
To:	Ken Kirwin Project Manager	Date:	July 19, 2016
From:	Hannah Brockhaus Howard Stein Hudson	HSH Project No.:	2015136.0
Subject:	DCR Mount Auburn Street Corridor Study Stakeholder Group Meeting 2 Meeting Notes of June 23, 2016		

Overview

On June 23rd, members of the Department of Conservation and Recreation (DCR) Mount Auburn Street Corridor Study project team and DCR staff associated with the job held its second 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 transit users, cyclists, and pedestrians, 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 wikimap findings were presented, final amendments were made to the Shared Goals and Shared Values before they were agreed upon, and Pete Stidman gave an overview of transit priority and road diet concepts. The language of the Shared Goals was expanded to include four changes noted by the community: connectivity, clarity, calm traffic, and the need for enforcement in the corridor. During the conversation about transit priority and road diets, members of the public were interested in exploring all options to reduce speeding and crashes along Fresh Pond Parkway, including reducing roadway cross-section, as well as visual cues and enforcement of existing laws. With the addition of the acknowledgment of enforcement concerns in the Shared Goals, the project team will bring local police to a future meeting to work collaboratively to solve some of the challenges associated with enforcement along the corridor.

Agenda

I. Welcome

- II. Discussion of Wikimap Findings
- III. Discussion of Shared Goals and Shared Values
- IV. Discussion of Tools for Improvement
- V. Next Steps

Detailed Meeting Minutes¹

C: Rob Lowell (RL): I'd like to thank everyone for coming out this evening. I was not able to make the last meeting, but my name is Rob Lowell, with DCR. With me is Ken Kirwin, traffic engineer, Pete Stidman and Nate from Howard Stein Hudson. The Lieutenant Governor is Karyn Polito, our Energy and Environmental Secretary is Matthew Beaton, and the Department of Conservation and Recreation Commissioner is Leo Roy. We like to start off our meetings with the mission statement of DCR: "*to protect, promote and enhance our common wealth of natural, cultural and recreational resources for the well-being of all.*" I'd also like to take a quick second to recognize elected officials here this evening: Angie Kounelis is here from Watertown, we have Jan Devereux of Cambridge, and someone from Senator Brownsberger's office is here as well. Pete?

C: Pete Stidman (PS): I want to start by emphasizing DCR's mission.

C: No Name Given (NNG): Speak loud please.

A: Nathaniel Cabral-Curtis (NCC): I'm going to ask about turning the air off.

C: PS: I want to emphasize DCR's mission to create, look after our parks, our parkways, greenways, and neighborhoods. I hope that you feel like the DCR team is trying to bring something good to the neighborhood. So let's get into this conversation and see how far we can get.

In terms of schedule, right now we're in June, so we've done a lot of the existing conditions work – we've done traffic counts, we've worked with you, as you saw at the public meeting, and at the first stakeholder meeting about conditions for pedestrians, bicycles, and all different modes of transit as well. So now we're past that at the first stakeholder meeting, we had put here at the first week of July, so we're actually early. Right now our team back at the office is looking into the feasibility of different options, and potentially making room for transit priority, and fixing the problems we see out there.

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

C: NNG: Could you speak up a little bit more?

A: PS: Okay. Tonight we're going to talk about the shared goals. At the last public meeting, and at the stakeholder meeting, and through the wikimap, we collected a lot of information from you guys. We've tried to crystalize all that, and consolidate it into some goals. Then if we can come to an agreement about what those goals will be, we'll talk about what does transit priority look like, some general examples of what's been done and what the options are. There are a lot more options. They don't have to take up as much space. I just want to preview that discussion. We'll talk about what a road diet is as well. What kinds of road diets are being done around the country, even in Massachusetts. What they look at. In the future we'll look at more specifics: at Fresh Pond and Mount Auburn. But we want to start discussing this early on so that we can see what else is possible. Then we'll tee off next steps, next meetings in the process. So I'm going to have Nate come up and talk a little bit about the wikimap results, which I think is pretty impressive.

Discussion of the Wikimap

C: NCC: Thank you everybody. I will tell all of you that my assistant, Hannah, is around the corner figuring out the air conditioner. It may get warm, but we will be heard. This is a screen capture from the wikimap. The wikimap is closed at this time; we got a lot of great input from it. You'll notice all of the green dots are bicycles, all purple dots are transit issues, the yellow dots are driving issues, the blue dots are ADA issues, and the pedestrian dots are orange. What's nice about this is that we wanted to test the experience we had from our site walk and what we heard from you. Everything lines up, and we are pleased. So thank you all for participating.

This is to give you a sense of the results by the numbers. Over 120 individual pins were dropped on the map.

Q: NNG: Can you use the mic?

A: NCC: Sure. There were 175 detailed comments submitted, 55 participants, and what this map shows is zip code. This dark green one here is 02138, the zip code of the part of Cambridge through which the Parkway passes. That's where most of the comments came from which should come as no surprise to any of you, however we did also have comments from Watertown, Arlington, Somerville, and as far away as Jamaica Plain where I'm from.

I do just want to take a moment and tell everyone about the lighting situation. There are two settings for the lights: this and full on so as it gets darker you might want them back. This is another numerical breakdown of how the comments fell. The ADA comments were about 5%, 37% bicyclists, rather impressive, 22% driver issues, 25% pedestrian, and then 11% transit comments.

Not really a big surprise, but we saw most comments dropped around two major intersections: Fresh Pond Parkway and Mount Auburn, and here at Mount Auburn at Brattle. The interesting thing about Mount Auburn at Brattle is that a lot of our cyclist friends want to avoid the intersection of Mount Auburn at Fresh Pond Parkway on their way into Harvard Square, so they instead they try to take this left onto brattle which is very uncomfortable. That's something you've indicated at which we need to take a look.

Then, we're getting a little more into the detail here. I'm not going to drag you through too much more of this but I just want to give you a flavor of it. If you take a look at these three, these are other clusters. Fresh Pond Parkway at Larch Road has a cluster of driving issues, related to – again, not a surprise, turning conflicts. We had people submitting thoughts for specific signal timing adjustments. And then also traffic calming measures to reduce speeding were suggested, as well as reducing the number of lanes. Points south of the intersection of Mount Auburn and Brattle had a strong showing from all modes. There was a desire for separated bike lane, reduced turning conflicts, better transit accommodations, safer crossings for pedestrians, and a reduction in speed for vehicles, all clustered there.

Then if you get down a little closer to BB&N, down towards Gerry's Landing Road, comments were focused mainly on non-motorized issues, related to difficulties crossing the roadways and getting to the riverside parks. These are some quotes. One of the features of the wikimap was that people were allowed to vote up quotes. These are some that we found to be representative of comments in these general areas. I'll let those dwell for a moment so you can read them, but again, from the cycling perspective, that was a representative comment, of many; from the bus perspective that was another representative comment; same for auto and same for pedestrian mode. This is our most liked comment. Again, about this turn going onto Brattle. Of all the things people looked at and read on the map, this one resonated with people. So we will definitely have to spend some time at that intersection. So again I want to thank you. This was confirmatory for us. It pinned down what we expected, so thank you all for doing it. I will now hand the microphone off to Pete.

Discussion of the Shared Goals and Values

- C: PS: Thanks Nate. Nate dealt with specifics, and as you can imagine, getting all of this information into a group of goals that fits into one page is a bit of a challenge. I want to start off by talking about values versus goals. It's a nuance really, but I found it useful to think about this difference. Values are traits and qualities that are considered worthwhile. They represent our highest priorities and deeply held driving forces. So they are guiding or work. Whereas goals are things we'd like to achieve out of this planning process. Does that make sense?²

² There was general agreement across the crowd.

We released the original shared goals that we compiled from the wikimap and your comments, so this is them. Is everyone familiar with these, have you all seen these?³ Great. We started to get feedback on it, and we immediately made a bunch of changes. For one, I believe this came from Jan Devereux, from some residents. We wanted to prioritize reducing crashes and the severity of crashes as one a top priority. Another person pretty recently mentioned that we should be measuring people not cars. That's a good way to prioritize transit, which is another thing that people mentioned, just by recognizing that many more people ride buses.

We originally had included "improve transit speed" but that triggered a reaction. We don't want speed priority, that's very clear. So we changed it to improve transit *delays*. And we also added noise into the section for pedestrians and we also made that section for residents as well. When we originally wrote it we thought that "pedestrians" incorporates the residents but we wanted to make that clear. But of course even if you drive, you walk to your car. So hopefully that captures that.

Everyone seemed to be comfortable with improve safety, access, parking, and comfort for bicycles. For cut through traffic we started with Larchwood, and we added Huron Village and Coolidge Hill neighborhoods. We got some details about what the cut through streets are for those neighborhoods. The actual character of those streets and construction of those streets is outside of our scope but that doesn't mean we can't talk about it, because it's related to Fresh Pond Parkway and the traffic that comes through. Anything that cuts through Fresh Pond Parkway is going to affect that, and the city of Cambridge is working with us on this project they'll be a partner in figuring this out.

Also we want to maintain mobility for motor vehicles; we heard this at the public meeting. A few people were concerned about road diets and the thought of "is this going to make it so I can't get through the neighborhood anymore." We also want to offer short term and long term solutions. Some of these problems we can take care of in ways that are low cost and we can deal with within the DCR budget that already exists. We also want to think about long term: if there are larger scale projects to fix a lot of these problems. We changed the language on the last one. Instead of acknowledge the needs of these partners in the neighborhood; we want to acknowledge the special uses. We are trying to address the fact that some of the problems, like: Mount Auburn Cemetery has funeral processions that sometimes get cut off with traffic; or: BB&N and Shady Hill have big school drop off issues that have impacts on Mount Auburn and on Fresh Pond Parkway. That's what that is about.

Just to give you a flavor of the bigger list that we have. What we are showing you here are broader goals that it is easier to get agreement on. What we think about reducing crashes and severity of crashes, we're talking about the Brattle problem with bikes, and the organization of Fresh Pond Parkway and Mount Auburn, and the details including the left green arrow not working properly at Aberdeen. We have those listed as well. We're not forgetting that when we consolidated things.

We also want to introduce some shared values because people brought up the need to think about equity as we're doing this. That's something broader that will apply to everything we do. We want to

make sure that when we talk about BB&N pick up and drop offs, we are also thinking about the other people driving and walking through there. Also we had a good comment about flexibility. This relates in one way to the signal cycles. We want to design things that are responsive to peak and off peak traffic. We don't want to design to peak traffic because sometimes if you do that people speeding off peak when everything's clear. We want to make sure to think about all times, but also the special needs that we mentioned before.

Also there are some things in our original goals that would seem to conflict and some people picked up on this. If we were to slow down traffic on Fresh Pond Parkway, we might make incentivize more people to cut through, or if we were to change the signals at intersections that would affect the cut through traffic. If we eliminate all the cut through traffic, what does that do to Fresh Pond Parkway? We need to strike a balance and be conscious.

There were a couple comments that I want to talk a little further about, and hash out with you guys. I have a further revision of these goals but these two things came up and I want to address them. One of the comments was "acknowledging/attending to upstream sources of vehicle traffic in the design – including highlighting (if not encouraging) alternate routes at more distant points." This came up in an email and at the public meeting. There's a group that wants to create diversions up stream to get people to use Massachusetts Avenue rather than using this corridor. We also have a comment that was "reduce emissions for the planet and in our neighborhoods". I agree with that, how it sounds, but there are some nuances when you get into traffic engineering with that comment, so I want to talk a bit about that.

This is out project area and scope. This is related to the first comment. While for the community, you want to think on a regional level, and we do too - we want to understand what's going on in the region. But this project can't affect changes to the intersections that are well outside of this scope. We need to focus on the task at hand, come up with the best product that we can, and then certainly I encourage you all to stay engaged on every other front. But I think that is going to be the most useful way to spend our time on this project. Not that we can't talk about it, other than marking it in our notes that this is a desire of the neighborhood, it's not likely to be able to effect any change in this project.

Now to the other one: "reduce emissions for the planet and our neighborhoods" is a bit complicated. So let's parse it out a little bit. In my mind as a transportation planner, increase traffic flow is a way to reduce emissions in the short term, because you have less idling in your neighborhood. Or, if you want to think about the planet, you might want to maintain or decrease traffic flow because one of the things about traffic is this: when people drive they have a time cost and a natural (money) cost. The two things that will make them choose another mode or choose another route are those two things: time and money. If there's a toll road, someone might go around; if it takes a longer time they'll try to find another way. Conversely, if you increase traffic flow by making the intersection work much quicker, you might encourage more people to come this way. According to some of your other goals, that is in conflict with your ideas.

I'm going to take a little trip into nerd land here. I'm going to explain some of the stuff that is talked about in traffic engineering circles. The Federal Highway Administration and a lot of other transportation organizations have looked into this as much as possible. They will keep looking into this for many decades to come.

The key sentence here is that the relationship between congestion and vehicle emissions is complex. The amount of emissions from vehicles under congested conditions depends on the distribution of vehicle operating speeds and accelerations and the relationship is non-linear. For all pollutants it appears that emissions levels are highest at very low speeds, are moderate at a mid-speed range and rise again at high speeds. These patterns suggest that projects that are designed to relieve highly congested stop and start traffic will reduce emissions at least in the short term. That's a very key last qualifier. There's something called induced, or latent demand. After supply increases, more of a good is consumed. Again, the time cost, the money cost: this is how people make decisions about where they're driving. Across the country, different states and cities are dealing with this in different ways. California DOT, according to this article, is admitting that more roads mean more traffic. That is an ongoing discussion in traffic circles. Certainly we hear about a lot of traffic engineers that are building more capacity still. It is a discussion.

Q: Elizabeth Westling (EW): If you go back to the previous screen, I'm a little confused given what you say here. You have used the words efficiency, speed, traffic ability to speed and get through as quickly as possible. All the pictures you show – this I think is Fresh Pond Parkway almost, but - the other one in California shows a highway situation. It's one thing to be in a residential neighborhood where you have multiple egress and exits, and a highway situation. I understand that you're coming from the point of view of the car, and keeping traffic moving and that means fewer emissions. I grew up in California; I know exactly what you're talking about. However, doesn't it depend a lot on the context that you put all the vehicles in? If you're in a residential neighborhood, I think you have to not use speed as one of the criteria because there are speed limits. They are real and they're not enforced and they're very important. I don't see that as embedded in this conversation.

A: PS: There are two parts: there are speed limits and then there's designing for speed. These concepts are universal to road types. It's not just highways. If you build another lane on the highway it will get congested again. How many people have been stuck on the big dig? That was supposed to solve all the problems, right? But on Fresh Pond Parkway, you can imagine if we added a lane on either side it would be free flowing, just like it is down by the river, and more people would choose that route.

Q: EW: I'm unclear on your point, I'm sorry.

A: PS: Let me skip ahead and maybe it will get clearer for you. My point with this is to say that it's really difficult to look at long term impact. When you create a more efficient intersection, and get more people through, you have a short term effect of reducing the amount of idling going on. Sometimes people do

air quality projects that are focused on that. But it's very difficult to discern long term impacts – 10, 15, 20 years down the road, and that's where you see the effect of more people choosing that route.

C: Ann Roosevelt (AR): I just wanted to comment on that, because it seems to me that while that is somewhat a principle in a twenty year range, actually what we have here is based on the actual factors that we have on the road, which is that Arlington doesn't have a mass transit station. So no matter what you do, you are not going to get that traffic off the route. There's a similar thing happening on Route 2, we don't have a mass transit option: we have development at Alewife which is going to cause a problem and that's not going to be able to be fixed by some means. That's going to mean traffic. Unless they take the T. It seems to me that while the principle in general might be true, in this case there are actually many other factors that will cover why people will choose this route rather than take an alternative.

A: PS: Absolutely. Let me just address that really quickly. You're actually jumping ahead to where I'm going with this. If you want to reduce congestion, one strategy can be to provide another way, to provide transit. Whereas we don't have a lot of options on Fresh Pond Parkway, we do have some on Mount Auburn. That's part of this project, that's where I'm going. How about if I continue a couple of slides ahead and then take questions?

C: Arthur Strang (AS): My comment is related to this. In fact, I wrote that little piece you put up. In any event, I feel for you because this problem began in 1950, and only now we're addressing. Number two, the likelihood of the increase in commuters between now, ten years from now and twenty years from now is somewhere between 10% and 30% in Cambridge and Watertown, so don't think that if we solve this problem today it's gone. Third, I agree we have a project area, so we have to deal with that area, but the fact is the two buses here are married by thirteen other buses across the Fresh Pond Parkway and Alewife Brook Parkway, and most of them include the Alewife T. Even today, at noon when I rode up the bike trail, there was a bus stuck in traffic because trying to get to the Alewife T, because there's no bus lane. It's incredible to me. So Mount Auburn Street is one bus lane, and we ought to have at least two at the Alewife T, and then the people in Arlington might be able to use transit. The head of transportation engineering at the Metropolitan Area Planning Council (MAPC) started bringing his child from Arlington to daycare, and he gave up. He couldn't get there on the bus. We have this small area that we're dealing with, but it reflects on all these other areas which will also MassDOT and DCR and Arlington, Belmont, Cambridge coordination.

C: PS: If we're thinking regionally, I know that the City of Cambridge has expressed some interest in transit priority, and that sets an example that can be modeled in other places. It's difficult to actually measure this in projects but they have done some work to simulate it with some of the tools that we use. VISSIM is a micro simulation model of traffic, and you can calculate emissions based off of that. But at the bottom you can see 'results indicate that in most cases long run emissions reductions are unlikely to be achieved under the two scenarios evaluated.' You can probably tell I'm going somewhere with this.

These are the most harmful emissions out there. I mentioned this because I'm about to show you stuff about CMAQ funding, which is targeted federal funding that funds specific projects that are supposed to improve air quality. This is signal timing project improvements, and these are short term measurements, but the improvements do reduce pollutants. This is pedestrian and bike improvements projects, and there's kind of a variety here. There's a marketing program that did very well, its probably physically a large area. This is construction of a transit bicycle depot, and you see some effects with more specific projects as well. Biking is not a huge percentage of the population, at least in the US. Transit, however, has done very well, and there are two. So this is important when we think about how if delays get bad enough some motorists will change their behavior even in the absence of a crisis. However these shifts are rarely adequate to reduce congestion appreciably, without additional incentives. This gets to your comment about needing alternate ways. We have, here on Mount Auburn at least, another way.

This reiterates the point. This talks about a bridge. Vancouver is the only town in North America that doesn't have a highway running through it. Right now they're proposing building a bridge into the city, and the mayor and the towns that it goes through are complaining because they don't want more cars coming through. One other thing that we heard and want to address is the idea about having a tunnel under Fresh Pond Parkway, going under Mount Auburn and coming back out. That would increase the flow, it would mean free flow. You wouldn't have to deal with that intersection anymore, so you could process more cars that would quicker for people - they might even buy a house further away because they can drive fast down Fresh Pond. Also, with the tunnel, we would have to build ventilation shafts, like this one. Not nearly that big, but they would have to be sizable. That's something to think about being next to someone's house.

I just wanted to mention a resource if you want to dig deeper. This is local. It's the Community Assessment of Freeway Exposure and Health. It was done by Tufts - the guy on the top right is Doug Brugge. I think he lives in JP. The guy on the bottom, Wig Zamore, lives in Somerville and you might even be able to talk him into coming to this meeting if you wanted to. He knows a lot about this stuff. There are ways that he proposed to mitigate air quality such as vegetation - the kind of things DCR is really good at. That's another way to approach it.

So you increase direct flow, you increase supply you're thinking about the neighborhood or the short term, and if you maintain or decrease traffic supply, you're thinking about the planet and the long term. So, I'm proposing here that we change goals around a little bit and tuck some of them under the more broad goal of improving air quality and mobility choices. So then under that, measuring people not cars; improving transit delays; improving safety, access, parking and comfort for bicycles; maintaining mobility for motor vehicles; improving safety, attractiveness, noise, and comfort for pedestrians and residents.

Also, we have our shared values. This is the point when we talk about whether this encompasses what we want to do in this project, and if there are any remaining thoughts, and have that conversation. Our goal is to approve these and then as we go forward and start to look at alternatives, it helps the conversation down the road. So if we have three alternatives, we can look at how well they meet these different goals. That's a conversation we'll have with you, but it helps us frame the conversation and build consensus.

- C: Jill Forney (JF): I have two related questions/comments. The first is, when I look at these goals, it seems like many of them could be addressed by a separation of different kinds of traffic. So, you have some people who are actually commuting who are looking to keep going and then you have a different kind of traffic, people who are walking, biking, starting and stopping. The priorities for each of those communities of movers seem inherently opposed in some ways. So I have an overarching question about (it may be limited by the scope of the project or long term or how forward thinking it may be), but is there a possibility of separating commuter traffic - where the priorities are getting people quickly, efficiently, they are not stopping and starting, from where they are going to their places of work. A separate road or mechanism of some kind that starts before Belmont, bypasses all the residential stuff and addresses a lot of these things that are the scope of the project. If you just could take that form of traffic out, I think it would solve a lot of issues. I don't know if that's even worth thinking about in this context. Then, related, an additional goal to take into account - I might add something about connectivity on the one hand between neighborhoods, schools, and the river which is one group of users and priorities, and on the other hand connectivity between commuters and where they're trying to get.
- C: PS: Connectivity for everyone
- C: JF: Yes. I think those are separate entities, separate priorities, separate solutions, but I'm not sure how to bring it all together. If I'm trying to reduce emissions by not having a lot of stopping and starting, it doesn't really help my commuters that are trying to get where they're going quickly and efficiently without stopping and starting
- A: PS: I think certainly connectivity is a great suggestion and something we would put onto shared values. To the question of separation, when you get down into its difficult to accomplish but that doesn't mean we don't think about it. For instance, bicyclists right now prefer Brattle over Mount Auburn, and that may be something we decide to enhance, by making the turn onto Brattle easier, or we could say after the improvements we have room on Mount Auburn so let's not put the turn onto Brattle and see if they'll take another route. That's farther down the line. One of the things about society is you're free to go wherever you want, no matter how you get around. Bicyclists want to be where motorists want to be, and so on.
- C: JF: If I'm a commuter, and I'm trying to get where I'm going without a lot of stopping and starting, if I'm trying to get into Boston, who's going to choose that option, where there are pedestrians and bikes, if you have an option that's a straight shot down.

- A: PS: It's a balance. For instance, Fresh Pond Parkway down by the river is primarily a car facility right now. So there is some separation. Maybe it's not where we want the separation, because we want people to be able to walk down there, but that does come up. Another thing in this conversation is cycle tracks or having physical separations for bicyclists. We already have that for pedestrians - that's sidewalks - and bicyclists want separate cycle tracks. Often when you're talking about bikes, let's use South Boston as an example on Broadway, people say why can't they use Silver Street (the next street over) to get around, why do they have to ride on Broadway? Well, Broadway's where all the shops are. I think it's something that we should talk about, but when you get down to the details its hard to bring that to full fruition. Does that make sense?
- Q: Gabriela Romanow (GR): I'm sorry, I missed the first two meetings, but I'm a little confused about why this is a DCR project and not a DOT project. What are we doing here? We may have beautiful goals and beautiful values, but is there a budget to fix something, do we have something with which we're working, or are we just talking pie in the sky? Is DOT participating? I'm just confused.
- A: PS: The reason why it's a DCR project, Rob step in whenever you'd like, is because Fresh Pond Parkway is a DCR roadway. In terms of construction funding lined up for major projects, there isn't any right now. But, this is how the process starts. It usually does not start with: here's a whole bunch of money, what do you want to spend it on. It starts with: here's a great project we want to do, how do we get the money. Do you know what I mean? This study is the beginning of a design process, and that funding options will become clearer as the projects reach future milestones like 25% design, 75%, 100%.
- A: NCC: The one piece that I might add and I'll let these guys grab me if I'm wrong, is that we have been told to look for short term solutions. Short term solutions are typically things these gentlemen would be able to entertain without needing to say that they need to get a completely different budget item. These are things that we could fix with paint; or, these are things that we could change with signal timing; things that could be done at low cost to provide some quick relief which you all have said is something you want.
- A: KK: MassDOT is a partner and a stakeholder in this project. They don't have a large role but they have been present at some meetings.
- A: RL: They have been involved with the Route 2 interchange at Fresh Pond Parkway. They border on our territories, and they advise on this but this isn't their roadway so that's why they haven't been directly involved.
- C: PS: Apparently and judging by attendance tonight and at the public meeting, you all have an active community. You're part of pushing these projects forward.

- Q: Melinda Ponder (MP): Having read the study about proposals³ for traffic, one of the things you talk about was the “X” of traffic where Fresh Pond Parkway and Mount Auburn meet. I live right where there’s a point at Lowell Park. There was talk about how there’s accidents and road weren’t marked well. Has there been any talk of different paint colors on the road for Mount Auburn and Fresh Pond Parkway, so the lanes properly marked, and people can know where the lanes are, or, is there a radius for a traffic circle, because there are so many points of entry? Is a circle possible there?
- A: PS: Those are definitely good questions and issues we are going to look at when we get further along in the process and are looking at alternatives to see what’s possible. We have, for instance, the right of way plans for DCR. I couldn’t tell you right now but we know where the property ends and begins. Last time Bill Warner brought up that there used to be a circle there a long time ago, but the traffic volumes have certainly changed. I’d say that our traffic engineers are crunching numbers to prepare for that conversation. But up here in the goals, we have “reduce conflicts” and we did get the comment about organizing the lanes.
- C: MP: And to that, on Mount Auburn, there is drag racing on that road since it’s so straight. Once you cross Fresh Pond Parkway by the hospital there’s parking on both sides of the road, there are islands on the road that visually cue you to slow down because you’re in a residential area. On our side there’s nothing.
- A: NCC: That goes to the point of flexibility. One of your neighbors sent us something which is basically that. If you just think get traffic to work for peak hour, then you get drag racing. One of the things that we’re trying to accomplish here is set these values as well as the goals, and one of those is flexibility, to account for, no matter what design we do, life is different between 8am and 10am. That is something that we read from you guys
- Q: PS: There is also something to what you’re saying in terms of the goals. We have not really said “calm traffic.” Do you think that’s that missing?
- A: MP: From 8am to 10am it’s stop and go so no one’s racing anyway, but in the afternoon or at two in the morning, when people are driving down the road, there’s nothing to say there are people here, there are small children. Someone’s mom was struck and killed getting off the 71/72 bus right where we live. People have crashed in front of where we live. Someone drove into someone’s fence and backyard. It’s all well and good to say we want commuters to go back and forth, but I don’t want them racing through our neighborhoods. I don’t want their cars in my backyard. We live here, there has to be something to tell people they are in a neighborhood.
- C: PS: We’ve heard things from people about the crashes on Fresh Pond Parkway as well. I think it makes sense to put “*calm traffic*” in there. So we have *calm traffic* and we have *connectivity*.

³ Here it is assumed the speaker means HSH’s proposal for this project which was made available to the public by DCR.

C: MP: Thank you.

C: Phil Groth (PG): One minor thing. I'm a transit guy. "Improving transit delay" sounds wonky. What about "*reduce transit delay*."

4C: NCC: Okay. *Reduce transit delay*. If it were an improved transit delay, I guess that would be offering snacks while you wait.

C: PS: Okay we have three changes so far. Any others?

C: NNG: I actually live in the same neighborhood as Jill. I think it's more of calm traffic and control it. Where are the police ticketing who are drag racing at 2am. I know you're laughing, but it's true.

C: AS: We're laughing because we agree with you!

C: NNG: At rush hour it's nice and slow but we're right on the end and off peak they're really fast – unbelievably fast – to the point of I don't know why it's acceptable for someone to be driving that speed on that road. But you see cops pulling over cyclists for running a red light, but where are they when people are speeding? They could get a lot of people, I don't understand.

C: PS: This kind of gets back to our scope a little bit. We can talk about that and make sure it's in the notes. As a community we can engage with the police, even on the sidelines of this project. But we're talking about design. You can come up with design solutions that do slow people down. That's what we can accomplish with this. It's getting at the same problem, hopefully.

C: Russ Windman (RW): I'm a resident of Fresh Pond Parkway. Design and enforcement have to go hand in hand. We've had numerous conversation with the city police department and they've told us that it's impossible for them to enforce any laws along that stretch of road because they can't stop.

Q: PS: On Mount Auburn?

A: RW: On Fresh Pond Parkway.

C: PS: Okay. So that's a design issue. Maybe we need to engage with them, in terms of how design could help them enforce.

Q: NCC: Am I right that they have no place to sit? There's literally no place to park a cruiser and there's literally no place to pull people over.

- C: PS: On Fresh Pond Parkway in the north I think there's a couple of spots, but that certainly should be part of the conversation.
- C: NNG: I've requested that they come and police right at the walkway at Mount Auburn and Gerry's Landing. I don't think there's that convenient excuse there as compared to when I've requested it at other locations. So I think this isn't something they want to work on or it's not a priority.
- A: PS: Yeah. It could be.
- C: Jan Devereux (JD): Following on the drag racing stuff. Your first goal is to reduce crashes and severity of crashes. Crashes from my understanding would be from either excessive speed or from turns that are dangerous. Maybe there should be bullets, because you can do things that would be outcomes, in the long term with excessive speed or improving the safety of turns – whether signals or whatever.
- Q: PS: Does calm traffic touch on that or no?
- A: JD: Calm traffic to me means making a road wider, the way that they're traffic calming Huron Village. That might not be compatible with the volume of traffic. It just seems to me like if there are going to be severe crashes, they're usually from someone speeding or making a dangerous turn. Those are improved by road design, enforcement, and visual cues that say you're not in an area that it's appropriate to drag race in.
- C: RL: I just wanted to weigh in from DCR's speed management point of view. We rely on the State Police to be our DCR enforcement officers since we don't have our own police force anymore. It also displays a bit of a challenge on this corridor because you have Cambridge Police on sections of this corridor, and the State Police on the DCR roadways on the corridor. In anticipation of this and in response to some of the comments we've received on email recently about concerns about speeds I have asked the commissioner to bring it this up with our local state troop specifically to address some of the concerns we've raised here tonight. I know they will come back and say we will need to work with DCR to enable some safer pullover areas and such. I think that's all part of the solution here. I did want to just note that I raised this with the DCR commissioner he will address it with the police.
- C: PS: So, engaging with the police on this project. Would that address concerns? Once they're involved in the project, they can hear you.
- C: GR: One of the other things I might add, and it's part of safety, is clarity. We're talking about road painting. Also on the Eliot Bridge where people turn to get on the Parkway is a mess. It's so unclear what to do. Also, taking left onto brattle from Fresh Pond Parkway. The signage is on the ground and people are honking like crazy and you know there's going to be an accident because it's so unclear and really the word clarity would help reduce crashes and improve safety for everyone.

Q: NCC: Something along the lines of “provide clarity for all modes.”

A: GB: Exactly.

C: PS: That really can be a guide in this. The way we thought about that when we wrote these was part of reducing crashes and their severity is included with that. If that’s our goal, to reduce crashes, how are we going to do that? It’s the conversations down the road. That’s one way to accomplish it.

C: EW: Some of us got together, and our conversation started with (and almost ended with): Design the road for active police enforcement of the laws that exist. What happened with the picture that you showed with the car turned over - the state policeman put down on the accident report the wrong speed limit. The state police don’t even know what the speed limit is on Fresh Pond Parkway. That’s pretty bad. So I think you have to allow for police enforcement of the laws in the design process. There’s also no signage – none.

Q: PS: So to say: “the design should allow for enforcement.”

A: EW: It absolutely has to. Where else do you go in the U.S. where there is not signage - either it says: residential neighborhood, watch for vehicles entering and turning, speed limit 25 miles per hour or if you get on the highway it’s 65. There are signs for where bicyclists should go, where people should walk, what is a bike path. On our streets as you’re saying, there’s no signage, no enforcement, and the only time the police come is when there’s an accident.

Q: PS: Tell me if I’m right, but I think clarity gets to that? Being aware where you put the signage.

A: EW: Yes, but I really think you need to...

C: NCC: You would be happier if you saw the word enforcement on this screen?

A: EW: Yes, absolutely.

C: PS: So, “*the design should allow for enforcement.*”

C: EW: It just seems ridiculous that the police do not enforce, whether the state or the city, cannot enforce the laws and there’s no statement of what the speed laws are. There are lots of other things.

C: PS: Well certainly with that as a goal, we’re going to bring the State Police in to talk about what their issues are, and try to incorporate some of those things in the design. “Create a design that allows for enforcement?”

C: NNG: “*enables active enforcement.*”

C: JF: *"promotes..."*

C: PS: Okay. Well we don't want to make it so that they have to a lot to enforce.

C: NCC: Don't forget, sometimes they might ticket some of you. Sometimes you meet the enemy and it is you.

C: NNG: We've heard that line verbatim from the state police when we ask for enforcement. They say it's difficult for us, but remember then we'll enforce it on you.

C: PS: With this statement in the goals we can guarantee we'll have a conversation about it.

C: EW: Thank you.

C: Angeline Kounelis (AK): Timing of the lights is a critical issue and I think Senator Brownsberger was working on that. Moving transit through safely is important, and not only transit but motor vehicles, also bicyclists, going from Mount Auburn Street cutting across and continuing on Mount Auburn Street. Motorists find themselves in the middle of the roadway, the light turns yellow and suddenly there's a car coming at you. Even though you're halfway through the intersection and that's when the light turns. I read an article somewhere that there are traffic signals that have a countdown mechanism, did anyone else read that?

C: NCC: The countdown is usually on the pedestrian head, not the vehicle head.

C: AK: There's also something out there that's an hourglass for the actual light signal, not the pedestrian. I read an article, and I'm not sure if it's in concept stages or whether it's available. It's almost an hourglass on the lens of the signal so that you know exactly how much time is left before you get going. Timing is a major issue here. Over by the Star Market there's a bottleneck and at the last forum someone had said that it's illegal to take a left turn into Star Market parking lot from Mount Auburn Street. There's no signage here anywhere. There is a solid line on Mount Auburn Street, but there are solid lines everywhere, so it's unclear.

C: AS: When I last read the drivers manual in Massachusetts, you can turn left into a driveway across two yellow lines. That's permitted unless there's a sign saying it's not.

C: PS: Signal timing is at the core of this project. Anything that we do to this intersection we will have to take a look at that. We've already gone out and looked at every single box, and we know the equipment that's available. We need to think about at some point incorporate improvements to that equipment if we want. That's also part of the design process.

C: AK: There are impacts all the way to the Watertown line, all the way down to Mount Auburn Cemetery because I know there are major issues taking a right turn to enter and then attempting to exit against traffic and make the left hand turn out.

A: PS: We've heard from the representatives of the Cemetery about that. That's why the scope is what it is in terms of the corridors – going on Fresh Pond Parkway from Huron to the River and the length of Mount Auburn that we have is because we need to have all that signal timing coordinated for it to work.

C: AK: I'm going to try to find that article.

A: NCC: Please do send us the article.⁴

Q: Alexis Belakovskiy (AB): Is there a way to time speed with the lights? I have a friend in New Jersey and he says if you're going 20 miles per hour you hit every green light.

A: PS: There are strategies that allow for that and also strategies for how to improve transit headways. A bus has to pull over at a stop so it moves at a slower pace. If you slow timing for the lights down to 20 or 30 miles per hour which the cars want to go - that benefits the cars as opposed to transit.

C: NCC: Let me just ask a question because it's now almost 7:30pm. I don't want to send you home too late. In your last couple of comments you are beginning to segue towards the other half of this presentation. I know there are hands up around the table. Put your hand up now if you have something on the goals or the values.

C: PS: You've had your hand up the longest, in the back.

C: NNG: I want to quibble a little with the part of the second goal that says "improve mobility choices." That's a little odd. I would think it might want to say something like "improve overall mobility by expanding modality choices."

Q: PS: How about "expand mode choices" to keep it concise?

Q: NNG: Are you talking about encouraging non automobile choices?

A: PS: I'm trying to strike a balance. "Expand mode choices?"

C: NNG: You're trying to improve mobility by expanding mode choices, right?

⁴ The Councilor later provided the information under discussion. As it happens, count-down vehicle signals are not permitted in the United States and have been shown, according to the Federal Highway Administration to increase motorist aggression as they try to beat the timer.

- C: NCC: There are sub bullets that do go to those issues. “Improving safety access parking and comfort for bicyclists” – that’s directly toward encouraging modal choice. “Reducing transit delays” – again, that’s mode choice. “Measuring people not cars” - when you start thinking about not vehicle delay but person delay, that again goes to addressing transit. That’s why sub bullets are there – to clue you in that those things are happening. We may be guilty of trying to make these tight because you don’t want them to ramble on too much, but those sub bullets are there to try to get to the issue of not just mobility, but modal choice, which is the next level down.
- C: PS: If you feel some pushback, Nate and I are thinking about conversations down the road, when we have 24 goals to go through.
- C: Xander Dyer (XD): I don’t know that the function of the sub bullets is explicitly saying decrease single occupancy vehicles. You’re talking about incentives for people to take other modes of transportation.
- Q: PS: how do people feel about that? The language was “Reduce the number of single occupancy vehicles.”
- C: Gideon Schreiber (GS): It seems like this is an intersection study so that’s a bigger picture goal. If you put that here, we could just get rid of single occupancy vehicle lanes but there’s a bigger picture issue.
- C: PS: It’s also a bit difficult to do on a study of this size, because the kind of strategies that accomplish that often have to do with cost – such as increasing the cost of parking or increasing the gas tax.
- C: AS: That’s one way but cities and towns can change the use of their streets, if they’re full of single occupancy vehicles and then they designate one of the lanes a bus lane.
- C: PS: Right. In a way we’re trying to be a little political in how we phrase this. There are people here in your community who do not want to harm their mobility in their single occupancy vehicles. When we break out of the stakeholder group and go back and do another public meeting, we will present these goals and they need to reflect the public’s concerns too. We can still accomplish some of those goals.
- C: NCC: To Pete’s point, the direct thing that you’re looking for if you go at it straight, to simply reduce the number of single occupancy vehicles, that’s a policy decision. That happens at a level far above my pay grade, Pete’s pay grade, these gentlemen from DCR over here as well. But, again, sub bullets. You make things better for transit, suddenly you have not just an HOV lane with two people, but you have a bus with 50 people. We’re trying to get at some of those things. If these things are successful we will see less single occupancy vehicles. But we’re not trying to bite off more than we can chew with a policy decision.
- C: PS: Another way to say that would be - we have a carrot but we don’t really have a stick. We’re not going to be able to create disincentives for car driving. Those are all conversations we’re going to have.

C: NNG: So maybe switch it to incentivize non single occupancy vehicles?

Q: PS: Or, is that a version of “expand mobility choices”?

A: NNG: Yes.

Q: NNG: I just wondered if you’ve talked about Coolidge Avenue and all the shuttle buses. The latest is Athenahealth.

C: PS: Yes, they’re going to parking lots and Tufts Health Plan. We’re getting more data on that, so that can inform our conversation.

C: NNG: They don’t wait. When they’re going down to get to Mount Auburn and Coolidge Avenue, they don’t wait for them to turn green.

C: PS: This is why we have someone from the Hospital on our stakeholder group.

C: NCC: And Tufts Health Care is also a participant.

C: Katherine Rafferty (KR): I will gladly take the comment back to the company. We contract the shuttles out. This is the first time I’ve heard of this issue.

C: NNG: There are so many buses out there now.

C: KR: I’ve provided all our schedules.

C: NCC: Yes, and we appreciate. That’s very useful for us.

Q: EW: Are you bound by law to incorporate handicapped vehicles like motorized vehicle chairs?

A: PS: Yes. ADA requires that if we were to do any construction on any of these intersections once we get out there, we need to retrofit those to be fully ADA accessible.

Q: EW: Just the intersections?

A: PS: Any place we touch.

C: NCC: Which is why it’s not on here – it goes without saying. If you touch it, you own it, you have to fix it to be ADA compliant. That’s the law. We face it a lot on projects. Sometimes it becomes an interesting challenge in some cases – like on Beacon Hill.

- C: Franziska Amacher (FA): I feel that the main discussion is about cars and I would like to hear more about incentivizing pedestrians and bikes and in particular making it also a visually pleasant environment for people to get out of their cars and walk because its safe to cross the intersection.
- A: PS: Absolutely. I know that we've talked, and you appreciate that design is the key element for getting people to use different modes. We have that under 2e: "Improving safety, attractiveness, noise, and comfort for pedestrians and residents". Does that cover it? Thanks. Is there anyone else with a pressing need to add onto the shared goals
- C: Nina Coslov (NC): I want to just go back to Jill's point about connectivity. I think it's a goal not a value. I think it relates to this point, that there's easy connectivity between the neighborhoods and the river as a goal of the project. For walkers and bikers to be able to connect - that's a satisfactory solution.
- Q: NCC: Let me ask a question, because I'm not disinclined to add that because we hear the connectivity piece a lot. One of the things that I heard from you all in the last two meetings was not only connectivity North to South (up and down) but if you look at Cambridge, which has done such a great job building a bike network (credit to Bill and Joe), there is a trench here. We heard from parents that said "I'll drive my kids across in a car, I won't let them cycle." So it's connectivity both up and down and side to side. Is that what you guys are saying?⁵
- C: PS: So it feels like we have some agreement, here, is that correct? One more thing.
- Q: NNG: This is a bigger question, I know that building the T stop in Arlington is beyond the scope, but we want to encourage commuters to use public transit but we can't do that alone. Are we networked in with this any larger plans for looking at all this traffic?
- A: PS: Here's how I think about it. We can set an example. This is a concise project with a concise scope. But if we achieve transit priority here it's a precedent for other places and then certainly you, as community members who were involved in this project, can go talk to people about it. That's how change happens.
- Q: NNG: Do we know if they need more parking at Alewife, so that people can leave their car and take transit?
- A: PS: I don't know what the capacity is but I think that's a conversation the community has over time with the T.

⁵ There was general agreement from the group on this point.

C: PG: I encourage you to get involved in the Focus 40 process that is getting started looking at the long term capital plans for the T. I don't know if we've announced a schedule yet but there will be many, many public events over the eighteen months part of that is designed to get feedback on long term projects.

C: PS: We can keep you updated on when those dates are.

C: Bill Deignan (BD): People can also go to the website and sign up to get emails. To that point I want to make sure that people know that the City of Cambridge is doing a comp plan called envision Cambridge, and one of the early study areas is Alewife and that's starting with an advisory group like this and there will also be online surveys and meetings and other outreach.

C: PS: So I think we have agreement in these goals. We are going to make the changes that we talked about. Hannah has them in the notes. We'll clean them up. Those will be released, and if you have diff memory of what they were then we can talk about that. But this is a momentous moment we have some goals together so that we can move forward. How much time do we have?

Discussion of Road Diets and Transit Priority

A: NCC: We have half an hour. Go for it.

C: PS: We've been floating around, and you've been asking for, some concepts, particularly transit priority and road diets. I wanted to help inform the conversation with you guys, so you can help inform the conversation with the larger community. We wanted to get started on some research what all the different options are.

So, what is transit priority? Transit priority just means that in some way you're giving the bus an advantage in traffic. It can be done in numerous ways, I'm not even going to explain all of them. There's over a dozen different ways, and they're all context sensitive. They can be minimally disruptive to traffic or they can take up a lane. When something like this happens, we look at traffic volumes to make sure that traffic flow isn't harmed.

One of the benefits of a curbside lane is that buses aren't delayed by parking or loading if it's well enforced. Special attention has to be given to right turns – in some contexts they might eliminate right turns, or do something like a staggered bike lane so that people can take that right turn. Has anyone been on Washington Street in Boston?

This is a shared bus/bicycle lane, slightly different than the previous slide. These are not always popular – you have to think about bicycle safety and bus headways. They're limited to bus lanes. This is all from the NACTO Design Guide, which just came out and is free online. So you can google NACTO and check them out – that's the National Association of City Transportation Officials. A lot of people

contribute to that, including the City of Boston. A shared bus/bicycle lane is great when you don't have room to do both, but again there are some safety issues. It increases the space for active street users while improving the transit service reliability. Like I said, it's not always popular.

Another option is transit signal priority. There are lots of ways that you can detect buses coming in, and there are a lot of ways you can have the signal respond. When we get into elements of the design we can talk about those specifics, but it can be a detector in the street, it can be some kind of transponder on the bus that interacts with the signal, or a number of things. Basically it means that when the bus gets up to the light, the light lets it go before the rest of traffic.

With transit signal priority or a bus lane you can have a right turn pocket lane. You don't have to have the bus share the right turn lane with cars. If there's a high volume right turn, this is a solution. I'm just showing that there's flexibility. There's also flexibility with the length of a bus lane. You can have a bus lane that starts and lasts about two blocks and it still helps headways or you can have one last an entire corridor. Or you can have one that's just for waiting at the light, to get past. – so very flexible, overall. This is a queue jump lane. The bus stop is up at the corner - the bus can pull into the stop and then gets signal priority and can go before the rest of the traffic.

I just have a quick note on bicycles, because I didn't want to leave them out. We'll talk a lot more about pedestrians of course as we continue through this process. Organizing traffic is something that helps bikes a lot. Sharrows is an option but it doesn't really increase the number of people that would bike on a particular street, at least not many.

What is a road diet? The most popular version of a road diet is a 4 to 3 road diet, which see on the middle picture. Basically, you have two lanes in each direction (which is what we have on Mount Auburn) and if you have a lot of left turns and if the volume is low enough (I'll talk about that more in a minute), you can go down to 1 lane each direction and a turning lane. This has been done successfully a ton with roadways that have been done with 13,000 or less in Average Daily Traffic, the number of cars that go down a roadway in a day. They have been successful in urban concepts like Seattle on roadways with as high as 25,000 vehicles per day. This is a real life version of what this can look like – this is the same street.

This is a road diet that one of our staff participated in. Lou Rabito who used to work at MassDOT and is a road diet aficionado – he was on a committee at the state level that specifically looked at this, and he also oversaw some aspects of this project. This is a DCR project, and it's very near here – has everyone experienced the transformation? Is it popular?⁶ Good. These are very different concepts than what we have here on Mount Auburn, so it doesn't mean that we can do this. There are fewer intersections along here. The traffic engineers have told me to be cautious on this. But it was a road that had 27,000 vehicles per day, and it went from 4 lanes to 3 lanes and a path. They used the extra

⁶ In response to both of these questions, there was a resounding “yes” from the group.

space for a path. These are some of the specifics on it you can see Average Daily Traffic 27,000 and the intersection analysis, measured by Level of Service – the delay as you go the intersection – actually got better. These are not the same kind of complex intersections that we have on Mount Auburn, so that will be a challenge.

Road diets typically reduce crashes by a great deal. Another thing about road diets is that they typically reduce crash severity. There have been some great studies of this – one of them looked at over 45 different road diets. They found two different contexts in two parts of the country – in California and Washington they found a 19 percent reduction in crashes on average. In Kentucky and more rural contexts, they have a higher reduction in crashes, more than the 40 percent that you see here.

We're getting close to winding up but this is going back to where we're at. We've done our traffic counts, and our team is working with tools like SYNCHRO, VISSIM, and other ways to simulate traffic and understand the intersections and how they're operating now. This is a quick measure of what we can do. For each of these boxes, if you add the two numbers up, you get the ADT (Average Daily Traffic) that we were just talking about. So you can see over here on the left you have 27,800 on the road between Aberdeen and Belmont, that's very high. A lot of folks would say that's too high and stop there. In the center here, between Fresh Pond Parkway and Aberdeen the ADT is 22,800. So that is in the realm where we want to look and see what's possible.

Q: EW: What's the top box?

A: PS: The top box is a sad story volume-wise.

C: EW: That's where we live.

A: PS: I know. All I can say is that the road is there, and it's going to be hard to do much there, because we have 41,000 people on that a day.

Q: AS: People or cars?

A: PS: Yes, cars, thank you.

Q: NC: So what happens if you make Fresh Pond Parkway one lane in each direction? Wouldn't that persuade people to take a different route, or do a lot of the things that we've been talking about?

A: PS: It certainly would dissuade people from using it, yes. But where would those people go? This gets back to the values, and balance.

C: EW: I think you're starting with a bad assumption that is – that is, you said to me that's over 40,000 cars per day. That is not a bad thing in and of itself; it's how you answer the question. To immediately

out of the gate say that's a problem and we can't solve it, we can't change anything, is the wrong attitude. What's going to be needed here is the best solution, the most change, the best opportunities. Even if numbers remain the same, how cars travel through that area that has to change. So if you come into this discussion and you say oh well, that's a problem that can't be solved, that's a problem.

C: NCC: That's not what he was saying.

C: EW: That's what it sounded like.

C: PS: I'm sorry we gave you that impression. To clear up what I was saying is that it's going to be really hard to eliminate lanes from that street. Politically, even maybe in this room when you think about how many people might divert down other roads. We are here to have that conversation and we're also here to think about how we can do some traffic calming and slow speeding, sort out the left turns that are causing problems. That's going to be a longer session in our conversation.

C: EW: You brought it up, and I really think that for those of us that have to live on the part that is the worst part of this corridor, you owe it to us to come to us with real documented evidentiary proof by people who have studied this situation in other locations that the way to solve the problem is not to reduce the number of lanes. I wrote in my long addendum for last time that while it is counterintuitive it will solve the problem. That's the beginning of solving the problem. It is one of the five factors that you have to put together to solve it.

C: PS: This is not the end of the conversation on road diets. I'm just giving a preview of what a road diet is and putting it into context on these roads. To your point we can and will get an expert in here to talk about it. If you want to look up his resume on LinkedIn or whatever, Lou Rabito is a guy who works for us who used to work for the state and he sat on the state's road diet council. It's a body of transportation engineers that studied this around the country to form guidance for MassDOT the state transportation agency, and he has reached out across the country, was involved in the Nonantum project. In addition to Lou, we have Alex Siu who's our expert traffic engineer; she's the one crunching numbers on the intersections. She's going to come and talk to us in great detail, and she has the power to simulate what would happen.

C: EW: That would be nice to see.

A: NCC: You will.

C: PS: They're getting the models ready and you'll be able to see the little cars.

C: NCC: The one other point that I'd make to you is something we told the stakeholder body when we first started with the meetings. Typically when you go to a public meeting you see things that are very cut and dry. All of you participating in the stakeholder sessions, you're watching the sausage being made.

One of the things that Pete and I are striving for is honesty. So when Pete shows you that number, he's not telling you it's so big I won't touch it. He's telling you that it's so big I'm going to have to reach far back into the tool box to figure out which solution works. We're being honest and upfront and saying where the challenges are. That's all.

C: PS: Most traffic engineers would not touch it.

C: NCC: Exactly.

C: PS: It needs to be a conversation if we're going to make this work.

C: AS: I'd like to recast a bit based on what was said on this side of the table. The thought being that we're at one moment in time in the universe. So when we look at a number it doesn't necessarily have to rise. What about the number ten years ago, or what about the number three years from now when there are more commuters. Those are all real numbers. Our point, in part is that back in 1958 the decision was made to not build Route 2 into Boston. At that point all neighborhoods began to get burdened and that's going to go on for a long time. The thought of pushing back to 2015, 2010 (the year) isn't an unlikely idea for us to think about. Therefore, just to look at the two numbers up there isn't indicative of anything, because we've already taken the hit.

A: PS: We have different roles in this conversation. Ideally, the benefit of the conversation we can bring people into the conversation. Certainly I would say it would be good if in the future we could turn back the tide on cars, but I think politically anything in this conversation is going to get hammered. We have different people on different sides of this.

C: AS: Welcome to Cambridge; we think differently.

C: PS: Glad to be here. There is a bit more still news on this map. Fresh Pond Parkway down here we have three lanes on either side. This is some nuanced news, in that these volumes may be possible for a road diet, but there are challenges with these interchanges in terms of how they would work with that. Essentially what might happen is when we look at the data, and have the conversation, we might decide that in order to do a road diet up here, we're going to need to do something about the three legged intersection, which is a major project, so it becomes more challenging to do. In the realm of all things possible, that may be possible.

C: NCC: Here's your next meeting, put it on your calendar. It's basically this day next month - July 21. We have our next public meeting in October. We're working with our friends at DCR to schedule a session in August. We will stay out of the area around Labor Day, so you can go to the Cape or the lake or wherever it is you'd like to be. We're having our initial conditions report in August, so we'll talk about all of the numbers we're presenting. We will share that with you and post it to the website if we can

make it Title VI compliant. If not it will be available upon request. Again, next public meeting is October we'll get you that date as fall approaches.

And then I just have one note about the room. If anyone's been to a meeting in Boston you'll be familiar with this. In a Boston Public School, the air conditioning or heating is controlled by a panel at Court Street. Which means that at all times someone's hot and someone's cold. Tonight it was lovely outside, so our hosts were able to connect with the company which controls the air conditioning of this building remotely, and switch this off. I know it's a little better to hear us when it's off, and if the weather stays good we'll keep it off. If it's hot in July you may want it on. Just to let everyone know, to turn it off they have to call two towns over and have someone sitting at a computer press a button. Do people really want it off or do you want to play it by ear? If were miced? Good enough. We'll play it by ear provided Pete and I are connected to sound. Okay thank you have a nice night. Enjoy the evening

Next Steps

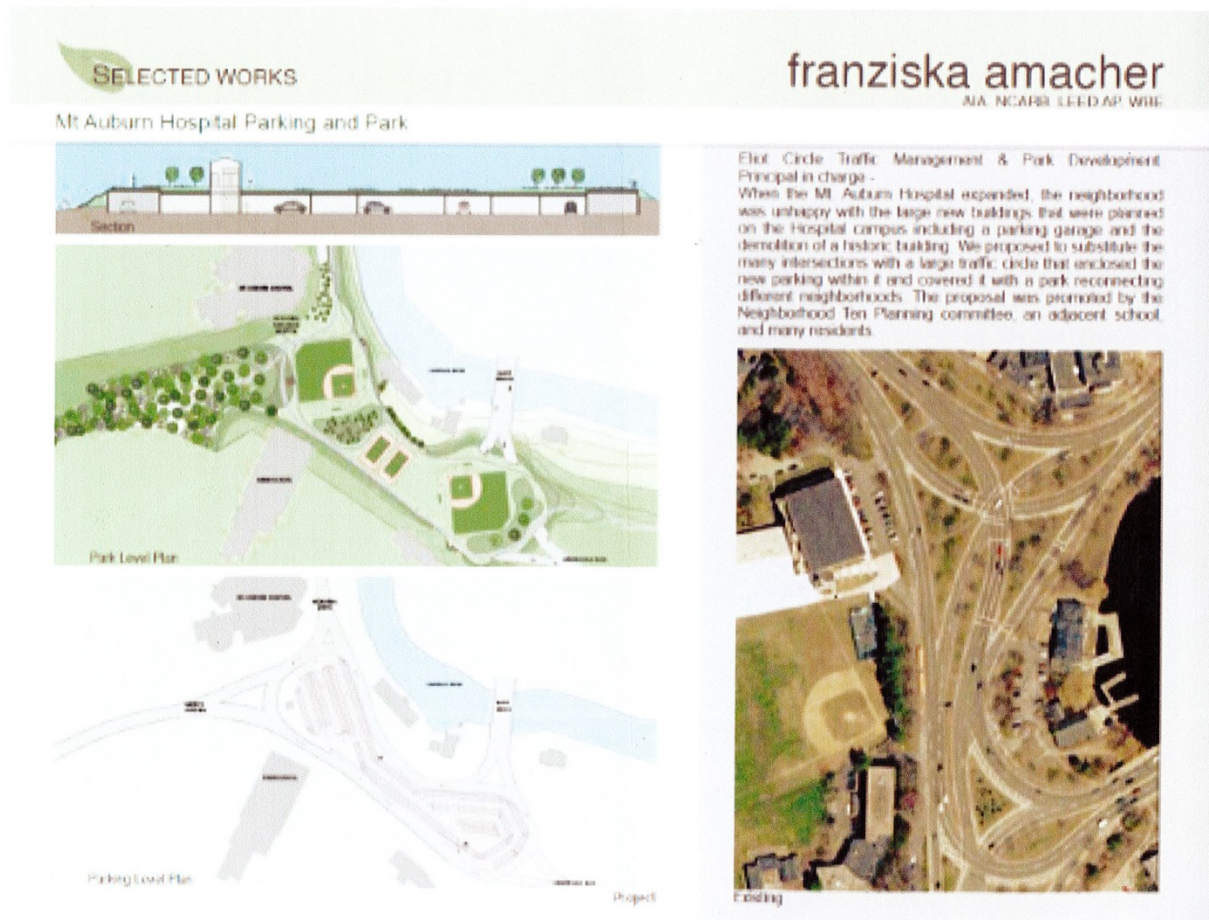
The next Stakeholder Group meeting will be held on July 21st, at the Russell Youth Community Center located at 680 Huron Avenue, Cambridge 02138. The meeting will include discussions of a draft concept for the intersection of Mount Auburn and Fresh Pond Parkway and the feasibility of transit and bicycle facilities on Mount Auburn Street. All stakeholder group meetings are open to the public.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Jinane	Abounadi	Cambridge Resident
Joe	Barr	Stakeholder Group
Joanne	Bauer	Stakeholder Group
Alexis	Belakouskiy	Resident
Igor	Belakouskiy	Resident
Andrew	Bettinelli	Office of Sen. Brownsberger
Doug	Brown	Stakeholder Group
Debra	Candrea	Community Member
Nina	Coslov	Stakeholder Group
Munther	Dahleh	Community Member
Bill	Deignan	Stakeholder Group
Jan	Devereux	Stakeholder Group
Xander	Dyer	Stakeholder Group
Beverly	Evans	Coolidge Hill Association
Jill	Forney	Stakeholder Group
Phil	Groth	Stakeholder Group
Jonathan	Hecht	Stakeholder Group
Angeline	Kounelis	Stakeholder Group
Melissa	McGaughey	Stakeholder Group
Mark	Peterson	Stakeholder Group
Melinda	Ponder	Community Member
Katherine	Rafferty	Stakeholder Group
Gabriela	Romanow	Stakeholder Group
Ann	Roosevelt	Stakeholder Group
Gideon	Schreiber	Stakeholder Group
Robert	Sloane	Walk Boston
Martha	Stearns	Stakeholder Group
Arthur	Strang	Stakeholder Group
Elizabeth	Westling	Resident
Russ	Windman	Community Member

Appendix 2: Received Comments

The following design was given to Pete Stidman at the June 23 Stakeholder Group meeting:



From: Elizabeth Westling

Sent: Saturday, June 25, 2016 10:51 AM

To: Arthur Strang

Cc: Pete Stidman; Jonathan - Rep. Hecht; Jan Devereux; Russ Windman; Jinane Abounadi; Munther A Dahleh; Larry Tribe; Nina Coslov; Bill Warner

Subject: Re: Crashes at the Huron Avenue and the Mount Auburn Street intersections with Fresh Pond Parkway

Hi Chip,

Very good questions all! And while we are on the subject of statistics, Pete, I would like to know the collection dates and source(s) of the slide you showing 40 K plus cars moving through our 1/3 mile of FPP. Was it within the last five years, 10 years ago, or even longer ago? And who collected this data?

This is apropos the question that Chip asked at the meeting about finding a way to design the road in such a way as NOT to accept an ever greater volume of traffic.

I think we are all coming to understand that we do not have to accept the status quo: you have taught us already that the magic of change for the better can be drawn into good design.

We are eagerly looking forward to some newly designed visuals at the next meetings.

Best,

Elizabeth

Sent from my iPhone

On Jun 25, 2016, at 10:27 AM, Arthur Strang wrote:

Hi Pete,

Thanks for supporting the discussions at the two meetings on Thursday.

The concern I have is this. Even if we are able to reduce the physical size and complexity of the Mount Auburn intersection to that of Huron Avenue, what have we gained? Today, the crash history of each intersection is the same.

Here is the data on crashes. The source is MASSDOT.

<http://services.massdot.state.ma.us/crashportal/>

There are other crashes unreported. There are additional driver behaviors that challenge, even threaten, the quality of walking and biking, especially at the intersections: Huron, Brattle, and Mount Auburn.

It seems to me, just as you have described sometimes, significant design and other measures for traffic calming are a necessary condition for real progress.

Arthur

Huron and Mount Auburn intersections have the same number of crashes. 2001- 2013 was the most recent available when I snapped this picture. 2014 is now available, showing about 5% more crashes over the more recent 13 years.

<57BDB9B4-B8E1-4A76-AA6C-4788CC917FFB.large.JPG>

From: Kounelis, Angeline

Sent: Saturday, June 25, 2016 12:28 PM

To: McLean, MaryCatherine (DCR)

Cc: William Brownsberger; Jonathan Hecht; Driscoll, Michael; Mee, Gerald; Magoon, Steven; Schreiber, Gideon; Mark Peterson; Lawn, Michael; Dupuis, Raymond; Town Councilors

Subject: DCR Mt. Auburn St. Corridor Study

Hello Mary Catherine,

Hope all is well with you and yours and everyone is enjoying this delightful early summer weather.

At the Stakeholder Meeting last Thursday, 06/23/16, I spoke of the difficulties associated with traveling along Mt. Auburn St. and crossing the Fresh Pond Pkwy. Intersection. A motorist or bicyclist can often find themselves in the middle of the intersection with vehicles approaching in the opposite direction; even though the intersection was entered on a green light. I witnessed many nods of agreement from the audience. There are any number of scenarios as to what causes the delays in traveling through the intersection to occur; but the end result is a dangerous situation. Timing of the traffic signals, in conjunction with all the possible vehicle movements and an awareness of time lapse is critical for the safety of everyone who traverses the area.

During my comments, I referenced an article that I recently read about Count Down Traffic Signals. There did not seem to be an awareness of the product/technology; only the use of Pedestrian Count Down Signals. There are numerous manufacturers listed under Count Down Traffic Signals, inclusive of <http://www.lanecontrols.com> It is my understanding the technology is used in Canada and other parts of the world.

The pros and cons associated with the use of the technology is for the traffic engineers to decipher. As part of the conversation, I was asked to share the information with the Project Team. I hope you can be of assistance by forwarding my e-mail to the Team. Thank you, so, so much.

Best regards,

Angie

Angeline B. Kounelis

Town of Watertown

District A, East End, Town Councilor

From: William Stone
Sent: Thursday, June 23, 2016 11:56 AM
To: McLean, MaryCatherine (DCR)
Cc: Helene Quinn; Jill Herold
Subject: RE: Mt. Auburn St. Corridor Study - Stakeholder Meeting

Hi Mary Catherine, As you may know, I'm on your list representing The Cambridge Homes, the assisted living residence at 360 Mt. Auburn Street, adjacent to Mt Auburn Hospital. Regretfully, I won't be able to attend tonight's meeting. I'm an avid walker and since joining the study group I've tried to be mindful of things affecting the Mt Auburn Street corridor. So far I have 2 items for consideration by the study group:

1. Buses on the 71 and 73 lines are pretty frequently bunched up. It's pretty common to be standing at the bus stops right in front of 360 Mt. Auburn and to wait for quite a while for a bus and then to have two arrive one right after the other. Fairly often they will be two 71s or two 73s – not even from alternating routes. If anything can be done to have the buses spaced out more evenly that would be quite helpful
2. Pedestrian crossing signals are very important and highly variable as to their frequency, the amount of time they allow to cross, and whether they are working at all. A rigorous program of testing and adjusting them would make a lot of difference and significantly enhance safety. Some signal activation switches do something (a light goes on, for example) when you press the button. That's very good, and gives some assurance to the pedestrian that she/he should be patient – the walk signal will in fact go on. But most switches just have the button, and at many one waits for multiple passes of the traffic lights and then goes across without the benefit of a walk signal because one can reasonably conclude that the walk signal isn't working at all.

I recently had that experience at one of the worst anywhere crossings – the intersection of Alewife Parkway and Brattle Street. I waited quite a while, and then crossed without a walk signal with a whole bunch of other pedestrians who seemed by their demeanor not to expect a walk signal ever. That particular crossing signal is just about worthless.

Another example of a problem: The intersection of Alewife Parkway and Huron Ave (the scene of a fatal accident with a youngster on a bicycle not many years ago). I'm a brisk walker and I cannot make it across the parkway while the signal is still walk. It changes to flashing orange 2 or 3 (MAYBE 4) seconds after starting. That walk signal needs to be extended for at least a few more seconds.

The general thought is this: A high level of inspection, improvement and maintenance of walk signals would enhance pedestrian safety and use greatly.

Thanks for reading this. -- Bill

William Stone

From: Hannah Brockhaus
Sent: Thursday, June 23, 2016 3:21 PM
To: 'Fiesinger, Anne (DCR)'; 'McLean, MaryCatherine (DCR)'
Subject: Amendment to the Minutes of June 1

Good Afternoon Anne and Mary Catherine,
Larry Tribe noticed a name missing from the attendees list on our Meeting Minutes from June 1st. Could you please replace the pdf of the meeting minutes posted to the website with the one attached to this message?

Thank you,
Hannah

Hannah Brockhaus
Public Involvement Specialist

From: Hannah Brockhaus
Sent: Thursday, June 23, 2016 3:28 PM
To: Lawrence Tribe
Cc: Pete Stidman
Subject: RE: List of attendees at the June 1 public meeting - draft response

Larry,
I've looked over the sign in and compared to the originals, and it looks like I missed a couple of sign-ins when I typed up the list, including Elizabeth. It looks like you two signed in on different sheets, due to the crowd. I do apologize, and have amended the document and sent that to DCR to be posted on the project website. I did also double check that each of the individuals that had signed in have been plugged into our list of names to contact about all future meetings.

Please be advised that because the listing of attendees in the minutes and the contact list are separate, she did make it onto our internal list and has been able to receive all notifications about the project since then. Again, I am sorry about the confusion.

Best Wishes,
Hannah

Hannah Brockhaus
Public Involvement Specialist

From: Larry Tribe
Sent: Thursday, June 23, 2016 2:55 PM
To: Hannah Brockhaus;; McLean, MaryCatherine (DCR)
Cc: Pete Stidman; Nathaniel Cabral-Curtis; Jan Devereux; Jonathan Hecht; Arthur Strang; Russ Windman; Jinane Abounadi; Elizabeth Westling
Subject: List of attendees at the June 1 public meeting

Dear Hannah,

I notice that, although my partner Elizabeth Westling and I both attended the entire June 1 meeting at Shady Hill and both signed in and included our email addresses, **the list of attendees (Appendix 1, pgs. 14-16) mentions me (as a “Community Member” on pg. 15) but unaccountably *fails* to mention Elizabeth.**

She isn't the one complaining of that omission, but I am. I find it strange that someone's name should be omitted while her partner's name is included. We were together throughout the meeting and signed in together. Can it be that even the Commonwealth of Massachusetts and its contractors have yet to take full note of the Nineteenth Amendment's enfranchisement of women 96 years ago?

At any rate, I'm under the weather and can't attend tonight. I trust that won't render Elizabeth, who will be there, utterly invisible!!

Thanks,

Larry

Laurence H. Tribe
Carl M. Loeb University Professor and
Professor of Constitutional Law
Harvard Law School

From: Larry Tribe
Sent: Thursday, June 23, 2016 1:53 PM
To: Hannah Brockhaus; Elizabeth Westling
Cc: Pete Stidman; Nathaniel Cabral-Curtis; Jonathan Hecht; Jan Devereux; Arthur Strang; Russ Windman; Jinane Abounadi; McLean, MaryCatherine (DCR)
Subject: RE: Our paper

Good Afternoon, Hannah:

Thank you so much for locating our memo in the June 1st Meeting Minutes posted on the DCR website. We are relieved to know that the memo wasn't simply lost and do hope that folks at DCR and in Howard Stein Hudson will make time to review it.

All the best,

Larry Tribe and Elizabeth Westling

Laurence H. Tribe
Carl M. Loeb University Professor and
Professor of Constitutional Law
Harvard Law School

From: Hannah Brockhaus
Sent: Thursday, June 23, 2016 1:46 PM
To: Elizabeth Westling; Larry Tribe
Cc: Pete Stidman; Nathaniel Cabral-Curtis
Subject: RE: Our paper

Good Afternoon Larry and Elizabeth,
I hope this email finds you both well and enjoying this lovely day. I was able to find the memo that you wrote both in our own files and in the June 1st Meeting Minutes posted on the DCR website. Your original email is on page 34, and the memo follows. In each of the minutes we submit to DCR, the first Appendix is meeting attendees, followed by flip charts or any other materials with comments from the meeting. The last Appendix will always be comments received, so that will be where to look for your remarks. Thank you again for submitting the memo, and for reviewing the minutes as well. For convenience, I have attached them here as well.

Best Wishes,
Hannah

Hannah Brockhaus
Public Involvement Specialist

From: Larry Tribe
Sent: Thursday, June 23, 2016 11:19 AM

To: Pete Stidman
Cc: Jonathan Hecht; Jan Devereux; Arthur Strang; Russ Windman; Jinane Aboundadi; Elizabeth A. Westling
Subject: Our paper

Pete,

I hope this was just an oversight that you will promptly correct. Please see Elizabeth's email below.

Thanks,

Larry

Laurence H. Tribe - Mobile
Carl M. Loeb University Professor and
Professor of Constitutional Law
Harvard Law School

Begin forwarded message:

From: Elizabeth Westling
Date: June 23, 2016 at 11:14:42 AM EDT
To: Arthur Strang, Russ Windman, Jinane Abounadi, Munther Dahleh, Jonathan Hecht, Larry Tribe
Subject: The paper

Hi Chip et al,

I looked through the materials on the last public meeting of the mtauburncorridor project and could not find the 10-12 page paper that Larry Tribe and I wrote on the subject of FPP and the environs. We were told it would be entered into the minutes of the meeting.

I find it very discouraging that we were invited to respond on the subject and then the product of all that research and writing is ignored or pushed aside. Is that what happened?

Would love a response,

Elizabeth

Sent from my iPhone

From: Russ Windman

Sent: Thursday, June 23, 2016 10:34 AM

To: Pete Stidman

Cc: Larry Tribe; Lowell, Robert (DCR); Kirwin, Ken (DCR); Nathaniel Cabral-Curtis; McLean, MaryCatherine (DCR); Hannah Brockhaus; Fiesinger, Anne (DCR); Jinane Abounadi; Elizabeth Westling; Munther A Dahleh; Arthur Strang

Subject: Re: Response from the Mt Auburn Project Team

Hello Pete,

Thank you for your thoughtful response to Larry's note.

It is the first indication that many of us have had that there may be some hope that the study will point to intelligent and adaptive solutions.

Once again I thank you for that.

I say "some hope" because a group of abutters along Fresh Pond Parkway (and some members of the affected community) have begun to suspect that final report will favor the automobile.

Equally damaging, there is anxiety that these public meetings and emails comprise an escape valve to bleed off citizen pressure for sustainable solutions that protect their neighborhoods and quality of life.

Your response could begin to remedy this perception.

It was good to see it.

To further this progress I propose the following: that when the Mt. Auburn Project Team sits down to write the final report that they have read and discussed with us, a paper that our neighborhood group would present, born of several years of efforts to address the issues now on the table.

We have met with DCR, the State Police, our legislative representatives. We are the *literal* stakeholders and we deserve a seat at that table.

I look forward to meeting you this evening.

Best

Russ

=====

Russ Windman

From: Michaud_Weinstock
Sent: Wednesday, June 22, 2016 6:24 AM
To: McLean, MaryCatherine (DCR)
Subject: Mt. Auburn St. Corridor - June 23rd Meeting

Hi Mary Catherine,

I live in the Coolidge Hill neighborhood and received your email below; please add me to your distribution list, as I would like to stay informed (if not involved).

Unfortunately, I am unable to attend tomorrow night's meeting, and, in reviewing the Shared Goals draft, I want to share a few additional considerations:

- 1) add something about acknowledging/ attending to upstream sources of vehicle traffic in the design - including highlighting (if not encouraging) alternate routes at more distant points
- 2) account for differences in times of day fluxes and needs
- 3) while I appreciate the interests of the people in the neighborhoods identified and the major institutions listed, there are also issues of equity and ease of passage here such that I worry about prioritizing the interests of the few over the potential benefits to the many

Thank you for your work on this.

Best,

Daniel Michaud Weinstock

From: Larry Tribe
Sent: Wednesday, June 22, 2016 9:13 AM
To: Arthur Strang; Russ Windman; Jinane Abounadi; Elizabeth Westling; Munther A Dahleh
Cc: McLean, MaryCatherine (DCR)
Subject: RE: Two meetings
Importance: High

To be candid, I find the attached document sent to Stakeholders by Mary Catherine McLean of the DCR to be quite distressing.

The “shared goals” state that any “option for the improvement of the Mount Auburn Street or Fresh Pond Parkway corridors” should include a number of things but then proceed to enumerate a list that conspicuously ignores the interests of those who live along the Parkway.

So, for instance, the bullet points talk of things like improved “safety, attractiveness and comfort” for “pedestrians” and for “bicycles” but **say not a single word about improved safety, attractiveness, comfort, access, etc., for those who LIVE along the Fresh Pond Parkway residential corridor.** Are our interests and needs as abutters not part of what counts in this kind of community effort??

The “shared goals” list talks of “maintain[ing] mobility for motor vehicles” and “improve[ing] transit speed” but leave entirely unclear what it **means** to “improve” speed. For all one can tell, that means facilitating even *faster* driving along the parkway, where the existing 30 mph speed limit is routinely exceeded, in part because that limit is nowhere posted in the stretch from Huron to Mt. Auburn!

The “shared goals” list includes reducing “cut-through traffic in the Larchwood and Coolidge Hill Neighborhoods,” but people might be forgiven if they read that language as barely disguised code for **carefully avoiding doing anything that might reduce the constantly increasing volume of traffic along the parkway that “cuts through” our residential neighborhood.**

Truly, the impression I get is that our neighborhood is being relegated to the status of acceptable collateral damage. That seems very wrong to me.

I won’t be able to attend the June 23d meeting of Stakeholders, but I very much hope that MaryCatherine, whom I am copying on this email, will join others in

making sure that this impression is addressed and that the goals that emerge from this process are not so skewed against part of the Cambridge community.

Thanks,

Larry Tribe

Laurence H. Tribe
Carl M. Loeb University Professor and
Professor of Constitutional Law
Harvard Law School

From: Devereux, Jan
Sent: Tuesday, June 21, 2016 5:56 PM
To: McLean, MaryCatherine (DCR)
Cc: Hecht, Jonathan - Rep. (HOU)
Subject: Fw: Traffic intersections at Fresh Pond Parkway

Hi MaryCatherine,

A Cambridge architect has made some sketches that she would like to share with the HSH design team doing the Mt Auburn Corridor Study. Please forward her message to the project manager.

Thank you,

Jan

Jan Devereux
City Councillor
Cambridge, MA
jdevereux@cambridgema.gov
781-296-2969

All emails to and from this City address should be considered subject to Massachusetts Public Records Laws.

From: Franziska Amacher
Sent: Tuesday, June 21, 2016 4:40 PM
To: Devereux, Jan
Subject: Traffic intersections at Fresh Pond Parkway

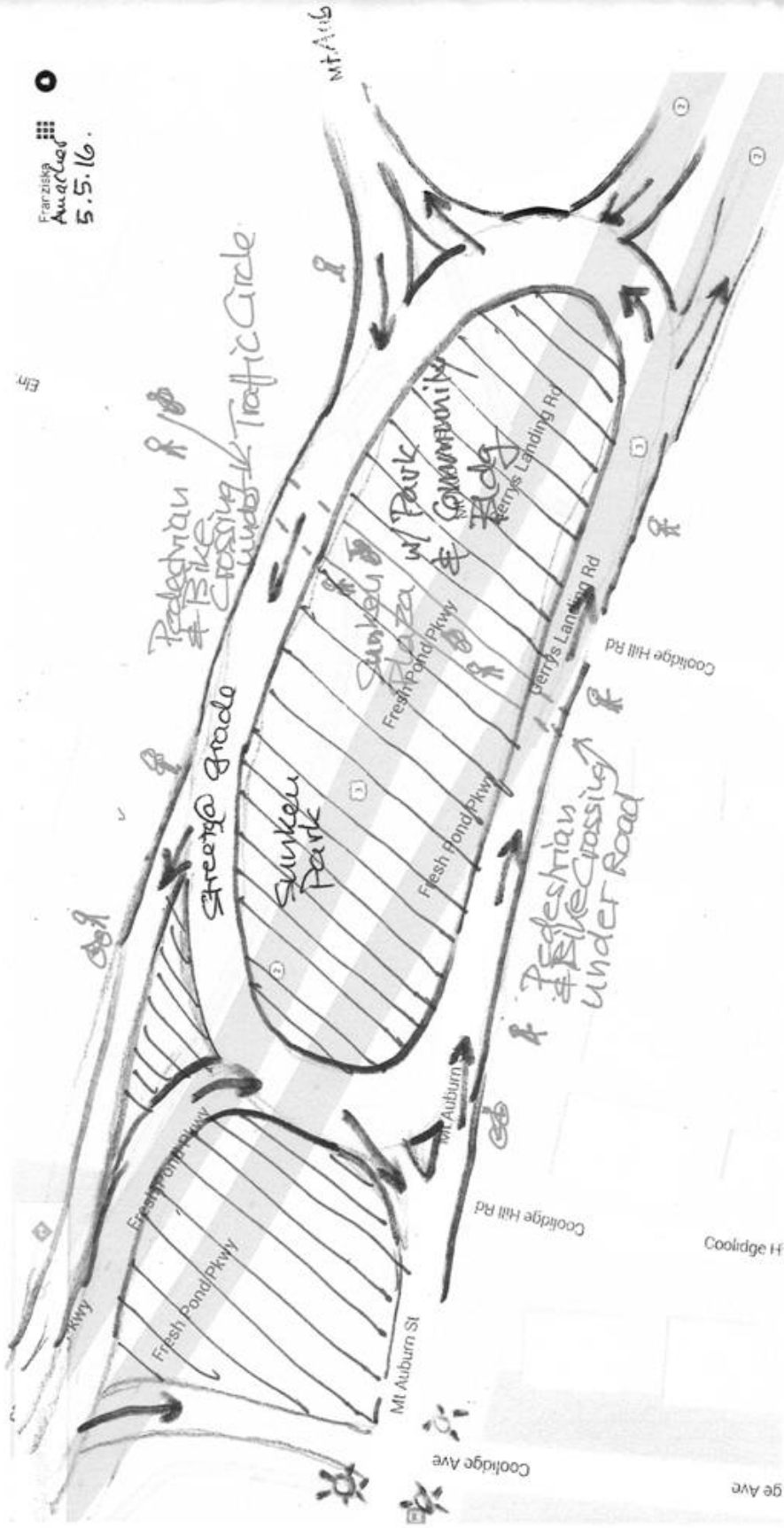
Hi Jean,

I thought you should have these two proposals:

Being always interested in giving the community more while at the same time solving problems I made two proposals. I don't know whether they work. A traffic engineer would have to evaluate them and modify as needed.

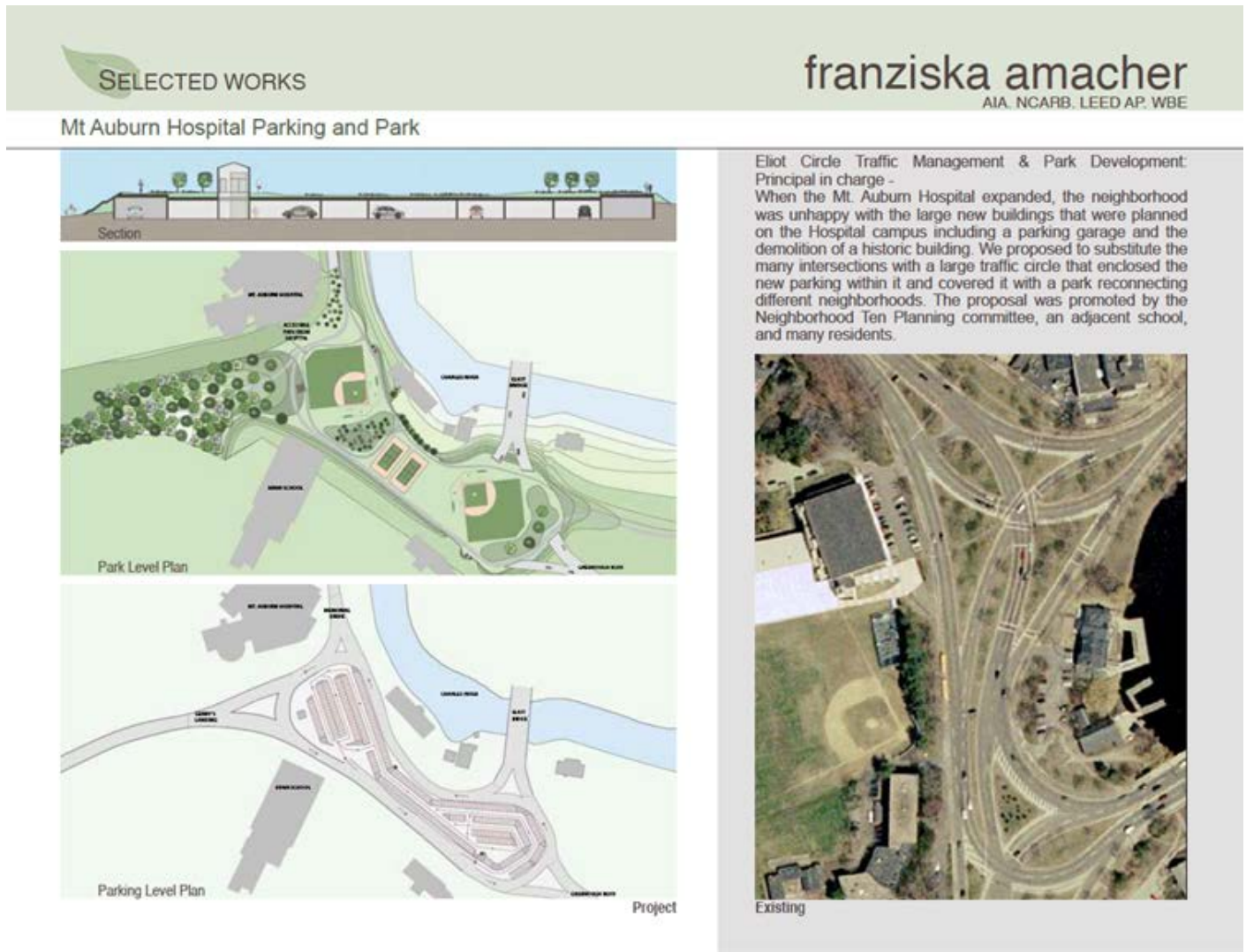
Here is the sketch for the Mount Auburn St/Fresh Pond Parkway Intersection. The middle of the big traffic circle could be depressed and provide a wonderful community space for a park, markets or a community building, that pedestrians could access via a tunnel on each side under the traffic circle's car lanes, thus giving pedestrians and bikes a safe way to cross. A similar project was done in Locarno, Switzerland about 20 years ago.

See also the second proposal below.



Large Traffic Circle @ Intersection of
 Fresh Pond Parkway
 @ Mt Auburn St
 Road through Sunken Plaza

The second proposal is attached. I had made it when the Mt. Auburn Hospital expanded to give them a place for parking instead of having to tear down a historic building and build a parking garage. They did the latter. But this proposal still could be done and would solve many problems including the safety issues for kids crossing this intersection. People have been killed.



Please call with any questions.

Best,

Franziska
Franziska Amacher FAIA LEED NCARB WBE

AMACHER & ASSOCIATES Architects

www.amacher-associates.net

From: Devereux, Jan
Sent: Wednesday, June 15, 2016 5:53 PM
To: McLean, MaryCatherine (DCR)
Cc: Hecht, Jonathan - Rep.; Bent, Nora
Subject: Fwd: Mt. Auburn St. Corridor - draft of shared goals statement

MaryCatherine,

At your suggestion I passed along the draft of the shared goals for the Mt Auburn Corridor Study to a few constituents. They responded loud and clear that one of the study's goals must be protecting the safety of the residents of Fresh Pond Parkway. Below is one of their emails, along with a photo that illustrates one of their safety concerns.

Please consider revising the draft goals to include their desire to better protect life, limb and property.

Thank you.

Jan Devereux

Begin forwarded message:

From: Russ Windman
Date: June 15, 2016 at 3:10:40 PM EDT
To: "Devereux, Jan"
Cc: Elizabeth Westling , Larry Tribe, Jinane Abounadi, Munzer Dahleh, "Arthur Strang", "Hecht, Jonathan - Rep."
Subject: Re: Mt. Auburn St. Corridor - draft of shared goals statement

Hello Jan
Thanks for circulating this.

There is a huge and glaring omission: lethal and lawless conditions prevail on Fresh Pond Parkway which need immediate action.

My neighbors have already articulated this to you. I add my voice.

We residents need immediate remediation as well as long term improvement.
Here is that reminder from Weekend before last.
Sent from my iPhone

