



## MEMO

**TO:** Josh Bartus, MassDOT Project Manager

**FROM:** Nathaniel Cabral-Curtis, WSP Assistant Vice President

**RE:** William J. Reid Overpass Replacement Project – Advocates’ Workshop

**DATE:** April 23, 2026

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## OVERVIEW

On Monday, April 13<sup>th</sup>, members of the MassDOT team associated with the Reid Overpass Replacement Project held a workshop for representatives of cycling, greenspace, neighborhood, and pedestrian advocacy organizations with an interest in the structure’s replacement and the resultant opportunity to reconfigure the intersection of Brookline Street, the Boston University Bridge, and Memorial Drive. The advocacy organizations in attendance had either co-signed a comment letter sent to MassDOT on January 20<sup>th</sup>, 2026 or supplied a detailed comment letter of their own.<sup>1</sup> The workshop was one of several specific requests made by advocates in their January 20<sup>th</sup> letter. The letter had been sent to MassDOT as a follow-up an initial public information meeting which was held on January 6<sup>th</sup>, 2026 to introduce the general public to the Reid Overpass Replacement Project.

The Reid Overpass carries Memorial Drive over the intersection of the Boston University Bridge and Brookline Street in Cambridge, Massachusetts. The structure, though safe for use, is at the end of its useful lifespan and must be replaced. Connections between the Brookline Street, the Bridge, and Memorial Drive are accomplished through a rotary below the overpass and connecting ramps to and from the parkway. The overpass itself and the roadway configuration below it date from the late 1940’s and while DCR, which owns Memorial Drive has made some incremental safety improvements, the supports and connecting ramps of the overpass, owned by MassDOT, limit the ability to make systemic changes. The intersection of the Boston University Bridge, Brookline Street, and Memorial Drive has significant demands on it. It is an important node in the area’s cycling and pedestrian network and gateway to the greenspace of the Charles River, particularly Magazine Beach. It has been noted for many years as a weak point in the area’s cycling network and in 2024, cyclist John Corcoran was killed when a vehicle jumped the curb near the Boston University Boathouse and struck him. At the same time, the Boston University Bridge is one of the two river crossings closest to Fenway Park and this is one of the busier sections of Memorial Drive with a major shopping plaza immediately to the west.

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<sup>1</sup> A listing of attendees and the organization each represented is provided in Appendix 1.



The January 6<sup>th</sup> introductory meeting presented several concepts to replace the Reid Overpass and reconfigure the network of roadway connections below it to more safely and comfortably serve all modes of travel. Other key goals of the project articulated at that meeting included limiting impacts to adjacent parkland, providing for a reasonable level of service for vehicles including MBTA buses, and expanding the horizontal and vertical envelope around the Grand Junction Railroad by replacing the bridge carrying Memorial Drive over it to allow for two tracks, thereby clearing an obstacle to potential regular passenger service in the future. Following the meeting on the 6<sup>th</sup>, MassDOT received a high volume of comments from organized advocacy organizations and individual community members requesting that the agency redouble its efforts to center the needs of vulnerable roadway users in the concepts to replace the Reid Overpass. MassDOT's project team spent the time between the latter half of January and the end of March 2026, using the public commentary to evolve three refined concepts: an all at-grade four way intersection, a displaced left-turn concept which extracts the westbound left turn movement from Memorial Drive to the Boston University Bridge to its own, sub-intersection to the east of the main intersection, and a tight diamond intersection combined with a replacement Reid Overpass consisting of a single lane in each direction.

The meeting on April 13<sup>th</sup> was both a response to the advocacy organizations' request and a chance for the agency to demonstrate to advocates that MassDOT had listened to their input in refining the concepts. The meeting was held as a face-to-face workshop at which a roll plan of each of the three above-described concepts was laid out on a table and attendees rotated through 25-minute conversations with members of the design team. Post-it notes were available to make comments directly on each roll plan and facilitators were present at each table to capture major ideas of the conversations.

MassDOT project manager Josh Bartus provided opening remarks reaffirming MassDOT's commitment to fundamentally remaking the intersection, with or without a new bridge to improve safety and comfort for all users while supporting the many demands on the intersection, and the agency's commitment to removing the bottleneck around the Grand Junction Railroad line while leaving any further improvements to the MBTA at a point in the future. Advocates also provided remarks of their own reminding MassDOT to center the needs of vulnerable roadway users in their design and to plan for a future that does not foreground automotive needs. Key points of the advocacy organizations were summed up in a document which they handed out at the workshop, provided as Appendix Two, "Guiding Principles and Criteria for Evaluation." Brenda Bower, widow of John Corcoran, also provided remarks of her own prior to the breakout sessions.

The outcome of the workshop was generally positive with several participants departing the event saying that it had "met their expectations," and that they "felt better," now that they had seen MassDOT's revisions. Specific commentary regarding each option follows below, however, overarching points that encompassed all of the concepts included the following:

- Cycling and Pedestrian Infrastructure:
  - There is an overall interest in reducing the number of lanes that cyclists and pedestrians have to cross to the smallest number possible.
  - Cyclists should be able to make all crossings in a single phase, especially where the Paul Dudley White path crosses the Boston University Bridge approach.
  - The bicycle connection at the northeast quadrant of the Boston University Bridge needs to be handled carefully. Under existing conditions, most cyclists making this move remain on the sidewalk on the bridge's downstream side as this allows them to avoid the complicated crossing of the bridge's lanes entering and exiting the rotary, though this puts them in conflict with pedestrians and on the wrong side of the road when arriving at Commonwealth Avenue. Making this move as simple as possible to promote use of the upstream or "right side" for cyclists going to Boston should continue to be a focus for the project team. All parties recognize that some cyclists may opt to continue to "do the crossing the wrong way," but the path to doing it the "right way" should be rendered as easy and attractive as possible.
  - There are three key points around the intersection where cyclists and pedestrians feel exposed under existing conditions that should be ameliorated in the future conditions: on the Paul Dudley White path in front of the Boston University Boathouse, on the narrow sidewalk adjacent to the

Morse School, and crossing the receiving lanes of Brookline Street since vehicles tend to take this turn at a high rate of speed before slowing quickly once arriving on the local road.

- Cycling pathways should be no narrower than eleven feet and should ideally be fourteen feet. Their grade should be no more than 3%.
- There is an interest in routing the Paul Dudley White Path below the Boston University Bridge either through Magazine Beach and via a boardwalk to the Goose Park or along a more northerly alignment though this conflicts with the Massachusetts Water Resources Authority (MWRA) pumping station which is a secure facility and may have significant underground infrastructure in the way of any potential bicycle route. The option with a board walk in the river represents a significant permitting challenge. Both options face the challenge of bringing riders back up to grade once they are at the level of the Goose Park given a relatively small space and a steep grade. This route is attractive because it sets up a future connection to a path along the Grand Junction Railroad either north into Cambridge or south into Allston.
- Greenspace:
  - Greenspace should ideally be accessible so people can use it.
  - There may be a willingness in some locations to make cycling and walking pathways less direct if parkland can be expanded.
- Process:
  - The same traffic counts which had been used to generate the January 6<sup>th</sup> concepts also supported their refinements. New counts for all modes had just been obtained the week before the workshop. The MassDOT team stated that they had purposefully been conservative with the number of lanes shown in the various concepts, whether through lanes to process Memorial Drive traffic or a double left turn to handle the heavy westbound volume from Memorial Drive to the Boston University Bridge. The idea behind this was to avoid painting an overly optimistic scenario at the beginning only to have to disappoint advocates by increasing the lane count later in the process. Attendees understood this thought process but also asked to the April 2026 traffic counts when they become available and to understand the assumptions driving projections of future traffic growth.
  - Community activist “Picoplaff” has offered her own concept to the project in several iterations. As of the time of this writing, the most recent iteration of it can be found at <https://www.dropbox.com/scl/fi/d7dj6cc03yuma8gjdqrbe/Reid-Overpass-Alternative-C-Proposal-Summary.pdf?rlkey=icywhjdba10zgznvtblv9ihy&dl=0>. Advocates have expressed a strong desire to see this option considered by the design team.
- Roadway Infrastructure:
  - There is a general interest in reducing roadway cross-sections to the smallest practical extent. Of particular interest is reducing Memorial Drive to a single lane in the east and westbound directions.
  - There is an increased level of satisfaction in how the refined concepts treat turns. There remains interest in further tightening the radius of the right turn from Memorial Drive to Brookline Street. There is some interest in placing a raised crosswalk in the lanes making the right turn from the Boston University Bridge to Memorial Drive, particularly in those concepts where this curve’s radius is gentler.
  - There is an interest in signaling the intersection of Memorial Drive/Magazine Street to allow left turns, reducing volumes at the intersection under the Reid Overpass, and the intersection of Memorial Drive/Vassar Street to allow cyclists and pedestrians to cross the parkway here.
- Transit Infrastructure:
  - In addition to widening the horizontal envelope around the Grand Junction Railroad to allow two tracks, this space should be wide enough to allow a shared use path as well.
- Viaduct Specific:
  - Should a new viaduct be constructed, advocates are seeking the smallest, narrowest structure possible.

- The aesthetics of the viaduct are considered important to the experience of cyclists and pedestrians moving through the intersection.
- The under-bridge space should be intentional with light, air, and options for public art.

## COMMENTARY ON SPECIFIC CONCEPTS

### At-Grade Four-Way Intersection

This concept processes all movements at-grade in a single, large four-way intersection. All movements are handled in this main intersection with the exception of the northbound right turn movement from the Boston University Bridge to Memorial Drive eastbound. A double westbound left turn is needed to handle the high volume of traffic from Memorial Drive westbound that wants to cross the Boston University Bridge.



### Overall Comments

- General concern about box blocking with this large intersection.
- For all landscaped areas, focus on proper planting conditions for tree canopy and functional landscapes (bioswales, etc.)
- I dislike the long crossing distances; remove lanes wherever possible.
- Signals should be timed to avoid trapping cyclists and pedestrians in the median.
- Of all the concepts, this one especially needs independent bicycle signals.

### Bicycle/Pedestrian Infrastructure

- On or Adjacent to Boston University Bridge
  - Consider a bicycle and pedestrian underpass below the Boston University Bridge.
  - A bicycle roundabout at the Boston University Bridge's northeast quadrant can moderate e-bicycle speeds and minimize conflicts between cyclists and pedestrians. See the Wonder Bread Spur, Cochituate Trail, Natick, or Harwich Bicycle Rotary.
  - Consider how to manage the flow of cyclists and pedestrians where the Paul Dudley White path meets the Boston University Bridge, especially on the downstream side.



- Put the Paul Dudley White path on a raised crosswalk to prioritize pathway traffic and moderate driver speeds.
  - Consider a bicycle helix like the one on the Atlanta Belt Line path to bring cyclists up from the Goose Park to the Dudley White Path.
- Surrounding Intersections
  - What are the bicycle volumes going westbound on Memorial Drive and looking to go south into Boston? Many may choose to ride on the sidewalk instead.
- Main Intersection
  - Don't separate cyclist and pedestrian crosswalks at the intersection; one big crosswalk for all.
- General
  - Move the Paul Dudley White pathway towards the water further to the west [into Magazine Beach].
  - Widen Paul Dudley White pathway further to the west along Magazine Beach.
  - Cyclists and pedestrians should be provided with physically separated pathways throughout.
  - Concern about cyclist/pedestrian mixing zones; consider colored pavement or even small roundabouts.

#### Greenspace

- Remove the pathway nearest the river on the Boston University Bridge's northwest quadrant. This won't slow cyclists or pedestrians down much and will increase park space.
- Remove the median from between the two directions of Brookline Street north of the intersection and add that green space to the park.
- This concept seems to offer the least park land.

#### Roadway Infrastructure

- On or Adjacent to Boston University Bridge
  - Is the second northbound through lane to Cambridgeport coming off the Boston University Bridge necessary?<sup>2</sup>
  - We need to make the middle lane on the Boston side [of the Boston University Bridge] go straight not turn right; we need to get cars off the bridge.
  - I like the way this option processes the right turn off the Boston University Bridge.
- Surrounding Intersections
  - Consider a signal at Magazine Street/Memorial Drive to process left turns.
  - Combine the southbound left turn and through lanes on the Brookline Street approach.
  - Drop a northbound receiving lane on Brookline Street.
  - Make the right lane on Brookline Street a dedicated right turn lane; most vehicles in this lane turn right here anyway.
  - The right turn off Memorial Drive onto Brookline Street should be tighter. Vehicles typically take this turn at high speed before slowing down almost immediately on Brookline Street.
  - Consider signaling the intersection of Vassar Street/Memorial Drive to allow crossings by cyclists and pedestrians here.
- Main Intersection
  - Can one of the two westbound left turn lanes on Memorial Drive be repurposed so the right-most lane can be an exclusive right turn lane allowing this movement to be a protected/concurrent phase for cyclists and pedestrians?
- General
  - Can Memorial Drive westbound through movement be reduced to a single lane?
  - Reduce the number of through lanes on Memorial Drive if recounts allow it.

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<sup>2</sup> Two comments asked this same question.

- Please model Memorial Drive east/west traffic as one lane only. All the construction near MIT proves that it's no problem.
- I like the separation between Memorial Drive and the bicycle path by the Boston University Boathouse. What can we do to slow down cars further here? A high curb to prevent jumping onto the sidewalk?
- AM and PM peak volumes are not evenly balanced. Is there an opportunity for a 3-lane cross-section on Memorial Drive?

## Transit Infrastructure

- Provide transit signal priority for MBTA buses on the Brookline Street southbound approach.
- How can we bring in transit priority?
- Provide space for a trail and second rail along the Grand Junction Line.

## Modified Displaced Intersection

This concept attempts to process all movements at grade while narrowing crossing distances for cyclists and pedestrians. This is accomplished by extracting the left turns from Memorial Drive to the Boston University Bridge to their own, independent intersection to the east of the main intersection. This concept has been intentionally developed to ensure that even though the westbound left is displaced, pedestrians do not have to look in unexpected directions for traffic before crossing the road, and motorists are aligned to an instinctive lane when making a turn. For example, the westbound lefts leave Memorial Drive from a left turn pocket against the double yellow line.



## Overall Comments

- This concept has too many crossing points for cyclists and pedestrians.
- Even with the signals, this design creates the possibility of rolling stops. Consider *sharp* 90-degree intersections.
- There should be physically separated bicycle facilities throughout this design.
- Main concerns: cars are not stopping at red at all. Cars are turning right on red. These are *huge* existing problems. How can the design solve this?

## Bicycle/Pedestrian Infrastructure



- On or Adjacent to Boston University Bridge
  - Consider a bicycle and pedestrian underpass under the Boston University Bridge to reduce conflicts.
- Surrounding Intersections
  - Unsafe pedestrian island.<sup>3</sup>
- Main Intersection
  - Place a third crosswalk at the point where the roadway coming from the Boston University Bridge turns to the left to meet Memorial Drive and connect to Brookline Street.
  - The northbound bicycle lane should continue between the end of the Boston University Bridge and the main intersection to make it clear to cyclists how to proceed toward Brookline Street.
  - Maintain separate bicycle lanes in the section of roadway between the Boston University Bridge and Memorial Drive for north-south travel.
  -
- General
  - Don't separate the cyclists and pedestrians in the crosswalk for the Paul Dudley White Path; make it one, big crosswalk.
  - Place barrier between the roadway and multiuse path, especially where they are touching.<sup>4</sup>
  - Need a high curb along the shared use path to prevent cars from jumping the curb [adjacent to the Boston University Boathouse].
  - The sidewalk on the median islands and the two crosswalks [between the lanes of Memorial Drive] look like they will experience a lot of bicycle and pedestrian congestion; how to solve this?
  - Can this be a wide shared use path?<sup>5</sup>

#### Greenspace

- Remove the pathway nearest the river on the Boston University Bridge's northwest quadrant. This won't slow cyclists or pedestrians down much and will increase park space.
- Consider eliminating the section of bicycle path nearest to the Goose Park between the two crosswalks over the connector road to Memorial Drive as a way to increase park space.

#### Roadway Infrastructure

- On or Adjacent to Boston University Bridge
  - Place a signal at the first crosswalk at the northern end of the Boston University Bridge.
  - Include speed humps on the Boston University Bridge to slow traffic northbound.
  - Tighten the curve of the roadway providing the northbound right turn from the Boston University Bridge to Memorial Drive eastbound and provide a mountable apron for buses to use.
  - Consider no northbound right turn off the Boston University Bridge or no southbound right turn from Brookline Street or make the right turn for buses only.
  -
- Surrounding Intersections
  - Need to change the middle lane at Commonwealth Avenue to go through rather than right.
  - Need a signal at Vassar Street/Memorial Drive [to allow pedestrians and cyclists to cross here].
  - East on Memorial Drive: one lane through, one lane [to] Boston University Bridge; start separation east of Magazine Street. Same westbound on east side.
- General
  - I prefer just one through lane eastbound and westbound to reduce the size of Memorial Drive. Construction at MIT proves it works fine.

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<sup>3</sup> Western island between the lanes of Memorial Drive.

<sup>4</sup> This comment was placed along the shared use path adjacent to the Goose Park, but is likely applicable to the whole concept.

<sup>5</sup> Note was placed adjacent to the path running along the Morse School.

- I am concerned about cars speeding [when making the move between the Boston University Bridge and Memorial Drive eastbound] to beat the light.
- Reduce Memorial Drive to a single lane eastbound east of the intersection.
- Raise the crosswalks of the Paul Dudley White path to prioritize cyclists and pedestrians and moderate vehicle speeds.
- One lane westbound.<sup>6</sup>

## Transit Infrastructure

- Provide space for a trail and second rail along the Grand Junction Line.
- Route 47 bus delays.<sup>7</sup>

## Grade Separated Tight Diamond Intersection

A stated goal of MassDOT since beginning the Reid Overpass Replacement Project is to offer the community options which address the end of the current overpass' useful lifespan with and without a new bridge. This concept includes a new bridge which responds to requests made in the letters sent to MassDOT by the Cambridgeport Neighborhood Association and many of the individual comments sent following the January 6<sup>th</sup> public information meeting to model a new bridge with only one lane in each direction. One major point of discussion at the end of the workshop is that even if a new bridge has only one travel lane in each direction, it will still require shoulders for drainage, snow storage, the safe recovery of disabled vehicles, and maintenance. As such, while a new Reid Overpass could be shorter in length than today's bridge, it may not be substantially narrower. The overpass option processes through traffic from Memorial Drive outside of the intersections thereby allowing for shorter crossing distances. The removal of Memorial Drive volumes potentially offers the ability to provide greater flexibility for transit priority since MBTA buses only operate through the intersection in the north/south direction.



## Overall Comments

- For all landscaped areas, focus on proper planting conditions for tree canopy and functional landscapes (bioswales, etc.)

<sup>6</sup> Note was placed on the lanes of Memorial Drive west of the main intersection.

<sup>7</sup> Note was placed adjacent to the southbound lanes of Brookline Street.



- This design cannot be retrofitted for a multimodal, transit-oriented sustainable future. We will be stuck with car dependency and induced demand for 50+ years.
- I prefer this option; shortest crossings for cyclists and pedestrians.
- We like narrower bicycle and pedestrian crossings.
- This is the best design for cyclists and pedestrians.
- Consider that this should be a “park drive” or a roadway within a park. As presented, none of these options materially improves safety for non-drivers.
- This alternative results in a net loss of pavement.
- Consider reduced future traffic demand as Cambridge continues to encourage non-driving travel modes.
- We like narrower pedestrian crossings and a single lane each way on the overpass. A keeper!
- The fact that the intersections are narrower is the biggest strength of this design, but the broader design takes away from the park/DCR land.
- Slow motorists down through landscaping and other traffic calming.
- Can this option have traffic enforcement cameras?

#### Bicycle/Pedestrian Infrastructure

- On or Adjacent to Boston University Bridge
  - Consider a single stage crossing of the lanes of the Boston University Bridge
  - The bicycle counter on the Boston University Bridge is not working.
  - Consider a permanent barrier to separate cyclists and motorists on the Boston University Bridge.
  - I am concerned about the right turn lane coming off the Boston University Bridge; this needs to be made more predictable for cyclists.
  - Consider a small roundabout on the multi-use path off the Boston University Bridge to slow cyclists and pedestrians coming from different directions. Look at Forest Hills [Jamaica Plain], Wonder Bread Spur in Natick, and Harwich Bicycle Rotary.
- Main Intersection
  - Don't separate cyclists and pedestrians where they cross the lanes of the Boston University Bridge; make this one big crosswalk.
- General
  - All bicycle lanes should be physically separated.
  - Move the Paul Dudley White pathway towards the water further to the west [into Magazine Beach].
  - Improve signaling for cyclists and pedestrians.
  - I would prefer an underpass or overpass for the Paul Dudley White pathway.
  - Consider guardrail or other physical protection for the Paul Dudley White path adjacent to the Boston University Boathouse.

#### Greenspace

- Accessible green space should be balanced with efficient traffic movement.
- This concept represents a loss of usable green space.
- Consider moving lanes closer and tightening the intersection to create more usable park space.
- Remove the median from Brookline Street north of the intersection and give it to the park.
- Move the eastbound lanes closer to the viaduct for more riverfront park.

#### Roadway Infrastructure

- On or Adjacent to Boston University Bridge
  - I really like the sharp northbound right turn off the end of the Boston University Bridge.
  - Make the northbound right turn off the end of the Boston University Bridge right turn only, then the northbound through lane can run during two phases.

- The [geometry] of the middle lane exiting the Boston University Bridge needs to be built for a through lane, not a right turn.
- Surrounding Intersections
  - Under existing conditions, cars speed on Brookline Street to make the signal at Waverly Street or run the light here, ignoring No Turn on Red restrictions.
  - Consider eliminating the eastbound left turn from Memorial Drive onto Brookline Street.
  - Combine this with a left turn from Magazine Street onto Memorial Drive. Repurpose the space for a bus queue jump lane onto the Boston University Bridge.
  - Consider a traffic signal at Magazine Street/Memorial Drive to allow left turns onto the parkway.
  - Consider a road diet of Memorial Drive with turning lanes provided to keep traffic flowing. For example, for current volumes, Memorial Drive westbound only needs one lane; reserve the other for eastbound left turn lanes into the shopping plaza.
  - Consider signalization of Vassar Street/Memorial Drive to allow cyclists and pedestrians to cross the parkway here.
- Main Intersection
  - Could the space between the two intersections on either side of the bridge be reduced? As long as signal timing doesn't need internal storage between the two signals, make the signals as close as possible for (a) more parkland, and (b) better pedestrian progression.
  - Does this concept need a double left turn from Memorial Drive onto the Boston University Bridge?
- General
  - Confirm traffic count accuracy and model the potential backups into Cambridgeport.
  - Providing two lanes on Commonwealth Avenue may reduce backups.
  - Reassess whether Memorial Drive needs two through lanes. One travel lane on Memorial Drive has been closed for four months with no apparent traffic impacts; consider this as support for reducing from two lanes to one.
  - Peak Memorial Drive volumes: ~1,400 eastbound and ~1,900 westbound – about three times the number of vehicles continuing straight onto the overpass.
  - Could loop detectors be used to reduce the space between the intersections on either side of the bridge.
  - The longer the stretch of uninterrupted travel, the faster the speed of traffic.
  - The single lane towards Boston across the Boston University Bridge is a problem.

#### Transit Infrastructure

- How will the MBTA route 47 bus navigate the intersection and cross the Boston University Bridge?

#### Viaduct Specific

- Can the overpass be built without retaining walls?
- Build a more open overpass that is “good looking.”
- Make the flyover more visually appealing.
- Make clear sightlines under the overpass and make the pathways below the structure more visually appealing for pedestrians.
- Forty feet is too wide for a new overpass. Federal Highway's eight-foot shoulder standard may differ if the speed limit is capped at 20 miles per hour.
- The quality of the overpass' aesthetics matter for the cycling and walking experience of the intersection.
- Make the bridge as narrow as possible so the under-bridge space feels safer, has more daylight; make space for public art and landscaping.



## NEXT STEPS

MassDOT's design team will take the input received through the workshop and use it to further refine the concepts. The 2026 traffic data will also be used in this effort. It is currently anticipated that the next step in the public process would be to bring the refined concepts to a public version of the workshop provided to the advocates to obtain comment from the wider community as part of the ongoing effort to select a preferred alternative to advance into MassDOT's design development process.



## APPENDIX 1: MEETING ATTENDEES

| First     | Last          | Affiliation                                                                |
|-----------|---------------|----------------------------------------------------------------------------|
| Chris     | Addis         | Office of Representative Mike Connolly                                     |
| Brenda    | Bower         |                                                                            |
| Nathaniel | Cabral-Curtis | WSP                                                                        |
| Ken       | Carlson       | Boston University Bridge Safety Alliance                                   |
| Chris     | Cassa         | Cambridge Bicycle Safety                                                   |
| Tien-Tien | Chan          | Cambridgeport Neighborhood Association (CNA)                               |
| Ned       | Codd          | Cambridgeport Neighborhood Association                                     |
| Tiffany   | Cogell        | Boston Cyclists Union                                                      |
| Charlie   | Denison       | Livable Streets Alliance                                                   |
| Richard   | Freierman     | Cambridge Bicycle Safety (CBS)/Cambridge Bicycle Advisory Committee (CBAC) |
| Peter     | Furth         | Northeastern University                                                    |
| Laura     | Jasinski      | Charles River Conservancy                                                  |
| Janie     | Katz-Christy  | Memorial Drive Alliance                                                    |
| Brendan   | Kearney       | WalkMassachusetts                                                          |
| Scott     | Kilcoyne      | Boston Cyclists Union                                                      |
| Christine | Lin           | Charles River Conservancy                                                  |
| Annie     | Mazzola       | Office of Senator Brownsberger                                             |
| Steve     | Miller        | Cambridgeport Neighborhood Association (CNA)                               |
|           | Picoplaff     |                                                                            |
| Manny D.  | Pires         | Department of Conservation and Recreation (DCR)                            |
| Jason     | Santos        | Department of Conservation and Recreation (DCR)                            |
| Randy     | Stern         | Cambridge Bicycle Safety (CBS)/ Cambridgeport                              |



## APPENDIX 2; GUIDING PRINCIPLES AND CRITERIA FOR EVALUATION

### Guiding Principles for Reid Overpass Replacement Project\*

#### 1. Safety for vulnerable road users must come first.

The design must satisfy [Vision Zero principles](#). The design speed of the project area must be no greater than 25 mph, especially if an overpass is included. MassDOT must reduce dangerous conflict points between vehicles and vulnerable road users by eliminating high-speed turning geometry, and providing direct, signalized, ADA-accessible crossings. All pedestrian and bike facilities must be physically separated from vehicles, outside of crossing points.

#### 2. The design must fit the place.

This project falls within state recreational parkland, and MassDOT must design for it. This project is abutted by an elementary school, a popular 17 acre adjacent public park, and is the most dangerous and narrow part of the most highly utilized pedestrian and cycling riverfront path in the Commonwealth. It is critical to not design a highway-style intersection here with slip lanes and large intersections. Memorial Drive is designated as, and should resemble, a people-centered greenway rather than a traffic conduit.

#### 3. Focus on moving people efficiently.

MassDOT must prioritize moving the largest number of people efficiently through the intersection, by improving bus routing and reliability, as well as walking and biking, rather than primarily focusing on motor vehicle throughput metrics like vehicular delay and 'Level of Service'. MassDOT must also estimate and include pedestrian and bicycle delays at each intersection for each alternative, including average and maximum wait time. Pedestrian and bicycle signals should be automatic or have automatic detection (no button pushing required). Providing better options for all users will ultimately improve operations, as more people will be able to shift from cars to other modes.

#### 4. Work to reduce intersection demand and backups first.

MassDOT must work with Cambridge and Boston to identify network improvements that could reduce demand or backups at the intersection. The Cambridgeport Neighborhood Association can lead work with the City of Cambridge to independently study whether there is community interest in any circulation changes for transit or residential areas that could allow cars and buses to avoid the intersection. MassDOT should work with the City of Boston to reduce backups at the Boston end of the BU bridge (e.g. through signal timing optimization).

#### 5. Model demand at the intersection reflecting improvements and mode shift.

MassDOT must model with reduced motor vehicle demand and scope the design accordingly, consistent with design changes and [state climate goals](#). The DCR is removing two travel lanes as part of its Phase III Memorial Drive redesign work, and along with planned improvements to transit reliability and project improvements to the safety and comfort of people walking and biking, we must model decreased motor vehicle use. The potential for mode shift is very high, as over a third of Cambridge households do not own a car, and 2023 ACS census data shows that only 23% of Cambridge residents commute to work by car. MassDOT should share with the public the count data used to generate their motor vehicle demand assumptions (e.g. motor vehicle counts and turning movement determinations, as well as any assumptions about changes in future demand).

### Criteria for Evaluation of All Design Alternatives\*

We ask that MassDOT develop final design alternatives based on those proposed by community members, and evaluate them along with agency-generated alternatives, with the following criteria:

- How each design would be expected to address known safety impacts for vulnerable road users
- The number and lengths of vulnerable road user crossings, and predicted motor vehicle speeds at crossings



- Expected total pedestrian and bicycle delays in each direction of travel, including average and maximum wait time
- Person-throughput capacity of each intersection alternative, reflecting changes to improved transit operations and improved walkability/bikeability
- Parkland impacts, including potential impacts to usability, including reductions in sound, tree loss, and proximity of intersection to parkland and the Morse School
- Potential for inducing new vehicle demand and/or impact on neighborhood streets

\*Drafted by community representatives who were signatories of letters sent to MassDOT in response to the January 6 presentation of design alternatives by the Reid Overpass Replacement Team. Sent to MassDOT on April 8, 2026

## APPENDIX 3: MEETING FLIPCHARTS AND MATERIALS

- Peter F. likes the idea of a bike <sup>①</sup> underpass going through Jovian Park
- > Review dockability
- > Some permit issues
- Want to separate bikes from interaction
- Thinks cyclists won't use overpass
- Nice deck - under Rte 16 on Mystic River
- Getting all the counts @ adjoining intersections
- Goal of getting more parkland
- AM volumes not what TRM volumes are
  - > 3 lane x-section

Check w/  
Josh on  
Sending packet

- ②
- > Discussion of maybe getting rid of dual left from Main drive to Bu Bridge, would flip this to right side for better bike conditions
  - > Tiny sidewalk going WB along Morse School
  - > Discussion 3% as ideal for bicycles
  - > Need adequate width for cycling routes - 11' "niggic #11" -> would prefer more
  - > Make sure we don't trap folks in the median
  - > Desire to have width for 2nd rail + bike path

- Will look @ finer details of protecting ③ bicycles along the BU Boathouse
- Trying to drop lanes where we can
- Pedestrians do need to go around the intersection to go corner to corner shooting for protected/concurrent crossings
- Sharpen corners
- Like for the way we process rights off BU Bridge
- Could have queue jump for bus if we drop lane on Brookline St. NB
- Mixing zone on NE quadrant of BU for peds/bikes
- Find ways to slow right of turn into Cambridge

- Can we make the right lane of Brooklyn St. a dedicated right? (4)
- Boost upstream desire line on Bu Bridge
- Ask to place signal @ Hem/Magazine
- Still wanting to skinny up intersection
- Can the SB move off Brooklyn St. be a shared/through/right
- Bicycle signal to go back up on Goose park.
- Can the bicycle path defour away from the road into the park
- Bicycle signals needed, esp. on 4-way @ grade

- focus on ped. movements
  - concerns with turning on red
  - slowing movements with BU Bridge
  - # lanes on Memorial Drive
  - backups with turning lanes
  - Separating cars + peds
    - ↳ raising/islands etc.
  - traffic signal timing/coordination
  - Shared use vs separate bike + ped.
- Modified  
PDLT /  
@grade  
intersection

Diamond

- Loss of Green Space
- How does 47 bus navigate through?
- Nice to have green space but need the intersection to flow better.
- One way feeding into roundabout  
How to count accurately?
- Can overpass be built  
w/o retaining walls?

- Separation for bike safety. Better crossing on Mem Dr to get to bike path across.
- One ~~phase~~<sup>stage</sup> crossing.
- Modeling backup into Cambridgeport neighborhood.
- Bike counter damaged.
- Comm Ave (2 lanes straight) will help w/ this backup.
- Signaling roundabout to slow traffic

- Do we need 2 lanes on Mem Dr?  
Consider narrow<sup>g</sup> to single lane.
- Overlay Arch paper for comments
- Mem Dr: 3xs cars going straight  
on overpass. Peak 1400E/900W
- Want a Park Dr.  
Not doing anything diff for the safety  
of non-drivers.
- Mem Dr Alliance try<sup>g</sup> to push  
for 2 to 1 lane. Gain 7 acres  
Near MIT from 2 → 1 lane  
Cambridge encourag<sup>g</sup> other modes  
of transport

- Distance between intersections.
- Traffic signal detectors?
- more permanent barrier sep. bikes & cars. (BU bridge).
- (R) only coming off BU bridge. more predictable for ped & cyclists.
- think about small roundabout on multi-use off bridge to slow bike/ped in diff dir.

- length  $\rightarrow$   $\uparrow$  traffic speed.
- stretch out overhead abutments
- 40' too wide.
- Lane on bridge closed for 4 mths.  
Consider one lane (near BU boat house). Need?
- Like shorter dist.; traffic mvt; signaling (Bike-Ped)
- Best design for peds & bikes
- Make flyover visually appealing.

- Net loss of pavement.
- Green space not usable
- Move lanes closer to get more green park space.
- Tighten the intersection
- Red light cameras @ all intersections.
- narrower shoulder on bridge  
One lane ... FHWA std for 20 mph may be  $< 8$  ft