

DESIGN PUBLIC HEARING

THURSDAY, JUNE 9, 2011

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LONGFELLOW BUILDING
ASKWITH AUDITORIUM
HARVARD SCHOOL OF EDUCATION
13 APPIAN WAY
CAMBRIDGE, MASSACHUSETTS

FOR THE PROPOSED

Cambridge Common Improvements Project Project No. 605188

IN THE CITY OF CAMBRIDGE, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FRANK A. DEPAOLA, P.E. ACTING HIGHWAY ADMINISTRATOR

THOMAS F. BRODERICK, P.E. ACTING CHIEF ENGINEER

PRESENTERS

Robert Kimungu, Moderator, Project Management Section, MassDOT, Highway Division
Craig Sheehan, Right-of-Way Bureau, MassDOT
Bill Deignan, City of Cambridge
Andrew Ogilvie, Design Consultant, AE Com
Dennis Flynn, Design Consultant, AE Com
Mark King, Design Consultant, AE Com
Cynthia Smith, Landscape Architect, Helverson
Joe Sakelos, Arlington Typing & Mailing

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PROCEEDINGS

ROBERT KIMUNGU, MODERATOR: Good evening, Ladies and Gentlemen. My name is Robert Kimungu. I am the Project Manager for the project about to be presented this evening. I am assigned to the Project Management Section, which is located in the Massachusetts Department of Transportation Highway Division Headquarters in Boston. I was directed by Acting Chief Engineer Thomas Broderick to conduct tonight's Hearing.

Once the hearing is completed this evening, the attendance sheet will become part of the public record for the Hearing. So, if you would like your attendance at this Hearing to be part of the public record, please sign the attendance sheet located at the front right entrance over to my left, your right. Handouts containing details regarding this project are next to the sign-in sheet.

First, I would like to introduce the members of the Hearing Panel. Up front here, we have Craig Sheehan from MassDOT's Right-of-Way Bureau. Also up front, we have Bill Deignan from the City of Cambridge. We have Andrew Ogilvie, Dennis Flynn and Mark King from AE Com, the City's Design Consultant for this project. We also have Cynthia Smith from

Helverson, the City's Landscape Architect for this project, and over here we have Joe Sakelos of Arlington Typing & Mailing, Arlington, Mass., who will be making a verbatim transcript of tonight's hearing.

The Notice of Hearing in the Cambridge Chronicle on June 2nd, 2011, Cambridge Tab on May 27th, 2011 and June 3rd, 2011, and The Boston Globe on May 25th, 2011 and June 1st, 2011.

A copy of the Notice is included in the handout, and will be attached to the final hearing transcript.

Page number 4 of the Hearing Transcript -of the -- Page number 4 of the handout explains the
Purpose of the Hearing, which gives us an opportunity
to make a formal presentation of the proposed project
and, at the same time, allows us to record your input
regarding this project.

Construction funding for this project is currently identified as Federal Aid Funding with the Federal Highway Administration funding eighty percent of the total construction cost; MassDOT, Highway Division funding the -- MassHighway funding the remaining twenty percent. This project must be

programmed in the Statewide Transportation

Improvement Program in the appropriate federal fiscal

year in order for MassDOT to solicit bids for

eventual construction.

The total estimated cost of the project is 3.9 million dollars. This does not include any right-of-way acquisition costs.

The design is expected to be completed in the winter of 2014. Construction is expected to be completed within eighteen months of that.

At this time, I would like to have Craig Sheehan come up and explain the Right-of-Way procedure.

CRAIG SHEEHAN: Thanks, Robert. This is a legal notice, so it tends to run a little dry. So, I apologize in advance.

When the Commonwealth, acting through its Massachusetts Department of Transportation, indicated it would accept this 3.9 million dollar project for funding under the Transportation Improvement Program, your municipality accepted certain responsibilities. One of those responsibilities is to acquire all the necessary rights in private and public lands for the design, construction and implementation of this

project. My function is to review and recommend procedures that your municipality will utilize in acquiring these rights.

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The procedures used must comply with both Federal and State regulations. The current design plans indicate that one temporary easement will be required. Your municipality may acquire the needed rights through a combination of donations, eminent domain, deed grants, permits or right-of-entries. Frequently, local municipalities will appeal The donation procedures minimize donations. the acquisition cost to your community. Donations and rights-of-entries are not required and property owners are entitled to an appraisal and iust compensation. This project can not be advertised until the new proposed right-of-way is secured and Massachusetts Department of Transportation's Rightof-Way Bureau issues a Right-of-Way Certificate.

Affected property owners' rights are protected under our Mass. General Laws, primarily Chapter 79 and, because this project is receiving Federal funds, the property owners' rights are further defined under Title III of the Real Property Acts of 1970, as amended.

I will be happy to answer any general questions concerning Right-of-Way activities during the open forum, and I will be available after the Hearing for any specific questions you may have. Thank you very much.

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ROBERT KIMUNGU, MODERATOR: Thank you, Craig. Now, let's call up Bill Deignan of the City of Cambridge, who will describe the City's project in detail for you. I will ask that you to hold all your questions until the end of the entire presentation of the project, and I will open the hearing to the public after that.

BILL DEIGNAN: Great. Thanks, Robert. Thanks, everybody, for coming tonight to hear about the Cambridge Common and Flagstaff Park Project. So, as Robert said, my name is Bill Deignan. I am with City of Cambridge Community Development the Department, and I am going to be just giving a little bit of background and introduction to the project, and then, Cynthia Smith, the Landscape Architect, is going to talk about the renovation of the Common itself, and then Andrew Ogilvie is going to talk about the addition of a two-way, multi-use path along side Flagstaff Park, which we will show you is across the street from Cambridge Common, which originally was supposed to be a part of the Cambridge Common.

So, this is the -- can everybody see all right, or should we shut the lights off?

UNIDENTIFIED SPEAKER: It's good.

BILL DEIGNAN: Alright. Well, let us know if you think you need the lights off. Here's the project area that is outlined in red. Down at the bottom here is Harvard Square, Mass. Avenue coming up through here, with the Common itself here, and across Mass. Ave. is Flagstaff Park, with Cambridge Street coming up to the underpass, and T tunnel dipping down in there.

So, the Cambridge Common, as many of you know, is one of the City's most historic open spaces.

Here's a view of it. It's right in the center of the city, and it has always seen a lot of people and change.

This is one such photo of the change with some Army barracks that were built during World War I and the Civil War Memorial, and the Cambridge Historical Commission, which Charlie Sullivan back there is the Executive Director, who wrote a paper on the change for the Cambridge Common, and that paper

is actually on the project web site, which is at the bottom of your handout, if you want to look at that and see how the Common has changed over time, and it has been used for many things, and in the sixties and seventies it was used for a lot of concerts, and protests and marches, and things, and this is actually when the last renovation of the Cambridge Common in the 1970's.

So, the Common is used for many things, and one of them is the playground that was recently renovated. It will not be part of this project. That's been done. People walk there. People bike there on the way to school, as this girl is doing. People use it for the bus. There are actually about ten thousand people a day that walk, bike, use the bus to through the Cambridge Common, so it's a very, very busy place, or people just go there to relax and sit on the grass, and things.

But the Common has many issues, as well. You can see the street furniture is very old and often needs repairing and maintenance. The pathways are crumbling in many places, which creates access issues. There are trodden paths in places and, as you can see, there is pipe sticking out of the ground

for no apparent reason. If you look closely, there are a lot of things like that on the Common, that will be taken out, that are remnants from the past, that are no longer used. The paths have puddling on them after it rains and in the winter, and as well as the playing fields, and so, drainage will be taken care of in all those areas, as well as repairs to the fence on the outside of the Common.

So, Flagstaff Park across Mass. Ave., as you will hear, is part of this project, as well, in that we are going to basically extend Flagstaff Park and put in a two-way multi-use path, but right now Flagstaff Park is kind of isolate, and there's no way to get to it, particularly from the northern end of it. There are no crosswalks leading to it, and it is surrounded on this side by roads that are pretty inhospitable to people, particularly as they go down towards the underpass, and coming up. So, it's very, very difficult to walk and bike around this side of the Common.

Here's an aerial view of Flagstaff; again, with Harvard Square up here, and Mass. Avenue running here. So, in looking at the Common and in doing the design study for Harvard Square back in 2003 to 2005,

it was really noted that people who are in this side of the street and want to go up Mass. Avenue really have no way to do that continuously. What they need to do is to either cross over and go through the Common or they end up having to come down all the way to the overpass and then back up this section of Cambridge Street and keep going. So, the idea of being able to get through Flagstaff Park came about that way.

Some of the connection already exists now. When reconstruction was done in Harvard Square, a bike lane was put in on the left here. So, that exists already, and then, a crosswalk has always existed over to Flagstaff Park in this area.

So, here's the bike lane on the left. Johnson Gate is right over here to the right, or back a little bit over here. So, we are just beyond Johnson Gate and the statute of Sumner is back in here, and here is the crosswalk going over to Flagstaff Park

So, if -- you can't get through Flagstaff
Park. You have to walk or ride your bike around to
the overpass, and then walk up the other side of
Cambridge Street or, as this person has done, take

the straightest possible line and, as he is doing, riding your bike against traffic, but this is exactly where we are planning the two-way path, in this area that we will tell you about.

So, in terms of background, there's been a lot of planning, over ten years of planning that has gone into the Common project, including an advisory committee, Harvard Square Design Study in 2005 looked at this area, consultation with the Cambridge Historical Commission, who will ultimately need to give a permit for this project, work with the Committee on Public Planting on the trees and plantings for the Common, and then a lot of work within City departments, talking about it.

The funding, as Robert said, is about 3.9 million dollars, and that is broken down by a million dollars in Federal Transportation Enhancement funds, which can be used for landscaping, as well as bicycle and pedestrian improvements, a 1.1 million dollar Federal Legislative earmark, eight hundred and fifty-seven thousand Community Preservation Act funds, and the remainder will come from city funds.

The schedule for right now is that the money, the federal funds are programmed in F7'14 on

the Transportation Improvement Program. We are actively trying to get them moved up in terms of funding and, if we can do that, we would like to construct the project as soon as possible. Once this hearing is done, we will address comments and move into final design as soon as we can, and then, it is really a question of waiting for the funding at that point.

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So, now I would like to hand it over to Cynthia Smith, to talk about the renovation of the Common itself.

CYNTHIA SMITH: Thanks, Bill. So, I am basically going to walk you through the landscape architectural improvements for both the Common and Flagstaff Park.

As Bill mentioned, there are many purposes and uses to the Common. It is a ceremonial space that has a lot of historic monuments. There are events like Memorial Day events, etc., that happen on the Common, as well as concerts and other activities. Ιt is also major pedestrian and а bicycle thoroughfare between Harvard Square and the neighborhoods, and connecting to Harvard University and the other campuses adjacent, and it is both a

passive and active recreation area, a place of contemplation and also, you know, a place people come for softball and Cambridge Youth Soccer, pick up frisbee, and it has the largest playground, I think, in the City. Isn't that right, Bill? It's certainly the most impressive playground in the City.

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In terms of the objectives from a physical improvement standpoint to the Common and Flagstaff, it's going to be very important, to respect the historical significance of the Common and Flagstaff build on the existing strengths Park, to structure of the landscape. There's a lot deferred maintenance that needs to happen, just terms of upgrading the landscape, and I think the whole pathway network is in great need of improvement. We also hope to improve lighting and visibility.

So, this is the existing condition, in terms of how we see it today and in terms of the path network and where the various monuments are. We have done a lot of inventory over the years. As Bill mentioned, the project has been going for ten years, and there you see the existing playground, which was recently completed, and what I want to do is

basically walk you through the various improvements that are being proposed.

The first ones are -- related to pathway and circulation improvements. There are a lot of issues relative to how you come into the park from the various locations, accessibility issues in terms of excessive gradients. We want to reinforce entrances. There are some material issues in terms of how bumpy things are and how difficult it is for various people to walk in certain areas of the Common.

Bill mentioned some of the maintenance issues relative to the paths. There are a lot of different materials to the existing pathways. There are brick paths. There are asphalt. There are concrete paths. There are dirt paths. So, basically I think we are looking to try to come up with something that is elegant and practical and ties — unifies the whole thing without being excessively expensive.

Basically, we looked, and some of this work was even before I was involved, but there was a lot of inventorying about which paths are the major thoroughfares through the Common and there was an

attempt to basically identify paths that needed to be twelve foot wide, and then we had ten foot and eight food wide, and we were recommending these paths in red be twelve foot wide, as they come through the Civil War Memorial plaza area, and from (inaudible 17:24) on the major diagonal going towards Follen Street.

The ten foot wide paths are the major path that comes from Little Cambridge Common towards the monument, that diagonal, the perimeter path along the edge, and new multi-use path that comes along Flagstaff park. One of the reasons — the current paths around the perimeter vary from seven feet to ten feet, and we felt that, because there's trash removal and snow removal and various vehicles that need to cut into the Common for staging events and things like that, that we should have a uniform ten foot wide path, and these are the paths that we are recommending.

The material that we are recommending is basically, at the center, a bituminous concrete pathway with a sixteen inch brick band that is set on concrete and would have a metal edge to keep it from basically having any maintenance issues on the turf

outside. We are still working on the details to ensure this going to hold up in time.

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We are also reestablishing the Civil War monument access. Here you can see the recommended twelve foot path. There are some seats, benches, proposed along the pathway, and basically this path will come from the DAR entry gate straight up towards the Civil War monument. So, the other paths are going to have conversational seating on one side or the other, as well as lighting.

Major plaza improvements, the DAR entry Civil War Monument plaza, Washington Elm plaza will have improvements. you see the entry gate, just to refresh your memory, as it comes out to Garden Street, as it meets Mass. Ave., and right now it kind of skews off to the side. What we are recommending is to reestablish pathway going directly to the Civil War Memorial, and here you can see the planned improvements that are I don't know if you saw the bollards. recommended. We are going to try to create a little four-court, or four-court to the DAR entry gate with -- ves, bollards. We are going to replace and reinstall the wire cut brick and just smooth out the configurations as it meets the adjacent paths.

At the War Monument plaza, the Civil War Monument place itself, there's a large bit of cobble pavement around Civil War Memorial, which is not considered accessible. We -- our current thinking is to reduce the scale of that to a small decorative series of bands around the memorials themselves and to relay the plaza with a combination of brick and granite. We are also looking to make some reconfigurations to the existing granite seat walls.

So, here you see what -- you can see in the kind of before and after plans, if you look at it after the meeting, we are taking something that is very kind of asymmetrical and square on one side, and curvilinear on another, and kind of regular rise in that. This is our plan proposal here.

Similarly, at the Washington Elm plaza, there's cobbles in and around the cannons and the various memorials. We are going to decrease the amount of that so that these artifacts are more accessible to all people but we will maintain some of that cobble around the elements themselves.

Here you see we are basically reducing the pavement a little bit, resetting the brick and

granite, and trying to emphasize the ceremonial function of it.

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Fence and edge improvements, there's basically a fence that's granite, granite split rail. I don't know what you call it, granite posts that rusticated with a -- I quess it is an HIA wood timber between them, and it runs pretty much all the way around the perimeter and also the perimeter of Flagstaff on the Common side, and breaks at the major So, are planning entrances. we on making improvements to that edge.

Here you can see, there's been a lot of -there's a lot of shrubbery that has been planted over
time, along with kind of weed trees and things that
have grown up in this area and we are proposing that
the shrubs be removed so that it would be much open
along this edge. We are also proposing some kind of
a cobble maintenance strip along the parking meter
edge, where people park along the perimeter, and here
you can see, this is a portion over opposite the
Congregational Church, where it is more open. So, we
are proposing some new trees, especially in various
locations along Mass. Ave., and along parts of the
perimeter and kind of refurbishing that area and

making it more open.

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Site furnishings, I mentioned the granite wall that we are reconfiguring. There are some existing benches that have kind of outlasted their useful life. There are various site amenities, trash receptacles that, in kind of various shapes and sizes, and no systematic location, very little in the way of bike parking. So, we are basically, at this point, proposing to use the pallet of site furnishing elements that is in the City of Cambridge now, which would be the trash receptacle, recycling receptacle and bike rack.

This is a bench that is installed over near the playground. It's wood and steel. We are thinking about extending that throughout the Common. So, we welcome your comments on that particular element, as well.

So, we are proposing some additional organization to the trash receptacles and recycling the blue elements. W⊖ receptacles as are reconfiguring the granite benches in terms of their location around the Civil War Monument. We are adding some wood and steel benches in there, as well. We are -- along the paths, and also in the plazas,

and we are also going to try to arrange some of those in terms of conversational seating, so it is not all kind of stacked arrangements, flat along the path.

Planting and landscape; there are trees on the Common that are dead and dying. There basic species. There some are also are some thriving, beautiful specimens. So, we have inventoried these in details. I mentioned removing some of the shrub planting, which blocks views in and out of the Common. So, this is a little bit of an outdated plan, but we have inventoried the different species of trees, and basically trying to add some new shade tree varieties into the Common, tried to phase out the invasive trees, like the Norway Maples.

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Bill showed that picture from when the military had all of their barracks on the Common, and I think, after they left, they planted hundreds, more than a hundred Norway Maples on the Common as their kind of give-back to the City of Cambridge. So, a lot of the brown, not the red, but a lot of the brown trees are Norways.

So, we met a number of times with the Public Planting Committee and basically looking at

larger shade trees that you will be able to see under -- but not a planted monoculture a variety of plants, and we are trying to kind of reinforce some of the streets so that maybe there's a number of different Oaks along Mass. Avenue and the Maple along Garden Street, and Honey Locusts along Waterhouse Street, and Elms up to the Civil War Memorial, that kind of thing. So, while we get a diversity of pallet, it's not totally Heinz 57 varieties within one specific location.

So, these are the locations for the new trees that are being planned at this point. I think it is forty --

BILL DEIGNAN: Ninety-four.

CYNTHIA SMITH: Ninety-four new trees, and there are twenty trees that are being removed.

Lawn improvements, this is something we are hoping to get into in more detail. We want to do some soil testing to determine, you know, what are the nutrient deficiencies of the lawn throughout the Common. We want to do some pruning with certified arborists to basically open up some canopies so that certain areas that are not getting adequate sunlight would be getting greater sunlight.

We are focusing on lawn improvements on the major active recreation areas up here, as you see in the big red circle. We are recommending that the backstop and the infield for the softball be removed. Cambridge Youth Soccer will continue to use this as a play field. We are going to be bringing in new soil. We are going to be irrigating this portion of the Common and designing the soil so that it can withstand all the foot traffic.

So, you will still be able to play foot -frisbee or touch football, or a pick up game of, you
know, like maybe hit some softballs lightly, but
there is a real concern with the playground being
right opposite the softball field, that the kids
could very easily get beaned and have the -- with the
softball sailing overhead, and there have been a lot
of new softball fields and other kind of active
recreation fields in Cambridge that have been built.
So, hopefully, that won't be a big deficiency.

This is the existing light on the Cambridge Common. Sorry, these are a little bit contrasted. It's hard to see. It's really a very innovative light for its time. It was installed in the seventies. Our current thinking is to kind of

renovate these. We are going to relamp them so they work more efficiently. We are going to paint them. We are going to replace posts where they are rusty at the ground plane. We are going to take some of the doubles and reuse them as singles. So, we are going to basically use them and, where we need to, fabricate new.

So, these areas in the red are existing lights to remain. Those will all be refurbished and repainted, and relamped, and the lights in yellow are the new lights, or relocated light locations. So, basically, we are proposing a new lighting up and down the main Mass. Ave. path, that is growing out there today.

Flagstaff Park improvements, Bill touched on that. From a landscape standpoint, basically we are focusing on the Cambridge Common side of Flagstaff Park. We will be lighting the historic flag, flagstaff, and we will be planting some additional trees in concert with the multi-use path, and we will be relocating the granite and wood fence along the perimeter, too, because we are widening that portion of Flagstaff Park to accommodate the pedestrian movements. So, I think -- this is where

1 you take over.

2 ANDREW OGILVIE: I'm on?

CYNTHIA SMITH: You're on.

ANDREW OGILVIE: I guess so. Thanks, Cynthia. We have been talking about, just to orient everybody again, we have the Common up here, Flagstaff Park, connection to Harvard Square. In this existing condition, the bike path that comes from Harvard Square does dead end just as it gets to Flagstaff park, which brings us to where we are now.

This is where -- to orient everybody, this is Mass. Avenue coming south into Harvard Square. We currently have a left turn lane that separates from Mass. Ave. and feeds in along to make that turn to come back to the underpass, and there's your cross walk from Harvard Square, looking up at Flagstaff Park and, again, this is a tighter view, looking back up Mass. Ave. at the separated left turn lane that is going to come in, and that's again the same basic view, just looking in a different direction.

And this is the over at, just to sort of orient, up at Cambridge Street where it comes in, and this is where you are coming up from the under --

from the underpass on Cambridge Street right about here, and Peabody Street here. You make the lefts that are parallel to each other, around the circle back to Harvard Square, and also your rights to continue Mass. Ave.

So, getting to what we are proposing, is a new path connecting the existing dead end at Harvard Square, running through Flagstaff park, into the signalized crossing here. Pedestrians would have this, this island, and they cross either this way or across the Common. Bikes have a parallel path across here, and they separate out into their own lane, with a waiting area here to cross over and continue up Mass. Ave.

The big benefit, or the big change in this area is to make room for the path, we are modifying or we are taking that turn lane that is separated, and we are shifting it out into the main part of Mass. Ave., and creating room for the actual path in Flagstaff Park. We are moving the post and rail fence that is here out to that new edge and making some nice new park space, and utilizing -- you notice in that -- one of the previous photo, the width of that turn lane is quite wide, so we really don't need

that much pavement to accommodate the traffic, so we were able to repurpose it for this. You have got a lot of extra pavement in here, outside that yellow line that isn't needed for this turn lane.

So, we are going to repurpose that as the location of the bike path, and realign this left turn lane so that, today, it come in on its on, stops at the signal here, but is not signal controlled today at Garden Street. By eliminating the separated left turn, we are going to have these vehicles also stop with the through traffic at Garden Street, and then join the traffic, turning and stopping here at Peabody and, by doing that, we eliminate the traffic that was coming, without stopping here, and making this turn at the same time these vehicles, and have to weave together to get in to the underpass. It reduces conflicts and creates better operational configuration.

Up at the Cambridge Street intersection, as we talked about earlier, you have got a left turn lane here for folks coming up from -- that have come up from Harvard Square and are circling back, and then folks here coming up from the underpass also make this left turn and go, and the same instance

coming from Harvard Square to make a right turn and continue up Mass. Ave., folks coming from the underpass also have that option.

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workings The essential of this intersection, from a vehicular standpoint, will The lane layout is identical. remain the same. The big change in this intersection is, where the path comes in, we are proposing a crossing here which will tied into the signal, protected be pedestrian phasing, and pedestrians will cross here on green, wait at this intersection. With the pedestrian crossing here, traffic will be allowed to make this right turn and, when this right turn pedestrian will make their -- continue to cross across.

So will the bikes come in, separate from pedestrians at the dedicated bike lane here with a waiting area for bicycles here and, again, that first stage comes when traffic is making this right turn. So, bicycles wait, there is a stop line for bikes here, and there will be a bicycle indication, traffic signal directly for bicycles, to let them know when it is safe to cross.

The other change from signal operation

standpoint is the bus portal here. Because the buses are now crossing a crosswalk that they weren't previously, buses will have their own phase, which will get -- only be called when there is a actually waiting to exit.

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From a pedestrian safety standpoint, we are also providing curb extension here, which shortens the crosswalk, makes the crosswalk a little shorter, better visibility for pedestrians crossing Mass. Ave. I think I have touched on all the major issues I had. At this point, I will turn it back to Robert, and --

ROBERT KIMUNGU, MODERATOR: Thank you, plans presented tonight Andrew. The The next step will be to review complete. the comments received this evening, then amend and the plans for advertising and eventual complete construction. Before we open the Hearing to you, I will explain the Hearing procedure.

First, as stated previously, the purpose of the Hearing is to solicit your input regarding this project. As the plans are not yet complete, we may not be able to answer all of your questions or respond to all of your comments at this time. Next, we ask that anyone who wishes to have his or her comments entered into the Official Hearing Transcript, please stand up, identify yourself by name and affiliation, whether you are an abutter, local official, or concerned citizen, and spell your last name. This is necessary in order for us to obtain a verbatim transcript as required by law.

Also, the last sheet of the MassDOT handout is a mail-in sheet. If you have any questions or comments which you would like to submit in writing, please use this sheet for that purpose. You may leave this sheet with me tonight, or you may mail it to the Department within ten days of this date and it will become part of the official record.

Finally, it is normal procedure to ask elected officials to offer their comments first. Are there any Federal, State or Local officials who would like to speak at this time? Yes, ma'am.

ALICE WOLF: Hello. My name is Alice Wolf.

I am State Representative. I live within walking distance of the Common and represent the Common. I live at 48 Huron Avenue. I have three comments and one question that I would like to make.

First of all -- and, first of all, I am

very happy that you are here, and that we are planning this project. It is a very important project. The Common is the centerpiece of a large neighborhood and a large city, and it has great historic value and, in addition, I was around last time it was renovated, which is now thirty-five years ago, something of that nature, and I see that it is definitely in need of improvement again. So, I am very happy to be here.

My first comment is something about the way in which I and others use this space, which is that I have, over quite a few years, either run around or walked around the periphery of this Common because, as I said, I live within walking distance, and the pathway on the periphery, which is whatever it is, asphalt, is tough, but in -- right next to that pathway is a space which now looks very deteriorated and falling apart, where like to run along in the softer surface, and one of my ideas has been, and Bill Deignan has heard this before at a meeting I attended recently, is to have kind of a track around the periphery of the whole Common, that people can run on and walk on, that kind of abuts the hard surface because, you know, when you walk and run, a

hard surface is tough on your body. So, that's number one.

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The second -- my second issue that I wanted to address is a very different issue, which is that, as was shown in one of the drawings, that cars park all the way around the periphery of the Common. There's meters all the way around, and there is a very dangerous situation where, if you park at one of these locations, there is no way to safely walk into the Common and walk to wherever you are going to In other words, you are out -- as a driver, walk. you get out, you park your car, you put your money in the meter, and then, in many places, you have many car lengths to walk in order to be able to get somewhere that is safe, and it is really a dangerous situation, particularly -- well, actually on all, particularly Mass. Ave. and Garden Street, I would say, a little -- it is not quite as bad on Waterhouse Street, but -- because there just isn't as much traffic.

It's a dangerous situation and I am not sure what -- you know, there are -- as it was pointed out, there are the granite posts and the wooden, what do you call them, whatever you put --

1 UNIDENTIFIED SPEAKER: Rails.

2 ALICE WOLF: What?

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3 UNIDENTIFIED SPEAKER: Rails.

ALICE WOLF: Rails, thank you, wooden rails, and I don't know whether there can be some places where there are no rails so that people can get into the Common, but I would just like to suggest, as a safety issue, that is a very important one.

And then, the third comment, which isn't really or just isn't really part of this project, but has been pointed to, particularly where this change in Fallstaff Park is, that the driving, when you come out of the tunnel on Cambridge Street and then go around, to go onto Garden Street, that is one of the most dangerous intersections in the City. It's a very difficult move, particularly if people -- well, people come up from Harvard Square, and then want to go up Garden Street, and then, there are people coming from Cambridge Street, from under the tunnel, and going up Garden Street, and then there are people coming from Cambridge Street who want to go into Harvard Square. It is a very dangerous situation, and I don't know that this is a project that is up to trying to deal with that traffic situation, but I would like to point it out because there are going to be some changes, to really take a look at how those moves are made.

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one question is, in the my renovation, there were -- there was -- there were facilities for water. There were pipes under the -that's some of the pipes probably that you find sticking up in various places, for irrigating the, I think the whole Common, but certainly a lot of it, and I believe, like the first winter, they froze and it never worked again, but -- so, I am not sure I want to suggest that we do that, but I think that is something to look at because, in hot summers, it does get pretty grungy looking after a while, and maybe using the proper material, materials, maybe some of that can be dealt with, but that was done in the previous time, and I don't think it was looked at deep enough. Thank you very much.

BILL DEIGNAN: Hi. Thanks, Alice. I can just answer the question. There is going to be irrigation put in the playing field area. The rest of the Common, we talked about it, and I guess from an arborist standpoint, they don't like to put -- add

irrigation onto established trees. It is not great
for the trees. So, there will be irrigation in that
most open area, so that should help the --

ALICE WOLF: Well, please, then do -- then my recommendation is --

CYNTHIA SMITH: We will probably have their own hydrants, right? So you can -- you could either use it to spray and clean up, or whatever. We will have hose connections.

ALICE WOLF: Well, in any case, I suggest you do it, whatever, deep enough, or do the things that you need to do to winterize them so they don't break in the first winter.

BILL DEIGNAN: Yes, there is -- irrigation is pretty common now. For any significant landscaped area that is done, the City does put in irrigation. So, there is a whole program to maintain those.

ALICE WOLF: Well, this was in prehistoric times, so the City didn't know how to do it.

BILL DEIGNAN: Right; and, in terms of the other things, the parking around the Common, it is definitely an issue, and one that we are looking at, and creating some openings. Unfortunately, as you know, Garden Street is as narrow as can be, and there

isn't room to put a sidewalk over there, but creating some openings is definitely an idea.

Waterhouse Street is much wider, and they actually are proposing to add a sidewalk on that side as part of the renovation of Waterhouse Street and Mass. Avenue, again, doesn't have the width to put in a full sidewalk, but we are looking at openings, openings over there; and, in terms of the running path, you just mentioned that to me, I think, last week, and that is an idea that we can definitely look at.

And the weave to Garden Street, we did look at a lot of different ways to try to modify that signal, to eliminate that weave, as well as other issues, and when it came down to it, it's a very difficult intersection. It works, for the amount of traffic it gets, it's a fairly simple, fairly simple phasing and it processes a lot of traffic. If you made any significant changes to it, it would have big traffic impacts, like queuing and -- so, for right now, we decided that it was best to try to keep it simple, and that there really was not a lot that could be done. We do think it will, some of the changes here will help organize traffic a little

better, but they are basic situational change, but we did really look at it to see if there was something that could be done as part of this.

ALICE WOLF: I am not sure whether something in the light phasing might help that, even without making other physical changes, so that, I don't know, the traffic from Harvard Square, maybe there would be some offset of lights, or something, so that everyone isn't coming on top of each other.

BILL DEIGNAN: We will continue to look at that.

ALICE WOLF: Thank you.

ROBERT KIMUNGU, MODERATOR: Thank you. Any other elected officials? This Hearing is now open to the public, and we welcome your questions and comments. Yes, sir.

RON AXELROD: My name is Ron Axelrod. I live on Shepard Street, a few blocks away. I think it is a wonderful plan that you all have developed. I think the design team has done a wonderful job of trying to bring out all the good characteristics of the Common, and I applaud them putting a pathway through Flagstaff Park. I was wondering, before I came here, how they were going to liven that space

up, and I think they have done a nice job. I think it is going across that throat, coming out of the Cambridge Street, is going to be a little daunting in terms of one trying to pass it, and maybe they have to think about ways to soften that and make it more enticing.

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But one thing which I would love to see is, this Common is so rich in history to Cambridge, and to the United States, that there be something more that under -- that informs people about the history of it, and the way that it was used, and the way it has developed over the years. I always loved that little sort of history diorama up there at the corner of Mass. Ave. and Garden, and if there were some way that we could do something that gives more information, and gives more history, and gives something, more perspective of what this Common has been to the City and to the country, I think that would be a wonderful think to add.

So, I know Charles Sullivan is here, and he knows everything about --

(CHARLES SULLIVAN): That is duly noted.

ROBERT KIMUNGU, MODERATOR: Yes, sir.

ART BARDIGE: My name is Art Bardige. I

live at 98 Raymond Street, Concerned Citizen, B-a-rd-i-a-e. I would like to agree with this gentleman. I think, you mentioned that history is important. I think this park has tremendous history to it. Boston, Ι saw some around was Transportation Building, there are some history kiosks, that are about six feet around, that have big panoramas on them, showing that area at different times in its history, over the centuries, what it looked like. I would love to see something like this, you know, that would have perhaps several of We need to a place where the history of Cambridge gets shown off, and gets -- so that we can -- so tourists can see it.

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We see a lot of tourists going through there, and one of the things that I was thinking about is, when we think about the tree planting, I think we ought to think about the history, not only the Washington Elm, but I would love to see some Sugar Maples in there, if they will grow, and I think they will, because that would -- you can imagine in the fall, when we have all these tourists coming to see color, if Cambridge Common was full of color. So, I think that would be a good thing to do.

1	To follow up on Alice's idea, it might be
2	that I think she is exactly right with the problem
3	with the rails blocking access to the park from the
4	parking on the street. Can we take the split can
5	we take the fence away from, say, the garden side of
6	the park? I don't know that it would take anything
7	away from the park to just have it open to the to
8	Garden Street so that there's no rails. You might
9	even you can leave the granite post, but there
10	will be no rails in them so that you, when you get
11	out of the car, especially on the right side, get out
12	and you could get onto the sidewalk, and you are not
13	burdened by it.
14	CYNTHIA SMITH: The sheep would get out.
15	ART BARDIGE: That's the other thing I was
16	going to ask, one question I had is, there's that
17	little it's not on these drawings, is that little
18	brick building that is on the crosswalk, on the Mass.
19	Ave. side?
20	CYNTHIA SMITH: Yes, it's there. It's that
21	little
22	ART BARDIGE: What does that do?
23	CYNTHIA SMITH: It's not colored, but right
24	near

1	BILL DEIGNAN: I think it has large water
2	valves. The MWRA, it's the interconnect between the
3	City and the MWRA water supply.
4	ART BARDIGE: It is what we just lost?
5	BILL DEIGNAN: Right. Yes, that's correct.
6	I believe that is where they switch it all over for
7	the existing system.
8	CYNTHIA SMITH: Who would have thought?
9	ART BARDIGE: Thank you.
10	ROBERT KIMUNGU, MODERATOR: Sir.
11	ART BARDIGE: I'm sorry, one more thing. I
12	really like what you are trying to do here, and I
13	think that just, if we could bring the history into
14	this, and bring some foliage into this, that it would
15	add a great deal to it. Thank you.
16	ROBERT KIMUNGU, MODERATOR: Yes, sir.
17	FRED MEYER: To add some specificity to the
18	historical request we just heard, I love everything I
19	have heard.
20	ROBERT KIMUNGU, MODERATOR: Excuse me.
21	Would you state your name?
22	FRED MEYER: Yes, Fred Meyer, 83 Hammond
23	Street, two m's, o-n-d. I have lived in the area for
24	fifty-two years. You would think that this was a

Civil War monument from the way it looks now. It is a Revolutionary War area of extreme significance, and that's the story that we have to tell.

Three quick stories, just across the street at the front of the tower, all by the underpass is where the troops gathered and were addressed by the Harvard President before they marched Bunker Hill, a little later, in the summer of 1775, the U.S. Army started here. It's where George Washington came from Virginia to take command of the fledgling troops, and the Common at the time extended all the way up to Linnaean Street, and the troops took over virtually all of Cambridge. Charlie Sullivan is here to correct my oversimplification. I will just give you the general story.

The troops were in tents here on Cambridge Common, going further north, and they took over most of Harvard Yard. Have you interfaced with the U.S. Army? This is where it was born, and they could help you develop this historical story. The Washington Elm refers to an ancient Elm tree under which Washington reputedly took command of the troops, and if you go to an antique show, and you look at the postcard section, look under C for Cambridge, many,

many postcards for decades afterwards have got Washington Elm until they finally died. We need to tell that story.

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The cannon, we are not telling the story of what those cannon are. Boston named a holiday after it, Evacuation Day. The situation was, in 1775, the British controlled the harbor and the Admiral of the British wasn't worried about cannons because there weren't any in the area, and so, he didn't bother to the high points overlooking the harbor, secure including Dorchester Heights and what is now called Washington Park in Cambridgeport. In his house, which is now called Longfellow House, but where he was staying at the time, George Washington said, well, there are cannons way up by the Canadian border at Fort Ticonderoga. The British didn't think there was any possibility of us them.

Colonel Henry Knox went up there and took dogs and got sleds, and put those cannons on those sleds and took them across Lake Champlain when it was frozen in the winter, and he delivered those cannon right on this Common to George Washington, who then put them up on Dorchester Heights and what is now called Washington Park, fired on the bridge fleet,

which started to catch fire, and the British said, we better get out of here, and that is what is Evacuation Day.

Now, any other community that had this sort of history would promote. There would be marching bands. There would be tourist ads. Come and see where the Revolution started. So, we are not doing any of this, and we are not highlighting it in this what should really be a national historic park.

Now, I can't tell you how to tell this story, but there must be a way to do it with good visuals, and it has got to be told because our school kids don't know it, most Cambridge citizens don't know it. I didn't know about this Bunker Hill story until a few weeks ago when I happened to run across a little monument set ten feet from the sidewalk and happened to read it. We have got to tell our historical story better.

We have the best Historical Commission in the country, that has all sorts of files on this stuff. What I am asking you to do is communicate with the Historical Commission and let the focus of this thing be to get those stories out, please.

ROBERT KIMUNGU, MODERATOR: Thank you.

ART BARDIGE: May I just add quickly to what Fred is saying? One of the things that does bother me is that these cannoners are focused, they are shooting toward Garden Street, and I remember when I first came to Cambridge, over forty years ago, looking at this and couldn't figure out what the — why the cannon were where they are, and where they were pointed to. At a minimum, you probably ought to point it down to the river, point it down to Boston in some way, shape or form, to tell the story. It's not just a — it is not just a physical object there. I agree with you totally.

ROBERT KIMUNGU, MODERATOR: Yes.

PEARL WINEHOUSE: My name is Pearl Winehouse and I live at 64 Oxford Street in the Agassiz neighborhood, which is on the Flagstaff Park side of the avenue, and I have one comment and one question. The first comment is, I love the fact that we are going to be able to walk and have bikes going all the way from Harvard Yard all the way up because, at night, if you want to walk home, you have to cross over, walk up the park, and then cross back.

So, it is just fabulous, and I should tell you that, at the Agassiz neighborhood meetings, there

is one resident that, every single time, raises the fact that there's bikes on the sidewalks, and so, this will answer her question, which she raises every single meeting, and it is just fabulous you are doing this. So, that is wonderful.

The other question is, is given the time frame that you said you started, is there a way to speed this up, and make it happen faster?

ROBERT KIMUNGU, MODERATOR: Well, speed it up, it just comes down to engineering and getting a review through the Department of Transportation. Also, it would need to move up on, there is the Metropolitan Planning Organization that the City has to go through, to get approved for the funds. The funds have been obligated already, but they have been obligated for 2014, and you are dealing with a large organization that obligates money to cities in the Boston Metropolitan area.

So, it is competing for money to try to get the money to an earlier year. So, it just comes down to being able to, hopefully, get the project ready as soon as possible, and then something, if another city is not -- another city or town is not ready with their project, this project, if it is ready, will be

1 able to jump right in.

PEARL WINEHOUSE: Well, as follow-up then, what can be done to speed it up so that we can say, hey, look, it's done. XYZ towns aren't done. Please let us get started.

ROBERT KIMUNGU, MODERATOR: Just keep on trying to push forward.

CRAIG SHEEHAN: Well, you are doing that here tonight, too, but -- with Bill's calls to the Department of Transportation to get this hearing. This hearing is a big milestone in the project process. So, to get to this point is big. It shows that the City is serious about getting this project forward, and having, as Robert said, having the project ready is also a really big part of it, and -- but you are dealing -- sometimes you are just dealing with the politics of where the funds are at that time, so --

PEARL WINEHOUSE: Well, there is something else to add which is, Bill Deignan gave a wonderful presentation at the Agassiz Neighborhood Council, our monthly meeting, and people loved it. So, you know, if there is anything that can be done to speed things up, let us know.

1 CRAIG SHEEHAN: Yes, projects do fall off 2 the TIP, what they call it, but lots of cities like 3 their projects, as well, which is good and bad for 4 Cambridge. So, as Robert said, getting this project, 5 this is really big, getting to this point.

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PEARL WINEHOUSE: Is there enough money for everything up front?

ALICE WOLF: Can you proceed forward? Do you have enough money to proceed forward with the planning at due speed?

CYNTHIA SMITH: Yes. We are going to do the documents?

BILL DEIGNAN: Yes. We have -- as part of million our application for the dollars enhancement funds, which are the ones that have to get -- that are programmed on the TIP for 2014, we actually also included a request for design funds. So, we have all the design funds we need to finish the design documents. It is really getting -getting those design documents done and, as Robert said, trying to get the funds moved from 2014 to some time sooner. Hopefully, something else will drop out and we will be ready to --

ALICE WOLF: Well, as long as you have the

money for the design funds, then you can move forward with all due speed, and be ready for any time to move it forward.

BILL DEIGNAN: Yes.

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ROBERT KIMUNGU, MODERATOR: Yes, sir.

GOODMAN: JOHN Yes, my name is John Goodman. Fairmont Ι live at 8 Avenue in Cambridgeport, and I am here as a Concerned Citizen and a Concerned Bicyclist, and I am very happy to see the improved bike access for going north on Mass. Ave. because there is really no sensible way to do that now, but I was wondering, coming south on Mass. Ave., there's a pathway along the perimeter of the park, but I don't know if that is going to be considered a multi-use path, or that is pedestrian. I mean, it's not great biking down Mass. Ave. coming south, either. Even though you don't cross any intersections, there is an awful lot of A lot of people talked about the traffic there. swerving onto Garden Street. So, if there is any way bicyclists could have access to off-road passage to the southbound stretch of Mass. Ave., that would be great, too.

CYNTHIA SMITH: Bill, do you want to

1 comment?

right now, the cyclists are not prohibited from using that. It is not the best. It is not the best thing for all cyclists, but cyclists that don't want to be in the road can use that. It is not prohibited, but we do actually have plans, as part of a process that is going on now for planning on Mass. Ave. between Harvard and Porter Squares, bike lanes or something that is getting recommended through there, and those could get carried through this section of Mass. Avenue. The one section between the crosswalk in Garden Street that gets a little tricky is that you have got, as you said, turning vehicles to Garden Street.

CYNTHIA SMITH: It has got cobblestones there, too.

BILL DEIGNAN: Well, the cobblestones will be coming out in front of the bus stop at Dawes Island, and as you can just pick out, there actually is a piece of bike lane right in front of Dawes Island. So, that will get continued and we will probably end up doing shared pavement markings for cyclists through the section between the crosswalk in

Garden Street. Different cyclists prefer to be in a 1 2 different place n the road, depending on where 3 turning traffic is. So, cyclists will have to kind of pick their own spot, but we will, where it makes 4 5 sense, be doing bike lanes, as well. 6 JOHN GOODMAN: Good, thanks. 7 ROBERT KIMUNGU, MODERATOR: Yes, sir. 8 PETE KANE: My name is Pete Kane. I am at

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PETE KANE: My name is Pete Kane. I am at 81 Huron, and I am representing the Pedestrian Committee. I just have a comment and a question. The comment is that the Committee definitely supports the rehab work, and the question is, there were two graphics, and it has to do with the width of one of the pathways from the north side of Mass. Ave. into the memorial. One showed it as ten foot width, and then, the other one showed it as eight foot, and I was just wondering which one it is.

BILL DEIGNAN: I can grab it for you.

CYNTHIA SMITH: Oh, well, that one is ten.

PETE KANE: The diagonal, it's --

BILL DEIGNAN: Back more, Cynthia.

PETE KANE: It was highlighted twice.

BILL DEIGNAN: In red?

PETE KANE: In red, yes.

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1	CYNTHIA SMITH: Yes. I think it is twelve
2	feet through that
3	BILL DEIGNAN: Let's see.
4	CYNTHIA SMITH: Way back. We are almost
5	there.
6	PETE KANE: Yes, so eight and then so,
7	here it is shown as ten feet, but then the next one
8	you showed it as eight, and I was just wondering
9	which one it is.
10	BILL DEIGNAN: This one, the diagonal down
11	there?
12	PETE KANE: Yes.
13	CYNTHIA SMITH: That diagonal is twelve.
14	PETE KANE: Over here it is eight.
15	BILL DEIGNAN: Yes. I am not we
16	actually have the plans over there, that we can look
17	at later, but and something that wasn't really
18	highlighted was that the paths the path widths
19	were are basically being done, rebuilt to the
20	existing width. There are many places not
21	consistent, but the widths that are there now are
22	pretty much the widths that will be there except
23	where, for some reason, it gets narrow and then it

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gets wide in places. So, we are rebuilding the paths

to basically the same widths they are now, but making them consistent widths.

ROBERT KIMUNGU, MODERATOR: Yes.

FRED MEYER: A follow-up question, I just heard the word Dawes Island for the first time. Is that outside the boundary of this project?

BILL DEIGNAN: Yes, it is outside of the boundaries.

FRED MEYER: I would just like to perhaps reference a quip you made within the boundary. We suffer from Longfellow's colorful oversimplification of history. He really should have said, Listen my children and you shall hear of the midnight ride of William Dawes. Revere was, in fact, arrested by the British and detained before he got to Lexington. So, the actual alarm was sounded first by William Dawes and I point that out because Dawes, taking an alternate route from Revere, went through Cambridge. We should celebrate that.

ALICE WOLF: Well, that's interesting because I just -- I read something a little time ago, and now I have forgotten the details, which talked about two different routes and I thought it was the opposite way, but maybe I have misremembered it, that

1	the one the one person really didn't get much help
2	in going out because it wasn't familiar territory.
3	It had to do with how people effectuate change by
4	their human skills, and I don't I have forgotten
5	what, and that there were two rides, and one was very
6	effective, and the other was not. So, but I thought
7	it was the opposite of what you just said. So, we
8	will have to look into that.
9	FRED MEYER: Well, I turn to the expert,
10	Charles.
11	CHARLES SULLIVAN: I think they were both
12	effective. They both gave the word along the route.
13	Revere got short-stopped by a British trooper.
14	ALICE WOLF: What's his name? Malcolm
15	Gladwell. It was in Malcolm Gladwell. This was
16	something I read of Malcolm Gladwell's. I will go
17	look it up. I won't
18	CYNTHIA SMITH: What was it?
19	PEARL WINEHOUSE: It had to do with who was
20	influential.
21	ALICE WOLF: Yes, and
22	PEARL WINEHOUSE: When something happened
23	to someone, everybody knew about it, so it may be
24	that one of the two was more influential with the

1 malitias.

ALICE WOLF: This is a little off the subject, but this is Cambridge, you know.

FRED MEYER: For what it is worth, my understanding is as follows, the real aim was to alert John Hancock representing Congress, that the British had enseized Powderhouse Square, were now about to take power in Concord, and that they better move and hide their power, which is exactly what they did.

CYNTHIA SMITH: Sarah Palin got --

FRED MEYER: So, in fact, what then happened is, when he was waylaid, Revere did alert the British because he bragged that the Red Coats were going to meet a lot of resistance. So, in fact, I hate to say this, but Sarah Palin was right. He was alerting both the Americans and the British.

UNIDENTIFIED SPEAKER: (inaudible comment)

T.K. MCCLINTOCH: My name is T.K. McClintoch. I live at 15 Follen Street, and I go through, I take four laps every morning. A lot of what Alice had to say about improvements, I think it is a terrific idea to make the improvements that are being suggested. I would second the observation, or

third and fourth the observation about having access to parked cars in the perimeter. I think it is a very dangerous situation, particularly in the winter, and since the shrubs are being removed anyhow, I think there are — when there are numerous examples of design solutions to having a double set of sidewalks, an immediate inboard sidewalk next to the curb, and then one further in that is more conducive to pedestrian use.

The second thing that I am curious about is, with the change in traffic lights at the corner of Waterhouse and Mass. Ave., they put a right turn light in there a couple of years ago, before it was always a blinking red, whether having a left turn light there would alleviate some of the traffic that otherwise has to go around.

That might be one suggestion, and the second suggestion vis-a-vis would be, where you have the left lane stopping at Mass. Ave. and what I think you call Garden Street, that goes around Flagstaff Park, that has no stop. That has no -- you don't have to stop there now to sweep all the way around. So, you only have -- you only take one light. I can imagine you are going to have a worse traffic

situation, as far as backing up, if you make that a lighted situation to turn left there, around Flagstaff. Am I making myself clear about that observation?

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ANDREW OGILVIE: I just want you to show where you are talking about.

UNIDENTIFIED SPEAKER: This movement here?

T.K. MCCLINTOCH: Exactly. So, we don't have a light -- we only have one light there now.

ANDREW OGILVIE: Existing does not have to stop at Garden Street. It has a protected bay there. It will stop are Garden now.

I think, if you put a T.K. MCCLINTOCH: light there, you are going to find yourself backing up traffic quite a bit. The other observation I had was, it is a bit of a hobby horse of mine, but I am going to mention it anyhow and particularly after Mr. Meyer has made such a good point about how this is so demonstrative of our early history, about having the Irish Famine Memorial statue there. You know, we all make mistakes in life, and it doesn't hurt to admit it, and I think there is consensus of opinion that that statue is a poor design, one, and really somewhat inappropriate in subject matter, partially because it celebrates a tragic event rather than great successes that our country can represent by giving refuge to people who came from Ireland under those circumstances, and I am Scotch Irish heritage and I hate it.

At any rate, I wonder if this might be an opportune time to find another location for it. I don't know who sponsored it, but it --

ALICE WOLF: John O'Connor, and he will turn over in his grave if you do that.

T.K. MCCLINTOCH: Well, let him go ahead and turn over in his grave. At times, we all think that we -- that there are different changes in what might be considered a good use for that land. At any rate, I don't know how the process is to do it, but I would like to find out about it because I would be very curious, if you put that to a vote, whether that is a welcome addition to the Common.

The other question I had, and is really a question is, is there a Friends group that exists for the Common, made up of the citizens, that can solicit contributions for enhancements that might be reluctant to be included because they represent an additional cost? Is there anything like that, that

1	exists now?
2	BILL DEIGNAN: Is that your last thing?
3	T.K. MCCLINTOCH: No.
4	BILL DEIGNAN: So, we can answer all of it?
5	T.K. MCCLINTOCH: No, one
6	BILL DEIGNAN: Alright. Well, why don't
7	you finish and then we will answer them together.
8	T.K. MCCLINTOCH: There was mention that we
9	needed an easement, that the City needed one
10	easement, one temporary easement. I was curious what
11	that was.
12	BILL DEIGNAN: Alright. Well, I will
13	handle a couple of these. So, working backwards, the
14	easement I believe refers to just this pedestrian
15	landing on the side to construct it because it goes
16	right up against Harvard property. I think we need
17	to get a temporary construction easement from Harvard
18	on that, which we don't see as a big deal at all.
19	It's not changing the back of the sidewalk or going
20	onto their property. It is simply access to their
21	property to construct that.
22	ANDREW OGILVIE: The back of the walk is
23	actually the property line in that case. So, in
24	order to construct it, the workman physically has to

put a foot on the Harvard land. So, they need to give him permission.

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BILL DEIGNAN: Let's see, in terms of the Friends group, no, there is no Friends group for the Common, and it is something that could be a very valuable thing if people wanted to start a Friends group and, in one of the ideas that people have thrown out there, I mean, there are a bunch of things that could happen on the Common, with a Friends but one of the things that people suggested is having the ability to have kind of some loose chairs around the Common, as they do in many other places, and we are creating a place for those to be locked up at night, to like put a cable through them, and to lock it up to kind of a bollard, but any of those things take additional money and attention, and things, so I am sure there are many things. that is certainly an idea.

In term of -- in terms of the memorial, that is kind of a political question. I don't know if there's anything that you can say about --

UNIDENTIFIED SPEAKER: Uh uh.

BILL DEIGNAN: No. But that's not part of this process. We don't really have any way to change

that, as part of this project. So -- and then, in terms of the left lane, I think I am going to ask Dennis Flynn to talk about that.

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DENNIS FLYNN: Sure. I quess for the record, Dennis Flynn, F-l-y-n-n, with AE Com. Ιt actually may seen a little counter intuitive, but basically the arrangement, the situation you there now with the left turn lane actually will improve traffic operations. This is something we had to do a little, a little modification of the signal It is one of these things that is sort of, phasing. it is hard to describe in words actually how the benefit actually becomes realized, but if we were not actually to provide the left turn lane, we would see significant issues, but the fact that we are actually able to provide, provide the left turn lane, and the signal there at Garden and Mass. is actually tied in with the one just below it there on the map, with Peabody, and work those two together. They actually will be operating sort of one system, one signal, and you modify the phasing as such. I could go into more detail with you afterwards, if you like. It's a little bit hard to get bogged down with the words, going through every little detail.

1	We worked very closely with City Traffic
2	Engineer, Jeff Parenti, and he and I both worked out
3	something that we are pretty satisfied with and, in
4	fact, the overall flow in operation through that
5	area, actually the area as a whole, actually does
6	improve. It may seem a little counter intuitive, I
7	understand, well, wait a second, they go through that
8	intersection, but the way the phasing is today, and
9	the way they actually go through the signal there at
10	Peabody Street, this actually cleans things up.
11	T.K. MCCLINTOCH: Does the island get
12	removed?
13	DENNIS FLYNN: The island does get removed,
14	yes. Yes, that it's the capacity of the lane that
15	really allows it to operate, operate better.
16	T.K. MCCLINTOCH: And turning left off of
17	Waterhouse onto Mass. Ave.?
18	DENNIS FLYNN: Well, I guess that is
19	officially on the other side of the, we call it, the
20	boundary line.
21	BILL DEIGNAN: Yes, um
22	DENNIS FLYNN: At this point, that may be
23	something that
24	BILL DEIGNAN: The I mean, it's the

1	the left turns are allowed for fire trucks, I know.
2	I am not sure if the left turns are not allowed
3	because of what it does to the operations. I imagine
4	at one point they were. It is not something that
5	considered as part of this project, but we can
6	certainly bring it back.
7	T.K. MCCLINTOCH: Well, it used to be, like
8	I said, a flashing red.
9	BILL DEIGNAN: For coming out.
10	T.K. MCCLINTOCH: But then they did make a
11	
12	BILL DEIGNAN: A full signal.
13	T.K. MCCLINTOCH: A full signal.
14	BILL DEIGNAN: Yes.
15	CYNTHIA SMITH: So, which is it, the coming
16	out of Waterhouse?
17	T.K. MCCLINTOCH: Yes, coming out of
18	Waterhouse, which becomes one way in the
19	CYNTHIA SMITH: Oh, that way, not
20	BILL DEIGNAN: Oh, I was thinking going in,
21	that left. Oh, the left coming out.
22	T.K. MCCLINTOCH: Yes.
23	BILL DEIGNAN: Yes. I don't know. We will
24	look at that.

PEARL WINEHOUSE: I was just going to say that there is a whole project that you don't know about, that is fixing that intersection, that is completely separate from the Common, that has both Neighborhood 9 and Agassiz working on it. So, you know, the City may know the best way of -- you know, that issue maybe isn't tied to the Common but it is already being worked on, and so, it may be more appropriate to work on it outside the scope of this one.

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BILL DEIGNAN: Right, yes.

ROBERT KIMUNGU, MODERATOR: Yes, ma'am.

INGRID SHUTTLEWORTH: My name is Ingrid Shuttleworth, S-h-u-t-t-l-e-w-o-r-t-h, and I live on Massachusetts Avenue, a block away from the park, and I see from the design of Flagstaff Park that there is a bump-out just to the north of the park, on the Mass. Ave. side, and I wondered if you considered that that in conjunction with the lost -- echoing the last speaker's comments about backing traffic up -sorry, I am not stating this properly, but I think not having that bump-out would be better because of the congestion in the intersection. Part of what makes that intersection so dangerous, in my

experience, is that people don't stop on red lights, and the intersection is blocked, and they jam the intersection and there is nowhere to go because of the lights towards Mass. Ave. and on the way to Garden Street, and further on.

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So, traffic gets backed up there, keeping that extra lane, that third lane right there, helps get traffic out of the way of that curve from Cambridge to Mass. to Garden when people sort of go crazy and they go in and around the corner, and I think part of -- a good reason to keep that traffic that is going back around the -- back around that park in their own lane stopping farther around where they do now, is that it relieves that congestion in that area so that traffic can go, and go around that S curve to Garden. So, I hope that you consider, when you do your plans, that you do allow for that further study, and I would suggest maybe the bump-out doesn't exist right there, if you don't need it, that it comes closer to the new bike path, where it is -as it is down farther towards that intersection on the way to Harvard Square.

I am a cyclist, I walk, and I drive a car, and so, I have been on those roads for about twenty

years, doing all those different things. As a road cyclist, I am sort of -- I am very hesitant to go from the Square down Cambridge Street, so I am glad to see that there is an option, but I also wonder, as a driver, if cyclists and pedestrians aren't going to make that special stop and wait in the designated area in order to cross, but rather are going to just go diagonally across from Flagstaff Park to Mass. Ave. to the main park, the Common, and then continue that nice diagonal path that leads to Follen Street, which takes bikes down, the wrong way down the one way street, and I think it is great that this is an option, but I hope that you consider, in design of that, to make it very clear to cyclists that they shouldn't be cutting and cutting off traffic, which seems to happen in a lot of other cases.

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I also think that the idea of having regular, frequent paths from the parked cars along Mass. Ave. and Garden Street is very important for the safety of people getting out of their cars, adults and children. if I was with children, I would want them to get out on the land side, not on the street side of the car, but you can't safely do that along Mass. Ave., or in some places on Garden.

So, I know this would be a ton of money, but what about thinking about moving that fence in a few feet. The shrubs are going to be gone. The tree planting will be there. It doesn't matter which side of the fence they are on. I know that the fence provides borders or views, it provides borders to keep people from running out in the street, but here people need to get from the street onto a safe landing.

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So, what about moving that fence over a minimum distance for handicap allotted sidewalk, or compacted earth space, whatever material the City put there, so people can get out of their car safely, and then they can walk along this little edge, and then go to the major crosswalk, or on the certain strips like that, the northeast end of Mass. Ave., where there is parking. I don't think there is any parking past that towards the Square, and then, maybe on a certain stretch of Garden Street, where there is parking, take the fence away altogether. So, I urge you to consider that, and maybe even when the sidewalk comes a little closer to the edge of the park, but maybe not.

I also had a question on the pavement. In

some of the description, it seems like the pavement is asphalt. In other ones, I thought I heard concrete. I don't -- I guess asphalt and concrete are equally easy to keep clean of ice and snow, but the concrete almost in a way, the way it is formed, it has a line, a groove that acts as a little bit of drainage, and we have a big drainage problem where the sidewalks are flat or indented, or have frost heaves in Cambridge. When it is plowed, it's good; but, when it is not, it's pretty awful.

Some of the comments I made are in other projects that have to do with the park, and aren't really appropriate for this setting, but I would encourage those comments I just made, and also I really like the idea that somebody made of having some colorful (inaudible) edge trees. I seem to see a lot of shorter trees if I am getting the -- if I am looking at the drawings correctly, and some of these big trees are great, and they act as noise buffers, just like shrubs do, and so, my comment would be to consider shrubs. You might not be able to see out of the park, to see the traffic, but you are in the park to enjoy the park, and it might be kind of nice to keep the noise down in there, if that is possible,

and if it is a green wall that helps, maybe shrubs aren't so bad. Thank you.

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ROBERT KIMUNGU, MODERATOR: Yes.

INGRID SHUTTLEWORTH: Do we have any answer
on the material that the surface --

BILL DEIGNAN: Oh, yes. I did mean to answer that. Yes. So, I think Cynthia described it as bituminous concrete, which is another name for asphalt. So, it is asphalt and, in terms of ponding and things, and this was, the decision to go with asphalt, I think, was something that we talked a lot to the Historical Commission about, and the pathways were originally not paved on the Common, so there is no really historically appropriate material those, and we thought that asphalt is a very good material in terms of accessibility. It is also a little more, you know, when it is around trees, it forgives a little more than concrete, which would tend to break and heave, but it will be built so that it drains, unlike now. Where it does have low spots and things, it will be built so that it doesn't have that ponding associated with it.

INGRID SHUTTLEWORTH: I wonder if you consider that along Mass. Ave., heading towards

Porter Square, there is a nice wide avenue sidewalk, or a three wide sidewalk. It is really nice, on the west side of the road, and it is all -- I believe it is all concrete, and so, you move from the Square which is brick, and then you go to asphalt and brick, and then you go to concrete, and I was wondering whether there is some way to tie the Common and that avenue together. It's a big, seems to be big commuter traffic.

BILL DEIGNAN: Yes, okay. We can look at that.

ROBERT KIMUNGU, MODERATOR: Yes, ma'am.

DORIANNE LOW: I am Dorianne Low from 5 Concord Avenue, and I know that you have brought up the draining, etc., but I notice, in the winter, it is devastating to walk through the Common because of the ice, and maybe you will take care of that when you are taking care of this, but maybe you need warnings signs, or just maybe you will do something about the ice walking through the Common because I have fallen down, so --

BILL DEIGNAN: Yes. I agree. The way the paths are right now, they are extremely hard to maintain and clear them effectively when they are

bumpy and things. So hopefully, with an even path surface, the clearing that is going to be done, and we are making them so that they can be cleared by kind of Bobcat type plow. So, hopefully, that will ensure that they are not as icy.

ROBERT KIMUNGU, MODERATOR: Yes.

FRED MEYER: Asphalt doesn't have a very good public image, but it is what Harvard uses in the Harvard Yard across the street, and I am sure they have done a lot of research on it.

One thing I thought I ought to emphasize is what this lady mentioned about the important stuff is traffic flow, but Cambridge is really shaped like a butterfly, with east and west wings, and this is the abdomen of the butterfly. It is where the wings connect. So, if you want to go from the eastern part of Cambridge to the western part, you are doing this very awkward turn down through the underpass, going left on Mass. Ave., and it really does deserve a great deal of thought on how to stop the traffic going south on Mass. Ave. from hitting the traffic making a left turn off of Cambridge Street onto Mass. Ave. So, it is a very awkward turn, and it is the center route for the east and west parts of Cambridge

So, if the

to connect. So, it's a serious issue, and I don't 1 know what the answer is, but it deserves a lot of 2 good, professional thought. 3 4 CYNTHIA SMITH: It used to be a toll road, 5 too. 6 FRED MEYER: Really? 7 UNIDENTIFIED SPEAKER: I don't know, Bill, 8 I don't know if there's a possibility to add a 9 historic component to this, for the consultant to do 10 a historic master plan, to recognize the history of 11 it, without damaging schedule or if that could be added as a scope item? 12 13 BILL DEIGNAN: Right now, there is not money in the contract to do that. It is something 14 that we can look at but it would require additional 15 16 money. 17 UNIDENTIFIED SPEAKER: Yes. 18 ROBERT KIMUNGU, MODERATOR: Yes. 19 INGRID SHUTTLEWORTH: Comments about the 20 landing that you -- the one that is near Harvard, 21 that you need the right-of-way to work on, I have 22 just found that the bigger the landing space, the

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landing space is that long, there will be pedestrians

more points along it pedestrians will go.

at the beginning of it, and then at the end of it. They won't just be at the lined crosswalk. So, I am not sure exactly how that will look, if it will be tall or very flat on the roadway, but -- and where traffic would then stop. It is not here on the plan where traffic stops, that I can see, so it is to be raised?

ANDREW OGILVIE: It's -- no, it is going to be essentially as it is today. I believe it is a brick crosswalk that's right there now.

INGRID SHUTTLEWORTH: It is just like a cut-through through the slab of -- so, it is raised, and then there is a cut-through to make it street level for the cyclists to walk to, or pedestrians to go through, and people tend to walk out to it at other points, other than just the crosswalk and stand on the -- so, it looks like, I don't see that -- it's built over here. I thought it was bigger. I'm sorry. I thought it was a lot bigger.

ANDREW OGILVIE: No, it's going to -- the brick ramp will be replaced with a concrete ramp. The brick is not technically acceptable material for wheelchair, ma'am. So, the ramp will be replaced with concrete, but essentially it will be a standard

1	accessible ramp. It won't be anything larger than
2	that.
3	INGRID SHUTTLEWORTH: Uh huh.
4	ROBERT KIMUNGU, MODERATOR: Are there any
5	other questions or comments? Thank you very much for
6	attending and providing us with this auditorium. I
7	know declare this hearing closed at 8:50 p.m.
8	End of Design Public Hearing +++
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CERTIFICATE

I, Janice L. Tirone, do hereby certify that the foregoing record is a true and accurate transcription of the proceedings in the above-captioned matter to the best of skill and ability.

Janice L. Tirone

**ALL NAMES NOT PROVIDED WERE SPELLED PHONETICALLY TO

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June 9, 2011, 7-9 p.m. - 13 Appian Way, Cambridge, MA Harvard School of Education

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