



---

To: Rick Corsi  
Project Manager

Date: May 3, 2019

From: Hannah Brockhaus  
Howard Stein Hudson

HSH Project No.: 2018214.00

Subject: DCR Memorial Drive Greenway Improvements, Phase III  
Listening Session  
Meeting Notes of April 11, 2019

---

## Overview

On April 11, members of the Department of Conservation and Recreation (DCR) Memorial Drive Greenway Improvements Phase III project team and DCR staff associated with the job held the project's first public meeting. The meeting took place at the Morse School's Cafeteria, located at 40 Granite Street in Cambridge. The purpose of the listening session was to allow the public-at-large an opportunity to weigh in on the project, so that the project team, led by AECOM, can incorporate their input into the conceptual designs for the corridor.

Through this project, the agency seeks to complete the improvement of the greenway along Memorial Drive from the Boston University (B.U.) Bridge to the Eliot Bridge and analyze opportunities to reclaim riverfront parkland through lane reductions and intersections improvements, where feasible. The project team is currently gathering existing conditions data and public comments concurrently, which will be presented at the next public meeting in June. During the summer and fall, early concept development will occur, and there will be multiple opportunities for community input as design progresses. Public comments are open until May 9th and may be submitted in writing, email and on the project wikimap <https://wikimapping.com/memdrive3.html> to allow for location and specific comments related to the public realm, recreation and transportation.

At the meeting documented herein, the DCR and consultant team introduced themselves and the project. After a brief presentation to set the stage for discussion, the meeting was devoted to breakout sessions, where the public could give commentary on existing conditions, discuss their priorities, and provide their vision for the corridor. In addition to three posters dividing into zones the long stretch of Memorial Drive included within this project, there was a large roll out of the

entire project area, with more opportunity for broad commentary across specific locations. At location specific posters (Eliot Bridge to Anderson Memorial Bridge; Anderson Memorial Bridge to Western Avenue; and Western Avenue to B.U. Bridge). Attendees had the opportunity to write down comments, concerns, and suggestions on sticky notes and place them on the map at the associated location.

Breakout group discussions followed the presentation. Key themes in discussions regarding the public realm and recreation included accessibility, providing access to the river for canoes and kayaks, as well as landscaping improvements including shade trees and integrated roadside vegetation. Key transportation discussion themes included using the right of way on the rotary to create two lanes and a bus/bicycle lane, or eliminating the Reid Overpass; evaluating a road diet of Memorial Drive; creating separated paths for bicyclists and pedestrians as the current single path is viewed as too narrow; and improving signal timing and pedestrian and bicycle safety at the BU Rotary, River Street and Western Ave.

As this was the first public meeting associated with the phase, the approximately 100 attendees were eager to provide feedback early and often. Some scope questions remained including more detail on the limits of work and associated coordination with other agencies such as MassDOT and the City of Cambridge, especially at key intersections. There was a recognition, including from the project team, that as the design process moves forward, many decision points may be difficult because of the narrowness of the corridor and multiple needs placed on it for recreation and transportation.

## Agenda

I.	Welcome & Opening Remarks .....	3
II.	Presentation .....	3
III.	Question and Answer .....	7
IV.	Report from Breakout Groups .....	9

# Detailed Meeting Minutes<sup>1</sup>

## Welcome & Opening Remarks

---

**C: Jeff Parenti, Department of Conservation and Recreation (DCR):** Good evening everyone and welcome. Thank you for coming. My name is Jeff Parenti; I'm the Deputy Chief Engineer for the DCR. On behalf of the Commissioner Leo Roy I'd like to welcome everyone tonight. It's a great turnout for our first public meeting for Memorial Drive Greenway Improvements Phase III. I have a couple remarks and then I'm going to turn it over to our DCR Project Manager, Rick Corsi and our design consultant Mike Stiller of AECOM for the presentation in a few minutes. Tonight's listening session is really a chance for you to tell us everything you think about Memorial Drive and what is important to you. The format for the evening is smaller breakout sessions making it a little easier for everyone in the room to give their opinions. We'll first go through the scope and what's included in our design project.

I'd like to recognize Representative Jay Livingstone's office, Katlyn Duffy and Representative Marjorie Decker's office, Ronnie Bagdad are both here this evening. Thank you for coming this evening.

First, it is important to go over our mission at DCR as it's a great framework as we are kicking off this project. Our mission at DCR is to protect, promote, and enhance our commonwealth of natural, cultural, and recreational resources for the well-being of all.

The Charles River is one of our greatest resources and we are lucky enough to have it right at our front door. It's important to us, both the project team and the agency to improve access to and along the river. This project is an excellent way to do that for you. Tonight, we are going to start with an overview of the project, some of the existing conditions and the work we've done to date. Around 7:00 p.m. we'll break into groups and around 8:00 p.m. we'll reconvene and report back what we talked about at the breakout groups. I'd now like to hand it over to DCR Project Manager, Rick Corsi.

## Presentation

---

**C: Rick Corsi, DCR:** I'm Rick Corsi, the DCR Project Manager. Thanks for coming everyone. This is the start of a great project that has been in the back of our heads and in our capital budget

---

<sup>1</sup> Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1. For copies of meeting flipcharts, please see Appendix 2.

requests for 20 years. We are here implementing another project from the Charles River Basin Master Plan. I recognize folks here from that plan. The goal here is to renovate and upgrade the greenway and make environmental improvements as not only is this a transportation corridor for cars, cyclists, pedestrians, roller blade users, stroller-pushers but it is also a natural area. We want to work with vegetation management on appropriate riverbank treatments for the project area.

DCR's Dan Driscoll worked with MassDOT on the Charles River Connectivity Study which looked at ways to improve connections from the bridges, the parkways, and the local streets into the Charles River Reservation. This has been a great project. DCR has implemented a project and MassDOT has implemented many of the recommendations into their bridge constructions projects. DCR has also done projects like Greenough Boulevard greenway expansion 2.5 years ago. DCR cut the number of lanes in half from four lanes to two lanes and added a 10' wide multiuse path. We naturalized Hell's Half Acre which has been very popular, and it has not slowed down traffic.

We are also looking at the Mount Auburn Street corridor study which looks at the tail end of our project. We are going to coordinate the design so that it is all seamless. We are working with the City of Cambridge to improve River Street and other connections into the Reservation.

Memorial Drive Greenway improvements began 15 years ago. Phase I: Fowler Street to Longfellow Bridge reduced the cross section of the Eastbound lanes and increased parkland by eliminating a lane of parking and a travel lane. Phase I was completed in 2004 with a cost of \$4M. We didn't get to improve the parkland until a couple of years ago when we got money for Phase II. Phase II restored the riverbank, created new pathways, and provided new parkland furnishings. It seems very successful. Phase III is this project. This will complete the restoration and rehabilitation of Memorial Drive.

The project limits pick up where Phase II left off by the B.U. Boathouse and extends to the Eliot Bridge. We are looking at the intersections, the B.U. Bridge; the Dr. Paul Dudley White Bike Path, a major thoroughfare for cyclists, runners, pedestrians; as well as connections with the footbridges and the bridges.

This is the first step of the public process. At this evening's listening session, we want to hear your concerns, the issues you have with Memorial Drive, and what you'd like to see happen. We will then take your feedback until May 9th. You can submit comments to the website, via email, and on the wikimap website where you can click and make comments.

We will take that information and use it to develop conceptual alternatives as we assess the existing conditions, which is happening now. From conceptual alternatives we go into design development. In between conceptual alternatives and design development we anticipate having another public meeting sometime in June. From that we go to final design. We ask everyone to hold bake sales so we can actually build the project and take it from there.

We have a great project team. We also have AECOM designers, engineers, landscape architects, Howard Stein Hudson, which is responsible for the public involvement, and Brennan Consulting who is doing the survey. I want to thank Anne Fiesinger as I would be lost without her.

**C: Mike Stiller, AECOM:** I'm Mike Stiller, the AECOM project manager designer. I have members of my team here in the back. Lisa Decker, landscape architect, Dennis Flynn, traffic engineer, Kathy Schaeffer, civil engineer, Joe Ficociello, landscape architect, wanted to be here tonight to hear your comments firsthand. These are the folks that will be working on developing the conceptual designs going forward.

What's happened so far: the existing conditions survey is being collected by Brennan Consulting. You may have seen them out along the corridor over the last two months collecting data. They are busy and are still out there. You may see them possibly on Monday. They are capturing data for stormwater catch basins utilities for the existing conditions survey. You may also have seen traffic study devices – video cameras counting everyone that is out there. Right now, we're in the data collection phase. We are also looking at archive drawings and Phase I and II plans for consistency. Very important to our work is the connectivity study done by Dan Driscoll and Halvorson Design in 2014. It's a great study, and the gold standard as it captured five years of counts twice a year. We're looking at that carefully and aiming for continuity and consistency with data collection for traffic, including vehicles, pedestrians, and bicyclists. We recognize that the past two weeks may not have the highest volumes of users who are cyclists and pedestrians. We will be going out again in May when the weather is nice to further develop the data that we are collecting.

As Rick mentioned, the online map for public input is live as of this afternoon. Anyone that couldn't be here today and/or anyone that wants to follow up after this meeting, you can put your comment in there. Nate may go into more specifics about it at the end of our presentation, but this links to the map.

What we've done tonight to facilitate capturing all of these comments is create a roll plan of the two-mile project limits. Many of you may be focused on specific areas or maybe you have comments on the full two miles. To capture those individual comments, we've broken it up into

three segments. You'll see the three boards in the back. The first is Eliot Bridge to Anderson Memorial Bridge at John F. Kennedy Street (upstream to downstream). From the Anderson Memorial Bridge down to Western Avenue and then Western Avenue down to B.U. Bridge and the rotary.

The Magazine Beach area is obviously a part of the Reservation, but another project team is designing that. Although it is not part of Phase III, we're coordinating with it as it continues to be a part of the overall corridor.

The first segment, Eliot Bridge to Anderson Memorial Bridge, goes along John F. Kennedy Memorial Park, Riverbend Park, and Longfellow Park. Examples of what we see there: John F. Kennedy Street at Memorial Drive is a very significant intersections and requires careful consideration. Here is an example of stormwater outfall across the street from John F. Kennedy Memorial Park, into the Charles River. We need to keep in mind that we're not just considering transportation and connectivity but also working with management to improve stormwater management.

The next segment is the Anderson Memorial Bridge down river past the John Weeks Footbridge to Western Avenue – we know there are certainly significant constraints in this narrow corridor. There is a lot of demand for roadway; public use for bicycles and pedestrians; parkland; and vegetation. We are going to have challenges in design to keep everyone happy as best we can. Other constraints include the existing vegetation on the bank and a steep slope as well. We are just starting to see what is possible and then your comments will be a significant component of the data driving our priorities, realizing they will be competing in some locations.

The last segment is Western Avenue to B.U. Bridge and down to the Rotary. This photo on the left clearly shows there is a lot happening in that space. There's a lot of room for improvement to that space. This photo shows the approach to River Street, one of the more congested areas, last Wednesday during rush hour. Although they aren't in the photo, there were certainly a lot of folks out using the path at that time. East of the B.U. Bridge is an area of potential vegetation improvements. In a few moments we will break out into the three zones to discuss all of these constraints.

Our next steps include hearing your priorities, completing the existing conditions inventory, and receiving the traffic analysis. We are still receiving and compiling that data with prior study data as well as more information from what will be capture in May. Ideally, having sifted through that information we'll be looking to start to develop conceptual designs with the intention of having our next public meeting in late June to present a lot of this information and

the data collection. I'm going to now turn it over to Nate for further opportunities for public involvement.

**C: Nate Cabral-Curtis, *Howard Stein Hudson*:** The project wikimap is live as noted. If you got this email because you participated in the DCR Mount Auburn Corridor Study, you've used a wikimap before. The way it works is within that blue snaky project area you can drop a pin and leave a comment associated with that pin. You can also agree with other comments if you wish. The wikimap site is on your agenda. Following this meeting DCR will be sending an email with the link included as well. Both the comment period and the wikimap will sunset on May 9th. It is a great way to capture thoughts – if you think of something at 3 a.m. When you go back to breakout sessions I'm sure you'll have lots of thoughts, but we want to hear your thoughts in river way access, pedestrian safety, bicycle network issues, traffic congestion, environmental concerns, park space, any lessons you've learned from Phases I and II, and anything else that you can think of relating to the project limits.

These are all of the ways you can provide feedback. I will leave this slide up as we split up into breakout groups. There is a map in the middle showing the whole two-mile project corridor. Each of the sections Mike walked you through have a board for your comments. Try to visit each one of them – there are post-it notes and pens at each table. Are there any clarifying questions before we breakout into smaller groups?

## Question and Answer

---

**Q: Galen Mook, *MassBIKE*:** Will your team be transcribing these notes onto the wikimap to provide people with an understanding of what went on here?

**A: Nate Cabral-Curtis:** The wikimap site doesn't lend itself to hosting documents but the DCR website does. So yes, we are taking detailed notes. We will do the same thing that we do for I-90 Allston where we write up minutes and take photos of the boards, and DCR will post them on their website.

**C: Galen Mook:** Great, I request that the comments written on maps tonight be transcribed onto the wikimap so we can have one centralized spot.

**A: Nate Cabral-Curtis:** Unfortunately, that tool doesn't work that way. They will be in two spots that will be linked to each other.

**Q: Franziska Amacher, *Riverbend Park Trust*:** Where would you put overall policy comments?

**A: Nate Cabral-Curtis:** You can give it to us any way you like. You could put it on the overall corridor map. You could also provide it via email or drop a pin on the wikimap and in your comments reference that you believe it applies to the whole corridor.

**Q: Andrew McFarland, *LivableStreets Alliance*:** Could you talk more about the project implementation schedule and process?

**A: Rick Corsi:** We are scheduled to complete the study in June of 2020. We'll have bid documents so we will be ready to advertise for construction. The question after the bid documents is, will we have money to fund construction? We'll be working on that with elected officials to ensure that funding becomes available through either the legislature or MassDOT or through various other funding sources. The fact that we're here working on developing the plan specifications for this project is a very positive sign. In my 40 years of working with State government, whenever we get a set of final construction plans and specifications, the project gets built. It may be a few years, but it will get built. Our goal is to get it built as soon as we can. This is probably a 2-year construction project, so that would bring us to 2022.

**Q: No Name Given:** Do you know which end you'll start construction on?

**A: Rick Corsi:** No

**Q: No Name Given:** Do you know how this will be implemented in consideration of the I-90 Allston project on the other side of the river?

**A: Rick Corsi:** That is a great question. Ideally, we get done before they start. That would make a lot of sense.

**Q: No Name Given:** Is your consultant's work taking into consideration the City of Cambridge's Urban Forest Master Plan and the task force that has been under way for the last 12 months?

**A: Rick Corsi:** I can't answer that right now, but we will be coordinating with the City of Cambridge on our design efforts and whatever efforts they have underway.

**Q: No Name Given:** Is the dotted line the limitation of our project?

**A: Rick Corsi:** Yes, the dotted line delineates the project limits.

**Q: No Name Given:** Why not include the area between Mount Auburn Street and Memorial Drive?



**A: Rick Corsi:** We are doing a survey of the entire project area and all of the DCR property will be included, so if it's not shown that might be an oversight on our part.

**Q: No Name Given:** Is this the same team that did the earlier phases?

**A: Rick Corsi:** No, it is not.

*At this point the attendees migrated to maps and posters around the room to provide location specific and overall feedback. Members of the consultant team were stationed at each group in order to answer questions and lead a discussion.*

## Report from Breakout Groups

---

*At this point the various consultant team members stationed at breakout tables were asked to come up to the microphone to convey the comments they received. These bullets summarize those remarks for each of the breakout groups.*

Eliot Bridge to Anderson Memorial Bridge (*Joe Ficociello*)

- People love the space today, especially on the eastern side of this segment.
- Attendees would like the project team to address vegetation maintenance including protection of new trees planted as part of the project.
- Residents would like to see improved neighborhood connections to the parkland and Dr. Paul Dudley White Path.
- Users would like the project team to consider a road diet for safer pedestrian connections and a reduction in multi-modal conflicts.

Anderson Memorial Bridge to Western Avenue Bridge (*Kathy Schaeffer*)

- Users would like the design team to consider improving pedestrian crossings with raised crosswalks and/or adjusting signal timing.
- Attendees would like the design team to consider a road diet and ways to reduce speeds along Memorial Drive.
- Cyclists and pedestrians alike would like to see the multi-use path repaved and increased in width where possible.
- Path users expressed concerns over the level of comfort of using the path at night and would like to see improvements made to lighting.
- Attendees would like the project team to consider adding more vegetation along Memorial Drive.

Western Avenue Bridge to Boston University Bridge (*Lisa Decker*)

- At the B.U. Rotary, the project team should consider an array of potential ideas: a bus/bicycle lane, protected bicycle facilities, two lanes of travel, and/or eliminating the rotary in favor of a traditional intersection.
- The project team should consider coordination with the future Grand Junction Line rail trail and other adjacent projects.
- Cyclists and pedestrians desire dual pathways to allow for better neighborhood connections and trees along the corridor for additional shade.
- Users would like to see improvements to signal timing for pedestrian safety.

Full Corridor (*Mike Stiller*)

- An attendee asked that the elimination of all traffic on Memorial Drive be taken into consideration.
- Users requested separated bicycle and pedestrian paths to accommodate the volume of foot and bicycle traffic.
- Attendees expressed concerns over the erosion of riverbank.
- Residents would like to see enhancements in connections to the parkland and adjacent neighborhoods.

Full Corridor (*Hannah Brockhaus*)

- Attendees urged the project team to consider the best ways to prioritize safe travel around the B.U. rotary and evaluate if the overpass can come down. On the other end of the corridor, evaluate parking on the John F. Kennedy end of the corridor.
- Attendees raised questions over jurisdictional lines and the implications of jurisdiction.
- Lower the speed limit to make pedestrians and cyclists feel safer on narrower sections of the multi-use path
- Attendees would like to project team to consider lessons learned from Phase I and Phase II regarding tree health.
- Users would like to see space programmed within the parkland and wayfinding clarified for safety and comfort.

**C: Jeff Parenti:** Thank you for coming out tonight. As was mentioned earlier, we'll be back out here in June. Between now and then we will take all of the comments on the maps and roll plans and transcribe them, add everything in writing posted to the DCR website and the Wikimap and make them all be available to everyone. The project team will look at all of those comments over

the full corridor, by type, and location and start to get at concepts we can bring back to you in June. In June we will have results of all data collection – traffic counts and bicycle counts. We'll know how the greenway is used. Tonight was about hearing your ideas, remember that tonight, is probably going to be the easiest meeting we have. Now the work begins.

**C: Rick Corsi:** People will be able to submit comments online at [www.mass.gov/dcr/public-comment](http://www.mass.gov/dcr/public-comment). You may call us at 617-626-4973 or write us Department of Conservation and Recreation, Office of Public Outreach, 251 Causeway Street, Suite 600, Boston, MA 02114. If you have comments that have nothing to do with this project you can email us at [Mass.parks@mass.gov](mailto:Mass.parks@mass.gov). If you have any question you have let us know.

At the next meeting we'll start to think about conceptual designs and what we'd like to do with Memorial Drive. We'll be making some tradeoffs as it's a narrow corridor and we have to balance the demands. It's a difficult section to look at. What's most important to us, is between now and June please stay involved. Talk to your neighbors. The more we talk and share ideas the easier it is to get to a solution we can build. Thanks to the school for hosting us. We will see you in June have a great night.

## Next Steps

The next Public Meeting will be held in June of this year when existing conditions including traffic data will be presented, as well as early conceptual alternatives at some key locations. Community members are encouraged to submit comments to the project wikimap, at <https://wikimapping.com/Memdrive3.htm>, as well as to submit comments via DCR's portal at [www.mass.gov/dcr/public-comment](http://www.mass.gov/dcr/public-comment).

# Appendix 1: Meeting Attendees

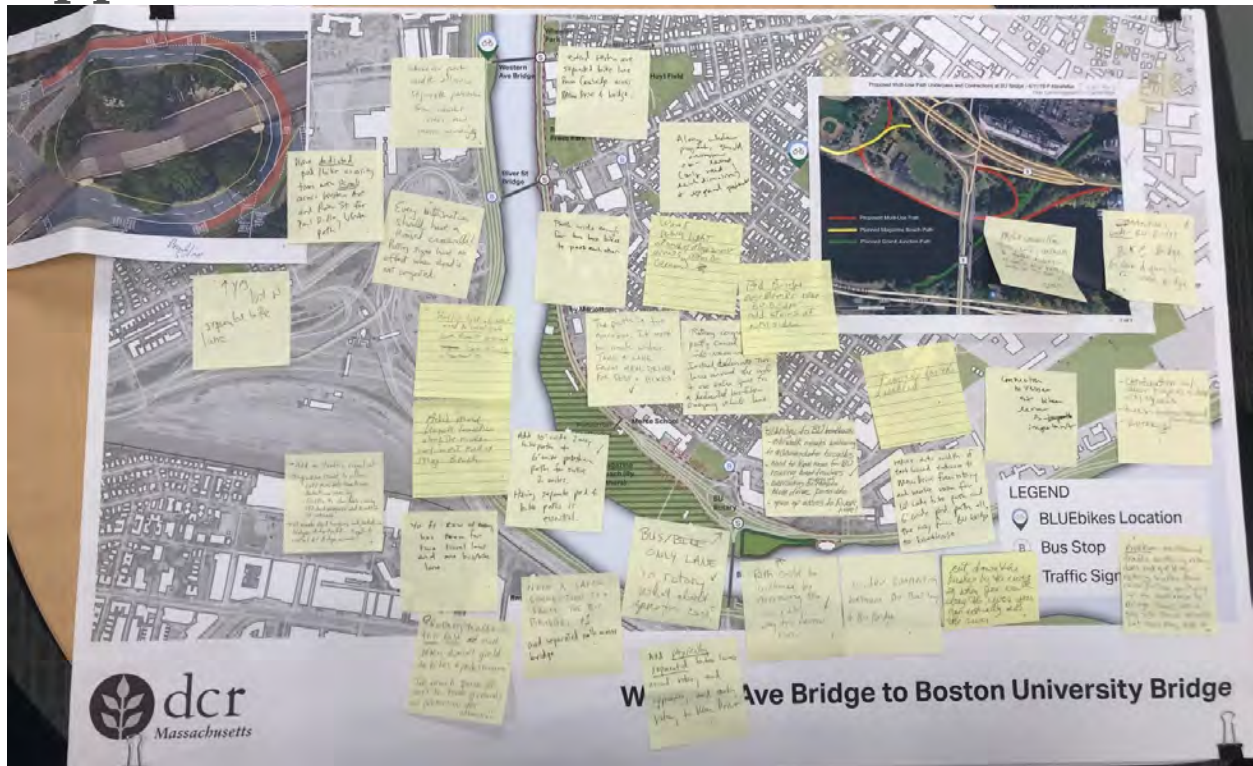
First Name	Last Name	Affiliation
Tony	Alves	American Legion Marsh Post
Franziska	Amacher	Riverbend Park Trust
Joel	Anders	
Alex	Auriema	
Roni	Baghdady	Representative Decker
Pat	Barton	
Caroline	Bays	
Elizabeth	Bierer	Cambridge Plant and Garden Club
Hannah	Brockhaus	Howard Stein Hudson
William	Brownsberger	State Senator for Area
Nate	Cabral-Curtis	Howard Stein Hudson
Laura	Cohen	CEA Group, Inc
Brian	Conway	
Rick	Corsi	DCR
Todd	Cousealino	
Mason	Cox	
Alison	Crump	
Annie	Davis	
Lisa	Decker	AECOM
Dan	Driscoll	DCR
Caitlin	Duffy	Representative Livingstone
Sif	Ericsson	
John	Everett	
Blake	Evitt	
B. Daniel	Fairchild	STEP
Sheila	Fay	Watertown Bike & Ped Committee
Pamela	Ferrante	
Joe	Ficociello	AECOM

First Name	Last Name	Affiliation
Anne	Fiesinger	DCR
Nate	Fillmore	Cambridge Bike Safety
Gail	Flynn	Riverview Condominium
Dennis	Flynn	AECOM
Ryan	Frazer	
Alex	Friedan	
Debby	Galef	
Dick	Garver	Riverside Boat Club
Dorothy	Gillaman	
Phil	Goff	Alta Planning
Tara	Gohlmann	Buckingham Browne & Nichols School
Delia	Goodwin	
Shela	Hadley	
Robb	Johnson	
Louise	Johnson	
Pandelis	Karayorgis	
Matt	Kelly	
Bets	Kent	
Laura	Kershner	
Peter	Klinefelter	
Pamela	Kogut	People for Riverbend Park Trust
Phil	Kruger	
Rick	Lamb	
Nancy	Lamb	
Annette	LaMond	Cambridge Plan & Garden Club
Wendy	Landman	WalkBoston
Sue	Lee	
John	Lentz	
Bil	Lewis	
David	Loutzenheiser	MAPC

First Name	Last Name	Affiliation
Gavin	Lund	
Walter	McDonald	
Andrew	McFarland	
Diane	McLaughlin	
Qian	Mei	
Steve	Miller	
Jessica	Mink	
Galen	Mook	MassBike
Beth	Mooney	Cambridge Boat Club
Gregg	Moree	
Andrew	Morray	
Jane	Morse	
Adriane	Musgrave	
Nikhil	Nadkerai	
Carol	O'Hare	
Jeff	Parenti	Department of Conservation and Recreation
Jeff	Peterson	
Andrew	Reker	City of Cambridge
Emily	Rideout	
Peg	Roberts	
Sky	Rose	
Hugh	Russell	
Lester	Sackett	
Lucy	Salwen	
Kathy	Schaeffer	AECOM
George	Schneeloch	
Cara	Seiderman	City of Cambridge
Patricia	Sekler	People for Riverbend Park Trust
Carolyn	Shipley	Riverside Neighborhood Association
David	Solomon	

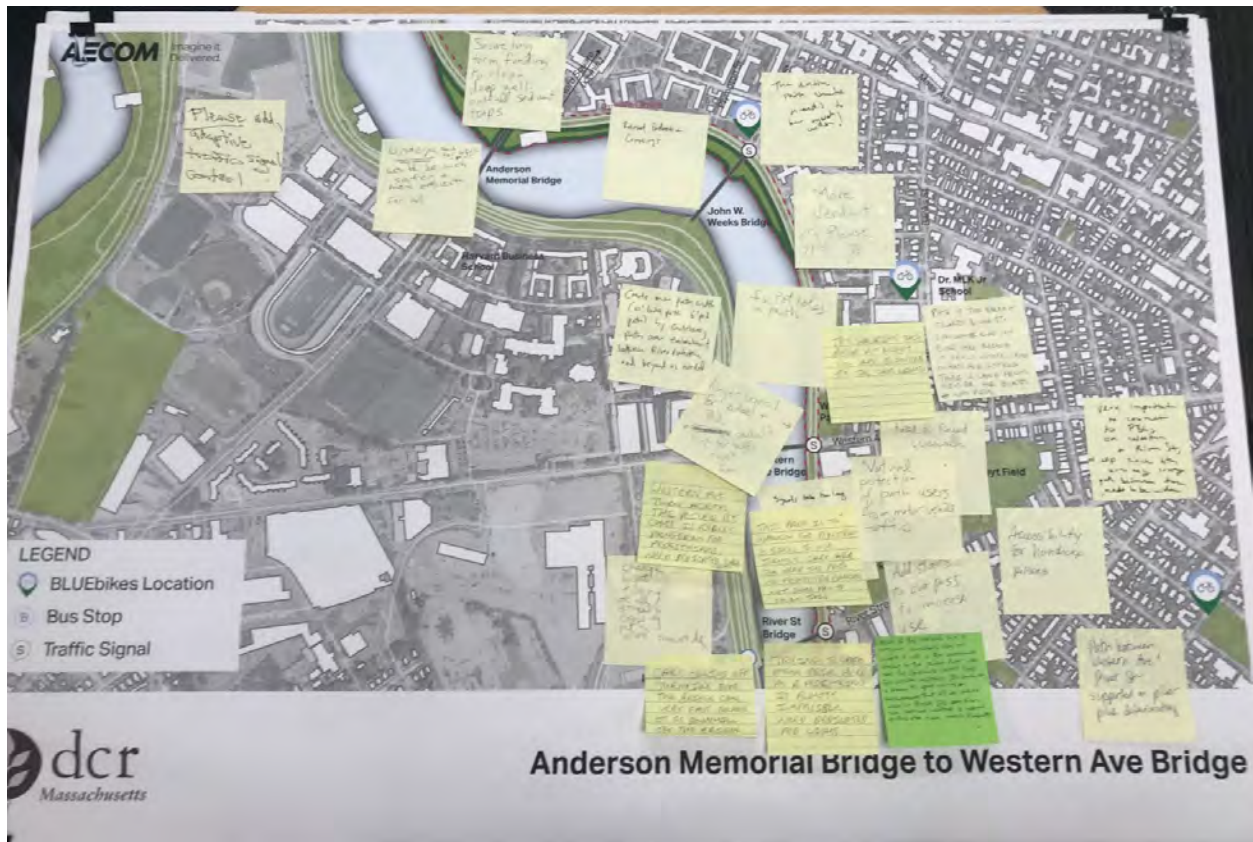
First Name	Last Name	Affiliation
Martha	Stearns	Friends of Lowell Park, Cambridge Plant and Garden Club
Randy	Stern	
Mike	Stiller	AECOM
Guy	Stuart	
Will	Suter	Harvard
Barbara	Taggart	
Tony	Tauber	
Cynthia	Westerman	
Andrea	Williams	Cambridge Bike Committee
Daniel	Wolf	City of Cambridge
Donnie	Worth	RBC
Fred	Yalouris	
John	Zinky	
Aleks	Zosuls	CRAB
Cathy	Zusy	Cambridgeport Neighborhood Association

## Appendix 2: Discussion Boards



Western Avenue to Boston University Bridge public comments from the listening session. Key themes included using the 40' right of way on the rotary to create two lanes and a bus/bike lane, or eliminating the Reid Overpass; creating a separate 10' bicycle path and 6' pedestrian path to accommodate for pedestrians and cyclists as the current path is too narrow; and improving signal timing and pedestrian and bicycle safety at the Boston University Rotary, River Street and Western Ave.

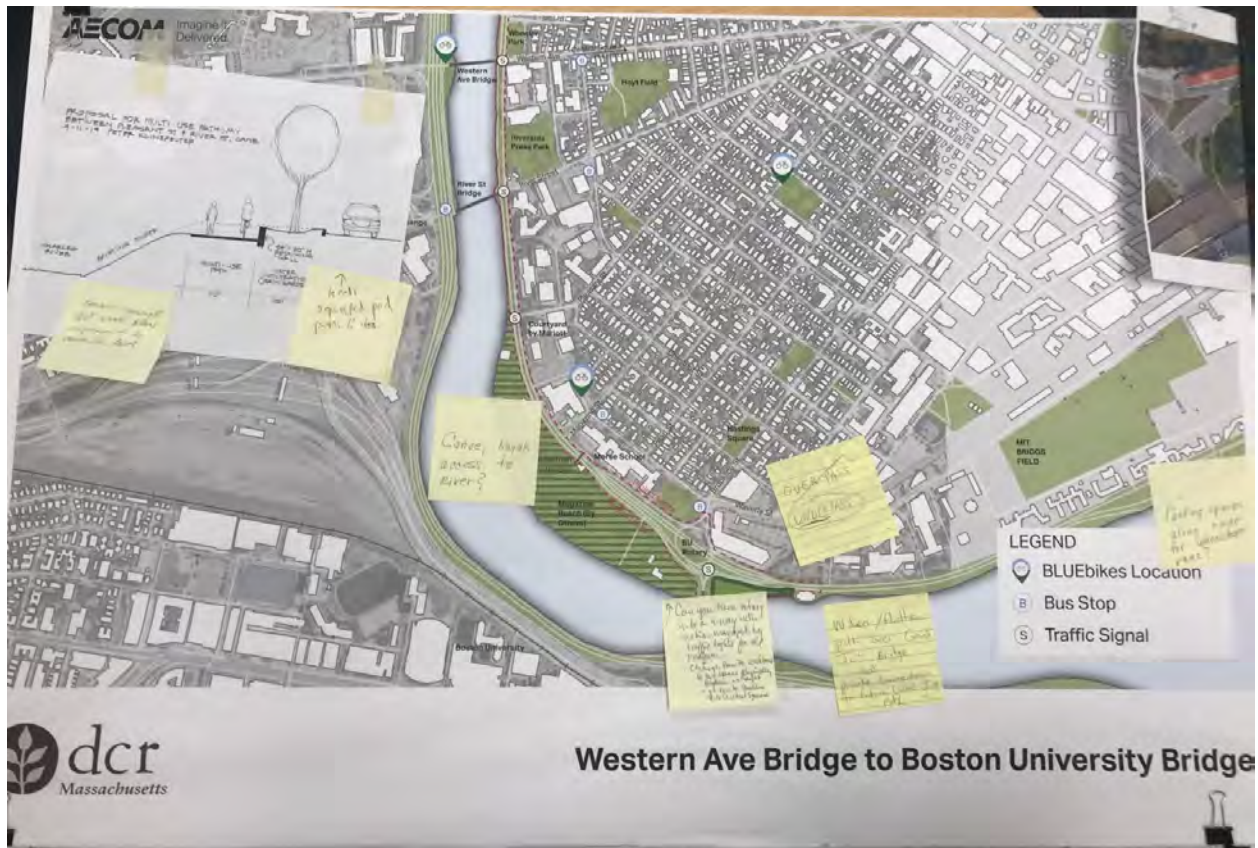




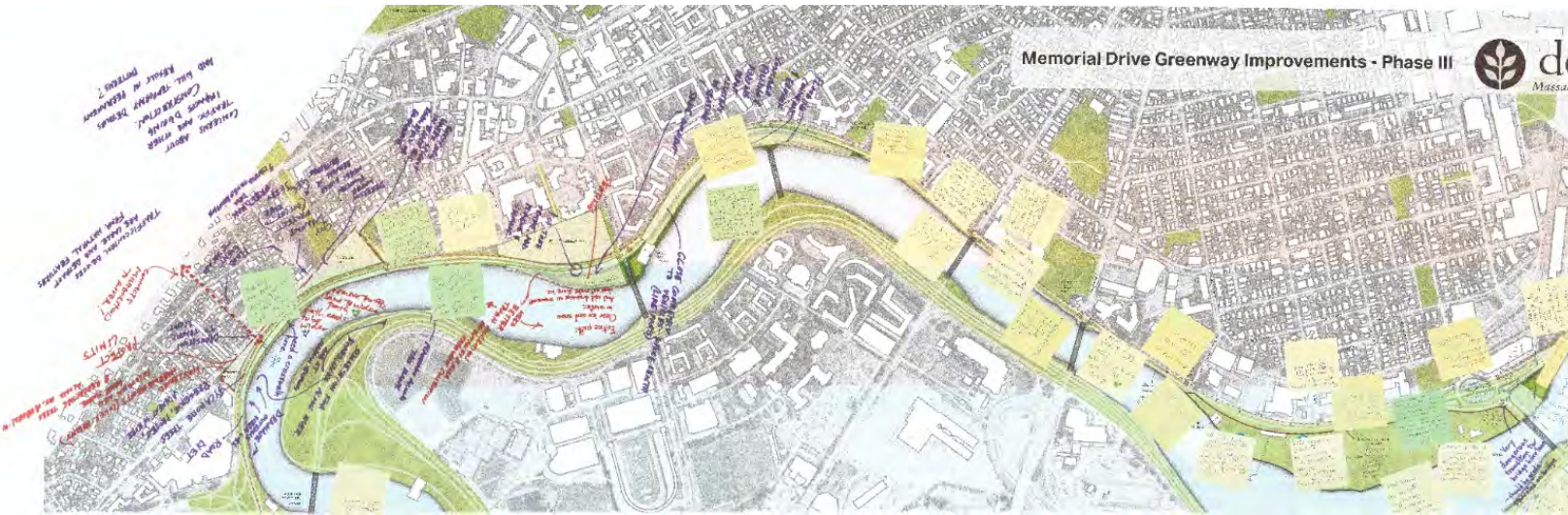
*Anderson Memorial Bridge to Western Avenue Bridge: public comment board from listening session. Key themes included improving accessibility, improving the landscaping through the corridor, widening the path to allow more room for pedestrians and cyclists separate 10' bicycle path and 6' pedestrian paths, and making intersection improvements at Western Avenue and Anderson Memorial Bridge at Memorial Drive.*



*Eliot Bridge to Anderson Memorial Avenue Bridge public comments at listening session. Key themes included accessibility, a road diet to allow for wider and/or separated bicycle and pedestrian paths, path improvement in Riverbend Park, landscaping improvements including shade and Sycamore trees and integrated roadside vegetation.*

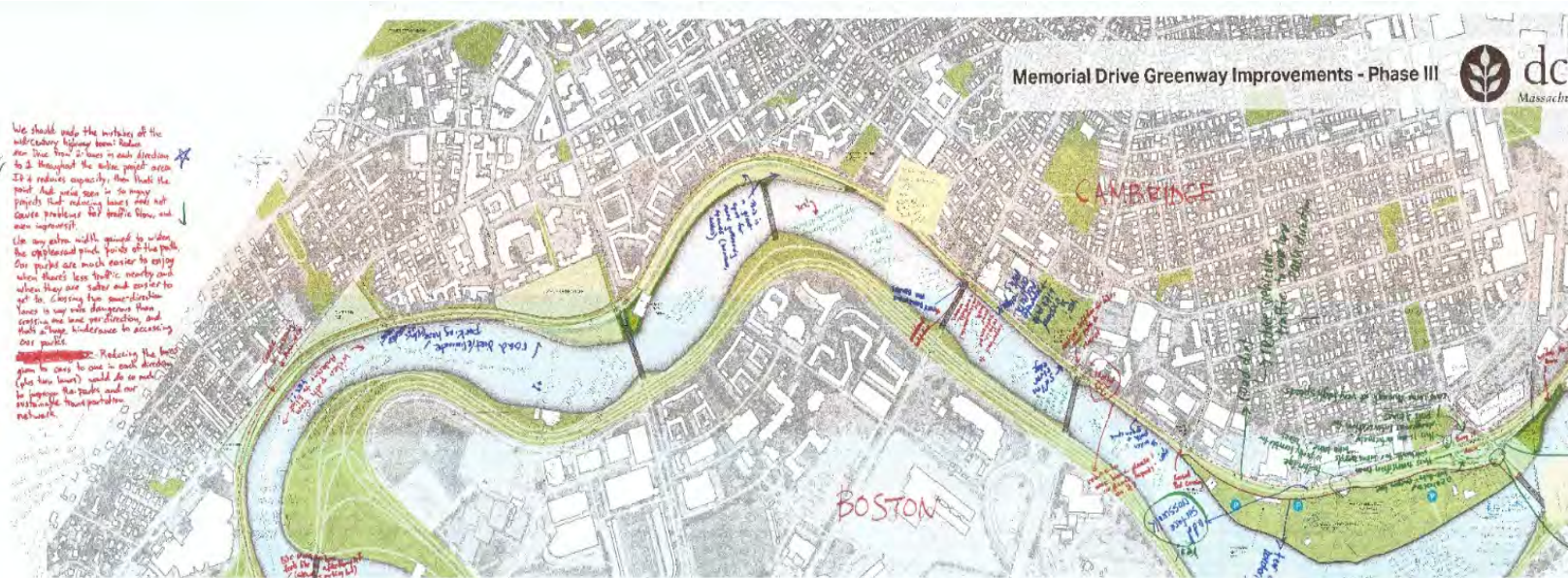


*Western Avenue to Boston University Bridge public comments from the listening session Bridge. Key themes included accessibility, providing access to the river for canoe and kayaks, eliminating the Reid Overpass and creating a more traditional intersection and creating 10' multi-use path or separated 10' bicycle path and 6' pedestrian paths.*



Public Comments on the two-mile section of Memorial Drive Phase III.

Key themes in the public realm included stormwater/rainwater and drainage improvements along the corridor, improving the landscape along Memorial Drive and Riverbend Park. Attendees would like to see Sycamore trees replanted as part of the landscaping. Attendees noted their desire to widen the path or create separate 6' pedestrian and 10' bicycle paths through a road diet in key sections of the corridor. Attendees would like to see improvements for pedestrian and cyclists throughout the corridor and traffic signal improvements for all users. Improvements to the 40' right of way of the BU Rotary included: include two travel lanes and a bicycle/bus lane or eliminating the Reid Overpass in favor of a four-way intersection.



Public Comments on the two-mile section of Memorial Drive Phase III

Key themes in the public realm included stormwater/rainwater and drainage improvements along the corridor, improving the landscape along Memorial Drive and Riverbend Park. Attendees would like to see Sycamore trees replanted as part of the landscaping. Attendees noted their desire to widen the path or create separate 6' pedestrian and 10' bicycle paths through a road diet in key sections of the corridor. Attendees would like to see improvements for pedestrian and cyclists throughout

the corridor and traffic signal improvements for all users. Improvements to the 40' right of way of the BU Rotary included: include two travel lanes and a bicycle/bus lane or eliminating the Reid Overpass in favor of a four-way intersection.