
To:	Ken Kirwin Project Manager	Date:	May 12, 2016
From:	Hannah Brockhaus Howard Stein Hudson	HSH Project No.:	2015136.0
Subject:	DCR Mount Auburn Street Corridor Study Stakeholder Group Meeting 1 Meeting Notes of May 5, 2016		

Overview

On May 5th, members of the Department of Conservation and Recreation (DCR) Mount Auburn Street Corridor Study project team and DCR staff associated with the job attended the first Stakeholder Group meeting. The meeting took place at Russell Youth Community Center, located at 680 Huron Avenue in Cambridge. The stakeholder group is composed of local residents, representatives of major institutional and business stakeholders in the area, cycling, pedestrian, and green space advocates, as well as members, both elected and appointed, of local, state, and federal government for the project area. The purpose of the stakeholder group is, through the use of its members' considerable local knowledge, to assist and advise the DCR in developing short- and long-term recommendations for the improvement of the Mount Auburn Street corridor and its abutting roadways. Through this project, the agency seeks to create a corridor which is friendlier to cyclists, pedestrians, and transit users and to strengthen connections between abutting neighborhoods and the key green space of the Charles River, while ensuring calm, efficient vehicle operations.

At the meeting documented herein, the stakeholders each introduced themselves and gave a sense of their priorities for the project. Common themes included increased safety for all modes and increased reliability and reduced delay in the MBTA bus routes that traverse the study area. Several Stakeholder Group members mentioned the idea of encouraging mode shift, prioritizing transit at key intersections and the relationship between these major arteries and the neighborhoods that surround them. Additionally, many members brought up the idea of quick and easy fixes to increase safety, while also considering larger, long-term possibilities. This exercise will be used to generate the project's core values. The core values will serve as a basic yardstick by which all improvement options will be measured. The meeting also included a presentation of existing conditions data to help the group develop a shared understanding as they begin their work together. Lastly, the session introduced the first public meeting which will be held June 1st from 6 to 8 pm at the Shady Hill School Gym, 56 Coolidge Avenue, Cambridge. The wikimapping tool shown during the meeting is now live and comments are being accepted.

Agenda

- I. Introductions
- II. Project Timeline
- III. Decision Making Process
- IV. Stakeholder Group Formation
- V. Making Ground Rules
- VI. Quick History Lesson
- VII. Previous & Current Planning Work
- VIII. First Public Meeting
- IX. Existing Conditions
- X. Next Steps

Detailed Meeting Minutes¹

C: Rob Lowell (RL): I want to welcome you to this first public meeting of the Mount Auburn Study. My name is Rob Lowell, with DCR. With me is Ken Kirwin, traffic engineer, Anne Fiesinger from DCR, and the professional team from Howard Stein Hudson who will help facilitate the meeting and prepared this presentation.

Briefly I just want to thank Representative Jonathan Hecht for being here tonight, Senator Will Brownsberger, Councilor Jan Devereux of Cambridge, also Councilor Angie Kounelis of Watertown, and Kelsey Perkins from Congresswoman Clark's office, is there anyone else I missed? No; great.

We have a fantastic showing here tonight; thank you all for participating. Our interest is to hear from the community tonight and to help understand better parts of the traffic corridor, the intersections involved. The initiative for this is really to take a look at some of the MBTA bus routes and how they pass through these critical intersections. It is one of the busiest bus routes for the MBTA so part of our

¹ Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1. For a full list of stakeholder group members, please see Appendix 2. For a listing of received comments, please see Appendix 3.

study is to try to optimize how buses can get through the intersections. As were opening that conversation important to understand how the pedestrians, bicycles, and the vehicles also are affected by the traffic. So, without further ago I'll turn it over to Nathaniel Curtis.

C: Nathaniel Cabral-Curtis (NCC): Good evening everybody. I am Nate Cabral-Curtis. I am the manager of Howard Stein Hudson's public involvement group. I'm going to start you all off with a fun fact – this is a homecoming for me. I graduated from BB&N class of 1998, Glacken Field was where my terrible soccer team played and I stumbled around, gangly and uncoordinated which is not too different from today, except that I don't have a ball.

Up here with me is Pete Stidman, who is the Project Manager for this job, and he and I will be chugging through this presentation this evening. We've already taken care of the introductions. This is everything we're going to be going through tonight. One of the things we're looking forward to tonight is giving all our members of the Stakeholder Group an opportunity to introduce yourselves to the room, and give us a sense of your priorities for this job, what you think a successful job would look like when it's completed. We're going to talk about some initial existing conditions, the initial public meeting, and then we'll talk about where to go from here.

We've already been through the DCR team and the consultant team, all that's here today and we're facilitators, so at this moment I'd like to give all of the folks who are Stakeholders (that is you have a tent card and signed in) an opportunity to stand up and be recognized.² Thank you all, we appreciate your input. Now that we've seen who you all are, I'll leave it to Pete.

C: Pete Stidman (PS): This is our schedule for the project. The reason we wanted the Stakeholder Group to stand up is for everyone else to see who's going to be representing you on these stakeholder meetings going forward, so you can keep in touch with those folks. The monthly meetings that are going on will be supplemented with public meetings in June, October, and January of next year to fill in the wider community on where things are. Right now we're in the middle of looking at existing conditions, we have people doing traffic counts, some of which we can show you the results of. Then we'll move into feasibility of adding bike and transit facilities on both Mount Auburn Street and Fresh Pond Parkway. The traffic studies will tell us how much extra room, if any, we might have out there, and then we can figure out what to do with it. The initial conditions report that wraps all that up will come out in August 2016 and then we can start talking with the community about what we might come up with for improvements.

We're going to do short-term improvements, that we can take care of with low money and within DCR's budget already, and then we'll talk about long term improvements, bigger construction projects that might be sparked by this study. Over these stakeholder meetings we'll go through that, and then presenting those to the community for feedback. When we get done with all that, and get all your

² At this point the Stakeholders stood.

feedback, we'll come out with a draft of the final report and have another meeting to present that, and then collect feedback for the next month-and-a-half and put out the final. Any questions on the schedule? Amazing.

- C: NCC: As all of you on the Stakeholder Group know, you received an invitational letter, and you've all received a set of ground rules which we sent out. The goal here is to use your, input, expertise, and your local knowledge to advise the consultant team and ultimately DCR on the neighborhood's goals and desires. DCR does continue to have responsibility, they're ultimately the ones who have to make the decisions, but they balance your input and think about it very hard, as do we. Some of the things they'll think about as they look at the input are: what is the environmental status of suggestions we might be making, does it have a steep permitting trajectory, and does it run into a major historic issue. They'll also be thinking about funding, and then of course DCR is a statewide agency so it has to balance the regional needs of everyone who's using the corridor. The best thing we can clue you in on is the more productive we are, the more we work together, the more influence this group will ultimately have.

This is a map of the project area with the bus routes highlighted. Just to give you a sense of where everyone is, each of these dots represents the address of a stakeholder. A few people on here - elected officials have districts which overlap, and we have a few folks, Stacey Beuttell from Walk Boston and Phil Groth, from the MBTA, with whom we are coordinating, that are located well off the map. We just wanted to show you this to show that we have a reasonably balanced group here.

Before we turn to the ground rules, I'm going to go table by table and for each one of you that's a stakeholder, everyone has an opportunity to introduce yourself and give us a sense of your priorities in a minute or two. I'll start at this table and walk through the room and give everyone an opportunity to give us your thoughts.

- C: Jan Devereux (JD): I'm a Cambridge City Councilor, and a resident of the Fresh Pond/ Huron Village area, and I think my goals are probably shared by many of you in the room. I would like to see Fresh Pond Parkway and Mount Auburn reclaimed from being primarily a morass of traffic and frustrated drivers to being roadways that are shared by multiple users, more in keeping with surrounding neighborhoods, enabling those who are not driving and are on buses to circulate more freely. So, perform a miracle.
- C: Bill Warner (BW): I live in the Larchwood neighborhood, and I use crutches, but I ride a hand-pedaled bike, and it's a mess going towards the water; I never go that way because it's so bad. I'm an engineer, and I work on mapping systems, so this is particularly interesting to me, and I actually have some links that show work done over historic layers. There used to be circles, all of the places that are now being considered for circles.
- C: Angeline Kounelis (AK): I'm the District A councilor from Watertown, the east end of Watertown, from the Cambridge line to School Street and over to Arsenal Street. Safety is my priority, I go way back. My

family rode the trackless trolley in the 1950s, and was involved in a major accident at the infamous intersection that we'll be discussing. So, it hasn't changed, it's just gotten worse. My constituents have concerns about the T service and the length of time it takes to get from Point A to Point B, and I hope the service can be improved. But safety is the most important.

- C: Joanne Bauer (JB): I'm Joanne Bauer and my whole table lives in Coolidge Hill, which is right outside the giant intersection. One of the things that all of our neighbors would like to note is that it's gotten worse and worse over the years. A lot of neighborhood kids now go to Cambridge Rindge and Latin School, and they say that if they don't on the buses by 7:15, all the buses are full and won't stop for them, so they can't get to school. That's one thing. Many years ago there was a fire in a junction box which knocked out the lights in that intersection, and it's never been quite the same. Drivers, bikers, and particularly pedestrians, we have to get through that intersection. When you get the walk light, you have to wait for the cars running the intersection before you feel free to walk, because the timing is off. Getting across is quite a feat. It's hard to get out of our street. Coolidge Ave, because it's a right-turn lane, causes huge back-ups. People get frustrated, needing to run the red light, and the traffic build-up sends them through Coolidge Hill which is full of narrow streets with lots of traffic. And the cars fly through there to beat traffic.
- C: PS: As much as we want to hear all this, we will get to some of these issues later in the presentation. So since there are more than 30 of you, let's keep it to a sentence or two.
- C: Will Brownsberger (WB): Thank you. I'm State Senator, and I represent Belmont, Watertown, and parts of Boston, and together with Representative Hecht and Rogers and State Senator Jehlen, we've been fighting to get this project off the ground for about two years. It started with a meeting in Cambridge a couple years ago, and this sprung out of that. I'm very grateful to Governor Patrick and now Governor Baker for stepping up and standing behind this project. I'm also grateful for DCR for getting it off the ground. It's a really big deal for this area. Thank you to Joe Levendusky, who's been a strong advocate from Watertown. The priorities I have are what all of you have. My main priority is to see this to a successful conclusion, to see it result in concrete recommendations, and have us actually do something out of this. I know it will take five years or something by the time it's at the end of the job, but let's plan to see it through and get this thing fixed.
- C: Mark Peterson (MP): I'm a resident of Watertown, a habitual rider of the 71 bus and a member of the Watertown Public Transit Task Force. Selfishly, I'm most interested in expediting the 71 bus through the intersection. I also have the feeling that there are lots of potentially conflicting interests, given what resources can be brought to bear and given the physical nature of the intersection. I'm interested in developing some goals that are consensual and that we can come to some larger understanding about negotiating goals in this process.
- C: NCC: Actually, this is a great segue, so I'll just drop in. The reason that we're going through this is that it's a getting-to-know-you exercise, but when we meet with you again we're going to take all this

information you're been giving us and I'm going to take this back to our office and discuss it with my staff, and we'll share it with Pete. We're going to boil all this down to a set of shared values, and we will be presenting it back to you at our next session. But when you talk about consensus, it's a balancing act. There's only so much real estate out there, only so much time, there's a lot of constraints. So part of the reason we're doing this is so we can have a means by which the group can operate and look at options. If we all start at the same point, we're likely to all end at the same point.

- C: Joe Levendusky (JL): I'm on the Watertown Public Transit Task Force. One of my main goals is moving transit through the intersection, something that a long time ago we identified as one of the major service issues (if not *the* major service issue) on these busses. We're also very interested in collaborating; this is sort of a chicken-and-an-egg situation. Part of the goal here should be reduction of single-occupant vehicle traffic. But at the same time with this intersection, if we interfere with the expeditious flow of transit by having it stuck in traffic, it's very hard to get people out of their cars. If the transit operated more efficiently, maybe we'd get less cars, it's a vicious/virtual cycle. So to the extent that we can begin, as soon as possible, to swing things back around to the virtuous cycle, it would make a huge difference in people's lives.
- C: Jonathan Hecht (JH): Hi everyone, I'm State Representative for the area, both on the Watertown and the Cambridge side. I'm thrilled to see this underway and so many people here. In broadest terms, what I want to see happen is this clunky, poorly designed, sprawling mess of roads made something that works efficiently for all modes of transportation and made more community-friendly, as opposed to just moving cars through neighborhoods as fast as possible. As Joe was saying, I think our other major area of focus should be promoting mode shift. The best way to improve efficiency of all of these intersections is going to be getting as many people out of their cars. It's going to take a lot of creativity, but we've got lots of talent and character to make it happen. Thanks.
- C: Jill Forney (JF): I also live in Coolidge Hill, I have a long history on the hill; I grew up here. I don't have so much new to add. As someone living in a neighborhood that has to somehow find a way to coexist with a major important thoroughfare both for buses and for cars, just try to think about how best these important things can coexist a little safer, with a little more easy access to the great resource of Charles River. Just make it a little safer, easier, friendly. It is a neighborhood with a thoroughfare, but it is also a neighborhood with two schools, with lots of kids running around. So I'm mostly concerned with safety and access.
- C: Xander Dyer (XD): I also live in Coolidge Hill; I grew up, left, and came back. It's a great place to live, but, the intersection has always been a dangerous spot. In fact it's gotten faster and more dangerous there. I lost someone close to the intersection. On the flip side, I do commute by public transit every day, from the Red line, but I rarely take the bus because it's too much a nuisance, it's always full. So, safety first.

- C: Tim Whyte (TW): I'm from Shady Hill School. Our concern is safety; we have a lot of students crossing the intersections. This school year, a nanny going through to drop off got hit by a car and spent several days in the hospital. Getting in and out safely is our priority.
- C: Elizabeth Bierer (EB): I'm from the Cambridge Plant and Garden Club; we've been working with DCR on the rehabilitation of Lowell Park. The park was reduced considerably by the widening of the parkway in the 1950s. The traffic issues are connected to the park, people walk there. So, my priorities are supporting pedestrians as well as transit.
- C: Arcady Goldmints-Orlov (AG): I live in Watertown, and I see this corridor as a key link connecting Watertown to the rest of the world. Right now it's not an intersection that works well for anyone at all – not people in cars, not people in buses, and it desperately needs improvements for the safety and efficiency of everyone.
- C: Arthur Strang: I live on Fresh Pond Lane. I'm in favor of transportation that's more Neighborhood-friendly, that's safer for people who walk and bike and more attractive for people who walk and bike. I have two other points; one: yes, regional traffic concerns are important, and if you improve roads, all those systems that track traffic will direct people through here, and if you make it more difficult, it could push people in their cars away. Secondly, this intersection is a key intersection; it's dangerous and must be fixed. Up at Alewife, no one can get out of parking lots onto streets. It's not just a local problem, it's a regional problem. People in the neighborhood need access. Finally, it should be neighborhood-friendly along the corridor, so people can choose to live in Watertown. The young workforce looks to public transportation to get around.
- C: Ron Reppucci: I am Director of Real Estate at Tufts Health Plan. We are a very substantial employer in Watertown, and we sit along Mount Auburn Street. At any given day, 2500 employees - and we're a very big T user - maybe 400 employees use the bus every day. Our Watertown population is also growing, we have about 160 Watertown residents and more live nearby, including Cambridge. We want to provide a conduit for ways we can contribute.
- C: Joe Barr (JBa): I'm the Director of Parking and Transportation for the City of Cambridge. Other than safety, which, in the context of vision zero, is the most important priority, looking at bus priority is important. Also quickly, looking at the decision-making process, thinking about the ownership of roadways in the study area will be important.
- C: Bill Deignan (BD): I'm with the City of Cambridge Community Development Department. In addition to safety and promoting more sustainable transportation in the area, I'd like to come away with some ideas for how the rest of the Mount Auburn Corridor could also be treated - from this intersection to the Watertown and Belmont lines – because, as we think out into the future, it's helpful if we have some idea of what we want to do, so we can line up funding and projects for years to come.

- C: Bree Harvey (BH): I'm from Mount Auburn Cemetery, and I live in Watertown, so personally and professionally this is great. At the Cemetery, one of our concerns is the amount of traffic in front of the cemetery, it can be impossible to get people out of the cemetery, particularly to make the left turn towards Watertown. Because of the way the lights work, there's always traffic in one direction. There have been a few car accidents that have involved people in cars not waiting for funeral processions. We've had a few near misses and some major accidents, so anything that can be done to improve that experience, getting in and out of the cemetery, especially for funeral processions, but also visitors in general, would be great.
- C: Wendy Landman (WL): I'm from Walk Boston, and contrary to our name we work all over the state and have been in Cambridge for many years. I would say pedestrian safety is what we're thinking about. Safe street crossings are important, especially connecting people to bus stops, because everyone that starts on one side of the street may come back from their trip and will need to cross the street. Also making sure pedestrians can cross the street in a timely way, because if they can't, they tend to go at other times when it may not be very safe. That's how people behave. So, making sure the signal timing works correctly is important. The walking transit connections are important.
- C: Janice Gould (JG): I'm representing the BB&N Parents Association. Like Shady Hill, our top priority is always safety, but we're a little different because we have young drivers. They can't wait to get their licenses when they're 16, and the goal is we need to get clearly marked sidewalks and speed limits. If going a little further down to Greenough Boulevard, unfortunately there are a lot of parking options, many of which are not quite legal, and then they dart across the street, not necessarily at marked cross walks. So, we are concerned with safety and clarity for drivers.
- C: NCC: I just want you to know that while I was a student I never parked in one of those illegal spots, not once.
- C: Katherine Rafferty (KR): I'm the Director of Community Affairs at Mount Auburn Hospital. We are about admissions, but this is not how we try to get them. We're concerned about very sensitive people who are trying to come to the hospital – someone dropping someone off for a procedure. If something goes wrong and you need to get in, we want to make sure the person who is driving you to the hospital can get there safely. We also are watching out for the ambulance companies, EMTs who are coming from Watertown and going down over the Bridge, which is fine. And we are an employee base, as well, so we have a lot of different interests.
- C: Nina Coslov (NC): Melissa and I worked on a project, and I'll let her talk about how it came to this. But just as a follow up to what everyone else has been saying, there's all these great little neighborhoods, and we're all held hostage by these roads. As my kids are getting older, they're asking for more independence and for my son to go visit Melissa's son on the other side of the Parkway, I have to say, let me walk across with you. Again, there is a growing population of young kids, and I know that's true in Coolidge Hill too. Unlocking some safety measures will really help connect neighborhoods.

- C: Melissa McGaughey (MM): I'm guess I would represent Shady Hill, and I live on the east side of Fresh Pond Parkway. About three years ago, walking my kids to Shady Hill, crossing Brattle at Fresh Pond, and then walking next to Lowell Park, felt very dangerous and especially the last crossing at Coolidge Hill. What we witnessed was the behavior of drivers: running red lights, frustration waiting forever to get to intersections. We are very grateful to DCR for listening to our requests for a crossing guard, and Jordan, the crossing guard, is fantastic. So the little improvements are helping, but it's a big mess.
- C: Ann Roosevelt (AR): I live in the Larchwood area, so I'm right there bounded by Aberdeen Avenue and Fresh Pond Parkway and Brattle and Huron. I'm also a member of many groups, such as I'm on the Board of Mount Auburn Cemetery, so I'm somewhat concerned about those issues. I'm also a founding member of the Massachusetts League of Environmental Voters, and I'm on the board of the Environmental League of Massachusetts. As such, I have been on a transportation study in the 1980s; it was a federal study and didn't really look into all these issues, but it was a disaster. I'm really invested in making this not a disaster. One of the things that I want to mention is what we don't want to do is gum it up so much that we've stopped vehicles that are spewing pollution for hours on end. Those of us that live in the Larchwood area bounded by all these roads, we don't need that extra pollution, we already get a good amount of it. I'm looking for solutions that are environmental, basically, and safety.
- C: Steve Magoon (SM): I'm the Planning Director and Assistant Town Manager for the Town of Watertown. Gideon may also be here in the future, he couldn't make it tonight. From a parochial perspective, the primary intersection here is in Cambridge. I don't want to see it back up in Watertown. From a more practical perspective, I'd like to see a balance of trying to reduce congestion, but not at the expense of all modes of transportation being accommodate and vice versa. That said, I'm excited to see all the wonderful ideas you come up with to balance the needs and safety.
- C: Wade Blackman (WB): I'm district council for Congresswoman Clark. My priority is to be here and listen to you that know the issue better than anybody, and to be as helpful as possible.
- C: Martha Stearns (MS): I'm with the Cambridge Plant and Garden Club. As Elizabeth said, we're very concerned about Lowell Park, the wall there and how we can rehab the park in way that will be safe. Also concerned about the river and getting people safely over to the Mount Auburn Cemetery. I'm a neighbor. I also think it's an issue for everyone coming in from the west who wants to get into town.
- C: Doug Brown (DB): I'm a resident of Huron Village. I have three hats here: I'm an officer of the Fresh Pond Residents Alliance, which is a neighborhood group that got started in dealing with the increase in traffic. More recently, I'm also the founder of the Friends of the Greenway, which is an organization designed to work with the City and DCR to help connect a missing piece in our walking and biking network - an existing piece in Watertown and an existing piece in Cambridge, and there's 1.5 mile gap in between. The third hat I have is as a parent. I have three kids, a two-year-old, three-year-old, and

six-year-old, and the oldest goes to Haggerty School. I grew up walking and riding a bike to school. My son is provided with a bus, even though we live a half a mile away, because we have to cross Fresh Pond Parkway. I would feel very good about all of this if five years from now, I get a call that he will no longer get a bus because Fresh Pond Parkway is safe to cross.

C: No Name Given (NNG): I've lived in the neighborhood about 60 years. You've all spoken eloquently about the physical problems. I would like to remind you that I know Olmsted laid out the Charles River Reservation as green space all the way up the river. As you think of it for the future, think about what it *could be* in the future. For all of the people coming into Boston, this is their greeting to the Charles River Reservation. We can solve all these little problems too, they need to be solved, but think about what you are bringing people into; make them feel that suddenly you're in a different space, with a different meaning. Bear that in mind.

C: PS: Absolutely, thank you so much.

C: NCC: While I was out over there, we were joined by Patricia Jehlen. Would you like to say something Senator?

C: Pat Jehlen (PJ): I'm state senator for this area. I'm here to listen. I'm very curious about how you are going to be able to resolve all the needs that people have here. So I am here to listen and hopefully support.³

C: NCC: We'll give it our all. I'm going to turn this back over to Pete in just a moment. He's going to take you through some of the information that we have gathered to date. I just want to touch on this idea that, again, everyone has a copy of the ground rules. You all were encouraged to take a look at them. If there are amendments you'd like to propose, feel free to email DCR and they will pass them through to us. It's just there to help us drive toward reasonable consensus. It's not supposed to be a heavy burden. The consultant team abides by those as well.

I want people to understand how this will work, in tandem with public information meetings, which we will be announcing towards the end of the presentation. This group has been brought together to work through a lot of detail. We're going to set these core values, we're going to be going through information

³ Stakeholder group member Megan Ramey was unable to participate on the night of the initial meeting, but submitted her priorities for the project via email. They are as follows:

1. Pedestrianized street design - convenient, safe and first class sidewalks, ramps, crossings and signals.
2. Protected Bike Lanes on Fresh Pond Pkwy and Mount Auburn per the City of Cambridge's bike network plan (page 20.)
3. Priority Bus Lanes for the 71 & 73 - packed buses should have a dedicated travel lane to increase the service level and make bus riding convenient and fast.
4. Vision Zero - a design that prioritizes people and their safety first.

that will help us balance all these needs that people have talked about tonight. All of you folks that are here as a stakeholder, please continue this conversation with your neighbors, with your friends, with your coworkers. We'd love for you to bring that information to us. If Ron goes back to Tufts tomorrow and talks to 15 people about this and they all have an opinion, send it to DCR, we'll integrate that into the process. We're also relying on you, while we will use all of DCR's machinery to get out information regarding public meetings, please be our ambassadors. We do ask that when those public meetings come up, that you guys come, that will be your opportunity to hear how the larger community thinks, as we start to output things from this group, bring them to the community and get that information out and let it inform our work. So, that's how that mechanism will work. Pete has a lot of good and interesting data, so I'm going to hand it off to him. Thanks.

- C: PS: When you're sending that feedback on the ground rules, if you haven't already, I always like to point out - think about what makes a good meeting, and what makes a bad meeting. Think about working together. This is obviously a huge diversity of people. I think I agree with everyone on everything. The trick will be accommodating everything.

I want to go over a super quick history of the area. I know we have a few historians in the room, so feel free to correct. This isn't exhaustive or comprehensive, but I wanted to give a sense of how things happened out here. This is one of the oldest roads in the area. It's laid in 1630 really as a path, the way between Charlestown and Watertown. And this is Mount Auburn here, but it used to use Elmwood to reach the town line. In 1812, Brattle Street was laid out. 1831, Mount Auburn Cemetery came in, and then Mount Auburn Hospital came shortly afterward. 1889, Brattle Street was widened to 60 feet, as it was starting to see more traffic. In 1899, the Fresh Pond Parkway was built, as a way to access Fresh Pond when they were making it into a park. (Previously, as you probably know, the Fresh Pond was used for ice and other industrial purposes.) In the 1890s, around the same time, the streetcar lines opened, later known as trackless trolleys 71 and 73. 1915, the Larchwood neighborhood was built, and 1920s Coolidge Hill was developed, it was formerly a farm. 1929, Fresh Pond Parkway was connected to Concord Avenue and the Alewife Brook Parkway built, increasing the traffic along this route. 1934, Route 2, known as the Concord Turnpike, was built, adding even more traffic. 1950s are when we see a lot of the structures down by the riverside built - Gerry's Landing Road and the bridge. Mount Auburn Street was traffic calmed in the 2010s by the city Cambridge, in order to start to turn around this build-up of traffic.

The big takeaways that I thought about while I was going through this: Mount Auburn is the oldest road in the area, and Elmwood was the connector between Mount Auburn and Brattle Street, which is interesting for pedestrians and cyclists, because you can still go through there if you know about it. Coolidge Hill Road was built before the term "gridlock" was invented; it was, I think, the driveway of the old house that was there. It pre-existed a lot of the traffic.

This is all the local projects we could find in the area; you may have some you'd like to add to this, feel free to speak up. This is interesting to look at, because it's one of the remaining pieces not being worked

on yet. We have a project on Huron Avenue looking at bike lanes and green features. This is the Cambridge Watertown Greenway that Doug was mentioning. We have a project finishing up on Belmont and Trapelo Road. Mount Auburn Street – there is a 25% design being reached in the City of Watertown for that, which actually has bike lanes accommodated with more sharrows. The Greenough Boulevard greenway project starts to approach our project.

C: WB: One thing that should be added is the Lowell Park Restoration.

A: PS: Thank you, yes. And we have a significant historic district over here to think about as we consider making any changes.

C: AR: I have a question, too. Do you have the new rails-to-trails, that's going to go to Fresh Pond?

A: PS: Yes, it's here. Maybe you can't see it over people's heads, but this line is the Watertown – Cambridge Greenway.

C: PS: So, from there I started to look at everything that's going on today, in terms of planning. I'm going to go through some of the details, but I'm pouring through all of this so that we make sure that all of the people who have sat in these rooms before us are respected and all that work is heard. A couple interesting things to pull out of all that, the Charles River Connectivity study just recently completed in 2014 was looking at these two-three legged intersections down by the Elliot Bridge. They were trying to figure out a way to get people to the river better, shortening the crossing distances and thinking about how traffic might be accommodated a little less in favor of pedestrians and green space.

Another plan that attacked that question was the Cambridge Riverfront Plan of 2011. It was also looking at how to connect better the connection here and saying that someone needs to study it someday. For transit (which I hear that's a major thing for this audience), the Bus Route Improvement program was looking at lengthening bus stops 200 feet to accommodate the longer buses. They relocated a couple of stops just slightly and eliminated a westbound stop at Brattle...

C: JH: They didn't eliminate it.

Q: PS: Didn't eliminate it, not yet? But that was in the report, anyway. Do you think it's going to be eliminated or no?

A: JH: No

C: PS: Okay. Good to know. And it not really addressing any delays from bus pull-outs, one of which we saw at the walk-through that I will talk about later, up by the Star Market, where the bus is allowed to pull back out, but probably has a hard time getting back into traffic.

C: AS: They don't pull in most of the time.

C: PS: The study cites a legal mandate for buses to pull over to the curb, for ADA reasons, so there's a bit of conflict there between driver behavior and what they're supposed to be doing. So that's something to think about when you look at bus stops, maybe we can do some improvements there.

The Cambridge Transit Strategic Plan, this is an interim update from 2014, notes - somebody was talking earlier - about how the 71 bus gets over capacity and passes people by on the stops. I think that's very common on the 71, and this study pulled that out. One of the goals in the study was to make the transit travel times equal to or quicker than driving travel times speaking to what people were talking about, getting people from point A to B, rather than just vehicles. If we make transit more attractive, maybe more people would ride it and we'd have fewer cars. It also called for bus priority pilot projects and signal progression, which would time the signals to favor the bus.

This is from the Cambridge Bicycle Plan; this is a heat map of people's comments. You can see our project over here was getting a few, not as many as Massachusetts Avenue, but not as many people take it today, so for such a low travel frequency, quite a few comments. We have more from Cambridge Bike Plan later in the presentation. The Strawberry Hill neighborhood plan back in 2007 identified the Belmont and Holworthy intersection as a gateway to the neighborhood that needed to be made more attractive. I think we can think about those things here. It also requests improved signal timing for Belmont and Mount Auburn, which we definitely will be thinking about.

The Watertown Bicycle Transportation Plan interestingly recommended a 4-2 road diet for Mount Auburn Street, and now the 25% plan for that roadway does include some road diet for sections of it.

Q: AR: What does that mean, a road diet?

A: PS: 4 lanes down to 2 lanes. A lot of times they'll do 4 to 3, where they'll have one lane in each direction and a turn lane, but there are many different configurations you can do. But really it's when you have a road that's bigger than the amount of traffic that's on it. They're doing a road diet where they don't have significant capacity issues but keeping the four lanes where they do. At least so far, that's the 25% design we're referencing, so I would imagine there is an ongoing public involvement process in which you can engage.

The Watertown Comprehensive Plan shows some visions for areas where they need to either enhance or transform; it's interesting to note that there's a ton of development down here around the Arsenal Mall. It's good to know that there are people moving in and also that the business community up here and city is interested in improving the business district at Coolidge Square and bringing more people there.

This slide is taken from the Highway Safety Improvement Program, they measure crash clusters around the state, that's where severe crashes happen. This one down here extends all the way through the Brattle Street intersection. The way they measure is so skewed that it doesn't look like it covers the whole thing, but I'm sure it does. And then we have Fresh Pond and Huron, and then down here at our main topic of the night, at Greenough Boulevard and Eliot Bridge. That can sometimes help you with the funding side.

Q: NNG: Could you comment on the possibility of public transit getting back and forth to the towns of Lexington and Waltham? Lexington was able to safely avoid having the subway go out to 128, which siphons an enormous amount of traffic, I think, onto the Fresh Pond Parkway.

A: PS: So you're thinking very regionally. It's certainly important to think about. I think for the purposes of this study, we'll be focused pretty narrowly, but that doesn't mean you have to. Improving things elsewhere can sometimes help you.

C: WB : There's a study that the Central Transportation Planning staff did study back in 2008 looking at flows of traffic into and out of this space, coming into route 2, route 16 going out onto river roads. A really stunning finding was that traffic is everywhere to everywhere. I had that same image of it all coming out of Route 2 and that being a problem, but it really comes out a whole lot of different directions, there are multiple lines of flow.

C: PS: Interesting, I'd love to see that. So, this is a very new tool that some kids at MIT thought up. They take images from google earth – street-view type images - and have people compare them to each other and say, do you feel safe, which ones feel safer, and they come out with a ranking. I'll show this again a little later when we start thinking about how the streets are laid out now. But the green, intuitively, is the area where you feel really safe, like here in Larchwood. Then when you get out here onto the Parkway, it doesn't. It's reflecting your concerns. It's cool, because it the aesthetic value - people know.

This is also interesting, it doesn't show us quite enough, and we're going to try to show it better. But it's a map of bus speeds. You can see where there's a delay in our project area. This is Harvard Square, Fresh Pond, the 72 coming in here, and the 73 and 71. This is 24 hours of bus speeds. We're trying to focus in on peak hours when we're seeing the problem. So then I wanted to bring this back to all the local projects.

We went on a walk-through with a lot of the municipalities and the state agencies that are involved, including the MBTA, and the power people for the catenary, some of the representatives that are here tonight, and I just wanted to point out some of the highlights from that. We saw a lot of challenging bicycle maneuvers, of course across the Fresh Pond and Mount Auburn intersections, but particularly at Belmont Street people mentioned that, and getting onto Brattle Street from Mount Auburn. Cyclists have seemingly 100 different strategies for how to do that.

We were seeing some illegal left turns into the Star Market parking lot, technically that's prohibited. People aren't using Homer Street to get to the official entrance. Opportunities for place-making were noted, such as the little plaza in front of Star Market and the local businesses. And then there is the danger for pedestrians and bikes at Fresh Pond Parkway, which we saw when we were writing the proposal for this project. I went out to take pictures and saw someone running across the intersections. But also on the walk-through, we saw some pedestrians and talked to them. As they were crossing the street, someone didn't see them and stopped short, and there was a rear-end accident right in front of us. We're definitely hearing you guys, but we've also seen it.

Q: AR: When you're talking about Star Market and the bicycles on Fresh Pond Parkway, will that be alleviated by the new trail by the reservation that goes under the bridge?

A: PS: If we go back to that map, you can see that the trail will get you to Fresh Pond, but it doesn't get you (for instance for Watertown residents who work in Harvard Square), it doesn't get you across, and there's not a great way. Huron has a bike lane, but then you have to cut down through the neighborhoods, it's not direct. Bicyclists kind of want to go where everyone else wants to go. It's a challenge.

C: AR: There's another way to go, though, along on the new bikeway. You can go along Fresh Pond on the new bikeway, which will get you from Star Market underneath the bridge, and so that's a good way to go, and then if you go along the reservation, at the rotary, you could go straight down Concord Avenue.

C: JD: Nobody wants to bicycle down Concord Avenue.

C: PS: This is one of the conversations we'll get into, I'm sure.

Q: AS: Maybe we should all bicycle around a bit together.

A: PS: That's a good idea.

C: NCC: Before I let Pete continue, Hannah is creating a detailed set of meeting minutes. For those of you that have dealt with me before, you know the level of detail to which we take our minutes. Hannah will memorize all of you by the time this job is over, but she doesn't know all of you yet. So for tonight, please state your name before you speak.

C: PS: Sure. So, we noticed poor sidewalk conditions in many areas, particularly as you're going towards Fresh Pond Parkway towards the river - a lot of that is torn up - but also along Mount Auburn, between Star Market and Fresh Pond Parkway. BB&N, we witnessed the student pickup melee, very interesting. A lot of people are parking along the side of the street there and circling the intersection looking to get their kids. So those were some of the highlights, you guys spoke to other things today. We want to engage you in getting all these different problems from the community starting with first a

public meeting. Nate's talking about forming the goals; this is one of the things that we want to get your help on. We want to extract as many even tiny problems as we can early in the process. So that back at our office, we can begin to consolidate, and use that to create a set of goals to get consensus or agreement on.

So like I said, I want to define the problems and also the visions. So if people have great ideas, or even not so great ideas, about what they would like to see changed here, we want to gather those and make sure they're included in our process, as well. So when we get to that meeting, we're going to do a quick introduction to the project, similar but probably shorter, to tonight. And then we're going to do breakout sessions, and have stations around the room for the many different modes to get around. So if you bike and walk and drive and use transit, you can go to all the stations or you can just go to the station you're most interested in. We're going to have maps there, so that people can draw on them, we'll have people taking notes at every station, and we're going to have some information on the existing conditions to help spark the creativity. Define the problem early like this, and getting all the venting out, is not only cathartic, it helps us come up with the perfect solution. I'm overpromising with perfect, but we'll get as close as we can together.

The first public meeting is going to be Wednesday, June 1st, at Shady Hill School. Does everyone know where that is? We have flyers tonight; we printed about 150 of them. So as you go out, take as many as you can for your community. If you want to put a flyer up at your local shop or wherever else you think people might see them, please do that. Help us get a lot of people in room so that we can answer those problems together. If people can't come, we also have a website which is going to be up in the next couple weeks before the public meeting happens. Basically once you get there, there's an intro to tell you how to submit your ideas and problems. It'll ask you how you get around, and what type of problem it is. So when we come back to talk about the goals, we'll get this, what kind of problem you're having and by mode, that will help us see how much interest there is in every kind of problem we identify.

Now we want to preview some of the existing conditions slides that we have, and feel free to break in, and we can have some discussion around it. Also, if you think there's things that you think we should have (these will be boards next to our info maps), let us know, and we'll see if we can get to that in the timeframe we have.

This is Pedestrian- ADA conditions that we identified through Google Earth and walking around. All these little yellow lines are places where people are crossing, but there are no crosswalks. We are able to identify these from traffic counts. Oftentimes today, the driveways will have tactile strips on either side so people who are sight-impaired can identify them, and the blue dots are places where we don't have them. Sidewalk obstructions, something that narrows the sidewalk to less than four or five feet, are all those orange dots. The green dots are missing ramps, and the ramps missing tactile strips we have quite a few of.

Q: AS: I just want to point out the Larch Road has been fixed, the crosswalk now exists with a tactile strip. I want to look at the street lights, that is, that light the street at night.

C: BW: I just want to note for the transcript, we're from the Larchwood neighborhood. It's actually legal to turn left onto Larchwood Road, which is incredibly dangerous; accidents happen there all the time. It shouldn't be legal; I'd like to make sure that's in there.

A: PS: I should mention that when we came out originally, when we were thinking about doing this job, there was a lot of concern about the traffic that cuts through the Larchwood neighborhood. As we talk, we can think about quick and easy ways to fix that.

A: BW: In the proposal there's one-way streets being proposed; I'm not sure that's the best idea. But cutting off that turn would increase safety and cut down on the cut-through.

A: PS: That's the kind of feedback we want.

Q: AR: I've lived in Larchwood for about 38 years. When we first got the house, there were signs at every intersection, at the Brattle entrance and at the Huron Avenue entrance; that said, during X times, residents only. There would be police sitting there, and the police didn't like it, because people would give an argument like, I'm going to visit someone. But unless you can show me a license that has a registration, you have to go around. That's the way it worked for many years, and then one day the signs disappeared. They were city police.

A: JBa: Just for clarification, that restriction is unconstitutional, that's why the signs came down. It violates the 14th Amendment.

C: BW: There are signs along Fresh Pond Parkway, the next intersection down; there are no left-turn signs. It's a traffic decision from someone about whether it's safe, and it's clearly not safe on the upper Larchwood intersection, and it's also clearly not safe on the lower Larchwood intersection.

C: Munther Dahleh (MD): I live on Fresh Pond. The speed limit at Fresh Pond Parkway is not 65 miles per hour, and that's a low-hanging fruit, it doesn't take five years to fix. I think we can increase safety by cutting down the speed limit.

C: NNG: There's no enforcement.

C: PS: Some of that may be how it's designed.

This is the average pedestrian delay. Something I've already identified as something I want to add is whether the signals are concurrent or exclusive. Concurrent, as Wendy Landman from Walk Boston can explain, is when you have traffic going at the same time as pedestrian walk signals. So people can

turn right on you but it helps the turn cycles be more efficient. You can let people walk more often, and then you have more people follow rules. These are the different grades according to Mass Highway, and, as you can see, there are several F's, especially down here by the river and getting across Fresh Pond Parkway. So there's a lot of improvement to be had for pedestrian connectivity through the neighborhood on these streets.

C: BW: A point on the square at Huron and Fresh Pond. This is a site of pedestrian death. Also it has a right-turn arrow, and I find them confusing. Traffic feels like it can go without stopping, because they have an arrow, and pedestrians think they can cross. Even though the walk light may say you can't cross, the traffic that is going is along their same direction, so they think they can cross. I think it's incredibly dangerous, and it's already been proven, literally, to kill a little girl. Is that within the study area?

A: PS: Yes. The study area goes from Huron down to these three-legged interchanges near the Eliot Bridge, and from Traill Street over to the Belmont intersection.

C: DB: Down at the bottom, at the Bermuda triangle⁴ of F's. I think if you go more granular, most of those lines are actually multiple F's, because you have to cross two and sometimes three lanes.

A: PS: We did include that. Each of these is actually crossing three roads to do this. Each of them individually fell into the D category, and when you add them up, it's an F. So we wanted to give it the worse score.

This is curb use, we're thinking about the local businesses here. We've got images here of what the businesses look like, as well as Mount Auburn Cemetery, the local landmark. Most of this area is no parking allowed, of course none on Fresh Pond, but even along Mount Auburn. There's a little parking near Star Market, and some of the side streets have parking by permit. When we think about the project holistically, it's important to think about parking.

C: BW: There's another interesting safety issue, when you come out of Fresh Pond Lane onto Brattle. There are cars parked out there, and if there's anything tall like minivans, high enough to block views. You can't see the other cars coming, but you somehow think you're safe coming out. I've almost been in an accident there, and when I went back to look at what happened, I realized it happens when the parking blocks the view of cars turning off of Mount Auburn. I don't know what you can do about it because it's nice parking there.⁵

C; NCC: An SUV ban, now you're talking.

⁴ The speaker here is referring to the three-legged interchange at Fresh Pond Parkway- Greenough Boulevard – Elliot Bridge – and Memorial Drive.

⁵ At this point there was general laughter.

- C: PS: There are designs that can make sure cars don't park so close to the intersection, such sidewalk bump-outs. That also decreases the pedestrian crossing.
- C: NC: Right in that same corner, because we don't have permit parking in the Larches neighborhood, I think a lot of commuters come and park in the spots on the right on Larchwood, so when you're turning from Brattle, the intersection can be very narrow. Parking close to that intersection makes coming in and out of Fresh Pond Lane dangerous.
- C: PS: This is something I wanted to bring back, the street score correlates well with curb use. People feel less comfortable when there's not a physical barrier. I'm not saying let's add parking, there are other ways to accomplish that.
- C: NCC: I just want to note for everyone that's trying to take pictures. DCR is going to launch a project website for this, and we will be sending that out to all of you via email. Presentations and meeting minutes developed to support the public involvement process will be on the website. So you're welcome to take pictures, but don't feel as though you've got to jump to get the photo.
- C: PS: Next thing, I want to introduce the Bike Level of Comfort. Cambridge did an analysis of bicycle level of comfort, sometimes called bicycle level of traffic stress or bicycle level of stress. It's related to the idea that there are lots of people who are interested in biking or would like to bike, but concerned about safety. That's maybe 60% of people. This was an idea that came from Richard Gellar, who was a planner in Portland, Oregon, where we all know they like cycling. There was a researcher who backed this up through a public opinion survey, and it's actually 56% people, more accurately, for Portland. I imagine that Cambridge isn't too different. There are always some people who will never bike, and there are some people who bike no matter what. There are some people you can convince to bike in sketchy conditions. So that's related to this, and Bicycle Level of Comfort 1 and 2 speak to that. You can see that in the neighborhoods, pretty much anyone would feel comfortable biking through Larchwood, maybe not at rush hour, but most times. You can see that a lot of our arterials are not marked. There are actually Bike Levels of Comfort 3, 4, and 5, 5 being state highways, and 3 and 4 being other areas where people would bicycle if they're brave. So this is a good tool to think about when planning the area.
- C: Elizabeth Bierer – I just want to point out, this map clearly shows how it's impossible to get around without going on the most traffic-heavy streets. You can't get anywhere. If you're on a grid, you can avoid it, but if you're cycling in Cambridge and want to go anywhere, you have to.
- C: PS: I just want to point out that some of this will change; the Greenway would come here and would of course be Bicycle Level of Comfort 1. Then there's a bike lane coming here, and that might change the situation, but we can think about changing some other things.
- C: BD: Mount Auburn in front of the Hospital now has bike lanes.

Q: PS: Since the bicycle plan came out? Okay, we'll look at that. We actually did a little bit of Watertown analysis.

This is the traffic. I left it for last, because I had a feeling you all would be more interested in bicycle and pedestrian safety. But these are the traffic queues. The dots, they will be more visible on the boards, are where the cars are stopped, and then the queue comes tails back from there. So you see the AM peak traffic queue on Mount Auburn is the main one we're concerned about; it goes all the way out to Belmont Street, just as we heard, so you guys are absolutely correct. We can also see in the AM, on Fresh Pond there's a bit of capacity left on Fresh Pond Parkway, but not in PM. Down at the three-legged intersection, the flow is pretty nice. Of course, we haven't yet come out with the full traffic analysis. We're looking at turning movement counts. A lot of times when you're thinking about reconfiguring streets, the crux is intersection, and how many people are turning, and all those details. But we gave you Average Daily Traffic (ADT) on these streets; that's the number of cars that go through it over the entire day, averaged.

Q: AS: What about peak hour?

A: PS: Yes, that's going to be in the traffic counts. We're going to get very detailed. We've done counts at all intersections, even outside the study area over at Aberdeen and Huron, just to make sure we can find out how to make this all work together.

Q: BW: Can you get any data from cell phone providers, or Waze, or any of those?

A: PS: Waze is tricky, Boston has an agreement, so we can look into anything we can access around here, but it's between municipalities and the company. Cell phone activity is interesting, and I've seen a lot of that going on. I've seen that used for measuring pedestrian activity, where people are hanging out. But there are probably other ways to look at it. Are there any other questions on this?

Q: BW: One question, they did the big project with Fresh Pond Parkway, which did do a road diet, and slowed it down. Do you end up with excessive speeds? Along our neighborhood, cars go really fast, but that probably doesn't affect the flow of traffic in terms of capacity, but they're going fast.

A: PS: Design is a big factor for how fast people go. When you have something like this, it's challenging, because you have a lot of traffic calming elements already, and it's over capacity, as we see the traffic queues going up here. Up on the northern section of Fresh Pond Parkway, things may not change that much, but down closer to the river, where queues aren't that bad, there may be opportunities to think of ways to slow traffic. Psychologically, that may change what's going on up further north.

Q: BW: Can you put a light way out further, to slow the traffic further away from the light, like they do on highways to meter it out? Right in the middle of Fresh Pond Parkway, there's no reason for them to be going so fast, and bad accidents happen there.

C: AS: I'll confirm that.

C: PS: If the traffic light is green it won't slow traffic. But that is definitely something to check out.

C: JG: I'm from BB&N, and we are down in that bottom corner. The one area that's the toughest is a U-turn lane that is allowed to access the school parking lot, right across from the gym entrance. That area only fits maybe three small cars, less if they're larger cars, and if you're behind them, you're waiting in the main traffic. Parents have to U-turn, cross three lanes with an unprotected light for the gym parking lot. I've seen accidents there, that's a tough little area.

Q: PS: That's during school pickup?

A: JD: And later.

A: JG: Both ends of the school day. There are certain days where parents are trying to access the gym, or are turning to access school driveways. That's heavily on afternoon. You're trying to make an unprotected turn across three lanes of traffic.

C: JD: I was just going to add as a former BB&N parent, afternoon stretches for about three hours. Because they get out at three, but if they have a late practice, you could be making that turn countless times, as I did, at six.

C: JG: It's staged, and the middle school uses the upper school facilities, and the middle school gets out earlier than the upper school.

C: JD: It's hours of misery.

C: JB: I'm also a BB&N parent, and live on Coolidge Hill. My car was hit coming down Fresh Pond by someone trying to make that turn, it's just a game of chicken, and there are bad sight lines. It's very dangerous.

C: JL: One way of solving some of these problems, with excessive speeding and turning impatience, things like that. Engineering is not always the best solution. The old-fashioned solution is enforcement, to selectively enforce the laws in the most problematic area. Sometimes the mistake of over-regulating traffic is made, that increases frustration factor. Sometimes you see traffic calming, where people go over raised table intersection, but then they accelerate to the next one, because they had to stop. Sometimes traffic calming efforts work to opposite. Like for instance on Mount Auburn Street, just

before Darwin's, there's a pedestrian island, right near a bus stop. When the buses are in the stop, traffic stops, because no one can get past the bus, whereas, before the pedestrian island, there was some leeway to get through the intersection. When you increase the frustration factor, you increase bad driving behavior. If you over-regulate, or regulate inefficiently, you promote that behavior.

C: NNG: I want to expand on enforcement. The state police refuse to enforce there. They will come when there's an accident. We see heavy trucks, buses. There's a corrupt permitting process in place to use Fresh Pond Parkway. It's profit-driven. You can buy a permit to drive a heavy vehicle down Fresh Pond Parkway, they don't vet the applications. State police are reluctant to enforce.

C: NNG: Can I just add one more thing on Fresh Pond Parkway? People come from Route 2, which is a highway, and they're going to Memorial Drive, or Soldiers Field Road, or Storrow Drive, which feels more like a highway. They don't recognize that they're going through a residential neighborhood. It could be some design that signals that this is not a highway.

C: PS: There's a good deal of research about territories, people recognizing context, and that affecting the speeds at which they go. That's definitely something we want to look at. There are a couple things that we didn't get to, but we'll have at the public meeting: bus delay visualization, that I talked about earlier. We're trying to find a really good way to illustrate that for you guys. We're also going to get a more detailed crash map, to look at not just the crash clusters, but the individual crashes that are happening in the area. Any other questions or comments? This is the end of our presentation.

I definitely want to make sure you guys all come to the public meeting, so that you can help be eyes and ears, listen to what people are saying, and ring that back to the stakeholder group. Our next stakeholder group meeting will probably be in late June or early July, and then we'll be using most of the meeting for discussing the shared goals that we are collecting from neighborhoods and trying to formulate into a concise set.

Q: AS: Will we get a list of the stakeholder group?

A: PS: Yes, there's a board out front.

A: NCC: You and I spoke about this, I believe. Two things will happen. The board is over there, you're welcome to peruse it. When the website is launched, there will be also be a list of the Stakeholder Group online.

C: PS: There was also a comment I got about being able to contact each other, emails, and phone numbers. Is there anyone on the group that would be opposed to getting your email out to the rest of the group?

C: NCC: Typically the policy is that we don't give out private contact information, if people have given them to DCR. But if people want to give them out amongst yourselves; go right ahead.

C: NNG: It's actually in the public record.

C: WB: More than that, if you exchange emails among the group, that's a violation of open meeting law. You can't have a serial communication of emails. You can't deliberate by email. You can note things, but you can't deliberate.

Q: JD: Is it possible as part of this website, the ability to post comments that are publically available, so that it's akin to a blog, with comment threads on a particular topic?

A: NCC: This⁶ will help you with some of that. We'll have to talk to DCR about that, because DCR has a commenting system they use on their website. In terms of whether they have server capacity and the IT capacity to do that, I don't know, I'll have to check with them.

Q: JD: But you're creating a wikimap. Oh.

C: NCC: This is live.

Q: JH: I just wanted to mention one thing. This is a scheduling question for everyone. The Watertown Cambridge Greenway project, which has been mentioned a few times here, has tentatively set June 2nd as the date of the next public meeting to present the 75% design, actually in this space. This meeting is set for June 1st. So the question is whether people in this room, obviously you want to be at this meeting, but you may want to be a part of both. Are people opposed to coming out two nights in a row? Should we look at rescheduling one or the other meeting? I know there has been some concern expressed that it's a lot to ask people to come out two nights in a row. On the other hand, it's nice to see both projects moving forward.

C: AK: There's a neighborhood meeting June 1st for the Arsenal Project.

C: PS: Okay. I would assume you have a conflict with that. Are there other folks in the room that have a conflict?

C: JD: Selfishly I'm going to be out of town at my daughter's college graduation on June 1st, so I won't be able to come.

C: PS: A lot of the information you just saw will be reiterated at the public meeting. The only new thing we'll have that you'll be able to see will be the bus delay visualization and the crash map. So, really, this meeting is to gather the rest of the community and get their input. If a few people can't make it from this Stakeholder Group, that's okay in terms of the goal of that meeting, because we will all

⁶ The speaker is referring to the wikimapping website.

convene again and talk about the input that we got at that, at the second Stakeholder Group meeting.

Q: JH: Do people have other reactions?

A: TW: Logistically, just by chance, you picked the one date that actually works for us, because it's a busy time for us and BB&N, all kinds of events. We haven't settled on a room yet, but it will either be the Gym or Assembly Hall.⁷

Q: JH: Is there not a great deal of concern among people about coming both the 1st and the 2nd? It sounds like the 1st may not be as critical for those of us here tonight? The meeting on 2nd still sound ok?

C: PS: We do really want you to come to this meeting on the 1st.. So that's it, definitely connect with each other, especially if you're a member of the public here tonight, connect with a member of the Stakeholder Group.

C: NCC: Have a nice night everyone!

Next Steps

The first public meeting is scheduled for June 1st, 6 - 8pm at the Shady Hill School Gym, located at 56 Coolidge Avenue, Cambridge. Members of the Stakeholder Group are encouraged to attend and encourage their friends, coworkers, and neighbors to also attend. In the meantime, the wikimap is live and available at <http://wikimapping.com/wikimap/mtauburn.html>. The next Stakeholder Group meeting will be held in late June or early July and will focus on the shared values and priorities that will be derived from this discussion.

⁷ At a later date the public meeting was confirmed to be held in the Shady Hill School Gym, located at 56 Coolidge Avenue in Cambridge.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Aboomardo	Jinane	Cambridge Resident
Joe	Barr	Stakeholder Group Member
Joanne	Bauer	Stakeholder Group Member
Karen	Biemann	Shady Hill Parent
Elizabeth	Bierer	Stakeholder Group Member
Wade	Blackman	Stakeholder Group Member
Maggie	Booz	Resident & Business Owner
Everett	Briggs	Coolidge Hill Resident
Hannah	Brockhaus	Howard Stein Hudson
Doug	Brown	Stakeholder Group Member
Will	Brownsberger	Stakeholder Group Member
Nina	Coslov	Stakeholder Group Member
Munther	Dahleh	Cambridge Resident
Bill	Deignan	Stakeholder Group Member
Jan	Devereux	Stakeholder Group Member
Suzanne	Dworsky	Cambridge Plant & Garden Club
Xander	Dyer	Stakeholder Group Member
Lora	Farkas	Coolidge Hill Resident
Anne	Feisinger	DCR
Jill	Forney	Stakeholder Group Member
Amadier	Franziska	Riverbend Park
Sharon	French	Coolidge Hill Resident
Arcady	Goldmints-Orlov	Stakeholder Group Member
Janice	Gould	Stakeholder Group Member
Phil	Groth	Stakeholder Group Member
Bree	Harvey	Stakeholder Group Member
Jonathan	Hecht	Stakeholder Group Member
Patricia	Jehlen	Stakeholder Group Member
Ken	Kirwin	DCR
Angeline	Kounelis	Stakeholder Group Member
Annette	LaMond	Cambridge Plant & Garden Club
Wendy	Landman	Walk Boston

Joe	Levendusky	Stakeholder Group Member
Rob	Lowell	DCR
Steve	Magoon	Stakeholder Group Member
Melissa	McGaughey	Stakeholder Group Member
Mollie	Miller	Coolidge Hill Resident
Bridget	O'Brien	Larchwood Resident
Steve	Owens	Watertown Resident
Kelsey	Perkins	Stakeholder Group Member
Mark	Peterson	Stakeholder Group Member
Katherine	Rafferty	Stakeholder Group Member
Ron	Reppucci	Stakeholder Group Member
Ann	Roosevelt	Stakeholder Group Member
Jessica	Scanlon	Cambridge Resident
Patricia	Sekler	People for Riverbend Park Trust
Martha	Stearns	Stakeholder Group Member
William	Stone	Stakeholder Group Member
Arthur	Strang	Stakeholder Group Member
Kristen	Wanwright	Coolidge Hill Resident
Bill	Warner	Stakeholder Group Member
Tim	Whyte	Stakeholder Group Member
Russ	Windman	Cambridge Resident
Peter	Wright	Cambridge Resident

Appendix 2: Stakeholder Group Members

First Name	Last Name	Affiliation
Joe	Barr	City of Cambridge
Joanne	Bauer	Coolidge Hill
Stacey	Beuttell	Walk Boston
Wade	Blackman	Office of Congresswoman Clark
Doug	Brown	Watertown Greenway Project, Fresh Pond Residents Alliance
William	Brownsberger	State Senator for Area
Jane	Carroll	Mount Auburn Cemetery
Nina	Coslov	Larchwood
Sheila	Fay	Watertown Bike & Ped Committee
Bill	Deignan	City of Cambridge
Jan	Devereux	Cambridge City Council
Aaron	Dushku	Watertown Town Council
Xander	Dyer	Coolidge Hill
Jill	Forney	Coolidge Hill
Arcady	Goldmints-Orlov	Transit Matters
Janice	Gould	BB&N Parents Committee
Phil	Groth	MBTA
Matthew	Hartman	Office of Senator Jehlen
Jonathan	Hecht	Representative
Patricia	Jehlen	Senator
Angeline	Kounelis	Watertown Town Council
Joe	Levendusky	Watertown Public Transit Task Force
Melissa	McGaughey	Larchwood
Maureen	Nunez	Shady Hill School
Kelsey	Perkins	Office of Congresswoman Clark
Mark	Peterson	Watertown Public Transit Task Force
Helene	Quinn	The Cambridge Homes
Katherine	Rafferty	Mount Auburn Hospital
Megan	Ramey	Livable Streets Alliance, Cambridge Bicycle Committee

Ron	Reppucci	Tufts Health Plan
Gabriella	Romanow	Charles River Conservancy
Ann	Roosevelt	Larchwood
Amory Rowe	Salem	Shady Hill Parent's Council
Gideon	Schreiber	Town of Watertown
Matt	Shuman	Town of Watertown
Martha	Stearns	Cambridge Plant & Garden Club
William	Stone	The Cambridge Homes
Arthur	Strang	Cambridge Transit Committee
Bill	Warner	Larchwood
Tim	Whyte	Shady Hill School

Appendix 3: Received Comments

From: John Gates
Sent: Thursday, May 12, 2016 12:33 PM
To: McLean, MaryCatherine (DCR)
Subject: Mt Auburn Corridor study

Hi Mary Catherine:

I tried to submit the following longer comment/ idea/ vision through the interactive map but it didn't work for me... perhaps it was too long. Here is my thought, with a little background to start from:

I live on Coolidge Hill directly across from Shady Hill School. I used to live at 6 Coolidge Hill Road. I have lived in this neighborhood since 1998.

I think the Mt Auburn Corridor through Cambridge and Harvard Square in general works really well. The one place that has needed serious attention for years - as you obviously already know - is the intersection with Fresh Pond Parkway. It's a dangerous intersection for people who cross on foot or on bikes, let alone handicapped crossers. I also know it's a difficult intersection for cars. I don't know what to do to help the flow of motorized traffic; that's a question for the traffic engineers.

I also know the pedestrian crossing at that intersection is a knotty problem that defies obvious fixes (or those decisions would have made years ago).

Nevertheless, I did have an idea about how to get pedestrians across the intersection via a bridge (an idea that has probably been considered previously). I know in order to be handicapped accessible you need room for a ramp on either side of a bridge span. I think the only place that could work in this case is if you cross FPP with a pedestrian bridge from the North West side of the intersection over to the North East side - ramping through Lowell Park on either side. Because there is already a short steep slope up as FPP exits the intersection heading nw, both ramps could start up at the top of the hill in Lowell Park and lead to a bridge span over the bottom of the hill, at the edge of the intersection. The bridge and ramps could be done well - artistic and architectural flair - and everyone would be happy.

Let me know if you have any questions about that idea.

I would also be curious to know if the idea had in fact been considered before and, if it had, why it was not pursued.

Many thanks,
John

John Gates, CEO and co-founder

From: **Doug Brown**

Date: Sat, May 14, 2016 at 10:29 PM -0700

Subject: A Quick Heads Up..

To: Steven Miller

Cc: Pete Stidman; Doug Brown

Steve,

I just wanted to take a quick minute to follow up regarding the "TDG Review of 2016 DCR Repaving List.pdf" document that was recently posted online. Though I know it's not really a cycling issue, as this section of roadway contains no bike lanes, nevertheless I am particularly concerned about the Northbound lane markings on Fresh Pond Parkway between Mt Auburn Street and the Eliot Bridge. Here's a picture of the problem area from Google Maps:



Note the funny arrows in the middle of the picture? After crossing the Eliot Bridge, the two lanes of outbound traffic become 5 lanes, with 2 lanes heading North to Alewife and 3 lanes going West to Arsenal. Unfortunately, the lane markings are so badly done this is an exceedingly hazardous spot to drive through. Based on the current markings, drivers in the left lane assume they can go right, and drivers in the right lane assume they can go left. The result is that cars frequently are directly in conflict with each other, all because of the way the arrows are painted on the ground.

I would love it if DCR could properly mark this section to eliminate the current conflicts. To that end, I've copied Pete Stidman on this email. As part of the Mt Auburn Street Corridor study group, HSH (Pete's firm) is soliciting feedback on existing problems in the area. Pete: feel free to add this to your list, and Steve: do you mind bringing this up at the next meeting of the [Urban Parkway & Path Advisory Committee Leadership Group](#)? Thanks,

Doug Brown

[Friends of the Greenway & Mt Auburn Street Corridor Study Group](#)