pitfalls in the really bad sidewalk areas. Memorial Dr has to be narrowed to two lanes of traffic with exit lanes, to allow for wide bicycling paths to support alternative transportation that will only increase in the future along this route, given a chance.</p>	Jill	Sec	verity.s@icloud.com	988 Memorial Dr		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/18/19 2:03 PM	<p>Memorial Drive should be decreased to two lanes along the entire length of the project. The reclaimed space should be used to create separated bike and pedestrian paths and to plant more trees along the river.</p> <p>The argument that traffic will stay at its current levels indefinitely is not based on data; it is based on assumptions. Data shows, time and time again, that when street capacity is increased, traffic increases, and when street capacity decreases, traffic decreases. Human behavior responds to changes in the environment. DCR needs to stop catering to unsupported fears of traffic congestion and start catering to the conservation of public spaces and the recreation and safety of people. Those are the reasons your agency exists.</p>	Nathan	Kaufman	natekauf@rcn.com	56 Gorham St	Apt 2	Somerville	MA	02144
7/18/19 3:54 PM	<p>Please increase access for running, walking and biking.</p> <p>The potholes and the distance between parking and the cycle path is scary.</p> <p>I hope you consider the cyclists carefully.</p>	Kadia	Mullings	kymullings@gmail.com	Norfolk		Norfolk	MA	02056
7/18/19 4:50 PM	<ul style="list-style-type: none"> - Reduce Memorial Drive to two car lanes along the whole length of this project - Use the reclaimed space to create separate bike and pedestrian facilities - Consider expanding "car-free" Memorial Drive to additional days other than Sundays - Improve pedestrian access to the riverbank - Plant more trees along the river 	Juliana	Cherston	jmc1228@gmail.com	72 Properzi Way		Somerville	MA	02143
7/18/19 4:54 PM	<p>I would like to propose that this street be reduced to a single lane of cars in each direction and the park area widened to accommodate a lot more bicycles. The current bike path is dangerously narrow and yet it is widely used. I have had many close calls when passing oncoming cyclists, runners, roller blades etc. Also crossing at Western Ave on the bike path is terrifying.</p> <p>We are faced with a global climate emergency. We need to do whatever it takes to reduce cars from the road and part of that solution is making cycling and other alternatives more attractive. Air pollution, some of it from cars, is already killing 9 million people per year. So failing to take action now will result in more premature deaths to lung disease, asthma, heart conditions and other health problems.</p> <p>Please consider turning the river area into a beautiful park with more trees and a much wider bike and pedestrian shared use path.</p> <p>Thank you.</p> <p>John</p>	John	Burkhardt	john.burkhardt@gmail.com	51 Westminster Ave		Arlington	MA	02474
7/18/19 4:55 PM	<ul style="list-style-type: none"> - Reduce Memorial Drive to two car lanes along the whole length of the project - Use the reclaimed space to create separate bike and pedestrian facilities - Consider expanding "car-free" Memorial Drive to days other than Sundays - Improve pedestrian access to the riverbank - Plant more trees along the river 	Chris	Newell	cnewell@media.mit.edu	1200 Washington St Apt 212		Boston	MA	02118

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/18/19 5:02 PM	<p>i strongly support converting a portion of memorial drive from 4 lanes car traffic to 2 car and 2 bicycle. additionally, i urge caring better for existing trees and planting new ones where appropriate. in short, to share the space, diminish the dominance of cars, and enhance that sliver of cambridge..</p> <p>aside from the general objective of rebalancing transport modes, this conversion would enhance physical and environmental health by improving cycling conditions and lessen conflicting traffic on the already narrow and potentially dangerous paved walkway. a friend of mine, on her bike, was struck by a racing cyclist coming from the opposite direction on the sidewalk. providing more space for walkers and cyclers would decrease such accidents.</p> <p>cambridge to its credit already rebalances memorial drive use on summer sundays, this conversion would increase the good effects.</p>	skip	schiel	skipschiel@gmail.com	9 sacramento st	2	cambridge	MA	02138
7/18/19 5:03 PM	I would definitely support the creation of a bidirectional bike lane on Mem Drive. It would have a positive impact on bicyclist safety and encourage more cycling/less reliance on automobiles for urban transportation.	Sheaumei	Tsai	sheaumei_tsai@hotmail.com	80 Broad Street		Boston	MA	02110
7/18/19 5:07 PM	<p>Thank you for your hard work every day!</p> <p>My comments are brief:</p> <p>As someone who bikes, drives, & walks depending on the day, I appreciate that there is a balance needed between different commuting options to accommodate different community members Biking is my own quickest commute option, but biking on some of the present streets or bike+pedestrian paths seems dangerous to everyone under certain circumstances.</p> <p>It would great if the Memorial Drive improvement project could also include expanded and upgraded bike and pedestrian paths in areas along the river (like there now are near Kendall), including from the BU Boathouse and JFK St in Harvard Square, which I think is being considered next.</p> <p>Thanks for your time and consideration.</p> <p>Sincerely, Desiree D. Dudley, MIT</p>	Desiree	Dudley	desireed@media.mit.edu	20 Ames St		Cambridge	MA	02138
7/18/19 5:11 PM	Please put a bi directional bike lane on Memorial Drive. Please modernize and make safe the Western Ave road crossing.	Roger	Cadman	rcaddy27@gmail.com	215 RENFREW ST	215 Renfre	Arlington	MA	02476
7/18/19 6:20 PM	Plant more trees along the river	thomas	lutz	tomlutz@gmail.com	345 centre st	apt R2	jamaica plain	MA	02130

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/18/19 6:51 PM	<p>please put in a bi-directional protected bike lane along here.</p> <p>The bike path on Mem drive is terrible and hasn't been changed in 20-30 years. It need overhaul. The road crossing at Western Ave is terrifying.</p>	tucker	walsh	tuckerwalsh@gmail.com	139 Whitcomb Ave		jamaica plain	MA	02130
7/18/19 8:01 PM	<p>I am writing in favor of the Boston Cyclists' Union and Cambridge Bike Safety's proposals for Memorial Drive, with a two-way protected bike path separate from a pedestrian walkway, and increased tree cover on Memorial Drive.</p> <p>It's shameful that the Department of Conservation and Recreation continues to say no to safety improvements on Memorial Drive (and in Fenway, and on countless other notoriously dangerous DCR roadways). It seems the agency is only concerned about conserving car use and high speeds through a city, at the expense of safety and the ability for people outside of cars to enjoy parkland.</p> <p>A two-way cycle track is desperately needed on Memorial Drive, as the current plans are much too narrow to accommodate the high volumes of bike commuters present, and leave no room for an increase in cycling, especially alongside people out for a nice walk along the Charles trying to enjoy the river.</p> <p>I hear from friends and colleagues all the time that they would bike to places instead of driving if they felt safe, but they don't because of a lack of infrastructure. Earlier today, I told someone about the improvements scheduled to begin next week on the Craigie Bridge, and they said "I wish this had been there when I worked by North Station. I stopped bike commuting for 2 years because I didn't want to deal with this bridge." That's two years' worth of exhaust from one person driving when they could have biked, just from safer infrastructure. Imagine how many more people feel the same way. Imagine the exhaust and fossil fuels burned because you refuse to make roads safer.</p> <p>We are in a climate crisis. Stop conserving car use at the expense of greener transportation modes. Lives depend on it - not just today, from deadly crashes, but for decades to come.</p>	Rani	Schloss	rlschloss@gmail.com	30 Beechcroft St. #4		Brighton	MA	02135
7/18/19 8:02 PM	<p>I fully support the Boston Cyclists' Union's request to take away two lanes of traffic and put in a bi-directional protected bike lane.</p> <p>The bike path on Memorial Drive is terrible and hasn't been changed in 20-30 years. The road crossing at Western Ave is terrifying. Not one more bike rider should lose their life trying to navigate a dangerous roadway in Boston or Cambridge. NOT ONE.</p> <p>Thank you.</p>	Lesli	Cohen	cycletard@gmail.com	5 Laurelwood Drive		Worcester	MA	01605

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7/18/19 8:05 PM	I support closing down a lane on memorial drive to install bike lanes. The existing bike lane situation next to the road is terrible, and the route of memorial drive is already duplicated for cars on storrow. Take back the waterfront for pedestrians and cyclists!	Guthrie	Andres	guthrie@andres.com	315 Broadway Apt. 205		Somerville	MA	02145
7/18/19 8:54 PM	Please do reduce car lanes to add a protected bike lane.	Jenny	Wojewoda	jenny.wojewoda@gmail.com	39 Evergreen Lane		ARLINGTON	MA	02474
7/18/19 9:18 PM	I bike to work every day and every day I think I might die. We desperately need better bicycle infrastructure in this city! Please put in a PROTECTED bike bi-directional bike path on memorial drive. we have no time to lose. So many of my coworkers say that they want to bike but are too afraid of getting injured. This must change.	Lily	Cohen	lily.rachel.cohen@gmail.com	6 Hillside Park	Apt 1	Somerville	MA	02143
7/18/19 11:28 PM	Please add a protected bi-directional bike path to Memorial Drive. It is worth replacing two travel lanes for a bi-directional bike lane.	Andrew	Barry	abarry@gmail.com	83 Wendell St		Cambridge	MA	02138
7/19/19 12:58 AM	Please improve the bike infrastructure on memorial drive to add bidirectional bike lanes all along it! The current shared path is unsafe for pedestrians, and also forces cyclists onto very poor conditions or extremely narrow paths at times	Jessica	Yang	jessica@jessicayang.org	93 Brookline street		Cambridge	MA	02139
7/19/19 5:33 AM	This area is often quite challenging to navigate as a pedestrian and as a cyclist. Would be great to encourage these modes of transportation over driving. Adding a protected bike lane here would be a big improvement. My household has a car, but if like to see Memorial Drive be much more friendly to bikes and pedestrians. The speed of car traffic makes this area feel quite unsafe especially for kids. Please add traffic calming, or reduce traffic to one lane	Charles	Holbrow	charlesholbrow@gmail.com	450 Memorial Drive		Cambridge	MA	02139
7/19/19 9:53 AM	It is important to keep biking, running, and walking alternatives available. In fact these should be improved whenever the opportunities present themselves.	Rafael	Tello	rafaeltello@gmail.com	80 Pleasant St #1		Arlington	MA	02476
7/19/19 11:18 AM	I would like to comment on the need for a raised, separated multi-direction bike lane on memorial drive. The shared path is too narrow for bicycles and pedestrians to simultaneously use. The protected bike lane would encourage more cycling, I believe. Thank you.	Bryan	Hollingsworth	bryan@royalhcycles.com	98 Hicks Ave.		Medford	MA	02148
7/19/19 4:04 PM	<p>This redesign is a once-in-a-generation opportunity for DCR to re-align with its mission of CONSERVATION. A four-lane highway along our dense urban riverfront is the kind of health and environmental mistake people were making 60 years ago -- let's not repeat it here in the 21st century.</p> <p>We need a serious road diet that reduces Memorial Drive to a normal city street and returns substantial space to parkland, while making room for separation between pedestrians, bikes, and cars.</p> <p>While I can appreciate that road diets might still be considered radical in some parts of the state, Cambridge is absolutely not one of those places. Here DCR will look out-of-step if it *doesn't* start to take seriously the groundswell of support for complete streets.</p>	Edward	Faulkner	edward@eaf4.com	61 Bay State Ave	Apt 2	Somerville	MA	02144

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7/19/19 10:44 PM	1. Memorial Drive should be shrunk to two lanes along the whole length of the project. 2. The reclaimed space should be used to create separate bike and pedestrian paths and to plant more trees along the river.	Sara	Donahue	sara.m.a.donahue@gmail.com	64 Hyde Park Avenue	Apartment	Jamaica Plain	MA	02130
7/20/19 12:02 PM	Dear DCR, I bicycle to work along the pedestrian and bicycle path along Memorial Drive several times each week. I also drive my car along Memorial Drive occasionally. I ask you to consider proposals for improved bicycle and pedestrian infrastructure along Memorial Drive, and wish you to know that I strongly support the following proposals: 1. Wider, and separate, paths for bicyclists and pedestrians. 2. To make wider paths possible, replace 2 existing car traffic lanes. 3. Keep trees for shade for pedestrians and bicyclists, which improves my enjoyment and utilization of the space. 4. Use the latest research in traffic calming to make Memorial Drive smoother and calmer for all users. The biggest step to making bicycling more equitable for women is to make the activity safer and more approachable. Thank you for considering my comments, Andrew Mulder, PhD	Andrew	Mulder	andrewmulder@gmail.com	146 Spruce Street	Apt 1	Watertown	MA	02472

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deadline 7/25/2019 (shaded cell denotes postdeadline)

Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/20/19 12:14 PM	<p>I frequently bike commute from Watertown to Cambridge and use the path along the Charles river from Grove Street to MIT. I don't think I would choose to bike so often if there were not an off-street path for such a large part of my commute - I do not trust many car drivers with my safety. Additionally, the natural setting along the Charles river is a haven in the middle of an urban center, and I believe it is a jewel that should be preserved.</p> <p>The multi use path of the greenway, which is heavily used by both bikes and pedestrians, leaves much to be desired. The worst part of the path spans from Western ave to just beyond the BU bridge, where the width of the path is hardly 4 feet wide, and there are many closely spaced cracks and bumps in the pavement. The path is heavily used, and it is difficult for bikes and pedestrians to navigate each other. Furthermore, at the BU bridge, the path merges into a sidewalk that is fenced on one side, and there is barely enough room for two bikes to pass one another.</p> <p>I agree with others in the cycling community on two crucial improvements that should be made during the Mem. Drive Greenway Improvement Phase III, namely:</p> <p>1) to implement a bi-directional bike path that is separated from both traffic and pedestrians that ensures everyone's safety, and</p> <p>2) to keep the trees that exist and plant more to enhance the natural setting, and provide much-needed shade.</p> <p>Thank you for considering my opinions on this project. Bicycling has significantly improved my health, is good for the planet, and the more people cycle, the more they reduce car traffic and transit congestion. I think that the state of Massachusetts should promote cycling by prioritizing the safety and perceived safety of cyclists.</p> <p>Thank you, Julie Sutton</p>	Julie	Sutton	julie.lsutton@gmail.com	146 Spruce St	Apt 1	Watertown	MA	02472

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/20/19 2:31 PM	<p>I don't know what kind of effect it would have on the traffic to narrow Memorial Drive, but probably not a serious impact, so I'd tentatively support it.</p> <p>If enough money is available, it would be great to have more bike and pedestrian underpasses. One night, I saw a biker lying hurt on the sidewalk at the Western Ave intersection, with a motorist out of the car and apologizing, and an underpass would avoid these kinds of accidents. If this is not an option at a given intersection, then there should at least be crosswalks on all sides. The traffic signaling could also be reengineered with bikers in mind: For crossing Western Ave in particular, I find it takes too long to wait for the pedestrian signal (which starts flashing red after a few seconds) given that this is supposed to be a bike path and not just a sidewalk.</p> <p>In any case, the part of the bike path between the BU Boathouse and River St is too bumpy, but I'm sure you've heard that before.</p>	Arthur	Tsang	arthurtsang@gmail.com	11 Tufts St	Apt 6	Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/20/19 4:05 PM	<p>I urge the DCR to have the courage to reduce the number of motor traffic lanes from four to two on the entire stretch being rebuilt in Phase III.</p> <p>Four lanes of motor traffic create a feeling that the area next to the Charles River is not a park, but just the side of a highway. This reflects not only the large expanse of pavement required for four lanes, but also the type of traffic that a four lane road attracts.</p> <p>I am also concerned that a 10' - 12' 2-way path to be shared by people on bicycle and pedestrians is not going to be wide enough to comfortably accommodate all users, as more and more people start to get around by bicycle and scooter, and much wider and non-shared paths are in place on other stretches of Memorial Drive.</p> <p>I assume that your decision to retain 4 lanes of traffic on the JFK bridge to BU bridge stretch was based on the higher traffic volumes that exist on this stretch. Perhaps there would be some temporary disruption of traffic if two lanes were removed from Memorial Drive; however, over time, in the same way that we get induced demand when we expand roads, we will also get reduced demand when we take away lanes and more people who do not really need to drive decide that it is too much trouble and take alternative forms of transportation.</p> <p>Further, with transportation being such a large percentage of our carbon footprint, we need to have mode-shift to low impact forms of transportation if we are going to achieve a meaningful reduction in carbon emissions. Allowing Memorial Drive to continue to be four lanes assumes that no mode shift will take place.</p> <p>At a minimum, I think that, before deciding on the number of motor travel lanes to have on this stretch of Memorial Drive, DCR should have a traffic consulting firm try to quantify what the impact of eliminating two lanes would be.</p>	David	Kroop	dkroop2@gmail.com	27 Osborne Rd		Brookline	MA	02446
7/20/19 4:48 PM	Protected bike lanes and a car diet are mandatory for memorial drive redo. Stop acting like Robert Moses. What the commissioner is doing is disgraceful and his legacy will be be mud.	Louise	Johnson	lsj2020@gmail.com	20 Malcolm rd		Jp	MA	02130

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/20/19 6:35 PM	<p>We need a better, wider separated bike path, and should not prioritize cars over pedestrians</p> <p>I am a citizen residing in Cambridge. I regularly commute by bike to downtown Boston. The commute on Mem Drive path is slow, bumpy, and unsafe. The path is not wide enough for pedestrians and the regular commuting bake traffic. I am a very safe cyclist but have once hit a walker because the turned left suddenly without looking.</p> <p>The bike path and a jog/walk path should be separated.</p> <p>This will get more people to commute by bike, and reduce car traffic.</p> <p>The current plan is not in line with existing master plans at the city and state level including traffic safety plans and climate change plans that commit to reducing car traffic.</p> <p>This project will be your legacy for 20-30 years, if you build for cars you are committing to more climate change</p>	Jeremiah	Schuur	jdschuur@gmail.com	300 walden st		Cambridge	MA	02138
7/20/19 6:37 PM	<p>We need a better, wider separated bike path, and should not prioritize cars over pedestrians</p> <p>I am a citizen residing in Cambridge. I regularly ride and walk with my 2 children on Mem Drive Path. The path on Mem Drive path is slow, bumpy, and unsafe. The path is not wide enough for pedestrians and the regular commuting bake traffic. My kids have almost been hit multiple times by bikes</p> <p>The bike path and a jog/walk path should be separated.</p> <p>This will get more people to commute by bike, and reduce car traffic.</p> <p>The current plan is not in line with existing master plans at the city and state level including traffic safety plans and climate change plans that commit to reducing car traffic.</p>	Lauraine	Boccone	lboccone@yahoo.com	300 walden st		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/21/19 2:52 PM	<p>Thank you for your consideration of the Greenway. As a bicycle commuter and recreational user, the greenway paths on both sides of the river are essential to my working and playing life in the Boston/Cambridge. Since moving here over four years ago, it appalls me that these paths are so narrow and in consistent disrepair, given the number of current users. These paths would see much more daily use, cutting down on vehicle traffic, if they were maintained, wide enough to be safe and smooth to ride on. Please continue to develop the greenway paths and expand their width, accessibility and surface. It is outrageous and unconscionable to me that adjacent to the three of world's most respected educational institutions, and some of the most expensive per-square foot real estate in the nation, there are these derelict and insufficient greenway commuting options. Please expand the bike and walking paths.</p> <p>Thank you for the consideration. Arthur</p>	Arthur	Grau	simplicitous@gmail.com	1 Amherst Ave E40-369B		Cambridge	MA	02139
7/21/19 3:34 PM	For our family, an expansion of the separated bike lane along Memorial drive from Gerry's Landing to MIT is a critical project. Our daughter will be riding her bike to school along this path, and the path widths between Gerry's Landing and JFK as well as from River St to the BU Bridge are too narrow to accommodate all of the traffic.	Drew	Phelps	drewphelps@gmail.com	171 Raymond Street		CAMBRIDGE	MA	02140
7/21/19 7:05 PM	<p>The bike path on the Cambridge side of the Charles River needs to be made safe and effective for commuters by upgrading to international standards, the kind of designs that are taken for granted in the modern societies of Canada and Europe, but which are apparently still taboo to transporation authorities in this country. Go to Montreal, Nantes, Amsterdam or Copenhagen to see what bike infrastructure can look like in reality, not in our present hydrocarbon nightmare. What passes for bike lanes in most of this city amounts to a bad joke: a pathetic strip of paint that drivers can ignore without suffering any consequences, and which herds bikes onto potentially lethal potholes caused by the dual use of these fake "lanes" by cars, buses and trucks. A pothole that a car won't even notice can easily kill or maim a cyclist. Bikes can't be equated to other "traffic", no matter how many times the ignorant slogan is repeated. Cars have colonized public space and decolonization is long overdue. Lane segregation with plastic bollards is a baby step, we can praise it the way we clap for a toddler who wobbles on two legs, but nonpolluting transportation won't meet human needs until such time as drivers are significantly discouraged from treating the city streets as their private property. This means actively reclaiming urban space from polluting vehicles, and compelling drivers to pay the true social cost of their decision to participate in the car culture. Polluters' lobbies ensure that cars are massively subsidized, but the inevitable gridlock has destroyed human health and urban ecology, and caused countless wars for cheap oil. (The next US war for cheap oil is ginning up just about now.) Memorial drive was not designed to function as a highway, but it currently serves that purpose during rush hours thanks to generations of irresponsible leadership and planning at city, state and national levels. It's time to push back, because the extinction rebellion is here.</p>	Victor	Manfredi	manfredi@bu.edu	13 Acorn ST		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 10:02 AM	<p>We must improve Memorial Drive to make it safer for humans! At the moment, it is a horrible barrier between the great city of Cambridge and its river. We must democratize the road and make it for people, rather than car traffic!!!</p> <p>Reduce the roads width and create a wider bike lane, more crossing points and slow traffic. We do not need a highway running through our city here!</p>	Solomon	Green-Eames	solomongreeneames@gmail.com	39 Kirkland Street	APT 404	Cambridge	MA	02138
7/22/19 10:04 AM	<p>The current design is NOT safe for people biking and walking. there are a HUGE number of people who walk and bike along the river, therefore there needs to be infrastructure to support that.</p> <p>Please add the following to your designs: A protected bi-directional bike path, replacing two travel lanes. Protect existing trees and plant new trees wherever there are gaps.</p>	Marah	Holland	marahjholland@gmail.com	28 Brookside Ave.	Apt #3	Boston	MA	02130
7/22/19 10:09 AM	<p>Please reconsider keeping Memorial Drive as a four-lane road. The lack of dedicated bike lanes forces cyclists to ride on the sidewalks, which is particularly problematic on the river-side of the drive, where many people walk their dogs or are with small children. The pathway there is too narrow to fully accommodate both pedestrians and cyclists - I say this as both a cyclist and as the mother of a small child. A cyclist should not feel forced to have to either ride with traffic going 40+ mph, or on the sidewalk with pedestrians.</p> <p>Additionally, I strongly urge the DCR to protect the existing trees and to consider adding more trees along Memorial Drive; with the effects of climate change and 90+ degree days becoming more the norm, we need the benefit of trees as a means of keeping the area shaded and cool, as well as promoting local, indigenous tree species for the benefit of the flora and fauna in the area.</p>	Kathryn	Nassberg	kathryn.nassberg@gmail.com	6 Jay Street		CAMBRIDGE	MA	02139
7/22/19 10:13 AM	<p>Hello! This morning I saw markings indicating a protected bike lane on the rotary leading to bU bridge. This is great progress! However, we're going to have to reduce the number of lanes on Mem Drive not just on the rotary, because PEOPLE, come first, not just the speed and convenience of the car. Pedestrians and cyclists need to feel safe without speeding cars. This will help encourage bikers, and more bikers+fewer drivers means less carbon emissions. THIS is how we create a welcoming, safe, livable space in the city for residents. Not pandering to drivers.</p>	Qian	Mei	qmei.design@gmail.com	114 Magazine Street	Apt2	Cambridge	MA	02139
7/22/19 10:13 AM	<p>The Memorial Drive bike path, inadequate as it currently is, nevertheless is VERY heavily used by both cyclists and pedestrians. It is urgent that the plans for rebuilding it include adequate two-way cycle path, protected from traffic and separate from pedestrians. That improves safety for all road users and helps to make health- and environmentally-friendly transportation much more available and appealing to all.</p>	Cynthia	Snow	csnow2@verizon.net	323 Tappan St.	Apt 4	Brookline	MA	02445-5334

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 10:17 AM	Keeping four lanes on Memorial Drive is not in line with a safer, more sustainable riverfront. Please consider: A protected bi-directional bike path, replacing two travel lanes. Protect existing trees and plant new trees wherever there are gaps. Thank you!	Edward	Mills	tedmills1@gmail.com	43 Springfield St	Unit 2	Somerville	MA	02143
7/22/19 10:17 AM	Memorial Drive in Cambridge needs a protected bike lane, and two lanes of traffic. Not four! It's really disappointing that a city like Cambridge has wasted an opportunity to have an awesome and safe waterfront.	Ashley	Thomas	ashleyjthomas@gmail.com	85 Grozier Rd		Cambridge	MA	02138
7/22/19 10:18 AM	I would like to see a protected bi-directional bike path, replacing two travel lanes. Also, it is important to me to protect existing trees and plant new trees wherever there are gaps.	Melissa	McGaughey	rsmmlg@comcast.net	97 Lake View Ave		Cambridge	MA	02138
7/22/19 10:20 AM	Hi, I'm writing to kindly ask you to consider the following improvements on Memorial Drive to better serve users of all ages and backgrounds, to support sustainable development of the area, and to improve city scape and better conserve the Charles River as a natural resource: * Reduce motorvehicle traffic to one lane per direction on the entire length of the renovation project, * reduce speed limit to 25 mph on the entire length of Memorial Drive to match the rest of the city and add raised crosswalks and other traffic calming features, * add raised crosswalks to all cross streets for improved safety, * keep existing vegetation and add trees wherever appropriate, * separate pedestrian traffic from bicycle traffic and provide ample cross-section for both to encourage environmentally friendly means of transportation, * add Leading Pedestrian Intervals and No Turn on Red signage to all intersections, * eliminate right hand turn from Memorial Drive eastbound onto Wester Ave Bridge. Thank you for your consideration.	Bence	Béky	zsebkecske@gmail.com	155 Harvey St		Cambridge	MA	02140

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7/22/19 10:21 AM	<p>DCR should reduce Memorial Drive down to two lanes (one each way) for the entire length of the proposed improvements instead of maintaining the status-quo 4-lane highway that exists on the eastern side. This would increase the amount of space available for pedestrians, bicyclists, and other pedestrian uses, and this would support local and state level climate laws that will necessitate reduced driving in combustion engine vehicles in favor of greater public transit.</p> <p>If DCR has the ability to support greater green, carbon-free uses on its owned parcels, then it has a responsibility to do so. To not would be a waste of taxpayer funds. Please reconsider the design for the eastern portion of these improvements.</p>	Michael	Baker	michael.baker122@gmail.com	14A Ashford Street, Apartment 5		Boston	MA	02134
7/22/19 10:22 AM	It would be great to see the DCR support everyone who doesn't drive, either by choice or by necessity. Please make the effort to make Memorial Drive a place that encourages alternate forms of transport. We need safe bike lanes and we want lots of room for pedestrians and kids to ride their bikes too. Thank you very much	Timothy	McCool	tmccool@gmail.com	257 Northampton St		Boston	MA	02118
7/22/19 10:25 AM	<p>I have been a proud Cambridge resident and have used a bicycle for >90% of my city-area transit since 2012. Memorial Drive, which is one of the most excellent places in the city on Sunday mornings, and which could be a pleasant and highly effective non-car transit route, is unfortunately very uncomfortable to navigate on a bicycle:</p> <p>1) Cars on Memorial Drive move very quickly. The street should be one lane in each direction along its entire length, except in specific cases where a turn lane is essential, and should have traffic calming measures. Mem Drive should feel like a street, not a highway, where pedestrians and cyclists are treated like pre-roadkill rodents.</p> <p>2) Bike lanes adjacent to Mem Drive are currently shared with pedestrians. Lots of people use this river route, which is the best place to run and cycle in the whole city of Cambridge, and there are more people on foot or on bikes than can comfortably and safely share the existing facilities. There should be separate pedestrian and cycle routes, well-marked and sufficiently wide.</p> <p>3) There should be bike/pedestrian signals at all intersections. Bikes/pedestrians are numerous, and they deserve a separate signal, or at least a lead time before cars.</p>	Scott	Olesen	so75904@gmail.com	1 Whittemore Ave	Unit 107	Cambridge	MA	02140

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7/22/19 10:27 AM	<p>Memorial Drive is currently a 4-lane highway that separates Cambridge residents and visitors from the Charles River, one of our region's most important economic and recreational assets. DCR should commit to redesigning this roadway as a two-lane road with turn lanes where necessary. This would improve traffic flow, reduce crashes and, importantly, open up space to widen the Memorial Drive recreation path.</p> <p>The Memorial Drive path is currently not wide enough for the amount of people who use it. A single paved path that varies in width, and briefly disappears east of the BU bridge, is insufficient to provide safe recreation and commuting space. The path should be widened to a dedicated, bi-directional cycling path and a separate, dedicated walking/running path. In addition, existing trees should be preserved where possible and new trees planted to fill any gaps in order to create shade and a more comfortable, inviting path.</p> <p>The Memorial Drive path is a vital connection to cities and towns west and north of Boston and a jewel that attracts visitors from around the world. Creating enough space to accommodate all those who wish to use it, while enhancing the riverfront, must be done to fully realize the path's potential.</p>	Brendan	Keegan	brendan.keegan@gmail.com	139 Gibbs Street		NEWTON CEN	MA	02459
7/22/19 10:30 AM	Priority for any Memorial Drive improvements should be given to pedestrians and bikes. There's no reason to have more than one lane each direction for cars.	Thouis	Jones	thouis@gmail.com	51A Wyman Terrace		Arlington	MA	02474
7/22/19 10:31 AM	Please include a protected bi-directional bike path for people, replacing two heavy motor vehicle machine travel lanes. I would prefer these lanes to be on the side closer to the river. Protect existing trees and plant new trees wherever there are gaps.	Jonathan	Lansey	lansey+bike@gmail.com	50 milk street		BOSTON	MA	02109
7/22/19 10:32 AM	<p>I would love it if the bike/pedestrian pathway could be wider and more beautiful (like by MIT/Harvard/Mt. Auburn), all along the river.. with trees and a two-way bike path. I am not sure if this would involve removing a lane of cars or making one lane of cars switch direction based on the time of day. I do own a car, and I know that this would affect traffic, but I think it is worth it.</p> <p>I was recently biking behind a woman with a double-stroller between the BU bridge and the BU boathouse, and she literally took up the whole path. It feels narrower than a regular sidewalk over there, especially because one side of the path is off the bridge and the other side is into 40mph traffic... there is no passing someone over there.</p>	Terianne	Hall	terisaurus@gmail.com	73 Spring St.		Cambridge	MA	02141
7/22/19 10:39 AM	Having one bike lane is unsafe due to bikers having to pass each other going over the bridge. The bike traffic is heavy and would benefit from having a double lane!	Stephanie	Wilson	stephanie.b.wilson15@gmail.com	6 Lopez street		Cambridge	MA	02139
7/22/19 10:39 AM	I support the changes proposed by the Boston Cyclist Union and the Memorial Drive Alliance for the Memorial Drive Greenway Improvements project. The current multi-use path along the river is dangerous to both cyclists and pedestrians.	Keith	Carangelo	kcaran@gmail.com	331 Western Ave		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 10:41 AM	<p>The proposed design for Memorial Drive Greenway currently emphasizes "Drive" way too much, and "Greenway" not nearly enough, particularly from Flagg St to the BU Boathouse.</p> <p>I attended the public meeting on June 25th and found the traffic analysis to be lacking. In particular, the consultants stated that intersection with Commonwealth Avenue on the other side of the BU bridge from the BU Rotary was "outside the scope of their study." Furthermore, the future turnpike straightening and changes the Allston Street grid were also not considered. Considering the Memorial Drive Greeway Improvements will likely remain for many, many years, trying to design this street without taking into account the immediate adjacencies seems like a poor methodology.</p> <p>As someone who lives near the area, it is very clear that most of Memorial Drive is used for queuing. In the morning, traffic backs up in the BU rotary due traffic backing up all the way across the BU bridge. The intersection at Commonwealth Avenue is at capacity, and no changes to the rotary will increase the number of cars that can go across the BU bridge from Boston.</p> <p>In the evening, traffic backs up from cars trying cross the Charles to get to the Turnpike. In both cases, turn lanes are all that are needed at key intersections.</p> <p>Keeping Memorial Drive as a four-lane highway will not improve traffic, and will continue to lead to needless pedestrian deaths, and will keep Memorial Drive from being the waterfront public amenity it could be.</p>	Peter	Kuhlmann	peter.kuhlmann@gmail.com	514 Franklin St		Cambridge	MA	02139
7/22/19 10:42 AM	<p>Please revise the design to reduce the number of lanes of motor traffic on Memorial Drive from four to two. You can use the space freed up from this to install a two-way bike facility, while still preserving the trees that are there (and adding more!)</p> <p>This waterfront corridor is a precious resource which should not be wasted on what is primarily private motor traffic.</p> <p>It's been shown that adding motor facilities only attracts more drivers, and ultimately the original level of congestion results. Conversely, reducing the number of lanes, though it may initially increase congestion, ultimately will result in about the same level of congestion, as drivers choose alternatives, such as transit or driving at other times.</p>	David	Wean	david@weanzabin.com	19 Congreve St.		Roslindale	MA	02131

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 10:48 AM	Hello, Happy Monday! Keeping four lanes on Memorial Drive is not in line with a safer, more sustainable riverfront. There are many things that can be done to improve the area, and make it safer and friendlier for our city and for future use: A protected bi-directional bike path, replacing two travel lanes. Protect existing trees and plant new trees wherever there are gaps. Thank you for your time, Hannah Coakley	Hannah	Coakley	hannahcoakley1@gmail.com	592 main st	apt #1	medford	MA	02155
7/22/19 10:48 AM	The memorial drive segment needs a protected bi-directional bike path, replacing two travel lanes. I ride my bicycle to and from work down the Paul Dudley White Bike Path and the BU bridge rotary is a nightmare with people in their CARS not obeying the lights or generally giving attitude. The path from the BU bridge to the Cambridge street Bridge is not much better as it has huge cracks in it necessitating a move to the dirt path on the side of the paved path that may or may not have runners clogging access. DCR has an opportunity to conserve a beautiful area for recreation, please don't be beholden to the automotive industry and be considerate of people who use your space for its intended purpose.	Devin	DiCristofaro	dadicristofaro@gmail.com	101 Prince St. PH2		Boston	MA	02113
7/22/19 10:54 AM	Please include the following in the Memorial Drive Greenway plans: 1. A protected bi-directional bike path, replacing two travel lanes. 2. Protect existing trees and plant new trees wherever there are gaps. Thanks!	Lauren	Goldberg	legoldberg22@gmail.com	31 Beverly Road		Arlington	MA	02474
7/22/19 10:56 AM	The current shared use path is way too narrow to actually share the space. It is quite dangerous for both cyclists and pedestrians. A redesign of Memorial Drive must include full-size bike lanes in both directions, physically separated from both cars and pedestrians. This could be accomplished by taking one of the vehicle travel lanes and converting it to a bi-directional bike path.	Christopher	Cochran	captaincertamen@gmail.com	34A Irving St	Apt 21	Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 10:58 AM	<p>Hello -- I'm writing to lend my support to a renovated Memorial Drive that prioritizes safe bike travel. I've commuted by bike to Harvard Sq nearly every workday for the last 6 years, and experienced firsthand the benefits of smarter cycling infrastructure--it makes us safer, encourages greater use, and decreases biker/motorist/pedestrian conflicts.</p> <p>I also do everything I can to avoid biking along Memorial Drive, as the current system is both unpleasant and unsafe. Sharing a narrow path with pedestrians beside a bustling street is a scary proposition, and one I minimize whenever possible. To my mind, that's an incredible shame--our waterfront is one of the area's greatest natural assets! We should do everything we can to get people down there, enjoying the views and respite.</p> <p>A redesigned Memorial Dr. bike path would do that. Protected bike lanes would be an amazing investment that would reward the community for decades. I for one would certainly spend more time in the area, and I'm not the only one.</p> <p>Thanks for your consideration of this comment, Chris</p>	Chris	Bliss	cdbliss@gmail.com	15a Lanark Rd		Arlington	MA	02476
7/22/19 11:12 AM	As a cycling commuter in Cambridge, I believe that the current greenway/traffic lane configuration on Memorial Dr is unsafe for pedestrians and cyclists and should be redone to enhance safety in this corridor. I believe that adding protected bike lanes or a separated bike path through the rotary near the BU Bridge on Memorial Dr would greatly enhance cyclist safety, and that reducing vehicle traffic lanes to accomplish this is well worth the tradeoff.	John	Martin	jrmart@mit.edu	18 Oakland St		Cambridge	MA	02139
7/22/19 11:29 AM	Please create a protected 2-directional bike path along Memorial Drive that is separated from a pedestrian path and traffic. Ideally, maintain 2 travel lanes for traffic in each direction but if there is not enough space prioritize a 2-directional bike lane over a car lane. Where space allows, plant new trees and maintain existing trees as well.	Jamie	Lichtenstein	biojamie@gmail.com	287 Harvard St	30	Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 11:33 AM	<p>Good morning,</p> <p>I'm writing to express my support for</p> <p>A protected bi-directional bike path, replacing two travel lanes on Memorial Drive in Cambridge. Protect existing trees and plant new trees wherever there are gaps.</p> <p>I live on Hampshire Street in Cambridge and every day see more and more cyclists going by my home. We need to improve our road infrastructure to save bicyclists' lives, help drivers get through the city (especially those from out of town who are not used to all the bicyclists) and allow everyone to cycle (students, children, elderly people - not just people willing to risk their lives in the traffic).</p> <p>Thank you for considering this and helping to bring Boston and Cambridge into the 21st century with cycle lanes on par with the rest of the developed world.</p> <p>Kim Kaufman 66C Hampshire Street Cambridge MA 02139 kimberlysevenoff@gmail.com</p>	Kimberly	Kaufman	kimberlysevenoff@gmail.com	66C Hampshire Street		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 11:35 AM	<p>Please replace two travel lanes with a protected bi-directional bike path, and improve existing paths for pedestrian use only- making way for hundreds of new tree plantings, improving our safety and our air quality.</p> <p>I commute daily via bicycle on this path and there are many critical areas that are unsafe. Intersections that are are dangerous to cross due to the fast and heavy traffic, and paths that are not wide enough to support the pedestrian and bicycle traffic. This path is a critical artery to Boston and Cambridge and alternative means of transportation should be encouraged. Parts of this area are very unsafe- numerous times I have nearly been hit by cars as they try to turn right on a red light coming onto the Cambridge side off the BU bridge. I know of people who have been injured and pets that have been killed across from the Memorial drive Starbucks. I have sustained a collision with another cyclist in that same area due to the path not being wide enough in parts to accommodate all of the traffic.</p> <p>It is not uncommon to see the Western ave and Memorial drive intersection flooded with cars that run the red lights and then sit in the area meant for pedestrians to cross. This causes pedestrians to have to weave dangerously through the cars (often with distracted drivers) or move towards the memorial drive traffic. Additionally a very short time is provided to cross this intersection, and given these impediments it is frequently unsafe.</p> <p>More space and safe lanes for foot traffic will improve the safety of this area, and replacing two travel lanes will reduce the number of speeding cars that treat our neighborhood and green space like a highway.</p>	Sarah	Kassenaar	sarahkassenaar@gmail.com	2 Mead st	2	Cambridge	MA	02134

Memorial Drive Greenway Improvements Phase III

Public Comments as of 8/20/2019

deadline 7/25/2019 (shaded cell denotes postdeadline)

Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 11:45 AM	<p>Good Morning:</p> <p>Thank you for this opportunity to comment on the upcoming work on Memorial Drive between the Eliot and BU Bridges. I frequently bike on Memorial Drive due to the inadequacy of the bicycle path parallel to it (poor pavement, narrow path, mixed bicycle and pedestrian traffic) and I find it absolutely terrifying. Crossing Memorial Drive as a pedestrian is equally terrifying, as cars driving up to 60 MPH do not expect to yield suddenly to people in the crosswalk. This is not the fault of the drivers, but rather a problem inherent in the design of a facility with wide lanes and long, straight stretches between lights.</p> <p>Therefore, in your proposed plans for Memorial Drive, I suggested separate pedestrian paths and separate/on-road (but buffered) bike lanes along all of Memorial Drive on both sides of the street. Failure to include bike facilities on both sides would encourage bikes to travel unsafely in the wrong direction rather than cross the busy street. I also suggest safety improvements at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park, with a special emphasis on updated pedestrian and bicycle crossing signals.</p> <p>Thank you again. I look forward to seeing your proposals!</p> <p>-Scott</p>	Scott	Middleton	scottrmiddleton@gmail.com	28 Brookside Avenue	3	Boston	MA	02130
7/22/19 11:56 AM	<p>Hi. The current proposed plan for improvements to Memorial Drive does not include adequate improvements to accommodations for pedestrians or cyclists. Keeping the road as four lanes encourages high speeds and makes it far more dangerous. I'd love to see the plan instead have two travel lanes for vehicles with protected bike lanes and pedestrian paths to make for a greener and more sustainable riverfront.</p>	Jeremy	Katz	dcr@katzbox.net	67 George St		Arlington	MA	02476

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Public Comments as of 8/20/2019
deadline 7/25/2019 (shaded cell denotes postdeadline)

Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 12:21 PM	<p>DCR should take this once-in-a-generation opportunity to revitalize the Charles River waterfront by improving the pedestrian and bike infrastructure over maintaining four lanes of fast moving vehicular traffic. Several ways to accomplish this as part of this Phase III improvement project include the following, which I support:</p> <p>Separate protected bike and pedestrian paths maintained year-round on both sides of Memorial Drive.</p> <p>Maintain existing tree coverage along Memorial Drive from Eliot Bridge to the BU rotary, and add additional tree coverage where possible.</p> <p>Reduce vehicular traffic lanes to one lane in each direction, potentially with a center bi-directional turn lane where required.</p> <p>Other traffic-calming measures including speed limit reduction to 25 mph (in line with the rest of the city), raised crosswalks at the BU rotary, River St, Western Ave and JFK.</p> <p>Permanent protected bus/bike lane around the BU rotary for use by bus traffic during the rush hour commute and cyclists during all hours.</p> <p>I look forward to seeing these changes incorporated into the Phase III improvement project and seeing increasingly safe bicycle infrastructure along such a beautiful stretch of the city.</p> <p>Respectfully,</p> <p>Jason Bylsma West Roxbury Resident Cambridge Employer</p>	Jason	Bylsma	bylsma.jason@gmail.com	1579 Centre St #1		West Roxbury	MA	02132

Memorial Drive Greenway Improvements Phase III

Public Comments as of 8/20/2019

deadline 7/25/2019 (shaded cell denotes postdeadline)

Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 12:24 PM	I strongly support Cambridge Bicycle Safety's proposal to expand the bikeway between the BU bridge and the Eliot Bridge to provide a space that allows pedestrians and cyclists to enjoy the riverfront and travel safely. I live in Brookline, but work just north of Central Square and commute by bike along the river every day, regardless of weather. Currently, this corridor is too narrow to allow people to enjoy the waterfront while runners and cyclists navigate the broken asphalt and dirt paths on their workouts or commutes. Regarding the broken paths, I recently saw a woman in a wheelchair being helped over a gap that her front wheels got stuck in - demonstrating the neglect this path has endured. A wider, bidirectional path with trees separating the travel lanes from a pedestrian area, similar to the one along the Basin, would provide a space sufficiently safe and accessible for all users. Additionally, reducing Memorial Drive to two lanes in this section would make accessing the river much safer. Currently, there are far too few protected (as in red light-protected) crossings along the river, and wide intersections allow cars to dangerously speed through crosswalks, imperiling pedestrians just trying to cross the street. Also, between the overpass near the pool and JFK street, there is nowhere for cyclists to legally cross to access a safe street to ride towards Central Square. In coordination with Cambridge's stated goals of sustainability and pedestrian safety, adopting Cambridge Bicycle Safety's proposal is common sense to encourage travel by means other than fuel-burning vehicles and provide safe access and enjoyment of the riverfront by all users.	Eric	Nieminen	enieminen33@gmail.com	1450 Beacon St	Apt 802	Brookline	MA	02446
7/22/19 12:27 PM	I'm writing to say that a protected two-direction bike and pedestrian way along the Charles would be an enormous improvement for our city. Making more space in what is already one of our most-utilized public assets could make this a recreation area on par with the esplanade on the other side of the river. It could also serve as a spine for cambridge's safe bicycle and pedestrian transit network. In my mind, these concerns hugely outweigh the extra traffic lane they would cost. Thank you!	Morgan	MacLeod	morganmacleod@gmail.com	32 Fernald Dr, Apt 12		Cambridge	MA	02138
7/22/19 12:54 PM	I support adding a protected, 2 way bike lane and more green space to the Memorial Drive improvement plan	Elaine	Lyte	lyte46@verizon.net	Dorothy Rd		Arlington	MA	02474
7/22/19 1:05 PM	I take my preschooler son on a bicycle on Memorial Drive every Saturday to boating and every Sunday to swim class. Neither the current sidewalk nor the proposed sidewalk has enough capacity for the weekend pedestrian and cycling traffic. I can only imagine how much worse it is on weekdays during peak commuting hours. There is definitely demand for much increased cross-section for foot and cycling traffic, more than what is currently proposed. Please add separated infrastructure for these two traffic modalities. Also, the sidewalk is very loud even when car traffic is relatively light. This renovation project is a unique chance to get rid of the ossified motorized traffic artery that does not belong in a modern city, and replace it by a traffic-calmed, one lane per direction road.	Bence	Béky	zsebkecske@gmail.com	155 Harvey St		Cambridge	MA	02140

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 1:24 PM	<p>I am writing to urge DCR to ensure that there will be a dedicated bike lane for the full length of the Phase III Memorial Dr. Greenway improvement. I used to cycle this stretch every day for many years to get to work and always found it to be incredibly dangerous. I always feared that the narrowness of the path would cause an accident. Since then, even more cyclists are using the Memorial Drive Greenway for transportation. This redesign is a once-in-a-generation opportunity so it's essential that we think about how we are planning for the future. I urge DCR and our legislature to make sure that a full-length dedicated bike lane is built with this project.</p> <p>Thank you.</p>	Adriane	Musgrave	hi@voteadriane.com	48 Haskell St.		Cambridge	MA	02140
7/22/19 1:28 PM		Kim	Bolick	kimberlysbolick@gmail.com	86 W Cedar Street	Apartment	Boston	MA	02114
7/22/19 1:56 PM	<p>Memorial Drive should be a place to highlight the beauty of the Charles and help people use the space for recreation and transit. As this is DCR land, there should be a focus on improving the environmental impact of Memorial Drive. Ideally, this would include bi-directional dedicated bike paths that eliminate a car lane. The total people throughput would increase and the mode-share of bicycles would increase, contributing to the conservation efforts of the state. By adding a bi-directional cycle track along the entirety of Memorial Drive, the safety of cyclists would increase drastically. I personally know many people that mention not wanting to commute by bike because of the dangers of Memorial Drive.</p> <p>With a new bike path and reduced car lanes, the DCR would be able to increase the tree canopy, improving local health and comfort and reducing the urban heat effects.</p>	SCOTT	KILCOYNE	scottjkilcoyne@gmail.com	159 pemberton st		Cambridge	MA	02140
7/22/19 2:00 PM	<p>Please consider slowing traffic down by taking away lanes and adding biodirectional bike lanes. Please also plant more trees whenever you can! Thanks!</p>	Yurij	Lojko	Ukrainianboyscout@gmail.com	18 Lawrence St		Medford	MA	02155
7/22/19 2:01 PM	<p>I hope that Cambridge will use the opportunity of the upcoming improvements on Memorial Drive to invest in a sustainable Cambridge that prioritizes the safety of Cambridge's many walkers and bikers and invests in increasing plant growth that can help all residence. Climate change is coming and we all know the positive impact of trees and grass as opposed to vast swaths of pavement in mitigating summer heat. The future of our city's transit lies in bikes, and in pedestrians in combination with public transit. I strongly support reducing memorial drive motor vehicles to one lane each direction and transitioning the remaining space to pedestrian and bike paths, while protecting and augmenting existing green space. Let's remake some of Cambridge's most beautiful waterfront into a community space that will grow us with us into a greener and safer future.</p>	Hannah	Marcus	hfmarcus@gmail.com	32 Fernald Dr.	Apt 12	Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 2:06 PM	<p>Hello, I am a daily bike commuter to work and I live in Cambridgeport and use memorial Drive as a biker, pedestrian and driver. Although I do value Mem Drive for driving- I support the bi-directional bike path expansion and cutting down to two lanes of traffic. More and more people are commuting by bike and this change will encourage and enhance bike commuting exponentially. Also, there would be more room for tree planting. We need to start building more infrastructure in line with the reality of climate change.</p> <p>Thank you! Ruth Economou</p>	Ruth	Economou	chez.economou@gmail.com	6 Cottage Court		Cambridge	MA	02139
7/22/19 2:17 PM	<p>I would like to see less asphalt for car traffic and more parkway for the enjoyment of people walking, cycling, and sitting outside of their vehicles. I would like to see a separated, wide bike path for the length of this project phase, and a separate walking and running path. I would like to see stormwater plantings and trees to provide shade for the next generation.</p>	Elizabeth	Walker	lizcwalker@gmail.com	16 Blakeslee Street	Floor 2	Cambridge	MA	02138
7/22/19 2:38 PM	<p>Keeping four lanes on Memorial Drive is not in line with a safer, more sustainable riverfront. On Memorial Drive, I would like to request:</p> <ol style="list-style-type: none"> 1. A protected bi-directional bike path, replacing two travel lanes. 2. Protect existing trees and plant new trees wherever there are gaps. <p>Thank you.</p>	Pauline	Lim	lim@paulinelim.net	1 Fitchburg St.	C414	SOMERVILLE	MA	02143
7/22/19 2:40 PM	<p>As a daily user of DCR paths and a weekly user of Memorial Drive path, please install protected bike lane facilities on memorial drive or widen/separate the path for pedestrians and cyclists and better balance the space given to each mode. The future is in supporting and building for active transportation methods, not for vehicles. PLEASE help more people choose walking, cycling, scootering as this will make our city a more vibrant, enjoyable, less stressful place. Please also protect and plant more trees along this very important corridor.</p> <p>Thank you, Keihly Moore</p>	KEIHLY	MOORE	keihlymoore@gmail.com	580 Centre St	Apt 2	Boston	MA	02130
7/22/19 2:41 PM	<p>As a person who commutes by bicycle in Cambridge, I would like to ask that any changes to Memorial Drive Greenway include two-way bicycle paths that are separate from pedestrian paths. This will protect both bicyclists and pedestrians.</p> <p>As someone who is concerned about the canopy of Cambridge as an environmental issue, I ask that more tree plantings be included in the plan. It is most important that no trees be removed.</p> <p>The DCR should be a forward-planning organization. Given the continued growth of bicycle commuters it pays to plan ahead for even more commuters.</p>	Alyson	Lie	alysonliebloom@gmail.com	36 Jay St.		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 2:58 PM	<p>The DCR has repeatedly placed automobiles as a priority over bicycle lives and I'm tired of that. I will fight the DCR as long as they continue to support the deaths of people who try to commute via bicycle.</p> <p>Memorial Drive should be redesigned with bidirectional bike lanes and new trees with future Cambridge traffic projections in mind instead of status quo levels.</p> <p>It is shameful that this is even a debate. The DCR has a new enemy, get ready for a fight.</p>	Trevor	Taylor	trevt20@gmail.com	57 summer st	Apt 3	Somerville	MA	02143
7/22/19 2:58 PM	<p>Recommendations</p> <p>Separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street.</p> <p>Minimize loss of healthy trees and shoreline vegetation, particularly the health of the 100-year old sycamores. Tree planting vendors should be held responsible for survival of trees during first 4 years of planting. If cycle tracks needs to go on the road in order to retain trees, they should be physically separated from cars.</p> <p>Reduce Memorial Drive to two lanes of opposing traffic with exceptions at critical turning intersections.</p> <p>Eliminate right hand turn option for eastbound traffic onto to Western Ave Bridge. There is no reason that cars cannot simply use the JFK bridge or Eliot St. Bridge for this route to Mass. Pike.</p> <p>Safety improvements at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park. These improvements should include, wherever applicable: updated pedestrian and bicycle crossing signals – that reflect the amount of traffic along these routes, bright green paint to demarcate the crossing area, raised sidewalk boundaries, distinct collection areas for pedestrians and cyclists, and any other traffic calming features that will make the intersections safer for all users.</p> <p>Consider changes to Memorial Drive that will lower speeds and allocate space more evenly for all types of uses, including: traffic calming features such as raised crosswalks that force slower speeds, not simply encourage them.</p> <p>Improve upon the Spring 2019 “quick build” changes made to the BU Rotary area, including the installation of a permanent protected bike lane throughout the rotary with physical separation and ample demarcation. Consider the possibility of adding a dedicated bus lane or a combined bus/bike lane so that the CT2 and 47 busses can get through more easily at rush hour. These quick fixes are meant to test ideas for inclusion in the “permanent” improvements.</p>	Lynn	Osborn	lynnrosborn@gmail.com	66 Watson Road		Belmont	MA	02478
7/22/19 2:59 PM	<p>Having safe and modern bike paths as part of the plan are essential to having a modern urban transportation system. As a Bike commuter I would welcome a way to better utilize Memorial drive.</p>	Andrew	Ullmann	ullmann@gmail.com	186 Walden Street		Cambridge	MA	02140

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 3:00 PM	<p>I've been biking in Cambridge and Boston for over 35 years, as a commuter, for pleasure and for generic travel. I also worked in a Cambridge bicycle shop for 10 years, and I also own a car and sometimes travel around the Boston area in that way. I've been happy to see many improvements in recent years for bicycling in and around Boston and Cambridge. Some of these have also happened along the Charles River. However, it has mystified me ALL of these years how one of Boston area's most beautiful and potentially useful places for biking - along the Charles River next to Memorial Drive -- has always had numerous stretches that are remarkably unwelcoming and even dangerous for bicyclists and pedestrians. In all these years, the path from the BU Bridge to Western Ave is hardly wide enough for 2 bicycles traveling in opposite directions to safely pass one another without falling or knocking one another off the ledge that borders either side of the paved path. This danger is usually compounded by the many walkers and joggers who have every reason to use that same path along with the poor condition of the pavement itself. Likewise, though there has been some improvement on the portion beyond Harvard Square out toward Watertown, the same narrowness and dangers apply.</p> <p>The Charles River is the major jewel of Boston and Cambridge. There is no reason that it shouldn't be made completely accessible to those who can most enjoy it: All the people who are NOT in cars.</p> <p>I enthusiastically support the requests and vision of the Memorial Drive Alliance, Cambridge Bicycle Safety, and the Boston Cyclists' Union for improvements to the Memorial Drive Greenway. The vision of these organizations is one that favors people over cars and is realistically oriented for the future and the betterment of our city and region.</p> <p>Thank you for your consideration and good work. Sincerely, Carol Marton</p>	Carol	Marton	cmarton@comcast.net	30 Robeson St		Boston	MA	02130
7/22/19 3:16 PM	<p>As a pedestrian and cyclist, Memorial Drive is a terrifying road. It is extremely difficult to cross, and the path is so narrow as to make what should be a beautiful route a very stressful one. Reorganizing the street so there is more space for bicycles and pedestrians would be a major transportation and quality of life improvement.</p>	Nina	Mukherji	mukherjin@gmail.com	13 Marcella St.		Cambridge	MA	02141

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 3:21 PM	<p>I applaud DCR for several big, positive changes to Memorial Drive in its initial plans for its Phase III Improvements Project - especially with regards to the road diet between JFK St. and the Eliot Bridge, and DCR's willingness to consider radical redesigns of the BU Bridge Rotary. Both of those changes are critical for improving safe access and usability for non-motorists along those parts of Memorial Drive.</p> <p>However, I am disappointed with the plans Memorial Drive between JFK St. and the BU Bridge Rotary. The drawbacks are:</p> <ul style="list-style-type: none">•The plans emphasize the status quo, prioritizing motorists over pedestrians and cyclists•In some parts of the corridor, pedestrians and cyclists would have to share a 10-foot path, which is insufficiently wide for safe passage of bi-directional traffic•These plans will dictate how Memorial Drive is used in the coming decades. If motorist traffic is still being prioritized along this riverside parkway in 2050, then the Commonwealth will have failed in reducing car use for the benefit of residents' health, the environment, and the beauty of the Charles River. <p>I strongly urge DCR to consider:</p> <ol style="list-style-type: none">1.Reducing the number of lanes along the length of Memorial Drive to a maximum of 1 motorist lane in each direction, with a central turn lane as needed2.Maintaining separated pedestrian and cyclist paths wherever possible, and at minimum a 14-foot-wide path if cyclists and pedestrians must share the same space3.Using any additional reclaimed road space for planting more trees and expanding parkland <p>Thank you for your consideration.</p>	Ryan	Frazer	ryan.frazer@gmail.com	24 Copley St.		Cambridge	MA	02138
7/22/19 3:39 PM	<p>Hi, I'm writing to comment on the greenway improvements for Memorial Drive. I am in favor of reducing both directions of traffic down to one lane apiece and implementation of traffic calming measures to reduce the unreasonable speeds that cars travel on this road. Furthermore, creating a separated bike path that allows for safer travel for cyclists will help to encourage more people to leave cars behind and commute by bike. Thank you.</p>	Brian	Alves	bagginses@gmail.com	94 Line St.	Apt. 2	Somerville	MA	02143
7/22/19 4:05 PM	<p>Memorial Drive needs to be much more bike and pedestrian friendly. Please improve the green space around Mem Drive with more planted trees, and wider bike and walking paths. Further, there are sections of Mem Drive that are quite unsafe for pedestrians to cross. Reducing the speed of traffic with fewer lanes would be a welcome addition to Mem Drive.</p>	Hariharan	Rahul	hsrahul@gmail.com	32 Vassar Street		Cambridge	MA	02139
7/22/19 4:15 PM	<p>We should improve our commuting by increasing the number of bike-able lanes</p>	Stephanie	Hintzen	hintzens@yahoo.com	431 River St apt 309		Waltham	MA	02453

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7/22/19 4:23 PM	<p>I write to strongly urge DCR to reconfigure Memorial Drive in a way to prioritizes the needs and safety of human beings on foot and on bicycle over motor vehicle traffic. We are in the year 2019. At this point in our urban planning evolution, we must focus getting more people out of single occupancy vehicles and onto bikes, scooters and walking. I know from research that the majority of the population would use these clean, sustainable modes IF THERE WERE A COMFORTABLE, SAFE OPTION AVAILABLE TO THEM.</p> <p>When we design for cars, we get more traffic and congestion. Let us instead design for humans and livable streets.</p>	Mark	Boswell	markaboswell@gmail.com	105 Walden Street		Cambridge	MA	02140
7/22/19 4:23 PM	<p>I am writing to ask that DCR create a bi-directional bike path along the Memorial Drive Greenway. I bike every day all around Boston and frequently feel that my life is at risk in places without a protected bike lane. I have seen the city do a wonderful job over the last few years installing new lanes, for example on Columbus ave between Ruggles and Mass Ave, and I hope that we continue this positive momentum as your decision will contribute to the future of bike safety for the next generation.</p>	Evan	Chartier	evanchartier@gmail.com	26 Dalrymple Street #1		Jamaica Plain	MA	02130
7/22/19 4:26 PM	<p>Dear DCR,</p> <p>I hope this next phase of improvements to our community includes recognizing the importance of pedestrians and bicyclists versus cars by dedicating two lanes to a protected bi-directional bike path on Memorial Drive.</p> <p>Thank you, Colleen Gillard 82 Magazine St. Cambridge</p>	Colleen	Gillard	colleengillard@gmail.com	82 Magazine St.		Cambridge	MA	02139
7/22/19 4:41 PM	<p>Hello,</p> <p>I am a college student in Boston at northeastern. I depend on my bike quite a lot to ride around the city, and the memorial drive greenway area is usually a particularly hazardous place to ride. I am in favor of installing a bidirectional bike lane, and planting more trees.</p> <p>Thank you,</p> <p>Dan Casey</p>	Daniel	Casey	dpc550@gmail.com	28 Fisher Ave	Apartment 3	Boston	MA	02125
7/22/19 4:51 PM	<p>Please build the protected bi-directional bike path and improve our riverfront greenspaces by protecting our existing trees and planting new trees wherever there are gaps.</p>	JASON	LIVINGSTON	jclivingston@gmail.com	141 ORCHARD ST.	APT 2	SOMERVILLE	MA	02144

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7/22/19 4:53 PM	<p>As DCR is considering changes to the streetscape of Memorial Drive, it's essential that the agency prioritize the needs of the most vulnerable users of the road: pedestrians, joggers, and cyclists.</p> <p>For too long, the automobile has determined the Commonwealth's approach to transportation planning. It's time to put the needs of PEOPLE first!</p> <p>I implore the DCR to add a grade-separated, protected cycle lane in each direction on Memorial Drive for the full length of the project area. In addition, I wish to express my firm belief that the future will not be kind to those who continue to prioritize motor vehicle travel in dense urban areas. This project is an opportunity to right the historic wrongs perpetrated in the Car Craze years of the 20th century.</p> <p>PLEASE listen to the input of so many advocates, and PLEASE consider that it's long past time to PUT PEOPLE FIRST!</p> <p>Thank you.</p>	Steven	Hoey	steve_hoey@post.harvard.edu	19R Prospect Hill Ave	Rear House	Somerville	MA	02143
7/22/19 4:57 PM	<p>I am writing to you in support of removing car travel lanes on Memorial Drive in order to improve bicycling facilities along that road. I often use this route to run errands after work, and in many places the bicycling infrastructure is wholly inadequate; essentially a narrow glorified sidewalk. I also encourage you to maintain and improve tree cover in the area wherever possible.</p> <p>Thank you, Nathan Ricci</p>	Nathan	Ricci	natepricci@gmail.com	70 Glenwood Rd		Somerville	MA	02145
7/22/19 5:03 PM	Please consider a protected bike lane!	Samantha	Shipman	eatssspam@gmail.com	78 4th Ave.		Waltham	MA	02475

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 5:13 PM	<p>I am writing to comment on the DCR designs along the Charles River. I am concerned with the greenway and the bike path.</p> <p>As an area resident who commutes by bike to MIT, I would like to ask that your plans include:</p> <p>1) Separate bike and pedestrian paths along the entire route of Memorial Drive. On the river side the bike path should accommodate heavy bike traffic going both directions along the path. DCR should maintain these paths seasonally.</p> <p>2) Consider changes to Memorial Drive that will lower speeds including traffic calming features such as raised crosswalks that force slower speeds, the elimination of one or more lanes of vehicular travel, and a reduced speed limit of 25 MPH to match the rest of Cambridge. Please install raised crosswalks at the intersections of BU bridge rotary, River St., Western Ave., and JFK st.</p> <p>3) Install a permanent protected bike lane throughout the BU rotary with physical separation. Consider the possibility of adding a dedicated bus lane or a combined bus/bike lane so that the CT2 and 47 busses can get through more easily at rush hour.</p> <p>4) Eliminate right-hand turn option for eastbound traffic onto to Western Ave Bridge. There is no reason that cars cannot use the JFK bridge or Eliot St. Bridge for this route to Mass. Pike.</p> <p>Please take this opportunity to make Memorial Drive safer for all.</p> <p>Regards, Tim Russell</p>	Tim	Russell	trussell@mit.edu	69 Harvey St #5		Cambridge	MA	02140
7/22/19 6:28 PM	<p>Hello I am writing to say that I fully support the suggestions .of the Boston Cyclist Union and others re: Mem Drive overhaul.</p> <p>I do not use the path except to walk and have to walk on the grass because it is really dangerous to have very fast bikers, slow bikers, walkers, runners, etc. Please make a protected bike lane and also reduce the lanes of car traffic from 4 to 2.</p> <p>Thank you</p> <p>Jane Regan (I am a biker!) Lexington Ave. Cambridge</p>	Jane	Regan	reganjane9@gmail.com	90 Lexington Avenue	Apt. 3	Cambridge	MA	02138-3337

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 7:09 PM	<p>I am a regular bike commuter on the Dudley River Path and use the Boston side of the river primarily because the Cambridge side is in poor shape. I urge DCR to reduce the number of car lanes on Memorial Drive. We ought to be planning for the future, not accommodating the past. Cars are dangerous and unpleasant and contribute to localized pollution and climate change. There is huge demand for biking, walking, and running along the river -- imagine how many more people would use it if there was more space and they didn't have to cross a dangerous 4-lane highway to get there!</p> <p>The mission statement on DCR's website reads, in part, that the agency "protects, promotes, and enhances the state's natural, cultural, and recreational resources." DCR's plans for Memorial Drive fail to promote those goals in any way. Cars inherently degrade the state's natural, cultural, and recreational resources, and DCR should be on the front lines in disincentivizing car use. Instead, time and time again, the agency has constructed and re-constructed highways in dense, urban, pedestrian-rich areas, funneling cars and all their negative externalities through neighborhoods at dangerous speed. This needs to stop.</p> <p>In conclusion, I respectfully request that DCR listen to those voices who actually have a stake in this project -- pedestrians, cyclists, and others who enjoy the beauty of the Charles -- instead of catering to car commuters who are just on their way to work downtown.</p> <p>Thank you.</p>	Sam	Burgess	seburg@bu.edu	19 Chester Street	#11	Allston	MA	02134

Memorial Drive Greenway Improvements Phase III

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 8:01 PM	<p>I fully support and endorse the pedestrian and bike lane improvements proposed by Cambridge Bicycle Alliance, as well as tree protection and tree infilled. The main points proposed are as follows:</p> <p>1- Separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street.</p> <p>2- Minimize loss of healthy trees and shoreline vegetation.</p> <p>3- Reduce memorial drive to two lanes of opposing traffic with exceptions at critical turning intersections.</p> <p>4- Eliminate right hand turn option for eastbound traffic onto to Western Ave Bridge. There is no reason that cars cannot simply use the JFK bridge or Eliot St. Bridge for this route to Mass. Pike.</p> <p>5- Safety improvements at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park.</p> <p>6- Traffic calming features such as raised crosswalks that force slower speeds, not simply encourage them, upgraded demarcations, the elimination of one or more lanes of vehicular travel, and a reduced speed limit of 25 MPH to match the rest of the city.</p> <p>7- Installation of a permanent protected bike lane throughout the BU rotary with physical separation and ample demarcation.</p> <p>8- Immediately match all signal phasing to the rest of the city, with concurrent walk signals, leading pedestrian intervals (LPIs) and No Turn on Red signage at all intersections.</p>	David M	Fenchel	dmfenchel@gmail.com	36 Fairmont Street, 02		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 8:51 PM	<p>Please include a separated 2-way bike path on Memorial Drive and do so by re-purposing 2 vehicular traffic lanes except at critical intersections.</p> <p>Please minimize the impact this project will have on healthy trees and shoreline vegetation= along the riverfront.</p> <p>Please focus on traffic calming and safety improvements that will create a safer environment for drivers, pedestrians and cyclists alike. Do not prioritize drivers over all other modes of transportation.</p> <p>I live in Quincy, my husband bikes to Cambridge for work -- Keep him and all vulnerable road users safe! DCR controls roadways here in my hometown that are also commuting corridors and I want to see significant improvements for bicyclists and pedestrians on all DCR roadways. Start on Memorial Drive and then bring these better ideas to Quincy!</p>	Irene	Lutts	irene.lutts@comcast.net	25 Cliff Street		Quincy	MA	02169
7/22/19 9:11 PM	<p>Please reconsider the need for Memorial Drive to have two lanes of vehicle traffic in each direction. Dedicate more and safer space for bicycles and pedestrians. We must stop providing primarily for cars; more people will use bicycle and feet for transportation as the number of places that provide it in a safe and hospitable way. What better place to do this than along the Charles River..</p>	Paul	Fallon	fallonpaule@gmail.com	618 Huron Ave		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 9:28 PM	<p>Hello! I commute from Cambridge to Watertown along the Memorial Drive path every day to work. My commute has vastly improved my life, because I get low-stress exercise and fresh air. The best thing about my commute is that I get to enjoy the beautiful trees and wildlife and I rarely have to interact with cars. I strongly recommend two separate paths for cyclists and pedestrians. I want kids to be able to run around without their parents constantly on guard for cyclists. I don't want to have to squeeze by double strollers or people running side-by-side. Everyone should be able to enjoy their exercise and the outdoors without yielding behind other pedestrians or cyclists because the path is so narrow. I go very slow when passing, at walking speed, but it's still a tight squeeze every morning and afternoon. I also see many cargo bikes, which are quite wide but very practical for groceries. How nice would it be to bike to the Trader Joes, fill up your cargo bike, and leisurely bike home on a separated cycletrack? Glorious! I watch little kids learning how to ride bikes on Sunday afternoons when the road is closed. Imagine how transformative that would be if the infrastructure is there for kids to learn to ride, safely away from cars, every day of the week.</p> <p>The trees are also very important to me - they are visually stunning and serve as stewards of Cambridge. I think the best way to really appreciate them is by biking or walking... you just can't get a sense for how beautiful they are in a car. Please plant more trees along the riverfront! There have been 4 lanes of traffic for years, but only one lane of trees, which doesn't seem quite fair to the trees.</p> <p>We have a once-in-a-lifetime chance to truly transform the riverfront. Memorial Drive could be a beautiful haven for people (and trees!) of all ages and abilities if we are sensible enough to make it happen. Thank you!</p>	Kimberley	Hunt	kannhunt@gmail.com	10 Wendell Street	Apt 12A	Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 9:40 PM	<p>Hello,</p> <p>My name is Cameron Arroyo and I am a (fairly) new cyclist in the Cambridge area. After multiple instances where the T has let me down, and even though my commute is not lengthy, I decided to invest in a bike and commute to my job that way whenever possible. While bicycle infrastructure has improved drastically even over the course of two years, there are ways to really make the most of what we have. The proposal for Memorial Drive will, in my opinion, better the lives of everyone in the area. It will streamline traffic in the sense that there could be less of a bottleneck at certain intersections by prohibiting turns at certain points while still being fair to motorists. More importantly, the proposal will allow for more recreational space. When the weather becomes nice after a long winter, more people in the immediate area will want to take advantage of the outdoor space by taking a stroll or going on a bike ride. It is of the utmost importance that in this scenario, there is adequate space to do so. Lastly in this age of climate change and the desire to live a more healthy lifestyle, it seems that an increasing amount of people would be fond of an idea like this. I hope that the powers that be seriously consider a proposal to rework Memorial Drive and make it a more equitable space for those on foot and cyclists, while not compromising the needs of motorists in a more sustainable scope.</p> <p>Thank you.</p>	Cameron	Arroyo	cam.arroyo@gmail.com	10 Wendell St	Apt 12A	Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/22/19 10:27 PM	<p>DCR recently completed reconstruction of Greenough Blvd between Arsenal St and the Eliot Bridge, improving landscaping, adding more space for bicycles and pedestrians, and reducing the full size motor vehicle lanes to one in each direction for most of the stretch. This yielded a beautiful new area that's a joy to use both for transportation or recreation. I've traveled that stretch many times this summer even though it's out of the way. I hope the DCR will apply this model to the upcoming reconstruction of Memorial Drive from the BU Bridge to the Eliot Bridge.</p> <p>At rush hour, the four travel lanes of Memorial Dr. generally is stop and go (mostly stop), but the bicycle and pedestrian traffic flows despite the limited path width in many places. The motor vehicle congestion is typically due to backups from other roads - Storrow, I90, Western Ave, etc, suggesting that fewer motor vehicle lanes likely won't reduce motor vehicle capacity if turn lanes are strategically placed as buffers. On the other hand, increases in the bicycle/pedestrian path width would increase commuter capacity in an environmentally sustainable way - consistent with the C and R in DCR. Despite a lot of progress, there's still substantial potential to reduce motor vehicle traffic into Cambridge and Boston given good infrastructure.</p> <p>Off peak, the river paths continue to receive substantial use and can even be congested with pedestrians and bicycles at some times. This popularity is clear during the Sunday afternoon street closings. Increasing capacity for these sustainable uses while increasing safety should thus be key priorities.</p> <p>Finally, at a personal level - driving into Cambridge or downtown Boston is typically as much fun as slamming your hand in a car door, but the bicycling there along the Charles is amazing. Let's give people more to enjoy!</p>	Philip	Rolfe	arolfe@alum.mit.edu	34 Playstead Rd #2		Newton	MA	02458

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/23/19 6:38 AM	<p>I am disappointed in the proposed “redesign” of Memorial Drive and its continued car-first approach. This is incompatible with Governor Baker’s commitment to the Global Warming Solutions Act and the City of Cambridge’s commitments to Vision Zero and other long-term planning goals.</p> <p>The redesign should balance the needs of pedestrians, cyclists and other road users with that of drivers. To do that, the road must include a protected bi-directional bike path that replaces two travel lanes and must protect existing trees and plant new trees wherever there are gaps.</p> <p>As you well know, a major road redesign opportunity happens once in a generation, at best. The deadlines for the state and city’s aspirational (and statutory) goals fall well within this timeframe the time to implement real changes that will move us toward achieving those goals.</p> <p>Memorial Drive and its green space is one of the most important amenities in the metro area. This is already acknowledged during weekend summer shutdowns – this is a street for walkers, cyclists, families and children to enjoy. Continuing to plan for it to be a highway in the city is shortsighted.</p> <p>As a cyclist, I spend every day afraid of getting screamed at, threatened, doored, hit, or killed just because of my choice of how to get to work and around town. The cities of the metro region and the state have given lip service to safer streets for vulnerable users, but a decision to favor cars over all other users of Memorial Drive does not reflect that commitment.</p> <p>I hope you will reconsider your decision and provide protected bike infrastructure on Memorial Drive.</p>	Arah	Schuur	schmarah@yahoo.com	26 walker st		somerville	MA	02144
7/23/19 7:29 AM	<p>Current meshed pedestrian/cycling paths on Memorial Drive are insufficient and dangerous. DCR’s redesign plans do not address this dangerous shortcoming. I’m writing to press DCR to update the redesign to be attuned to the 21st century, community input, and--especially--to inclusion of all Memorial Drive users. Motorists should have a couple safe lanes in which to travel, but not multiple lanes at the expense of everyone else’s safety, time, health, and inclusion. We need fully dedicated bi-directional, protected lanes dedicated to cyclists/wheelchairs and similar but separate lanes dedicated to pedestrians. Statistics on Memorial Drive use by non-motorists support this need.</p>	Meesh	McCarthy	meesh.mccarthy@mindspring.com	289 Essex St		Weymouth	MA	02188

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/23/19 7:37 AM	I hear that the DCR planning to upgrade Memorial Drive. The current design with 4 lanes for high speed automobile traffic creates a dangerous and uninviting environment for pedestrians and cyclists. It also separates the people of Cambridge from the river. I believe that we should encourage more peopled power transportation by building bidirectional, grade-separated bicycle lanes, as well as pedestrian sidewalks along the road. The road should be narrowed to 2 lanes for automobile traffic, and narrow safe crossings added for pedestrians, preferably with traffic signals.	Jason	Glasgow	jason.r.glasgow@gmail.com	47 Oxford Road		Newton	MA	02459
7/23/19 8:14 AM	<p>Dear DCR,</p> <p>I am a Quincy resident who works at Harvard University and comes to Cambridge (generally on the T) many times a week for work, entertainment, and personal business. Memorial Drive is a signature features of Cambridge and I urge you to make it more accessible to pedestrians and bicyclists in the name of quality of life and environmental sustainability. Studies have shown that wider roads for cars generate more car traffic rather than diminish it (check out this and many other articles: https://www.wired.com/2014/06/wuwt-traffic-induced-demand/).</p> <p>Specifically I think a strong resdesign would incorporate:</p> <ul style="list-style-type: none">• A protected bi-directional bike path, replacing two car lanes.• Protect existing trees and plant new trees wherever there are gaps. <p>Thank you for considering my input.</p> <p>Sincerely, Julie Mallozzi</p>	Julie	Mallozzi	juliemallozzi@gmail.com	64 Ellington Road		Quincy	MA	02170
7/23/19 9:03 AM	We need less space devoted to car traffic and more for bike and pedestrian means of transportation. Please, bring Memorial Drive to 1 lane each way and create legitimate bike infrastructure!	Jason	Merkin	jjmerkin@gmail.com	50 Lincoln St		Watertown	MA	02472

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7/23/19 9:09 AM	<p>I live in Needham and my work takes me to Cambridge regularly. Mostly, I ride a bicycle to Cambridge (the commuting time is reliably shorter than driving) but will drive in the case of steady rain or when I need to bring heavy materials that won't fit on a bicycle.</p> <p>The shortest bicycle route often includes the BU Bridge and Paul Dudley White Path. I rarely use this option due to bicycle/pedestrian conflicts in the constrained off-road space. Bicycling on Memorial Drive is extraordinarily dangerous.</p> <p>When I drive, Memorial Drive is usually part of the route. The four lane configuration never fails to encourage speeding and dangerous lane changes. The Cambridge rotary and fly-over is baffling.</p> <p>I request improvements that separate bicycle facilities, pedestrian facilities and motorist facilities while providing uninterrupted and direct passage for pedestrians and bicyclists similar to standards currently provided to motorists. Further, I request a reduction in lanes on Memorial Drive to one in each direction without turning lanes to reduce motor traffic speed and noise.</p>	Tom	Francis	BostonTomF@gmail.com	124 Highgate Street		Needham	MA	02492
7/23/19 9:15 AM	<p>I ride this path on my bike frequently, especially from Harvard to the BU bridge. The path along all of this length is too narrow, making it tough when passing walkers. Also the physical quality of the path is not good. Most of it is difficult to ride on. Please replace a lane of car travel with a two-way, highly physically protected bike lane. The car travel on Memorial Drive is already way too fast, and needs to be limited by infrastructure, so the travel lanes should also be narrowed, which will allow for more sidewalk/green space as well.</p>	Stefan	Rajkovic	stefan@stefanrajkovic.com	146 Smith St	Apartment	Roxbury Crossi	MA	02120-1623
7/23/19 9:34 AM	<p>I bike to work every day and specifically avoid using this path.. The path is little more than a sidewalk, and a bumpy one at that. The path really needs to be widened and to have enough room for both pedestrians and cyclists. More trees would also make using the path more pleasant. Currently, it is difficult and dangerous for cyclists to pass pedestrians. This is ridiculous when there are something like 6 lanes reserved for cars. I am strongly in favor of expanding the width of the path and reducing the number of lanes of travel for cars.</p>	Matthew	Applegate	matthewbapplegate@gmail.com	11 Hinckley Street	Unit 2	Somerville	MA	02145

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/23/19 9:47 AM	Please take into consideration the people who not only use the bike path for walking/biking recreation, but also for those of us who rely on it as a safe way to get to and from work and school. The path is incredibly narrow for the high volume of use, and isn't that directly under your purview? Why are you so focused on supporting such an unsustainable mode of transportation? If the department actually based their designs on science and sound traffic engineering, the car lanes would be limited to one lane each way and a separated cycle track and separated pedestrian track would be made in its place. At the Boston University Rotary, the lanes converge from two to one lane anyways, which causes a lot of backed up car traffic with aggressive drivers trying to merge. Give cyclists and pedestrians the safety they deserve, and give the car commuters traffic calming measures that will improve the flow of cars. Removing at least one car lane and replacing it with more green space and an expanded path would benefit everyone.	Joshua	Grolman	joshgrolman@gmail.com	24 Forbes Street		Boston	MA	02130
7/23/19 10:23 AM	<p>I write to submit comment on the proposed plans to overhaul Memorial Drive. I urge the DEP to consider options that put people first, prioritize the needs of the many over the convenience of the few, and address impending climate chaos. At a time when the climate crisis is the largest single issue facing us all, we can no longer prioritize the use of our spaces for individual combustion engine vehicles. I am in full support of separate bike and pedestrian paths along the entire route of memorial drive on both sides, reducing available space for automobiles to two lanes. Cycling infrastructure should include the instillation of a permanent protected bike lane throughout the rotary with physical separation and ample demarcation.</p> <p>As work is being done to improve the health of our community by reducing vehicle infrastructure and promote safe walking and cycling, it is critical that construction plans minimize the loss of healthy trees and shoreline vegetation. New trees and native plants should be planted wherever possible and special attention must be paid to the 100+ year old sycamore trees we must preserve and protect.</p> <p>Please help make Memorial Drive a better, safer, healthier, more beautiful space that can be enjoyed, for free, by all and can help to encourage sustainable behavior in a world facing climate chaos.</p> <p>Thank you</p>	Jessiaha	Adamopoulos	jessiaha@gmail.com	97 Porter Street		Somerville	MA	02143
7/23/19 10:25 AM	Maintaining four lanes is an unacceptable plan that prioritizes faster speeds at the height of rush hour over the safety and enjoyment of thousands of park users. The plan is inconsistent with a desire to move to a sustainable future and should be replaced with one with a single lane in each direction and a bidirectional separated bike path.	Ted	Pyne	ted.pyne.4@gmail.com	10 DeWolfe St		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/23/19 10:51 AM	<p>To whom it may concern -</p> <p>Regarding this project, keeping four lanes on Memorial Drive is not in line with a safer, more sustainable riverfront. Please consider</p> <p>1) Adding a protected bi-directional bike path, replacing two travel lanes. 2) Protecting existing trees and planting new trees wherever there are gaps.</p> <p>Thanks very much! Margaret Beck Cambridge</p>	Margaret	Beck	m.a.b@hush.com	33 Bay St		Cambridge	MA	02139
7/23/19 10:57 AM	<p>We live near the Charles River and use the trail for commuting, errands, and recreation. We don't own a car and could not afford one even if we wanted one. As it stands, the trail is narrow and severely damaged and is in need of heavy renovation to bring it to a level that invites more users and improves safety for all. The trail needs to be widened on both sides, with dedicated paths for both pedestrians and cyclists. Traffic needs to be slowed to allow for safer crossings. The light signals need to always include a pedestrian signal and need to include a pedestrian lead signal as in much of the rest of the city. Thanks for your time.</p>	Alex	Twist	abtwtist@gmail.com	79 Gordon St	Apt 19	Brighton	MA	02135
7/23/19 11:15 AM	<p>The trip by bike along the Charles River is one of the highlights of the city. It serves a functional purpose a safe, low-stress, and sustainable corridor for bike traffic. The improvement from Mass Ave to the Museum of Science should be extended all the way to Eliot Bridge. Imagine if instead of having to drive, or forcing bikers and pedestrians into a jousting match along a narrow concrete path, people would have plenty of room to enjoy the Charles and get where they're going without compromising their safety.</p> <p>Why is it we sacrifice our safety in a misguided effort to keep us behind the wheel?</p> <p>It's been well past time to revolutionize how we get around the city. We are so fortunate that we have space that allows for biking and walking--let's not waste this opportunity.</p> <p>We need the following: A protected bi-directional bike path, replacing two travel lanes. Protect existing trees and plant new trees wherever there are gaps.</p> <p>The future is not filled with more cars per capita. It's fewer cars, more greenspace, increased safety, and limited environmental impact. We have a chance to lead this change now or regret our intransigence for a generation.</p> <p>Please show Boston is a city of innovation by leading by example.</p>	Jim	Ricciuti	jimricciuti1@gmail.com	56 Walnut Street #6		Somerville	MA	02143

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/23/19 11:58 AM	<p>Please do everything possible to improve the Memorial Drive area for cyclists, pedestrians, strollers, dog-walkers, and all of us who won't be using a car there! I am tired of the noise, pollution, and dangers of having this road dominated by cars. Our quality of life is degraded when we commit so much space to automobiles and we need to focus on other priorities to make our city a more livable, enjoyable and sustainable place.</p> <p>PLEASE include in the new plans:</p> <ol style="list-style-type: none">1. A protected bi-directional bike path, replacing two travel lanes.2. Protect existing trees and plant new trees wherever there are gaps. <p>My quality of life would be greatly improved by these changes. I travel along the river on a daily basis, on foot and by bike, and the noise, pollution and dangers of the car traffic are a constant source of stress and unpleasantness. We need to encourage MORE people to travel by foot and bike -- it reduces wear and tear on the roads; pollution (local air quality and carbon emissions); reduces noise; and makes our city safer. But our poor bike / pedestrian infrastructure discourages people from getting out of their cars and places the burdens of auto traffic on all of us.</p> <p>We can do better!!! PLEASE, adhere to these suggestions and continue to find more opportunities to make our city better in ways like this!</p> <p>Sincerely, Emily Rideout Cambridgeport</p>	Emily	Rideout	emilyrideout@gmail.com	209 Chestnut St		Cambridge	MA	02139
7/23/19 12:10 PM	<p>Hi there! I am relatively new to Boston, but I have been bicycling as my favorite form of transport for over 10 years. In this time I have had the chance to ride near Memorial Drive, and it struck me what fantastic potential it has as a thoroughway for the enjoyable, healthful, and sustainable form of transportation that is bicycling. Encouraging more people to commute this way is not only beneficial for the riders themselves, but it takes some of the strain off of public transit and car traffic. I heard recently that Boston has some of the worst traffic in the country - we could help by getting on our bike seats and off the car seats! Many thanks to you for your efforts to make this city a cleaner, greener, safer city for all of us.</p>	Ivory	King	roivoire@netscape.net	34 Billings Ln		Jamaica Plain	MA	02130
7/23/19 12:33 PM	<p>We need protected two way bike lanes to allow the full community to have access to special corridors like memorial drive, quincy shore drive, and furnace brook parkway. To make improvements that only improve access for cars is shortsighted and a wasted opportunity.</p> <p>Please include cyclists in your improvement plans! And plant more trees!</p>	Andrew	Flanagan	andrew.john.flanagan@gmail.com	8 Brae Rd		Quincy	MA	02169

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7/23/19 12:34 PM	<p>It's my opinion that we should prioritize the safety of bikers and pedestrians in this improvement project, as well as the environment. Reducing car/truck travel lines to provide space for a two-direction protected bike path is one idea I support, as well as preserving as many trees as possible during construction and re-planting any removed trees and more during the landscaping portion of the project. Probably trees that could withstand flooding (looking to a climate changed future).</p> <p>Thanks!</p>	Lisa	Purdy	jemappelle.purdy@gmail.com	516 E 2nd St	#12	Boston	MA	02127
7/23/19 12:37 PM	<p>I urge you to convert two car lanes to protected bike lanes as part of the Greenway Improvements between the Elliot Bridge and the BU Bridge. I have commuted daily by bike to work in Boston for the last 15 years. Over this time period it has gotten consistently more dangerous as kids, pedestrians, joggers and cyclists are all squeezed together along Memorial Drive. Four years ago, I had a serious accident and a concussion (despite wearing a helmet) when a runner with headphones turned into me as I was passing him on my bike. We both went down hard, lost consciousness and were bleeding.</p> <p>We need to find solutions that reduces the risk between all users of the path along the river. There is no need to put cyclist, runners, pedestrians and small children on bikes and foot in conflict with each other.</p> <p>Additionally, with the massive building of housing around Alewife, the redline is over crowded and providing additional safe paths for cyclist and runners to get to work will relieve some of the over crowding.</p> <p>Diana Monteith</p>	Diana	Monteith	diana@tenthwave.net	6 Bond St. Unit 1	Cambridge	Cambridge	MA	02138
7/23/19 12:52 PM	<p>I am writing in support of the plan to make a dedicated bi-directional bike path by reducing the lanes on Memorial Drive and to protect existing trees, plant more trees, and care for all the trees, new and old. I bike to work along the river and I believe that having a dedicated bike way would make commuting safer for cyclists like me and pedestrians who currently share the existing path with me. There are enormous health, emotional, and climate benefits for having more cyclists and walkers enjoy our beautiful waterfront in a safe manner. The trees, current and future, add much needed shade in a time when we are only beginning to experience the heat island effect in our urban setting. And these trees absorb and store carbon in a time when we need to be addressing the climate crisis. Thank you for considering an obvious benefit to our community, not just for cyclists and pedestrians.</p>	L.	Bliss	blisses5@gmail.com	Raymond Street		Cambridge	MA	02140
7/23/19 1:07 PM	<p>The current plan is car-centric and fails to prioritize pedestrian and bicycle traffic, along with greenery and accessible park land. The plan should be change to put people first, not cars.</p>	Samuel	Helrich	samuel.helrich@gmail.com	2767 Washington St	Apt 3	Roxbury	MA	02119

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/23/19 1:26 PM	<p>Memorial Drive should be made safer and better for the large number of pedestrians and cyclists who use it. I believe DCR should replace two travel lanes with a bi-directional bike path that is separate from auto and foot traffic. Additionally, protect existing trees and plant new ones to make the greenway truly green. Safety improvements that prioritize pedestrians and cyclists are needed at intersections, including crossing signals, raised sidewalk boundaries, and traffic calming.</p> <p>I personally enjoy biking and running along the river on the car-free Sundays during the summer, and I know I'm not the only one. I would love to bike along Memorial Drive more often but it is a bad experience in the current set up - too many bikes and pedestrians in too little space, plus cars speeding by, making fast turns, and pushing their luck at lights. It is dangerous and unpleasant. The Charles River is beautiful and we should make sure that this and future projects protect that beauty and make it more accessible.</p> <p>Thank you.</p>	Alana	Aubin	eatsleepswim17@gmail.com	20 Highland Ave	1	Cambridge	MA	02139
7/23/19 1:35 PM	<p>I pedal my bike to work along the Memorial Drive side of the river because I need to use the BU Bridge which is not accessible on the Boston side of the river. The path on the Cambridge side is frustrating to use because it is too narrow to pass Walker's, joggers, other cyclists, especially when these other path users are coming from the opposite direction. Simply put, the path needs to be wider, and ideally bike riders and pedestrians would be separated.</p> <p>Furthermore, when I do drive in this area, I am frustrated and frightened by how fast everyone else seems to drive. Speeding drivers is a major concern when I am biking or walking through intersections. It always amazes me how many drivers blast through yellow lights, and then I see 3 or 4 more drivers blow through the red afterward. It's insane, and the only way I see to remedy this is to slow everyone down and reduce the number of lanes.</p> <p>DCR should not be worried about automotive throughput. In fact I feel strongly that the department of conservation and recreation should, by default, fulfill the needs and desires of people who use environmentally friendly transportation modes, and using pathways for recreation. Those functions are literally the name of their department. People who walk and bike should not have to fight for a piece of DCR land, it should be ours and drivers should have to beg to use even a small part of it (and then that should be limited to supporting functions surrounding conservation or recreation).</p> <p>Bottom line: Don't fail to meet the needs of people who use the pathway nor should you fail to meet ecological needs of our waterway and greenway.</p>	Jon	Ramos	jontramos@gmail.com	15 College Hill Road	Unit 2	Somerville	MA	02144

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/23/19 1:36 PM	Please ensure that there will be protected twoway bike lanes. This will help ensure carbon neutral and safer cheaper commuting for bicycle commuters. Thank you.	Joseph	Chance	josephchance13@gmail.com	175 beacon st	Apt 112	Somerville	MA	02143
7/23/19 1:47 PM	I am a Boston resident who works at BU and bikes from my home in JP to campus for work. I would love to be able to safely and comfortably ride on Mem Drive--alternate routes home, easy way from work to some stores/restaurants I want to go to, etc. As it is, I have to rely on the Orange Line to the Red Line instead, because I find Mem Drive so overwhelming. PLEASE give bikes a nice sidewalk-level space here, separate from cars! I ride with my baby, and I avoid Mem Drive entirely for now because of the congestion and the speed of the cars.	Christina	Michaud	cmichaud@bu.edu	22 Cheshire Street		Jamaica Plain	MA	02130
7/23/19 3:07 PM	Memorial Drive needs more space for bikes. The multi-use path is not adequate at any point but sometimes becomes little more that the width of a standard sidewalk. Pedestrians with strollers and commuter cyclists must somehow try to utilize one small path. Increased space should be reclaimed from cars to create spaces for pedestrians and bicyclists to use the recreation area safely and separately.	Jeff	Purser	purser.jeff@gmail.com	503 Columbus Avenue	APT 3	Boston	MA	02118
7/23/19 3:34 PM	<p>Hello, I am writing in support of improved facilities for biking and walking. It is completely unacceptable that the design team and those overseeing this project aren't starting from a place of adding protecting biking infrastructure to Memorial Drive. The only way to improve the traffic flow is to limit traffic - we need people out of cars and in public transit, on bikes, and walking. The walking paths and sidewalks are not solutions to getting more people on bikes - those areas are best for walking lesiurely, running, enjoying the river. For transportation, we need space dedicated to bikes!</p> <p>There is no reason to have 4 lanes of traffic on Memorial Drive. At most, 3 lanes are necessary with a directional shift depending on rush hour (ie. 2 lanes inbound in the AM; 2 lanes outbound inthe PM).</p> <p>Boston is only getting more populated and congested. The only way to reduce congestion is to make non-car transportation safer and more accesible. We can only do this be reallocating space that is inefficently dedicated to cars to better use - like protected bike lanes.</p> <p>Don't make the mistake of the planners, engineers, and city/state officials of previous years. These designs end up with people killed at worst; and terrible traffic, pollution, and unhealthy transportation at best.</p>	Alex	Anderson	alexanderhanderson@gmail.com	46 Simpson Ave	Apt 2	Somerville	MA	02144

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/23/19 5:07 PM	<p>Hi DCR,</p> <p>Please consider modifying your design to provide better accommodation for people biking and walking.</p> <p>I do not own a car. I walk, bike or take public transit when I need to get somewhere. I am tired of all the motor vehicles not only contributing to climate change, but also causing noise pollution, making my commute more dangerous and taking up obnoxious amount of space that could be better used for everyone.</p> <p>As DCR you should be advocating to give more livable space back to the people, not to motor vehicles.</p> <p>Keeping a 4 lane design is not in line with a more sustainable future. It will make the riverfront more unpleasant for everyone.</p> <p>Most of the roads DCR owns are very unpleasant to ride or walk, they are dangerous and completely out of human scale. I urge you to please make an exception for memorial drive and make this road safer, cleaner and more enjoyable.</p> <p>Thanks,</p> <p>David Gutierrez</p>	David	Gutierrez	daf3553@gmail.com	2003 Commonwealth Ave	Apt 21	Brighton	MA	02135
7/23/19 5:54 PM	<p>Building costly infrastructure that we know is damaging to people and the planet – whether it's oil pipelines or four-lane urban roads – not only locks us into the present status quo, but prevents the sustainable future we need. Removing vehicular travel lanes in favor of space for trees and people biking and walking is the clear path forward for Memorial Drive if we are ever to meet our goals for climate resiliency, public health, and quality of life in metro Boston. It is *truly bizarre* that a government agency tasked with promoting conservation and recreation should need to be reminded of this. I hope you will take bold action for Memorial Drive and give the people the healthy, active, connective riverfront they deserve, rather than the concrete barrier that exists today.</p>	Liza	Burkin	lizaburkin@gmail.com	9 Concord Ave	2	Somerville	MA	02143
7/23/19 6:42 PM	<p>The current state of the corridor is unacceptable - Mem Drive should be put on a road diet, and more travel lanes should be devoted to pedestrians, bicycles, and trees. DCR should be focusing on encouraging bike use and walking, not enabling car use into downtown - we have MassDOT Highway to take care of cars. DCR should aim to put active transportation modes at the forefront of all of their projects, and the work on Mem Drive is a crucial opportunity to right past wrongs and make it more Parkway than Highway.</p>	Matthew	Petersen	matthew@meptrsn.info	31 Lloyd Rd		Watertown	MA	02472

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/23/19 8:11 PM	<p>Please make Memorial Drive safer.</p> <p>From your presentation of 25 June 2019: Slide 36, "https://www.mass.gov/files/documents/2019/06/26/MDG%20PhaseIII%20Public%20Meeting-presentation.pdf": Why are the car travel lanes 11' wide? Per MassDOT design guide, motorists feel comfortable driving at 45 miles per hour on 11' lanes! Reduce these lanes to 10'. 10' lanes are used on slide 37. Be consistent, so drivers don't speed up and slow down. You can then add the 2' saved to widen the paved bike/shared use path to 12'</p> <p>All other sections: Remove two lanes. One lane each way is plenty. Four lanes is a terrible thing to do to a riverside park. Eliminate the lanes. Induced Demand works in both directions: if you unbuild it, they will not come (if you don't know what Induced Demand is, please call me). If you are concerned about traffic impacts of redesigning Memorial Drive this way, simply close lanes on the existing Memorial Drive using jersey barriers and give it a try for several months. You'll see traffic might be bad for a few weeks, but after awhile it will reach an equilibrium with lower overall traffic volume.</p>	Matt	Carty	mattyciii@gmail.com	58 Summit Rd		Medford	MA	02155
7/23/19 8:14 PM	<p>Two requests for this project:</p> <ol style="list-style-type: none">1. A protected bi-directional bike path, replacing two travel lanes2. Protect existing trees and plant new trees wherever there are gaps <p>Thank you</p>	Hugh	Freund	hugh.freund@gmail.com	52 Springfield St		Somerville	MA	02143
7/23/19 9:17 PM	<p>Maintaining 4 lanes of traffic through most of Mem Drive is unthinkable. It does nothing to address the speeding issues, the safety for car occupants, the safety for those crossing the street, or provide extra space for biking and sustainable modes. The June 25th presentation justified the lanes with Level of Service, an outdated metric that has brought tons of costly and dangerous road expansion. Committing to 4 lanes of traffic goes against DCR's mission "to protect, promote and enhance our common wealth of natural, cultural and recreational resources". It is climate change denial.</p> <p>One lane of traffic in each direction, with some turn lanes, will be plenty. It will be safer for those in cars, on bikes, and on foot. It will make it easier and more comfortable for people to choose sustainable modes of transportation and to enjoy the park. It is necessary for Massachusetts to reduce its auto usage and carbon footprint.</p>	Sky	Rose	dcr@sky.skyqrose.com	1205 Hacock St	Apt 514	Quincy	MA	02169
7/23/19 11:14 PM	<p>I am in favor of making dedicated and wider bike and pedestrian lanes on Memorial Drive. What has been done on the MIT part of the river is a big improvement.</p>	Rupinder	Singh	rupindersingh72@gmail.com	15 Van Norden St		Cambridge	MA	02140-2517

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/24/19 4:54 AM	<p>I support the suggestions of the Bicycle Union, which are as follows:</p> <p>Separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street. On the river side the pedestrian path should be no less than 12 feet wide, and bike path should be no less than 14 feet wide to accommodate heavy bike traffic going both directions along the path. Each path should be clearly marked with painted surface and signage – as well as a commitment from DCR to maintain these paths seasonally.</p> <p>Minimize loss of healthy trees and shoreline vegetation, particularly the health of the 100-year old sycamores must be preserved and enhanced. Plant new trees wherever possible so that the number of caliper inches is immediately a net positive upon completion. Tree planting vendors should be held responsible for survival of trees during first 4 years of planting. If cycle tracks needs to go on the road in order to retain trees, they should be physically separated from cars.</p> <p>Eliminate right hand turn option for eastbound traffic onto to Western Ave Bridge. There is no reason that cars cannot simply use the JFK bridge or Eliot St. Bridge for this route to Mass. Pike.</p> <p>Safety improvements at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park. These improvements should include, wherever applicable: updated pedestrian and bicycle crossing signals – that reflect the amount of traffic along these routes, bright green paint to demarcate the crossing area, raised sidewalk boundaries, distinct collection areas for pedestrians and cyclists, and any other traffic calming features that will make the intersections safer for all users.</p> <p>Consider changes to Memorial Drive that will lower speeds and allocate space more evenly for all types of uses, including: traffic calming features such as raised crosswalks that force slower speeds, not simply encourage them, upgraded demarcation...</p>	Tara	Weaver	terrajeanweaver@gmail.com	1 Gerry's Landing Road		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/24/19 8:10 AM	<p>Hello,</p> <p>I am writing regarding the proposal to ban e-assist bikes on DCR bike paths. Our family is car free, we compute by bike or bus/train exclusively. For the past 5 years we have used a bike seat to carry our daughter to school, buy groceries, go to the library, etc Our daughter recently became to heavy for the bike seat, and move to a cargo bike. To make the bike truly functional allow us to get as much utility from it as possible we researched carefully and finally purchase a pedal assist bike - we use it to enable us to carry heave loads and continue to be a car-free family.</p> <p>DCR should be encouraging families to go this route, e-assist gives people more flexibility and pulling power. And given the poor nature of nearly all infrastructure in the area carefully dodge potholes, ruts, broken pavement, etc. It is next to impossible to "go fast". If there is a concern about speed on the paths, which are so badly maintained it its dangerous at anything more than 10/mph, than simply post a speed limit. I have been buzzed more by non e-assist bikes far more than an e-assist, most of which are loaded down with children, food or pets.</p> <p>Please look at the whole ecosystem of moving human beings through space, and look at how everyone not using a car/truck to move can safely travel. Don't make it even harder for people committed to biking as a mode of travel, to do this - we have enough obstacles.</p> <p>Its a multi-use path, you just need rules and norms, not bans!!</p>	Sarah	Figge Hussain	sfigge@hotmail.com	55 Harvey Street	#2	Cambridge	MA	02140
7/24/19 9:53 AM	<p>Don't give in to the folks at the Cambridge City Council. It is money wasted on yet another unnecessary project. These folks think money grows on trees. I ride a bike, but even I know this is beyond absurd. Pedestrians walking or bikers will need to find another route, plain and simple.</p> <p>Paul Surette 113 Harvard St, Cambridge</p>	paul	surette	paul.v.surette@gmail.com	113 harvard st.	apt. 4	cambridge	MA	02139
7/24/19 10:07 AM	<p>Please replace two travel lanes with a protected bi-directional bike path, and improve existing paths for pedestrian use only- making way for hundreds of new tree plantings, improving our safety and our air quality.</p>	Brendan	Nicholas	brendanwnicholas@gmail.com	38 lee st	1F	cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/24/19 10:22 AM	<p>As changes are made along Memorial Drive, I want to reinforce two important issues as a bicyclist and a pedestrian.</p> <p>First off, it's really important to maintain the tree cover that already exist and plant new trees to extend area protected by trees. This summer saw great heat and the shade provided by trees is important, as well as the environmental benefit of planting native trees that support the insects and birds that enliven the Charles River area.</p> <p>Secondly, I can't reinforce how important it is to provide two-way dedicated bike path to make transit along the Charles River more predictable and safer for bicyclists, drivers and pedestrians alike. The Dr. Paul Dudley Bike Path has been a resource for decades and extending clear infrastructure, signage, and road painting will ensure safe and leisurely usage for decades to come.</p>	Ben	Elgart	bzelgart@gmail.com	183 School St		Somerville	MA	02145
7/24/19 10:51 AM	<p>Dear Mass DCR,</p> <p>Please reduce Memorial Drive to two car lanes along the whole length of the project and use the reclaimed space to create separate bike and pedestrian paths and to plant more trees along the river. We have a chance to make our city more livable, less polluted, and otherwise better for everyone.</p> <p>Best, Clark Freifeld</p>	Clark	Freifeld	clark.freifeld@gmail.com	43 Sheridan St		Jamaica Plain	MA	02130
7/24/19 12:19 PM	<p>I am emailing to request that all trees are protected and more planted during this improvement project. As the Department of Conservation, please prioritize the protection of existing and future trees.</p> <p>Second, I am requesting that a protected and bi-directional bike path replace two travel lanes. Encouraging bike travel is imperative to adapting to and mitigating climate change. The least the city can do is help to protect bikers from being killed.</p> <p>Thank you. I look forward to an improved and safer Memorial Drive for ALL (i.e. not just cars, if that was not already clear).</p>	Jennifer	Bouek	jennifer.bouek@gmail.com	40 Paul Gore street		Jamaica plain	MA	02130

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/24/19 12:20 PM	<p>As a daily bicycle commuter, I have three main areas of concern:</p> <p>1) The BU Rotary is unsafe when crossing the BU Bridge from Comm. Ave to Memorial and then heading west. It often requires having to pass and then circle back to the sidewalk ramp on the MIT side to await the light. The crossing from the median to the river side is misaligned and too narrow. The sidewalk/path from the crossing through the Magazine Beach area is too narrow (and there is plenty of space to widen it).</p> <p>2) The Western Ave crossing is dangerous because westbound cars turning left onto Western Ave. regularly run the light. The time sequence for the southbound traffic on Western Ave. crossing Memorial Drive is too quick to allow bikes/pedestrians to cross Western Ave safely, and the ramps are too narrow and poorly marked so that there is often congestion/confusion when the opportunity to cross occurs.</p> <p>3) The path west of Harvard street is too narrow for bikes and pedestrians to share safely.</p>	Jock	Hoffman	jockhoffman@rcn.com	112 Rublee St		Arlington	MA	02476
7/24/19 1:10 PM	<p>I travel on Memorial drive daily either driving or biking to work in Cambridge. The proposed changes to the Memorial Drive Greenway are a start but do not go far enough to improve bicycle and pedestrian safety along memorial drive. There needs to be separated pedestrian and bicycle pathways to avoid collisions and injuries. Just this morning biking into work I had two near accidents with joggers. One suddenly veered the the left as I was overtaking her. Thankfully I was still far enough back to avoid hitting her. The other suddenly veered left towards a bench as I was passing her and nearly ran into the side of me. In both cases I had called out a warning that I was overtaking them, which was likely not heard due to headphones. It is not safe to have bicyclists on the same pathway as pedestrians, joggers and dog walkers who should be able to enjoy the path without worrying about passing bikes. And bicyclists should be able to commute, get exercise and enjoy the ride without having to go through an obstacle course of pedestrians. The greenway needs to be widened by removing traffic lanes so that there is space for everyone to enjoy the park as it was intended.</p>	Caitlin	Connolly	cambria999@hotmail.com	12 Enfield St		Jamaica Plain	MA	02130
7/24/19 1:34 PM	<p>I am writing to express support for the proposal to narrow Memorial Drive to two lanes (or even three lanes) with the remaining lanes given over to protected bike/pedestrian infrastructure. I am very much opposed to keeping Memorial Drive as-is. This is a chance to improve safety and vastly improve the usability of the road for all users. Thank you.</p>	Riordan	Frost	riordan.frost@gmail.com	30 Dickinson St, Apt 1		Somerville	MA	02143

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/24/19 1:48 PM	<p>I live near Memorial Drive in Cambridge and am constantly using it while running, biking, or just going for a walk with my girlfriend to see the baby geese. I also own a car and am often on it as a driver. Right now, I feel unsafe on Memorial Drive in all of those transportation modes. As a pedestrian or cyclist I'm constantly worried about a collision because the path is way too narrow for the amount of people using it. And as a driver I'm afraid of a crash with another car on the four swerving lanes of traffic. Memorial Drive is currently a road that isn't working well for anyone.</p> <p>How can we improve it? By changing it from a four-lane road for cars to a two-lane road and adding in a bi-directional bike path that's separate from the walking and running path. This will make me feel more safer as a pedestrian and as a cyclist. This kind of traffic diet will also make me feel safer as a driver -- there's no need for four lanes on a road as windy as this one. I'd also like to ask that the DCR protect the existing trees in the design and add new ones where there are gaps. We are losing 11 acres of trees per year right now in Cambridge, and they will be important to combating climate change and protecting from the heat island effect.</p> <p>Thank you, Jivan</p>	Jivan	Sobrinho-Wheeler	jivan.sobrinhowheeler@gmail.com	19 Trowbridge St	Apt 6	Cambridge	MA	02138
7/24/19 2:04 PM	<p>Both sides of the Charles River are flanked by high-speed limited access arteries. This is an environmental disaster, particularly in terms of noise pollution along what is trying to be Boston's most important natural, public resource. I support a strong road diet, including the planned reduction to two lanes. If you intend to keep this as a high-speed artery, I also would support the use of low-noise pavements. In addition, I support the addition of bike lanes and trees along the route, both to improve the acoustic environment, but also to finally create a pleasant, usable space that we sorely need, and to create a route that takes the commuting needs and lives of people on bicycles seriously.</p>	Daniel	Steele	daniel.steele@mail.mcgill.ca	171 Tremont St		Somerville	MA	02143

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/24/19 2:14 PM	<p>Dear DCR,</p> <p>I am writing to urge you to implement the Boston Cyclists Union recommendations on this project. As a daily bicycle commuter between Jamaica Plain, Boston and Cambridge, I can tell you that increasing physical separations between cyclists and cars, reducing vehicle volume and speeds are the two top things that will make this area safer. In addition, given significant sustainability concerns in the face of global climate emergency, we truly need to disincentivize vehicle traffic through this area and do everything possible to incentivize green mobility.</p> <p>My route doesn't usually take me on Memorial Drive, but this summer I have been riding on Memorial Drive (Paul Dudley White bike path) and BU bridge area. Frankly, I am appalled at the narrow width and poor condition of the bike path, and the need for traffic calming and more pedestrian/cyclist protections at both entrances to the bridge.</p> <p>Please find the BCU recommendations following. I support all of them whole-heartedly.</p> <ul style="list-style-type: none">-Separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street-Minimize loss of healthy trees and shoreline vegetation-Reduce memorial drive to two lanes-Safety improvements at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park.-Consider changes to Memorial Drive that will lower speeds and allocate space more evenly for all types of uses, including: traffic calming features such as raised crosswalks that force slower speeds, not simply encourage them-Improve upon the Spring 2019 "quick build" changes made to the BU Rotary area, including the installation of a permanent protected bike lane throughout the rotary with physical separation and ample demarcation.-Immediately match all signal phasing to the rest of the city, with concurrent walk signals, leading pedestrian intervals (LPIs) and No Turn on Red signage at all intersections.	Jana	Pickard-Richards	janainboston@gmail.com	89 Montebello Rd. #3		Jamaica Plain	MA	02130

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/24/19 2:25 PM	<p>In addition to comments previously submitted, the People for Riverbend Park Trust adds the following four points:</p> <ol style="list-style-type: none">1. We support closing Memorial Drive to motor vehicle traffic for additional days (Saturdays?, every day?) and for longer stretches of time than currently provided for. (We would support having Memorial Drive closed to motor vehicle traffic on Sundays throughout the year.)2. The re-envisioned Greenway should provide drinking water sources and restrooms. Facilities available to the public could at least be incorporated at each of the boathouses. The free-standing unit in Harvard Square could serve as a model. Inserted in discreet places, these units would not interfere with the overall atmosphere of the parkland.3. There should be enhanced visible acknowledgment of the historic aspects of the parkland by (a) creating a new monument to Charles Eliot and the Olmsted Firm at the site where the first of the trees in the allée was planted; (b) moving the Longfellow stone to another location as it is now overwhelmed by the recently inserted traffic poles and the nearby control box; and (c) the Saltonstall Stone just down river from the Cambridge Boat Club is currently grossly degraded and lost amid the boats that are stored there, and should be restored and given more visual prominence.4. As a main component of the design, the plan should seriously address the increasing volumes of storm water. <p>We appreciate the opportunity to comment. People for Riverbend Park Trust</p>	Pamela	Kogut	pkogut@comcast.net	People for Riverbend Park	21 Gibson St	Cambridge	MA	02138
7/24/19 3:18 PM	<p>I support the plan by The Green Streets Initiative and vehemently disagree with the plan proposed by the DCR. We need a sustainable plan, at the very least with:</p> <ol style="list-style-type: none">1. A separate bi-directional bike path, replacing two travel lanes.2. Protect existing trees and plant new trees wherever there are gaps	Emily	Thrash	emilymthrash@gmail.com	6 Glade Avenue	Apt 1	Boston	MA	02130
7/24/19 3:31 PM	<p>Separate bike and pedestrian paths--protected from car lanes by curbstones--along entire route of Memorial Drive.</p>	Bruce	Chafee	bruce12345@me.com	79 MARLBOROUGH ST.	APT. 4	Boston	MA	02116

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/24/19 3:51 PM	<p>I hope you consider additional options to increase the safety of pedestrians and cyclists while developing this proposal. As a bicycle commuter (daily, 4 seasons) I ask that you will consider:</p> <ul style="list-style-type: none">- separate bike and pedestrian path along the entire route of Memorial Drive - one large bi-directional path, replacing two of the motor vehicle lanes. The pedestrian path should be at least 12 feet wide and the bike path should be at least 14 feet wide to accommodate traffic.- As stated above, reduce motor vehicle lanes to two lanes, not including turn lanes at major intersections.- At all busy intersections: update pedestrian and bicycle crossing signals, bright green paint on crossing area, raise sidewalk boundaries. Have "No Turn on Red" signage at all intersections to protect cyclists and pedestrians.- Eliminate yielded turns and have turn arrows for major intersections for motorists so motorists are not turning through pedestrian and cyclist traffic.- Lowering speed limits- Minimize loss of healthy trees and shoreline vegetation.	Jenna	Thrash	jennacthrash@gmail.com	6 Glade Ave		Boston	MA	02130
7/24/19 4:29 PM	<p>I bike between Brighton and MIT every day, and most of the trip is safe and easy. The most dangerous part, by far, is heading towards the BU Bridge from MIT after the two-way bike lane ends. Bikers are faced with two equally bad options: 1) bike down Memorial Drive and hope for the best in the very non-biker-friendly traffic circle, or 2) ride on the narrow sidewalk against car traffic. Both options are dangerous for bikes, cars, and pedestrians. Extending the two-way bike lane down the rest of Memorial Drive or making the traffic circle biker-friendly would create a much safer commute for everyone. Thanks for reading! Feel free to reach out with questions.</p>	Noah	Anderson	noahtrawicki@gmail.com	78 Chesnut Hill Ave		Boston	MA	02135
7/24/19 6:36 PM	<p>I would appreciate seeing two-way bike lanes on both sides of memorial drive, without digging up too many trees.</p> <p>Also, the preliminarily spray-painted lane lines at the BU bridge rotary seem like a good traffic solution. However, if the designated bike Lanes aren't protected by pylons, then it is all but assured that drivers will intrude on those areas, especially in rush hour, rendering the dedicated bike lanes useless.</p>	Benjamin	Fox	oboeben@gmail.com	322 Brookline street #2		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/24/19 7:11 PM	<p>A sign noting limited renovations to the Memorial Drive bike path between the BU bridge rotary and Weeks bridge worried me. I live in Cambridgeport and am a rower, riding multiple times daily along the river bike paths. I used to take the Memorial Drive side, but recently I have been crossing the river at the Western Ave bridge to ride along the much smoother Boston shore path. I find many cyclists are doing the same or riding to the side of the bike path on the dirt paths, eroding the soil and lifting up dirt plumes behind them. Please renovate the path from BU to Eliot well--please smooth it out, create a better surface, and widen it where available. The path gets especially narrow and crowded between BU and River St, and it would be wonderful to have it a foot wider. Additionally, the curbs get extremely crowded with bicycles at the Western Ave bridge and sometimes the last person barely gets off in time to hit the pedestrian walk sign. Please think about more curb spaces for bicycles at the bridges or at least a wider area of low curb so that more cyclists can cross at once. I strongly believe that making conditions better for cyclists is better for the environment as it will enhance the bike commuting experience and will help Boston's traffic problem. Please take the path seriously.</p> <p>Note: I do think the one area that needs minimal if any improvement as it is in good condition is the stretch between River St and Western Ave.</p>	Genevra	Stone	genevra.stone@gmail.com	85 Allston St	Apt 2	Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/24/19 9:25 PM	<p>Comments on Memorial Drive, "Phase III." Give us responsible behavior. Replace the DCR with MassDOT.</p> <p>This change package reenforces the need to replace the Department of Conservation and Recreation on the Charles River with the Massachusetts Department of Transportation.</p> <p>Grounds can be most concisely communicated as:</p> <p>1.Destructiveness and.</p> <p>2.Dishonesty.</p> <p>The dishonesty of the DCR is excellently demonstrated by its most basic description of the project.</p> <p>Quoting from the on line description:</p> <p>* * * *</p> <p>Memorial Drive Greenway Improvements, Phase III</p> <p>DCR is undertaking the redesign of the Memorial Drive Greenway between the B.U Bridge and the Eliot Bridge.</p> <p>* * * *</p> <p>Elsewhere, it describes the outrage of Phase II as stopping at the BU Boathouse.</p> <p>Thus the general description of the destruction being organized omits the animal habitat between the BU Boathouse and the BU Bridge.</p> <p>Pages 43 to 49 of the slides presented at the June 25, 2019, meeting prove that statement yet another lie.</p> <p>The slides and related analysis bring the project to the BU Boathouse.</p> <p>The destruction plans from the January 2016 outrage are thus included:</p> <p>Our video on the January 2016 outrage posted at</p>	Robert J.	La Trémouille	boblat@yahoo.com	Post Office Box 391412		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/24/19 9:27 PM	<p>PART 2</p> <p>Our video on the December 2016 outrage, at 3:53 minutes into the video present the destruction plans for this area with analysis. The DCR AND CAMBRIDGE want to destroy hundreds of trees in the Wild Area. The plans show EXACTLY one tree NOT DESTROYED, number 535.</p> <p>More destruction is admitted in the last remnants of the 38 year habitat of the Charles River White Geese which, of necessity will be used to truck all that destruction from the Wild Area, with significant harm to the animal habitat which remains in the Wild Area and to the Animal Habitat in the Destroyed Nesting Area, the final remnants of the Charles River White Geese' habitat, along with untold less visible animals who have been crowded into this last vestige of wild life, along with whatever else gets in the way.</p> <p>So the answer, the explanation, is to lie that the project starts at the BU Bridge.</p> <p>For other examples of the outrages from the DCR and the City of Cambridge, please see our analysis of the DCR's destruction plans for Magazine Beach, presented to the Cambridge City Council on June 6, 2017, posted at http://focrwg.com/agenda1.html.</p> <p>The 54 mostly excellent trees doomed in these plans were increased to 56, then 58 and now, apparently 59. Our analysis of the latest part of this outrage is posted at https://charlesriverwhitegeeseblog.blogspot.com/2019/07/recent-photos-from-secret-destruction.html.</p> <p>I could keep on going, and going, and I have in multiple communications to the City of Cambridge / Cambridge City Council. Poisons are being rerouted into the Charles River by blocking drainage which was designed to keep the poisons out of the Charles when those poisons were introduced into the playing fields as part of the 2000's outrages. Further obstacles are being built at the Magazine Beach playing fields to keep the Charles River White Geese from their food there of most of the last 38 years, plus, of course, the poisons.</p> <p>CONTINUED ON PAGE 3</p>	Robert J.	La Trémouille	boblat@yahoo.com	Post Office Box 391412		Cambridge	MA	02139
7/24/19 9:28 PM	<p>I am writing on behalf of the Board of the Cambridgeport Neighborhood Association. We would like to express our support for the priorities and concerns of Magazine Beach Partners, as expressed in the letter which they emailed to you.</p>	Rebecca	Bowie	rsrbowie@gmail.com	Hastings Sq		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/24/19 9:29 PM	<p>3D PAGE</p> <p>And the nonstop lies of environmental sainthood.</p> <p>There is so much very terrible behavior which is normal from the DCR and the City of Cambridge that it is silly here to attempt to go into it all.</p> <p>One bright spot in this outrage has been MassDOT. The legislature tried to protect the Charles River from the Metropolitan District Commission's destructiveness by splitting the Charles River between the DCR and MassDOT. MassDOT has done its job. MassDOT has been the adult in the room standing up to a lot of outrages from DCR and Cambridge. The MDC's "planners" went to the DCR with their irresponsible plans and have been basing outrages on those plans.</p> <p>MassDOT should replace the DCR on the Charles River. The nonsense from the DCR and the City of Cambridge on the Charles River should be ended, not expanded through vague Pablum which includes the false assumption that the DCR is a responsible entity.</p> <p>The DCR's "explanation" is nonsensical claims which give the false impression of professionalism</p> <p>Robert J. La Trémouille Chair, Friends of the White Geese Post Office Box 391412 Cambridge, MA 02139</p> <p>Attachments are not allowed. This comment will be posted at http://charlesriverwhitegeeseblog.blogspot.com/, along with full supporting documentation.</p>	Robert J.	La Trémouille	boblat@yahoo.com	Post Office Box 391412		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/24/19 9:54 PM	<p>As someone who runs the path EVERY DAY (12+ miles), you need to take this seriously. Someone will get *very* hurt soon without drastic changes to the sidewalk area between the Western Ave bridge and the BU Bridge.</p> <p>I have been hit 3x by bikers in the last year, clipped several dozen times a week by people on bike shares and otherwise practically run over by cars blowing the bridge light to Harvard and Western Avenue. Its gotten so bad I'm considering not running anymore.</p> <p>The "path" as it stands is dangerous for a few reasons.</p> <p>1) Bikers are not patrolled and do not obey bike rules at all for pedestrians or runners on the sidewalks. AT ALL. I have proof.</p> <p>2) There's no cops or police presence at all to keep them in check. (Yes I've seen your bike patrols - they're useless.)</p> <p>3) The sidewalks are WAY too thin esp for the uptick in shared bike use.</p> <p>4) E-Bikes, scooters and assisted balance wheels go over 20 mph regularly and buzz by pedestrians within a hairs length every minute. They obey no one and are patrolled by no one. They are essentially motorcycles on the sidewalk masquerading as "assisted bicycles or scooters".</p> <p>5) The Western Ave bridge walk crossing time is 4 SECONDS. The fastest man on the planets cannot run from one side to the other in that time let alone walk. Drivers blow this light every single light threatening pedestrians even more.</p> <p>Take this seriously.</p> <p>You make contact me for evidence.</p>	Andrew	Rollins	savitar_99@yahoo.com	Mt Auburn St		Watertown	MA	02472

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/24/19 9:57 PM	<p>I use my bicycle as my primary means of transportation - I don't own a car, so my bike is how I get around the city. The riverfront corridor is a critical piece of local cycling infrastructure, which means that improvements should be continuous, not piecemeal. To a cyclist, a segment of inferior infrastructure significantly changes the experience and the safety of the entire route. As a result, I strongly support adding a protected bi-directional bike path and separate pedestrian footpath along the *entire* length of Memorial Drive. These updates will be a forward-looking change that will ensure safe access for everyone along the river for many decades to come.</p> <p>Additionally, I support bicycle-specific signals on the Anderson Memorial bridge. Southbound, right-turning cars frequently do not see cyclists, making this intersection potentially deadly.</p>	Amy	Dyer	amy.dyer@littlepond.us	62 Lowden Ave	#2	Somerville	MA	02144
7/25/19 8:35 AM	<p>A protected bi-directional bike path, replacing two travel lanes. Protect existing trees and plant new trees wherever there are gaps.</p>	Nick	Adler	nickcadler@gmail.com	43 Lincoln St	Apt 2	Cambridge	MA	02141
7/25/19 8:40 AM	<p>Hi DCR, My name is Alex Frieden. My family and I use the bike path on the river to get around Cambridge. Right now it is way too small. The path barely can accommodate a bike and a runner crossing, never-mind two box bikes with kids in them passing. There is little room for vegetation due to these limitations.</p> <p>DCR from their website has the following what appears to be a mission statement: "The health and happiness of people across Massachusetts depends on the accessibility and quality of our natural resources, recreational facilities, and great historic landscapes. DCR continues to improve the vital connection between people and the environment."</p> <p>There is nothing in there about managing regional traffic. DCR I hope would make its first priority people using the park and the park itself. Everything else must be secondary, including regional traffic. Based on this, I ask MassDCR to change Memorial Drive to one lane in each direction. Instead of the common two ways in each direction We induce demand when we have more capacity. The added space would allow for a nicer and friendlier path and park for all people to enjoy. I hope you will follow the mission of Mass DCR and bring the park back to the parkway!</p>	Alexander	Frieden	Alex@Frieden.org	4 Lake Street		Somerville	MA	02143

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 9:00 AM	<p>Hi There,</p> <p>I've lived in nearby Somerville for six years now. My husband and I've bought a house and just had a baby girl. We really enjoy walking over to Memorial Drive but would love it even more with a wider river path and fewer car lanes. This would increase not only our enjoyment but the safety of our little girl.</p> <p>Please consider these safer options for families when redesigning this area.</p> <p>Thanks, Allison</p>	Allison	Frieden	allison@frieden.org	4 Lake Street		Somerville	MA	02143
7/25/19 9:18 AM	<p>I've seen Sunday on Memorial Drive when it is taken over by everything but cars, it's a beautiful healthy playground, improving the lives of all around it. You will not hamper mobility of motor vehicles, and instead will decrease traffic and increase multi-modal transit, health and decrease carbon impact if you:</p> <p>Separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street. On the river side the pedestrian path should be no less than 12 feet wide, and bike path should be no less than 14 feet wide to accommodate heavy bike traffic going both directions along the path. Each path should be clearly marked with painted surface and signage – as well as a commitment from DCR to maintain these paths seasonally.</p> <p>Minimize loss of healthy trees and shoreline vegetation, particularly the health of the 100-year old sycamores must be preserved and enhanced. Plant new trees wherever possible so that the number of caliper inches is immediately a net positive upon completion. Tree planting vendors should be held responsible for survival of trees during first 4 years of planting. If cycle tracks need to go on the road in order to retain trees, they should be physically separated from cars.</p> <p>Reduce Memorial Drive to two lanes of opposing traffic with exceptions at critical turning intersections. Eliminate right hand turn option for eastbound traffic onto Western Ave Bridge. There is no reason that cars cannot simply use the JFK bridge or Eliot St. Bridge for this route to Mass. Pike.</p> <p>Safety improvements at the intersections of River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park. These improvements should include, wherever applicable: updated pedestrian and bicycle crossing signals – that reflect the amount of traffic along these routes, bright green paint to demarcate the crossing area</p>	Lisa	Dobbs	dobbs29@gmail.com	36 Moraine Street		Jamaica Plain	MA	02130

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 9:35 AM	<p>The plans presented by DCR at the June 25th do not go far enough to protect pedestrians and cyclists in some of the worst parts of the road, between the traffic circle and River Street.</p> <p>- The concept for the shared use path is too narrow. - Maintaining a four-lane road without any kind of traffic calming means that, during non-peak hours, auto traffic will continue to travel at dangerous speeds, making crossing the road, even at formal crossings, dangerous</p> <p>This would continue to cut Magazine Beach Park off from the rest of Cambridge.</p>	Paul	Fisher	paul@pfish.zone	129 Franklin St. Apt. 301		Cambridge	MA	02139
7/25/19 10:45 AM	<p>I travel through this area multiple times a day for some years to get to and from work, school, etc, and the conditions have gotten worse with little leadership from DCR. We need to move toward a future where cars are not degrading the quality of our parklands and we're advancing climate resilience. I also support DCR turning former MDC parkways over to their respective municipalities. I don't have confidence that DCR will be able to design and implement the kinds of improvements the community needs in a time of climate change.</p> <p>For the design, please consider the following:</p> <p>Replace two travel lanes on Memorial Drive with a protected bi-directional bike path. The extent of pavement should be reduced, not expanded, wherever possible, throughout the study area to avoid impacts to existing landscape. Both the riverfront path and the sidewalk on the north side of Memorial Drive to be designated for pedestrian use only.</p> <p>Plant new trees wherever there are gaps. Maximize canopy cover to shade walkways and bicycle lanes. Develop a comprehensive landscape plan that includes protection and ongoing care of existing trees, careful selection and maintenance of new trees as well as optimal soil conditions throughout.</p> <p>Tear down the Reid Overpass and simplify the intersection by the BU Bridge Rotary. Prioritize bus, bike, and pedestrian motions in the intersection.</p>	Andrew	McFarland	andrewpmcfarland@gmail.com	130 Pleasant Street		Brookline	MA	02446
7/25/19 10:53 AM	<p>- Reduce Memorial Drive to two car lanes along the whole length of the project - Use the reclaimed space to create separate bike and pedestrian facilities - Consider expanding "car-free" Memorial Drive to days/times other than summer Sunday mornings - Improve pedestrian access to the riverbank - Plant more trees along the river</p>	Guillaume	Leclerc	leclerc@mit.edu	18 Russel Street		Cambridge	MA	02140

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 10:55 AM	<p>As a BU professor, I often experience first-hand and hear from colleagues about near misses while walking and biking in and around this project area due to DCR's negligent planning. The existing conditions are unacceptable and threaten the area's safety, access to transportation, and well-being.</p> <p>I support the Memorial Drive Alliance's recommendations, and ask that DCR:</p> <p>Replace two travel lanes on Memorial Drive with a protected bi-directional bike path. The extent of pavement should be reduced, not expanded, wherever possible, throughout the study area to avoid impacts to existing landscape. Both the riverfront path and the sidewalk on the north side of Memorial Drive to be designated for pedestrian use only.</p> <p>Plant new trees wherever there are gaps. Maximize canopy cover to shade walkways and bicycle lanes. Develop a comprehensive landscape plan that includes protection and ongoing care of existing trees, careful selection and maintenance of new trees as well as optimal soil conditions throughout.</p> <p>Tear down the Reid Overpass and simplify the intersection by the BU Bridge Rotary. Prioritize bus, bike, and pedestrian motions in the intersection.</p>	Christopher	Schmitt	caschmit@bu.edu	685 Commonwealth Avenue		Boston	MA	02215

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 10:56 AM	<p>Dear Department of Conservation & Recreation,</p> <p>As a cyclist and resident of East Cambridge, I have been following the improvements that you have been making to Memorial Drive with great interest, as the Cambridge waterfront is one of the most beautiful and easily accessible pedestrian / bike paths in the area.</p> <p>I was disappointed to see that in your plans for Phase III, you had decided against narrowing Memorial Drive from 4 to 2 lanes between the BU Boathouse and Eliot Bridge in Harvard Square. Let me explain why.</p> <p>In this area, there are several chokepoints that restrict pedestrian and cyclist traffic. Most notably, immediately west of the BU Boathouse, there is a section where the sidewalk is constricted to only 3-4 feet, with a railing on one side and the road on the other. If I am cycling, I often must dismount in this area to share the sidewalk with pedestrians, and even then we are mere inches from passing traffic.</p> <p>I hope you will reconsider your plans to leave this dangerous bottle-neck in place.</p> <p>If that is not possible, some other improvements to your plan could be:</p> <ul style="list-style-type: none">-increasing the number of days / times when Memorial Drive is a car-free zone (beyond the current 'only Sunday mornings')-planting more trees on the riverbank for increased shade-improve pedestrian access to the riverbank (in the area of the chokepoint I mentioned there is a possibility to add a completely new path down along the water as a bypass for this dangerous area) <p>Thank you for your work on these important civic improvement projects.</p> <p>Sincerely, James Minor</p>	James	Minor	jcmminor@mit.edu	177 Otis Street Floor 2		Cambridge	MA	02141
7/25/19 11:08 AM	<ul style="list-style-type: none">- Reduce Memorial Drive to two car lanes along the whole length of the project- Use the reclaimed space to create separate bike and pedestrian facilities- Consider expanding "car-free" Memorial Drive to days/times other than summer Sunday mornings- Improve pedestrian access to the riverbank- Plant more trees along the river	Mohammed	AlQuraishi	super_fx@msn.com	16 Trowbridge St.	Apt. 32	Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 11:09 AM	<p>Please prioritize pedestrians and cyclists while planning the memorial drive improvements. In particular:</p> <ul style="list-style-type: none">- Reduce Memorial Drive to two car lanes along the whole length of the project- Use the reclaimed space to create separate bike and pedestrian facilities- Consider expanding "car-free" Memorial Drive to days/times other than summer Sunday mornings- Improve pedestrian access to the riverbank- Plant more trees along the river <p>Thanks!</p>	Jonathan	Behrens	fintelia@gmail.com	115 Hampshire Street		Cambridge	MA	02139
7/25/19 11:10 AM		Andrea	Williams	Alw354@aol.com	176 Appleton		cambridge	MA	02138
7/25/19 11:16 AM	<p>Please reduce Memorial Drive to two car lanes along the whole length of the project and use the reclaimed space to create separate bike and pedestrian paths and to plant more trees along the river. As a cyclist who commutes daily from Kendall Square to Cambridgeport, the bike path along this stretch is frequently dangerous due to the amount of two-way traffic it sees. It would be an enormous improvement if the bike lane and pedestrian paths could be made wider and repaved.</p>	Liz	Martin	eemartin14@gmail.com	150 Allston St		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 11:20 AM	<p>The BU rotary is always a pain to cross as a pedestrian or cyclist. I frequently cycle northbound from the BU bridge to Brookline St through this rotary. But cars traveling westbound along Memorial Drive frequently fail to yield in both light and heavy traffic, making crossing through the rotary very dangerous because the high speed limit (combined with drivers often exceeding the limit) means that westbound traffic is not visible until close to the point of conflict. Additionally, there being two lanes of westbound traffic along Memorial Drive up to the rotary implies that drivers in the rightmost lane have limited visibility of oncoming traffic in the rotary. I have experienced more than one near-collision due to the limited visibility resulting from the two lanes of traffic entering the rotary.</p> <p>Eliminating the overpass and converting the rotary to a signaled intersection would make the park and commuting experience far more pleasant for pedestrians, cyclists, and motor vehicle operators alike. With clear no turn on red signs posted and separate dedicated left turn phases, safety at that junction would be substantially improved. Pedestrians would have far shorter crossing distances and better visibility of traffic, enabling safe and convenient pedestrian access from Cambridge to the greenway via Brookline.</p> <p>I also hope that the plan can be adjusted to narrow the space allocated for cars (currently 40 ft) a bit more to accommodate a slightly widened paved path (12-14 ft instead of 10 ft) without reducing park space. This would only require a 10% reduction in the road width (36 ft instead of 40 ft) but would make the paved path much more pleasant (40% wider).</p>	Favyen	Bastani	favyen.bastani@gmail.com	77 Massachusetts Ave	Bldg 32-G9	Cambridge	MA	02139
7/25/19 11:20 AM	<ul style="list-style-type: none">- Reduce Memorial Drive to two car lanes along the whole length of the project- Use the reclaimed space to create separate bike and pedestrian facilities- Consider expanding "car-free" Memorial Drive to days/times other than summer Sunday mornings- Improve pedestrian access to the riverbank- Plant more trees along the river	Serena	Booth	serena.l.booth@gmail.com	26 Hardwick street	Apt 3	Cambridge	MA	02141

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 11:25 AM	<p>The Memorial Drive Greenway Improvements project is a once-in-a-generation opportunity to reclaim our riverfront for the pedestrians, cyclists, and families who live in Cambridge. Prioritizing commuter traffic over the lives of residents is not going to solve traffic problems but will harm the community.</p> <p>At the same time, there is a choice between making environmentally sound decisions and exacerbating climate change by continuing business as usual. In order to have a livable Cambridge, Boston, Massachusetts, US, and planet we need to take advantage of every opportunity to reduce our reliance on cars and restore our natural environment which lowers temperatures, absorbs carbon from the atmosphere, and provides flooding AND drought resistance in our coming climate crisis.</p> <p>As such, I request the following.</p> <ul style="list-style-type: none">- Reduce Memorial Drive to two car lanes along the whole length of the project- Use the reclaimed space to create separate bike and pedestrian facilities- Expand "car-free" Memorial Drive to days/times other than summer Sunday mornings- Plant more trees along the river with a focus on restoring the river ecosystem <p>You have a choice between doing things as they have been done in a world unaware of climate change and doing things as we need to do them in order to survive the changing climate. Please make the choice that lets the next generation thrive.</p>	Stephen	Strenio	sstrenio@gmail.com	13 Howard Street #3		Cambridge	MA	02139
7/25/19 11:25 AM	<ul style="list-style-type: none">- Reduce Memorial Drive to two car lanes along the whole length of the project- Use the reclaimed space to create separate bike and pedestrian facilities- Improve pedestrian access to the riverbank- Plant more trees along the river	Sanjit	Bhat	sanjit.bhat@gmail.com	27 Lexington Dr		Acton	MA	01720
7/25/19 11:38 AM	<p>Halving the number of car lanes from 2 to 1 per direction on this already congested but vital auto thoroughfare will halve its auto capacity, forcing half of the 20,000 - 30,000 cars currently using the corridor to divert onto secondary roads throughout Cambridge. This will endanger bicyclists and pedestrians who are commuting on those residential streets or who are utilizing literally every Square in Cambridge. Hampshire, Broadway, Putnam and even Mass Ave serve a much greater volume of bicycles and pedestrians than Mem Drive; how can it possibly be sensible to force this large and already vulnerable population of bicyclists and pedestrians to contend with 10,000 additional frenzied commuting cars daily, unquestionably resulting in an increase in the already high number of accidents and deaths of bicyclists and pedestrians?</p> <p>Executive Summary: If you want to kill bicyclists and pedestrians, the best way to do that is to force commuting cars off Mem Drive and onto Hampshire and Broadway.</p>	David	Bell	dcrcomment@mailinator.com	304 Broadway		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 12:07 PM	<p>I am writing you to ask that the Memorial Drive redesign add more space for walking and biking paths and for parkland, and that the redesign achieve this space by reducing the space allocated to cars.</p> <p>The Charles River is a gem in our park network, and the Paul Dudley White paths are a key way the park is used, for transportation and for recreation. However, the current narrow path, shared between people bicycling for transportation, bicycling for recreation, jogging, walking dogs, and other attempting to relax and enjoy the parkland. On many parts of the river paths, much of the available space is dominated by the Memorial Drive roadway.</p> <p>I ask that you:</p> <p>1) Replace two travel lanes on Memorial Drive with a protected bi-directional bike path. Removing these unwanted travel lanes is the best way to make room for separate walking and biking paths of adequate width.</p> <p>2) Plant new trees wherever there are gaps Maximize canopy cover to shade walkways and bicycle lanes. Develop a comprehensive landscape plan that includes protection and ongoing care of existing trees, careful selection and maintenance of new trees as well as optimal soil conditions throughout.</p> <p>Thank you for your consideration.</p> <p>Tom Lamar 66 Adams St, Somerville MA 02145 Chair, Somerville Bicycle Advisory Committee</p>	Tom	Lamar	tflamar@gmail.com	66 Adams St		Somerville	MA	02145

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 12:17 PM	<p>I bicycle from west Cambridge to MIT, and use the Memorial Drive bike path as it is safer than cutting through Cambridge on Mass Ave.</p> <p>The bike path along Memorial Drive has several new and smooth segments (e.g. between River St and Western Ave). However, there are other sections that are in disrepair and need of rework, with many strong bumps and cracks. This causes problems for bicyclists. For example, I currently only bike 2 or 3 days a week, because the shocks and bumps make my wrists hurt (despite adding different handle bars and larger tires) if I were to bike every day. The rest of the week I drive my car the same route, not because I want to, but because I have to. The two segments that have very poor path quality are (1) The segment from River St to the BU bridge, starting from River St to the Magazine Beach Park. And (2) the area between DeWolfe St and Western Ave (primarily because of large dips that require swerving).</p> <p>Finally, the road pavement when crossing Western Ave is very poor, with many potholes and other hazards that make it challenging to navigate safely - as one has to pay attention to both road surface hazards and turning vehicles from Memorial Drive.</p> <p>All of my comments refer to traveling on the path between Memorial Drive and the Charles River.</p> <p>Improvements in the path and road quality would dramatically improve the attractiveness of Memorial Drive path, and help encourage more people to enjoy the beautiful path, and reducing commuter car traffic.</p>	Jorg	Scholvin	jorg.scholvin@gmail.com	155 Lexington Ave		Cambridge	MA	02138
7/25/19 12:23 PM	<p>I am writing to ask that you reconsider the presented plan and add more space for bicycle / multi-use paths, trees and greenspace. I have ridden this terribly neglected path almost daily for over 30 years. The current plan seems to keep the same old completely car-centric use of space. Under it traffic congestion would continue and possibly worsen as even people who might prefer to use bicycles or the daily proliferating electric bikes, scooters, etc. are funneled into driving because the paths in this plan are just not wide enough. The plan also needs more space and better care for trees and parkland. For example, most of the famous Mem. Drive sycamores are in a very poor state. When replacements are planted they usually succumb long before maturity not least from their proximity to the overly wide road. In its present state it also does not do nearly enough to help address the climate emergency we all face. This consideration needs to be a part of all such planning now, not 30 years from now.</p>	Andrew	Morvay	amorvay@fas.harvard.edu	11 Ware St.	#22	Cambridge	MA	02138
7/25/19 12:25 PM	<p>WalkBoston will submit comments via email to DCR staff.</p> <p>Thank you.</p> <p>Wendy Landman</p> <p>Executive Director, WalkBoston</p>	Wendy	Landman	wlandman@walkboston.org	45 School Street	WalkBoston	Boston	MA	02108-3206

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 12:38 PM	<p>I am writing to ask that DCR consider</p> <ul style="list-style-type: none">- Reducing Memorial Drive to two car lanes along the whole length of the project- Using the reclaimed space to create separate bike and pedestrian facilities <p>Memorial Drive is located on a beautiful riverbank and is an important street for MIT students and other residents living on or near MIT' east campus, but it is currently absolutely inadequate for biking. Bikers are forced to share the way with pedestrians on a narrow, tiled path, creating an uncomfortable and dangerous situation.</p>	Aleksejs	Popovs	aleksejs@mit.edu	3 Ames St		Cambridge	MA	02142
7/25/19 12:43 PM	<p>As a Cambridge resident and tax payer, I am 100% in favor of planting additional trees along Memorial Drive Greenway. I suggest adding trees in every space in which they will thrive. I support the goals of Green Cambridge in this and all their efforts.</p> <p>Thank You</p>	Gail	Charpentier	gailcharp@verizon.net	19 Murdock Street		Cambridge	MA	02139
7/25/19 1:21 PM	<p>There is already a great bikeway off of the roadway. I think that it is unnecessary and dangerous to bring bikes onto the main roadbed.</p> <p>Additionally traffic capacity of Memorial Drive needs to be increased not decreased to improve travel. I think it should be brought up to a standard 4 lane road (2 lanes per direction) for the entire length from Mt Auburn Hospital to Boston Science Museum. I think that the improvements for the Greenway should be to install bike/pedestrian overpasses in the vicinity of MIT and Harvard. Overpasses would enable better traffic commute times and safer crossing for pedestrians and bikes with less time waiting for traffic to stop.</p>	Gregory	Nannig	nannig@mit.edu	285 Washington Street		Arlington	MA	02474
7/25/19 1:47 PM	<p>You need to completely separate bike traffic from foot traffic. If that means on the road, then it needs a protected (not just painted) lane of its own.</p> <p>Put the bike path below the bridges when roads cross it so that bike traffic doesn't need to stop, go into the pedestrian area, cross on foot, then walk back to the bike area, then get back on. It's absurd. This is a PRIME opportunity to make the river a good bike path into the city and out.</p> <p>As it is I bike in the area near daily (cambridge, Somerville, Arlington) and I avoid the Greenway completely because it's awful for bikes. Hopefully it won't stay that way forever...</p>	Jeff	Grove	jeffrey.a.grove@gmail.com	12 Alton St		Arlington	MA	02474

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 2:30 PM	<p>Hello,</p> <p>I was both delighted and disappointed during the latest meeting for Memorial Drive Phase III. I liked what I was hearing from most of the presenters, but then there was a disconnect between the speeches and the conceptual plans that were displayed.</p> <p>I encourage you to:</p> <ul style="list-style-type: none">- Separate pedestrian and bicycle pathways along the entire route of Memorial Drive.- Reduce Memorial Drive to 2 lanes of traffic and reclaim that space as green space & recreational space.- Minimize loss of healthy trees and shoreline vegetation. Plant new trees to provide new shade along this section as well.- Improve the safety of all of the intersections, particularly River Street, Western Ave, JFK Street, the Eliot Bridge area, and all entrances/exits to parking for Magazine Beach Park and the BU Bridge.- Add traffic calming features such as raised crosswalks that force slower speeds, not simply encourage them.- Rework the BU Rotary with physically separated bike lanes throughout the entire intersection and an investigation of bus lanes for the 47 & CT2.- Consider the option to remove the overpass at the BU Rotary. This would be a big undertaking, but could restore that area's views, provide better visibility for users, and make that area feel much more inviting to all users.- Match all signal phasing to the rest of Cambridge, with concurrent walk signals, leading pedestrian intervals (LPIs) and No Turn on Red signage at all intersections. <p>The meeting started with DCR's mission statement: "To protect, promote and enhance our common wealth of natural, cultural and recreational resources for the well-being of all." However, many aspects of the plans were contrary to that mission. The plans proposed have too much space and resources dedicated to motor-vehicle traffic. Please put the "park" back into this parkway, and better align with the mission of DCR.</p> <p>Sincerely, Brandon Cardwell</p>	Brandon	Cardwell	brandoncardwell@gmail.com	255 Pearl St #2		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 2:30 PM	<p>As an MIT student, I'm glad that plans are being made to improve Memorial Drive's green spaces. However, I am concerned that the current plan still keeps a busy four-lanes of traffic near the MIT corridor. There have been a number of pedestrian fatalities associated with Memorial Drive, including staff from the MIT Sailing Pavilion (https://thetech.com/2014/11/14/petition-v134-n54)</p> <p>I am writing to ask that Memorial Drive be reduced to a two car lane -- not just at MIT but along the entire length of the project -- using the extra space to create more pedestrian and bike paths as well as safer crossings. I would hate for more accidents to occur as people try to appreciate the new greenspace along Memorial Drive.</p>	Lillian	Chin	ltchin@mit.edu	139 River Street		Cambridge	MA	02139
7/25/19 2:50 PM	<p>I am excited to see changes to this important park resource that changes the focus of the memorial drive greenway from moving cars to the recreation and movement of people. As a state we have made a policy turn to the movement of people instead of the movement of cars and I look forward to the DCR embracing this new direction with memorial drive.</p> <p>It is exciting to see a proposed road diet to one lane in each direction that allows for the expansion of recreational space and the restoration more vegetation long the river bank. I applaud the proposal for a full separated bike path in addition to a walking path. This should be continued through the rest of the project.</p> <p>One lane in each direction with the occasional turn lane where needed from the Eliot bridge to the BU bridge would send a clear message that the DCR is focusing on its namesakes of conservation and recreation. This section of the Greenway is a vital natural resource that needs better access for walking and biking. Even more than the full bidirectional bike path separate from the waking path and a road diet to two lanes with the occasional turn lane this protect needs to focus on the intersection design and connections to other roads that intersect and cross memorial drive.</p> <p>The intersections are busy, dangerous, and focused on moving cars. As Cambridge and Boston move forward with plans like vision zero and promote active transportation for improved public health and reduced carbon emissions, DCR needs to do the same.</p> <p>Ultimately I would like to see a road diet and added separate bike path for the full project. One lane in each direction for cars except for a turn lane where needed. Protected intersections for bikes especially at JFK, Western, River, and the BU bridge. Use the reclaimed space to add trees and improve the natural river bank. Remove the overpass and rotary at the BU bridge and build a smaller simple intersection with protected bike crossings and transit priority for busses.</p>	Ryan	Grams	ryankgrams@gmail.com	48 Magazine st Apt 2		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 2:53 PM	The current memorial drive plan does not give enough space to bikers and pedestrians. Please consider removing an additional travel lane to allow for more green space and room for car-free transport. The DCR is primarily a parks agency and their main goal should be preserving the parks and allowing people to actually enjoy it and not just drive through it.	Gregory	Ely	gregoryely@gmail.com	44 Morrison ave		Somerville	MA	02144
7/25/19 3:10 PM	1. Replace two travel lanes on Memorial Drive with a protected bi-directional bike path. The extent of pavement should be reduced, not expanded, wherever possible, throughout the study area to avoid impacts to existing landscape. Both the riverfront path and the sidewalk on the north side of Memorial Drive to be designated for pedestrian use only. 2. Plant new trees wherever there are gaps. Maximize canopy cover to shade walkways and bicycle lanes. Develop a comprehensive landscape plan that includes protection and ongoing care of existing trees, careful selection and maintenance of new trees as well as optimal soil conditions throughout.	Matthew	Lawlor	matthew.j.lawlor@gmail.com	15 Basto Terrace		Roslindale	MA	02131

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 3:15 PM	<p>I was unable to attend the meeting at the MLK school in June but have looked through the presentation online and would like to express my strong feeling that the proposed design does not adequately address the environmental and safety concerns I heard expressed at the April meeting in Cambridge and that I think should be the primary focus of DCR.</p> <p>I have been driving, biking, walking, and running along this stretch of Memorial Drive for 45 years (I'm 64). Bicycling is my preferred mode, and in my experience the bicycle infrastructure is what is most in need of improvement, particularly at the Western Ave bridge and between River Street and the BU bridge, where the path is much too narrow for current foot and bicycle traffic, let alone for the level of usage we can expect and should encourage in the future, as we try to minimize and respond to climate change. There needs to be a two way bike path, separated from the road and from the pedestrian path, that is wide enough to safely accommodate a mix of commuter and recreational traffic. The road diet proposed in other sections of the project should extend through the whole stretch. Something like Nonantum Rd (I think that's what it's called, by the skating rink, playing fields, and Community Rowing boathouse), with a single line of traffic in each direction, with left turn lanes where needed. (The shared bike/ped path works here but would not be adequate for the increased usage along Mem Drive).</p> <p>The road diet will also allow space for trees to be planted further from the roadway, to have adequate protection from road salt etc. and enough room for roots, so that they will thrive.</p> <p>It would be really forward looking and smart to build underpasses at the bridges and remove many potential modal conflicts....</p> <p>This project is an opportunity for DCR to significantly change Mem Drive into the parkway it is meant to be.</p> <p>FWIW, my preferred design of the 3 suggestions for BU rotary is #2.</p>	Andrea	Williams	alw354lists@gmail.com	176 Appleton		cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 3:36 PM	<p>I'm glad DCR is considering improvements to this important space. I would like to advocate for:</p> <p>1) more times closing memorial drive to traffic. I know Saturday is being considered. But mid-day during the week, when traffic is light enough to fit on Storrow drive, would permit lunchtime recreation.</p> <p>2) streetlamp lighting for the bike lanes. Bike lights are sometimes too weak to show potholes and other hazards on the path, especially with the blinding effect of oncoming car headlights.</p> <p>3) reducing memorial drive to 3 lanes to make more room for pedestrians and bikes, with the middle lane flipping directions morning and afternoon to accommodate changing rush-hour loads.</p> <p>4) a pedestrian crossing lane and/or signal somewhere near Sparks St., which is relatively remote from available crossings.</p> <p>5) Between Lowell and Hawthorn in West Cambridge, Memorial drive and Mt. Auburn St. run nearly parallel with a tiny strip of grass between them. Closing that segment of memorial drive by merging mem drive into mt auburn there would permit the creation of a beautiful riverfront park.</p>	David	Karger	karger@mit.edu	21 Craigie St.		Cambridge	MA	02138

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7/25/19 3:37 PM	<p>I'm glad DCR is considering improvements to this important space. I would like to advocate for:</p> <p>1) more times closing memorial drive to traffic. I know Saturday is being considered. But mid-day during the week, when traffic is light enough to fit on Storow drive, would permit lunchtime recreation.</p> <p>2) streetlamp lighting for the bike lanes. Bike lights are sometimes too weak to show potholes and other hazards on the path, especially with the blinding effect of oncoming car headlights.</p> <p>3) reducing memorial drive to 3 lanes to make more room for pedestrians and bikes, with the middle lane flipping directions morning and afternoon to accommodate changing rush-hour loads.</p> <p>4) a pedestrian crossing lane and/or signal somewhere near Sparks St., which is relatively remote from available crossings.</p> <p>5) Between Lowell and Hawthorn in West Cambridge, Memorial drive and Mt. Auburn St. run nearly parallel with a tiny strip of grass between them. Closing that segment of memorial drive by merging mem drive into mt auburn there would permit the creation of a beautiful riverfront park.</p>	David	Karger	karger@mit.edu	21 Craigie St.		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 3:40 PM	<p>I'm glad DCR is considering improvements to this important space. I would like to advocate for:</p> <p>1) more times closing memorial drive to traffic. I know Saturday is being considered. But mid-day during the week, when traffic is light enough to fit on Storrow drive, would permit lunchtime recreation, and late evenings would create opportunities as well.</p> <p>2) streetlamp lighting for the bike lanes. Bike lights are sometimes too weak to show potholes and other hazards on the path, especially with the blinding effect of oncoming car headlights.</p> <p>3) reducing memorial drive to 3 lanes to make more room for pedestrians and bikes, with the middle lane flipping directions morning and afternoon to accommodate changing rush-hour loads.</p> <p>4) a pedestrian crossing lane and/or signal somewhere near Sparks St., which is relatively remote from available crossings.</p> <p>5) Between Lowell and Hawthorn in West Cambridge, Memorial drive and Mt. Auburn St. run nearly parallel with a tiny strip of grass between them. Closing that segment of memorial drive by merging Mem drive into Mt auburn there would permit the creation of a beautiful riverfront park.</p>	David	Karger	karger@mit.edu	21 Craigie St		Cambridge	MA	02138
7/25/19 3:51 PM	<p>Please consider reducing traffic and increasing the park area along memorial drive. It would easily be the most beautiful part of Cambridge, if not for the constant stream of traffic.</p>	James	Traer	JTRAER@MIT.EDU	61 Brookline Ave		Boston	MA	02215
7/25/19 3:59 PM	<p>Thanks much for your work on improving Memorial Drive as a green space for pedestrians and walkers. I use the existing bikepath on my commute from Somerville to Longwood and would like to advocate for:</p> <p>- Dual direction protected bike lanes, separate from pedestrians and cars.</p> <p>- Keeping as much of the existing trees and greenery as possible.</p> <p>I appreciate the current biking infrastructure but it can be a challenge in the nicer months when it's very hectic with everyone walking and in the winter when it's partially cleared and icy. It's also challenging at the intersections like Western Ave where there is not much time allocated in the light cycling for bike and pedestrian crossing.</p> <p>It would be great if this beautiful part of the city could be more accessible to non-car modes of commuting and getting around so we can reduce the congestion in the city. Thank you for considering my thoughts.</p>	Brad	Chapman	chapmanb@fastmail.com	35 Partridge Ave		Somerville	MA	02145

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 3:59 PM	As a user of the path along the Charles River in Cambridge, and a frequenter to days when Memorial Drive is closed to motor vehicle traffic, I urge you to reconfigure the paths and streets for the needs of people over motor vehicles by converting a travel lane for use by bicycles. - Laura Lynch 105 Walden Street	Laura	Lynch	lcooperlynch@hotmail.com	105 Walden Street		Cambridge	MA	02140
7/25/19 4:32 PM	I would like to offer some comment on the proposed plan for Memorial Drive. We are clearly living through a time when more people are getting around by means other than a car. And it is incredibly important that we do everything we can to increase this trend because folks who are walking and biking cut down on traffic and reduces carbon emissions. Therefore, we need to ensure that bikes and pedestrians safe and equal access to Memorial Drive. The bike and pedestrian path should be expanded.	State Rep. Dave	Rogers	dave.rogers@mahouse.gov	18 Richard Ave		Cambridge	MA	02140

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7/25/19 4:47 PM	<p>The Memorial Drive Greenway includes, or serves as a border to, a riverfront park, along its full length. The focus of the efforts to redesign the Greenway should keep this idea firmly in mind—the priority should be the use of the park for Conservation and Recreation purposes. This means reducing, as much as possible, the use of the Greenway for "highway purposes"--purposes that solely enable commuters to get (rapidly) from A to B through the Greenway. It also means mitigating the impact of cars using the Greenway on the users of the riverfront park by reducing the speeds of the cars, putting in barriers that block sound and absorb heat from the cars, and generally create an environment where cars do not dominate the park-users' experience.</p> <p>With this in mind, as a resident of Cambridge who lives near the Micro Center, I support the following:</p> <ol style="list-style-type: none">1. Limiting Memorial Drive from the Eliot Bridge to the Western Avenue bridge to two lanes of traffic—one each way and limiting it from Western Avenue to the BU Bridge to three lanes—two going towards Western Avenue and one going towards the BU Bridge.2. The inclusion of speed bumps along the full length of the drive to keep car speed to 25 miles an hour and below3. "Pedestrian only" crossing lights at all the major junctions to avoid any potential conflict between cars turning on/off the bridges and pedestrians and other non-car users. <p>Along the full length of the Greenway there should be a significant soft and hard barriers between the roadway and the park.</p> <p>A person walking along the full length of the Greenway should feel like they are walking in a park, albeit an urban one, not along the edge of a highway. The new space for the (protected) park should also include tracks for bikes, electric bikes, and other micro-mobility devices, in addition to a dedicated walking path.</p> <p>The DCR should also consider putting tolls on the Drive and using peak time pricing to discourage the use of the Drive during rush hour.</p>	Guy	Stuart	gdf.stuart@gmail.com	8 Florence Street		Cambridge	MA	02139

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7/25/19 4:59 PM	<p>I am a homeowner and employee in Cambridge. I am also a senior citizen. I walk, drive, and for many years biked in Cambridge. I would like to make comments on three topics: safety and traffic flow, law enforcement, and the environment.</p> <p>1) Safety and traffic flow. We are seeing changes to traffic flow and sharing of rights of way all over the city. Memorial Drive is just one more. At every point where cars, bikes and pedestrians share the space we have danger. Every transition - changing the number of lanes or intersections - makes for more danger. I strongly urge you to separate and then be consistent as much as possible.</p> <p>2) The changes throughout the city have led to increased flaunting of laws of the road, the worst offenders being the cyclists who ignore traffic controls (flying through red lights), take one-way streets the wrong way, and ignore safety precautions like helmets and lights at night. This means that pedestrians and drivers are put in the position of constantly having to keep track of cyclists from any and all directions under all conditions. Unless the police are prepared to enforce road regulations, whatever you do is likely to lead to increased accidents. Law enforcement should be increased.</p> <p>3) Every time you make car traffic more intermittent, you are pouring more pollutants into the air. Keeping things moving is critically important to the air we breathe. Clearly, improving public transit would help. I live in a transportation dead zone for much of the day/wee, which means that I am dependent on my car.</p> <p>The bottom line is that most of what is happening seems to be considering cyclists primarily. I'm glad to encourage that, but the rest of us, pedestrians and people who need transport, need more consideration. As a taxpayer, I am not happy with the balance of choices that is being made in the city. The majority of recent traffic decisions make the city less livable for me.</p>	Karen	Sollins	sollins@comcast.net	29 Fayette St.		Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 5:02 PM	<p>Dear all,</p> <p>I am writing to share my personal perspective and that of my organization: DCR must take advantage of this once-in-a-generation opportunity to rebalance traffic, noise and air pollution on Memorial Drive. We urge DCR and the state to increase to provide protected bicycle infrastructure on Memorial Drive (and other DCR roadways). Such infrastructure should make cyclists safe from motor vehicles and separate cyclists from more vulnerable users, ie. pedestrians.</p> <p>DCR should be converting two of the four motor vehicle lanes on Memorial Drive to allow the many who say, "I would bike if it were safer" to do so. The need for cars will be similarly reduced.</p> <p>Below are excerpts from my letter to the editor published in the Boston Globe, (10/6/2018), co-written with a colleague and fellow Board member, that further explains what our data show. 'I'd rather not be driving' is what the bumper sticker might say</p> <p>Because so many people drive, it's wrongly assumed that those who travel to work by car are not interested in alternatives. In our July 2018 survey of more than 1,000 commuters, 75 percent of people who drive would actually prefer to use other modes, with the majority interested in any form of transit (bus, commuter rail, or subway). So, the greatest transportation challenge is providing sufficient transit and other car-free alternatives to driving for those living outside the more walkable and transit-rich neighborhoods.</p> <p>Also important are policies that encourage these "car-light" travel modes, while modifying demand for driving.</p> <p>Building a comprehensive plan focused on moving actual people, not just cars, will also lead to improved economic and social mobility and better public health. Now, we need political leaders to embrace this vision and move it forward.</p> <p>Janie Katz-Christy, Cambridge</p> <p>Sophie Schmitt, Boston</p> <p>DCR should also consider only allowing HOV vehicles on their roadways.</p>	JANE	KATZ	jkatzchristy@gmail.com	166A ELM STREET N.		N. Cambridge	MA	02140

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7/25/19 5:17 PM	<p>I used to live on Memorial Drive, and I often frequented the greenspace between the road and the river. I always felt like there was enough room to feel safe (in front of the MIT campus).</p> <p>Now that I have moved down to Quincy and drive into work via Memorial Drive, I am concerned with any proposals to reduce the amount of accessible road and make the already bad traffic worse.</p>	Nicole	Schmidt	nikki@tamr.com	43 Terne Road		Quincy	MA	02169

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7/25/19 5:18 PM	<p>Part 1/3</p> <p>Dear Commissioner Roy:</p> <p>The Memorial Drive Alliance is a newly founded group of Cambridge-based environmentalists, tree stewards, cyclists, pedestrians, runners, city officials and members of prominent local community organizations with the shared goal of making the Memorial Drive Parkway a beautiful, safe, vibrant green corridor for the enjoyment of many generations to come. We are encouraged by the attention DCR is giving to the Memorial Drive Greenway Phase III project, and are particularly excited by the opportunity before us to work with your agency to put the "park" back in parkway!</p> <p>The Memorial Drive Alliance consists of:</p> <p>Bike Harvard Boston Cyclists Union Cambridge City Councillors, Vice Mayor Jan Devereux and Quinton Zondervan Cambridge Committee on Public Planting Cambridge Bicycle Safety Cambridge Urban Forestry Task Force Charles River Conservancy Friends of Memorial Drive Green Cambridge Harvard Square Neighborhood Association LivableStreets Alliance Longwood Area Cyclists Mothers Out Front People for Riverbend Park Trust</p> <p>We would like to thank DCR for its continued stewardship of the Boston area's extraordinary green spaces—the legacy of visionaries who advocated for the creation of the metropolitan parks and parklands over 130 years ago. We all agree that these spaces have so much to offer for our city's residents and many visitors. Our alliance seeks to help DCR build upon this agreement and make the restoration of the Memorial Drive Parkway a model that other cities will look to for inspiration.</p> <p>[end part 1/3]</p>	Alex	Auriema	alex_auriema@harvard.edu	125 Mt. Auburn St.		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 5:19 PM	<p>Part 2/3</p> <p>The DCR is tasked with “protecting, promoting, and enhancing our natural resources for the well-being of all.” The renovation of Memorial Drive is an opportunity to transform the quality of life in our City by reducing the overwhelming negative externalities of car automobile congestion. We believe that DCR should be more serious about reducing our reliance on car transit and take a more proactive role in mitigating our most dire existential threat: anthropogenic climate change.</p> <p>The restoration of the Memorial Drive Parkway presents an amazing opportunity to do just that by creating a park that will increase climate resilience for flood-prone areas of our city and safely connect residents and visitors to the Charles River. Reducing dangerous present-day car speeds, protecting and enhancing a historic 120-year-old allée of trees, establishing new tree plantings throughout the corridor, reducing pollution, promoting health, and prioritizing sustainable modes of transportation are important and integral components of our vision, as well.</p> <p>All this can be accomplished by just two innovative and decisive acts:</p> <p>1. Replace two travel lanes on Memorial Drive with a protected bi-directional bike path. The extent of pavement should be reduced, not expanded, wherever possible, throughout the study area to avoid impacts to existing landscape. Both the riverfront path and the sidewalk on the north side of Memorial Drive to be designated for pedestrian use only.</p> <p>2. Plant new trees wherever there are gaps Maximize canopy cover to shade walkways and bicycle lanes. Develop a comprehensive landscape plan that includes protection and ongoing care for existing trees, establishes numerous additional tree plantings that are carefully selected and maintained and provides for optimal soil conditions throughout.</p> <p>end part 2/3</p>	Alex	Auriema	alex_auriema@harvard.edu	125 Mt. Auburn St		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 5:20 PM	<p>Part 3/3</p> <p>The leaders of our Alliance would like the opportunity to meet with the DCR project team during the design development process so that we can discuss our goals in more depth. We look forward to talking with you, to do all we can to put the park back in parkway and plan for a sustainable future. We are excited by the prospect of joining forces with DCR to make the Memorial Drive Parkway as wonderful a regional resource as possible.</p> <p>Respectfully yours,</p> <p>The Memorial Drive Alliance</p> <p>End part 3/3</p>	Alex	Auriema	alex_auriema@harvard.edu	125 Mt. Auburn St.		Cambridge	MA	02138
7/25/19 5:24 PM	I understand you are contemplating narrowing Memorial Drive to one lane in each direction. This would be a very bad idea. The roadway has not enough capacity as-is, and this would turn it into a nightmare. Please do not do this.	James	Kirtley	kirtley@mit.edu	71 Greenough Street		Brookline	MA	02445-6152
7/25/19 5:46 PM	Please improve the bike/pedestrian path by widening it and smoothing it. Make memorial drive 2 lanes to do this.	Ben	Lahner	benlahner@gmail.com	292 Lincoln Street		Allston	MA	02134

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 6:43 PM	<p>I am a Cambridge resident who uses Memorial Drive frequently to commute to Boston by bicycle. I want to live in a city that provides high-quality infrastructure supporting active transit and public transit. This means bi-directional protected bike lanes and separate pedestrian ways on Memorial Drive. It is time to undo the harmful one-hundred-year dominance of multi-ton personal motor vehicles and build efficient and sustainable transportation solutions.</p> <p>I love riding along the river because it's easy to navigate my route and I enjoy feeling connected to fellow residents of Boston and Cambridge who are rowing in the river, practicing trombone on Magazine Beach, walking or riding to Trader Joe's, etc. But the Cambridge and Boston riverfront pathways are, in most areas, crowded and poorly maintained, designed as if a single narrow paved strip can be shared by bike commuters, recreational cyclists, pedestrians, runners, wheelchair users, etc. Recently I spent time in cities in northern Europe similar to Boston in layout and density where the riverfront belongs to people on foot and low-impact transit, rather than being given over to high-speed multi-lane roadways. Let's not let Boston stay mired in the infrastructure ideas of the 1970s, esp. "throughput above all!" Multi modal transportation and healthy urban spaces are the future. I ask the DCR to take advantage of this opportunity to create a new model for urban riverfront spaces and urban transportation in Boston. Build bi-directional protected bikes lines and healthy leisure spaces on Memorial Drive.</p>	Anne	Callahan	rosselli@alum.mit.edu	38 Madison Avenue		Cambridge	MA	02140
7/25/19 6:52 PM	<p>Dear DCR decision makers,</p> <p>With this once in a generation opportunity to remake the parkland along the Beautiful Charles River, I hope you will correct the last generation's mistake of dedicating this park to the automobile. Storrow Drive is a highway on the other side of the River, and there is absolutely no reason to destroy both sides of the river with highways. Although it can seem impossible to reduce the 4 lane highway to 2 lanes because of current congestion, it is essential that you do not build for what we have. Instead, build for what we want to have.</p> <p>You already know this. These are well known principles of urban design. So please bite the bullet and reduce to 2 lanes for cars, re-purposing the other 2 lanes of existing asphalt to a bike highway. This way peds will get their own path and there will be fewer conflicts between peds and bikes. Do this for the entire length of the road.</p> <p>Our earth is heating up and you have the power to reinforce and support mode switch by the infrastructure you design. Right now, peds and bikes complete for a narrow bumpy little path and ride next to a 4 lane highway. You have the opportunity to model what all cities need to do to support sustainable transport and make our cities more livable and friendly to people who are not inside of cars.</p> <p>Thank you,</p> <p>Ruthann</p>	Ruthann	Rudel	rarudel@gmail.com	205R Rindge Ave		Cambridge	MA	02140

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 7:03 PM	As a bike commuter to East Cambridge and a parent of two small child bicyclists. I suggest that we reduce Memorial Drive to two car lanes along the whole length of the project and use the reclaimed space to create separate bike and pedestrian paths and to plant more trees along the river.	Eric	Falke	efalke@mit.edu	33 Clark St		Medford	MA	02155
7/25/19 7:25 PM	<p>I write to underscore the importance of improving pedestrian and bicycle infrastructure as part of the Memorial Drive Greenway Improvements. This project is a wonderful opportunity to redesign an important artery in a way that accommodates users of all means of transportation and improves the safety and usability of this beautiful area along the Charles. Although I am an avid and generally courageous urban cyclist, I do not feel safe in this stretch of Memorial Drive (particularly near the BU Bridge) and opt to carefully teeter along sidewalks that are too narrow to comfortably accommodate usual levels of pedestrian and bike traffic.</p> <p>I urge you to consider the following changes:</p> <ul style="list-style-type: none">- Designated bike lanes in both directions along the entire length of Memorial Drive affected by this project. Clear signage and lane line indications, along with bright green paint to highlight bike lanes, would make cars more aware of cyclist presence and cyclists more aware of the intended usage.- Widened paths in any stretch where bikes & pedestrians need to share a lane. Passing along these heavily trafficked paths is often a dicey proposition!- Better crossing demarcations at intersections with major streets (BU Bridge, River, Western, JFK) and raised, painted crosswalks at entrances/exits to Magazine Beach to improve safety of path users. <p>I recognize that Memorial Drive remains an important thoroughfare for automobile traffic, but I believe we can find a solution that will allow people on foot and non-motorized vehicles to use this area much more safely and comfortably. Thank you for your consideration!</p> <p>Sincerely,</p> <p>Matthew Behlmann Staff Scientist Laboratory for Nuclear Science, MIT</p>	Matthew	Behlmann	behlmann@mit.edu	888 Mass Ave	#511	Cambridge	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/25/19 7:59 PM	<p>Dear DCR:</p> <p>Please implement a road diet for the entire length of the study area in order to create space for (1) separate paths for people walking and bicycling, and (2) additional parkland, in particular, additional and healthier trees.</p> <p>You are making changes that will, in all likelihood, be with us until everyone involved is old or dead. This is a project for future generations. Please keep the next 100 years, not the past 100 years, at the forefront of your mind while working on these designs.</p> <p>Sincerely, Nate Fillmore</p>	Nate	Fillmore	dcr-public-comment@nate-fillmore.com	13 Marcella St #3		Cambridge	MA	02141
7/25/19 9:12 PM	<p>I live in Cambridge and am very excited about the redesign of Memorial Drive. I strongly support dramatic improvements that prioritize people over cars. This DCR parkway is actually designated parkland, but in practice it has become a dangerous highway that hogs our most beautiful river views. It is choking out healthier and safer ways for people to commute and enjoy our outdoor space. Please use this redesign to put Memorial Drive on a road diet -- remove a car lane and make it a lane for people to enjoy and to enable environmentally friendly commuting options.</p> <p>Previous improvements to Memorial Drive (Phases I and II) have made major changes in favor of cyclists and pedestrians. Entire travel and parking lanes have been removed to add separated, wide paths, which are widely used public assets. On Memorial Drive adjacent to MIT, a full parking lane was removed in the early 2000s, which was then transformed in Phase II into a large path, which is major conduit into the booming Kendall Square area. Near the Cambridge Canal, Phase I transformed wide travel lanes into a much thicker park space with separated paths and only one calm travel lane. We need to think and act big to similarly improve Phase III, one of the narrowest paths throughout the entire riverfront.</p> <p>At the last DCR meeting, the agency acknowledged hundreds upon hundreds of comments in favor of separated, wider paths, and calmer, safer traffic conditions. The DCR acknowledged that this is indeed parkland and that the objective of the organization is to enable people to enjoy safe, peaceful recreation.</p> <p>We have prioritized car comfort over the safety of all other users: the pedestrian path is currently bumpy, narrow, and dangerous. People have been killed and seriously injured when crossing this road. We need to make a dramatic change: please listen to the enormous level of feedback and bravely take back land from cars and use it for pedestrians and cyclists!</p>	Christopher	Cassa	ccassa@gmail.com	103 GORE ST #2		CAMBRIDGE	MA	02141

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7/25/19 10:10 PM	The City of Cambridge is pleased to submit comments on the materials presented at the June 25, 2019 Public Meeting on the Memorial Drive Greenway Improvements, Phase III. Due to the length of our comments, they are being submitted directly to Commissioner Roy via email attachment. We look forward to continuing to work with DCR on this critical planning and design initiative, and would welcome the opportunity to meet with DCR staff to review our comments and further discuss details. Thank you very much for your consideration of the City of Cambridge's comments.	Joseph	Barr	jbarr@cambridgema.gov	344 Broadway	Suite 102	Cambridge	MA	02174
7/26/19 12:07 AM	<p>I live in Somerville and work in Kendall Square, Cambridge. I do not and have never owned a car, and get around the Boston area entirely on foot and by bike during all seasons.</p> <p>The bike path along Memorial Drive is a critical piece of bicycle infrastructure for connecting various parts of the city. It will be even more important during the construction on the Boston side of the river over the next decade. In addition, it is one of the finest places for outdoor recreation in Cambridge.</p> <p>I recommend the following changes:</p> <ul style="list-style-type: none">- Reduce Memorial Drive to two car lanes along the whole length of the project area- Use the reclaimed space to create separate bike and pedestrian facilities- Consider expanding "car-free" Memorial Drive to days/times other than summer Sunday mornings- Improve pedestrian access to the riverbank- Plant more trees along the river <p>Furthermore, a road diet is likely to discourage driving (especially in single-occupancy vehicles) and increase safety for pedestrians, cyclists, and other non-motorists. This aligns well with the Boston/Cambridge Vision Zero plans and our climate change mitigation efforts.</p>	Nicholas	Schiefer	nicholasschiefer@gmail.com	80 Webster Ave Unit 2G		Somerville	MA	02143

Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
8/12/19 3:36 AM	<p>Regarding Memorial Drive, I find the current pedestrian/bike path mostly sufficient and would not recommend radical expansion at the expense of traffic. I would like to see the path repaved to remove bumps, and perhaps widened by a foot or two if possible to allow easier passing.</p> <p>I fully disagree with a certain flyer that I saw while biking on the path directing people to advocate for removal of car lanes from Memorial and conversion into trees and a bike track separate from a pedestrian track. That position seems extreme and very unnecessary, and would no doubt cause serious harm to the flow of traffic along an important commuter route.</p> <p>Again, as a cyclist, I find the current design mostly adequate. Thank you.</p>	Joe	X	notarealemail@fakedomain.com	123 Somerville Ave		Somerville	MA	02143
8/13/19 7:53 PM	I commute by bike along Memorial Drive. The greenway is often packed with both bikers and pedestrians, making it very difficult to move safely. I strongly support the addition of a protected bike lane in this area to decrease the congestion on the path and make the area safer for both pedestrians and bikes.	Ellen	Putnam	ellenbputnam@gmail.com	63 Fairfax Street, Unit 2		Somerville	MA	02144
8/14/19 7:54 PM	I am all for improving bike and pedestrian pathways on memorial drive! Especially near the BU bridge to Harvard.	Stefani	Anderson	stefi333@gmail.com	540 Memorial Dr Apt 306		Cambridge	MA	02139
8/18/19 10:06 AM	<p>Here are some key improvements:</p> <ul style="list-style-type: none"> - More trees along the drive to slow cars and create more beauty - playground like DCRs Boston side for families - Separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street. - There's been talk of creating one lane each way. Please do NOT reduce memorial drive to two lanes of opposing traffic as this will funnel cars into the neighborhood- this already is a huge problem with people cutting thru the parking lot of Trader Joe's to get to Putnam to go up a few streets before getting back on Mem Drive. The unintended consequences of this move would be so terrible for these neighborhood streets with children - Lower speeds on Memorial Drive - it's so dangerous turning into and out of Starbucks location. Options could be to include traffic calming features such as raised crosswalks that force slower speeds, not simply encourage <p>Hope this helps.</p>	John	Maycock	jmaycock1974@gmail.com	148 Pleasant St		Cambridge	MA	02139
8/18/19 5:58 PM	<p>Please reduce Memorial Drive to two car lanes along the entire length of the road</p> <ul style="list-style-type: none"> - With the reclaimed space we can create separate bike and pedestrian facilities - Consider expanding "car-free" Memorial Drive to the entire weekend - Improve pedestrian access to the riverbank with more elevated crosswalks - Plant more trees along the river to help Boston reach climate adaptation goals 	Matt	Stempeck	stempeck@gmail.com	65 Avalon Road		Reading	MA	01867

8/9/19 8:42 AM	The bike lane is discontinued at BU boathouse !	Chloe	Delepine	chloedelepine@wanadoo.fr	191 Babcock St		Brookline	MA	02446
8/9/19 9:07 AM	I ride over the BU bridge everyday and am very thankful for the new bike lanes on the round about. It makes it a much safer commute as I'm no longer fighting for space among the cars or having to go on the sidewalk. It would be great if the lanes would be painted green, especially at the intersection. There are two corners where it is still very dangerous as cars try to make a right turn. The first is cars making a right onto Memorial Dr from the bridge and the other is where cars make a right onto Waverly from Brookline St. I personally have been, and have seen others, almost hit by cars numerous times because they don't respect the bike lane, are not paying attention, or just impatient. A sign or some other form of visual reminder of bikers might go a long way towards improving the safety at these intersections. Thank you.	Rodrigo	Garcia	rodrigog@mit.edu	143 Freeman St	3	Brookline	MA	02446

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7/26/19 12:44 AM	<p>I am extremely disappointed by the plans presented at the last public meeting. My commute used to involve biking on the path from DeWolfe to the BU bridge, to eventually get to the green line out to Newton. I biked through the horrid winter of 2015 and I remember having to get off my bike due to ice, walk it off the path, and continue biking on the road. Even then, the path was too narrow and full of bumps and cracks. Ridership continues to increase, so the problems will a lack of space will only get worse. Despite these complaints, biking along the river, sometimes pausing to enjoy a beautiful sunset, was the best part of my commute. I was able to get to work in a sustainable, healthy and enjoyable way. We should be encouraging more people to ride bicycles and walk by designating more space. The separated bike and pedestrian paths near MIT are phenomenal. We should emulate that here, for the entire length of this project.</p> <p>Western, River and the BU rotary need safe pedestrian and biking crossings. It's such a shame to come from the safety of Western Ave only to be thrown out onto a wide car-dominant zone. River Street is being redesigned and will have protected bike lanes and pedestrian improvements; it's time to match the same level of people-oriented design. Use raised sidewalk boundaries, median islands, bright green paint, tighten up the turning radii.</p> <p>We need more green spaces and to give back the waterfront to people. Memorial Drive began as a leisure path for buggies to roll along at a slow pace. Now, it's an expressway. It's an absolute shame.</p> <p>In summary:</p> <ul style="list-style-type: none">- separate bike and pedestrian paths- reduce the number of lanes to two lanes and increase green space- make intersections safer <p>Thank you.</p>	Anne	Tuan	annie.tuan@live.com	129 Franklin Street	Apt 148	CAMBRIDGE	MA	02139

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/26/19 12:50 AM	<p>Thank you for taking the time to evaluate options for the future of Memorial Drive. As someone who lives within a few blocks of Memorial Drive, I use the road as pedestrian, bicyclist, or driver at least once a week.</p> <p>First, I support the proposal to make Memorial Drive a ped/bike park on Saturdays during the summer. This is a tremendously popular space on Sundays, and expanding it to both days would be a huge benefit.</p> <p>Second, I support the placemaking initiatives to add more amenities to parkland areas, such as benches and water fountains, to create more places to pause.</p> <p>In regards to the pathway proposal, I fully support the road diet and separated bike and jogging paths from the Eliot Bridge to Flagg St. The volume of pedestrians and bicyclists using the path currently is significant, and we need to further encourage sustainable modes of transportation and commuting. As a result, I applaud DCR's leadership in proposing a road diet and expansion of the path.</p> <p>Between Flagg St. and Pleasant, I would encourage DCR to evaluate other ideas for expanding the path space and creating separate ped and bike paths. This is a tremendously busy area on the path, and the proposal to widen it by expanding it towards the roadway is inadequate. Traffic moves at over 40 mph at times, and a mere three feet of space between traffic and people on the path is insufficient. I would suggest that DCR evalute a three-lane layout for the roadway that can handle turning movements.</p> <p>Finally, for the BU Bridge Rotary, I support options 2 and 3. In either case, I strongly suggest that a bus priority lane be included in the design.</p> <p>Ultimately, we need to design our roadways to encourage walking, biking, and transit and these priorities should be reflected in the design of Memorial Drive. Thank you.</p>	Nikhil	Nadkarni	nsn220@yahoo.com	11 Ellery St.		Cambridge	MA	02138

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/26/19 5:53 AM	<p>To be maintaining 4 lanes of motor vehicle traffic on this road at this point in time is really foolish. We are in a time when our transportation system is shifting and the need for motor vehicle lanes is diminishing. In addition we need to be reducing our carbon emissions which fewer lanes for motor vehicles will help achieve.</p> <p>This area along the Charles river is the second best natural asset the Boston/Cambridge area has after the harbor. We should be following the lead of other major international cities and make this a more beautiful and accessible riverside by taking two of the motor vehicle lanes and using them for pedestrian and bicycle paths as well as additional trees. Don't squander this golden opportunity to enhance our cities. Think of the Charlesgate overpass and the Emerald Necklace. Which one has withstood the test of time better?</p> <p>Sincerely, Bill McAvinney</p>	Bill	McAvinney	bmcavinney@earthlink.net	12 Douglass St.		Cambridge	MA	02139
7/26/19 10:59 AM	<p>Upgrades should promote active, sustainable forms of commuting like biking and running, while at the same time creating a premier space for outdoor recreational opportunities. Some suggestions in this direction are:</p> <ul style="list-style-type: none">- Reduce Memorial Drive to two car lanes along the whole length of the project.- Use the reclaimed space to create separate bike and pedestrian facilities.- Consider expanding "car-free" Memorial Drive to days/times other than summer Sunday mornings.- Improve bike and pedestrian access to the riverbank.- Plant more trees along the river. <p>Thank you very much indeed for listening!</p>	Gaston	Fiore	gaston.fiore@gmail.com	61 Stickney Rd		Medford	MA	02155

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/26/19 12:08 PM	<p>I tried submitting comments yesterday, and am not sure they went through, since I got a not connected message. Apologies if this is a duplicate. Original message below:</p> <p>I am writing to ask that the DCR do all it can to ensure the safe transit of all modes of transportation - pedestrians, cyclists and motorists. The Memorial Drive project and re-envisioning, which was presented at a meeting I attended at the MLK School in Cambridge - demonstrated some forward thinking on new designs.</p> <p>I support have a safer, more sustainable riverfront, which will mean more attention to all modes of transportation. Too often we prioritize cars. Specifically, I support having a protected bike path in both directions, while ensuring that existing trees thrive AND new ones are planted.</p> <p>I am a resident of Cambridge, and use my bicycle and my car. One reason we chose Cambridge to live is the accessibility for our kids (both of whom attended public schools here K-12 and have now graduated). Our whole family uses bikes, buses and cars to get around. I believe DCR can and should make the roads more accessible and safe for cyclists. As a member of our School Committee and a local elected official, I also have seen the need for improving safe options for all age cyclists. If you grow up cycling, you are more likely to continue as an adult. Yet if a family doesn't feel safe, they will not allow their children to bicycle around the city.</p> <p>I won't repeat all the arguments made by involved groups - I will state that I support the advocacy by the Bike Union, Cambridge Bike Safety, Livable Streets, Green Streets Initiative, and the other organization whose volunteers have worked tirelessly to make our city more friendly and safer for all residents.</p> <p>Sincerely,</p> <p>Patty Nolan</p>	Patricia	Nolan	pattynolanz@gmail.com	184 Huron Avenue		Cambridge	MA	02138
7/26/19 12:32 PM	<p>As a frequent commuter on Memorial Drive, I'd like to request that the redesign of Memorial Drive be done to add a protected bi-directional bike path. Ideally this would be done by replacing two of the current travel lanes to avoid impacting the existing layout. Currently the existing paths and sidewalks are designed for pedestrian use only, and are not suitable for cyclist use. Further, I'd love to see more trees planted to improve shade and protect the soil along these paths.</p>	Ian	Pylvainen	ian.pylvainen@gmail.com	33 Peter Parley Rd Apt 1		Jamaica Plain	MA	02130
7/26/19 7:42 PM	<p>Boston desperately needs more interconnected, adequately sized bike lanes and paths, not more street parking, especially along a scenic river. Hide the cars, stacked vertically and efficiently, in garages, rather than blocking great views, polluting high traffic pedestrian routes, and inefficient wasting space.</p>	Jeff	Reese	jj75com@gmail.com	21 DEXTER ST		MEDFORD	MA	02155

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Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/26/19 8:25 PM	Replace two travel lanes on Memorial Drive with a protected bi-directional bike path. The extent of pavement should be reduced, not expanded, wherever possible, throughout the study area to avoid impacts to existing landscape. Both the riverfront path and the sidewalk on the north side of Memorial Drive to be designated for pedestrian use only.	Breanna	Isley	breannaaa1@gmail.com	31 Cunard St #3		Boston	MA	02120
7/28/19 9:24 AM	I want to emphasize the importance of improving the bikeability of the Memorial Drive Greenway. Biking is healthy, affordable and helps reduce traffic congestion. There are recent studies showing that those who bike or walk to work are more productive in the workplace than those who drive or take the train. Investment in bike infrastructure is essential and would make for a better city.	Jennifer	Fiore	jrgoodhart@gmail.com	61 Stickney Road		MEDFORD	MA	02155
7/28/19 5:54 PM	I would love to see less car lanes and more space for pedestrians/runners/cyclists. I regularly go for a run along Charles River and this portion of Memorial Drive makes it really unpleasant to run on the Cambridge site. I would love to see a wider pedestrian path.	Lucas	Liebenwein	lucasl@mit.edu	90 Webster Ave	Apt 2R	Cambridge	MA	02141
7/29/19 8:28 PM	<p>I'm a driver, pedestrian, and bicyclist that lives in Cambridge. The now-clean Charles River is a gift to the public that we make accessible to .</p> <p>I urge the DCR to reduce Memorial Drive down to one lane in each direction along the entire length of the project to make space for separate bike and runner paths and a more inviting Riverbend park (e.g., with more trees). I use the beautiful new path on Greenough Boulevard 3–5 times a week and I believe a similar road diet for Memorial Drive would pay dividends in making the Charles River a more pleasant place to walk, bike, or picnic.</p> <p>I also encourage the DCR to replace the BU rotary and overpass with a traditional four-way, at-grade intersection. Such an intersection would be safer and smaller, leaving more space for pedestrians on thin sidewalk east of the intersection.</p>	Justin	Mazzola Paluska	justinmp@gmail.com	22 Chatham Street #2		Cambridge	MA	02139-1605
7/29/19 10:07 PM	Please include a protected bike lane and preserve trees in the planning.	Marc	Pelletier	mpellet@hotmail.com	8 Glade Ave, #2		Jamaica Plain	MA	02130

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deadline 7/25/2019 (shaded cell denotes postdeadline)

Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/30/19 9:59 AM	<p>Bike Ban</p> <p>There have been several letters lately to the editor about banning people from the bike path for safety reasons. They don't go far enough. The best way to build public support for the bike path is to start banning people from using it.</p> <p>We should ban fast riders because those Lycra Lunatics area menace to moderate riders. Just like meandering moderates are a menace to slow pokes. Of course slow riders are the most dangerous of all, being a menace to both the Lunatics and the Meanderers, so in terms of safety banning all three should greatly reduce bicycle accidents. But in order to eliminate all accidents and make the bike path perfectly safe for everyone, we need to ban everyone. It's not fair to ban some people and not others. The truth is only by banning everyone will we solve the problem of nobody using the path any more because it's too crowded.</p> <p>Other possible ban-ees include the elderly walkers; too dangerous for them and they can use the sidewalks. Woman with baby carriages are right out. Cargo bikes and trailers take up to much room and ban people using wheel chairs. It's so unfair, why should they get to use wheelchairs when the rest of us have to walk? In winter we ban cross-country skiers, but so not to appear too extreme, we'll lift the ski ban in summer. Don't forget to ban e-bikes; in my opinion, those people are having way too much fun. But I digress.</p> <p>To enforce these new rules I'm suggesting roving gangs of motorcycle vigilantes beating up rule breakers and anyone else we don't like. If anyone from a banned group tries to enter the bike path illegally, we'll kidnap their children and put them in cages. I hear that's very effective.</p> <p>But you know bike riders; they're all a pack of rule breaking, red light running, rail trail riding renegades. Imagine trillions of tricycles criss-crossing our city every second bringing crime and drugs and more crime. They have no respect for the rule of law so we're going to lock them up witho</p>	Andy	Morris-Friedman	morrisfri@aol.com	45 Roosevelt St.		Hadley	MA	01035
7/30/19 6:52 PM	<p>As more people in Boston area choose to walk/bike/run to work (not to mention all those out to enjoy the river front), the path has become dangerously congested. As a regular user of the path along Memorial Drive, I would love to see an widened and improved path that would allow all of us to enjoy it safely. The Memorial Drive Greenway Improvement presents us with an once-in-a-decade/generation opportunity that will impact lives of all users and the cityscape for the better for generations to come. A safe, enjoyable path would also encourage more people to use modes of transportation other than automobiles, thus improving the quality of life for all residents and visitors alike. Please consider widening the path for everyone. Thank you!</p>	robert	kim	rg hkim@gmail.com	134 Chestnut Street		Cambridge	MA	02139

Memorial Drive Greenway Improvements Phase III

Public Comments as of 8/20/2019

deadline 7/25/2019 (shaded cell denotes postdeadline)

Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
7/30/19 8:31 PM	<p>Please</p> <ul style="list-style-type: none"> - Repave bike paths - Consider widening the sidewalk on the Reid overpass. It is too dangerous to go on the car lane with a bicycle and the sidewalk is too narrow to share with other sidewalkers/bikers. - Make a guardrail separating cars and bicycle/walk ways from BU bridge to JFK. Same as between JFK and Eliot Bridge. - Create a better separation between cars, bikes and pedestrians especially by the public pool Magazine Beach. <p>Thanks</p>	Rogier	Landman	landmanr@gmail.com	33 Granville Rd	#2	Cambridge	MA	02138
7/31/19 3:08 PM	<ul style="list-style-type: none"> - Would like to reduce Memorial Drive to two car lanes along the entire length, encouraging reduced traffic flow through Memorial Drive and reclaiming this space as a safer community area and green space - Use the reclaimed space to create separate bike and pedestrian facilities - Improve pedestrian access to the riverbank - Plant more trees along the river 	Paolo	Gentili	pgentili@gmail.com	387 Western Ave		Cambridge	MA	02139
7/31/19 3:40 PM	<p>I don't know if the current Mem Drive plan addresses this, but there's a death trap just west of Harvard Square. After the JFK Street light, there are two lanes, but the rightmost lane runs smack (and I do mean smack) into a lane of legally parked cars, without warning. Motorists have to swerve to get out of that lane in time. I just watch the carnage from the bike lane.</p> <p>Henry Lieberman</p>	Henry	Lieberman	lieber@media.mit.edu	9 Chauncy St. Apt. 12		Cambridge	MA	02138
8/9/19 8:42 AM	The bike lane is discontinued at BU boathouse !	Chloe	Delepine	chloedelepine@wanadoo.fr	191 Babcock St		Brookline	MA	02446
8/9/19 9:07 AM	<p>I ride over the BU bridge everyday and am very thankful for the new bike lanes on the round about. It makes it a much safer commute as I'm no longer fighting for space among the cars or having to go on the sidewalk.</p> <p>It would be great if the lanes would be painted green, especially at the intersection.</p> <p>There are two corners where it is still very dangerous as cats try to make a right turn. The first is cars making a right onto Memorial Dr from the bridge and the other is where cars make a right onto Waverly from Brookline St. I personally have been, and have seen others, almost hit by cars numerous times because they don't respect the bike lane, are not paying attention, or just impatient. A sign or some other form of visual reminder of bikers might go a long way towards improving the safety at these intersections.</p> <p>Thank you.</p>	Rodrigo	Garcia	rodrigog@mit.edu	143 Freeman St	3	Brookline	MA	02446

Memorial Drive Greenway Improvements Phase III

Public Comments as of 8/20/2019

deadline 7/25/2019 (shaded cell denotes postdeadline)

Time	Comment	Name (First)	Name (Last)	Email Address	Address		City	State	Zip
8/12/19 3:36 AM	<p>Regarding Memorial Drive, I find the current pedestrian/bike path mostly sufficient and would not recommend radical expansion at the expensive of traffic. I would like to see the path repaved to remove bumps, and perhaps widened by a foot or two if possible to allow easier passing.</p> <p>I fully disagree with a certain flyer that I saw while biking on the path directing people to advocate for removal of car lanes from Memorial and conversion into trees and a bike track separate from a pedestrian track. That position seems extreme and very unnecessary, and would no doubt cause serious harm to the flow of traffic along an important commuter route.</p> <p>Again, as a cyclist, I find the current design mostly adequate. Thank you.</p>	Joe	X	notarealemail@fakedomain.com	123 Somerville Ave		Somerville	MA	02143
8/13/19 7:53 PM	I commute by bike along Memorial Drive. The greenway is often packed with both bikers and pedestrians, making it very difficult to move safely. I strongly support the addition of a protected bike lane in this area to decrease the congestion on the path and make the area safer for both pedestrians and bikes.	Ellen	Putnam	ellenbputnam@gmail.com	63 Fairfax Street, Unit 2		Somerville	MA	02144
8/14/19 7:54 PM	I am all for improving bike and pedestrian pathways on memorial drive! Especially near the BU bridge to Harvard.	Stefani	Anderson	stefi333@gmail.com	540 Memorial Dr Apt 306		Cambridge	MA	02139
8/18/19 10:06 AM	<p>Here are some key improvements:</p> <ul style="list-style-type: none">- More trees along the drive to slow cars and create more beauty- playground like DCRs Boston side for families-Separate bike and pedestrian paths along entire route of Memorial Drive on both sides of the street.- There's been talk of creating one lane each way. Please do NOT reduce memorial drive to two lanes of opposing traffic as this will funnel cars into the neighborhood- this already is a huge problem with people cutting thru the parking lot of Trader Joe's to get to Putnam to go up a few streets before getting back on Mem Drive. The unintended consequences of this move would be so terrible for these neighborhood streets with children- Lower speeds on Memorial Drive - it's so dangerous turning into and out of Starbucks location. Options could be to include traffic calming features such as raised crosswalks that force slower speeds, not simply encourage <p>Hope this helps.</p>	John	Maycock	jmaycock1974@gmail.com	148 Pleasant St		Cambridge	MA	02139
8/18/19 5:58 PM	<p>Please reduce Memorial Drive to two car lanes along the entire length of the road</p> <ul style="list-style-type: none">- With the reclaimed space we can create separate bike and pedestrian facilities- Consider expanding "car-free" Memorial Drive to the entire weekend- Improve pedestrian access to the riverbank with more elevated crosswalks- Plant more trees along the river to help Boston reach climate adaptation goals	Matt	Stempeck	stempeck@gmail.com	65 Avalon Road		Reading	MA	01867

From: "Blier, Suzanne" <blier@fas.harvard.edu>

Date: June 23, 2019 at 8:04:41 PM EDT

To: "richard.corsi@state.ma.us" <richard.corsi@mass.gov>

Subject: request for the Memorial Drive renovation

Dear Mr. Corsi,

Thank you for reaching out on the Memorial Drive renovation, I am unable to attend the upcoming meeting on Memorial Drive because of a conflict. However I have several suggestions.

1. I am a runner and it is very important that we have a separate running path with along Memorial Drive (and/or along the river) – one that is level and made from a porous material. The other day while I was running I was hit by a bike. It is unfair to ask runners and bikers to share the same small space. Thanks!
2. Can we please add some drinking fountains? – and get DCR to fix the one that is in front of the Cambridge Boat House? Thanks!
3. Is there a way to add internal metal or plastic poles on memorial drive at the key cross streets that could be operated by computer – e.g. lowered and raised by someone during those periods when traffic is stopped on Sunday. It would make this closure less costly – and more likely to keep Sunday Memorial drive closure during more months each year.

Thank you for considering this.

Cordially,

Suzanne Blier

5 Fuller Place, Cambridge

From: Loutzenheiser, David <DLoutzenheiser@mapc.org>
Sent: Wednesday, July 10, 2019 10:12 AM
To: Parenti, Jeffrey (DCR)
Cc: Bourassa, Eric
Subject: Mem Drive Phase 3 comments

Hi Jeff,

Here are my comments regarding Memorial Drive Ph 3 per the [presentation](#) posted.

Eliot to JFK

I am strongly supportive of the road diet concept here. The existing path is approximately 6 feet wide, and the road diet will allow the needed space to create a proper path as shown in your drawings. The Hawthorn St pedestrian crossing will have significant safety improvements with two fewer travel lanes to cross.

JFK to Flagg St

I recommend that DCR propose a road diet in this section as well, between JFK and Western Ave.

The travel times west of Western Ave as described are low to moderate in peak hours, with the exception of queuing at Western Ave. I do understand that the intersections of JFK and Western will likely require two lanes on the approach. However reducing to two total lanes between the intersections is recommended.

The Weeks Footbridge signal is a significant pedestrian crossing of Mem Drive, and a road diet in this section could reduce the cross section to two total lanes with the opportunity for a median refuge island

BU Rotary

Please continue to refine and focus on Alternative 2. I believe this is the best option to reduce pavement, speeds, and provide additional space for parkland next to the river as well as proper separated bike and walk facilities.

What is missing

I do not see a mention of how the design will resolve the narrow sidewalk section between the BU Bridge and Boathouse? It's unacceptable in it's current form as many users must use the vehicle on ramp itself. Please add design concepts for this section. One alternative is to widen the sidewalk significantly narrowing the 22 foot wide (roughly) ramp.

Best,

David

Please be advised that the Massachusetts Secretary of State considers e-mail to be a public record, and therefore subject to the Massachusetts Public Records Law, M.G.L. c. 66 § 10.



July 23 2019

Office of Public Outreach
Department of Conservation and Recreation
251 Causeway Street, 6th floor
Boston, MA 02114

Re: Planning for Memorial Drive Greenway Improvements—Phase III, follow up to June 25 meeting

Dear Office of Public Outreach:

Magazine Beach Partners (MBP) looks forward to Phase III of DCR's improvements to Memorial Drive parkway, both those that are adjacent to Magazine Beach Park, and the improvements to the paths along the river leading to and from the park. We share your vision that the project can increase the amount and amenity of the green space and non-automobile elements of the parkway.

As you know, bicycle and pedestrian paths along Memorial Drive have been an integral aspect of the Park renovation plans, and it is important that those plans be followed during Phase III of the Greenway Improvements.

The future of the B.U. Rotary/Reid Overpass will have a great impact on Magazine Beach Park. The current congestion poses a multifold burden on the Park: it limits and discourages access to the Park, and it is a source of noise and air pollution that Park visitors and Cambridgeport neighbors, both, experience. Accomplishing the immediate goal of clearing the congestion is crucial. Please make promised tactical urbanism paint and sign changes to the rotary ASAP. Let's see how and if they change things.

The longer term goal, endorsed by MBP, of creating a Grand Junction link, will significantly improve access to the Park. The current Greenway improvement plan should facilitate the eventual creation of the Grand Junction connections and anticipate others as well.

The impending I-90 project heightens the need for the Phase III improvements between the B.U. Bridge and the Western Avenue Bridge. The Memorial Drive parkway and path can expect to see significantly increased auto and bicycle traffic. We urge you to model alternative Memorial Drive roadway configurations so that lane reductions and rotary

202 Hamilton Street, Cambridge, MA 02139 (617) 868-0489 www.magazinebeach.org

Directors: Cathie Zusy, President, Ken Carson, Clerk, Marge Amster,
Brian Conway, Richard Garver, Decia Goodwin & Heather Saforrian

configurations can be informed by their implications for traffic on local streets, congestion levels and other considerations.

Pending this analysis but anticipating traffic increases created by the I-90 project, we recommend that Memorial Drive roadway improvements be phased: reduce the car lanes on Memorial Drive west of JFK Street or Western Avenue now (where there is less traffic). Do it from JFK Street or Western Avenue to the BU Bridge after I-90 construction and other local buildouts in Allston and Watertown, if this makes sense then.

We embrace the Memorial Drive Alliance's vision of more park and less parkway, and investment in public transportation that will encourage commuters to get out of their cars and find other ways to get to work. But we are pragmatic. Currently, many Cambridgeport neighbors can't leave their homes during rush hour, because of congestion at the BU Rotary. Until other means of commuting to work are available and congestion at the BU rotary is solved, we can't take away travel lanes.

We look forward to working with you to extend the Greenway Improvements in a way that improves both access to the Park and the experience of enjoying the Park, all with an eye to even greater future Greenway improvements. Thank you.

Sincerely,

Cathie Zusy
President, Magazine Beach Partners

Dear Commissioner Roy:

The Memorial Drive Alliance is a newly founded group of Cambridge-based environmentalists, tree stewards, cyclists, pedestrians, runners, city officials and members of prominent local community organizations with the shared goal of making the Memorial Drive Parkway a beautiful, safe, vibrant green corridor for the enjoyment of many generations to come. We are encouraged by the attention DCR is giving to the Memorial Drive Greenway Phase III project, and are particularly excited by the opportunity before us to work with your agency to put the “park” back in parkway!

The Memorial Drive Alliance consists of:

- Bike Harvard
- Boston Cyclists Union
- Cambridge City Councillors, Vice Mayor Jan Devereux and Quinton Zondervan
- Cambridge Committee on Public Planting
- Cambridge Bicycle Safety
- Cambridge Urban Forestry Task Force
- Charles River Conservancy
- Friends of Memorial Drive
- Green Cambridge
- Harvard Square Neighborhood Association
- LivableStreets Alliance
- Longwood Area Cyclists
- Mothers Out Front
- People for Riverbend Park Trust

We would like to thank DCR for its continued stewardship of the Boston area’s extraordinary green spaces—the legacy of visionaries who advocated for the creation of the metropolitan parks and parklands over 130 years ago. We all agree that these spaces have so much to offer for our city’s residents and many visitors. Our alliance seeks to help DCR build upon this agreement and make the restoration of the Memorial Drive Parkway a model that other cities will look to for inspiration.

The DCR is tasked with “protecting, promoting, and enhancing our natural resources for the well-being of all.” The renovation of Memorial Drive is an opportunity to transform the quality of life in our City by reducing the overwhelming negative externalities of car automobile congestion. We believe that DCR should be more serious about reducing our reliance on car transit and take a more proactive role in mitigating our most dire existential threat: anthropogenic climate change.

The restoration of the Memorial Drive Parkway presents an amazing opportunity to do just that by creating a park that will increase climate resilience for flood-prone areas of our city and safely connect residents and visitors to the Charles River. Reducing dangerous present-day car speeds, protecting and enhancing a historic 120-year-old allée of trees, establishing new tree plantings throughout the corridor, reducing pollution, promoting health, and prioritizing sustainable modes of transportation are important and integral components of our vision, as well.

All this can be accomplished by just two innovative and decisive acts:

1. **Replace two travel lanes on Memorial Drive with a protected bi-directional bike path.**
The extent of pavement should be reduced, not expanded, wherever possible, throughout the study area to avoid impacts to existing landscape. Both the riverfront path and the sidewalk on the north side of Memorial Drive to be designated for pedestrian use only.
2. **Plant new trees wherever there are gaps** Maximize canopy cover to shade walkways and bicycle lanes. **Develop a comprehensive landscape plan** that includes protection and ongoing care for existing trees, establishes numerous additional tree plantings that are carefully selected and maintained and provides for optimal soil conditions throughout.

The leaders of our Alliance would like the opportunity to meet with the DCR project team during the design development process so that we can discuss our goals in more depth. We look forward to talking with you, to do all we can to put the park back in parkway and plan for a sustainable future. We are excited by the prospect of joining forces with DCR to make the Memorial Drive Parkway as wonderful a regional resource as possible.

Respectfully yours,

The Memorial Drive Alliance



CRWA

Saving the Charles River since 1965

July 25, 2019

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

Re: Memorial Drive Greenway Improvements, Phase III

Dear Commissioner Roy:

Charles River Watershed Association (CRWA) appreciates the opportunity to provide input on the redesigning of the Memorial Drive pathways from the BU Boathouse to the Eliot Bridge. CRWA attended the public meeting hosted by DCR on June 25, 2019 and provides the comments below on the presentation provided by the project team. Overall, we support the project's goals of habitat enhancement using native plants, enhancement of the tree canopy, and improved drainage of the area using green stormwater management. In addition, CRWA sees this project as a great opportunity to invest in resilient communities and a healthy river ecosystem.

Stormwater Management

As you are aware, the project site currently drains into the Charles River. Therefore, under the Lower Charles River Nutrient Total Maximum Daily Load (TMDL), the project will be required to meet a 65% phosphorous reduction goal. The presentation noted that the project would prioritize expanding greenery and road diets where feasible, but more information is needed to understand how this reduction in impervious cover and redevelopment will meet the 65% reduction goal. CRWA recommends the use of nature-based solutions (i.e. green infrastructure) be considered when designing the project, ideally using native drought resistant fauna. Green infrastructure would assist with water infiltration, stormwater management, and improved water quality, as well as reduce temperatures and support wildlife.

Five areas of concern and target areas for improvement were highlighted in the conceptual phase of the project for stormwater management at the public meeting. CRWA recommends the following with regard to these:

- Development of a project-wide stormwater management plan for demonstrating compliance with the TMDL requirements.

- Use of permeable surfaces for bike and pedestrian paths located along the banks of the river.
- Conducting of a sub-watershed-level drainage planning study to demonstrate TMDL compliance.

CRWA is happy to be involved in ongoing conversations and collaboration on Green Infrastructure design and stormwater management as this project moves forward.

Public Access

Preservation of current mature tree canopy and increase should be prioritized. Intrusion to the existing tree line should be avoided specifically from the Flagg Street to Pleasant Street section. CRWA recommends looking into alternatives to avoid intrusion into the tree line, such as reducing the bike path or shifting the lanes of traffic further away from the River edge. More information about the composition of the soft surface jogging path would be helpful as this area (from Eliot Street to JFK Park to Flagg Street) could utilize additional greenery and/or permeable materials.

River Bank

The Charles River bank is critically important to the health of the River as it serves to protect the River from pollutants and provides habitat for wildlife. The project should therefore include additional information regarding how the project will interface with the river bank. Bank restoration alternatives should be considered, specifically in the Flagg Street to Pleasant Street section where the project is expected to impact the riverbank.

CRWA looks forward to receiving additional information about the project design and stormwater management plan. If you have any questions please feel free to contact me or Pallavi Mande, our Director of Watershed Resilience, at pmande@crwa.org.

Sincerely,

A handwritten signature in black ink that reads "Nishaila Porter". The script is fluid and cursive, with the first name being more prominent than the last.

Nishaila Porter



CITY OF CAMBRIDGE

Community Development Department

IRAM FAROOQ
*Assistant City Manager for
Community Development*

SANDRA CLARKE
*Deputy Director
Chief of Administration*

KHALIL MOGASSABI
*Deputy Director
Chief of Planning*

Leo P. Roy, Commissioner
Department of Conservation and Recreation
Office of Public Outreach
251 Causeway Street, 6th Floor
Boston, MA 02114

May 9, 2019

Dear Commissioner Roy:

Thank you for the opportunity to work with you on the plans for the Memorial Drive Phase III Improvement Project. We are delighted about the opportunity to enhance the public space along the Charles River, improve access and connections from Cambridge to the Charles River, and improve conditions for users on the Dr. Paul Dudley White Bike Path with increased safety for all.

Please find our initial comments articulated below. We look forward to working with you closely on the details as the project advances. In addition, please see attached a copy of a previous letter sent by our Department of Public Works regarding some more immediate issues to be addressed. Also, we would like to note that the Cambridge Conservation Commission has an added level of oversight that will be important for any work that is done in this corridor.

General

- Improve access to the riverfront for people of all ages and abilities by improving existing connections for people walking and cycling to and from Cambridge neighborhoods, and creating new connections where needed. Improve safety and access for all users, particularly at the major intersections.
- Analyze the roadway cross-section to reassign and rationalize space.
- Reconfigure or replace the BU Rotary.
- Expand and improve the Dr. Paul Dudley White Bike Path and create a separate walking path wherever possible.
- Improve opportunities for both active and passive amenities that encourage visitors to linger and enjoy the riverfront.
- Improve pedestrian scale lighting along the paths and sidewalks.
- Connect to recent and current projects (Western Avenue, River Street, Grand Junction Path).
- Improve the public realm with streetscape improvements and amenities throughout, including enhancing public accessory facilities (benches, recycling bins, water fountains, etc.).
- Expand public access to the water by providing places where canoes and kayaks can launch and land.
- Improve treatment of the water's edge for stability and erosion management.
- Enhance the landscape environment through additional tree plantings along Memorial Drive and the Charles River and ensuring that new trees are cared for during their establishment.

- Ensure that the iconic London planetrees that line Memorial Drive are properly protected during construction and that the postconstruction environment creates a landscape environment where they continue to sustain for future generations to enjoy.

Reference Plans and Related Projects

By way of reference, we would like to put this project in the context of existing plans and policies, as well as ensuring good coordination between projects. These are in addition to the DCR's own Charles River Basin Master Plan and Charles River Basin Connectivity Study.

- [Cambridge Vision Zero Policy](#)
- [Cambridge Complete Streets Policy](#)
- [CAMBRIDGE RIVERFRONT PLAN: Reconnecting People to the Water](#)
- [Cambridge Bicycle Plan](#)
- [Cambridge Transit Strategic Plan](#)
- [Cambridge Pedestrian Plan](#)
- [Cambridge Urban Forest Master Plan](#)
- [Cambridge Climate Action Plan, 2018 update](#)

Key Coordination Projects

Memorial Drive Phase III will directly interface with a number of completed, ongoing, and future projects including the following:

- The 100% designs for the River and Western bridges, which were created in 2013 but are expected be updated before the bridge reconstruction/rehabilitation takes place.
- The already complete Western Avenue project. Considerations for Memorial Drive Phase 3 include the transition to the separated bicycle facility, as well as lane configuration and signal timing and coordination to allow for safe pedestrian and bicyclist crossings and efficient traffic flow (including MBTA buses and other transit).
- The ongoing River Street design process – Memorial Drive to Massachusetts Avenue, which will include separated bicycle facilities and potentially bus priority features as well as an enhanced pedestrian environment.
- Willard Street stormwater outfall – Mount Auburn Street to Charles River.
- Grand Junction Path – Memorial Drive to Cambridge Street. This project includes planning for the connection to the Paul Dudley White path and eventually across the River. This design project will address the near-term connection to Paul Dudley White, possibly as a surface street connection given the constraints near the Memorial Drive end of the corridor including the underpass. In the long-term there is a need to create a more direct, separated connection under the overpass (currently too narrow for two tracks and a multi-use path) and across the Grand Junction bridge to the expanded path system from the Allston I-90 project.
- The MBTA/MassDOT/DCR near-term designs for bus priority leading up to and potentially across the River Street bridge.

- Immediate and long-term planning and design of signal timing for “the box,” which has been discussed in the past but has been committed to for study related to the upcoming I90 Allston Interchange project.
- DCR’s Mt. Auburn Street Corridor study with short and longer-term recommendations for reconfiguring Mt. Auburn at Fresh Pond Parkway, Gerry’s Landing, and connections to the Paul Dudley White Path.

Roadway and BU Rotary

- Investigate tools and opportunities for speed management throughout the corridor.
- Consider a road diet – can the curb-to-curb width be reduced in any location(s).
- Reconsider the limited-hours parallel parking on Memorial Drive east of Hawthorn Street.
- Improve sidewalks on the north side of Memorial Drive, widening them where appropriate. This would include management tools for protecting the trees, as the roots are contributing significantly to poor sidewalk conditions.
- Review locations of vehicular left turn lanes and pull off lanes, both relative to existing and potential future development on the north side of Memorial Drive.
- Ensure ADA accessibility and Universal Design.
- Incorporate design work developed for the area near the Eliot Bridge, as part of the Mt. Auburn Street Corridor study.
- Reconfigure or replace the BU Rotary with modern intersection treatments for all modes.
- Ensure that there are safe, separated spaces for people walking and biking.
- Analyze options for creating bus priority facilities for the #47 bus.
- Consider options that are compatible with Magazine Beach circulation patterns.
- Specifically evaluate additional pedestrian crossing options near the retail destination at the Trader Joe’s/Microcenter site. There is a long gap of crossing opportunities and high desire lines; in the future, this site may be redeveloped, potentially with residential uses as well, which would add to the demand.

Dr. Paul Dudley White Bike Path

- Enhance the conditions and celebrate the historic value of the Dr. Paul Dudley White Bike Path.
 - Add special signage to identify the path and its significance.
 - Provide separate paths for walking and biking with a 12-foot path for cycling and an 8 to 10-foot path for walking. Shoulders should be soft surface for running.
 - Where the available right-of-way does not permit separation, provide a 14-foot wide path for shared use.
 - Consider using permeable paving wherever feasible.
 - Add root barriers to ensure stable path surfaces and reduce the need for maintenance.

- Ensure that the Dr. Paul Dudley White path and any adjoining pedestrian paths are well-lit for safety and comfort of users.
 - Consider lower scale lighting to enhance conditions for walking and cycling.
 - Use dark sky friendly fixtures and color temperature.
- Maximize the continuity of the bike path:
 - Provide safe, continuous paths and address gaps in the system, e.g. on either side of the BU Bridge.
 - Consider options for constructing portions of the Paul Dudley White path under bridges (the “underpasses”) wherever possible (as at Eliot bridge and at the south side of the BU Bridge).
- Plan for the connection between the proposed Grand Junction Path and the Greenway.

Supporting Facilities

- Provide more water fountains, recycling bins and trash cans, both in heavily used areas such as opposite the Harvard Dorms, and at intervals along the full length of the path.
- Work with Cambridge city staff to select good quality bicycle racks, and locate them at convenient places along the path, particularly near gathering areas.
- Include funding and spacing for additional Bluebikes stations. Please coordinate with the City of Cambridge on this.
- Consider providing public bathrooms, e.g., near the JFK Bridge Eliot Bridge and Magazine Beach.
- Consider opportunities for additional exercise equipment along the multiuse path.
- Create areas for small scale sports - badminton, croquet, horseshoes, etc.
- Consider whether there may be appropriate locations for food trucks, perhaps near JFK bridge.

Landscape Design

- Reinforce and extend the “road-in-a-park” character referred to in the “Cambridge Riverfront Plan” (2011).
- Include landscape types of varied character: large and small spaces, wooded areas, grass lawns, areas framed by trees and open at their edges, as appropriate to use and location.
- Provide canopy trees, especially for shade and urban heat island issues, as well as low vegetation in selected portions of the riverfront.
- Preserve broad river views at significant locations.
- Create additional riverfront lookouts or projecting decks.
- Incorporate input from Urban Forest Master Plan.
- Increase the connectivity of landscape treatment between Cambridge’s city streets and that of Memorial Drive.
- Improve habitat for birds, insects, fish, mammals, and plants.

- Restore vegetation at the river edge.
- Erosion control: address eroding gullies, e.g. at the area opposite the Harvard dorms.

Events

- Consider extending the schedule of Memorial Drive weekend closures.
- Consider opportunities to support additional engagement opportunities, such as the occasional games sponsored by the Charles River Conservancy.
- The Head of the Charles is probably the biggest event held in the greenway. Consider changes that could further enhance this event.

Infrastructure

- Consider utility relocation to improve health of existing trees where appropriate, or to create new places where they could be planted. E.g. the steam line at the intersection with Cowperthwaite Street.
- Reconstruct manholes and utility access points so that they are flush with grade, e.g. in the lawn opposite the Harvard dorms.
- Please provide information about any expected utility upgrades that might affect design, scope, or phasing.

Maintenance

- Conduct more regular and thorough cleanup of trash on the banks and in the shallow water of the river.
- Coordinate with adjoining municipalities to remove trash from the river.
- Trim low growth where it intrudes into the running trail, for example opposite Hawthorn Street.

We would be happy to meet with you or your staff to review these issues and discuss opportunities at any point. We will also plan to reach out to coordinate on the specific projects underway as noted above.

Thank you.

Very truly yours,

Iram Farooq, Assistant City Manager for Community Development
Community Development Department

Joseph Barr, Director
Traffic, Parking & Transportation Department

Owen O’Riordan, Commissioner
Department of Public Works

From: Nathanael Fillmore <nf@4e46.net>

Date: July 25, 2019 at 8:05:10 PM EDT

To: leo.roy@mass.gov, Richard Corsi <richard.corsi@mass.gov>, Richard Corsi <richard.corsi@mass.gov>, jay.livingstone@mahouse.gov, "Hecht, Jonathan (HOU)" <jonathan.hecht@mahouse.gov>, marjorie.decker@mahouse.gov, mike.connolly@mahouse.gov, joseph.boncore@masenate.gov, patricia.jehlen@masenate.gov, sal.didomenico@masenate.gov

Cc: Cambridge Bicycle Safety <info@cambridgebikesafety.org>, info@bostoncyclistsunion.org

Subject: Note on Memorial Drive

Dear Commissioner Roy, Project Manager Corsi, Representatives, and Senators:

I am writing in regard to the Memorial Drive Greenway Improvements Phase III. Thank you for your work on this project to date, and, in particular, for your openness to implementing a road diet for part of the project area. Please implement a road diet for the entire length of the study area in order to create space for (1) separate paths for people walking and bicycling, and (2) additional parkland, in particular, additional and healthier trees.

You are making changes that will, in all likelihood, be with us until everyone involved is old or dead. This is a project for future generations. Please keep the next 100 years, not the past 100 years, at the forefront of your mind while working on these designs.

Sincerely,
Nate Fillmore

Stephen H. Kaiser
191 Hamilton St.
Cambridge Mass. 02139

To : Office of Public Outreach, DR, Attention Rick Orsi, Planning Office
[<https://www.mass.gov/forms/dcr-public-comments>]

From : Stephen H. Kaiser

Planning for Memorial Drive Riverfront Improvements - Phase II

Thank you for the opportunity to comment on Phase II of the Charles River Master Plan, with its focus on Memorial Drive and the riverfront. It is good to see that the 2014 Master Plan remains vital and is moving forward, at a time when most state agencies and municipalities do not have master plans and have no clear direction for where they are going.

The Charles River has a long history of admirable planning, going back to the work of civil engineer John Freeman who went further than the landscape planners in imagining the possibilities of a Charles River basin extending from Everett Circle to Wintertown as one continuous water front. The addition of a new dam nearby extended the ability to preserve the river during major flood events and combined sewer overflows to improve water quality.

The river needs a plan to provide for cars, bikes, pedestrians and even compatible transit. Vehicle speeds should be reduced to the speed limit 35 mph, with safety for all modes improved. Not all Master Plans are beneficial: it was a Transportation Master Plan by Boston University over a decade ago that changed the B Bridge lane pattern --causing traffic congestion at the Reid rotary and remaining a threat to the Cambridgeport neighborhood.

We must proceed with the massive Harvard land development in Allston, with a possibility for 15 to 20 million square feet of new development. Extensive work must be done by Harvard and MassDOT to ensure that transit services from all directions to a new West Station are excellent, and that Allston and Cambridgeport are not flooded by large amounts of new vehicular traffic. DR can help other state decisionmakers by setting transit excellence as that parkways along the Charles River are not swamped with traffic. traffic overloading of the Mass Turnpike should be an additional concern.

State computer models showing minimal new trips by transit and massive new volumes of traffic must be abandoned. For practical reasons DCR must proceed on the assumption that existing traffic volumes will be served, but no more. It must proceed with an awareness that the intersection of Memorial Drive and River Street is the primary bottleneck, rivaled only by Western Avenue. The extremes of building new bridges across the River or reducing the width of Memorial Drive by half for its entire length must be avoided.

It is vital to understand that the difficulties created on the BU bridge and at the Reid rotary should be seen as a warning and a learning experience that we should benefit us all. The problems of the past year were the result of reducing the capacity of the BU bridge, especially for traffic coming from Cambridge. The current bottleneck is Commonwealth Avenue in Boston, recently rebuilt by MassDOT. There is no major problem with the Reid rotary that needs changing, other than refinement of pedestrian crossings. The overpass was built in 1940, with the leadership of MDC Parks Engineer William Reid. The structure is in need of immediate maintenance attention and a continuing maintenance program. Lane reductions are possible on the overpass.

To the extent that Memorial Drive has locations with higher accident histories than average, much of the problem is attributable to high vehicles speeds, drivers who ignore the poorly posted 35 mph speed limits, and a prevailing lack of enforcement of speeding violations. The high speeds and noise from vehicles is an irritant to parks users, and is "tolerable" only because it is less than the din created by the very high speeds on Soldiers Field Road and the Turnpike. Lane reductions can help reduce both vehicle speeds and road noise.

I can recall a time during my MDC days when signs posted along the parkways declared that they were for "pleasure vehicles only," and not trucks and buses. With today's congested traffic it is difficult to imagine the automobile as a pleasure vehicle under conditions of creep-and-beep traffic. However, the MDC should respect its traditions of producing a pleasurable trip for cars, small trucks, pedestrians, bikes, skaters and whoever else may be using the parklands along the Charles River. Thus working towards making the riverfront more of a "visual delight" should be seen as a traditional goal worth continuing.

On a recent bike trip along the Charles up to Watertown, I was stunned by lack of tree maintenance and the damaged hulks that are struggling to survive. Large areas of the riverfront near Pleasant Street are devoid of trees, and there are large gaps in the London Plane/Sycamore line

of trees. Many of these may have been damaged during sewer construction back in the 1970s. The trees are survivors and have battled back from disease as well as construction impacts. If you start with a set of improvement priorities for Memorial Drive, it would be hard to find a more pressing goal than a good tree planting and maintenance plan.

With the river such a vital aesthetic element in the corridor and with improvements in water quality the river should be more visible in many areas, although riverbank vegetation is important as well. All street light and traffic light posts should be painted dark "MDC green," not silver. Thought should be given to installing sidewalk lights on both sides of the road, with a priority for sidewalks, with light spillback onto the road. Today's street lights light up the road, with almost no lighting spilling over onto the riverfront path. The contrast between blinding headlights from cars and the pitch dark riverfront path is astonishing.

THE IMPORTANCE OF HISTORY

The DCR study should contain a chapter on the history of park development along the Charles River. In 1945 a Cambridge Planning Board Transportation plan showed overpasses at River, Western and Anderson bridges. In the 1960s 100% complete plans were prepared for three underpasses on Memorial Drive, before massive citizen protest stopped the plan.

There is an understandable urge to try to take back parkland that has been paved over to make roads for cars in cities. There is value in looking for alternatives to the car and especially good transit when new development is proposed. At the moment we do not have a strategy for protecting our parkways from being overrun, and pavements expanded, nor do we have a strategy for identifying where sections of Memorial Drive might be narrowed or travel lanes reduced. Memorial Drive has existed as four ten-foot-wide lanes since the 1920s. Are all of those lanes needed for traffic and – if lanes are removed – what are the likely traffic consequences ??

A good rule is to avoid the "one-size fits all" syndrome. Memorial Drive does not need to be treated as a uniform, continuous pavement that is four, three or two lanes wide. There are some sections of existing Memorial Drive that can exist without congestion with only two lanes. There are other sections that could have two through lanes and a left turn lane for one direction. In an area like River Street and Western Avenue, I cannot conceive of a lane reduction being possible, because of the heavy flow of traffic coming to and from the Turnpike.

To understand today's traffic flow, we should be aware that the traffic lights on the Cambridge and Boston sides of the River Street Bridge are coordinated. The same goes for the traffic lights on both sides of the Western Avenue Bridge. However, Western and River are not coordinated. I urge that for the purposes of traffic signal timing, the four intersections at River and Western on both sides of the river should be analyzed together to understand how best to make them work for traffic, bikes and pedestrians. There is evidence of wasted time and conflicts at all four locations. Is it possible to find ways to improve ped/bike crossings with less conflict ?? I urge that the Memorial Drive study extend its perspective to the Boston side -- only for signal timing and coordination.

Thus, the River and Western Avenue section with its "Quad" intersections should be considered without lane reductions. However, every other section of Memorial Drive should be evaluated for study of possible lane reductions. A key criterion --and not a very radical one -- is whether sections of Memorial Drive can operate without congestion, with one or two lanes removed.

AN INTERESTING HISTORY OF 47 YEARS OF LANE REDUCTIONS

The earliest example along the Charles River is the Longfellow Bridge, which between 1960 and 1972 had three ten-foot lanes in each direction. One day in 1972, the lanes were repainted, with two 12-foot lanes, and a bike lane. No permission was requested and none given. For decades such an arrangement existed successfully until the recent reconstruction of the Longfellow Bridge, when sidewalks were widened and another lane was removed.

Over a dozen years ago, Cambridge Parkway in East Cambridge was narrowed. Inbound Memorial Drive near MIT was narrowed to remove two lanes, including a parking lane. Memorial Drive ramps out over the river near the Longfellow Bridge had one lane removed and the space used for a bikepath. About a decade ago the BU bridge was reduced from four lanes to three lanes plus bikelanes. This original arrangement done by the MDC was reasonably successful. Within the past half-dozen years, the Anderson Bridge with four lanes was reduced to three lanes plus two bike lanes ... JFK Street in Cambridge reduced to three lanes ... Western Avenue on its approach to Memorial Drive a few years ago reduced from four lanes to three lanes with a cycle track. The Harvard Bridge remains four lanes, but the lanes were narrowed to create ad-hoc bike lanes on both sides of the bridge. The River and Western Avenue Bridges remain without bike lane markings.

Eliot Bridge remains as four lanes, and there have been no lane reductions on upstream bridges to Watertown Square. However, four-lane Nonantum Road in Brighton and Newton had

become a tension-ridden and often unsafe speedway for traffic coming from the Turnpike. A two- and three-lane plan was developed by DCR to remove one and two lanes from very selected areas of Nonantum Road, and the result appears to indicate lower vehicle speeds and improved safety. On the Watertown side, Charles River Upper Road was once four lanes, with one lane as a parking lane. Now there are two travel lanes, a parking lane and two bike lanes. This arrangement works well.

In some cases a separate bikepath replaced breakdown lanes. In 1973, the MDC used a resurfacing contract to remove two continuous breakdown lanes on Soldiers Field Road between the BU Bridge and River Street. Protected pullover slots were installed instead, and the Boston side of the Paul Dudley White bikepath was built.

From the record we can see an extended history of the MDC and DCR working to identify inefficiently used highway pavement and to remove such lanes to be used as either bike paths or added parkland. There is no reason why this illustrious history cannot be continued in evaluating the future arrangement of Memorial Drive between the Reid overpass and Eliot Bridge. Such planning must be informed, as noted above, by the recent experience of traffic problems on the BU Bridge (by others) and the need to recognize at all times the Turnpike traffic volumes in the River Street and Western Avenue area.

Except for River and Western, we should begin with a recognition that all other locations deserve to be investigated for possible lane reductions. No decision on any location should be made until we recognize the implications for cars, bike and pedestrians. The most difficult location for lane reduction may be at Anderson Bridge and Memorial. The existing traffic arrangement appears to work well, and pedestrian crossing times seem to be working. Let us take a look and see what a lane reduction would mean. Other intersections where three lane arrangements might work is at Peasant Street, DeWolfe, and near Ash Street. Coming to and from Eliot Bridge, two lanes may be adequate. At the Reid overpass, the overpass could easily become one lane each way with a shoulder: the merges at either end of the bridge would become much smoother and safer. All four ramps could be painted down to one lane as an option, but only if the BU Bridge & Commonwealth Avenue problem is straightened out.

PARKWAYS ARE NOT PUBLIC WAYS

One fascinating thing to think about is the 1928 court decision that determined that any roadway built on park land by a parks agency is not a public way. This means there is no obligation

for driveway access, although the agency may choose to issue a permit. Because park roads are not public ways, they can be shut down for any reason by the DCR -- for public events like Esplanade concerts, running races or walks for charitable causes. The automobile driver does not have a right of access to drive along a parkway. He is given permission, but if the road is used for another purposes, there is no right of appeal.

The parkway becomes a special roadway that is built on parkland. The land underneath Memorial Drive is still parkland. As a parks agency, DCR has an obligation to see that parkland is not used for unnecessary pavement, so the recent decades of lane reductions have been consistent with the agency mandate and the court record.

Sincerely,



Stephen H. Kaiser, PhD
MDC Planning Office 1970-74
Bikepath Planner 1972-74

cc. Cathie Zusy, Magazine Beach Partners,
Cambridgeport Neighborhood Association

Phase III of the Memorial Drive Project, from the BU Bridge Rotary to the Eliot Bridge

We, the undersigned, urge you to leave two car lanes going both ways from the BU Bridge Rotary to the Eliot Bridge.

- Memorial Drive is already achingly backed up with traffic at many hours of the day.
- Turning into retail establishments would back up traffic even more.
- Drivers would take alternate routes, thus adding vehicles and pollution to residential neighborhoods.
- Memorial Drive is used by people to get into and out of Cambridge – and many cannot ride bicycles or walk to their destinations, including the hospitals across the BU Bridge.
- A large percentage of the population can never ride bikes due to age, illness, disability, and must rely on cars, as many destinations have no public transportation options.
- The Mass. Turnpike Cambridge exit is scheduled for renovation and repair. Traffic nightmares are already bound to worsen on surrounding roadways, such as Memorial Drive.

NAME

ADDRESS

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Nancy Rosen	194 Linwood Ave.	Newton MA 02460
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NAME

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Iris M. Fanger	" " " " "
Doug Bird	" " " 02138 #15A
Alpine C. Bird	" " " 02138 #15A
Michael Magruder	" " " #7A

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NAME

ADDRESS

<u>Eissa Qureshi</u>	<u>1010 Memorial Drive NE, Cambridge</u>	<u>02138</u>
<u>Herbert Gramm</u>	<u>" " 11C "</u>	<u>"</u>
<u>Jacob Romanow</u>	<u>" " 5F "</u>	<u>"</u>
<u>Frank Moya</u>	<u>" " 7C "</u>	<u>"</u>
<u>Sheila Corbett</u>	<u>6 Garden Lane #1 Waltham,</u>	<u>02452</u>
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<u>Myma Lohr</u>	<u>85 University Ave apt 110 Westwood MA</u>	<u>02090</u>
<u>Walt Roman</u>	<u>1010 Memorial Dr, 5G Cambridge</u>	<u>02138</u>



CITY OF CAMBRIDGE

TRAFFIC, PARKING, + TRANSPORTATION

Joseph E. Barr, Director
344 Broadway, Suite 102
Cambridge, MA 02139

July 25, 2019

Leo P. Roy, Commissioner
Department of Conservation and Recreation
Office of Public Outreach
251 Causeway Street, 6th Floor
Boston, MA 02114

RE: Memorial Drive Greenway Improvements, Phase III

Dear ^{Leo}~~Commissioner~~ Roy:

We are pleased to see the Memorial Drive Greenway Improvements, Phase III project advancing. Below please find our comments on the proposals as presented at the June 25th, 2019 public meeting; we have also attached a copy of our initial comments from May for your reference. We would welcome the opportunity to meet with your staff to review more details of the project as this work progresses.

General

We appreciate the attention to key goals that we share, including improvements for people walking and bicycling, and highlighted considerations for tree canopy/landscaping and water quality. Memorial Drive is an important resource for the Cambridge community in a variety of ways, and we are excited that you are moving forward with this important effort.

Data and Categorization

- While vehicle, pedestrian, and cycling volumes and key vehicular approaches have been shown at public meetings and presented along the corridor or on cross-streets, we suggest that existing conditions and ridership data on MBTA bus routes that cross the corridor be included, in both the peak hour and all day. Transit signal priority or short bus lane treatments may improve the ability of cross streets to move more people and intersection designs may be able to accomplish goals of moving more people safely and more sustainably.
- We have additional bicycle count data in this area that could be helpful in adding to the understanding of use in this corridor; we will share these separately with project staff.
- Although Memorial Drive is an important recreational resource, we would note that walking and bicycling are primarily elements of transportation and only

secondarily recreational elements (as they are categorized in slide 16 of the meeting presentation).

Roadway

- We are conceptually supportive of implementing road diets in this area, to the extent that they do not result in unintended consequences on local residential streets. We would like to review the detailed traffic analyses and expectations of impacts for each section of this corridor. Our initial thoughts are that the section of Memorial Drive between JFK Street and the Eliot Bridge seems to be most promising candidate for this treatment, while other sections may present more challenges. We would note that the left turn restrictions at JFK Street have been extremely successful and we would like to ensure that those are maintained. Turning movements at each intersection will need to be part of the detailed analyses, particularly in terms of determining which segments (or portions of segments) may be candidates for a road diet. We would also like to understand the potential impacts during the Allston Multimodal Project construction period.
- We would like to understand how the previous designs for the Gerry's Landing area/Eliot Bridge/Fresh Pond Parkway intersection will be incorporated into this plan.
- The design of the intersections at Western Ave and River Street needs to be considered in the context of the "box" of four signals on both the Cambridge and Boston sides of the Charles River as discussed in the Allston-Multimodal Project process. In addition, the multimodal design of these signals and intersections should be coordinated with the already completed Western Avenue reconstruction, the ongoing design effort for the River Street reconstruction (construction could start late 2020), the near-term planning with MassDOT and MBTA for bus priority on Storrow Drive and the River Street Bridge, and the needed River Street and Western Avenue bridge reconstructions. This requires interagency coordination on the analysis and design of the River St and Western Ave intersections. We are scheduled to meet with staff from MassDOT, the MBTA, the City of Boston, and DCR on August 8th to discuss this and other coordination items, but more extensive coordination is needed between the agencies to discussed detailed analysis and design.

Reid Overpass and B.U. Rotary

- We noted that bus priority treatments – lanes and signal priority -- for Routes 47 and CT2 were not presented at a conceptual level, although the overall goals encourage considerations for transit. We strongly encourage that you to consider opportunities for bus priority designs at this location in the early concepts.
- We appreciate design considerations that enhance conditions for people walking and bicycling, as those are particularly challenging in this area.
- We do not believe that removing the Reid Overpass would provide benefits that warrant such a significant change.
- We would like to propose that you undertake a feasibility analysis of a double roundabout design. We have some ideas on this that we would be happy to

convey and work with you on; we will follow up directly with project staff on these concepts.

Dr. Paul Dudley White Bike Path

- The design of the path along Memorial Drive should take into account the anticipated future reconstruction or rehabilitation of the River Street and Western Avenue bridges.
- The bullets that follow are a reiteration of our initial comments with some additional notes and added emphasis to highlight areas of particular concern.
- Enhance the conditions and celebrate the historic value of the Dr. Paul Dudley White Bike Path.
 - Add special signage to identify the path and its significance.
 - Provide separate paths for walking and biking with a 12-foot path for cycling and an 8 to 10-foot path for walking. Shoulders should be soft surface for running.
 - Where the available right-of-way does not permit separation, provide a 14-foot wide path for shared use.
 - **Consider using permeable paving wherever feasible.**
 - Add root barriers to ensure stable path surfaces and reduce the need for maintenance.
 - Ensure that all paths used by people walking and bicycling are constructed with materials that allow for snow clearance during winter conditions.
- Ensure that the Dr. Paul Dudley White path and any adjoining pedestrian paths are well-lit for safety and comfort of users.
 - Consider additional lower scale lighting to enhance conditions for walking and cycling.
 - Take into consideration how oncoming headlights and glare from motor vehicles impacts path users at night, and think about how this can be mitigated through design, plantings, etc.
 - Use dark sky friendly fixtures and color temperature.
- Maximize the continuity of the bike path:
 - Provide safe, continuous paths and address gaps in the system, e.g. on either side of the BU Bridge.
 - Consider options for constructing portions of the Paul Dudley White path under bridges (the “underpasses”) wherever possible (as at Eliot bridge and at the south side of the BU Bridge). This is another area for coordination with the future reconstruction of the River Street and Western Avenue bridges.
- Cambridge is engaged in the design of the multi-use path alongside the Grand Junction right-of-way, with phased construction expected to begin in spring of 2021. In the nearer-term (i.e. before a regional connection can be made across the Grand Junction bridge), an on-street or other connection will need to be designed to connect with the Paul Dudley White Path via an enhanced connection at the Vassar Street crossing and/or via Waverly Street and other streets to the BU Rotary. The DCR designs should coordinate with this on-street design connection in Cambridge, and also

take into consideration the greater expected bicycle and pedestrian activity with the construction of the Grand Junction Multi-Use Path. In addition, the DCR project should either advance or not preclude an off-street path connection in the area of the Boston University Boat Club building between the proposed Grand Junction Multi-Use Path for when the multi-use path is able to be extended underneath Memorial Drive and the Paul Dudley White Bike Path.

North Side Path

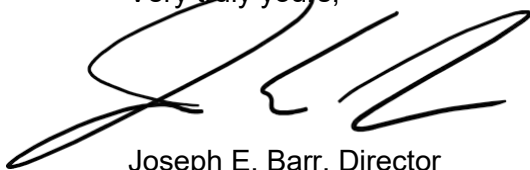
- Consider treatments for this side of Memorial Drive as a multi-use path that serves local/adjacent destinations. At a minimum this could include smooth paving and a design that prioritizes the path use as it crosses driveways and side streets (e.g., raised crosswalks at side streets).
- Evaluate and redesign existing driveways as needed, to ensure that driveway widths and geometries are consistent with the goals of increasing safety for cyclists and pedestrians and lowering speeds for vehicles entering and exiting and roadway.

Trees and Plantings

- Consider innovative treatments for ensuring that trees are protected during construction.
- Incorporate planting details to help ensure that newly planted trees will thrive in the proposed conditions, particularly during the critical early establishment period when they are most vulnerable.

We look forward to continuing to work with you on this critical planning and design initiative, and would welcome the opportunity to meet with you or your staff to review these issues and discuss details. Thank you very much for your consideration of these comments.

Very truly yours,

A handwritten signature in black ink, appearing to read 'J. Barr', with a stylized, flowing script.

Joseph E. Barr, Director

cc: Rick Corsi, DCR
Jeff Parenti, DCR
Iram Farooq, City of Cambridge
Owen O'Riordan, City of Cambridge