

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

Time	Comment	Name		Email Adress	Address	City	State	Zip
4/9/19 11:51 AM	<p>re: Memorial Drive Greenway Improvements, Phase III --</p> <p>there are lots of stretches of this greenway that become dicey on a bike. without a mountain bike, it's not likely to be a comfortable or safe experience biking from the museum of science to brighton, for example, on the greenway. some of the newer stretches around MIT are great, but the rest are kind of all over the place. making it all more obvious where bikes/peds should each go while repaving neglected stretches would go a long way in making something good even better!</p> <p>thanks, yurij</p>	yurij	lojko	ukrainianboyscout@gmail.com	18 lawrence st	medford	MA	02155
4/11/19 12:19 PM	<p>1. We need more water fountains along the path all the way up to Watertown for runners. There are only 2 (one at the MIT boat house) and one at the Cambridge boat house.</p> <p>2. The Memorial drive park at Harvard Square (right of the bridge as one faces Allston) should have an exercise area similar to the one near B.U. Two reasons for this: -1) fitness, and 2) it would bring more people here doing active things and this would cut down on people sleeping here and doing graffiti</p> <p>3. related to greenway improvements: could we add a kind of memorial drive "pole" system that could be run from a switch so that Sundays the poles simply could be raised automatically at 10 AM and lowered at 4PM. This would not only save money but might more easily allow Memorial Drive to remain open on Sundays from March through December (or even year around).</p>	Suzanne	Blier	blier@fas.harvard.edu	5 Fuller Pl.	Cambridge	MA	02138

### Memorial Drive Greenway Improvements, Phase III

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deadline May 9, 2019

4/11/19 2:51 PM	<p>I am excited about the redevelopment effort on the Memorial Drive Greenway. I strongly support the development of separated pedestrian and cycling paths that are distinct, even if it means the loss of a lane on Memorial Drive.</p> <p>The current paths are inadequate and dangerous, particularly near the BU bridge. The paths put pedestrians in the same spots and cyclists in very narrow, bumpy roads, and it is unsafe. This is one of the most heavily used stretches of the river for pedestrians.</p> <p>Along the opposite side of the river, construction will span many years and push a great volume of runners, pedestrians and cycling commuters over to the Cambridge side. We need to be adequately planning for this increased traffic and planning for the future with rapidly increasing yields of biking and walking throughout the city.</p> <p>Major previous overhauls of Memorial Drive (adjacent to MIT) have sacrificed a full parking lane to dramatically improve paths. Please be similarly bold and courageous, and implement a road that works for all users, not just cars.</p>	Christopher	Cassa	ccassa@gmail.com	103 GORE ST APT 2	Cambridge	MA	02141
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4/11/19 9:05 PM	<p>Regarding the greenway improvements, I just have two things I would like to contribute since I was unable to attend the meaning today.</p> <p>1. I think it would be great to have the bike path light up at night either by street lights or smaller solar powered lights. With the cars on memorial drive, the car headlights make the path actually very dark because the headlights can blind your eyes.</p> <p>2. As you get closer to the BU bridge, the green grass that separates the curb and bike path is smaller. Because of this, I see way more pedestrians attempt to cross memorial drive instead of using the pedestrian bridge. Maybe we could have signs mentioning that the pedestrian bridge is available "in x number of feet" or something like that. Something to stop pedestrians from trying to cross memorial drive without a crosswalk.</p> <p>Thanks for the consideration.</p> <p>Best, Erin</p>	Erin	Dipersio	erindipersio@gmail.com	22 Royal St, Apt 2	Allston	MA	02134
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4/11/19 9:10 PM	<p>As student at Harvard Medical School, I have taken the Mem Drive Greenway by bicycle every day since 2012 from my home at MIT. It is a harrowing route through the BU Bridge rotary. Thankfully, Mem Drive has seen substantial bike improvements along MIT's campus, which I have happily benefitted from. The BU bridge has also had some upgrades.</p> <p>However, work remains unfinished in the most dangerous part of the route: the BU bridge rotary and the path connecting the bikeway to the BU bridge. The BU bridge itself, despite improved bike lanes, remains very dangerous for cyclists at the on-ramp from the rotary and at the outlet onto Comm Ave in Boston.</p> <p>The unfinished path between the bikeway and the bridge is a dilapidated sidewalk, presenting difficult, uneven surfaces for cyclists to climb along a sidewalk path barely wide enough for two people to walk side-by-side. Next to the path is a very busy motorway -- one false move, either against the difficult surface or when challenged with other cyclists and pedestrians on the path, can throw vulnerable cyclists or pedestrians right into fast-moving oncoming traffic. The motor on-ramp to Mem Drive from the rotary is unnecessarily wide and should be easily narrowed to accommodate a wider pedestrian/bike path approaching the bridge. This is the logical next step.</p> <p>Things are also difficult getting onto the BU bridge from the rotary. To get into the bike lane, one must cross the intersection (which is not difficult) and compete with drivers ramping onto the bridge (this IS difficult). This corner is very dangerous for cycles because cars frequently try to get southbound onto the bridge traveling side-by-side (the on-ramp is supposed to be only one-lane wide). Cars do so by cutting into the bike lane on the right. This results in many near-miss side-swipes for cyclists, including myself. The lanes on the bridge itself would also benefit from protective posts to prevent distracted drivers from cutting into the lane.</p>	Allison	Hamilos	allisonhamilos@gmail.com	500 Memorial Drive	Cambridge	MA	02139
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4/11/19 10:16 PM	I'm sorry that I was unable to come to the meeting due to a family emergency. I now work at MIT and frequently use this section of the path to get to and from Harvard square and have previously used the section to commute on to BU. Most of the sections of this path especially the section approaching the BU bridge is far too narrow for cyclists and pedestrians and needs to be widened. In particular the most harrowing section of the path is the section between the boathouse and the bridge. This section is unbelievably narrow and it is challenging to even walk my bicycle if there is a pedestrian walking in the other direction. In addition, due to the extremely wide lanes cars accelerate out of the rotary extremely quickly making traveling on this section of path even more harrowing. I'm very concerned that with the Allston interchange work significant bicycle and foot traffic will be diverted to this section of the path that woefully insufficient.	Gregory	Ely	gregoryely@gmail.com	44 Morrison ave	Somerville	MA	02144
4/12/19 7:16 AM	I am a resident of Watertown, and I commute to Brigham Women's Hospital every day (except during the dead of winter). I am an enthusiastic supporter of the proposed Memorial Drive Greenway Improvements. There is an urgent need to widen and improve the bike path from the Eliot Bridge to the BU Bridge all the way to Commonwealth Avenue. This section of the path sees very heavy use both by pedestrians and cyclists, and is quite congested to the point of hazard during the morning and evening rush hours. Widening the bike path, fixing potholes, and marking a center line (as is done at Greenough Blvd). will make a huge difference. But there is another even more urgent issue: the signage and traffic light control at River Street and Western Avenue is confusing to the point of being quite dangerous for pedestrians and cyclists alike. Improving the bike path must be accompanied by active measures to make these busy street crossings safer. Thanks for your consideration.	Thomas	Michel	thomas_michel@hms.harvard.edu	29 Winter Street	Watertown	MA	02472
4/12/19 9:39 AM	I'd like to see Memorial Drive go on a road diet, and be shrunk down such that it is far more bike and pedestrian friendly.  Even better would be to close it to cars all year round, instead of only on Sundays in the warm months.	Jeff	Byrnes	jeff@somervilleimby.org	294 Summer St	Somerville	MA	02144-31

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4/12/19 3:25 PM	<p>In regards to Memorial Drive Greenway Improvements:  The BU bridge intersection requires improvements for cyclists and pedestrians. I cycle and run this route nearly everyday and without fail motorists believe that they should be able to turn right onto Memorial drive while the pedestrians have the right of way. Despite the no right on red sign, there are constantly motorists trying to perform this maneuver and it is highly dangerous for pedestrians and cyclists.</p> <p>Additionally, the pathway between Magazine street and the BU bridge is not wide enough to accommodate both cyclists and pedestrians safely. Since Memorial drive is unsafe to cycle on and there are no protected bike lanes, this path is crucial for cyclists.</p>	Sarah	Kassenaar	sarahkassenaar@gmail.com	2 Mead st., Apt #2	Allston	MA	02134
4/14/19 9:02 PM	<p>Follow up to 4/11/19 meeting. The stretch of memorial drive between Magazine St. and the shopping center presents real pedestrian safety issues: There is a strong desire to cross between Riverside Boat Club, particularly when visiting crews are presnet, and the pool when it is open on one side and the shopping center on the other, particularly those going to starbucks or looking for toilets. In non-rush hours, cars are at high speed in this stretch because there are no traffic lights between Pleasant St and Vassar St. Riverside BC had a near tragedy today. Please explore methods to improve the safety for people who will always cross here because the ped bridge and the Pleasant St ped crossing are too far away for convenience.</p>	richard	Garver	richardgarver@gmail.com	23 monmouth court	Brookline	MA	02446

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4/15/19 8:32 PM	<p>The Memorial Drive Greenway is an essential connection for cyclists, runners, and pedestrians. The current path between the BU and Eliot bridges is too narrow, in poor condition, and with unsafe street crossings. The reconstruction of the path should address all of these issues with a universal 10 foot minimum width, a smooth and resilient surface with a commitment to ongoing maintenance, and protected intersections at each of the street crossings that prioritize path users. This latter element is essential and requires physical infrastructure and signaling that minimizes the street crossing distance and maximizes the amount of time path users have to cross, including concurrent crossing signals. Efforts should be made to slow traffic on Memorial Drive while maintaining throughput, and good signal design at the bridge intersections is essential to eliminate the backups and blocking of the intersections (including the path crossings) that happen regularly at all of the bridges today. Thank you for taking on this crucial effort.</p>	Seth	Federspiel	seth.federspiel@gmail.com	26 Lombard Rd	Arlington	MA	02476
4/15/19 10:33 PM	<p>Dear planners,  I am strongly hoping that this revision will fundamentally change the nature of the cambridge riverfront from a unpleasant highway-dominated crowded sidewalk to be shared by bike and peds to a reduced speed and volume motor vehicle way with a much wider and more pleasant bike and ped way, along with improved amenities for peds and cyclists along the river. Specifically I hope to see Mem drive reduced to 2 lanes of motor vehicles traveling no more than 20 mph, and the extra paved area reallocated to a two way bike highway, wide enough for people to ride two bikes next to each other with room for another cyclist to pass.  Thanks,  Ruthann Rudel  Rindge Ave, cambridge.</p>	Ruthann	Rudel	rarudel@gmail.com	205R Rindge Ave	Cambridge	MA	02140

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4/17/19 4:56 PM	<p>By far the best section of the greenway is on the Cambridge side between the MIT rowing boathouse and the BU rowing boathouse. This section should be emulated as much as possible for Phase III. In that section, the gravel pathway dips away from the sidewalk and the roadway, providing numerous benefits. Having both a traditional side walk and a gravel path in tandem allows runners and bikers to coexist more easily. Other sections of the greenway are very narrow and cannot accommodate the amount of foot traffic at peak times. Second, the gravel path provides an easier surface for running than the pavement, but having both options is great so people can still bike. As you head west on Memorial, you can see a narrow dirt path snaking along the sidewalk. This is carved by runners looking for an alternative to pavement. However the self created dirt path becomes over grown in the summer causing concerns about ticks. It is also too narrow to accommodate people running in both directions, and has very poor drainage, so remains muddy long after it has rained. Further, the above mentioned section between the two boathouses is ideal because the path moves away from the road as far as possible. If this could be done in other sections it would create a more enjoyable green space. If creating a gravel pathway is not feasible in addition to a side walk, then the sidewalk surface itself should be selected carefully. For example, you might consider using the slightly spongy surface that is currently in place for a short distance going east from Cambridge Boat Club. Thanks for considering my comments, and I would be happy to discuss any of them if you have questions!</p>	Evan	Cooper	cooper.evan.d@gmail.com	42 Putnam Ave	Cambridge	MA	02139
4/18/19 6:11 PM	<p>The Paul Dudley White path here is way too narrow and poorly maintained. I rely on my bicycle for transportation, and I have to say I find this path more dangerous than any other street in Cambridge because of the volume of pedestrians and other cyclists who are all competing for what's essentially a narrow sidewalk. The recent death on the Minuteman Commuter Bikeway should be a warning that we need to take safety on non-motorized roads as seriously as safety on motorized roads. There is enough use of this roadway, that we really need a two-way bike path with a separate pedestrian path. One easy way to do this would be to reduce Memorial Drive to three lanes instead of four, and use one of the lanes to create a separated two way bike path.</p>	Christopher	Cochran	captaincertamen@gmail.com	34A Irving St, Apt 21	Cambridge	MA	02138



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4/18/19 6:14 PM	Please widen the Paul White Path so that it can accommodate bicyclists and pedestrians. The current path is much too narrow and the pavement is in poor condition in some places.	Mark	Boswell	markaboswell@gmail.com	105 Walden Street	Cambridge	MA	02140
4/18/19 6:31 PM	In the next year or two reconstruction of the Mass Pike and Storrow Drive will begin, almost certainly creating major traffic problems for Cambridge residents and for commuters that use Fresh Pond or the Mass Pike to reach Boston. Any work that slows traffic on Memorial Drive at the same time will dramatically impact the quality of life for Cambridge residents. It will also make it difficult to access Kendall Square leading to the lost of some business and tax revenues for the City of Cambridge.  1. Coordinate your activities with the states activity affecting Storrow and the Mass Pike 2. Plan on significantly increased traffic on Memorial Drive and Massachusetts Avenue	Charles	Farkas	chuck.farkas@bain.com	154 COOLIDGE HILL	Cambridge	MA	02138
4/18/19 7:18 PM	As a long time bike path commuter (20 years+) on both sides of the river I wish to emphasize the need for regular maintenance of the paths. A great way to stay on top of that would be to allow the public an easy way to report problems much like the city of Cambridge does with the SeeClickFix app, or Boston does with the Bos311 app. If DCR does not have the budget for an app, maybe an easy way to do this online would be an option? One that would be publicized on a few signs along the paths even? I have seen dangerous situations remain unattended for long stretches of time in the past and there should be a practical way for us to report them and some accountability or reasonable response from the dcr.	Pandelis	Karayorgis	karayorgis@gmail.com	27 Valentine Street	Cambridge	MA	02139
4/18/19 11:21 PM	The section of the Charles in scope for Phase III is one of the few areas in Boston in which runners can run on dirt (vs asphalt or concrete). Please DO NOT pave over or otherwise disrupt the dirt running paths along the river!	Jon	P.	jonboston2010@gmail.com	Fairmont Avenue	Cambridge	MA	02139

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4/19/19 9:03 AM	<p>Hi!</p> <p>I commute from North Station to the Volpe Center in Kendall Square via the Paul Dudley White Bike Path, connecting to the Broad Canal Walk. I know this section of the Greenway was part of Phase I, but I'm wondering if you could put me in contact with someone who could potentially address an issue here.</p> <p>This is a great route to avoid Edwin Land Blvd - but the asphalt pavement along the path has at least half a dozen major seams that make cycling (and I imagine using a wheelchair or other mobility device) very uncomfortable. I see a lot of people riding on Cambridge Pkwy instead, including northbound (against the direction of traffic), or riding on the sidewalk adjacent to the fencing along the Charles (which creates conflicts with people walking).</p> <p>Please let me know who to contact to request help with this otherwise great piece of ped/bike infrastructure. I'd be happy to volunteer my time (as a former ped/bike planner in SF and current employee of the Volpe Center it's close to my heart) if that would be of value.</p>	Jonah	Chiarenza	JONAHC@GMAIL.COM	515 LEBANON ST, APT 2	Melrose	MA	02176
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4/19/19 3:28 PM	<p>Thank you for looking for ways to improve the Memorial Drive Greenway while the Mass. Turnpike is undergoing a major renovation.</p> <p>There are already plans that exist to enhance the Paul Dudley White Path with extensions that go underneath the Harvard and Central Square bridges on the Boston side of the river. I believe the Anderson Bridge plan has already been approved by many powers that be, including the historical society.</p> <p>If these underpasses are built, we will improve safety for walkers, bikers, scooters as well as cars going over the river. We will add enjoyment, ease of movement, and traffic congestion for all who are in the area. The costs are relatively low for this intervention that would have a great impact on the riverside.</p> <p>I also hope that a new subway/commuter rail station will be built among the earliest efforts, rather than waiting for years.</p> <p>Many thanks for your consideration, Gabriela</p>	Gabriela	Romanow	gabiromanow@gmail.com	1010 Memorial Dr. 5F	Cambridge	MA	02138
4/19/19 3:49 PM	Too bad residents who value their privacy and don't want to make public their name, address, and email, can not submit comments on this!!!	x	x	x@x.x	x	cambridge	MA	02138

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4/19/19 11:48 PM	<p>Traffic calming along Memorial Drive would contribute immensely to the safety of pedestrians and to the public's enjoyment of the riverside park. Several pedestrian fatalities just in the past few years demonstrates the need to improve pedestrian crossings on Mem. Drive and to slow traffic down. To achieve this, I recommend narrowing Memorial Drive to one lane in each direction plus a third lane that can be used for turning lanes at each intersection. The turning lanes will allow Mem. Drive to maintain the same vehicle capacity while allowing for traffic calming on the high-speed stretches of the road between intersections. The extra space from the fourth lane can be used to widen the riverside park and create a dedicated bi-directional, continuous cycletrack along the entire riverfront. Ideally the cycletrack can be extended from East Cambridge all the way to Watertown.</p> <p>Traffic throughput is important, but pedestrian safety must also be given high priority in any public works project. In order to achieve "Vision Zero", we simply must put safety first along Memorial Drive and make traffic calming our absolute highest priority.</p> <p>Since the bottlenecks on Mem. Drive are at the intersections, not on the high-speed stretches in between intersections, removing a lane will have minimal impact on the road's traffic flow and delays. It will simply reduce the speed drivers travel in between the intersection bottlenecks. Thus public safety and enjoyment of the riverfront is vastly improved with minimal added inconvenience to drivers.</p> <p>Thank you for your efforts to improve the riverfront along Memorial Drive for the benefit and enjoyment of the entire public.</p>	Jason	Stockmann	bauhaus2@gmail.com	103 Gore St, Apt 8	Cambridge	MA	02141
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4/20/19 11:49 AM	<p>The Sidewalk in front of 777 Memorial Drive, Cambridge, currently the Courtyard Marriott Hotel is in A SEVERE CONDITION OF DISREPAIR. THIS SIDEWALK IS NOT ADA ACCESSIBLE, AND THE LARGE BUMPS AND HOLES IN IT are making it a SERIOUS LEGAL THREAT. I know you are repairing ALL of the Charles River sidewalks from the BU Boathouse to the Eliot Street bridge, however THE SIDEWALK IN FRONT OF 777 MEMORIAL DRIVE in Cambridge, NEEDS YOUR IMMEDIATE ATTENTION. I have already sent an e-mail with attached photos of this sidewalk to mass.parks@state.ma.us and nothing has been done. This sidewalk is subject to serious flooding every time it rains. PLEASE FIX THIS SIDEWALK AS SOON AS POSSIBLE.</p> <p>THANK YOU!</p> <p>Here is the message that I sent to &lt;mass.parks@state.ma.us&gt; back in February:</p> <p>Fri, Feb 15, 7:31 AM</p> <p>to mass.parks  <a href="https://seeclickfix.com/issues/5398681">https://seeclickfix.com/issues/5398681</a>          If you can't see the attachments, click on the link above for the full report.</p> <p>Category: Sidewalk Defect          Viewed: 4 times          Neighborhood: Cambridgeport          Reported: on 02/13/2019          Tagged: flood, sidewalk, blighted property</p> <p>This sidewalk in front of 777 Memorial drive is in deep disrepair to the point that it would be very hard for a person in a wheel chair or with a stroller to traverse it. As you can see it is currently flooded with 6inches of water, making it even harder to traverse. This is an extremely busy section of sidewalk and frankly an embarrassment in the face of our tourists - many of whom this is their only experience of Camb/Pos. This</p>	Hannah	Lyons-Galante			Cambridge	MA	02139
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4/21/19 1:27 PM	<p>I am a commuter who uses the Mem Drive greenway 3-5 days per week on a BICYCLE. The roadway is too narrow, is poorly surfaced, and should have separation between walkers/runners and CYCLISTS.</p> <p>Thousands of cyclinst use this route daily. It will be safest, and remove the most traffic from the roads if you develop TWO paths on the greenway, wherever possible: A walkinbg/running path as close to water as possible. A SEPARATED BIKE PATH. this will speed commuters, keep walkers safe, etc</p> <p>ALSO as thousands of people rely on this path to get to work, please, please do the path renovations ASAP and minimize the time the path is completely out of service</p>	Jeremiah	Schoor	JDSCHUUR@GMAIL.COM	300 Walden St.	Cambridge	MA	02138
4/21/19 4:10 PM	<p>I would like to see a wider bike path in this section, ideally at least as wide as the one from the BU bridge to the Longfellow, at the expense of car capacity. I do think that two lanes are needed but opening the other two lanes to pedestrians and bikes full time would be a major benefit and in keeping with the DCR's mission of Conservation and Recreation.</p>	Arcady	Goldmints-Orlov	crzwdjk@gmail.com	197 Summer St	Watertown	MA	02472

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4/21/19 7:30 PM	<p>Hi DCR -</p> <p>Please see my public comments for the Memorial Drive Greenway Project Phase 3:</p> <p>1) The children's playlot in Riverbend Park is surrounded by an unattractive chain link fence that makes the park feel unwelcoming. Could we please replace the chain link fence with a more attractive wrought iron fence?</p> <p>2) There's no good spot to put in a kayak in the stretch of river covered by this phase of the project. Could we please have a small dock or landing installed? There's a good spot just opposite Sparks street, where there's currently a concrete wall with a steel railing. The dock could be installed there without damaging the riverbank or wildlife.</p> <p>3) The section of Greenway between Hawthorne Street and Mount Auburn Hospital is lined with a steel guard rail that makes the park feel like a highway median. There's no steel guard rail anywhere else along Memorial Drive. If this guard rail is not required for safety reasons, can it please be removed or otherwise be repainted green like the guard rail along Storrow Drive?</p> <p>Thank you!</p>	Aaron	Kemp	adkemp@gmail.com	245 Mount Auburn St	Cambridge	MA	02138
4/22/19 12:20 PM	<p>Hi,</p> <p>For Memorial Drive improvements, I think infrastructure needs to be much better for people on bicycles. The current design of the greenway feels like bicycling is an afterthought.</p> <p>People on bicycles need protected bike lanes, especially near the BU bridge. Today, it is extremely dangerous to travel from the BU bridge toward the heart of Cambridge. The rotary seems to encourage high-speed car traffic, which is dangerous for cyclists.</p> <p>Please consider protected bicycle infrastructure.</p> <p>Eric Silva</p>	Eric	Silva	esilva@gmail.com	133 Powder House Blvd	Somerville	MA	02144

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4/22/19 2:18 PM	<p>Please consider adding signs that educate the public on the forms of transportation that are allowable on the multi use path. On bike, I have been yelled at multiple times by pedestrians to "get off the sidewalk"</p> <p>I would also like to see signage to remind and encourage all path users to stay to the right and pass on the left. This practice minimizes conflict between pedestrians and bikes and two-way traffic.</p>	Matthew	Davidson	stretta@gmail.com	65 Oxford Ave	Belmont	MA	02478
4/22/19 3:51 PM	<p>Comments on the paths along Memorial Drive. As we in WalkBoston have often said, we would like to move toward a network of dual paths - one for pedestrians, one for bicycles throughout the heavily used portion of the Charles River Basin. That said, we are well aware that there is scant space to provide for this in the project you have outlined. Perhaps we should try for more modest goals:</p> <ol style="list-style-type: none"> <li>1. All dual use (multi-purpose) paths should be reconstructed with a minimum width of 12' throughout the current project area for comfort and safety of users.</li> <li>2. If possible, stone dust should be introduced as an element in the paths to encourage and cater to runners (who appear to be a significant portion of current users of the paths). Without this, runners tend to form their own informal trails immediately adjacent to the paved pathways.</li> <li>3. Benches and shelters should be provided at intervals as resting spots for path users, especially at locations where the river view is unusually good.</li> <li>4. Relatively low-level lighting should be provided where possible to enhance the safety of the paths. Reliance on high-level street lights that are directed at road illumination is usually insufficient.</li> <li>5. Landscaping and trees should be introduced wherever possible.</li> </ol> <p>If there are opportunities for road dieting along Memorial Drive, we hope that the extra space provided would be used to add capacity to the trails or other amenities alongside the pathways.</p>	Robert	Sloane	bsloane@walkboston.org	45 School St.	Boston	MA	02108



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4/23/19 9:23 AM	Memorial drive is designed for high-speed driving that is not complementary to non-auto users. The more we can slow car traffic, the better the experience will be for everyone. I would love to see more signalled pedestrian crossings, bump out curbs to slow cars and shorten crossing distances. I would like to see raised pedestrian crossings, or speed tables, anything to slow cars down.	Sam	Stern	samsternjones@gmail.com	10 Malcolm Road	Cambridge	MA	02138
4/23/19 11:20 AM	As a daily commuter, the only thing I am interested in knowing is how long this will take to complete so that Memorial Drive traffic can continue uninterrupted. Please advise on the timelines for finishing construction	Chelsea	Toner	cktoner@gmail.com	204 arsenal st	watertown	MA	02472
4/26/19 5:25 AM	As part of your improvement plan, I would like to see two things: one is more trees, and the other is more public toilet facilities for joggers, walkers, and others who want to enjoy the outdoors for longer periods of time.	Virginia	Talbot	vrtalbot@yahoo.com	4 Cedar Square Apt 2	Cambridge	MA	02140
4/26/19 7:39 AM	The pathway desperately needs to be repaved and it is very narrow for two bikes going opposite directions to fit through comfortably and safely. Parts could also use much better lighting.	Dara	Freedman-Weiss	justdara@gmail.com	150 Gore st. #3	Cambridge	MA	02141
4/30/19 9:38 PM	Dcr should model improvements on the Mem side of the river off the many good things done on the Boston side of the river. Key elements are: - parks and playgrounds for children - many trees and beautiful flowers and landscaping - benches everywhere for people to sit and enjoy the river - docks in the water to sit and enjoy the water and view - public boat launch dock for increased water access	John	Maycock	jmaycock1974@gmail.com	148 Pleasant St	Cambridge	MA	02139
4/30/19 11:12 PM	Please include underpasses for the Harvard and Central Square bridges on the Boston side of the river when you are working on improvements along the Greenway.  Adding underpasses would greatly increase safety and traffic issues, add quality-of-life enhancements for bikers and walkers, and they would make non-polluting means of travel more likely for many who won't bike on roads.  Thank you for your consideration.	Bob	Romanow	bromanow75@gmail.com	1010 Memorial Drive, 5F	Cambridge	MA	02138
5/1/19 6:21 AM	request the building of underpasses along the Boston side of the Charles at the Harvard and Central Square bridges during the Mass Pike renovation.	Kathleen	O'Connor	koabrams@rcn.com	52 Jordan Road	Brookline	MA	02446

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*deadline May 9, 2019*

5/1/19 12:06 PM	The presentation makes no mention of bus transit priority or counts of bus passengers crossing the Charles River in the project area--this is a MAJOR omission and needs to be addressed as a significant number (probably more than individuals riding bikes) use the BU and Anderson Bridges on buses. Joint bus/bike exclusive lanes need to be seriously examined and considered at the BU Bridge rotary to speed up bus times and improve bike safety at this very congested rotary. Similarly, traffic signal queue jump lanes (for both buses and bikes) should be considered jointly with the City of Cambridge on the approaches to the Anderson bridge. The traffic analysis needs to be truly multi-modal in these critical areas.	John	Attanucci	jattanucci@gmail.com	608 Huron Ave.	Cambridge	MA	02138
5/4/19 8:12 AM	Who is responsible for the JFK fountain in that park on Memorial Drive at JFK St  It hasn't been working for years. There is trash in it.  Note: this is supposed to be a memorial to JFK. It's disgraceful that no one takes care of it.	Susan	Miller-Havens	susan@millerhavens.com	24 Bradbury St	Cambridge	MA	02138
5/4/19 8:31 AM	Please please please improve and separate biking and walking from each other throughout this stretch.  This is a beautiful stretch of the city, and as we seek to be more sustainability and retain our civic spaces (for uses other than cars) I ask the DCR to really consider upgrading and separating bikes and walking (bot important!).  Thanks  John Ellersick  48 fairfield st Cambridge MA 6175990902	John	Ellersick	jpellersick@yahoo.com	48 Fairfield st	Cambridge	MA	02140
5/4/19 10:29 AM	The DCR should do everything in its power to help preserve the beautiful plane trees along Memorial Drive. They are make Memorial Drive a magical place in all four seasons of the year. I am very concerned that enlarging the bike paths along the Drive will threaten them since they are very old and vulnerable. This would be a grave loss to all of us in the city.	Mary	Sussman	mew1150@aol.com	6 Bond St.	Cambridge	MA	02138

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5/4/19 1:07 PM	The Greenway improvements should put a priority on sustainable tree planting and care. This is an opportunity to increase the tree canopy that has been shrinking. A tree plan should include careful maintenance of the trees currently on the Greenway as well as planting plans with proper soil preparation. Protection from snow plowing and road salt, and disruption of existing tree root structures must be considered..	Elizabeth	Coxe	ecoxe@comcast.net	9 Clement Circle	Cambridge	MA	02138
5/4/19 2:58 PM	Please be aware that the roots of the very old sycamores along Memorial Drive (near JFK street) must NOT be disturbed for any reason without endangering these ancient trees. Any modifications of the walking/biking paths along the green space in that area must not disturb the roots of these trees. Please consult a local tree expert before implementing any modifications in that area, lest you destroy what makes that stretch of the river so beaut	Shela	Hadley	shadley@bu.edu	244 Brattle St	Cambridge	MA	02138
5/4/19 5:53 PM	I am writing to urge DCR to plant, water for three years after planting, and maintain trees in this precious green space. We need abundant large trees for climate mitigation, quality of life, and bird habitat. This is the place to plant riparian species, and it could become a beautiful arboretum to showcase the trees that survive and grow in this ecological niche.  The river is not pleasant to walk or bike along in blazing sun. Please protect the existing trees while you improve the river's edge.  Thank you.	Florrie	Wescoat	mfmw2@yahoo.com	33 Market Street	Cambridge	MA	02139
5/5/19 7:39 PM	As a frequent biker and walker along Memorial Drive, I urge you to plant trees in a way that will allow them to flourish. We've lost so many trees! They need more that what is available beside sidewalks. Plant them where they have enough room to grow! Please!!!	Jane	Tenenbaum	tenenbaumdesign@gmail.com	159 Concord Av	Cambridge	MA	02138

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5/6/19 12:06 PM	<p><b>BU Rotary Traffic Issues</b>          Since having a VERY near bicycle incident/accident (where my bicycle was damaged from a necessitated a quick stop&amp; fall) within the crosswalk on the underpass in the BU rotary, where the driver visibly saw I was entering the crosswalk, I would strongly suggest that some 'traffic calming' measures be adopted for the on &amp; off ramps.</p> <ol style="list-style-type: none"> <li>1. I suggest diamond shaped yellow solar pedestrian crossing signs that have perimeter LED lights that activate either before someone enters the crosswalk or can be activated by a push button on the sign... I have seen these used in Peabody and other cities &amp; have some pictures, but there appears NO WAY to attach them to this input form???.. let me know Where I can send these pics....</li> <li>2. I suggest strong pavement paint alerts &amp; striping within the approaching ramps warning of a pedestrian/bicycle crossing</li> <li>3. I suggest some raised street mounding /speed bumps within the crossing area to slow traffic down</li> <li>4. I suggest some pavement alternatives (ie. like rough pavers) before &amp; within the crosswalk to provide notice to drivers that they will be/are entering a crossing area.</li> </ol> <p>To include in the planning process, measures that afford for the connection of both the planned Grand Junction rail trail to the North and the southerly connection across the Charles river to the Paul Dudley bike path.</p> <p>To include the the planning a continuation of the Charles river bike path through Magazine Beach Park and onto the river's side of the Cottage Farm Treatment facility to connect under the bridge with the path by the BU boat House. This will relieve ped. &amp; bicycle crossing tie-up that now exists street level on the BU bridge.</p>	Brian	Conway	conwaydesign@comcast.net	175 Chestnut St	Cambridge	MA	02139
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5/6/19 1:47 PM	<p>Since October, I have been walking the riverbank weekly, from the Broad Canal to Mt Auburn Hospital, with particular attention to the marsh-area east of Captains Island. I have encountered the "White Geese Territory" below the BU Bridge, and paid particular attention to the Marshes, quite likely the last remaining evidence of the marshes which covered the riverbank as late as the 1890s. My guide has been the description in William Brewster's "Birds of the Cambridge Region."</p> <p>A few highlights:  On a visit in early January, I met a fisherman who told me "there's a lot of fish out there... I throw them all back, then they probably swim around for a couple of days before they forget and somebody else catches them,"  In mid-March I found found a flock of Robins, apparently nesting in the scrubbery along the riverbank --but I could not figure what they were subsisting on.  On one early visit I was attracted by the sound of excited shouts -- a group of young men and women playing a ground-level version of Harry Potter's "Quidditch."  Then one day there was a BU engineering professor and two aides who had set up a small communications device which he said could ultimately communicate with a satellite.  In the "White Geese Territory," there were about 50 birds, mostly White Geese with few Canada Geese -- and tucked under the embankment, a tent that appeared to be occasionally lived-in.  On a warm day in early April there was a hawk which flew past at eye level -- and a Merganser diving just off the deck at the east end of my walk. diving, surfacing, then diving again.  A DCR sign explains that the marshes were filled in the 1890s, but "[their] legacy is still with us." It is my fond hope that the current plans for the riverbank do not so "beautify" the riverbank as to destroy that legacy, but leave at least this one area as a memory of what made The Marshes a special place.</p> <p>Thank you, Michael Kenney</p>	Michael	Kenney	mkenney777@comcast.net	108 Pleasant St., #2	Cambridge	MA	02139
5/6/19 7:00 PM	Please can you plant many, many trees, and trees not flimsy saplings.	Charlotte	Karney	charlotte@karney.com	41 Granite Street	Cambridge	MA	02139
5/6/19 7:57 PM	Please make separate paths for bikes and pedestrians! They move at very different paces. Also, signalize the intersections for bikes, create safer crossings, and save the beautiful trees along the route.	Marah	Holland	marahjholland@gmail.com	28 Brookside Ave	Boston	MA	02130

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5/6/19 9:13 PM	<p>It would be great to see the same type of green parked bike lanes which are on the BU bridge extend all the way around the rotary as well. No Turn On Red and separate or leading phase for bicycles coming off the bridge on the Cambridge side would also be a huge improvement. I commute this intersection daily by bike and observe that many, many cyclists prefer using the BU bridge to access Cambridge and points North from Brookline. It is the shortest bridge to cross and has the slowest motor traffic. Please continue to make improvements for cyclists.</p> <p>Please make the riverfront more accessible for walking as well. It is a shame there are so few pedestrian bridges over Memorial Drive. It would be absolutely wonderful to be able to cross above the street instead of waiting for a traffic phase. Consider placing some ramps and bridges over the drive to help all access the Greenway, without impeding motor traffic.</p> <p>Finally, please maintain the striping at the intersections. The rotary by the BU Bridge is on my route to and from work. Drivers are stressed because they can't see where to merge. Every day there is a huge backup as motorists coming from Cambridge try to access the bridge to reach points South. The paint stops at the end of the bridge. By maintaining the striping you will be helping all road users to conduct themselves in an orderly and safe fashion.</p> <p>Thank you for your hard work!</p>	Sam	Archer	pfhlick@gmail.com	12 Short Street, #6	Brookline	MA	02446
5/7/19 7:53 AM	<p>It was not clear from the PDF materials whether reconstruction of the Elliott Bridge is part of phase III. If it is not, the disruption to Riverbank improvements when undertaken is likely to be substantial. Those two projects should be coordinated.</p>	Myrna	Putziger	msputziger@comcast.net	3 Channing Street	Cambridge	MA	02138
5/7/19 9:15 AM	<p>We gather that the thoughts about a new park on Gerry's Landing Road from the Mount Auburn Corridor study have been moved to the Memorial Drive study. Although an abutter, we were not part of the Mount Auburn Corridor study. We have several thoughts about the proposed plans including:</p> <ul style="list-style-type: none"> <li>- Access to the parking lot for emergency vehicles</li> <li>- Size of the trailer loading pull out</li> </ul> <p>Could we please arrange a time to meet to discuss?</p>	Jane	Morse	jgmorse@morses.net	975 Memorial Drive #207	Cambridge	MA	02138

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5/7/19 9:38 AM	<p>In regards to the upcoming planned redesign of Memorial Drive in the area of the BU Bridge, please provide additional space for bike path users. The path should be 12-14 feet wide, minimum. There are countless close calls between pedestrians and bicyclists on the current narrow path. , Please plant more trees and also provide more open space with good sight lines to increase path safety and comfort. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor! This will add capacity and encourage those who may try bicycle commuting to give it a try because of the incredible safety improvements this capital project could entail. Thank You!</p>	Charles	Creagh	charles.creagh@gmail.com	722 Cambridge St	Cambridge	MA	02130
5/7/19 9:39 AM	<p>Please consider improving the safety of all pedestrian crossing by using raised crosswalks that require drivers to use a safe and legal speed.</p> <p>Please include separated infrastructure for bikes and pedestrians, because this is a major bike throughway.</p> <p>Please study the real impact of removing a travel lane to make more space for pedestrians and parkland. The traffic is all "hurry up and wait", throughput it dictated by the intersections, not the number of lanes, and we have the opportunity to use our scarce public space better. If Paris could turn their riverfront highway into a pedestrian-only space, so could we if we have the vision.</p> <p>Please study converting the BU rotary into a normal intersection.</p>	Edward	Faulkner	edward@eaf4.com	61 Bay State Ave, Apt 2	Somerville	MA	02144-21

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5/7/19 9:42 AM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p>	Joshua	Blouwoff	j.blouwoff@gmail.com	63 summit avenue, apt 1	brookline	MA	02446
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5/7/19 9:43 AM	<p>As you work through the Memorial Drive Greenway Improvements, I would urge you to keep the following in mind:</p> <ul style="list-style-type: none"> <li>•Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</li> <li>•All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</li> <li>•The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</li> <li>•The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</li> <li>•The BU rotary could be converted to a standard intersection with protected bike lanes.</li> <li>•Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</li> </ul>	Nick	Geiger	nick.a.geiger@gmail.com	66 Dana St, Apt 1	Cambridge	MA	02138
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5/7/19 9:46 AM	<p>Memorial Drive should be no more than 2 lanes each way, and speeds should be substantially reduced.</p> <p>The number of crosswalks should be increased. There should not be more than 200 feet between crosswalks, and speed tables should be added at each crosswalk to protect pedestrians.</p> <p>Walking and biking paths should be separated, with sufficient room for both (10' or more for each).</p> <p>If biking facilities are moved to the road, they should be physically separated by bollards.</p> <p>DCR should justify keeping a road here at all. Other (much larger) cities have removed similar stretches (e.g., Paris) and found that it improves traffic overall. This segment is primarily a pass-through route, with a limited number of locations that are not better served by other roads. For that reason, the default should be a much more limited road, such as a single one-way lane (or no road at all), with any infrastructure for motor vehicles beyond that justified de novo.</p>	Thouis	Jones	thouis@gmail.com	51A Wyman Terrace	Arlington	MA	02474
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**Public Comments received by DCR**

*deadline May 9, 2019*

5/7/19 9:47 AM	<p>I commute via the memorial drive bike path daily from Jamaica Plain to Mount Auburn Hospital in Cambridge. Biking is a wonderful way to stay healthy and decrease carbon emissions and reduce congestion, all stated goals of the Commonwealth. However, the worst stretch of the commute is the Memorial drive bike path. It is incredibly narrow, often narrower than a conventional sidewalk and very heavily used. It is too narrow for two people to comfortably walk next to each other in many places let alone for people going to both directions walking and biking. The current setup is a safety hazard! The bike lanes and pedestrian lanes should be separated and widened as they have been along much of the emerald necklace. Also clearly marking the crossings where pedestrians and cyclist are crossing intersections with cars would improve safety. Currently many of the lights are timed so the walk light for pedestrians corresponds to green light for cars turning right and most of the crosswalk markings are worn away. The natural scenery along the river is a treasure, but it is hard to enjoy in the tiny strip of green space between the highway and the river. Widening the park and providing more green space would make it much more enjoyable and accessible for all.</p>	Caitlin	Connolly	cambria999@hotmail.com	12 ENFIELD ST	JAMAICA PLA	MA	02130
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5/7/19 9:50 AM	<p>Please provide additional space for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should explore making "every day a Sunday" and have a car-free Memorial Drive as has been successfully done with waterfront in cities around the world. At the least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The I-90 construction project should not be used as an excuse to lock in an unsafe design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths must be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p>	Dallas	Foster	dallasfoster84@gmail.com	103 Fayerweather St., #3	Cambridge	MA	02138
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5/7/19 9:50 AM	<p>I often ride on the sidewalk of Memorial Drive, either on my bicycle by myself, or on my cargo bicycle with my children. I am glad to see that there are improvements scheduled for this section of the path, as it is currently too narrow for the heavy pedestrian, runner, and cyclist traffic, and the intersections are dangerous. I also occasionally drive on that section and am familiar with the current confusing lane layout. This is a unique opportunity for traffic calming in the area to increase sustainability, safety, and livability for all users.</p> <p>First of all, I very strongly suggest banning all motorvehicle traffic from the entire section, following the trend of other major cities future-proofing their transportation.</p> <p>In default of that, here are my specific suggestions:</p> <ol style="list-style-type: none"> <li>1. Much wider paved path for pedestrians and cyclists, either mixed use or separated. Federal guidelines recommend a minimum of 11 to 14 feet total width.</li> <li>2. Raised intersections with River St and Western Ave.</li> <li>3. Sharper corners at intersections with River St and Western Ave to slow down motorvehicle operators when turning.</li> <li>3. Traffic signals pushed back to the near side of the intersecion instead of the far side to discourage motorvehicle operators from blocking the crosswalk when stopped at a red signal.</li> <li>4. Remove the overpass at BU bridge rotary, make it grade level intersection.</li> <li>5. Remove the rotary at BU bridge, turn it into a light-controlled intersection.</li> <li>6. Currently, northbound left lane at Western Ave is left-turn only, but it is not enforced and not respected. Take away the full left lane for the next 100 meters to the north from Western Ave with a median to make it impossible to go straight illegally from the left lane.</li> <li>7. Make the southbound left lane at River Street left-turn only. Take away the full left lane for the next 100 meters to the south from River St with a median to make it impossible to go straight illegally from the left lane.</li> </ol> <p>Thank you.</p>	Bence	Beky	zsebkecske@gmail.com	155 Harvey St	Cambridge	MA	02140
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5/7/19 9:53 AM	Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor. As someone who runs along this stretch every day and regularly bike-commutes along it as well, the current paths are dangerous for cyclists and pedestrians alike due to the narrowness of the paths and poor condition of the pavement.	Kristen	Watkins	kristen.watkins89@gmail.com	346 Putnam Ave	Cambridge	MA	02139
5/7/19 9:54 AM	In designing the greenway, please remember the mission, to provide a safe park atmosphere for all users including children and adults, walking, cycling, strolling etc. Today the priority is clearly moving a maximum amount of vehicular traffic. I get many aggressive drivers honking for me to get out of the way on my bicycle. So much of this path is generally designed for auto traffic, woefully inadequate for pedestrians and bicycle safety. We also need more trees. Please design in such a way to separate bicycles from pedestrians. Discourage a design optimized for moving motorized commuter traffic. This approach ruins our cities.	Jean	Dunoyer	jean@dunoyerfilms.com	17 Adams Ave	Watertown	MA	02472
5/7/19 9:57 AM	<p>This is a pipe dream, but it would be amazing if you could consolidate traffic on storrow and memorial drive so the other side could be 100% open space and the other dedicated to traffic..</p> <p>On a more serious note, I bike commute every day down memorial (4 seasons). It would be nice to better separate pedestrians and cyclists. Pedestrians have a tendency to jump in front of moving bikes without warning.</p> <p>Also the intersection between River and Memorial is a death trap for cyclists.</p>	Jessica	Bryant	JessAwBryant@gmail.com	55 Chilton St unit 3	Cambridge	MA	02138

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5/7/19 10:03 AM	<p>Paths need to be wide enough to allow for many people on foot and people on bikes to use the space at the same time. Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. As a city we should be prioritizing the people who are actually using the city space not just driving through and do everything we can to discourage private car traffic and encourage public transportation, biking, and walking.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. Visiting one of these cities is delightful and inspiring, but also very frustrating; Why can't Boston be this nice?! Let's build the kind of city that we want to visit!</p>	JASON	LIVINGSTON	jclivingston@gmail.com	141 ORCHARD ST., APT 2	SOMERVILLE	MA	02144
5/7/19 10:04 AM	<p>In large numbers, people walk along the river and bike there too, and much too large for the existing infrastructure designed long ago. The sidewalk is of insufficient capacity. Please include a separated two-way bike lane on one lane of Memorial Drive. Further, please provide a direct connection to the Fresh Pond Park so as to connect the Minuteman Bikeway at the Alewife T.</p> <p>To environmentally move more commuters safely and fast, introduce on Memorial Drive, MBTA electric bus service from Watertown Square to Harvard Square, MIT, and Kendall Square.</p>	Arthur	Strang	arthurstrang@msn.com	60 Fresh Pond Parkway	Cambridge	MA	02138
5/7/19 10:05 AM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p>	Heather	Charron	heather2410@yahoo.com	80 Litchfield Street, Apt 16	Brighton	MA	02135

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5/7/19 10:10 AM	<p>I bicycle to work near the BU bridge regularly from North Station and occasionally all the way from Wakefield. I feel most safe on the separated bike paths. It would be a huge improvement to have clear, separate bike lanes on the Memorial Drive side of the river. There should ideally be designated pedestrian space separate from bike space - this is safer and more comfortable for everyone using the path! Ideally, bike paths will be raised and not simply a marked lane. However, even reducing car lanes and increasing bicycle space would be wonderful. Thank you!</p>	Miranda	Courant-Morgan	rancourantmorgan@gmail.com	67 Greenwood St	Wakefield	MA	01880
5/7/19 10:11 AM	<p>Paris, Rome, Berlin... The great cities of the world are great because they actually care about the experience of their denizens. The DCR should seriously explore an option to make "every day a Sunday" and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland. This is an incredibly important issue. Cambridge could be a beautiful city, but we need to take this opportunity to make it so.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p>	Charles	Gertler	charles.gertler@gmail.com	68 Allston St, Unit 2	Cambridge	MA	02139



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*deadline May 9, 2019*

5/7/19 10:12 AM	<p>I appreciate your hard work and attention to this issue - the Memorial Drive Greenway is in dire need of repair and safety improvements to handle the flow of bicyclists and pedestrians. Thank you also for allowing for public feedback on this project.</p> <p>My major concern is the BU bridge crossings and the area between the BU bridge and the BU boathouse. The crossing and the path in this area are far too narrow, and cars drive fast in these areas. I think the path and crossing should be widened substantially and improved to deal with the large number of users. If don't think the project will be a success unless these issues are addressed.</p> <p>In my opinion, a single crossing phase should also allow users to get all the way across the BU bridge crossing; the island in the middle of the road isn't always enough to handle waiting pedestrians and bikes. In general, wait times are very bad for people trying to walk here.</p> <p>On other areas of the project, my biggest concern is that the path is not wide enough for the number of users. If you would consider to include a recreational path closer to the water line, that would be a nice alternative to reduce traffic on the roadside path.</p> <p>In the long term, I hope DCR will also consider reducing the number of vehicle lanes on Memorial Drive, in order to conserve the natural areas along the water and improve this area for recreation.</p> <p>Thank you!</p>	ian	Schneider	ian9139@aol.com	28 Pinckney St, Apt 2	Somerville	MA	02145
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5/7/19 10:22 AM	<p>Please ensure all pathways are built for pedestrians and bicyclists. As a resident of Brookline St I frequent the paths along the river on both foot and bicycle, and have had one minor and many near accidents with vehicle traffic exiting Memorial Drive into the rotary. There is also an issue with the very narrow pathway over the traintracks on the river side of Mem Drive, with pedestrians regularly in the road to avoid bicycle traffic.</p> <p>A protected bike lane is also necessary within the rotary, as it is regularly congested and cars completely block the rotary while trying to maneuver illegally. The gravel path closer to the Harvard Bridge is a fantastic design, and I hope it or something similar can be replicated along this equally important section of the river.</p> <p>Thanks,  Greg Townsend  286 Brookline St</p>	Greg	Townsend	coltsrock32@gmail.com	286 Brookline St Apt 2	Cambridge	MA	02139
5/7/19 10:23 AM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p>	Marjory	Bravard	marjorybravard@gmail.com	10 Emerson St, Unit 1	Somerville	MA	02143
5/7/19 10:25 AM	<p>There needs to be a bike path between the BU Boathouse and the BU Bridge. There is not enough space for commuting pedestrians and cyclists to pass each other, and cyclists can't use the road because there's no space for them to safely go around cars. This is especially a problem on the side of the road furthest from the Charles.</p>	Elise	Brown	misselisebrown@gmail.com	221 Kelton Street #9	Allston	MA	02134

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**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 10:27 AM	<p>Hello,</p> <p>I am excited about the opportunity that the memorial drive improvement project presents, and I have a few comments that I would like to share. First of all, there are critical infrastructure upgrades that need to be made to make walking and biking along the greenway comfortable and safe. For one, there needs to be separate bike and pedestrian facilities along with expanded green space for trees, etc. This will increase comfort, safety, and capacity and encourage more people to bike and walk. Additionally, all crossings should have raised crosswalks and signals that work for the path users and give them priority moving through the corridor.</p> <p>On a broader level, it is worth examining the option of every day a car-free Sunday and turning the space currently devoted to vehicles over to people year-round. Look at the success of the current program. Why can't we have that every day? This would give an unprecedented opportunity to create a world-class park along the river. Many other cities (such as Paris) have converted their river-side highways into places for people and have seen them flourish. I encourage you to, at the very least, consider this option. It is clear that urban highways are a thing of the past. Let's not make a wrong mistake now that we will be stuck with for years. At the very least, one lane should be eliminated in each direction to make way for more space for people enjoying the riverfront not in a car.</p> <p>Lastly, the BU rotary should be reconfigured into a standard intersection with protected bike lanes. It is currently a very scary place to bike through, but serves as a critical connector from Cambridge to Boston.</p> <p>Thank you and I hope you will consider my comments when creating your vision for the space.</p> <p>Best, Aaron</p>	Aaron	Greiner	aaronbgreiner@gmail.com	30 Walnut St	Somerville	MA	02143
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 10:38 AM	<p>Please consider making everyday a Sunday for Memorial Drive by closing it to cars and creating the beautiful promenade it should have always been.</p> <p>Cities around the world have closed what were thought to be important roads with remarkably little consequence. I recently visited downtown Vienna where it's car-free old downtown now show-cases for pedestrians the magnificent city's baroque interior.</p> <p>--Colleen Gillard 82 Magazine St. Cambridge</p>	Colleen	Gillard	colleengillard@gmail.com	82 Magazine St.	Cambridge	MA	02139
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 10:40 AM	<p>To whom it may concern,</p> <p>I am a daily bicycle commuter from Jamaica plain where I live to my work at Harvard sq. As such i cross BU bridge and use the Charles River Bike Path twice a day and additionally use the Charles River Path for a walk and jogging often. For the redesign i urge you to include the following in your design:</p> <ol style="list-style-type: none"> <li>1. BU bridge as it is now is extremely dangerous for bicycle use as bikes are mixed with high speed cars, buses and trucks and speed limits are not observed. Please include separate bike lanes on the bridge as well as the intersection.</li> <li>2. High intense use of the Charles River Bike Path by bicyclists, pedestrians, runners, electric scooters is unsustainable and extremely dangerous. Please provide wide separate lanes for slow traffic (pedestrians, joggers runners) and faster traffic (bicyclists, electric scooters) this is essential for everyone safety. I have seen many near collisions happen in front of me, it is inevitable that more serious accidents will happen if this is not addressed.</li> <li>3. Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. The DCR should seriously explore an option to make "every day a Sunday" and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</li> </ol> <p>Many thanks for your efforts to keep bicyclists and pedestrians safe, we are an essential part of a greener, happier and healthier city.</p> <p>Best,          Tamara Tilburgs</p>	Tamara	Tilburgs	tamaratilburgs@gmail.com	11 Bardwell St, Apt 1	Jamaica Plain	MA	02130
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 10:51 AM	<p>Hello,</p> <p>Please consider the following additions to the DCR Memorial Path plan.</p> <p>Thank you, Kathleen Mills-Curran</p> <p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p>	Kathleen	Mills-Curran	kmillscurran@gmail.com	49 Granville Ave	Medford	ME	02155
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 10:51 AM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor. This is critically important for safety for all and to make the bicycle paths safe for child cyclists, who are not always able to safely navigate around pedestrians.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland. Our family loves coming down for the current car-free Sundays and wish there were more.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary should be converted to a standard intersection with protected bike lanes.</p> <p>Paths must be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p> <p>This is a once in a generation opportunity to influence how public space is used for the benefit of the entire community, not just people driving through the city.</p> <p>Thank you for your consideration.          Abby: neighbor, mom, bike commuter</p>	Abigail	Donner	abigail.donner@gmail.com	47 Payson Road	Belmont	MA	02478
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 10:52 AM	<p>I am an employee of a Cambridge company in Harvard Square and commute by bike every day, regardless of the weather. While I appreciate being separated from fast-moving traffic along Memorial Drive and used to enjoy my commute to my former employer in Kendall, the sidewalk - as it is hard to call it a bike path - west of the BU boathouse is a congested mess of unmaintained asphalt and dirt. All users are in danger of collisions, which could possibly send people crashing into Memorial Drive close by. The quality of this section must be improved for the safety of all users. Furthermore, the intersection of the BU Bridge and the Charles River Bike Path is another area for improvement. Boston-bound car traffic is constantly congested due to the bottleneck of the rotary and drivers are aggravated by pedestrians' use of the walk signal, causing many to speed through the red light at the risk of pedestrians. Also, Cambridge-bound traffic turning right on Memorial Drive often do not heed the law requiring them to stop on red before turning, leading to many dangerous interactions. The redesign of this crossing according to the master plan outlining a pedestrian and cyclist path alongside the railroad bridge would open up an extra lane of traffic on the BU Bridge, reducing congestion, and allow pedestrians and cyclists safe access to the Charles River Bike Path. Of course, coordination from Boston would be imperative to the success of this plan as to not move the dangerous intersection across the river. Finally, access to the path from Cambridgeport is even more dangerous, and more overpasses are necessary to provide safe passage across Memorial Drive, namely near the southern end of Harvard housing. The redesign of River St to include a protected bike lane will improve this situation. Thank you for listening to my concerns and I hope you vote in favor of these sensible renovations to the Memorial Drive transport corridor in an effort to provide safe passage for all users.</p>	Eric	Nieminen	enieminen33@gmail.com	1450 Beacon St, Apt 802	Brookline	MA	02446
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### Memorial Drive Greenway Improvements, Phase III

#### Public Comments received by DCR

deadline May 9, 2019

5/7/19 10:56 AM	<p>I use the Memorial Drive Greenway primarily as a cyclist. I do not use the Greenway regularly due to conflicts with pedestrians and the difficulty navigating the rotary on the Cambridge side of the BU Bridge. I ride through the area regularly and the Memorial Drive does not feel remotely safe on a bicycle. Separating motorists, cyclists and pedestrians along the Greenway would make it much more attractive. Currently, I will use Putnam Ave or Mass Ave to travel between the Longfellow Bridge and Harvard Sq.</p> <p>On the Boston side, the "Throat" is unpleasant enough that I typically use Commonwealth Avenue and Brighton Avenue. I would happy use the Greenway if it were in better shape.</p> <p>The times that I am most likely to use the Greenway is in wet weather when I'm concerned about motorist's ability to see clearly and on street conditions.</p>	Tom	Francis	BostonTomF@gmail.com	124 Highgate Street	Needham	MA	02492
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 11:02 AM	<p>Dear Friends at Mass DCR:</p> <p>Thank you for your prescience in planning and funding comprehensive Mem Drive cycle/pedestrian improvements! Some comments from a frequent user of this path on the Cambridge side on my commute from JP to Harvard Square (and with particular attention paid to BU Bridge to Eliot Bridge):</p> <ol style="list-style-type: none"> <li>1. The existing shared use cycle/walk path is far too narrow for the traffic, leading to hazardous conditions when cycle and pedestrians are mixed (made worse when dogs are present). Widening and striping this path is a first step.</li> <li>2. Curb cuts are poorly placed, are often hazardous and are far too narrow. Pay close attention to how the user approaches the curb cut in the dark as I have inadvertently hit a curb that is too close to the path with too narrow a cut.</li> <li>3. The path paving needs a better bed to prevent root and freeze/thaw heaves and breaks. Needless to say, the entire path requires re-paving.</li> <li>4. Crossing signal switches should be easily accessible to both cyclists and pedestrians to ensure they are used and obeyed. This may require mounting selected switches on separate poles depending on distance from the path to make it easier for users to activate crossing signals. I see a lot of crossing violations especially at the River St and Western Ave bridges.</li> <li>5. Some attention to bank vegetation management is in order to improve the visual experience and sense of affinity with the river.</li> </ol> <p>Again, thanks for your commitment to Greenway improvements and we support you in this effort.</p> <p>Stephen and Constance Ringlee</p>	Stephen	Ringlee	sringlee@hotmail.com	28 Parkton Rd	Jamaica Plain	MA	02130
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 11:18 AM	<p>I would like the DCR to seriously consider moving cars off of Mem Drive more often than just on summer Sundays. The river's edge is a fabulous local resource and dedicating so much of it exclusively to cars is a missed opportunity to build healthy neighborhoods and help people move away from car-oriented transit. Even if it were just open to commuters during AM/PM rush hours from 1 April through 31 November, that would be a big improvement.</p> <p>And building well-designed pathway capacity that can allow for cyclists, pedestrians, joggers and emerging Micromobility platforms is very important. This capacity should come from the existing street rather than from grassy areas.</p>	Craig	Kelley	CraigKelley62@verizon.net	6 Saint Gerard Terrace	Cambridge	MA	02140
5/7/19 11:21 AM	<p>This project is a huge opportunity to make the Charles River front a more welcoming and pedestrian-friendly environment while pushing to meet greenhouse gas emission goals by discouraging/preventing car use. A dream outcome would be an "every day a Sunday" approach, expanding the lovely but limited Sunday-only reclamation of stretches of Memorial Drive to every day, converting this dangerous and climate-change-inducing 4-lane highway into a public space for use by pedestrians, bicyclists, runners, families. Short of that, the DCR should consider removing one or two lanes to provide space for paths, trees, and open space, in order to improve path safety, comfort, and capacity. The stretch of path under consideration is dangerously narrow and does not currently promote safety, never mind comfort, on busy days. Indeed, DCR should install separate bike and pedestrian pathways to avoid dangerous and uncomfortable path use. In the same vein, the BU rotary must be converted to a standard intersection including protected bike lanes. The current rotary is a disaster for car and bike users.</p> <p>Thank you for your consideration and commitment to making the riverfront a safe and accessible space for all!</p> <p>Josh McLinden Cambridge resident and worker</p>	Josh	McLinden	joshua.mclinden@gmail.com	176 Elm St, Apt 2	North Cambrid	MA	02140

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 11:24 AM	<p>Memorial Drive is an amazing opportunity to influence how public space can be used for the benefit of the entire community and not just for people driving through the city. Additional space for paths, trees, and open space would substantially increase path safety, comfort and capacity--especially if there are separate paths for pedestrians and bicyclists throughout. Upgrading all the crossings, including things such as raised crosswalks and signals, would also help immensely for people who use the path. I hope you all really consider pushing the city in a positive direction--one which will benefit the community and everyone who lives here.</p>	Laura	Soria	laura.a.soria@gmail.com	29 Lee St, Apt 5	Cambridge	MA	02139
5/7/19 11:37 AM	<p>Memorial drive should be reduced to closed to all but emergency car traffic. Make every day a Sunday. At a minimum the road should be reduced to 1 lane of traffic with a turning lane, or with dedicated lanes for bus rapid transit.</p> <p>If this can not be done, additional space must be allocated for paths, trees, and open space. Separate paths should be provided for pedestrians and cyclists and all crossings should be upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>The fence separating magazine field from the very narrow shared path might be eliminated.</p>	McNamara	Rome	max.rome@gmail.com	28 Raymond Street	Boston	MA	02134

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 11:40 AM	<p>I urge DCR to set the bar for the Memorial Drive improvements to align with the Commonwealth's own laws and policies regarding greenhouse gas reductions road safety and transportation mode shift -- by reorienting Memorial Drive to be a complete street that favors walkers and cyclists, and reduces the speed and number of motor vehicles throughout the corridor.</p> <p>I ride a bike nearly daily around Somerville and Cambridge, and often into Boston. Memorial Drive could be a safe and beautiful way to make these rides, but the current design is a car-dominated arterial road, inappropriate in a dense and heavily used urban setting and unfortunate in its beautiful riverfront location. Cyclists, joggers and pedestrians are forced to share narrow paths and unsafe road crossings or ride in the street with cars, greatly increasing the risk to all.</p> <p>I urge DCR to maximize green space, create separated and protected paths/lanes for pedestrians and cyclists, implement traffic calming measures such as raised curbs, and turn the BU rotary into a standard intersection.</p> <p>It is impossible for the Commonwealth to meet its requirements under the Global Warming Solutions Act and to reduce air pollution if opportunities like this are not taken. Ensuring that Memorial Drive supports a more livable, less car-dominated metropolitan area.</p> <p>This is a once-in-a-lifetime opportunity to make Memorial Drive the riverfront park and safe, multi-modal street for the community that it should be - please start with a design that benefits that entire community.</p>	Arah	Schuur	schmarah@gmail.com	26 Walker St	Somerville	MA	02144
5/7/19 11:45 AM	<p>This path badly needs to be repaved and widened, ideally with separate pathways for walkers and bikers. This is a huge asset for our city and could be used so much more fully and safely, if only it had more space for everything to easily bike, walk, etc.</p>	Rachel	Quednau	rachelquednau@gmail.com	24 Shaler Lane, Unit C	Cambridge	MA	02138

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 11:50 AM	<p>There are a few big drawbacks of this route as it currently stands. The path is too thin in parts (especially between Riverside boathouse and the BU bridge), which makes passing dangerous for both cyclists and pedestrians. The BU bridge rotary is insanely hazardous to cyclists, without even an unprotected bike lane to use and with no alternative route. The path is also poorly maintained in many areas, with large cracks and roots disrupting the surface and creating a higher accident hazard. It's mostly unlit at night, increasing danger to all of its users due to collisions. Finally, it is not cleared effectively in the winter (often covered in ice and snow until the next hard thaw), lowering its potential uses for all people - cyclists, runners, and normal pedestrians - during those months.</p> <p>Fixing any of these issues would be a huge bonus, especially if there is a plan (and funding) for regular maintenance of whatever path is put in to the new greenway design.</p>	Gregory	Babunovic	gbabunovic@g.harvard.edu	1568 Commonwealth Ave., Apt #B	Boston	MA	02135
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 11:57 AM	<p>I am a frequent user of the greenway. It has great potential, but is currently very poorly implemented. Here are a few of my comments:</p> <p>We need underpasses at most bridges.</p> <p>Pedestrian crossings need to be revamped at all major intersections. Cars often try to beat the yellow light and end up blocking the intersection/crosswalk when the short walk signals come on. Peds and bikes are forced around the cars, into the intersection, which now contains angry gridlocked drivers.</p> <p>The path should be widened along the entire section, but especially near the BU rotary, or bike/ped traffic could be separated. Lighting needs to be improved on the path, and car headlights are right at the eye level of bike riders. Even with a good cycling light it is impossible to see at night.</p> <p>Moving the path back from the road would increase the comfort level of all path users.</p> <p>Traffic along memorial drive needs to be slowed to the actual speed limit. Everyone drives at highway speeds, and there is no enforcement by the police. Install traffic calming measures.</p> <p>There needs to be a better way to transition from the greenway path to the BU bridge bike lane, currently the bike lane just starts, without any sort of curb cut from the path.</p> <p>There should be protected bike lanes throughout the BU rotary. I was almost struck here the other day while pulling off to the side to use the crosswalk. It isn't safe to use the rotary as a cyclist, and it isn't safe to dismount to use it as a pedestrian.</p>	Travis	Petersen	travis.petersen08@gmail.com	42 William Street	Medford	MA	02155
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**Memorial Drive Greenway Improvements, Phase III**

**Public Comments received by DCR**

*deadline May 9, 2019*

5/7/19 12:00 PM	<p>My main comment/suggestion is that it is very hard to walk, run, or bike (I've done all 3) on the path, much less at a consistent/reasonable pace, given how many other people are trying to use the path. A much wider path, ideally with separate pedestrian and bike lanes, seems justified given current traffic.</p> <p>It also would be nice if it were easier to get from the path to the other side of memorial drive at more points than currently is possible.</p>	Brian	Fried	brianfried@gmail.com	660 Somerville Ave	Somerville	MA	02143
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 12:01 PM	<p>My biggest hope for this project is that the width of the Paul Dudley White Bike Path be expanded to at least 12 feet. I realize that doing so would require taking a lane from Memorial Drive. Memorial Drive recently had a temporary reduction in lanes when the bridges were worked on. To my knowledge, there was no apocalypse and motor vehicle traffic managed just fine. However, non motorized traffic has suffered along this corridor.</p> <p>I commute daily via bicycle from JP to Belmont. I've been biking this commute for ten years. For the past year, I have chosen to exclude the PDW path from my commute because I feel it is safer for me to commute on Mass Ave. Let me say that again. I feel I am safer riding a bicycle on Mass Ave than I would be riding a bicycle on the PDW. At peak commuting times, there are joggers, pets, bicyclists and walkers competing for space on a too narrow path. It is not safe for me to travel between 8-12 mph on a bicycle on this narrow path with such competition. I feel there should be a safe space for all modes to utilize this path without conflict. We need to take a lane from Memorial Drive to fulfill this need.</p> <p>I feel that I should note that, frequently, I will utilize a bakfiets or a large tricycle to tote my children to Cambridge for recreation, as well. Again, we choose Mass Ave over the PDW for safety, which is mind boggling! The PDW should be the safest option.</p> <p>The City of Cambridge is now mandating protected bicycle facilities on all roadways which are renovated or redesigned, as the default configuration. This will skyrocket the use of bicycles in Cambridge! This is our chance to ensure the PDW will be able to accommodate this surge of new and empowered path users. Thank you.</p> <p>Sincerely,  Todd Consentino</p>	Todd	Consentino	tconsentino@gmail.com	188 School St	Boston	MA	02119
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 12:09 PM	<p>Please consider reducing the number of lanes on Memorial Drive and using the extra space for bike infrastructure or parkland. The paths need to be widened for the safety of all users so people have room to pass each other. Please also consider removing the BU rotary entirely and making that intersection an at-grade signalized intersection.</p> <p>Thanks, -George</p>	George	Schneeloch	noisecapella@gmail.com	81 School St #1	Somerville	MA	02143
5/7/19 12:10 PM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p>	Rachel	Soble	rachel.e.soble@gmail.com	49 Gore St, Apt 3	Cambridge	MA	02141

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 12:13 PM	<p>Please prioritize safe infrastructure for cyclists and pedestrians! Paths desperately need to be widened to allow for appropriate space for passing for the safety and comfort of all path users.</p> <p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>As a Cambridgeport resident, frequent jogger, and bike-commuter, this project greatly affects my daily life. I implore you to recognize its value to pedestrians and cyclists, and promote a safe, friendly solution that prioritizes protected bike lanes and paths, wide pedestrian paths, and car-free solutions.</p>	Annie	Lefley	annie.lefley@gmail.com	255 Pearl St 2	Cambridge	MA	02139
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 12:17 PM	<p>I strongly support making Memorial Drive a car-free zone all week, as it is on Sundays. At 69, I am both a biker and a driver, and must, I suppose, anticipate more driving and less biking as I get older; nonetheless, car-free zones are critical for our city and our planet.</p> <p>in particular, areas for biking and walking should be as far as possible from car traffic. We now know the health effects of air pollution--not only asthma and cardiovascular compromise, but dementia(!). Those choosing to bike or walk should not have to breathe car fumes. Trees and even short increases in distance between cars and bikers could make a significant health difference.</p>	Sue	Donaldson	susalson@gmail.com	187 Harvey st	Cambridge	MA	02140
5/7/19 12:18 PM	<p>Please consider the safety and importance of pedestrians and cyclists. I'm not a planner so I won't pretend to know the right way. But listen to them regarding best practices. Ignore all concerns regarding vehicle traffic. People driving cars do not deserve to drive 5 mph faster at the expense of residents who walk and cycle to work and everywhere else.</p>	Vineet	Barot	vbarot87@gmail.com	1379 commonwealth avenue, Apt 5	Allston	MA	02134
5/7/19 12:18 PM	<p>Hi! I'd like to encourage the DCR to take this opportunity to make Memorial Drive great for pedestrians and bikers. There really needs to be separate paths for pedestrians and bikes throughout with more space and safer crossings. At the BU bridge, things get so narrow that it often forces people into a very dangerous street that drivers treat like a highway. Many cities have redesigned waterfront areas to remove highways and cutting down on the traffic on Memorial Drive could make it a lot safer and offer a great space for people. On Sundays in the summer, it's a truly remarkable experience. I want to stress that improvements on the Boston side of the river can't substitute for the improvements we need on the Cambridge side of the river.</p>	Sean	Hogan	sphogan@gmail.com	21 Jefferson St	Cambridge	MA	02141
5/7/19 12:23 PM	<p>The bridges over the river are very often heavily congested. They should have tolls. The reduction in traffic would then flow more smoothly.</p> <p>Bike infrastructure also needs investment, with fewer potholes. Frequent curb cuts make speedy biking dangerous.</p>	Keith	Ericson	keithericson@yahoo.com	10 Reed St	Cambridge	MA	02140

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 12:33 PM	I support Cambridge Bike Safety's recommendations for this redesign. In general, anything that can be done to make Memorial Drive less appealing to cars -- including eliminating one or more traffic lanes -- and more appealing to bicycles and pedestrians would best serve the long-term interests of Cambridge.	Robert	Neer	bobneer@gmail.com	395 Huron Avenue #2	Cambridge	MA	02138
5/7/19 12:38 PM	I use this area myself several times a month and as a physical therapist I have several patients who use it daily. This area has very poor safety for people on foot, in wheelchairs, and on bikes. The narrow sidewalks currently make it unpleasant and even unsafe to walk at times, especially when traffic backs up and idling cars create fumes. This construction should include at minimum wider sidewalks suitable for use by people of all physical abilities. It should also include safe bike infrastructure protected from cars so people can reach destinations by bike safely. Additionally, car lanes should be kept to a minimum to avoid cars idling causing air quality issues, decrease risk for auto accidents, and to make crossing safe for all users. Thank you for considering.	Brendan	Connor	brconnor1@gmail.com	26 Seery Street	Malden	MA	02148

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 1:36 PM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor and designated bike lanes for each direction with a yellow stripe down the middle and regular arrows and marking to indicate biking and walking paths in appropriate directions.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users or overpasses so cars and path users don't conflict at intersections.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes and better traffic signaling to facilitate cars moving through quickly so they don't disrupt the intersection for other users.</p> <p>Move the entrance to the playing fields near the BU bridge to a spot farther from the bridge so bridge traffic doesn't block the park and playing fields. Add bike parking to the parking lot for the playing fields to encourage users to arrive by bike and other alternative transportation.</p>	Jamie	Lichtenstein	biojamie@gmail.com	287 Harvard St	Cambridge	MA	02139
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 1:43 PM	<p>I live very close to Memorial Drive and frequently need to cross it or travel along it by foot or by bike and sometimes with my three-year-old in tow. Despite the fact that it is supposed to be a nice recreational corridor, if there's another way to get where I am going I will avoid MemDrive if I can. The path is too narrow for the amount of traffic and certainly needs repaving in many places. The road crossings at the bridges are deadly, with cars often not checking for pedestrians properly or slowing down before turning. The backup that often occurs in the evening at the BU rotary physically traps our car at home, since there is no other way out of our neighborhood from our one-way street. I've never had an urgent reason to drive my car in the evening but I worry that when I need to I will not be able to get where I need to go.</p> <p>I question whether there need to be cars on Memorial Drive at all, but at the very least there should be a bus lane at the BU Bridge rotary (or whatever becomes of that intersection) and fewer lanes throughout. There needs to be a lot of traffic calming -- people treat the road like a highway, and end up just racing to the next red light. Raise the crosswalks, get rid of a lane, and give bikes and pedestrians separate infrastructure.</p>	Cristina	Luis	cristina.luis@gmail.com	114 Henry St.	Cambridge	MA	02139
5/7/19 1:56 PM	<p>I regularly walk my dog on the bike path that crosses the BU bridge. I find that the area east of the BU bridge where the path is elevated alongside the road is very difficult to navigate. It is too narrow and if there are too many different users (bikes, pedestrians, scooters, etc.), someone often has to step into the road alongside traffic to make sure everyone can pass. This seems to be a safety issue that would be important to address in the next reconstruction phase.</p>	Noor	Johnson	noor.johnson@gmail.com	218 Hamilton Street	Cambridge	MA	02139
5/7/19 2:02 PM	<p>To avoid bike/car conflicts crossing at the BU bridge, is there any way bikes can be rerouted to go under the bridge by developing a boardwalk over the water. There is still plenty of room for the crew boats to navigate this. It would also be a good way to get the bike at grade with the Grand Junction path.</p> <p>And please make the path wider overall where possible.</p> <p>Thanks for all your work on this. David</p>	David	Read	dave@readfamilyhome.com	51 Averill St.	Topsfield	MA	01983

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 2:10 PM	<p>I am a resident of Somerville MA and I frequently use the BU bridge and Memorial drive corridor both for my work commute and for my leisure. My comments are as follows:</p> <p>Please allocate additional space for paths, trees, and open space throughout the corridor for the comfort and safety of pedestrians and cyclists.</p> <p>Also, add separate pedestrian and cyclist paths and increase the path width to maximize safety. The waterfront space in Boston is an incredible attraction and is already heavily traveled. Additional space for pedestrians and cyclists will increase access to the space and make Boston a more beautiful city.</p> <p>Additionally:</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make "every day a Sunday" and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p> <p>Thank you, Matt</p>	Matthew	Hemler	hemler.matt@gmail.com	13 Waterhouse St, Apt 2	Somerville	MA	01244
5/7/19 2:21 PM	<p>As a cyclist who commutes between Cambridge, Somerville, Chinatown, and Brookline on a daily basis, it is essential for my safety that we ensure that bicyclists have a safe way of navigating to/from the BU bridge as well as around Memorial Drive. I would love to see things like turning the BU rotary into a standard intersection, designating a bike lane (or closing off the road to cars) on Memorial Drive, and including clear signals for pedestrians and cyclists at crosswalks and intersections.</p>	Michael	Alpert	MDALPERT@GMAIL.COM	66 Marion St, Floor 1	Somerville	MA	02143-39



**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 2:23 PM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make "every day a Sunday" and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p>	Bill	Boehm	bill@boehmarchitecture.com	18 Laurel St	Cambridge	MA	02139
5/7/19 2:37 PM	<p>Hello,</p> <p>The Memorial Drive bike path, in particular, needs a lot of work and can be so much better than it is. It is a major thoroughfare for commuting and pleasure riding and deserves to be a real showplace for our community-- one that embodies our community's progressive ideals. There should be a separate bike path and pedestrian paths. The paths should be wide enough for 2 people to pass in opposite directions. The paths should also be smooth and free of potholes. All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users</p> <p>Many thanks,          Jill Smith (Cambridge, MA)</p>	Jill	Smith	jhu98@hotmail.com	48 Kirkland St #8	Cambridge	MA	02138

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 2:44 PM	<p>Hi,</p> <p>As a regular user / commuter on that section I would like to put a few requests:</p> <ul style="list-style-type: none"> <li>- Please provide a wider, ideally separate path for cyclists and pedestrians, as more and more commuters use this path daily. The path is currently too narrow.</li> <li>- Please make sure that the path is useable for non-drivers during the duration of the works.</li> <li>- Please make sure that the intersections are made more useable, as they can be tricky to navigate today.</li> </ul> <p>Thanks Nico</p>	Nicolas	Dard	NICOLAS.DARD@GMAIL.COM	45 bristol street	CAMBRIDGE	MA	02141
5/7/19 2:46 PM	<p>Remove the left turn arrow at the intersection of Museum Way and Monsignor Obrien Hwy when the pedestrian/bike sign is on. Not all cars yield to pedestrians and bikes.</p>	Lisa	Crago	cragolisa@yahoo.com	28 Constitution Rd	Charlestown	MA	02129
5/7/19 2:48 PM	<p>Memorial Drive was designed as a river road to allow a quick flow of traffic. The route from Mt Auburn Hospital at the bend in the river to East Cambridge relieves a lot of traffic from being forced thru our crowded neighborhood streets. Motorists also can appreciate the beautiful views while they skirt traffic backups within Cambridge proper. If this road is to be taken away from drivers, it will only worsen city traffic. Will Storrow Drive in Boston be off limits to drivers? If so, I think the design is flawed. I do not own a car; I am primarily a pedestrian who uses the T and occasionally a ZipCar. Please consider everyone in your redesign of this road.</p>	Robert	McCarthy	pahatech7@yahoo.com	1697 Cambridge St, Apt B2	Cambridge	MA	02138

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 2:53 PM	As someone who regularly walks, jogs, and rides a bike on the Mem Drive path and lives in a neighborhood adjacent to the unsafe rotary to access the BU bridge, please: * Redesign the path to create separate ways for pedestrians and bicyclists. I have witnessed many near accidents due to mixed use of the path. * Explore creating a car-free Memorial Drive every day - not only on Sundays. * Create protected bike lanes to navigate the rotary to access the BU bridge - if left unchanged, it is a matter of time before someone is injured or killed crossing heavy traffic with confused drivers who are not paying attention to bikers trying to access the bridge. .	Jackie	Cefola	j_cefola@hotmail.com	7 Perry Street	Cambridge	MA	02139
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 3:09 PM	<p>Thank you so much for redesigning Memorial Drive and the greenway between the BU Bridge and the Eliot Bridge to accommodate everyone - people walking, people running, people biking, people using public transportation, and people who are driving.</p> <p>Please keep in mind the following:  Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>Please use this opportunity to mitigate the effects of Climate change by providing more soft surface/unpaved surface that can absorb stormwater and providing more trees and green infrastructure to provide shade and cooling.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>In light of the tragic fatality on the Minuteman Bike Path, it is clear that paths should be widened to 16' allow appropriate space for passing for the safety and comfort of all users of the path.</p>	Eric	Sofen	esofen@gmail.com	81 Seaver St	Wellesley	MA	02481
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 3:34 PM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p>	Gordon	Marx	gcmarx@gmail.com	11 Bowdoin St	Somerville	MA	02143
5/7/19 3:54 PM	<p>Please prioritize pedestrians and cyclists. Thank you.</p>	James	Lloyd	imasalemite2@hotmail.com	374 Concord Ave	Cambridge	MA	02138

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 3:59 PM	<p>Hello, I am a mother, a cyclist, and a community member and I feel strongly about the following Steps towards better using this public space for all of the community, not just for those driving through. With climate change looming in front of us, it is important that our public policy prioritize walking and cycling and move us away from a dependence on cars. Therefore, please consider the following suggestions:</p> <p>:</p> <p>. Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p>	Jana	Pickard-Richardson	janainboston@gmail.com	89 Montebello Rd., Apt 3	Jamaica Plain	MA	02130
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 4:19 PM	Hi I am writing to urge you to make extensive improvements to Memorial Drive, focused on increasing capacity and safety for bike riders. We need to make dramatic changes to our infrastructure to de-emphasize usage of automobiles and encourage more people to seek cleaner alternatives. By providing stress-free bike routes, fully separated from cars, we can encourage more people who require peace of mind to leave their cars at home and reduce congestion in Cambridge. Thank you for your time.	Brian	Alves	bagginses@gmail.com	94 Line St., Apt 2	Somerville	MA	02143
5/7/19 6:35 PM	<p>Improvements in this area of the Charles River Basin are long overdue, and I'm grateful to hear that these may happen. I know this area fairly well as I ride my bicycle on it regularly for transportation. My over riding comment is that the bicycle/pedestrian path is far too narrow and in very poor condition. Use is increasing, and It is dangerous and unpleasant for all users. Widening and improving this path is a top priority.. Ideally there should be separate paths where possible, as below the BU bridge, but this may not be possible in much of the segment, so widening will need to be the main strategy. Also, a separate soft-service running path is important, but this can be narrow, as can be appreciated from the path that has been created by runners. Guard rails along the roadway can be helpful in creating a sense and reality of separation from the road, but they must be smooth on both sides (no exposed post that can be dangerous to bicycle riders. The service road on the Genzyme side of the river is much wider than needed and can be narrowed to create space.</p> <p>I understand that this is a challenging area, and we all want vegetation and sense of greenness., but this needs to be done in a way that accommodates active use of this precious space. I have confidence that DCR can make this happen!</p>	Walter	Willett	wwillett@hsph.harvard.edu	72 Chestnut St	Cambridge	MA	02139
5/7/19 7:29 PM	<p>Safe bicycle infrastructure is absolutely critical and needs to include bike paths separated from vehicles as well as pedestrians. This is a major multimodal transportation corridor where peds and cyclists should be given priority.</p> <p>The design of landscape open spaces is also important and I don't think AECOM is equipped with the expertise of a good landscape architecture firm. AECOM should be required to bring a good LA firm on board.</p> <p>This sensitive and historic parkway should be given that level of respect.</p>	Tim	Mackey	tmackey1989@gmail.com	59 Larchwood DR	Cambridge	MA	02138

**Memorial Drive Greenway Improvements, Phase III**  
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*deadline May 9, 2019*

5/7/19 7:54 PM	<p>As an active person that both lives and works in Cambridge I use the greenway which runs along Memorial drive frequently. I'm struck by how the current configuration of Memorial drive and the greenway that runs along it are not friendly to those traveling by foot or bicycle. With two lanes of traffic in each direction, and only a small space for those traveling under their own steam, the focus seems to be on providing a path for cars to quickly traverse through Cambridge. It seems absurd that we're currently using one of the most scenic parts of Cambridge as a highway. I'd love to see the redevelopment focus on making this area a real asset to the people of Cambridge by making it accessible and attractive to people traveling by foot and bicycle.</p> <p>I think an ideal use of this space would be to close Memorial drive to cars. In doing so it could become a greenway that highlights the natural beauty of the Charles river, encourages people to commute in environmentally friendly ways, encourages physical activity, and helps build a sense of community. Vehicles could use Memorial drive instead, just as they currently do on Sundays. I urge you to seriously consider this idea, and envision the positive long term improvements such an approach would have.</p> <p>If making Memorial drive a greenway is not deemed feasible, please significantly enhance the existing space for use by bicycles and pedestrians. There's a wide variety of people that attempt to use the existing path; some people out for a stroll by the river and others attempting to quickly commute. Due to the very different speeds that these parties travel at traveling along it can be both slow and dangerous. I ask that you keep pedestrians, joggers and cyclists at the front of your mind when redesigning this greenway. Please make the paths wide, and provide separate paths for those on foot and those running.</p>	Joe	Dollard	jdollard@gmail.com	4 Cambridge Terrace, Unit 3	Cambridge	MA	02140
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 8:12 PM	<p>This is a once-in-a-generation opportunity to make Memorial drive neighborly and utopian! Mem Drive should be a world-class public riverfront park first, and a throughfare for cars as a concession to traffic only. I support more space for non-car transit such as bikes, trees, and walking paths, including removing a lane of car traffic. As someone who has crossed the street frequently, raised crosswalks are also a necessity. The BU rotary also is just frustrating and should be redone with bike lanes and room for passing to make it better for everyone.</p> <p>Thanks for taking public comment into consideration for the redesign! I hope Memorial Drive and the BU rotary will become infrastructure we can be proud of.</p>	Amelie	Kharey	ameliek@alum.mit.edu	20 Harding St.	Cambridge	MA	02141
5/7/19 9:24 PM	<p>I am a young professional who lives in central square and works in the Fenway neighborhood. I often bike to work as I can't afford a car and the buses crossing into the city get too congested to rely on during rush hour. And with bus schedules on weekends I often find myself taking a bike into Boston and Brighton on weekends. This area is currently unsafe as it is presently designed. Bikes are forced to use pedestrian walk ways given the high speed of motorists on memorial drive. I've seen pedestrians nearly dodge bikes on numerous occasions. And the few bikes who take the risk of riding on the road are in even greater risk, cars have no consideration for bikes on memorial drive and will narrowly miss them while trying to pass. I think it's imperative that protected bike lanes be established on memorial drive to keep bicyclists and pedestrians safe from motorists. It would be a shame if the water front were under utilized because the city decided to only consider cars during the construction phase.</p>	Michael	Matson	michaelwmatson@gmail.com	48 Bishop Allen dr, Apt 2L	Cambridge	MA	02139

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 9:59 PM	<p>I live in Coolidge hill and commute by bike to the Longwood campus. I have two improvements to suggest:</p> <p>1. High priority / low cost. Create two separate paths for pedestrians and cyclists. Right now the shared lane is dangerous to both. Widespread use of texting and headphones by pedestrians makes this a real issue. I know space is limited but this should be feasible if a bit tight in spots.</p> <p>2. Aspirational, higher cost. Build pedestrian / cyclist underpasses for the Cambridge St and Western Ave bridges, similar to the Eliot bridge</p>	Giovanni	Parmigiani	gp1d@aol.com	173 Coolidge Hill	Cambridge	MA	02138
5/7/19 10:19 PM	<p>It is critical that the the speed limit on Memorial Drive be enforced, particularly from the BU rowing boathouse to the Longellow Bridge. Cars travel the road at high speeds above the posted speed level. It is unsafe and dangerous.</p> <p>There are multiple pedestrian crossings and the divided 'highway' cuts through a university where students are constantly crossing back and forth.</p> <p>One new way of enforcing a speed limit is to put Memorial Drive on a "road diet" to encourage new forms of micro-mobility. But, for the immediate term, please have officers ticket for speed violations.</p>	jane	gould	janegould@outlook.com	75 cambridge parkway	cambridge	MA	02142

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 10:54 PM	<p>I'm fully in support of the views of Cambridge Bike Safety. This stretch of memorial drive is dangerous for bikes due to narrow or even non-existent bike paths, narrow sidewalks, poor lighting, and dangerous intersections.</p> <p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make "every day a Sunday" and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p>	Ben	Miller	bwmillier.4@gmail.com	361 Mt Auburn St	Cambridge	MA	02138
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/7/19 11:38 PM	<p>When I started as a freshman at Boston University in 2012 I came from a bicyclist heavy town and was excited to ride my bike around my new university and to explore the City of Boston. I thought that I was a conscientious biker who had experience around cars but I was not prepared for what it is like to bike on and around many areas of Boston. The city is so traffic heavy and busy that biking can be stressful and dangerous - even careful bicyclists can be at risk. The lack of protected bike lanes, green space, and pedestrian walkways makes a any major area a dangerous place. I spent less than a semester trying to bike in Boston before I gave up on trying to bike in the city. It simply felt too dangerous whenever I hit areas without safe and well marked bike lanes. I was either too close to much faster cars and trucks or putting pedestrians at risk myself by trying to travel on paths not meant for bikes. Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor. The design of the Memorial Drive rotary by the BU Bridge in particular now is, in my honest opinion, an area of great risk for bicyclists. The BU rotary could be converted to a standard intersection with protected bike lanes and raised crosswalks to decrease traffic confusion and increase the safety, security and comfort of the biking and walking human beings who must travel in that area. I also think such changes would make the area more accessible to wheel chair users and people with strollers or carts. There is also ecological benefit to making green transport options more appealing with this redesign. The Charles Riverfront is a unique treasure of Boston and making it accessible, and enjoyable for all of our citizens is incredibly important.</p>	Adonica	Camp	addiec@gmail.com	170 Thorndike St	Cambridge	MA	02141
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 7:01 AM	<p>I have commuted by bicycle every day in Cambridge for over 10 years. Please consider the following in the Memorial Drive plan:</p> <ol style="list-style-type: none"> <li>1. Either significantly widen the bicycle/pedestrian path, or (even better) make a separate path for bikes and pedestrians. I rarely bike on this trail because it's too crowded with pedestrians and with cyclists trying to get around the pedestrians.</li> <li>2. The BU bridge rotary needs to be changed with cyclists in mind. It is confusing to veteran riders, and bewildering to new riders.</li> <li>3. Make the intersections at River, Western, and JFK safer for both pedestrians and cyclists. This could involve raising the intersection.</li> <li>4. Eliminate a lane of traffic to expand the greenway, similar to what was done for the greenway expansion on the west side of the Eliot bridge.</li> </ol> <p>You have done an amazing job with the Mem Drive work up to now. Thank you for your work and thank you for considering my comments.</p>	John	Koschwanez	john@koschwanez.com	33 Aberdeen Ave Apt 1	Cambridge	MA	02138
5/8/19 7:40 AM	<p>Dear DCR,</p> <p>As you redesign Memorial Drive between the BU and Eliot bridges, I hope that you will improve the paths for walkers, runners and cyclists. Separate and clearly marked paths for walkers/runners versus cyclists would greatly improve safety for both groups. Ideally paths would be relocated to pass under the bridges to avoid conflicts with cars. If that is not possible, then raised crosswalks and better light cycles would help.</p> <p>I run, walk, cycle and ski along the Charles River and consider it one of the great assets of Cambridge. I hope you will take this once in a lifetime opportunity to enhance this public facility for everyone who uses it, not just car drivers.</p> <p>Thank you.</p>	Leah	Williams	l.r.williams@comcast.net	30 Mount Pleasant St.	Cambridge	MA	02140

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 7:51 AM	<p>Hello DCR,</p> <p>On the light of the funding for the Memorial Drive greenway s, I stronly urge you to consider improvements that will make a car-free Memorial Drive possible. As Liveable Streets has advocated:</p> <p>"This concept of a car-free Memorial Drive is not new, but a logical extension of the existing weekend Riverbend Park Street closures, which demonstrate the desire for this type of expansive riverfront parkland. While recognizing that over 1,000 vehicles use Memorial Drive during peak hours, we believe that ongoing transportation initiatives including the Green Line Extension, the Allston I-90 Multimodal Interchange, West Station, the Grand Junction path and regional rail concepts, and the MBTA's Better Buses initiative will provide viable alternatives in the long-run, significantly reducing the need for Memorial Drive as a private vehicle through-way."</p> <p>Now is the time to consider replacing to existing car infrastructure with mutli-modal green transport, which will help Cambridge achieve it's GHG reduction goals, and also allow healthier, cleaner air in Cambridge and Greater Boston as a whole.</p> <p>Sincerely, William Flagg</p>	William	Flagg	bflagg5183@gmail.com	13 Anson St, Apt 2	Jamaica Plain	MA	02130
5/8/19 8:29 AM	<p>The DCR should seriously explore an option to make "every day a Sunday" and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p>	Jason	Glasgow	jason.r.glasgow@gmail.com	47 Oxford Road	Newton	MA	02459

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 8:33 AM	<p>It would be great to have a walkway that is closer to the river and further from the cars - something similar to landscaping down by the Hyatt (on the river side). Also the strip of sidewalk on the bridge (not BU) but part of Mem Drive is way too skinny. Very unpleasant to walk on as a pedestrian.</p> <p>Also roundabout crossing for pedestrians seems haphazard especially the side by the Morse School. Would be great to have improvements there.</p>	Rachel	Gordon	ms.rg.nwankwo@gmail.com	27 Acorn St.	Cambridge	MA	02139
5/8/19 8:37 AM	<p>Biking along the river is pretty stressful as it currently stands. There've been a lot of good ideas proposed, but specifically having the bicycle/pedestrian path be twice as wide seems like a high priority. As a cyclist, it's hard to pass even an individual pedestrian right now without passing too close for their comfort or else falling off the far side of the path. My dream would be to see the road go away or be just one lane each way so that there's space for bicycles and pedestrians andddd greenery! I realize that has a lot of difficult side effects though, so I wanted to specifically emphasize the wider path. Thank you!</p>	Ryan	Wilson	ryan.nathan.wilson@gmail.com	76 MARGARET ST	ARLINGTON	MA	02474-88

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 9:14 AM	<p>Dear DCR,</p> <p>I am a Cambridge resident and 15 year bicycle commuter. I bike to work from West Cambridge to the Back Bay of Boston every day year round (rain or snow) and utilize the bike paths and greenspace along Memorial Drive between the Eliot Bridge and BU daily.</p> <p>Thank you for accepting comments from the public on your upcoming redesign of Memorial Drive between the BU Bridge and Eliot Bridge. As you know certain portions of this bike path, especially between the BU Bridge and River Street are in dire need of upgrade. The poor shape of the bike paths along Memorial Drive force most bicyclists onto the Storrow Drive side of the river, causing excess traffic and problems between joggers, walkers, and bicyclists.</p> <p>I strongly recommend the DCR consider the following:</p> <ul style="list-style-type: none"> <li>•Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</li> <li>•All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</li> <li>•The DCR should seriously explore an option to make "every day a Sunday" and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</li> <li>•The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</li> <li>•The BU rotary could be converted to a standard intersection with protected bike lanes.</li> <li>•Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</li> </ul> <p>I am happy to offer any feedback in person. Please email me at herbwagner@gmail.com or call 617-943-8161. Thanks  Herb Wagner</p>	Herb	Wagner	herbwagner@gmail.com	163 Brattle St.	Cambridge	MA	02138
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 9:14 AM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p>	jussi	gamache	jussi@freezepop.net	117 albion st, apt 2	somerville	MA	02144
5/8/19 9:20 AM	<p>i ride this section of the charles every day, and what's lacking most is consistency. terrain and lanes vary frequently, making it hard for a cyclist to know what to do and what to expect. recommend keeping cyclists and microtransportation users more obviously away from pedestrians, and consider keeping the single track path since that gives cyclists with large tires an extra-fun alternative to pavement. i please also consider planting more plants/trees along the edge to decrease runoff and increase beauty, and installing and maintaining smoking stations near the office buildings in this stretch - otherwise cigarettes inevitably end up in the street &amp; drain. could also use recycle bins in addition to waste bins - maybe even consider putting in a compost dropoff site near where people most often have picnics.</p>	yurij	lojko	ukrainianboyscout@gmail.com	18 Lawrence St	Medford	MA	02155

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 9:22 AM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p> <p>This is a once in a generation opportunity to influence how public space is used for the benefit of the entire community, not just people driving through the city. Please use it wisely to make the right choice for everyone now and in the future!</p>	Nathaniel	Sharpe	nssharp@gmail.com	109 Inman St., #1	Cambridge	MA	02139
5/8/19 9:25 AM	<p>There need to be improvements made to the bike paths near the BU rotary and crossings near the River st and JFK bridges. If bikes could be separated from pedestrians on their own path, this would make the paths more enjoyable and safer for all. However, I strongly believe that there should not be any lane reductions to Memorial Drive in either direction. Traffic throughout Boston will be increasing as new housing developments open, particularly in Allston, Brighton, and near Harvard sq. and, even with more of us on bikes, the traffic will be even more of a nightmare for those that do not have bike commuting as an option.</p>	Julia	Tate	juliaromano10@gmail.com	8 Atkins St	Brighton	MA	02135

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 9:36 AM	<p>- Create two paths, one for pedestrians and one for bikes.  - Widen the paths for safe use along the entire route.  - Raise all crossings and put in appropriate traffic lights that work for path users.  - MAKE MEMORIAL DRIVE THE BEST RIVERFRONT PARK IN THE NORTHEAST (remove the cars and asphalt)</p> <p>Memorial drive is an important link for a multitude of daily commuters on bike, foot, and in a vehicle. This review process is a great opportunity to make alternative transportation options, outside of a car, safer, more pleasant, and more convenient. By prioritizing the paths along the Charles river, you provide a serious alternative to driving and each of these changes helps the whole city by making it easier for individuals to choose a method of transportation other than a vehicle.</p> <p>I think Memorial driver could be an incredible riverfront park that would attract 1000s of people from all over the world if you eliminated cars altogether. This could rival NY's Highline and provide space for the entire city to enjoy.</p> <p>While a car-free Memorial drive should be considered as a real option and every effort made to make it a reality, eliminating one lane of travel would also help to eliminate the incredible speeds reached by motorists along this route. This would provide space to widen the park, create two paths for pedestrians and bikers, and create a decent compromise.</p> <p>One last idea if none of the above is possible, turn one lane on Memorial drive into a bus rapid transit lane for commuting hours.</p> <p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in subpar changes forever</p>	Zac	deBethizy	zdebethizy@gmail.com	48 Kennard St	Malden	MA	02148
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 9:58 AM	<p>Hello,  I have been both an avid biker and runner on the memorial drive greenway for over 7 years. During this time I have had nearly daily frustration at the lack of infrastructure and organization provided for those trying to commute and/or exercise on the path. There are sections of the path where two people can barely fit side by side, where traffic is so close to you it feels like you may get hit at any moment and areas of it where the path becomes so rocky and unstable that I have nearly turned an ankle while running. Ideally I would like to see two separate paths for cyclists and runners/walkers as it is quite dangerous combining folks who are trying to commute to work on a bike and those that may be taking a leisurely stroll or jog. Additionally the paths should be widened as there are parts now that are absolutely unsafe considering their proximity to traffic!!</p> <p>We have an opportunity to make our city a safer and more comfortable place for cyclists, runners and walkers and we need to seize this opportunity. Not only is this better for community members, it is better for the environment!!</p> <p>Thanks,  Caitlin Goos</p>	Caitlin	Goos	caitlingoos@yahoo.com	9 Marlborough St, Apt #32	Boston	MA	02116
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 10:32 AM	<p>I recently learned of the DCR's undertaking of a design process for Memorial Drive Greenway Improvements, Phase III. Last summer, (2018) I was involved in a head-on collision with another cyclist on the Memorial Drive Greenway, near the Riverside Press Park. Because there was a large group of pedestrians walking in the middle of the narrow paved path, a cyclist biking in the opposite direction passed around them and into the right-side of the path where I was biking. The other cyclist was distracted by passing the pedestrians and was not looking ahead. She ran right into my bike, throwing me over the handlebars on onto my head. Fortunately, I was wearing a helmet, otherwise I shutter to think that the injuries I sustained could have been far more serious.</p> <p>I am a resident and homeowner in Cambridge and regularly user of Memorial Drive as a cyclist, pedestrian, runner, and automobile driver. I would urge the design process to more thoughtfully consider and balance the needs of cyclists, pedestrians, runners. To date, all non-vehicular traffic has been clumped together. Most pressingly, the pathway needs to be 1.) widened in general and 2.) segregated to allow for the high volumes of cyclists and pedestrians to be accommodated. Signage and markings should make it clear where cyclists and pedestrians should travel.</p> <p>Additionally, motorized scooters are becoming more prevalent and signage should make it clear if they are permitted or prohibited on the pathway—and, if permitted, where they are allowed. Just last evening, I encountered a man on a motorized scooter who nearly ran into a number of other cyclists and pedestrians. This problem is likely only going to worsen.</p> <p>I would urge the design process to recognize that not all non-vehicular traffic is the same. My accident last summer was a scary reminder of this fact, and I hope that the design of the greenway can ensure others do not have to learn this lesson the hard way when their heads hit the pavement.</p>	Jacob	Moses	jacob.moses@gmail.com	2 Avon St, Unit 10	Cambridge	MA	02138
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 10:42 AM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p> <p>Thank you! Michael</p>	Michael	Heyman	mbheyman@yahoo.com	70 Garrison Ave	Somerville	MA	02144
5/8/19 10:43 AM	<p>The connection between the bike lanes on the BU bridge and memorial drive heading west needs to be improved. DCR should consider converting the BU rotary into a standard intersection with protected bike lanes. The path also needs to be widened. The MA standard is 11'-14' for a shared use path. Currently the memorial drive does not meet these standards. DCR should also at the minimum look at removing a driving lane on memorial drive in order to increase space for trees, pedestrians and people riding bikes as well as to slow traffic.</p>	Brendan	Keegan	brendan.keegan@gmail.com	139 Gibbs Street	NEWTON CENTRAL	MA	02459
5/8/19 10:44 AM	<p>As work is done on Memorial Drive Greenway we should ensure a few things to make this beautiful space most broadly useful and enjoyable:</p> <ul style="list-style-type: none"> <li>* Ensuring enough space (and ideally separate spaces) for both pedestrians and bicyclists, and enough space for users of varying abilities to move around each other at a safe pace.</li> <li>* Ensuring trees and green space continue to be a significant priority.</li> </ul>	Kathryn	Deane	klmccoy@gmail.com	38 Middlesex St	Cambridge	MA	02140

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 10:58 AM	<p>I think there is much that can be done to improve. With more and more people walking and cycling we need more space for this. Consider closing a lane in each direction to vehicular traffic and increasing plantings; separate walking and cycling paths, wider paths for both would be good also.</p> <p>Crossings should be made safer for both cyclists and pedestrians. Raised paths seem to do this in other places in the city.</p> <p>We need to think of the future, and walking, cycling and other non car modes of transportation need to be supported.</p>	McNamara	Buck	buck.rome@comcast.net	18 Gold Star Road	Cambridge	MA	02140
5/8/19 11:02 AM	<p>This is a great opportunity to improve the Riverfront park area on the Memorial Drive Greenway. I commute on this stretch every day either by bike or car and I think there are many improvements that could be done.</p> <p>1) This is such an important recreational area for people to be outside in the summer as can be especially seen on the car free sundays. I would urge you to allocate more space to trees, grass, ... and less to cars. It is sad that this beautiful part of the city is allocated to such a large part to driving. I would strongly support for example to cut the number of lanes on memorial drive from 4 to 2. Maybe one could also make all weekends car free for the full weekend! That would be a bold move.</p> <p>2) A key problem for cycling is that the small pathway is very crowded between pedestrians and cyclists (and inline skaters, scooters, ...). This often leads to dangerous situations. A huge improvement would be separate bike and pedestrian paths that are clearly designated along the entire stretch.</p> <p>3) Better crossings for pedestrians and bikes would be great. Especially raised crossings that are easy to use.</p> <p>4) The BU Bridge rotary in its current form is an absolute mess for cars. During rush hour everything is jammed up, everyone is confused and there are constantly dangerous situations. I'm not sure how this can be improved in the best way, but the current solution of having a rotary with a traffic light in the middle seems particularly unsuitable.</p>	Johannes	Schmieder	johannes@bu.edu	28 School Ln	Watertown	MA	02472

### Memorial Drive Greenway Improvements, Phase III

#### Public Comments received by DCR

*deadline May 9, 2019*

5/8/19 11:05 AM	It is currently pretty uncomfortable to bike on the path because it is too narrow and needs to be repaved. The bike path should be widened and repaved. Also the BU bridge intersection is very scary on a bike. There should be an easier and less stressful way to get through this intersection on a bike. Thanks. David Tisel 5 Lester Terrace Somerville	David	Tisel	davidtisel@gmail.com	5 Lester Ter, Somerville, MA	Somerville	MA	02144
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 11:39 AM	<p>I used to bike: 90% of my trips, and half my miles, were by bike. No longer. Biking in some places is pleasant, but biking around Cambridge/Boston is just a relief when I complete a trip without incident. So I mostly just use Uber, adding to congestion and pollution but decreasing my stress level (and making me fat...)The reasons are several, ranging from angry interactions with drivers almost every trip to police apathy, but only one comment bears directly on the greenway: Please consider the problem of noise pollution. Great article: <a href="https://www.newyorker.com/magazine/2019/05/13/is-noise-pollution-the-next-big-public-health-crisis">https://www.newyorker.com/magazine/2019/05/13/is-noise-pollution-the-next-big-public-health-crisis</a> , and a detailed review: <a href="http://www.euro.who.int/en/health-topics/environment-and-health/noise">http://www.euro.who.int/en/health-topics/environment-and-health/noise</a> . ~5% of us feel the effects consciously and painfully, but it seems that most of us are seriously harmed even if we don't jump when a truck goes by.</p> <p>Two dreams:</p> <p>My first choice: close the road to motorists. As you know, induced demand works both ways, and many cities are seeing huge improvements to quality of life by closing major areas to cars. Usually downtown, but the effect is even visible in more closely analogous situations in the USA: <a href="https://www.strongtowns.org/journal/2019/1/31/car-pocalypse-not-now-why-predicted-gridlock-in-seattle-was-again-a-no-show">https://www.strongtowns.org/journal/2019/1/31/car-pocalypse-not-now-why-predicted-gridlock-in-seattle-was-again-a-no-show</a></p> <p>My more moderate but more urgent request for the greenway: a noise shield between the greenway and the road (and ideally enforcement of noise regulations).</p> <p>A noise barrier would also help with headlight glare---my little 300-lumen bike light is useless when I come over a rise and get blinded by headlights. Now I know where to slow down, but even so I've almost gotten into a few serious accidents due to sudden blinding glare.</p> <p>The more pleasant cycling and walking are, the more people will choose those over driving, which will have positive feedback effects on congestion, pollution, parking, finances, physical and mental health, wellbeing...</p> <p>Thanks! -Ben</p>	Ben	Pearre	bwpearre@gmail.com	289 Washington St, Apt 3	Cambridge	MA	02139
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 11:46 AM	I first biked the Memorial Drive path in 1987 coming & going from graduate school. It has not improved since then despite the heavy pedestrian and bicycle use. It is an embarrassment for visitors from other countries and cities to see what terrible accommodations we make for people who choose to get around without using CO2 belching fossil fuel burning machines. Memorial Drive is a terrible roadway that encourages speeding, car leapfrogging, and contributes to pollution. Please reduce it to one lane each way with a middle turn lane and widen the pedestrian path and add a dedicated bike path	Alan	Wright	alnwright@gmail.com	98 Birch St	Roslindale	MA	02131
5/8/19 12:04 PM	<ul style="list-style-type: none"> <li>- Please provide additional space for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be *separated* paths for pedestrians and bicyclists throughout the corridor.</li> <li>- All crossings should be substantially upgraded, including with raised crosswalks and signals that make using the path safe and convenient for people who are not in motor vehicles.</li> <li>- Paths should be widened to allow appropriate space for passing, for the safety and comfort of all users of the path.</li> <li>- The BU rotary should be converted to a standard intersection with protected bike lanes.</li> <li>- The DCR should seriously explore an option to make "every day a Sunday" and have a car-free Memorial Drive, as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront park land.</li> <li>- The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and un-neighborly design for this riverfront park for another 50-100 years.</li> </ul>	Nate	Kaufman	natekauf@rcn.com	56 Gorham St	Somerville	MA	02144

**Memorial Drive Greenway Improvements, Phase III**  
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*deadline May 9, 2019*

5/8/19 12:05 PM	<p>PART ONE of COMMENTS : S. Kaiser 5-8-19</p> <p>MEMORIAL DRIVE Options</p> <ul style="list-style-type: none"> <li>* Four Lanes continuous as today or ....</li> <li>* Four Lanes BU Boat house to Magazine Street (One lane on overpass, one lane on ramps, each way)</li> <li>* Three Lanes Magazine to River Street</li> <li>* Three lanes Western Ave to Weeks Bridge</li> <li>* Three Lanes JFK to Eliot Bridge</li> </ul> <p>DUAL PATH SYSTEM - Options</p> <ul style="list-style-type: none"> <li>* Retain, widen slightly paths on both sides of Memorial Drive</li> <li>* Have dual paths along river front, taking land from road</li> <li>* Add bike lanes to Memorial Drive, with separate, lower speed paths.</li> <li>* Consider raised curbs, with minimal guardrail</li> <li>* Use Corten Steel for roadway side guardrail (or wood with flat plate backing) plus wood railing on the path side of guardrails.</li> </ul> <p>LIGHTING</p> <ul style="list-style-type: none"> <li>* Primary lighting is for pathways at night, with spillback onto roadway (today it is the opposite; pedestrians do not have headlights).</li> <li>* Consider landscaping options to reduce current effect of cyclists partially blinded by incoming headlights.</li> <li>* Encourage drivers to use low-beam</li> <li>* Note : Soldiers Field side does not have the blinding effect.</li> <li>* Paint all streetlight poles green</li> <li>* Use parkway type fixtures, no cobra heads</li> </ul> <p>FUTURE MAINTENANCE :</p> <ul style="list-style-type: none"> <li>* Use crack sealer to smooth path surface, which today has large cracks and gives a jarring ride.</li> <li>* Seek a program of guaranteed snow clearance (with help from Harvard and MIT) to assure path usability year round.</li> <li>* Solve the problem of clogged drains (especially at Microcenter)</li> </ul> <p>End of Part One          =====</p>	Stephen	Kaiser	skaiser1959@gmail.com	191 Hamilton Street	Cambridge	MA	02139
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 12:30 PM	<p>THIS IS PART 2.          TRAFFIC SIGNAL DESIGN          * Avoid high mast signal poles where possible          * Paint all signal equipment green          * General policy : Absolutely avoid all pushbutton concurrent WALK lights.          Correct signal at Western and SFRd while you are at it.          * Keep rotary at Reid overpass. Consider signaling one or two weaves in peak hour to reduce gridlock conditions          * Closely review accident data at the rotary. Make changes only where an accident problem is identified          * I am not enthusiastic for replacing he rotary with channelized movements          * Retain short-cycle ped signal at BU Bridge. Possible coordination with Commonwealth Avenue          * Seek improved design with City of Boston and MassDOT to deal with severe short lane problem          * Assume in the future with Commonwealth improvements that rotary will not congest as badly          * Paint bike lanes wider on curves : rear wheels of T Buses often track into the bike lane, from Cambridge to Boston          * Do not add signal at Magazine Street (curve); People can use Pleasant Street (straightaway).          * At Pleasant Street include a light to indicate that button has been pushed (like elevators and MBTA buses "stop requested")          * WALK phase for pathway covers the entire time that River Street bridge traffic is stopped, no pushbutton needed          * Retain pushbutton for crossing of Memorial Drive at River Street; primary use is hotel employees walking from Central Square          * Reduce Cycle time at River and Memorial to 90-100 seconds to account for short lane effects on the bridge.          * Consider green-arrow right-turn-only after careful analysis f all movements at this key bottleneck, esp. pathway.          * Western Avenue is the worst path crossing on the Memorial Drive side. Today with pushbutton a five-second WALK is displayed.          * Consider right lane on Memorial Drive inbound at Western as Right turn only, concurrent with outbound left turn. Watch for weave on the bridge and queues extending from SFRd across the bridge.</p>	Stephen #2	Kaiser	skaiser1959@gmail.com	191 Hamilton Street	Cambridge	MA	02139
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 1:05 PM	<p>Dear DCR,</p> <p>I was not able to make the 04/11/19 Public Listening Session at the Morse School in Cambridge, but I did very much want to comment. I bike along Memorial Drive every day on my way to and from work. I also row out of Riverside Boat Club in Cambridge. I very much appreciate the DCR re-building the pedestrian overpass by Magazine Street. The problem is that people are not using the overpass and tend to attempt to cross Memorial Drive at the surface level. I bike over the overpass every day and have realized that the ramps are very long up and down, and that the bridge is not equipped with stairs in addition to the ramps. Able bodied folks do not want to take the time needed to ascend the ramps, but if the overpass had stairs in addition, I suspect that the usage would go up! Also if you want to encourage people to use the ramps, put in a median fence or some other type of structure, and take away the yellow blinking light.</p> <p>General comments: this portion of Memorial Drive is really in dire need of repair, re-design and upgrades, especially when you compare it to the portion by MIT. The bike/walk/run lanes need to be wider, and dedicated. The street edge is ragged and needs to have either a row of trees or a guardrail to make walkers/joggers and bicyclists feel safe and separated. Clearly design elements are called for! This is NOT the lovely riverfront promenade that it should be! There is so much room for improvement!</p> <p>Ed Ballo</p>	Edward	Ballo	eballo@mit.edu	62 Queensberry Street, #303	Boston	MA	02215
5/8/19 1:10 PM	<p>Thank you for all you are doing to increase safety for pedestrians and cyclists. I am an active rowing and board member at Riverside Boat Club and the good news is that more and more people are walking, biking and rowing along the river. But there is also increased automobile traffic. Efforts to slow traffic and to separate pedestrians, cyclists and automobiles should be a high priority for all new designs. Thank you!</p>	Lynn	Osborn	lynnrosborn@gmail.com	66 Watson Road	Belmont	MA	02478
5/8/19 2:34 PM	<ul style="list-style-type: none"> <li>- Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</li> <li>- If nothing else, paint bright green bike lanes in BU rotary to let drivers know to look out for bikers.</li> </ul>	Connor	Green	connor.e.green@gmail.com	72 Hamilton St, #5	Cambridge	MA	02139

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 2:42 PM	<p>The multiuse paths need to be widened and separate ones for cyclists and pedestrians are needed to avoid conflict in this very busy stretch. Memorial Drive itself needs a road diet. Four lanes of traffic are unnecessary and the extra space can and should be given over to other modes of transportation (walking and biking).          More trees should be planted. The area needs greening.          It should be easier to cross the bridges from along the path. This can be done by using better signaling but also by having raised crosswalks.          Ideally the path should continue under the bridges rather than having to cross them. This would be much safer, and considerably more pleasant.</p>	Debby	Galef	drgalef@gmail.com	93 Hammond St.	Cambridge	MA	02138
5/8/19 3:20 PM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years. This is a once-in-a-generation opportunity to make some real improvements that would benefit users of all types of transportation!</p>	Sasha	Albert	sashalbert@gmail.com	Mead St	Allston	MA	02134

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 3:22 PM	<ul style="list-style-type: none"> <li>- There should be separate paths for pedestrians and bicyclists throughout the corridor to increase safety and comfort for both modes of transportation</li> <li>- Need to widen bike path to accommodate all users comfortably ... e.g. especially in crossing over railway tracks near BU bridge.</li> <li>- Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity.</li> <li>- All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</li> <li>- The DCR should seriously explore an option to <b>**make Memorial Drive permanently car-free**</b>. This has been done successfully with waterfront highways in major cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland. The cars on Memorial Drive are dangerous, noisy, and polluting. I urge you to consider this radical step to make Memorial Drive more of a safe and shared resource for everyone in Cambridge and the surrounding areas.</li> <li>- The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</li> <li>- The BU rotary should be converted to a standard intersection with protected bike lanes.</li> </ul>	Caroline	Jaffe	caroline.jaffe325@gmail.com	28 ELLSWORTH AVE	CAMBRIDGE	MA	02139
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### Memorial Drive Greenway Improvements, Phase III

#### Public Comments received by DCR

deadline May 9, 2019

5/8/19 3:58 PM	<p>The Charles River Parkland between the BU Bridge and the Eliot Bridge is long overdue for renovation. From East to West, heading upstream from the BU Bridge:</p> <ul style="list-style-type: none"><li>-Widen sidewalk/bikepath from BU Boathouse to BU Bridge to at least 12 feet. Separate bike and pedestrian paths do not work. Make the path wide enough that bikes and pedestrians can pass in both directions at the same time</li><li>-Allow crossing of BU Bridge ramp in a single green light on path/sidewalk in both directions.</li><li>-Widen bike path to at least 12 feet from BU Bridge to River St. Bridge. This will be hard under foot bridge, but is especially necessary there.</li><li>-Repave path from River St. Bridge to Anderson Bridge.</li><li>-Widen path to at least 12 feet and repave with an adequate base from end of new construction at Anderson Bridge to Eliot Bridge</li><li>-Narrow Memorial Drive motorized lanes to one in each direction from Anderson Bridge to intersection with Fresh Pond Parkway.</li><li>-Add a separate bike path on the reclaimed part of Memorial Drive.</li><li>-On inbound side of Memorial Drive, keep right turn lanes at Anderson Bridge and Western Ave. Bridge and left turn lane at River St. Bridge.</li><li>-Repave sidewalk to at least 12 feet on outbound side of Memorial Drive from Hawthorn St. west to Mt. Auburn St. This provides a safe route for bicyclists from the river path to West Cambridge.</li></ul>	Jessica	Mink	jessica@masspaths.net	92 Neponset Ave.	Roslindale	MA	02131
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 4:38 PM	<p>Please, please explore exploring dedicating at least one lane on Memorial Drive to bikes every day of the week. Safely opening up this corridor for bikes will encourage more people to travel by bicycle - lessening traffic, pollution...and just creating a much better quality of life. The river is beautiful. Converting Memorial Drive from an extremely busy thoroughfare for cars to something that is much safer and more inviting to bikes, pedestrians, and scooters would be such an improvement.</p> <p>Please do not let the construction with the upcoming I-90 project to be a reason to postpone creating a safe and neighborly design for this riverfront park for another 50-100 years. Please take this opportunity to more actively design to encourage and promote bike and pedestrian methods of commuting.</p> <p>I ride my bike to work from Arlington to Downtown Crossing every day, and have had 1 fairly serious accident to date. Please take bicycle safety seriously - and help us exercising this low-traffic, zero-emissions method of travel.</p> <p>Thank you, Sarah</p>	Sarah	Glover	sarahglover44@gmail.com	139 Franklin Street	Arlington	MA	02474
5/8/19 4:38 PM	<p>In the past 50 years, we have spent many hours walking along the paths of the Cambridge side of the Charles River. The shade of the large old trees is particularly important. We encourage the DCR to preserve the existing trees and to plant as many new ones as possible. If changes are made to the paths, care must be taken not to damage the roots of mature trees.</p>	Joanna	Antebi	joantebi@comcast.net	5 Dunstable road	Cambridge	MA	02138

**Memorial Drive Greenway Improvements, Phase III**

**Public Comments received by DCR**

*deadline May 9, 2019*

<p>5/8/19 5:01 PM</p>	<p>Cities around the world, e.g., San Francisco, Seattle, Seoul, and Paris, have taken the step of eliminating riverfront highways and seen major quality of life improvements for residents from doing so.</p> <p>Due to the well-established principle of induced demand [1,2,3], these projects do not typically result in major increases in congestion. Rather, the primary effect on traffic is to encourage faster mode shift away from single-occupancy motor vehicles to more sustainable and space-efficient modes [4,5].</p> <p>In the case of Memorial Drive specifically, the reconstruction of I-90 in Boston and the efficiency improvements that project will bring offer the potential to take pressure off Memorial Drive by creating alternatives for a large proportion of the single occupancy motor vehicle commuters currently passing through Cambridge on Memorial Drive.</p> <p>While the conversation about how Memorial Drive should look in the future is just getting started, I encourage MassDOT to take a strong stand and explore a car-free Memorial Drive. At the first meeting MassDOT held a few weeks ago with residents of Cambridgeport and others in the community, strong community support was expressed for "making every day a Sunday" and removing cars entirely from the section of Memorial drive under consideration. This support wasn't just coming from "the usual suspects", but from a wide range of residents who would like to see less traffic in their neighborhood, more parkland, more trees, less noise, etc.</p> <p>Sincerely,          Alex Auriema          125 Mt. Auburn St.          Cambridge</p> <p>[1] R.B. Noland. Relationships between highway capacity and induced vehicle travel. Transportation Research Part A: Policy and Practice Volume 35, Issue 1, January 2001, Pages 47-72. Available at <a href="https://www.sciencedirect.com/science/article/pii/S0965856400000476">https://www.sciencedirect.com/science/article/pii/S0965856400000476</a></p>	<p>Alex</p>	<p>Auriema</p>	<p>alex_auriema@harvard.edu</p>	<p>44C Burroughs st.</p>	<p>Jamaica Plain</p>	<p>MA</p>	<p>02130</p>
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 5:05 PM	<p>Please be mindful of creating space that encourages people to walk and bike around Boston. For so many reasons (health, safety, reducing noise and air pollution, money and time saving options for commuters, tourism, etc.) it's the right way to go. The Charles River is a rare gem we should be grateful for. Let's utilize it to its fullest. Some specific tactics include:</p> <ul style="list-style-type: none"> <li>-Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</li> <li>-All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</li> <li>-The DCR should seriously explore an option to make "every day a Sunday" and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</li> <li>-The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</li> <li>-The BU rotary could be converted to a standard intersection with protected bike lanes.</li> <li>-Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</li> </ul>	Jim	Ricciuti	jimricciuti1@gmail.com	56 Walnut Street #6	Somerville	MA	02143
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 5:06 PM	<p>The memorial drive side of the river is difficult for cyclists which, in turn, makes it difficult for pedestrians and cars. The path is mostly too small and where it's falling apart is literally too small for two bikes to pass in opposite directions comfortably. The connection from the path to the BU bridge is hectic. as you come off of a busy crossing, with runners walkers and others cyclists and have to squeeze in next to cars fighting to get on the bridge.</p> <p>The crossings are also confusing and, again, funnel users of all kinds into the same paths.</p> <p>I use both sides of the river to commute by bicycle, to ride for pleasure and to run. There are days and times that I simply avoid the Cambridge side because it's crumbling and hectic.</p> <p>I also wonder if a two-lane, hectic pseudo highway is really the best use for what could be one of the best features of Greater Boston. On the Boston side we have the esplanade, which, while fenced in by Storrow drive still provides beautiful, multi-use access for the community. On the Cambridge side, we have a strip of bike path and cars going 50 miles an hour. We should be able to do better than that one both sides of the river.</p>	Rob	Larsen	rob.react@gmail.com	38 ARDALE ST # 1	ROSLINDALE	MA	02131
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 6:37 PM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p>	David	Marcus	davidmarcus@alum.mit.edu	25 Beacon St Apt 16	Somerville	MA	02143-43
5/8/19 6:44 PM	<p>I think having a separate bike path and a separate walking/running path along memorial drive is incredible important. I bike along the Charles river daily for work or for errands around Cambridge and Boston. I find it so surprising, and disappointing, the the path on the Boston side is in such better condition than the Cambridge side. A new path along the Cambridge portions of the river is essential.</p> <p>Ideally--the path should be at least 12-14 feet wide with a consistent smooth surface.</p> <p>Bike/ped friendly crossings at River st and Western ave are also desperately needed.</p>	Jonathan	Anjaria	janjaria@brandeis.edu	10 Worcester St. #2	Cambridge	MA	02139
5/8/19 6:50 PM	<p>Please make sure there are plenty of street trees planted with adequate ground for them to thrive. Thanks!</p>	Chantal	Eide	ceide@comcast.net	20 Ellsworth Ave.	Cambridge	MA	02139

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 7:16 PM	<p>The paved path on the river side along Memorial Drive is not safe now, mainly because of the bicycle/pedestrian mix. I have been on that path many times to experience this. There should be a 2 way path for bicycles and a separate single path for pedestrians and runners. To do this, either the road or the green space would have to be narrowed. Alternatively, or in addition, maybe the road could be moved a few feet farther away from the river.</p> <p>The BU bridge rotary is also now tricky for bicyclists crossing Memorial Drive from Cambridge beneath the overpass. The exit from the rotary heading towards the BU bridge is especially nerve-wracking at the southwards up-hill merge onto the BU bridge, This seems to be a no-man's-land between two projects, the earlier one involving the BU bridge and the present phase III one involving the rotary. Rush hour vehicular traffic turning right from Memorial Drive onto the BU bridge often leaves no room for bikes coming from the rotary.</p> <p>Thank you for your consideration.</p>	Laura	McMurry	laura.mcmurry24@gmail.com	334 Harvard St, Apt H2	Cambridge	MA	02139
5/8/19 8:36 PM	<p>Please include separated bike lanes and generous space for trees and pedestrians. Consider reducing the space given to cars.</p>	Kent	Johnson	kent3737@gmail.com	18 Harrington Rd	Cambridge	MA	02140

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 9:15 PM	<p>I, and a number of others are greatly concerned about the health of the trees along Memorial Drive. Several of us have noticed and documented the fact that the trees on the southern side of the street need more (NOT LESS ) growing space. The trees on the north side of the street generally have wider planting beds and have fared better than those on the south side for this reason.</p> <p>Memorial Drive is perhaps Cambridge's most iconic landscape. It should be our goal to improve conditions for both trees AND bicyclists. Trees and bicycles SHOULD NOT BE IN COMPETITION WITH EACH OTHER. With our worsening climate, we will need them BOTH!</p> <p>I propose the following:</p> <ol style="list-style-type: none"> <li>1. Maintain the current width at the existing path and have the path be designated for PEDESTRIAN use only.</li> <li>2. Improve soil conditions and watering for all existing trees and plant new healthy trees wherever there are gaps.</li> <li>3. Make Memorial Drive less of a vehicular thoroughfare by allocating approximately 10 feet of the existing roadway for use by cyclists (bike lanes).</li> </ol> <p>In conclusion - We are entering a less automobile-centric era and it is appropriate for Memorial to reflect this trend. Let us not forget the highly successful "Save the Sycamores" protests of the mid- 1960's. Let the spirit live on!</p> <p>Thank you for your attention to this matter.  Sincerely,  Elena Saporta, ASLA, RLA, LEED AP  Elena Saporta Landscape Architecture.</p>	Elena	Saporta	esla@earthlink.net	102 Ellery Street	Cambridge	MA	02138
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 9:24 PM	<p>*Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>*All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>* DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>*The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>*The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p>	David	Cruz	david.m.cruz@mass.gov	89 Cedar St. Apt 2	Somerville	MA	02143
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 9:35 PM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p> <p>This is a once in a generation opportunity to influence how public space is used for the benefit of the entire community, not just people driving through the city.</p>	Marc	Pelletier	mpellet@hotmail.com	8 Glade Ave, #2	Jamaica Plain	MA	02130
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 9:39 PM	<p>As part of the redesign, separated two-way bike lanes are needed throughout the whole stretch of Memorial drive. Ideally the bike lanes would be separated from pedestrian path using grade (ideal), texture, or color. I bike on the whole stretch for recreation on Saturdays when it isn't closed to traffic and often have conflicts with pedestrians on the shared use path. In order to make this happen, the road should have a "diet" reducing it to one lane in each direction plus a turn lane where needed. I also bike on it weekday evenings to get from Somerville to Community Rowing.</p> <p>Additionally the BU rotary should be redesigned to help bike traffic in all directions. I often go through the rotary to get to Boston from Somerville. It is dangerous as currently designed. It should either be replaced with a simpler 4-way intersection with bike lanes or redesigned with a single lane of traffic and a separated bike lane all the way around.</p> <p>Please use the MassDOT Separated Bike Lane Planning &amp; Design Guide to create safe infrastructure for people who bike and walk throughout the whole corridor.</p> <p>Thank you.</p> <p>-Ted Lester, member of the Somerville Bicycle Advisory Committee</p>	Ted	Lester	elester@gmail.com	218 Summer St, #2	Somerville	MA	02143
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## Memorial Drive Greenway Improvements, Phase III

### Public Comments received by DCR

*deadline May 9, 2019*

5/8/19 9:50 PM	<p>1. Preservation and minimizing disturbance of the root zone if the iconic Sycamore trees is paramount. (Repaving of pathway adjacent to the trees could very well result in the death of the trees so minimizing disturbance should be a priority in the short term.</p> <p>2. Strategic replanting of the parkland trees is a critical priority.</p> <p>3. Restoration of the ground plane softscape areas with technically designed soil and seed mixes that can result in a thriving lawn/meadow is critical. Management of large events to minimize disturbance.</p> <p>4. If widening of pathways is considered,, then a road diet must go hand in hand. Narrow landscapes cannot handle widening of paths further without commensurate widening of parkland through narrowing of roadway.</p>	Cynthia	Smith	cynthia@halvorsondesign.com	37 crescent street	Cambridge	MA	02138
5/8/19 9:59 PM	Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.	Adam	Reeve	acreeve12@gmail.com	28 Ellsworth ave	Cambridge	MA	01239
5/8/19 10:22 PM	Please make every day a car-free day on Memorial Drive. This space was meant for recreation, not traffic.	Jack	McGrath	jac.mcgrath@gmail.com	38 Madison Avenue	Cambridge	MA	02140

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 10:47 PM	<p>To whom it may concern,</p> <p>I write as a recent resident of Cambridge who has greatly appreciated the upgrades and redesigns to the Greenway alongside Memorial Drive near MIT, and was delighted to hear that similar renovations are being planned for the stretch from the BU bridge to the Eliot bridge. The Greenway along Memorial Drive is a crucial corridor for human-scale recreation and transportation that I personally use as a pedestrian, cyclist, and sometimes automobile driver.</p> <p>I strongly encourage you to widen the pedestrian path and add a separate bike lane. During high use times (which are often, especially during the fall/spring/summer!) it can be difficult for cyclists and pedestrians (sometimes with young children) to effectively share the small sidewalk, especially along the stretch from the BU bridge to Western Avenue. This would really help improve the safety and enjoyment of the path.</p> <p>Also, I and many others love the car-free Sundays during May-Nov. , and I strongly advocate for expansion of that program (for instance there were many lovely warm Sundays this April, yet the program had not started yet). Nothing brings me more civic pride and community joy than seeing my neighbors out and enjoying the warm weather without fear of automobile-related incidents. Perhaps additional traffic calming measures could be taken alongside Memorial drive, like reducing lanes, adding bump-outs, or additional separation from cyclists + pedestrians? Sometimes I feel pretty scared walking or running along the path with so many fast cars so close to me :/</p> <p>Finally, please fix the dangerous rotary at the BU bridge! At the very least add physically separated bike lanes and better painting/stripping for pedestrians and cyclists!! I see cars going through there very quickly in unpredictable patterns and I really fear that a pedestrian or cyclist is going to get seriously hurt or killed some day if action is not taken! It would really improve access to Comm Ave + BU!</p>	Samuel	Spaulding	samuel.lee.spaulding@gmail.com	28 Ellsworth Ave	Cambridge	MA	02139
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/8/19 10:54 PM	<p>As somebody who frequently crosses Memorial Drive on foot, the entire thing is very dangerous. Cars drive at unsafe highway speed in many lanes. Multiple people have been killed crossing the street by Trader Joes / Riverside Boat Club. The entire road is unsafe for pedestrians and cyclists to cross. Lanes of traffic should be removed, the design speed should be lowered, and pedestrian and cyclist uses should be prioritized. Forbidding *all* traffic, as on Sunday, is absolutely worth exploring.</p> <p>The Charles River waterfront in Cambridge should be an inviting place for recreation and families, not an expressway.</p>	Paul	Fisher	paul@pfish.zone	129 Franklin St. Apt. 301	Cambridge	MA	02139
5/8/19 11:44 PM	<p>Please do not reduce the number of lanes for traffic. While car-free Sundays are an excellent part of the community, recent changes to the Mass Ave structure near the bridge has created very inconvenient traffic patterns. Please do not remove any lanes from Memorial Drive and repeat this mistake. However, raised crossings could be a good alternative.</p>	Bianca	Datta	bianca.c.datta@gmail.com	305 Memorial Dr	Cambridge	MA	02139

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 12:05 AM	<p>I am a resident of Cambridge, MA, and I work in the Longwood area of Boston. I commute to work via bus, and then run home, typically across the BU Bridge and then along Memorial Drive. Every Sunday I drive along Memorial Drive to visit family in the suburbs. As someone who uses both the road (driving) and the path (running), I strongly believe additional space should be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor. All crossings should be substantially upgraded with raised crosswalks and signals that work well for path users. It would also be excellent to have a car-free Memorial drive every Sunday—I could easily find another street to drive down, as could my fellow commuters. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland. Importantly, I strongly believe the BU rotary should be converted to a standard intersection with protected bike lanes. As a runner, the path isn't large enough for both bikes and pedestrians, so paths should be widened to allow appropriate space for passing for the safety and comfort of all users of the path. As a driver, I routinely fear for the bicyclists trying to navigate the rotary with all of the cars, so protected bike lanes and a widened path would be very helpful. I also find the jumbled crush of cars during rush hour to be maddening, and a standard intersection would fix this. Finally, the construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p>	Aviva	Musicus	aam231@mail.harvard.edu	28 Ellsworth Avenue	Cambridge	MA	02139
5/9/19 6:05 AM	<p>The path on either side of Memorial Drive needs to be repaved. Many sections of the path are terribly uneven and broken up making riding or skating a difficult experience. I am excited that it will be improved upon.</p>	adrienne	talamas	adriennetalamas@yahoo.com	79 Martin St, 42	Cambridge	MA	02138

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 7:19 AM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary could be converted to a standard intersection with protected bike lanes.</p> <p>Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p>	Laura	Wacker	wackerlaura@gmail.com	3 Durham Street, Apt #3	Somerville	MA	02143
5/9/19 7:33 AM	<p>I strongly urge that people on foot and on bikes are prioritized in the redesign of Memorial Drive. The bike/foot path is currently hazardously narrow in several sections, especially between Western Ave and the BU rotary and immediately following the BU rotary. Expanding the path to 12+ feet in all sections is imperative for the safety of pedestrians and people on bikes and will encourage more use of the path. In particular, separating the bike path from the walking/jogging path would be ideal.</p> <p>I think that the BU rotary also needs to be radically rethought, because it turns into a terrible traffic jam every rush hour. Perhaps a regular intersection would be preferable. The rotary encourages reckless driving as cars each other off to merge.</p> <p>Finally, I suggest that the DCR consider extending the car-free Sunday program to other days of the week. Turning Memorial Drive into a waterfront park highlights the best of what the city has to offer and provides an accessible park spanning many parts of Cambridge. Please think creatively about whether the current use of this space -- a four-lane highway -- is really the optimal solution!</p>	Ruth	Hanna	ruth.e.hanna@gmail.com	25 Sargent St, Apt 1	Cambridge	MA	02140

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 7:40 AM	<p>To Whom It May Concern:</p> <p>Please consider the following:</p> <p>The path as wide as possible - ideally 14 feet when possible for pedestrians and cyclists.</p> <p>Keeping in mind ongoing projects and linking to the Grand Junction, the Allston project and River Street in Cambridge.</p> <p>Better pedestrian crossings throughout the length of the path.</p> <p>Thank you.</p> <p>Amy Flax</p>	Amy	Flax	amy_flax@comcast.net	86 Normandy Avenue	Cambridge	MA	02138
5/9/19 8:24 AM	<p>I'm so excited about the possibilities for an improved riverfront in Cambridge! I hope you will seriously consider a dramatic re-visioning of this area - making it more of a park and less of a highway. In fact I would like to see Storrow Drive be the "outer ring road" for this part of Cambridge and a car-free river front on the Cambridge side. At a minimum, I suggest only one lane in each direction for motor vehicles, designed to keep speeds under 20 mph. Also I suggest a wide two-directional route for bicycles - wide enough for riders to travel two or three abreast in each direction. Pedestrian paths should be separate from bicycle paths. I would like to see opportunities for businesses to operate good weather outdoor cafes by the river, park equipment for games and passive recreation, boat rentals, etc.</p> <p>Thank you for your work on this important piece of land.</p>	Ruthann	Rudel	rarudel@gmail.com	205 Rindge Ave	Cambridge	MA	02140



**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 8:29 AM	<p>Rebuilding Memorial Drive, like most major infrastructure projects, is a once-in-many-decades event; an opportunity to correct past shortcomings and lay a foundation for the future.</p> <p>Fortunately, even as we confront our still-escalating environmental and mobility crises, we urban-area dwellers have certain advantages – particularly the presence of a mass transit system capable, when properly expanded, of carrying much of the current single-occupancy vehicle traffic currently causing so much of our costly (and dangerous) road congestion.</p> <p>This gives us the opportunity of improving multi-modal functionality along the Charles River. The existing paths, especially those closest to the river, are incredibly cramped – unsafe for the amount of pedestrian, dog-walking, baby-carriage-pushing, family strolling, and both commuter and recreational (particularly children’s) bicycling. Not to mention trees, storm-water catchment and other climate protection and environmental improvement needs. In whatever new design is adopted....</p> <ul style="list-style-type: none"> <li>•Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate and sufficiently wide paths for pedestrians and bicyclists throughout the corridor.</li> <li>•All crossings should be substantially upgraded with raised crosswalks and signals that work well for path users.</li> <li>•The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</li> <li>•The g I-90 project should not be used as an excuse to delay or reject needed improvements in this area</li> <li>•DCR should explore converting the BU rotary into a standard intersection with protected bike lanes and improved pedestrian crossings.</li> </ul>	Steven	Miller	semiller48@gmail.com	92 Henry St., Apt 2	Cambridge	MA	02139
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 8:41 AM	<p>(1) A pedestrian crossing should be introduced crossing from the DCR parking lot on the River side of Mem Drive &amp; Riverside Boat Club over to the plaza with Starbucks, Trader Joes, etc. Many folks that enjoy the riverfront cross here and it is very dangerous. The next crosswalks are quite far. I believe there have been several deaths.</p> <p>(2) Any new pedestrian underpasses added should not impede river traffic. The Charles River is a world class rowing destination. Head of the Charles is a huge event. Such underpasses might have to drastically change traffic patterns and/or race courses. However, I think that we can all agree that some way for runners and bikers to be able to continue without waiting for traffic to stop would be ideal/beneficial to all.</p>	Renee	Lanza	renee.a.lanza@gmail.com	350 3rd Street Unit 1201	Cambridge	MA	02142
5/9/19 9:18 AM	<p>Hello,</p> <p>I wanted to send in a note supporting the conversion of Memorial Drive to a more typical Cambridge road. The current configuration allows for high-vehicle speeds, little room for pedestrians and cyclists, and creates a dangerous environment for residents and commuters who are not using a motor vehicle in the area.</p> <p>At a minimum, the road should be reduced to one lane in either direction with the rotary converted to a more traditional signaled intersection. There need to be many more crosswalks added with traffic lights and raised crossings. Ideally the traffic-lights can be used to maintain a speed limit under 25mph. The resulting space should be opened up as parkland and expanded paths for pedestrians and cyclists.</p> <p>Lastly, part of Memorial Drive is shut down on Sunday, without any real effects. It'd be great to expand the shutdown through the entire corridor and expand it to the entire weekend.</p> <p>Thanks</p>	Colin	McCarthy	cwmccarthy@gmail.com	956 Cambridge Street	Cambridge	MA	02141

**Memorial Drive Greenway Improvements, Phase III**

**Public Comments received by DCR**

*deadline May 9, 2019*

5/9/19 9:28 AM	<p>I am a cyclist who rides through the BU rotary daily and on the Paul Dudley White Bicycle Path several times a week. I am glad we are finally making much-needed improvements. A few suggestions from my experience:</p> <ol style="list-style-type: none"> <li>1. The BU rotary is unsafe for cyclists. One option would be to convert it to a standard intersection with seperated bicycle lanes. Several conflict points that I am particularly worried about are: <ul style="list-style-type: none"> <li>- Cars merge quickly from Memorial drive and don't slow to look for bicycles</li> <li>- The access point to the BU bridge often ends up with several lanes of cars cutting into the bicycle lane</li> <li>- Cars run the red light at the entrance to the BU bridge, creating an unsafe situation for bicycles and pedestrians crossing</li> <li>- It is difficult as a cyclist coming from the BU bridge to get to the Paul Dudley White bicycle path.</li> </ul> </li> <li>2. The Paul Dudley White bicycle path is narrow and unsafe, especially near the BU bridge. It is not wide enough for two-way bicycle traffic, especially with pedestrians. Ideally it would be seperated into a bicycle path and a pedestrian path, and widened to meet design guidelines. The addition of trees and greenery between the path and Memorial drive would increase safety and comfort of pedestrians and cyclists.</li> <li>3. Crossing over Cambridge Street and Western Ave on the pedestrian/bicycle path is currently unsafe. Cars drive quickly, do not follow traffic lights, and do not look for pedestrians. In addition, the path is too narrow for both cyclists and pedestrians to cross and signs/poles make it difficult to access the path. Entry points need to be widened to accomodate bicyclists.</li> <li>4. Memorial Drive should no longer be treated like a highway. We already have a car-free Memorial drive on summer Sundays - why can't we do this all the time? At the very least, we should reduce the number of lanes and introduce traffic-calming measures.</li> </ol> <p>Making these changes is imperative - thank you for your consideration.</p>	Annelise	Blomberg	annelise.mesler@gmail.com	36 Lincoln Pkwy, #1	Somerville	MA	02143
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**Memorial Drive Greenway Improvements, Phase III**

**Public Comments received by DCR**

*deadline May 9, 2019*

5/9/19 9:35 AM	<p>At the BU Bridge intersection with Memorial Drive consider these actions:</p> <ol style="list-style-type: none"><li>1. Place traffic lights for westbound traffic entering from Mem Drive.: Separate marked and signed lanes for Brookline and Cambridge-bound traffic</li><li>2.3. Consider traffic lanes under the viaduct. to and from the BU Bridge to Brookline and to Cambridge</li><li>3. Separately marked lanes for traffic entering from Brookline Street</li></ol> <p>Consider installing traffic light at the end of Magazine Street for eastbound traffic over the viaduct.</p> <p>Replicate pedestrian/bicycle/jogging path as for Phase II</p> <p>Plant new trees away from the Memorial Drive on the river side of the pathways.</p>	Walter	McDonald	waltermcdonald40@gmail.com	172 Magazine Street	Cambridge	MA	02139
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 9:53 AM	<p>On behalf of the Charles River Conservancy, I want to express our excitement and appreciation that the Department of Conservation and Recreation is undertaking the redesign of Memorial Drive pathways from the BU Boathouse to the Eliot Bridge. As advocates for the Charles River parks, focused on the basin between Watertown and Boston, our organization cares deeply about the process and outcome of this transformative project.</p> <p>As you know more than most, the redesign of Memorial Drive pathways along this section of the Charles River is complex, with incredible potential to improve the experience and safety of those using the greenway for active transportation or passive enjoyment. This includes, but is not limited to:</p> <ul style="list-style-type: none"> <li>● <b>Traffic calming:</b> Reducing vehicle traffic and speed is perhaps the most important consideration to improve safety in this well-used section of riverfront. The overarching goal of the Memorial Drive improvements should be to prioritize pedestrians and cyclists over cars. A road diet, including lane narrowing and/or the elimination of a lane in each direction, curb bump outs, enforcement of the commercial vehicle ban, and at-grade crossings with pedestrian-priority signals should be considered and utilized to achieve this objective.</li> <li>● <b>Greening:</b> Maximizing green space and tree canopy should also take precedence in the redesign of Memorial Drive, to truly make it a greenway. Pervious surfaces, including pathway paving, should be used and expanded to maximize storm water infiltration. Native plantings and bio swales should buffer the roadway to prevent pollutants from flowing directly into the river. Wherever possible, existing, healthy trees should be preserved and new trees should be planted with best practices in species selection, soil science, installation and maintenance.</li> </ul>	Laura	Jasinski	ljasinski@thecharles.org	43 Thorndike St., S3-3	Cambridge	MA	02141
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

<p>5/9/19 9:54 AM</p>	<p>●<b>Amenities:</b> The plan for Memorial Drive should celebrate the greenway as a destination for athletes – runners, cyclists and rowers – as well as strolling and picnicking families. All of these groups would benefit from additional drinking fountains, public restrooms, seating, and wayfinding maps in regular intervals and at key decision points.</p> <p>In addition to these necessary, foundational elements, the Memorial Drive improvements should coordinate with several other concurrent, related initiatives and projects:</p> <ul style="list-style-type: none"> <li>●<b>Charles River Basin Vegetation Management Master Plan:</b> The most apparent opportunity for alignment is with the DCR’s in-process Charles River VMMP. We look forward to seeing the Master Plan and how its principles can be applied to Memorial Drive as one of its first realizations.</li> <li>●<b>Urban Forest Master Plan:</b> The City of Cambridge has been working with a team of experienced consultants to analyze the urban forest and develop strategies to prevent further canopy loss and expand (re)planting efforts. Recommendations from this planning effort should be applied to Memorial Drive regardless of jurisdiction.</li> <li>●<b>I-90 Interchange:</b> One of the largest infrastructure projects of this generation is currently being planned just across the Charles River and will certainly affect all traffic patterns on both banks. Of particular concern is the displacement of cyclists and pedestrian during the multi-year construction. The current under-capacity path system along Memorial Drive will be completely overwhelmed by these relocated users if not carefully planned for.</li> </ul>	<p>Laura</p>	<p>Jasinski</p>	<p>ljasinski@thecharles.org</p>	<p>43 Thorndike St, S3-3</p>	<p>Cambridge</p>	<p>MA</p>	<p>02141</p>
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 9:55 AM	<p>●Previous planning studies: While the Memorial Drive Improvement Project has a defined project boundary, design should aim to ensure seamless transitions to the greenway east and west of this site. Coordinating with active projects, like the Grand Junction Multi-use path, and referencing previous planning studies, like the Mt. Auburn Street Corridor Study, can maximize pedestrian and bicycle connectivity along the Charles.</p> <p>Because this is a complicated project with great importance to many stakeholders, The Charles River Conservancy, along with Magazine Beach Partners, strongly recommends that the DCR form a Task Force or Advisory Group to help inform decisions throughout the process. Based on an initial assessment, this group could be comprised of representatives from the groups listed below, among others.</p> <p><b>Transportation</b>          Cambridge Bicycle Safety Committee, Liveable Streets Alliance, Walk Boston          Mass Bike</p> <p><b>Parks</b>          Charles River Conservancy, Magazine Beach Partners, The Friends of Riverbend Park, Cambridge Plant &amp; Garden Club</p> <p><b>Abutters</b>          Buckingham, Brown &amp; Nichols, Cambridge Boat Club, Cambridge Homes, Harvard Boat Club, Harvard University, Morse School, Mt. Auburn Hospital          Riverside Boat Club, Shady Hill, VFW Hall</p> <p><b>Public Offices/Agencies</b>          Cambridge Community Development Department (Khalil Mogassabi, Rob Steck), Cambridge Environmental &amp; Transportation Department, Office of State Representative Jonathan Hecht, Office of State Representative Marjorie Decker, Office of State Representative Jay Livingstone, Office of State Senator Joseph Boncore, Office of State Senator Patricia Jehlen</p> <p>Thank you for the opportunity to comment on these important improvements to one of our region's most important resources – the Charles River. The CRC looks forward to working with the DCR to provide the safest and most inviting public experience possible along Memorial Drive.</p> <p>Sincerely,          Laura Jasinski, Executive Director          Charles River Conservancy</p>	Laura	Jasinski	ljasinski@thecharles.org	43 Thorndike St, S3-3	Cambridge	MA	02141
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 10:09 AM	<p>Dear sirs and madams:</p> <p>The bank of the Charles River is a singular treasure of the Commonwealth, a precious gift for the cities on its border and all who visit Boston.</p> <p>Please preserve unfettered, safe access to this land for cyclists and pedestrians of all ages and abilities. It should be safe and easy for walkers, joggers, bicycle commuters, tourists, wheelchairs, and families on bicycles to enjoy the entire journey from Watertown to the Craigie Bridge.</p> <p>I have two small children who can ride a bicycle. I wouldn't dream of bringing them down that stretch of road today. The pavement is uneven. Bicycle commuters and athletes fly down narrow paths at 25 miles per hour. Street crossings and bridges are unsafe for pedestrians and bicycles. Small stretches have been rehabilitated, near MIT, but even these have insufficient space for cyclists and pedestrians to pass safely at reasonable speeds.</p> <p>No expense has been spared to accommodate the smooth flow of motorists on the Cambridge side of the river. Overpasses and underpasses have been created to keep traffic moving. We must put the same level of thought and investment into the safety and comfort of non-motorists using this right of way.</p> <p>Moreover, I find it heartbreaking that the current design allows free street parking for motorists on a public highway, one of the most important thoroughfares in the city of Cambridge when the pedestrian and bicycle paths are too narrow and falling apart. Can we please do away with parking on Memorial Drive as part of the design? It is wholly inappropriate to turn this incredible public resource into a free parking lot.</p> <p>I am not a traffic planner. I do not know which design choices will best accomplish that. The only thing that seems blindingly obvious to me is that we have more than enough space and more than enough resources to get there.</p>	Benjamin	Mazzotta	benmaz@mailbox.org	21 Standish St #1	Cambridge	MA	02138
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 10:28 AM	<p>Please, please make this area safer for pedestrians and cyclists. For once, let's not wait until someone is killed to take action.</p> <p>I used to work in Cambridge and live in JP, and I rode through the BU Bridge rotary every day. It was always a gamble. This is the chance to prioritize bikes and people on foot and to do it right.</p> <p>I request that you include in the solution:</p> <ul style="list-style-type: none"> <li>* Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</li> <li>* All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</li> <li>* The DCR should seriously explore an option to make "every day a Sunday" and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</li> <li>* The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</li> <li>* The BU rotary could be converted to a standard intersection with protected bike lanes.</li> <li>* Paths can be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</li> </ul>	Jodi	Nemser-Abrahams	jodina14@gmail.com	80 HINCKLEY ST	SOMERVILLE	MA	02145
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 10:30 AM	<p>I would love to see Memorial Drive be car free: we still need more public space for pedestrians and cyclists in the Boston area, and encouraging people to enjoy nature in the city is something we should do. I used to live right near this area on Erie Street, and yet I rarely biked down to enjoy it because the infrastructure was unwelcoming (poorly maintained and narrow paths) and navigating the rotary can be dangerous. If the area became a better place to bike, I would gladly bike over from my current residence in Somerville to enjoy the area.</p> <p>In general though, I would say that pedestrian and cycle paths should be wide enough that they can be clearly separated so that pedestrians can enjoy their stroll while cyclists can enjoy the ride without worrying about a pedestrian stepping back into their path while taking a photo of the river (one of the most frightening things that ever happened to me on a bike was on a mixed use path in Portland, Oregon; a pedestrian stepped over the centerline to photograph the river, and then walked back across without looking, directly into my path. Luckily, they and their camera were okay, but I knocked them down and it could have been far more serious if I were traveling at any speed.)</p> <p>Also, although I'm often in favor of rotaries as they can be more efficient for traffic, I think in this area it's very dangerous for pedestrians to safely cross to get from Cambridge to the bridge, and the current design encourages jaywalking. It's also challenging to safely navigate on a bike at night. Making it a standard intersection with protected bike lanes mitigates this.</p>	Jessica	Ferguson	jessicafergusondev@gmail.com	87 Boston Ave	Somerville	MA	02144
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 10:49 AM	<p>The Charles River area is a wonderful area for cyclists and pedestrians, which is why the greenway has become so overcrowded. This is true on weekends and during weekday commuting times. Cyclists have to dodge pedestrians (and vice versa) on a narrow, two-direction, bimodal path. This must be expanded to allow for more space for cycling, walking, and running. This will encourage exercise, enjoyment of nature, and carbon-free commuting, while increasing the safety of everyone involved. As there was another car crash this past weekend on Memorial Drive, as I was walking along the path from Cambridge to my home in Brookline, it is more important than ever to slow cars down, reduce the number of cars through the area by limiting the number of lanes, and expanding safe spaces for cyclists and pedestrians.</p> <p>While expanding the cycling/walking paths is imperative, and separating the two to increase commuting speeds and reduce danger, the Department should consider completely removing cars from this thoroughfare. There are plenty of other roadways that enable cars to get from the Harvard Square area to the BU Bridge, while this is by far the best route for cyclists and pedestrians. Making every day a Sunday will help the environment, public health, and the enjoyment of this jewel of nature in Cambridge.</p> <p>Personally, I would visit Cambridge more often, use the park's resources more, and feel much safer going between Cambridge and my home in Brookline, if this were a dedicated pedestrian and cyclist thoroughfare, without the pollution, noise, and danger of cars.</p>	Lee	Kennedy-Shaffer	lee.kennedyshaffer@gmail.com	185 Freeman St, Apt 931	Brookline	MA	02446
5/9/19 11:01 AM	<p>I often bike around the river and the section between Eliot Bridge and BU bridge is terrible on the Cambridge side. One portion near Eliot Bridge looks like it's been recently repaved but it's very bumpy and gravelly. The section between Eliot Bridge and JFK Street is bumpy, far too narrow and has lots of seams which makes biking very difficult. The two crosswalks at Western Ave and River St are not bike friendly, as is the one at BU Bridge. I hope you can make this bike path as nice as the one between BU Bridge and Longfellow Bridge!</p>	Ulka	Anjaria	uanjaria@brandeis.edu	10 Worcester St #2	Cambridge	MA	02139

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 11:09 AM	<p>If some sort of public water access were a part of this plan, possibly as simple as a ramp to dock it could allow small boats such as canoes and kayaks to be launched. At present one needs to be a member of a club or other institution to launch a boat on the Charles. Some sort of public boat access (possibly even a public marina) could go a long way to improve this stretch of Memorial Drive.</p> <p>Thanks for you consideration</p>	Sam	Auciello	olleicua@gmail.com	2 Norfolk Terrace, Apt 1	Cambridge	MA	02139-26
5/9/19 11:17 AM	<p>Redesign of the Memorial Drive Greenway should focus on safety for pedestrians and bicyclists, as well as protection of the historic Charles River Basin. Do do this, the path should be widened to something similar to that on the Esplandade across the river to allow for safe passing and multi-use by pedestrians and bicyclists. Additionally, the path should be flanked by enough protected green space to avoid animal and plant habitats from being stepped on/crossed by users and instead separate human areas for enjoyment and animal/plant habitat. Crosswalks across bridgeways should have flashing lights and red lights for cars in all directions to avoid turns into the crossing during the walk sign. Furthermore, bathrooms would be nice to encourage people to spend more time by the waterfront and avoid using nearby businesses for this reason. Public spaces for beer gardens or pop-up restuarants would also increase access and enjoyment of all who use the space. Finally, lights should be added to aid in safety at night and during the winter when commuting hours are in the dark. This will also encourage use by increasing feeling of safety during dark hours.</p>	Katherine	DeRuff	kderuff@gmail.com	56 Concord Avenue Apt 4	Cambridge	MA	02138

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 11:28 AM	<p>Please include:</p> <ul style="list-style-type: none"> <li>- more space for paths and open space</li> <li>- separate paths for bikes and pedestrians throughout</li> <li>- wide enough bike paths for passing safely in both directions</li> <li>- better crossings with raised crosswalks and signals that work for riders and walkers</li> <li>- every day should be a Sunday on mem drive. We need this space as a park more than we need the vehicle capacity (and I say this as someone who most often uses this right of way as a driver- I want the park more than duplicating capacity that already exists across the river)</li> <li>- this should be a park, not a highway. Think for a second about what DCR stands for - clue: cars are not in the name</li> <li>- how about replacing the BU bridge rotary with a standard intersection with separated bike and ped protection and phasing?</li> <li>- don't let the I-90 project interfere in the decisionmaking for this project. It should be considered on its own merits, not used as an excuse to cobble together a crappy design we'd be stuck with for decades.</li> </ul>	Benjamin	Kotrc	bkotrc@gmail.com	27 Church Lane	Watertown	MA	02472
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 11:30 AM	<p>What is this century's vision for Memorial Drive Park? What will be the legacy we leave for the next seven generations?</p> <p>This green space is crucially important to the well being of an ever increasing population in US's densest city, Cambridge. For many this is the only near-by park, We propose to do the planning with a long time frame work.</p> <p>Over a century ago this riverfront area was transformed from a polluted smelly area with decrepit industrial buildings into a beautiful park, thanks to Charles Eliot. This wonderful bucolic place has brought so many people enjoyment of nature, of the river and the green space.</p> <p>There are two paths we can take nows with this legacy: one in which Memorial Park is Memorial Drive is designed to accommodate individual car traffic by allowing the ever increasing volume of cars, noise and pollution that changes this park to a highway and destroys the park. This is not a long term solution.</p> <p>The other path is the preservation and enhancement of the park to protect peoples' well being and health and to provide areas for stormwater volumes that are increasing because of climate change. Removing traffic from this area is really a necessity to provide the so necessary green space for people's health. This of course requires alternative transportation means. It is a great disappointment that the planning and implementation of efficient public transportation has been so lacking. This is affecting both city dwellers and also suburbanites. The former because of the congestion and pollution, the latter because they have to deal with ever increasing commuter delays and frustration. It is time to address this much more seriously, including by excluding cars from areas that cities need for dealing with increased stormwater volumes to protect their properties and city dwellers need for their health.</p> <p>We encourage the planners to have equally radical and far reaching visions for the future of this park as Charles Eliot had in his time.</p>	Franziska	Amacher, FAIA, Tru	fran@amacher-associates.net	237 Mt.Auburn St	Cambridge	MA	02138
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**Memorial Drive Greenway Improvements, Phase III**  
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*deadline May 9, 2019*

5/9/19 11:33 AM	<p>I was unable to attend April's listening session, so am writing to express strong support for reducing the amount, speed, and impact of cars on Memorial Drive. I would love for it to become a "Park"-way for healthy, sustainable, quiet traveling. Visitors to Cambridge's current banks of the Charles are shocked to see how poorly treated and used it is. It is an embarrassment. At Riverside Boat Club, Magazine Beach, or bicycling or walking anywhere on the Drive, the noise, smell, pollution and safety hazards from motor vehicles are overwhelming. Even Harvard's River Houses are really Highway Houses, except if residents keep eyes and windows shut and can somehow see over the traffic to the water.</p> <p>Please consider:</p> <ul style="list-style-type: none"> <li>- A car-free Memorial Drive. If car-free is not possible, reducing the four lanes to two and limiting speeds for all to 10 MPH so that kids, seniors, pedicabs, scooterers, etc can all use the roadway safely. Allow room enough for two or more cyclists to bike abreast. It should not be that only those in vehicles that pollute may ride side-by-side on our roads.</li> <li>- Separating cyclists of all ages from pedestrians. Cyclists hate to have to come up behind pedestrians and vice versa.</li> <li>- Not appropriating existing greenspace for more pavement. We (humans, the river, and parklands) need less pavement. Instead, use the existing roadway.</li> <li>- Turning the greenspace into edible and native forests and gardens, including pollinator habitat parklands.</li> <li>- Letting our generation be known for creating a beautiful, positive, new destination that shows our care about the environment, our neighbors, our waterways, our climate, etc. If you build it, seniors, toddlers, and their friends will leave cars behind and bike, skate, run, and walk to where they are headed in healthy, non-polluting ways.</li> </ul> <p>Thank you,          Janie          Mother of 3, husband of 1, speaking for all. Also writing on behalf of 10,000+ participants in Green Streets Initiative's Commuter Challenges</p>	Janie	Katz-Christy	jkatzchristy@gmail.com	166A ELM STREET N.	N. Cambridge	MA	02140
5/9/19 11:34 AM	<p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p>	Shawn	Egri	shawn.egri@gmail.com	56 Concord Ave, Apt 4	Cambridge	MA	02138

**Memorial Drive Greenway Improvements, Phase III**  
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*deadline May 9, 2019*

5/9/19 12:15 PM	<p>In the Riverside Rowing Club Building area:</p> <p>a) The street storm drain water outflows into the river and is filling it with silt (sandbars). I would like to see deep well catch basins for storm water and a plan to maintain them to reduce sediment infilling of the river.</p> <p>b) Pedestrian safety immediately in front of the boathouse is dangerous. A pedestrian light crossing is needed there.</p> <p>c) The parking area should be expanded in the Riverside Rowing Club area please.</p> <p>Increase pedestrian and bike safety from Boston University Boathouse to Eliot Bridge by creating two separate bike (made of asphalt) and running (made of dirt) paths.</p> <p>a) The pedestrian walkway between Boston University Boathouse and BU bridge is too narrow. There is no where for bikes to pass pedestrians safely. I usually have to jump the sidewalk curb and bike against traffic.</p> <p>b) The BU Bridge on the Cambridge side is a very dangerous crossing area with the traffic flying off of BU bridge and frustrated drivers entering BU bridge to go to the Boston-side.</p> <p>c) Please continue the two separate bike (made of asphalt) and running paths (made of dirt) from Charles River Yacht Club to Boston University Boathouse.</p>	Patricia	Carney	tcarney888@gmail.com	471 Beacon St, #3	Boston	MA	02115
5/9/19 12:17 PM	<p>Please pave 14' multi-use paths between the BU bridge and the Eliot Bridge.</p> <p>Also, please increase the amount of space for people walking and biking at intersections of the path along these stretches. There are too many roads dedicated to roadway space.</p> <p>Lastly, are all the traffic lanes needed? Especially on the Cambridge side, the traffic seems light. A road diet would increase safety.</p> <p>Thank you</p>	Jesse	Boudart	boudartj@gmail.com	108 Elm St, #2	Cambridge	MA	02139



**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 12:25 PM	<p>I am a cyclist that rides along Memorial Drive every day coming from Coolidge Corner to Kendall. I ride over the BU bridge and along the wonderful memorial drive bike path.</p> <p>Here are my thoughts and comments:</p> <p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users. The DCR should seriously explore an option to make "every day a Sunday" and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary should be converted to a standard intersection with protected bike lanes.</p> <p>Paths should be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p> <p>Thank you for considering my thoughts.</p> <p>Adam</p>	Adam	Rothschild	ads.rothschild@gmail.com	19 Alton Place # 3	Brookline	MA	02446
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 1:23 PM	<p>Hello dcr</p> <p>THank you for undertaking the Memorial Drive improvements. Following are my thoughts.</p> <ol style="list-style-type: none"> <li>1. the street storm drain water outflows into the river are a conduit for silt that is creating sandbars and contributing to the 'shallowing' of the river. Don't believe me? Contact CRAB to see their map and measurements charting the issue. You can also see some of these outflows nearly blocked with sediment, causing flooding issues. For this project, and for the entire length of the project, and for all other projects that have outflows leading to the river, please include deep well catch basins for storm water and a plan to maintain them to reduce sediment infilling of the river.</li> <li>2. There is a large stone that has slipped out of place in the seawall between river and western ave bridges. I have shown this to the dcr before via boat. I assume that this is an indication of a problem lurking behind it. If possible, please assess and remedy that situation.</li> <li>3. Memorial Drive is very difficult to cross due to the high speed of traffic. Please include more frequent pedestrian crossings, and/or traffic calming schemes.</li> <li>4. Parking. If there is any possibility to narrow the roadway, could curb side parking be added. Not only will this help in traffic calming, it will provide more access to the magazine beach area that is HEAVILY used by the pool patrons, park users, baseball and other sports enthusiasts and rowers. The parking is already inadequate to support the activities going on in that area, even with a large number of the participants using bikes. A successful park is a good problem to have, but the bad parking behavior that results is destructive to the greenspace. I'm sure the business community would appreciate it as well, as there is very limited on-street parking and park users use the store parking.</li> </ol> <p>Thank you for your consideration.</p>	Kate	Sullivan	kategalway@yahoo.com	8 Sumner St.	Dorchester	MA	02125
5/9/19 2:07 PM	<p>I'd love to see some improvements on the areas around Gerry's Landing road. The bike paths would be great if they were wider, and improving the crosswalks would be great as well. As a high school student, I'd love for the bike paths to be more accessible, because this would encourage students to bike to school!</p>	Clio	Quilter-Vagts	cquilter-vagts@bbns.org	12 Upland Road	Watertown	MA	02472

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 2:25 PM	Take out the road, make way for people to use the waterfront by foot or bike by widening and separating the paths. There is no need to have a highway-like road dissect the greatest public resource in the entire area.	Blake	Willmarth	bwillmarth@gmail.com	32 Beacon St Apt 3	Somerville	MA	02143
5/9/19 2:34 PM	As recently highlighted by Governor Baker's Commission on the Future of Transportation, 40% of Massachusetts' greenhouse gas (GHG) emissions come from transportation infrastructure and vehicles, half of which come from passenger vehicles alone. The pressing need to limit passenger vehicle trips, in concert with the City of Cambridge's 1992 Vehicle Trip Reduction Ordinance, justify consideration for a car-free Memorial Drive. This planning process allows the State a unique opportunity to enhance regional park access by connecting adjacent parks (Riverbend Park, John F. Kennedy Memorial Park, Riverside City Park, Riverside Press Park, Magazine Beach, and others) to the Charles River. Creating truly safe and accessible connectivity between walking and biking facilities along the Charles River and adjacent neighborhoods will have lower positive impact than a car-free option. By limiting vehicle infrastructure the State will be expanding space for new parkland and an expanded tree canopy. Limiting car access to Memorial Drive will align with ongoing climate resiliency initiatives by reducing GHG emissions, increasing green space, but also by establishing space for further flood mitigation, an ongoing issue near Magazine Beach and Micro Center. This concept of a car-free Memorial Drive is not new, but a logical extension of the existing weekend Riverbend Park Street closures, which demonstrate the desire for this type of expansive riverfront parkland. While recognizing that over 1,000 vehicles use Memorial Drive during peak hours, we believe that ongoing transportation initiatives including the Green Line Extension, the Allston I-90 Multimodal Interchange, West Station, the Grand Junction path and regional rail concepts, and the MBTA's Better Buses initiative will provide viable alternatives in the long-run, significantly reducing the need for Memorial Drive as a private vehicle throughway.	Andrew	McFarland	andrewpmcfarland@gmail.com	130 Pleasant Street	Brookline	MA	02446

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 2:59 PM	I would like to see the current paths widened to the extent that there are separate pedestrian and bike paths, the latter of which should be wide enough to have marked lanes in each direction. It is vital that pedestrians and cyclists should not have to compete for space on these paths. Moreover, Cambridge should redevelop the sections with more riverfront space, such as Magazine Beach, so that they are more accessible and functional (picnic areas, tables, perhaps even pop-up food/beer areas, as on the Boston Esplanade).	Gregory	Williams	ghw10@comcast.net	15 Marie Avenue	Cambridge	MA	02139
5/9/19 2:59 PM	<p>1. At BU Bridge intersection with Memorial Dr., consider the following to alleviate the traffic disaster at the rotary:</p> <ul style="list-style-type: none"> <li>a. Install traffic lights for westbound traffic entering from Memorial Dr.</li> <li>b. Separate marked &amp; signed lanes for Brookline-bound &amp; Cambridge-bound traffic</li> <li>c. Consider traffic lanes under the viaduct to and from BU Bridge to Brookline &amp; to Cambridge</li> <li>d. Create separately marked lanes for traffic entering from Brookline St</li> </ul> <p>2. Don't accede to the most aggressive wishes of the bicycle lobbyists, who are often single-minded in their advocacy.</p> <p>3. Plant new trees far enough away from the salted, heavily trafficked Memorial Drive roadway so that the trees have a chance of surviving. It doesn't matter that they're under warranty if they keep dying and having to be replanted because that would accomplish any goal: shade, CO2 absorption + 25 other benefits per this website:  <a href="https://www.treepeople.org/tree-benefits">https://www.treepeople.org/tree-benefits</a>.</p> <p>4. Continue to work closely with Mass DOT, Boston and Cambridge to improve traffic at the B.U. Bridge &amp; Rotary.</p> <p>5. Work closely with Cambridge to improve traffic along Memorial Dr., with special, anticipatory focus on the period while the I-90 in Allston and near B.U. is being rebuilt.</p>	Carol	O'Hare	cbo1066@gmail.com	172 Magazine St	Cambridge	MA	02139

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 3:00 PM	<p>Regarding the Memorial Drive Phase III Improvements, I ask that DCR and its planning and construction partners strongly consider the following improvements that will lead to more people choosing active modes of transportation, increased safety for pedestrians, cyclists, and motorists, and more community engagement as riverside parkland is expanded.</p> <ol style="list-style-type: none"> <li>1. Provide separate pedestrian and bicycle paths along the length of Memorial Drive from the BU Boathouse to Eliot Bridge;</li> <li>2. Improve intersections for pedestrians and bicyclists, including wider curb cuts, and ideally with underpasses for through-going path users;</li> <li>3. A road diet so motorist lanes on Mem Drive are reduced to one lane in each direction, which will reduce travel speeds and provide more space for parkland, trees, paths, and non-motorist uses</li> <li>4. Expand the car-free program so Mem Drive is closed to vehicular traffic on Saturdays and Sundays each weekend;</li> <li>5. Plant more trees along both sides of Mem Drive to expand the tree canopy</li> <li>6. Tree root barriers wherever the path is in close proximity to trees, which will increase the paved path surface's longevity;</li> <li>7. More benches and bicycle parking along the PDW path to allow provide path users places to stop and relax or picnic;</li> <li>8. Better lighting along the length of the path to facilitate safe use at night, particularly for users commuting in the evening rush hour in the winter;</li> <li>9. Remove the rotary and Mem Drive bridge over the rotary near Magazine Beach, and replace with a traditional at-grade signalized intersection.</li> </ol> <p>Thank you for your consideration.</p>	Ryan	Frazer	ryan.frazer@gmail.com	24 Copley St.	Cambridge	MA	02138
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 3:25 PM	<p>IT IS VERY IMPORTANT THAT ANY DESIGN OF THE BU BRIDGE AREA BE UNDERTAKEN IN COLLABORATION WITH DESIGN EFFORTS UNDERWAY FOR THE PLANNED GRAND JUNCTION PATH WITH WHICH IT WILL INTERSECT. The Grand Junction Path design to the north is presently beginning under the direction of the City of Cambridge. The design of the river crossing on the Grand Junction railroad bridge to the south will likely emerge out of design efforts related to the I-90 Allston Interchange Project, but may not be underway within the time frame of this project. Design of the best possible solution for this space must seamlessly accommodate the most current planning for these other elements.</p> <p>THERE IS ALSO A GREAT NEED FOR AN UNDERPASS BELOW THE BU BRIDGE TO HELP ALLEVIATE A CONGESTED AND UNSAFE BIKE/PED CROSSING AT BRIDGE LEVEL. Such an underpass will also make connection much easier between the Charles River M/U Path and the Grand Junction Path. This underpass will likely have to be built largely over the water on piers from the downstream side of the present Grand Junction train bridge to the upstream side of the MWRA Cottage Farm facility due to the absence of adequate shoreline space.</p> <p>IT IS VERY IMPORTANT THAT EASY ACCESS TO THIS UNDERPASS IS PRIORITIZED FOR BIKE/PED USERS APPROACHING ON THE M/U PATH FROM DOWNSTREAM AS WELL AS USERS DEPARTING THE UNDERPASS IN THE DOWNSTREAM DIRECTION ON THE M/U PATH. This will mean considering a diversion from the existing M/U Path alignment just west of the BU boathouse and transiting the existing slope down toward the river edge just downstream of the Grand Junction railroad bridge.</p> <p>AT ITS UPSTREAM END, A BU BRIDGE UNDERPASS PATH MUST INTERFACE WITH THE INTERNAL PATH SYSTEM OF MAGAZINE BEACH PARK. This system has recently been comprehensively planned as part of the Magazine Beach Phase II improvement project. Those plans should be reviewed and accommodated in planning for this project.</p>	Peter	Klinefelter	peterk@theworld.com	220 Erie St	Cambridge	MA	02139
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### Memorial Drive Greenway Improvements, Phase III

#### Public Comments received by DCR

deadline May 9, 2019

5/9/19 3:30 PM	<p>THE MULTI-USE PATH BETWEEN PLEASANT ST AND RIVER ST IN CAMBRIDGE WILL REQUIRE PARTICULAR CARE TO ENSURE THE BEST POSSIBLE EXPERIENCE FOR USERS TRANSITING THIS SEGMENT AND THE SUSTAINABILITY OF THE PATH ITSELF AND OF ANY TREES PLANTED ALONG ITS LENGTH. Space between the river bank and Memorial Dr is extremely limited. A 10' wide landscaped space should be created between the M/U Path and Memorial Dr. This will allow better separation from the effects of the road traffic for path users and adequate space to retain water, snow, and ice ejected from the road with reduced impact on the path. It will also allow for a better environment in which trees and plants can survive.</p> <p>CREATING A 10' SEPARATION FROM MEMORIAL DR WILL REQUIRE LOWERING THE M/U PATH TO ALLOW IT TO BE ACCOMMODATED WITHIN THE REMAINING RIVERBANK SPACE WITHOUT THE USE OF A RETAINING WALLS AND SAFETY RAILINGS BETWEEN THE PATH AND THE SLOPE TO THE RIVER. Lowering the path should involve the construction of a low retaining wall on its edge toward Memorial Dr. This grade separation will also contribute to the users' sense of separation from the roadway. An ideal balance will have to be established between pathway width, dimension of path lowering, and necessary path shoulder on the river side of the path to avoid the need for unsightly safety railings on either side of the path. This will likely require some diligent design effort to accomplish, but I think it is achievable.</p>	Peter	Klinefelter	peterk@theworld.com	220 Erie St	Cambridge	MA	02139
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 3:37 PM	<p>MANY OF THE ISSUES RELEVANT TO THE DESIGN OF THE MULTI-USE PATH SEGMENT WITHIN MAGAZINE BEACH PARK HAVE BEEN ADDRESSED IN THE DESIGN OF PHASE II IMPROVEMENTS FOR THE PARK. This design effort also rigorously integrated other priorities and elements into that design that are specific to Magazine Beach. Great care should be taken to understand those priorities before proceeding with any redesign in this segment.</p> <p>IMPORTANT MAGAZINE BEACH M/U PATH PRIORITIES INCLUDE: avoiding removal of or damage to healthy trees to the greatest extent possible, creating better path separation from Memorial Dr along the entire frontage, creating identifiable park entrance nodes and information kiosks at Brookline St, Magazine St footbridge, and Pleasant St in harmony with the overall park design vocabulary, integrating with seamlessly with all other elements of the Phase II plan for the park, and, of course, providing a significantly upgraded M/U Path adequate for its purpose and in accord with other similar path improvements along the river.</p> <p>I have been intimately involved in the design effort with DCR for Magazine Beach Phase II improvements as a former member of the Magazine Beach Partners organization. It is a good, comprehensive plan, and I have hopes that one day it will be realized with a minimum of dilution.</p>	Peter	Klinefelter	peterk@theworld.com	220 Erie St	Cambridge	MA	02139
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 3:43 PM	<p>There are two big goals: Increase tree canopy and improve pathways infrastructure. To balance these two does not need to be a conflict; It starts by traffic calming: reduce car lanes and car speed wherever possible, strictly enforce the no commercial vehicle laws.</p> <p>-As to the tree canopy, we all think of the wonderful sycamores. Filling missing gaps is just one way to have more green-space along the river. There are many other spots where additional trees, further away from the road can be planted. They will also provide much needed shade for parkland users.</p> <p>-Whether replacing sycamores or adding other trees, the subsoil infrastructure is crucial because the proximity to traffic is a tough environment. And maintenance needs to be built into the plans, as the customary two year guarantee by tree contractors is not sufficient to build a solid tree collection.</p> <p>-Whether it be maintenance of existing or newly planted trees, DCR should work closely with the City of Cambridge who has an urban forestry effort going on.; with municipal financial support backing it. DCR needs to build that support system into the plan to have a permanent system of maintaining the trees as well as the recreational facilities and amenities.</p> <p>-As to the pathways that now serve walkers, strollers, runners, inline skater, recreational bikers and bike commuter, it would increase safety if wheeled users had a paved surface and non-wheeled users had a non-paved surface. They do not need to be next to each other. There can be trees between them or the non-paved path can be on the water's edge.</p> <p>-To make those parklands a destination for residents and tourists of all ages, there need to be amenities, like bathrooms, solar powered compacting trash containers, water fountains and benches. These are all ideal items to be gifted, which could be by the City, Harvard or private donors.</p> <p>-This is such an important part of the urban parklands, DCR should establish a stakeholder task force.</p>	Renata	von Tscharnner	renatavontscharnner@gmail.com	2 Hubbard PArk Rd	Cambridge	MA	02138
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 4:15 PM	<p>Because the tree canopy in Cambridge is shrinking and because the London Plane trees /Sycamores are an iconic landscape feature of the embankment of the Charles River close to Harvard, I urge protection and conservation of the existing plane trees, and extension of the allee between all the bridges.</p> <p>Most current damage of the older trees lining Memorial Drive appears to be a consequence of being too close to the roads with their harsh winter salt . New plantings should be away from the drive for the most part.</p> <p>We understand that disrupting roots of the existing older sycamores, by lifting the pavement around them, would threaten their survival.</p> <p>Consequently, given the competing interests for utilization of this parkland, we urge you to build whatever new pedestrian and bicycle lanes are planned, around the existing paths near the trees, avoiding tearing them up and causing more damage. New trees should be planted between the paths and the river where possible.,</p> <p>London plane trees generally do well fairly close to water, and famously survive well in urban areas. Therefore, even a consistent species should be safe in this context .</p> <p>Although I would recommend this species along the entire Cambridge side of the River, from the Science Museum to the Eliot Bridge and beyond, to accomplish this now, in this phased plan, will be a worthy ideal.</p>	Kyra	Montagu	kyramontagu@gmail.com	104 LakeView Ave.,	Cambridge	MA	02138
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 4:26 PM	<p>As someone who commutes by bike and public transit in Cambridge, I am very interested in safe and pleasant bike lanes and paths, as well as a safe and pleasant experience as a pedestrian.</p> <p>I think that the Memorial Drive Greenway Improvements are a great opportunity to move Cambridge toward a model of transportation less focused on cars. Car traffic will expand to fill any roads that exist, so I think the best approach is to build the infrastructure to support the traffic we want, rather than the traffic we have.</p> <p>To that end, using the Greenway space for more bike and pedestrian space, and more park space, and for fewer lanes of cars, will encourage individuals to use the space accordingly.</p> <p>Additionally, separate paths for bikes and pedestrians will improve comfort and safety for everyone, as will ensuring that the bike paths are wide enough to pass safely.</p> <p>If public transit capacity is not sufficient to get people where they need to go, the solution I'd like to see is improved public transit, rather than additional effort towards making driving easier. It shouldn't be seen as a reason to skimp on bike and pedestrian access.</p>	Alan	Post	alan.douglas.post@gmail.com	29 Corey Rd	Malden	MA	02148
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 4:45 PM	<p>Hello,</p> <p>I am writing this letter on behalf of the Cambridge Bicycle Committee, which is appointed by the City Manager of Cambridge. The committee is excited that the DCR is working on this important part of the area's bike network. This is a great opportunity to create infrastructure that is comfortable, safe, and fun to use so as to encourage more people to enjoy the path via multiple modes for commuting or leisure. There are some key improvements that need to be made to the path to ensure this:</p> <ul style="list-style-type: none"> <li>- The bike lane needs to be wider</li> <li>- The bike lane and the pedestrian path should be separated</li> <li>- There need to be better (i.e. at-grade) crossings on Memorial Drive (possibly a path under the underpasses)</li> <li>- Better lighting is required for early morning/night riding</li> <li>- We ask that you work with two important groups that are part of the public process for nearby projects: the River Street project and the Grand Junction project. It's important that our bike network is connected properly</li> <li>- We need root barriers. The path gets torn up by roots as trees grow. This is a solution that will ensure the longevity of the path</li> <li>- The BU rotary is uncomfortable + unsafe and requires better cycling infrastructure</li> </ul> <p>Thank you,  Rebecca Simonson  for the citizen members of the Cambridge Bicycle Committee:  Corby Bacco  Anne Marie Biernacki  Mark Boswell  John Ellersick  Dien Ho  Caroline Jaffe  Amy Flax  Patrick Lynch  Randy Stern  Peter Stokes  Ruthann Rudel  Rebecca Simonson  Andrea Williams, all of Cambridge</p>	Rebecca	Simonson	REBECCA.L.SIMONSON@GMAIL.COM	140 Pleasant Street, Apt 1	CAMBRIDGE	MA	02139
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 4:46 PM	<p>Please prioritize bicyclists, pedestrians, and other path and park users in this redesign. Specifically, please consider “making every day a Sunday” and returning this segment to full parkland, with no highway through it.</p> <p>Additionally:</p> <p>Additional space must be allocated for paths, trees, and open space in order to increase path safety, comfort, and capacity. Specifically, there should be separate paths for pedestrians and bicyclists throughout the corridor.</p> <p>All crossings should be substantially upgraded including with raised crosswalks and signals that work well for path users.</p> <p>The DCR should seriously explore an option to make “every day a Sunday” and have a car-free Memorial Drive as has been successfully done with waterfront highways in cities around the world. At the very least, one lane should be eliminated in each direction to create more space for trees, paths, and riverfront parkland.</p> <p>The construction associated with the upcoming I-90 project should not be used as an excuse to lock in an unsafe and unneighborly design for this riverfront park for another 50-100 years.</p> <p>The BU rotary should be converted to a standard intersection with protected bike lanes.</p> <p>Paths should be widened to allow appropriate space for passing for the safety and comfort of all users of the path.</p>	Nat	Fillmore	dcr-memorial-drive-comment@nate-fillmore	13 Marcella St #3	Cambridge	MA	02141
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 5:21 PM	<p>The City of Cambridge is sending full comments via email; for the record, here is an introductory overview.</p> <p>We are delighted about the opportunity to enhance the public space along the Charles River, improve access and connections from Cambridge to the River, and improve conditions for users on the Dr. Paul Dudley White Bike Path with increased safety for all. We look forward to working with you closely on the details as the project advances.</p> <ul style="list-style-type: none"> <li>•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.</li> <li>•Analyze the roadway cross-section to reassign and rationalize space.</li> <li>•Reconfigure or replace the BU Rotary.</li> <li>•Expand and improve the Dr. Paul Dudley White Bike Path and create a separate walking path wherever possible.</li> <li>•Improve opportunities for both active and passive amenities that encourage visitors to linger and enjoy the riverfront.</li> <li>•Improve pedestrian scale lighting along the paths and sidewalks.</li> <li>•Connect to recent and current projects (Western Avenue, River Street, Grand Junction Path).</li> <li>•Improve the public realm with streetscape improvements and amenities throughout, including enhancing public accessory facilities.</li> <li>•Expand public access to the water by providing places where canoes and kayaks can launch and land.</li> <li>•Improve treatment of the water's edge for stability and erosion management.</li> <li>•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.</li> <li>•Ensure that the iconic London planetrees that line Memorial Drive are properly protected during construction and that postconstruction creates a landscape environment where they continue to sustain for future generations to enjoy</li> </ul>	Cara	Seiderman	cseiderman@cambridgema.gov	Community Development Department, 344	Cambridge	MA	02139-1701
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**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 5:59 PM	<p>So glad that Memorial Drive is getting some investment! I bike in Cambridge regularly and would welcome a safer, more comfortable trip along the river. A few specific interests:</p> <ol style="list-style-type: none"> <li>1. A much wider path, ideally separated paths for bikes and for runners/pedestrians. If there are sections where they must be combined, a path that's of the width of the Muddy River path in the Emerald Necklace (or wider) would be great: enough space for bikes, dogwalkers, joggers, etc. to pass each other respectfully.</li> <li>2. Fewer tree roots / potholes in the bike path. (I assume that would be a result of any repaving, but just to make sure it's said...) I currently avoid that path in dusk or dark because the surface is kind of unsafe on a road bike if I can't see all the bumps.</li> <li>3. Protected bike lanes in the rotary at the BU bridge crossing, to go from the bridge onto Memorial Drive and from the bridge to Brookline Street.</li> <li>4. Close it to traffic every Sunday!</li> </ol> <p>Thanks so much for your consideration.</p>	Sutton	Kiplinger	skiplinger@gmail.com	106 Rockview Street, #3	Boston	MA	02130
5/9/19 10:20 PM	<p>Destruction of any or all of the woodlands south of the existing south sidewalk of Memorial Drive is unacceptable.</p> <p>In particular, but not limited to mplementation of any portion of the destruction shown in this area in the plans for the destruction which was OTHERWISE implemented in January 2016 is unacceptable, as is any and all destruction shown on plans submitted since then to the Cambridge Conservation Commission.</p>	Robert J.	La Trémouille	boblat@yahoo.com	Post Office Box 391412	Cambridge	MA	02139

**Memorial Drive Greenway Improvements, Phase III**  
**Public Comments received by DCR**  
*deadline May 9, 2019*

5/9/19 10:22 PM	<p>Rather than repeat the errors of Memorial Drive Historic Parkways Phase 2--rather than devastate the environment to lay down more asphalt for a "greenway"--DCR should protect trees in its stewardship. How about actually converting some of the pavement already there, now called Memorial Drive, to a proper bike lane?</p> <p>Save the Sycamores, yes, and all the other trees DCR routinely sees as obstacles rather than assets in its stewardship. That includes trees at Magazine Beach and other habitat there, including the turtles' nesting place below the terrace at the powder magazine.</p> <p>Why not focus, and deliver, on honest stewardship of the environment?</p>	Marilyn	Wellons	marilyn.wellons@yahoo.com	651 Green Street	Cambridge	MA	02139
5/9/19 11:09 PM	<ol style="list-style-type: none"> <li>1) widen bike path between BU bridge and western ave. Remove fence, separate pedestrian and cycle traffic. The fence traps leaves and forces people out into the road.</li> <li>2) add traffic signal by drive at Riverside. This may slow traffic and improve safety.</li> <li>3) improve parking area behind pool. This is necessary for canoeist, paddlers.</li> <li>4) complete overhaul of the BU circle. This could involve widening car lanes, putting a cycling lane under the bridge, adding lights to improve flow, improve sightlines on the river.</li> <li>5) remove old metal posts from sides of path. These are dangerous.</li> <li>6) add traffic and ped light near shell station. No one uses the overpass. I see people run across the street there everyday. The lights will help slow traffic.</li> <li>7) consider adding tables to slow traffic.</li> <li>8) preserve good access for the rowers to parking. They are a stabilizing influence and good stewards to the river and park.</li> <li>9) remove dead trees and unsafe branches. I was almost hit by a large limb that broke off last year near the field.</li> <li>10) make all manhold covers flush with the path....you know which one I mean. It is treacherous.</li> </ol>	Lisa	Kunze	rowerlisa@hotmail.com	65 Hopedale Street	Allston	MA	02134







9 May 2019

DCR Office of Public Outreach  
251 Causeway Street, 6<sup>th</sup> floor  
Boston, MA 02114

Re: Planning for Memorial Drive Greenway Improvements—Phase III

Dear DCR Office of Public Outreach:

We are thrilled that DCR is undertaking improvements to the paths between the BU Boat House and the Eliot Bridge.

We ask that you:

\*Work with MassDOT and the City of Cambridge to reduce and resolve the traffic congestion at the BU Rotary. This is not just an inconvenience, but also a health and safety issue.

\*Improve bike and pedestrian paths along Memorial Drive while preserving the trees and parklands. The path will be receiving heavier usage during I-90 viaduct reconstruction. We need to accommodate bike traffic but NOT at the expense of our park trees or parkland. You must strike a balance between commuter use and the preservation of green, open spaces. Parks must remain parks while also serving as traffic corridors. Explore the feasibility of reducing Memorial Drive to three lanes to allow for this bicycle commuter traffic.

\*Make bike/ped connectivity a central consideration. We need to be thinking forward towards integrating the new Grand Junction trail with the Memorial Drive trails as well as with the bridge across the Charles to the Paul Dudley White path, Allston/Brighton and Brookline. We need to create a regional trails network.

**202 Hamilton Street, Cambridge, MA 02139 (617) 868-0489 [www.magazinebeach.org](http://www.magazinebeach.org)**

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

\*Work with the City of Cambridge, to replenish the tree canopy. The London plane trees near Harvard and others, too, are failing. It's time to plant new trees along Memorial Drive, further from the road, that will frame the parkway while providing shade and beauty. These and other trees must be planted in rich, loose soils and large tree wells and then watered regularly for 3-5 years to encourage their survival. As you plan, take into consideration Cambridge's recent Urban Forest Master Plan.

(See: <https://www.cambridgema.gov/Departments/publicworks/urbanforestmasterplan>.)

\*We also ask that you create a stakeholders group for this project. We recommend membership by the following groups.

#### Transportation Groups

CCD, Environmental & Transportation Department  
Cambridge Bicycle Safety Committee  
Livable Streets  
Walk Boston

#### Park Groups

Charles River Conservancy  
Magazine Beach Partners  
The Friends of Riverbend Park  
Cambridge Plant & Garden Club

#### Boat Clubs

Riverside Boat Club  
Harvard Boat Club  
Cambridge Boat Club

#### Other

Khalil Mogassabi, CCD  
Rob Steck, CCD  
Catherine Daly Woodbury, DPW Project Manager, Cambridge Urban Forest Master Plan  
Harvard University  
VFW Hall  
Morse School

Thank you for your attention and looking forward to collaborating with you on this important project.

Sincerely,  
Cathie Zusy  
President, Magazine Beach Partners  
202 Hamilton St., Cambridge, MA 02139

To DCR

May 8, 2009

Off. Pub. Outreach

251 Causeway St.

Boston, MA 02114

Attn: Rick Corsi Proj Mgr

Subject: re-design of Memorial Drive  
Greenway between BU & Elliot Bridges

Dear Mr Corsi:

1. Please do not remove ANY healthy trees on the subject greenway during implementation of this project
2. Do NOT Disturb the Root Systems of any healthy trees on the subject greenway during implementation of this project.
3. Do not remove the existing pathway through the subject greenway during or as part of this project because it will result in decline & or death of the existing trees that have become established with the existing pavement & walkways. Disturbing those will damage the roots & ecology of their established systems (roots, fungi, mycorrhizae)

Thank you,

Sincerely

Ann McGovern MacAdam  
28 Union St,  
Cambridge, MA 02141

Tel: 781-774-4739

~~Ann McGovern MacAdam~~

**From:** Brendan Keegan [<mailto:brendan.keegan@gmail.com>]  
**Sent:** Thursday, April 11, 2019 12:47 PM  
**To:** Corsi, Richard (DCR)  
**Subject:** Memorial Drive Btw BU and Eliot Bridges

Dear Mr. Corsi,

I am a frequent user of the Memorial Drive greenway and am excited that this area will be redesigned since it does not currently serve the amount of people who use it. I have some suggestions for how it can be improved:

1. Widen the path. In many places the path is not wide enough to accommodate people cycling and walking. The path should be widened so that someone on a bike can safely pass someone running or walking. The section along Magazine Beach park, for instance, does not allow this currently.
2. Smooth out the surface. The surface has degraded badly in many spots and there are places where water pools at curb cuts. Resurface the path to match the section along MIT that was recently done and is very nice.
3. Improve connection from Comm. Ave. Right now the connection coming over the BU bridge from Comm. Ave. is confusing and dangerous. There should be a clearer, wider path that cyclists can take to cut over to the Memorial drive greenway.

Thank you,

Brendan Keegan

From: Bettina Neufeind [<mailto:bettina.neufeind@gmail.com>] On Behalf Of Bettina Neufeind  
Sent: Thursday, April 11, 2019 9:46 AM  
To: Parks, Mass (DCR)  
Cc: Biking Brookline  
Subject: feedback form link not working, please submit today

Dear DCR,

Please submit my comments regarding tonights listening session:

Listening Session

Memorial Drive Greenway Improvements, Phase III Thursday, April 11 // 6:30 p.m. – 8:30 p.m.  
Morse School Cafeteria (40 Granite Street, Cambridge, MA 02139)

Thank you for improving the path alongside the Charles, which I use daily in my bike commute from the BU bridge to Harvard Square.

It is currently a shared use space ill-suited to speeding bikers alongside families with children or people with dogs and runners with ear buds who cannot hear friendly “on your left” passing reminders. It needs a physically separate footpath and bike path, with separated lanes. And a protected onramp to the bike lane onto the BU bridge - it is invariably used as an expanded lane by cars merging onto the bridge, and very dangerous for bikers.

Minimally the space should be outfitted at regular intervals with path-sharing signage. Many thanks for your efforts to get all of us home safely at the end of the day.

Bettina Neufeind  
20 Amory Street  
Brookline, MA 02446  
[bettina@pobox.com](mailto:bettina@pobox.com)

Thank you for your kind attention to this matter!

Bettina

From: Bob Sloane [<mailto:bsloane@walkboston.org>]  
Sent: Tuesday, April 23, 2019 10:47 AM  
To: Corsi, Richard (DCR)  
Subject: Comment on Mem Drive III

Hi, sending this using more recent email address.

Hi, Rick,

Here are my comments, and on the attachment are some specific recommendations about the areas near the BU Bridge.

Comments on the paths along Memorial Drive. As we in WalkBoston have often said, we would like to move toward a network of dual paths - one for pedestrians, one for bicycles throughout the heavily used portion of the Charles River Basin. That said, we are well aware that there is scant space to provide for this in the project you have outlined. Perhaps we should try for more modest goals:

- > 1. All dual use (multi-purpose) paths should be reconstructed with a minimum width of 12' throughout the current project area for comfort and safety of users.
- > 2. If possible, stone dust should be introduced as an element in the paths to encourage and cater to runners (who appear to be a significant portion of current users of the paths). Without this, runners tend to form their own informal trails immediately adjacent to the paved pathways.
- > 3. Benches and shelters should be provided at intervals as resting spots for path users, especially at locations where the river view is unusually good.
- > 4. Relatively low-level lighting should be provided where possible to enhance the safety of the paths. Reliance on high-level street lights that are directed at road illumination is usually insufficient.
- > 5. Landscaping and trees should be introduced wherever possible.
- >
- > If there are opportunities for road dieting along Memorial Drive, we hope that the extra space provided would be used to add capacity to the trails or other amenities alongside the pathways.
- >

Cheers - Bob

--

Bob Sloane | WalkBoston  
45 School St. | Boston MA 02108  
617-367-9255 | [bsloane@walkboston.org](mailto:bsloane@walkboston.org)  
Click here to join or renew your membership: [Donate Now!](#)



# **The Memorial Drive paths**

**Between the BU Boathouse and the Eliot Bridge**

**Comments by WalkBoston**

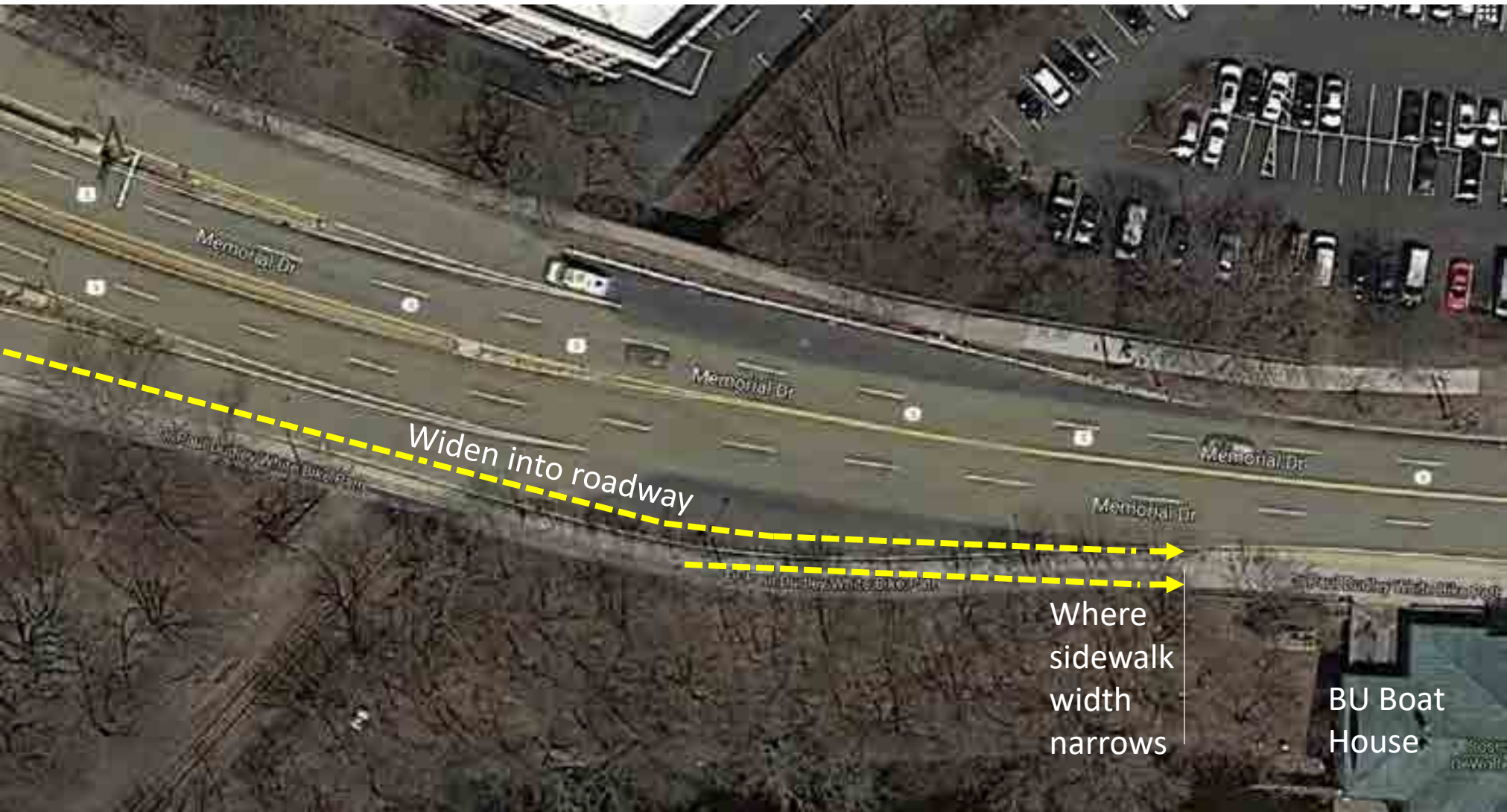
# End of wide sidewalk just west of BU Boathouse



Widen onto hillside as was done at boathouse

Widen into onramp as suggested for Gr Jct Overpass

# BU Boathouse to Grand Junction overpass



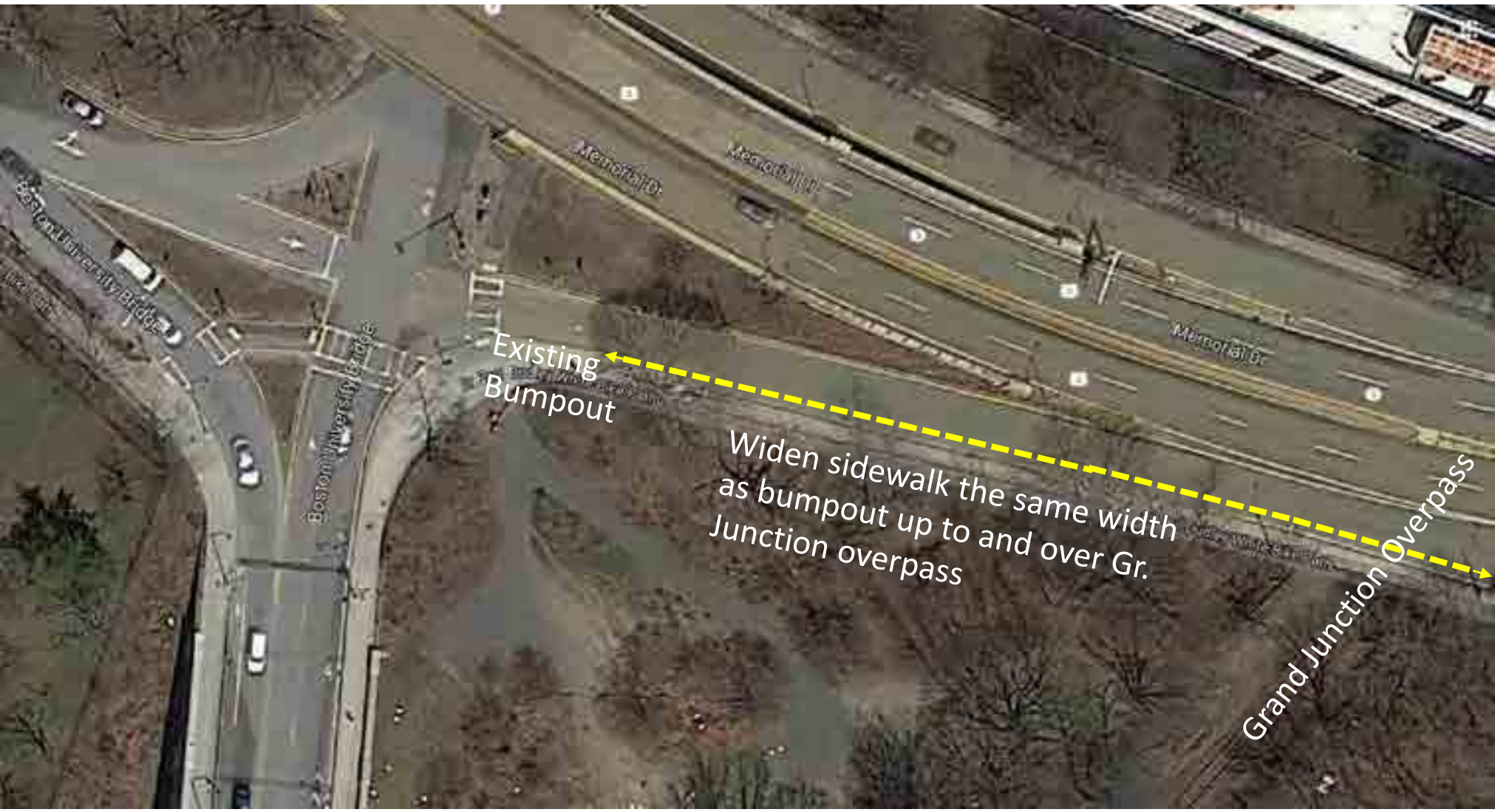
# Grand Junction overpass



Grand Junction Overpass

Widen into on-ramp

# BU Bridge to Grand Junction overpass



Existing  
Bumpout

Widen sidewalk the same width  
as bumpout up to and over Gr.  
Junction overpass

Grand Junction Overpass

# BU Bridge rotary



# BU Bridge rotary sidewalk changes



Fill in this area for sidewalk





CHARLES RIVER

conservancy

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CAMBRIDGE MASSACHUSETTS  
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www.thecharles.org

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

May 9, 2019

Dear Commissioner Roy,

On behalf of the Charles River Conservancy, I want to express our excitement and appreciation that the Department of Conservation and Recreation is undertaking the redesign of Memorial Drive pathways from the BU Boathouse to the Eliot Bridge. As advocates for the Charles River parks, focused on the basin between Watertown and Boston, our organization cares deeply about the process and outcome of this transformative project.

As you know more than most, the redesign of Memorial Drive pathways along this section of the Charles River is complex, with incredible potential to improve the experience and safety of those using the greenway for active transportation or passive enjoyment. This includes, but is not limited to:

- **Traffic calming:** Reducing vehicle traffic and speed is perhaps the most important consideration to improve safety in this well-used section of riverfront. The overarching goal of the Memorial Drive improvements should be to prioritize pedestrians and cyclists over cars. A road diet, including lane narrowing and/or the elimination of a lane in each direction, curb bump outs, enforcement of the commercial vehicle ban, and at-grade crossings with pedestrian-priority signals should be considered and utilized to achieve this objective.
- **Greening:** Maximizing green space and tree canopy should also take precedence in the redesign of Memorial Drive, to truly make it a *greenway*. Pervious surfaces, including pathway paving, should be used and expanded to maximize storm water infiltration. Native plantings and bio swales should



buffer the roadway to prevent pollutants from flowing directly into the river. Wherever possible, existing, healthy trees should be preserved and new trees should be planted with best practices in species selection, soil science, installation and maintenance.

- **Amenities:** The plan for Memorial Drive should celebrate the greenway as a destination for athletes – runners, cyclists and rowers – as well as strolling and picnicking families. All of these groups would benefit from additional drinking fountains, public restrooms, seating, and wayfinding maps in regular intervals and at key decision points.

In addition to these necessary, foundational elements, the Memorial Drive improvements should coordinate with several other concurrent, related initiatives and projects:

- **Charles River Basin Vegetation Management Master Plan:** The most apparent opportunity for alignment is with the DCR's in-process Charles River VMMP. We look forward to seeing the Master Plan and how its principles can be applied to Memorial Drive as one of its first realizations.
- **Urban Forest Master Plan:** The City of Cambridge has been working with a team of experienced consultants to analyze the urban forest and develop strategies to prevent further canopy loss and expand (re)planting efforts. Recommendations from this planning effort should be applied to Memorial Drive regardless of jurisdiction.
- **I-90 Interchange:** One of the largest infrastructure projects of this generation is currently being planned just across the Charles River and will certainly affect all traffic patterns on both banks. Of particular concern is the displacement of cyclists and pedestrian during the multi-year construction. The current under-capacity path system along Memorial Drive will be completely overwhelmed by these relocated users if not carefully planned for.
- **Previous planning studies:** While the Memorial Drive Improvement Project has a defined project boundary, design should aim to ensure seamless transitions to the greenway east and west of this site. Coordinating with active projects, like the Grand Junction Multi-use path, and referencing previous planning studies, like the Mt. Auburn Street Corridor Study, can maximize pedestrian and bicycle connectivity along the Charles.

Because this is a complicated project with great importance to many stakeholders, The Charles River Conservancy, along with Magazine Beach Partners, strongly recommends that the DCR form a Task Force or Advisory Group to help inform decisions throughout the process. Based on an initial assessment, this group could be comprised of representatives from the groups listed below, among others.

Transportation

Cambridge Bicycle Safety Committee  
Liveable Streets Alliance  
Walk Boston  
Mass Bike

Parks

Charles River Conservancy  
Magazine Beach Partners  
The Friends of Riverbend Park  
Cambridge Plant & Garden Club

Abutters

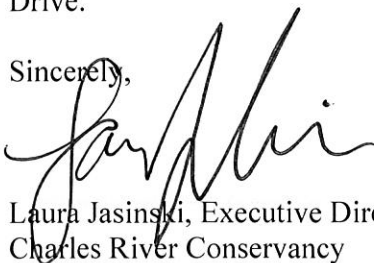
Buckingham, Brown & Nichols  
Cambridge Boat Club  
Cambridge Homes  
Harvard Boat Club  
Harvard University  
Morse School  
Mt. Auburn Hospital  
Riverside Boat Club  
Shady Hill  
VFW Hall

Public Offices/Agencies

Cambridge Community Development Department (Khalil Mogassabi, Rob Steck)  
Cambridge Environmental & Transportation Department  
Office of State Representative Jonathan Hecht  
Office of State Representative Marjorie Decker  
Office of State Representative Jay Livingstone  
Office of State Senator Joseph Boncore  
Office of State Senator Patricia Jehlen

Thank you for the opportunity to comment on these important improvements to one of our region's most important resources – the Charles River. The CRC looks forward to working with the DCR to provide the safest and most inviting public experience possible along Memorial Drive.

Sincerely,



Laura Jasinski, Executive Director  
Charles River Conservancy



**PEOPLE FOR RIVERBEND PARK TRUST**  
21 Gibson Street  
Cambridge, MA 02138  
(617) 547-9103

[www.riverbendparktrust.org](http://www.riverbendparktrust.org)  
[info@riverbendparktrust.org](mailto:info@riverbendparktrust.org)

May 7, 2019

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

RE: **Memorial Drive Greenway Improvements, Phase III**

Dear Commissioner Roy:

We were delighted to learn that the Department of Conservation and Recreation (DCR) plans to make improvements along the Memorial Drive Greenway from the Boston University Bridge to the Eliot Bridge. As you may know, our group has an interest in the area, particularly in the stretch of parkland that runs from the Western Avenue Bridge to the Eliot Bridge. We attended the public hearing on April 11, 2019 at the Morse School, and appreciated the opportunity to meet and talk with both DCR and AECOM (the Project Manager). We are now grateful for the opportunity to register these written comments.

**Background**

The People for Riverbend Park Trust was founded more than 40 years ago by Cambridge resident Isabella Halsted, who lived near the Charles River. She had the vision to propose closing Memorial Drive to traffic on Sundays to create a peaceful place in which one could enjoy being by the historic river. Memorial Drive is now closed to vehicular traffic from Western Avenue to the Eliot Bridge every Sunday from the last Sunday in April through the second Sunday in November. Today, this park is enjoyed by so many who come to enjoy being by the River.

Further, for more than 30 years, the Trust, with the help of volunteers, has raised funds to plant and care for shrubs and flowers in Riverbend Park, from Hawthorn Street to the Mt. Auburn Hospital, with special care given to the playlot. This official Metro Parks adopt-a-lot program was started by Pat Sekler who has also led the Trust in recent decades. Under Mrs. Sekler's watch, the park

has become transformed. The playlot in particular is an unusually beautiful spot for an urban park.

In addition, the Trust has consistently advocated to preserve the bucolic aspects of this park: to keep this environment from becoming and feeling like a highway; to preserve plants, trees and views; and to keep industrial changes (like street lights and signs and water meters) as unobtrusive as possible.

### **Comments on the Project**

We are out at the park every day when the weather warms up, gardening and cleaning and working. We have had ample opportunity to observe how Riverbend Park is used and how it is currently maintained by DCR. We are hopeful that our group can work closely with DCR as it develops its plans for the future of our park.

#### **A. Essential Principles**

First, we believe that the following three issues are the most important for Riverbend Park:

##### **1. The Sycamore Trees Need Urgent Attention**

The allée of London Plane trees, which we refer to as our Sycamore trees, was planted in 1897. These trees are beautiful, iconic, historic – but they are suffering right now from damage and inattention. Their survival should be the most important aspect of this project. Attention needs to be paid to what the existing trees need (less compacted soil?, more water?, regular trimming? fertilizer?), and trees that have been lost need to be replaced. When trees are replaced, at a minimum, the new trees need to be watered until they are established. New trees take decades to grow to the majesty of the existing grand old trees. A short and long-term care and maintenance program needs to be developed – with assurances that it will be carried out.

##### **2. The Path Used by Bikes and Pedestrians Needs to be Separated and Improved**

The paved path that runs beside the Charles River -- in particular, the path in the area between the Anderson Memorial Bridge and the Eliot Bridge -- is well-used but cannot be enjoyed by either cyclists or pedestrians. At certain times, it does not feel safe to be on the path because so many cyclists are moving so quickly. The elderly and the young – with good reason – are seldom seen enjoying a stroll by the river since it is not possible to relax and move without concern.

We believe there should be two protected, separated paths -- one for cyclists and one for pedestrians. As we have previously proposed, we believe that it would be in the interests of all if a car lane on Memorial Drive were repurposed as a bike lane, again particularly in the area between the Anderson Memorial Bridge and the Eliot Bridge where the space between the Charles River and Memorial Drive is most narrow.

3. New Trees and Plants need to be Planted – but a Maintenance Program is Essential

It is fair to say that the trees and shrubs in the park have long been neglected. They need attention – trimming, watering, fertilizing – and new trees and shrubs need to be planted.

In addition, because there is now so much development on the Boston side of the river (new construction and new buildings in Allston), thought should be given to strategic planting in order to ensure that the parkland feels natural and peaceful. Some new planting should be done on the Allston side to create a green barrier and visual shield to what lies beyond.

Reductions in the DCR budget in recent years have limited its ability to maintain the park the way it should be. Enough funds need to be allocated to a good maintenance program or else we will continue losing some of the most valuable assets of the this park and improvements will have been made in vain.

**B. Additional Comments**

We have the following additional observations and comments, which we hope DCR will take into account:

GENERAL COMMENTS

Stormwater Management

We welcome your planning of increased stormwater management. Because of an increase in volume of stormwater, stormwater is not always absorbed by the current system. The volume will go up with climate change. Substantial attention needs to be paid to addressing ways to absorb or store this volume.

We also encourage DCR, together with other agencies, to develop an overall plan with towns up and down the Charles River to manage stormwater so that uphill towns absorb these increased volumes without relying upon downhill towns to address the problem.

### Data for bicycle and pedestrian usage

Since access to river paths for the able-bodied is limited, since safe wheelchair, baby carriage, and tricycle access does not exist except at traffic lights, and since the paths are not safe and relaxing due to fast-moving bikes, it is obvious that usage counts under the present circumstances are misleading.

Design decisions based on such data are skewed to bikers and joggers and are not fair to the overall population.

There would be many more pedestrian heads to count if there were ease of access, an experience that was pleasant and danger-free, and an environment in which people of all ages and abilities could stroll in a relaxed manner.

### Access curb cuts for pedestrians, wheelchairs and baby carriages

It would be desirable to have a series of these along both sides of Memorial Drive.

### Cross-walks

If it could be done without the insertion of too much infrastructure, it would be highly desirable to have cross-walks on line with 1010 Memorial Drive (since a pathway connects Mt. Auburn Street and Memorial Drive at that point), at Sparks or Willard Street, at the upper end of the Kennedy Park, and at Peabody Terrace.

### River bank enlargement

As we suggested two decades ago at the first meeting of the Master Plan study, there may be certain areas along the stretch of Riverbend Park that would benefit by gaining another 10 to 20 feet or more by filling-in at the river's edge. This suggestion is modest, compared to one proposed by the Cambridge Planning Department many years ago but never carried out, and is insignificant compared to what was carried out in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries in response to the Eliot and Olmsted plan.

### The joggers' apparent preference for dirt pathways

Years ago, when the DCR widened the pathway on the river side of Memorial Drive across from the hospital garage to test a new permeable paving product and to give the joggers a more pliant surface, it was assumed that the joggers would use the new paved path. But that didn't prove to be the case for all joggers. Within several weeks, a new dirt path was created. This phenomenon needs to be given consideration.

### Speed limit

A significant reduction in the speed limit along Memorial Drive will help considerably in making the area more attractive and safer for its many visitors.

### Barriers

Wherever possible, the barriers along Memorial Drive should be removed. Those above Old Memorial Drive were only put in after a car coming down Sparks Street was moving too quickly and crossed over Mt. Auburn Street and Memorial Drive and landed in the river.

With proper redesign of the area of Sparks Street, this would no longer be possible, thereby eliminating the need for the barriers. The curvature of Memorial Drive in this area is such that neither the inbound nor the outbound traffic needs the barriers.

### AREA SPECIFIC COMMENTS LISTED FROM UPRIVER DOWNSTREAM

#### 1. Land use by The Cambridge Boat Club

The use of the parkland immediately downriver from the Cambridge Boat Club should be reviewed. This area was once pure parkland with beautiful willow trees and lawn. Now, large areas are used for boat storage. Is this appropriate?

#### 2. Derelict MWRA outflows

Opposite the Mt. Auburn garage there is an MWRA Cambridge outflow into the river; its railings are in derelict condition. The same is true for one opposite the Memorial Drive entrance to 1010 Memorial Drive. These should be looked at before the scrub growth hides them for the season.

#### 3. River bank erosion

In the same stretch as in 2, above, there are several areas of serious bank erosion. Again, these should be documented before the scrub growth takes over.

#### 4. The outflow at Sparks Street

This one has very serious erosion on either side, and a tree growing up through its railing.

#### 5. The Sekler playlot

The playlot is in need of landscape upgrading, replacement trees, lawn renewal, an irrigation system, bench repair and painting, a water source by/for the sandbox, and longer chains on the swings, among other things.

We would in particular welcome the chance to consult in detail with the landscaper in the design team to help mitigate the changes made to the space when the large



play structure was installed several years ago. Large areas of grass, which had been very popular for use by parents with small babies, or for picnics, were done away with and awkward spaces were created, detrimental to the former planting design.

#### 6. Proposed new City of Cambridge Traffic light

There has been serious talk about the installation of a traffic light at the corner of Sparks Street and Mt Auburn Street. This is a major feeder to Riverbend Park, the first from all the way to Fresh Pond Parkway. One should approach parkland, not traffic paraphernalia that would destroy the view toward the river landscape. We are convinced that a more desirable solution can be found for this area by improving sightlines and moving the bus stop.

#### 7. Ill thought-out sidewalk

The awkward sidewalk treatment on the river side of Mt. Auburn Street at Sparks Street needs to be redesigned and re-landscaped. Even though it is our understanding that the sidewalk is Cambridge property, its poor configuration dramatically influences one's experience of this entrance to the parkland. It has resulted in trampled, muddy areas adjacent to the sidewalk. A lamp pole is right in the middle of the sidewalk – a major hindrance for baby carriages, wheelchairs, snowplows, and salt spreaders.

#### 8. Shield of shrubs

The Master Plan for the Charles River Basin called for a shield of shrubs along the stretch in front of 221 Mt. Auburn Street, between the Cambridge sidewalk and Memorial Drive. Hundreds of people use this sidewalk every day, particularly people going to or from the hospital. Since the grass strip is so narrow, it is as though one were walking amid the traffic on Memorial Drive. In addition, this stretch has lost almost all its trees in recent years, making it hot and unpleasant in the summer months.

#### 9. Derelict water fountain

In Lower Longfellow Park (the area between Mt Auburn Street and Memorial Drive from Willard Street to Hawthorn Street) approximately on line with the Longfellow House, there is a derelict water fountain.

This has been out of use for at least half a century. It should either be removed or re-designed/reactivated as a dignified feature in the landscape (of modest scale, so as not to interfere with the sweep of the greensward).

#### 10. Problem trees

Several trees in Lower Longfellow Park along the Mt. Auburn Street sidewalk seem to be infested or dead.

#### 11. Derelict post

At the downriver side of the intersection of Mt. Auburn Street and Old Memorial Drive there is a derelict, tilting concrete base from a former mailbox (?). This serves no purpose and should be removed.

Thousands of people walk by this spot who have no idea of its history. This would fill that void and help them to a greater appreciation of their environment.

16. New heavy horizontals on traffic poles at JFK Street.

Before the recent bridge reconstruction, the intersection at JFK Street and Memorial Drive had simple vertical traffic lights. Again, as at Old Memorial Drive, the present heavy horizontals destroy the beauty of the allée one is about to enter.

The beauty of the trees lies largely in the vertical reach of their trunks and crowns toward the sun. To deliberately cross-out that verticality negates one's appreciation of the natural and symbol-laden beauty of these majestic trees.

17. Bike rental placement

The bike rental where DeWolfe Street meets Memorial Drive is very useful for users of Riverbend Park on Sundays. However, the permanent docking equipment is in the wrong place. As one comes down DeWolfe Street, instead of seeing grass, shrubs, trees, the river, and the Weeks Bridge, the eye is attracted to a sea of blue bikes. The docking equipment should be moved well back from the intersection where it would not interfere visually with this major entrance to the parkland.

### **Conclusion**

Again, we welcome improvements to the land along the Charles River and are so glad to have Riverbend Park included in the area under present design consideration. The experience of being in Riverbend Park is enjoyed by so many. It is one of the wonders and treats of living, working, and studying in this particular area.

This parkland is used and appreciated for so many purposes – for exercise and recreation along the paths and on Memorial Drive on Sundays; for playing with toddlers at the playlot; for having a picnic or coffee on a sunny day on the grass by the river; for sitting on a bench and catching one's breath; for contemplation. This park is a lovely and easy place for older people to get out in the fresh air and move, and we should keep our aging population in mind when designing improvements. The use of the parkland for all of these purposes should be given high priority.

With all of these considerations in mind, we look forward to working with DCR to preserve the natural character of the parkland while making access to it easier and the experience of being in it more pleasurable for all. The wear and tear in recent years and the steady decline in maintenance as budgets were reduced have begun to show decline in dramatic ways. The parkland needs major help, help that will be appreciated by all those who use and love this parkland. We also hope that DCR will be able to take major steps to develop a professional sustained maintenance program. It is the only way to assure the healthfulness and beauty of this area for the future.

For all of the reasons contained in our comments here, we hope that this Phase III project will honor the parkland as a destination rather than as a space to travel through, that the work will be done with an absolute minimum of new infrastructure insertions, and that -- most of all -- the natural character of the parkland be restored and respected.

---

Sincerely,

*Franziska Amacher*

Franziska Amacher

*Pamela Kogut*

Pamela Kogut

*Patricia Sekler*

Patricia Sekler

Trustees, on behalf of People for Riverbend Park Trust

May 7, 2019

Department of Conservation and Recreation  
Office of Public Outreach  
251 Causeway Street, 6<sup>th</sup> Floor  
Boston, MA 02114

## PHASE III MEMORIAL DRIVE GREENWAY IMPROVEMENTS PROJECT

To Whom It May Concern:

I am writing in response to your request for public comments on the **Phase III Memorial Drive Greenway Improvements** project. I applaud DCR's effort to improve this important part of the Charles River Basin park system. I am concerned about the design of improvements to the Multi-Use Path element of the project at three locations: 1) the junction of the path, including a potential new underpass below the BU bridge, with the planned Grand Junction Path; 2) the very constricted segment of the path from Pleasant St to River St in Cambridge; and 3) the path segment that lies within Magazine Beach park and has been designed as part of the Magazine Beach Phase II Improvement Project.

### **BU BRIDGE AREA:** (see attached sketch)

**It is very important that any design of this area be undertaken in collaboration with design efforts underway for the planned Grand Junction Path with which it will intersect.** An efficient connection between these two significant bike/ped arteries will be crucial to the success of both. The Grand Junction Path design to the north is presently beginning under the direction of the City of Cambridge. The design of the river crossing on the Grand Junction railroad bridge to the south will likely emerge out of design efforts related to the I-90 Allston Interchange Project, but may not be underway within the time frame of this project. The connection of these two parts of the Grand Junction Path will occur within the space administered by DCR and addressed by this project. Design of the best possible solution for this space must seamlessly accommodate the most current planning for these other elements.

**There is also a great need for an underpass below the BU Bridge to help alleviate a congested and unsafe bike/ped crossing at bridge level.** Such an underpass will also make connection much easier between the Charles River M/U Path and the Grand Junction Path. This underpass will likely have to be built largely over the water on piers from the downstream side of the present Grand Junction train bridge to the upstream side of the MWRA Cottage Farm facility due to the absence of adequate shoreline space.

**It is very important that easy access to this underpass is prioritized for bike/ped users approaching on the M/U Path from downstream as well as users departing the underpass in the downstream direction on the M/U path.** This will mean

considering a diversion from the existing M/U Path alignment just west of the BU boathouse and transiting the existing slope down toward the river edge just downstream of the Grand Junction railroad bridge. Requiring users to instead continue all the way to the existing road crossing at the BU bridge before being able to access a path down to the river will significantly limit use of the underpass as users will opt to continue across the intersection instead. Design of a path on the slope from the BU boathouse should incorporate retaining walls to limit interference with existing trees.

**At its upstream end, a BU bridge underpass path must interface with the internal path system of Magazine Beach park.** This system has recently been comprehensively planned as part of the Magazine Beach Phase II improvement project. Those plans should be reviewed and accommodated in planning for this project.

**PLEASANT ST – RIVER ST SEGMENT:** (see attached sketch)

**The M/U Path between Pleasant St and River St will require particular care to ensure the best possible experience for users transiting this segment and the sustainability of the path itself and of any trees planted along its length.** Space between the river bank and Memorial Dr is extremely limited. A 10' wide landscaped space should be created between the M/U Path and Memorial Dr. This will allow better separation from the effects of the road traffic for path users and adequate space to retain water, snow, and ice ejected from the road with reduced impact on the path. It will also allow for a better environment in which trees and plants can survive.

**Creating a 10' separation from Memorial Dr will require lowering the M/U Path to allow it to be accommodated within the remaining riverbank space without the use of a retaining walls and safety railings between the path and the slope to the river.** Lowering the path should involve the construction of a low retaining wall on its edge toward Memorial Dr. This grade separation will also contribute to the users' sense of separation from the roadway. An ideal balance will have to be established between pathway width, dimension of path lowering, and necessary path shoulder on the river side of the path to avoid the need for unsightly safety railings on either side of the path. This will likely require some diligent design effort to accomplish, but I think it is achievable.

**MAGAZINE BEACH PARK SEGMENT:**

**Many of the issues relevant to the design of the M/U Path in this segment have been addressed in the design of Phase II improvements for Magazine Beach park.** This design effort also rigorously integrated other priorities and elements into that design that are specific to Magazine Beach. Great care should be taken to understand those priorities before proceeding with any redesign of this segment.

**Important Magazine Beach M/U Path priorities include:** avoiding removal of or damage to healthy trees to the greatest extent possible, creating better path separation from Memorial Dr along the entire frontage, creating identifiable park entrance nodes

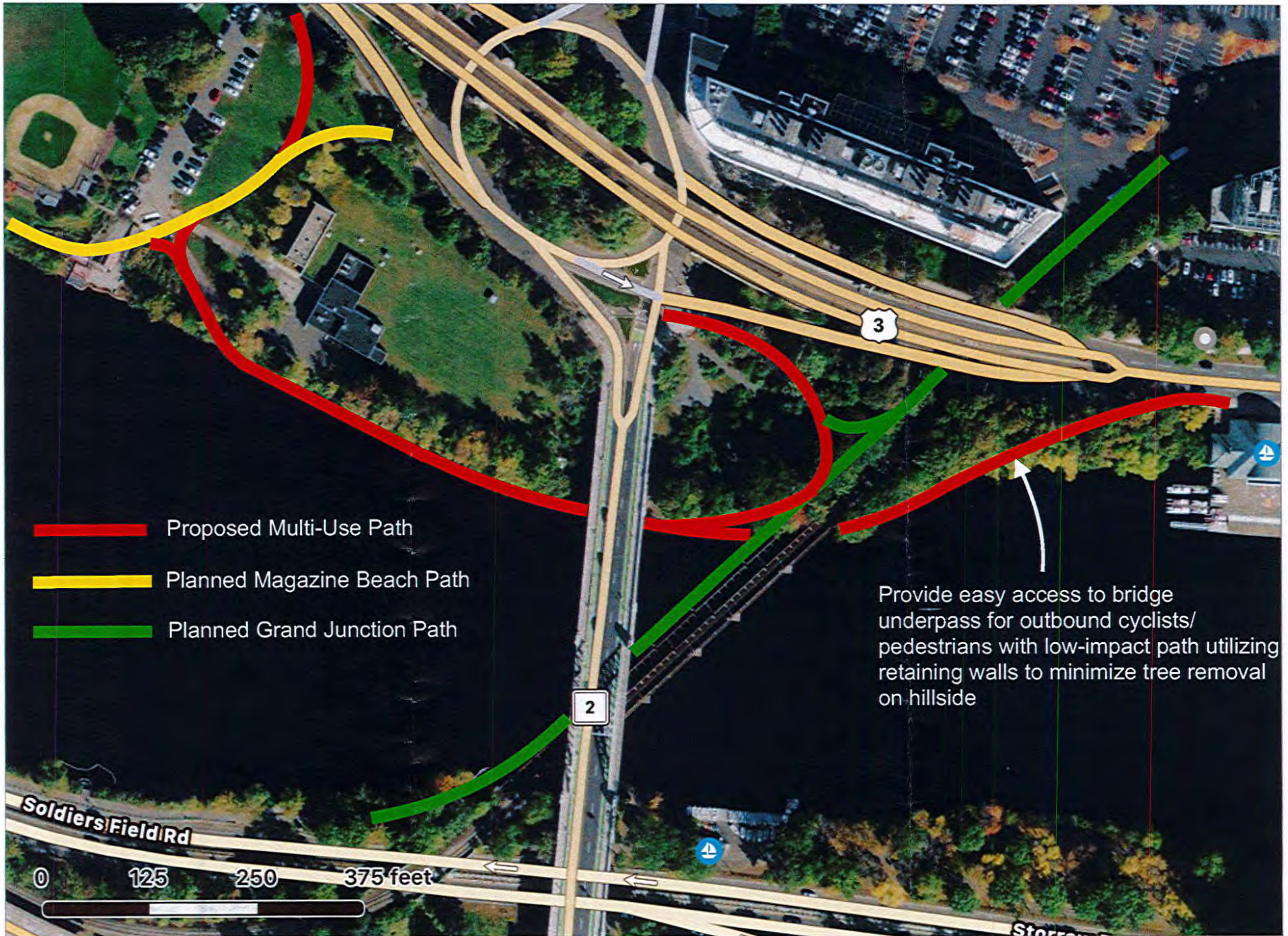
and information kiosks at Brookline St, Magazine St footbridge, and Pleasant St in harmony with the overall park design vocabulary, integrating with seamlessly with all other elements of the Phase II plan for the park, and, of course, providing a significantly upgraded M/U Path adequate for its purpose and in accord with other similar path improvements along the river.

Thanks to DCR for focusing resources on the improvement of this important river environment in Cambridge. It is greatly in need of attention. A great opportunity now exists to create an inspiring recreational resource for adjacent neighborhoods as well as a better-functioning element of the Charles River Basin ecosystem – something that has been missing for far too long.

Sincerely,  
Peter Klinefelter  
Erie St., Cambridgeport  
peterk@theworld.com

NB – I have been intimately involved in the design effort with DCR for Magazine Beach Phase II improvements as a former member of the Magazine Beach Partners organization. It is a good, comprehensive plan, and I have hopes that one day it will be realized with a minimum of dilution.

Proposed Multi-Use Path Underpass and Connections at BU Bridge - 4/11/19 P Klinefelter  
near Cambridgeport — Cambridge



PROPOSAL FOR MULTI-USE PATHWAY  
BETWEEN PLEASANT ST & RIVER ST, CAMB.  
4-11-19 PETER KLINEFFELTER

Goals:

- Reduce water, snow, and ice impacts on path from Memorial Drive.
- Reduce sensory impacts on users from Memorial Dr. traffic.
- Improve user connection with river.
- Maximize sustainability of new trees through adequate separation from Memorial Dr.
- Avoid need for safety railings between path and riverbank.

