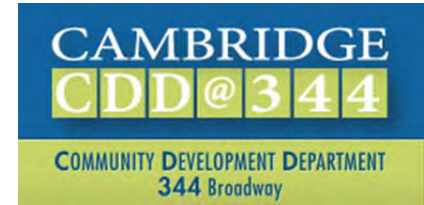


Huron Avenue Reconstruction Project Conceptual Design Public Comments

Compiled from public comments received by email, phone, on-line survey tool, and comments at public meetings from September through December 2012.



Bicycling

Things respondents liked about the project design	Concerns, suggestions, and questions respondents had about the project design
<ul style="list-style-type: none"> • Like improvements to intersection of Fayerweather and Huron • Buffering the bike lanes from parked cars, which will give me a bit more time to avoid opening car doors. The bike boxes, especially at Fresh Pond Parkway will be nice, too. • Having simple, clearly marked bike lanes at street level. • Like bicycle safety improvement aspect of the project. • Like the idea to put in a Hubway bike station. • As a bicyclist on Huron Ave., I appreciate the bike boxes and even more, the buffers from parked cars. • Like the green paint!!! Bike lane buffer to prevent "dooring". • Strong support for buffered bike lane. Better for cyclists. 	<ul style="list-style-type: none"> • I don't like the addition of a Hubway at Vassal Lane. I am a daily biker so I do appreciate the concept of the program, but this is a neighborhood where people who bike own their own bikes. It's not a central location that many would pass through or visit without living in the neighborhood. Putting a Hubway at Vassal Lane takes away an open garden space and I think will be little used. • Bike lanes at bus stops and commercial areas will not deliver the intended safety and mobility benefit. Should be converted to a cycle track. The drawbacks of cycle tracks are overstated. If you raised crossings for cycle tracks as you plan to do for pedestrian crossings, with ramps that slow crossing cars to 10 mph, you wouldn't need to remove much parking for visibility. • That the bike path is still on the road adjacent to traffic. • Failure to incorporate cycle tracks. • In commercial areas, it is well known that bike lanes don't work well -- they're often blocked by cars that are (legally) pulling into a parking place, car occupants getting into & out of cars, and cars that are (illegally) double parked. In commercial areas at least, there should be a cycle track rather than bike lanes. • I ride my bicycle on Huron Ave quite a bit (I live on Aberdeen Ave) and although the bike lane is satisfactory it is surely not as good as it could be. I think we need to have a vision for the future where biking in Cambridge (and on Huron Ave) is more the norm, hopefully shrinking the automotive traffic in our fair city. The reason I love Cambridge is that it is incredibly receptive to a changing world and its citizens. We have one shot to do this right as redoing roads happens maybe once a generation. If I was Mayor of Everything I would have raised cycle paths next to the sidewalk off the road. I know that more of our youth would be riding bikes to school if we had more of these types of bike paths in Cambridge on the main roads. There are so many benefits to a cycling society, including of course lessening our carbon footprint. Also, more kids on bikes means more kids that are not overweight. Let's not just do the minimum here. We have an opportunity to make Cambridge one of the great biking cities in the world, for adults and young citizens as well as tourists. Let's be known for that, and not how well we can plow the streets and remove snow during a storm. That's my three cents. • Bicycle lane should be physically segregated from traffic (i.e., a cycle track). Cyclists on bike lane in proposed design remain in the door zone and exposed to traffic. • Bikers are going to find it very difficult to deal with the erratic curb extensions. The curb extensions make turning around the corner -- for anyone -- awkward and difficult, and make access to the parking spaces more difficult. (Try turning from Berkeley Street right onto Craigie without clipping the curb extension. What possible use is it serving?) If you don't want cars to park, why not paint a red line on the curb, making it clear to anyone who wants to park. Then enforce the regulation. • the "bike" lanes are pseudo- bike lanes because they are not physically separated from the traffic. There is strong evidence that the latter is the most effective way to improve bike safety. The bike lanes you propose like all marking-only bike lanes will be used for passing and double parking .

- The biking is probably not an improvement. By visually widening the street from the perspective of drivers, vehicular speeds are likely to increase. Huron ave is very wide; there is a good opportunity here to give public space back to the public rather than to drivers and parkers (many of whom are surely not Cantabridians) by widening raised sidewalk to include a raised bike path. This would have the effect of slowing what is supposed to be single lane traffic (and discouraging the frequent passing-to-the-right of cars ahead waiting to make left turns). Policy 22 and 23 are not met. 22: not improving non-car vehicle and other transport, and through-traffic might actually increase. 23: not improving biking
- This does not "ensure safety," not for people biking. The speeds will not change, the bikes are still too exposed to traffic, cars will park in the bike lane like they always do.
- All the people I know want to know why we can't have a bike path like on Concord Avenue. This street is huge, there is so much room, it would be so obvious to do that. Then it would connect to Fresh Pond and Concord too.
- bike lanes blocked by cars and buses
- Do not like when the curb juts out into the road. Do not like the buses blocking the bike lane. The bike lane needs more improvement. What about putting it on the other side of the parked cars or coloring it in real life (not just on the plan).
- The plan does not do enough for biking. I would like bike with my kids to school but want to bike not next to traffic. Why can't we do something like on Concord Avenue here?
- Not enough change for bicyclists, this won't make it safer or more appealing. For all it's talk about advancing bicycling, the city did not propose anything that was significant. This is incredibly disappointing.
- Pedestrian islands (like the ones currently on Concord Ave.) narrow the lanes too much so that cyclists do not have enough room. I have seen near accidents on Concord Ave because the bike lane disappears.
- I do not like the curb extensions and pedestrian islands. They reduce bike safety.
- The bike lanes are not sufficient. This is an area of a lot of stopping and starting and doors opening into the bike lanes. A separate raised bike line, such as what was installed on Concord Avenues would be much safer. This is an important cycling link from Fresh Pond to Harvard S and the river.
- I am a somewhat anxious city cyclist and I would love to see a cycle track as part of the design.
- was there consideration of a cycle track? Western Ave will have one, Parts of Concord and Vassar do... why not promote safe passage to school along Huron Cycle track?
- Have not seen any flow model - so this is impossible to answer. Although I think the Bike box is interesting, unless you do significant education and do nothing to change the bike/car/ped mix, it will be under-utilized and dangerous.
- On street bike path is awful, making the community less accessible in the long terms and requires more significant reliance on cars. Huron avenue is a wide open street that can accommodate a cycle track. You need to present that option to the community, otherwise you risk appearing quite biased. Let's be a little more creative.
- Minor detail but I would keep the buffer on the outside of the bike lane on the south/westbound curve going away from Concord Ave. Because it is downhill bikes are going pretty fast and you don't want to push the bike into the door zone of the parked cars.
- Cycle tracks are much safer for cyclists and encourage cycling by users who are afraid to cycle on streets with buses and fast-moving traffic. We know there is lots of speeding on Huron. Cycle track would encourage families and kids who attend nearby Tobin School to bike to school. This design is not transformative!! Huron Avenue is wide and could accommodate a cycle track if some parking is removed.
- I think cycle tracks would much improve the safety of cyclists.

	<ul style="list-style-type: none"> • I think it is imperative that the project include a cycle track instead of the on street bike lanes. Given the opportunity to redesign this street it is a once in a 20 or 30 year chance to include appropriate bike infrastructural that aligns with the overall goals of the city of Cambridge. • I still believe a cycle track would improve access for everyone. Cyclists would be out of the street and off of the sidewalk. • Huron Avenue (@ Sparks) - Westbound traffic turning left onto Sparks backs up, and often blocks the bike lane. • Hubway - Can this be relocated west, to the main business area instead? Will the bikes get used in this location? The option where the bikes are further away from the street is preferable - benches should be more integrated with a seating wall • I worry about the Hubway station, it seems too large. Also will people drive to the plaza to pick up a bike.? We Are short of parking spaces already. • Paint bike lane near Sparks St green because of potential conflicts with turns and corner • Appleton: Does the Hubway station need a matching, closely located, station? One of the residents' daughter works for Hubway and that is her understanding. • As you bump sidewalks out and add diversions (to slow traffic?), think about bikers as well as drivers. Yesterday I watched a biker almost impale himself on a pole at the corner of Concord and Reservoir where the sidewalk juts out into the street just before the intersection. When the streets weave all over the place, bike lanes become irrelevant -- there's simply no room for both a car and a bike! Look at Concord Avenue between the rotary and Walden Street. Watch Upland Road weave all over at the top of Avon Hill. Look at Brattle Street and the jag just before the turn onto Fayerweather -- designed to trip up cars and bikes equally. Look at Sparks Street and the jog opposite Highland. I could go on, and anyone else would cite the streets they've found more than annoying, such as Lowell. • What is the point of the green bicycle box? • Does the current design anticipate a future installation of cycle-track?
--	--

Bus stops

Things respondents liked about the project design	Concerns, suggestions, and questions respondents had about the project design
<ul style="list-style-type: none"> • Having fewer T stops makes sense since many of them are seldom used, opens up more parking. • Like the moved bus stops. • I like moving #72, 74, 75 bus stops at Concord/Huron Ave intersection to one place • The consolidation of bus stops and the consistency of adopting stops after junctions, not before 	<ul style="list-style-type: none"> • The loss of bus stops outside the flow of traffic. While Central Square is used as an example of where this has already been done, from my own experience traffic on Mass. Ave has become nightmarish, especially during rush hours and the busy shopping hours of Saturdays. Buses blocking the main through fare have resulted in bottlenecks that make driving hellish for both drivers and cyclists. • WHY REMOVE LAKEVIEW BUS STOP ONE OF THE MOST POPULAR BUS STOPS IN HURON VILLAGE? WITH THE STOP AT HURON VILLAGE STORES, LAKEVIEW STOP IS THE MOST ACCESSED MBTA 72 STOP, WHY MOVE IT? • Why in the world are you eliminating so many bus stops, especially the ones at Lakeview Avenue? Other than the stop at the Huron Village shops that is the most heavily used stop on the entire route. The current placement of the bus stops, approximately every two blocks is important to transit access. • Don't like loss of bus stop at lakeview • Bus stops and bike lanes are designed such that when the bus stops, it forces bikes out into traffic. That's a killer for what would otherwise be a nice set of bike lanes. It would be better either give the bus a stopping bay (you've got a 7 ft parking lane and a 3 ft

junctions,

- Moving the inbound MBTS 72 bus stop from in front of Formaggio is a good idea.
- Moving the T stops seems like a good idea.
- Consolidating 2 bus stops at Huron/Concord.
- Bus stop curb pull outs
- Like consolidating bus stops makes sense
- Like bus stop curb extensions.
- Like the bus stop change at Chilton
- Strong support for curb extension bus stops.
- Strong support for consolidating the bus stops.

- buffer to work with, so the bus could pull over and leave room for bikes to continue in the bike lane), or to convert the bike lane to a cycle track at every bus stop, letting the bike lane go behind the bus stop. Using the 10 ft of pkg + buffer, you could have a 5 ft cycle track, then a 4 ft pedestrian platform, and then a curb set back 1 ft from the lane line with buses stopping in-line. 2.
- Bus stops now impede through traffic, forcing cars into the oncoming lanes to pass buses stopped to load & unload passengers. Also, the "buffer" zone for bicyclists pushes them up against the narrowed traffic lanes. While I appreciate the desire to avoid collision with inattentive drivers leaving parked cars, this "buffer" zone pushes cyclists into the much more dangerous risk of contact with a moving vehicle.
 - For bikes, mobility will be hampered at bus stops and in commercial areas. That hampered mobility will lead, in turn, to deteriorated safety, because bikes will not simply stop and wait while their bike lane is blocked.
 - busses need to cross into/across designated bike lane
 - rationalizing the bus stops - but what about bus shelters to make it more pleasant to wait for buses?
 - I least like the moving of the bus stop from diagonally positioned to directly across from one another. It will only add to congestion of the corner.
 - Eliminating 'bus pul-in' spaces will also create traffic jams as cars will not be able to pass buses loading and unloading passengers. It will also slow down buses as they wait in the traffic jams they create.
 - Think that bus stop recommended for removal at Lakeview/Huron (south side) is still a school bus stop so where would children wait?
 - I would like to convey one concern about the removal of the bus stop at the corner of Huron and Reservoir in particular and about any removal of bus stops in general. We have many elderly living in the neighborhood. Ease of public transport use will play a major role in their ability to live safely and enjoyably in the neighborhood. My neighbor, for example, is 90 years old and just stopped driving. Having public transport so nearby facilitates this decision. I worry that making it more difficult, in any fashion, will deter such decisions. Along these lines, Cambridge is expanding on its roll out of bike use, including bike lanes and the new bike stations. This is to be applauded. But why simultaneously cut bus stops, which also encourage people to eschew the use of cars? At the current time, as a regular driver and user of public transport in the Huron Village, I don't see any traffic frictions caused by the number of bus stops. I see the bus stops as a non-issue. As we continue to age as a society and yet choose for more urban living (as statistics show is simultaneously happening), we should setup our public facilities to meet these needs.
 - I am writing to express my concern about the proposal to eliminate the bus stop located at the intersection of Huron Ave and Reservoir, a major intersection in our neighborhood where the stop is used by large numbers of neighbors living on the many surrounding blocks, particularly during the rush hours. For the 72/75 bus route it seems perfectly fitting to have a stop situated between the two main commercial areas of the village. Without the stop you will see very heavy sidewalk crowding at precisely the locations that have the most concentrated foot traffic, outside of Formaggio Kitchen, which has sidewalk tables and seating and grilling on weekends, and in the heart of the shops of Huron Village proper. Removing the Reservoir bus stop will make using the bus less convenient for the residents in closest proximity and create long waiting lines and unnecessary pedestrian bottlenecks on the sidewalk.
 - Don't like the bus stop being moved to in front of my house
 - What is the sense in removing the bus stop, where you have to travel the furthest to walk to get to the next stop?
 - Huron Avenue / Lakeview – The City bus stops are not always in service, so removing bus stops needs to be seriously considered. Also, the two bus stops that are the safest in the area are being eliminated. The sight lines are bad at Gurney and Appleton.

Pedestrian safety / traffic calming

Things respondents liked about the project design	Concerns, suggestions, and questions respondents had about the project design
<ul style="list-style-type: none"> • Pedestrian crossings, especially with median islands. More median islands would be better. 2. Bike lanes with a buffer are nice; they'll work OK away from bus stops and away from commercial areas. 3. Consolidating bus stops. More would probably be still better. 4. Eliminating a traffic signal. • The several new crosswalks. • Added crosswalks • The clearer marking of sidewalk crossings and the improved sidewalk designs to enhance pedestrian traffic. • I like the Chilton /Huron crossing, and the safer Appleton / intersection. • The new raised crosswalks for the side streets; the special intersection treatment at Chilton; • I really like the emphasis on being pedestrian and bike friendly. I think the proposed design looks very nice • I like the ideas for the business district Pedestrian crossing islands. • Creating much more visible crosswalks at Chilton and Huron and Fayerweather and Huron. • Repaving, additional cross walks. 	<ul style="list-style-type: none"> • I'm not sure the area on Huron Ave. between Larch Road and Fresh Pond Parkway has been adequately addressed to meet safety concerns. My only concern is the area between Larch Road and Fresh Pond Parkway. I am not sure safety has been adequately addressed in this area. Cars routinely drive down the wrong side of the road in order to bypass traffic and get into the left turn lane near the intersection. They often do this at fast speeds and without paying attention to pedestrians crossing. Some sort of clearer barrier in the middle of the road (e.g., brick work, a median of some kind) to better mark where the turn lane begins might be very helpful in this area. Cars also come very fast off Fresh Pond Parkway onto Huron Ave, so a median like this might also be a clearer indicator that they are entering a more residential street. • If the cross walks were raised, like they have on Oxford Street, that would be even better! • Most pedestrian traffic on Standish is on the east (odd) side of the street, and the primary destination seems to be Fresh Pond Market. People are likely to follow their natural traffic patterns and ignore a crosswalk on the Bryn Mawr side of the street. Better the put the crosswalk by Magic Beans. • traffic speeds will remain excessive as they are now. the street is wide for crossing; the traffic on Huron is hectic and busy • Don't like that the narrow side-walks remain; • This does not "ensure safety," not for people trying to cross the street. The speeds will not change, cars will not have anything forcing them to slow down • Need to have better enforcement against red light running and cars not stopping for bikes and walkers. • Doesn't change anything, difficult to cross the street at many places. • Our experience with traffic calming in my neighborhood has been negative. The speed humps on Oxford Street have made it more dangerous for pedestrians. A person was killed on the speed hump at Wendell Street. • The stretch on Huron Ave. between Fresh Pond Parkway and Lakeview has become home to increasingly aggressive driving recently. Cars often do not honor pedestrians in crosswalks, and cars observing the 25 mph speed limit are often subjected to severe tailgating, honking, and obscene gestures. I hope this can be addressed. The problem seems to occur in eastbound and westbound directions. The rest of Huron Ave. is not that bad - the stretch to Aberdeen Ave. is curvy, and there is the traffic light Huron and Aberdeen. The section from Lakeview to Fayerweather benefits from it being a retail district - it appears that cars slow down in this section. From Fayerweather to Reservoir you occasionally get aggressive behavior from motorists trying to make the light and turn North on Reservoir, but it's usually not that bad. After Reservoir, the foot traffic to Formaggio's and the curve in Huron Ave. seem to keep the speeds in check. Again, the really bad part of Huron Ave. in terms of speeding and safety is on Huron Ave. between Lakeview and Fresh Pond Parkway. I haven't seen any proposal that addresses this problem. • There is a mobile ninety year old neighbor that shops by taking the Huron Ave. to the stores. When she returns, she needs to cross Huron Ave. at a crosswalk that is a block away from Fresh Pond Parkway carrying her groceries. Most motorists do not stop for her; I have seen extended periods of her waiting, in the crosswalk for car after car after car speeding to make the green light at Fresh Pong Parkway and Huron Ave. It shouldn't be this difficult for her and other pedestrians. • Better lighting at cross walks will make it safer in the darker months. • Still concerned about not enough being done on Huron/Appleton/Vassal intersection. It was mentioned at the Sept 20th meeting

<ul style="list-style-type: none"> • the increased pedestrian sidewalk space at corners of junctions. • Hopefully the intersection treatment at Chilton St. and the traffic island at Lakeview will slow traffic enough that cars will find it easy to stop for pedestrians at all of the unsignalized crosswalks. • Most of the plan is fine. Sidewalk improvements are welcome, as is paving demarcation at Chilton intersection. • Is that what the raised intersections are for? I always thought of those as a safety hazard because the intersections are less well defined with no curb, but I can see that it enables wheelchairs and people with walking problems. • More cross-walks are desirable. • Hope that the changes at Fayerweather and Reservoir will make it easier to cross the street. • More crosswalks • Better side side walks. • Traffic calming - bumpouts, raised crosswalks, and splitter islands • Appleton/Huron - Sidewalk bump outs at SW corner are a great idea • Like narrowing of Vassal Lane and raised to slow down vehicles 	<p>that a brick-colored stone street crossing area similar to the one being added closer to Fresh Pond Market isn't appropriate because you want to use that treatment to stress the center of Huron Village business district. That doesn't seem like a compelling enough reason not to try to slow things down. I and at least a few of the other attendees at the Sept 20 meeting agree that the intersection is much more dangerous than the other business area. But besides that, there is a similar brick intersection by the school on the corner of Walden and Raymond, and no one confuses that for the heart of Huron Village, yet it is very effective at causing people to go very slowly through it. Plus, with the bike hub being added between Appleton and Vassal and the relocation of the two bus stops onto that one block, I really do think this is going to be even more of a busy and important transportation intersection than it already is. So, I strongly urge you to reconsider adding a similar stone treatment to the Huron/Appleton/Vassal intersection.</p> <ul style="list-style-type: none"> • more attention needs to be paid to pedestrians' needs. • I still have not received an answer as to why we can no longer control the walk signal at the intersection of Huron and Reservoir. • the plan shows pinching the curbs at reservoir and huron but only on the huron ave sides - it might slow traffic to also pinch out the curbs on reservoir as well, there's a hydrant on the northeast curb so it won't change the parking area and across the street there is ample parking already so it won't really change the parking spaces there • i can't underscore enough the importance of installing an oncall walk sign at reservoir and huron. it's almost impossible to get across huron especially in the morning in the 3 seconds in which all the lights are red. every morning when i go for my run i take my life in my hands. cars travelling from walden/reservoir and turning right onto huron do not wait for a pedestrian and more often than not completely disregard the no right on red sign. it was much easier and safer to cross when we had the call button. we also have a lot of elderly and adults with strollers and/or small children in tow who cannot make it across in 3 seconds. it may change when the bus stop moves but that it quite a bit in the future • Can crosswalk at Fayerweather in the crossing island be parallel to the other crosswalk? • Crosswalk at Manassas – drivers do not stop for pedestrians in crosswalk. • Sparks Street – people cross the street at this location. Is it possible to add a crosswalk here. Seems to be a better location than Manassas. • As a resident of Standish Street, one question I would have regarding the Huron Avenue plan is why there is only a single crosswalk at the intersection of Huron Avenue and Standish Street. Every other crossing of Huron Avenue has dual crosswalks. Is there a reason why Standish was excluded? By eliminating the second crosswalk, this requires that pedestrians make two crossings instead of one if they wish to go from the odd-numbered side of Standish Street across Huron Avenue to Fresh Pond Market. • I am not in favor of pedestrian crossing island at this intersection. I think that it does not add anything in terms of safety and it causes challenges for snow removal. They tend to not be maintained as well. • Larch Rd. intersection. while I think that the project team has done an overall outstanding job, I still have concerns about our stretch of Huron Avenue -- namely, the section near the intersection with Larch Rd. In one of the earlier meetings this fall, I had suggested that drivers coming off of Fresh Pond Parkway be reminded, perhaps through some "gateway" design features, that they are in a largely residential neighborhood (indeed, these "gateway" language was used by one of your staff at a recent meeting). Primarily, I thought that a flat pedestrian island would help narrow the street precisely at the point where drivers off of Fresh Pond Parkway are tempted to drive too fast. Moreover, such an island would prevent "outbound" drivers wishing to take a left onto Fresh Pond Parkway from driving in the left hand lane in order to avoid the backup in the right hand lane (a phenomenon I witness several times a week as I wait for the 72 bus). Sadly, I feel as if many of the design features intended to increase pedestrian and traffic safety are focused on the commercial district of Huron Ave. (where they are of course necessary), and not on the stretch where my family and I live. The crosswalk at Larch Rd. is an important pedestrian connection in our neighborhood, both for people using the Fresh Pond Reservation (especially those who would prefer to cross Huron Ave. at Larch, rather than at FPP), as well as
--	---

<ul style="list-style-type: none"> • Appleton: Like new curb extensions. • Fayerweather – like the crossing island. • Chilton – like new crosswalk. • Standish Street – like new crosswalk. 	<p>the Larch Rd. Playground.</p> <ul style="list-style-type: none"> • They mainly express my dismay at all the curb extensions and the havoc they cause for cars and bikers. (You can imagine my reaction to the new, lengthy curb extensions on the Common, along Waterhouse Street. I'm sure parents bringing kids to the playground will be delighted to find fewer parking spaces.) Given the changes that have been made to date around the city, I have no faith in the good or common sense of the planners. I fail to see how Cambridge is becoming a safer city. I do see how many people are inconvenienced and delayed by poor planning (e.g., Concord Avenue, from Fresh Pond to the Belmont line). Do the people who design these things live here? It all seems like a bad joke on those foolish enough to live in Cambridge. • I had understood that the sidewalks on Huron Avenue were to stay at the width they are now and that the street width (curb to curb) would also be the same, except where there are curb extensions. Is this correct? • Will there be a negative effect of the calming measures on the overall traffic of Huron Avenue? • Do you think the current design is safe for children? The current bike lanes being proposed are not providing a comprehensive safety plan. • Who removes the snow from the center islands? • Crossing Huron Avenue is like suicide – they don't stop. There are a lot of elderly residents and children. • I think the best ways to slow down the traffic is to narrow streets.
---	---

Lakeview traffic signal

Things respondents liked about the project design	Concerns, suggestions, and questions respondents had about the project design
<ul style="list-style-type: none"> • Replacing the traffic light at Lakeview & Huron with a raised crosswalk. • removal is a good idea • Supportive of crossing islands and removing the signal • Lakeview – signal is inefficient. Like the crossing island and relocating the bus stops. • I would strongly agree with Vera regarding the all-way stop that was created at the intersection of Raymond & Walden. As a former resident of the Area 9 neighborhood and one who participated in the design meetings on that project, I 	<ul style="list-style-type: none"> • I think that removing the traffic light at Lakeview will increase the speed of traffic entering the commercial area. I believe that replacing the light with a four way stop (actually a three-way stop since Lakeview below Huron is one way) would provide a better balance of traffic flow and safety. The four way stop at Raymond and Walden appears to work very well. • BUT REGARDING THE HURON / LAKEVIEW INTERSECTION... THIS IS PREPOSTEROUS, BORDERLINE IRRESPONSIBLE. WHAT TRAFFIC AND SAFETY STUDY YIELDED THIS DESIGN? WAS IT DONE IN JULY? 1 - THE VOLUME OF TRAFFIC ON HURON IS NOT LIKE AT OXFORD ST, PARTICULARLY IN THE MORNINGS-- HOW WILL PEOPLE CROSS THE STREET? 2 - THE PROPOSED MEDIAN, IF EXECUTED LIKE ON MT AUBURN / WILLARD IS A HAZARD, FOR BOTH CARS AND PEDESTRIANS. 3 - THERE ARE NUMEROUS SMALL CHILDREN IN THE NEIGHBORHOOD, AND THIS IS WHERE FAMILIES CROSS, BECAUSE THERE IS A TRAFFIC LIGHT. • REGARDING THE HURON / LAKEVIEW INTERSECTION... THIS DOES NOT IMPROVE MOBILITY FOR PEDESTRIANS, CYCLISTS, TRANSIT RIDERS, OR TURNING AUTOMOBILES 1 - IT WILL BE DIFFICULT TO CROSS THE STREET FOR FAMILIES, CHILDREN AND SHOPPERS FROM HURON VILLAGE STORES. 3 - RAISED INTERSECTIONS ARE NOT GREAT FOR CYCLISTS (I AM A CYCLIST). THE ENTIRE CONCEPT OF CHANGES TO THE LAKEVIEW / HURON INTERSECTION: 1 - REMOVING THE TRAFFIC LIGHT IS A DANGEROUS AND MISGUIDED IDEA--IT WILL BE VIRTUALLY IMPOSSIBLE TO CROSS. 2 - BUILDING A MEDIAN WILL ALSO ADD A DIFFICULT COMPONENT, SPATIALLY AND PSYCHOLOGICALLY; CURRENTLY, DRIVERS GOING STRAIGHT GO AROUND THOSE TURNING LEFT (WHEN THERE ARE NO BUSES OR CYCLISTS); CARS HAVE RUN OVER THE 3 - A RAISED INTERSECTION IS NOT THE BEST OPTION FOR CYCLISTS OR ROLLERSKATERS...OR SNOWPLOWS FOR THAT MATTER. • Taking the light out at Lakeview is absurd. I drive through that intersection almost daily and the light serves an essential purpose for cars (and school buses) turning in that intersection.

believe that replacing the existing stop light with a raised intersection and stop signs was a universal success. All cars are now forced to stop (either because they choose to obey the stop sign or for fear of damaging their cars on the raised crossing). This is far superior to the prior situation, where a car that happened to make the light could go through the intersection traveling at 50+ mph. And to Vera's point below, once a car stops at the intersection, they are then able to proceed as desired without waiting for an extended period before the light changes again. Anyone who has waited at the light o Huron Avenue at 4am on their way to the airport knows how silly stop lights can be sometimes. And, at least in my opinion, stop signs also tend to spread out traffic better than stop lights do, which often can create tight groups of cars followed by long open stretches. In short, I would strongly recommend that the City implement an identical layout at LakeView/Huron as was built at Raymond/Walden.

- I am not committed one way or the other about the removal of the traffic signal at the Lake View/Huron intersection.
- Wonder if it would be possible to de-activate the light at LakeView for a couple of months to test the assumptions

- Don't agree with removal of traffic signal at Lakeview. The light helps limit the speed of vehicles down Huron in addition to aiding pedestrian crossing. This block has several small children living on it and I think removing the light jeopardizes their safety. I have personally seen two traffic accidents at this intersection (with the light!) over the past 3 months. The bump outs don't seem to have made the traffic significantly slower on Brattle or Mt Auburn Streets and as a resident of Huron Avenue I am concerned that trucks and cars will be even less compliant with posted speed limits with the removal of the signal. Please reconsider removal of this traffic signal!
- Elimination of the traffic light at Huron Avenue and Lakeview would be a HUGE mistake. It works well at slowing and calming traffic speeding in from the Parkway toward the business district. It allows pedestrians to stop the traffic to cross. Because the light is visible from a long distance from both Huron Ave and Lakeview it is a useful viable signal to slow traffic down as it changes to yellow and red. Your proposed "traffic calming" of simply crosswalks and a pedestrian island are NOT APPROPRIATE to this heavily trafficked busy Huron Avenue. PLEASE do not take our light away!!!!
- The traffic light at Lakeview needs to stay. It provides a safe way for children and adults to cross Huron. Cars will continue to drive too fast on Huron to make a simple crosswalk safe.
- Removing the light at Lakeview, if not replaced by all-way stop
- The total changes to the Lakeview-Huron intersection-- loss of street light and loss of bust stop-- are a DISASTER!!!
- Removing traffic light at Lakeview
- Taking the traffic light out at Lakeview.
- Removal of traffic signal at Lakeview.
- I do not understand the reasoning behind eliminating the light at Lakeview. This is an important light to control the back log of traffic at the intersection with Alewife Parkway and give residents of Huron Ave a safe option to pull in and out of their driveways.
- I rarely so vehemently oppose an urban design plan on a single point, but regarding the changes to Huron / Lakeview intersection, I am quite qualified to respond: 1 - I live across the street from the Huron Lakeview intersection. 2 - Cyclist 3 - Frequent transit rider 4 - Father of 3 children 5 - Shopper at Huron Village stores 6 - I turn left from Lakeview onto Huron because it is extremely difficult otherwise. 7 - Having always lived in cities, I have a good grasp of those dynamics. 8 - Master of Architecture in Urban Design from Harvard Design School.
- Please keep the Lakeview traffic light for the safety of the children in the neighborhood.
- I and my family are homeowners having lived here since 1969. We have seen the plan and would like to question one point in it: the proposed removal of the traffic light at the corner of Lake View and Huron. There are a number of elderly people and small children living on our block of Lake View (4 in our own 3-generational household) and we feel that the traffic light is a valuable safety feature that definitely helps pedestrians cross the street. Will the proposed island make up for the loss of the light? Yes, to some extent--but we're not sure that it will entirely.
- If the traffic light is removed from the Lakeview and Huron Avenue intersection, I believe, it will be more dangerous for pedestrians crossing at the corners of Huron and Gurney/Chilton Streets because from my 18 years of experience the best time for crossing the street safely is when the pedestrians can see there is a red light at Lakeview Street. Otherwise, there is no impetus for the cars traveling from Fresh Pond Parkway to slow down until they reach the next traffic light which is not until Reservoir Street and Huron Avenue. The inclined roads proposed will not slow cars down sufficiently unless rubber spikes or something more drastic is installed -- they would have to be a dramatic speed sticks/or bumps to effectively slow a car down. As a resident of Gurney Street for almost two decades, I have seen cars stop at the intersection of Gurney and Huron, allow a pedestrian to cross, only to see another car come up and around it at a good speed --- absolutely horrifying -- and twice I have seen pedestrians hit. (once a young man on a bike, and once someone crossing on foot.) A traffic light is the safest and best way to keep cars from speeding along

involved in the proposal to remove it. While some of us see it as convenient to slowing or reducing LakeView traffic, others in the larger neighborhood have worried it will not slow Huron traffic enough to allow safe entry into that traffic flow from all the streets, not just LakeView. A test period should provide important answers and could begin immediately.

- Wanted to know about the two options at Huron Avenue and Lexington. Says the website isn't clear if it is a 4-way stop or just a raised crossing. Many residents would be happy with this, but they want the stop signs.
- I think it's actually a great idea. I know that you were getting a lot of pressure. At that meeting to keep the light. I know some of my neighbors are concerned about safety which I thought you had some really good answers to some of those questions
- I think taking out the light is a good thing, as Lakeview is a draw for traffic.

Huron Avenue --especially at rush hour when Huron Avenue is used for commuters traveling out towards Route 2West.

- Taking out the light isn't a good idea, as people won't be able to get out of their driveways
- I arrived home today to find a flyer stating that the City would be removing the light at the intersection of Lakeview and Huron as a part of the Huron The light is . As an emergency physician who has seen a my fair share of Cambridge pedestrians struck and a mother of two toddlers I am concerned that your plan jeopardizes the safety of the children and elderly in the neighborhood beneficial in slowing traffic on Huron as it enters the business district. Cars and trucks still speed down the street but this at least provides some measure of safety that will be lacking in the new plan. Even with the light, the intersection does not seem to be very safe. I know of at least two car accidents over the past 3 months. I can only imagine what will happen once the light is removed. I have lived on Huron between Lakeview and Lexington for the past 7 years and feel that the City is making a huge mistake in removing this signal. I realize there will be raised crosswalks and bump outs which are considered state of the art but these just don't provide the same level of physical restraint that a light does. Our block also has several young children living on it who may not be as savvy at using a crosswalk without a signal that tells them explicitly when to walk.
- do not think the removal of the traffic signal this was ever discussed with the residents of Lakeview Avenue North . I have lived on Lakeview since I don't think the removal of the signal is a great idea especially since there is a school at the end of Lakeview . 1979 and prior to the signal being installed there was a LOT more high speed traffic on Lakeview ...It can be used as a short cut on to Fresh Pond Parkway.
- I am opposed to taking the stoplight out at Lakeview and Huron. I use that intersection almost daily and I can't imagine using that intersection without a stoplight. I am betting that you all think the raised intersection will slow Huron traffic through that space, but turning on and off Huron and Lakeview without that light will be next to impossible, especially during rush hour. That intersection is also a school bus stop and the buses rely on that light for slowing traffic around them when they stop and for allowing them to turn on to Lakeview heading towards the Tobin school. I think you should seriously reconsider removing the light.
- Those of us who live on Gurney St. and others on this side of Huron often turn onto Huron from Fayerweather Street. If you are turning left on Huron during the morning or late afternoon rush, you usually have to wait a long time for a break in the traffic, especially the traffic coming from the direction of Fresh Pond Parkway. The breaks finally occur in the traffic coming from Fresh Pond Pkway when cars are stopped at the Lakeview light. Without the Lakeview light, it will be even harder to get out of Fayerweather St. onto Huron.
- One of our neighbors attended the meeting in which removing the traffic signal at Lake View and Huron was reviewed by the City. I understand from neighbors who have lived on our street (Lake View) for many years, traffic and speed have been negatively impacted since the signal appeared. Their perception is that cars want to utilize a street with a signal, particularly during rush hour, which increases traffic volume. My understanding from these neighbors is that many cars also speed up to make the light. My son and I were nearly hit at this intersection as we tried to cross the street during rush hour by a motorist who went through a red light rather than wait for the next green. Removing the light may not be as counterintuitive as it may initially seem. It may encourage people to assess the traffic environment more thoughtfully instead of reactively moving because the light changes.
- I would be terrified not to have the light at Huron and Lakeview. That said, I nearly got killed and the other driver too, by a woman who was going pretty fast on Lakeview toward Fresh Pond and who simply ran the red light, probably not paying attention. I was well out into the intersection coming from the Brattle St. block - before I realized she wasn't stopping and I slammed on my brakes. She did not. For pedestrians and motorists it would be extremely hard to gauge whether you have time to cross without a light. My solution to the terrible turns from the side streets onto Huron is to always take Reservoir where there is a light.
- "For what it's worth there used to be a traffic light at the intersection of Raymond and Walden, which sees heavy rush hour traffic and moderate off-peak traffic. During the days of the traffic light there were accidents every month or two when cars ran the light,

including someone colliding with a police cruiser(!) and an SUV ending up in a hedge with airbags deployed. This traffic light was replaced with a raised all way stop [and bump-outs were built for the non-raised pedestrian crossing half way down the block, though imo that has been more effective at cutting down available parking than calming the traffic]. Counter-intuitive as it may seem traffic is far calmer and flows more efficiently with the all way stop rather than the traffic light. Drivers no longer feel the need to race to make the light, traffic is slowed because every vehicle is required to stop, and traffic flows better because cars are not stuck in rush hour waiting to turn left nor in off-peak hours waiting at a light when there is no other traffic. There are still occasions when drivers run the stop sign or skip their turn, but the incidence and significance of accidents has dropped sharply. Pedestrian safety is of particular concern at this intersection because it is right next to a playground: imo it is safer for pedestrians and cyclists with the stop sign - since drivers pay more attention to the stop sign's surroundings - than it was with the traffic light. Though the original poster mentioned a raised pedestrian crossing as being in the plans for the Huron/Lakeview intersection, perhaps an all-way stop would be effective there? The all way stop wasn't initially an option presented by the city's traffic planners for Walden/Raymond: we had to lobby the city to have the Walden/Raymond traffic light changed to an all-way stop and it has turned out to be a very effective solution.

- Everyone I have spoken to has serious concerns about the removal of the light at Lakeview for pedestrians, bikers and cars wishing to take a left or cross Huron Avenue.
- I am writing to urge you to reconsider removing the traffic light at the intersection of Lakeview Ave and Huron Ave. Huron Ave is already a speedway. Without the light to stop the traffic, cars will have a difficult time backing into and getting out of parking spaces in front of Huron Ave businesses like the Fresh Pond Market and getting onto Huron Ave from Fayerweather Street. Further, crossing Huron Ave at a light is much safer than at a cross walk. I speak as one who crosses at the cross walk from Gurney Street to the Cambridge Trust often.
- "It has been brought to my attention by a neighbor that the plans include removal of the traffic light at Lakeview Avenue and I believe this would be a mistake. While I appreciate the fact that the residents on Lakeview don't want cars speeding down their street to ""make the light"", I believe the traffic signal is nevertheless well placed. It helps stem the flow of traffic on Huron to enable cars to turn either right or left in the retail area - it is very difficult to do that on Fayerweather (I live on Gurney which is between the two). If that light is removed the flow of traffic coming from Fresh Pond Parkway will gain enough momentum to ensure that making a left turn onto Huron from the south side nearly impossible. I think it is imperative for pedestrian safety as well, to have a couple of lights (i.e. Reservoir and Lakeview) in the Huron Village area to control the flow of traffic. Removal of the one at Lakeview would leave one light between Fresh Pond Pkwy and Concord
- "i live at 202 Lakeview and attended the Huron A meetings. I did not attend, like most people involved in Huron A project , the Huron B meetings which involve Huron Avenue. I am now alarmed to note that the Traffic light will be removed (or is proposed to be removed) at the intersection of Lakeview Avenue and Huron. If this is the case , none of the residents I have spoken on my street are aware of this. I only found out by accident. We have had no input yet we will be greatly affected by the removal of this signal. I well remember how effective this light was in cutting down both the AMOUNT of traffic , as well as its SPEED when the signal was first installed . Prior to the installment of this traffic light Lake view Avenue was like a race track as it was used as a short cut to Fresh Pond Parkway from both Brattle Street and Huron . If you are driving west on Brattle or Huron it is the first street where you are able to do this My first question is what is to prevent this happening again ? unless you prevent traffic at the end of Lakeview from turning left on Vassal to access the parkway ? driven"
- Discussing with neighbors the plans for a raised crossing at Lakeview and Huron, I heard several mention that for elderly and children, the light is often essential. In fact, even as I was having this discussion with Norm, our local Crossing Officer, one young schoolboy nearly got hit by a car when absentmindedly crossing. One wise suggestion would be to raise the crosswalk as planned, but in addition to that, to keep a light operated only at pedestrian's request. I'm not sure if you have a way of requesting this option

be added to the plan at this point, but it is one that seems to make perfect sense – at zero cost, since the light is already there physically

- I wonder why you are removing a traffic light at Lakeview and Huron that protects kids, dogs, and adults from being hit by cars that travel fast from Fresh Pond down Huron Ave to Concord. They race at night and they go fast in the day. The "pedestrian islands" are a joke. A car can travel over them and a child can get hit on them. What are you doing????? Who is the landscape architect? Why are you moving toward unprotecting children? I don't get this at all. Lakeview is a race car track alone and without the signal it will be a real race track up to Fresh Pond. It goes to the rotary and it's a constant road to the Whole Foods and Alewife. Kids are in danger now. How will you make it safer????? The combination of the signal and the bus stop and the crossing guard, Normal, makes it safer. Why take this all away????
- As one of the attendees at the last meeting, I am concerned to note that both speed bumps and the light will be eliminated from plans. As you may recall only two people were in favor of the removal of the light, however these plans do not seem to reflect the concerns of the community that were in the majority on that evening. I do hope that significant consideration is given to these concerns related to safety and crossing what is a very busy street.
- Is it possible to do a three-way stop?
- You are stripping away all of the safety at this intersection.
- Is there a reason why this intersection isn't like Walden and Raymond? Can it be made into a three-way?
- The stop signs work well. The issue is more about enforcing the traffic walks, that is the issue. Using the new tools proposed will help to calm traffic.
- I see crossing guards directing traffic with kids at this intersection. I don't agree this would calm traffic.
- The traffic light up stream gives you a gap in traffic.
- Look at what the neighbors say is safe, not just what the statistic or studies say.
- Is there a way the flush islands could be raised?
- I rely on this traffic light to break traffic.
- Is this flush island considered the traffic calming measure?
- The traffic light is the only way to slow traffic through the business district.
- We want the business district to thrive, and we want the cars to slow down. Removing this light will not help with this.
- Is there any evidence that the flush island on Brattle actually slows traffic? Why do they get to keep their light?
- What was the rationale behind putting IN the traffic light years ago? Are the traffic calming measures considering this?
- Does the City have any evidence that the at-grade islands actually do something?
- Could there be an experiment with a blinking yellow light at Huron? Similar to the button Beacon Street by Boston College?
- The traffic guards who work this intersection are very concerned about the traffic light removal. They need to be consulted, their opinions have value.
- The elderly need more time to cross the street in this intersection.
- Once you take the light away, you can't get it back. We need to make sure the solution works.
- Could you put in the bases of the lights, so in case removing the light has a negative impact, we could get them back?

Parking

Things respondents liked about the project design	Concerns, suggestions, and questions respondents had about the project design
<ul style="list-style-type: none"> • Removing parking at Appleton by Formaggio should help avoid the backlogs that occur there • Removing parking at Appleton is a good idea. • Like that there is still a good amount of unrestricted parking outside of business areas • Strong support for the residential parking / 2 hour combo. Interest in expanding it to a broader area of the avenue. • Thank you for proposing to change the current parking regulation in the Huron Village area. It will protect us from folks who have continually taken advantage of the current parking rules. 	<ul style="list-style-type: none"> • We still need more parking at Huron Ave & Concord Ave, where lots of people stop briefly for pizza or to run into Sarah's. Worried that the expanded bike lane makes that harder. • The apparent addition of metered parking is a big drag. It makes a statement against the community feel of the Huron business district where people pop in and out of their regular haunts. Meters do not enhance the business district or reinforce the residential character. Cambridge already has a metro-area wide reputation for its annoying meters. Let's not spread them everywhere. • the Parking plan that proposes losing 2 spaces at the Fresh Pond end of Huron. We cannot afford to lose these spaces! • Removing parking at Appleton by Formaggio will make it harder to find a space to pop into Formaggio (yes, I know I can't have it both ways and I think the change is necessary!) • I am concerned about the parking changes at Huron and Appleton St. The changes will help with congestion at the intersection during busy times, but will there be a parking impact on the surrounding residential streets from Formaggio Kitchen since there will be 6 less spots nearby? • PLEASE revise the parking plan so that we do not lose the additional spaces between Larch and Grozier • This plan proposes the loss of 6 parking spaces in total but 2 of the 6 are in section of Huron that needs them the most. Please revise the plan so that we do not lose any spaces in the first 2 blocks of Huron closest to the Parkway. Thank you! • There is actually net negative 2-3 spaces on Huron between Lexington and Lakeview given the new driveway not included in your schematic. Parking will be tight in this area but less important than the traffic signal at Lakeview. • Moving the Larch Road bus stop will impact the available parking in front of our house. We are overloaded with those who live on Fresh Pond Parkway and people using Fresh Pond parking on our block which severely limits the parking for residents as it is now. • focus on preserving parking spots!! • Since people can park on both sides of the street during the snow, in years with a lot of snow, biking, driving, and walking is dangerous. • The loss of parking spaces that results from sidewalk bump-outs. * The difficult turns bump-out corners create for seniors with limited mobility • People from Belmont come and park in the business district very readily and take the bus into the City. Can the parking spot changes on Huron prevent this from happening? • Huron/Appleton - Moving the bus stop at the south side is not ideal, as parking is lost. Where am I going to park? • Huron/Appleton - Removal of Appleton parking is good, moving bus stop is good, Appleton loading zone is good, moving loading onto Huron Avenue is a mistake. We should have no parking during loading zone hours only, but have it only part-time. • Is anything being done to support people who work at local businesses? (in terms of parking) • Huron/Appleton - Remove the SE bump out and flip the adjacent parking and loading zones - the trucks will have an easier time approaching this location • Appleton - Restrict loading zone parking for part-time. Typically, this is used for trash removal only • i propose eliminating all the unregulated areas along huron; why should residents from other towns like belmont or watertown get

to park their cars there all day while they take the bus into harvard square. if the businesses want more time put in some 4 hour restriction

- the parking spaces at reservoir and huron once the bus stop disappears it looks as if it is designated as unregulated parking. in the past it has been difficult to back out of our drive way due to obstructed views so i had asked the traffic people to place a no parking here to corner sign which they did. i would like to leave that in place and maybe allow some regulated spaces (maybe 2?) from the sign to the curb at reservoir and huron your thoughts?
- Review parking loss up Vassal beyond first driveway
- I have heard again mention of changing the parking regulations on Huron Ave as part of the re-construction/rain-water-sewer separation project, and I write to ask again that the unrestricted parking that begins at approximately 379 Huron and extends Westward remain as such, i.e. no resident permit required and no snow emergency lane, just as had been agreed in our earlier meetings with HV Business Assn. earlier this year
- But there is another problem, and that is the impact on parking.
- According to plan there will be a net loss of 3 parking places in the block between Fayerweather and Granville. We live on the corner of Granville and Huron and will be impacted by this loss of parking places.
- We have no driveway and are forced to park on the street. Increasingly folks who live on Granville and Fayerweather are having to park on Huron Avenue at peak parking times. Also, we are close to the Huron Village commercial area and at times are impacted by customers from stores and restaurants in the commercial area. According to the plan we will lose parking in front of 325 Huron Avenue to the calming island and curb build-out. Also, the current bus stop on the corner of Huron and Fayerweather is to be moved to the corner of Chilton, displacing at least two parking places in front of 345 Huron (where there are parking spaces now). There is a hydrant on the corner of Fayerweather (the current bus stop) which will prohibit picking up that space for parking spaces when the bus stop is moved.
- Right now most business employees who drive to work park in unregulated spaces (green) where they can remain parked for the length of their shift or day. Where will all the employees park when most of these unregulated spaces are converted to 1/2 hour or permit parking only? Can business owners get one or two permit passes to use for themselves or their employees?
- After reviewing the plan, I had another question about the parking spots on Huron b/w Manassas and Concord where the bus stop is currently. The plan says there will be 3 spots - for a net of one new, since two metered spots on Concord next to Sarah's Market will be used for the bus stop. Does the plan take into account the fire hydrant on Huron near the corner of Manassas? It seems to me that only two parking spots can fit b/w the driveway and the fire hydrant.
- "I've lived here since 1994 and in the summer of 2009 I realized it was becoming impossible to park on my block; ""commuters"" would arrive between 6-7 am; park their cars and leave them here to take the bus to the square, walk to the square or walk to mt. Auburn hospital. The cars would leave here after 6:30 pm each evening. Worse were the ""out of state plate"" cars that sat parked for weeks at a time (or until street cleaning day). I called the traffic dept.; Wayne Amaral had apparently been speaking with formaggio's, whose customers were complaining about the parking. Subsequently the owners of formaggio's, the fishmonger and I worked together on a plan of 1 hour non-resident parking between 8 am and 6 pm and resident parking only after 6. I spent july 2009 writing the letters and gathering signatures for this parking change on the block between appleton and royal ave. It's worked well yet I was advised at dpw tonight that the new proposed plan is to change the 1 hour to 2 hours. Why the change?
- In the 70's, our street parking was designated "Unrestricted", to help the businesses. I noticed this is being rescinded and changed to "restricted " parking-- one to two hours. We are a residence, not a business, and are requesting that you return the "unrestricted parking" in front of our house. It is the same at the edge of Fayerweather, next street over and across Huron. I would like the rule to apply evenly and justly, as those residents still have "unrestricted parking", even though they are close to businesses.

- According to the proposed plan, we will lose our parking in front of our home (we'll have to relocate to adjacent streets). We would like to meet with the committee or someone to propose reconsideration of losing our current parking to '1-2 hour parking' as suggested in the project plan. We'd also, like to propose reserving the parking in front of our home 335 Huron Ave as "Residential parking".
- This is concerning permit parking on Huron ave past fresh pond just past the bridge up to the 'yellow Park" I believe this new permit parking is in place to discourage non residents from using fresh pond. my objections: - the next non permit parking area near the tennis courts for some reason is always full. maybe because it's across the street from Condos and has nothing to do with permit or non permit It's just the closest spots near their homes. - so where are visitors who's children are playing games on the soccer fields suppose to park? It's not hospitable to have visitors to our city for their kids game get tickets and have no parking available anywhere I'm not sure what the numbers are for the non residents who park to walk dogs and visit fresh pond. My guess is it's not that many, to create this problem for visitors to our athletic field.
- I would like to give my support to X's efforts to reverse the City Council's decision to institute restricted parking in the Huron Village area. Even in the worst winters I rarely ended up having to park overnight on Huron Avenue, always managing to find a space on side streets. Plus, this lively area of West Cambridge should be widely accessible to those living in nearby towns, and merchants should have some space for their business vehicles.
- I was just informed that the parking in front of my apartment may change to 2 Hour parking. This is enormously frustrating. I am a law school student and one of the reasons that I chose this place was so that I could have convenient parking in front of my apartment. I recognize that the spaces for parking are limited, but I would suggest that instead of making it 2 hour parking that instead parking space lines should be painted on the street. Many people who park here often park carelessly not leaving room for other cars to park. However, if people saw the lines that they were supposed to park in I imagine this phenomenon would be drastically ameliorated. The folks who live in this neighborhood depend on the availability of this parking. We have families and friend at our homes from out of town who need to park near us. Many of us live in apartments and do not have driveways. Please, before you institute metered parking, try out painted parking space to see if you can obtain the results you are looking for.
- I am aware that there is a possibility that the parking on Huron Ave. might be getting changed to 2-hour parking. I have lived at Huron Ave. for the past year and half and I just wanted to let you know that this would be incredibly inconvenient. I depend on being able to park in front of my apartment so that I can take groceries in from my car as well as being able to offer my friends and family a place to park when they come to visit. My dad is 71 years old and had a stroke last year. It would be truly horrible to not be able to have my parents park in front of my apartment when they come. Please take this in to consideration when making your decision.
- Non-residents park in the Sparks Street bend. The City should be aware of this.
- How do the two-hour portions of the business district get monitored? How did two hours come up as the optimal length of time for the parking regulations?
- Huron Avenue / Reservoir support of the bus stop being relocated from in front of her house, but is really concerned about what the parking will look like to replace it. Her concerns were being able to get out of her driveway, and people squeezing an extra parked car along the length and pinching the corner and her driveway. She was pushing for "No Parking" from her driveway all the way to the corner. If parking will be added, I think that we may need to commit to her a "no parking from here to driveway" sign to ensure her driveway clearance is not encroached on if the length of the space available for parking encourages an extra car to squeeze in, that this sign be located such as to prevent this from occurring.
- As a private business owner who pays taxes in Cambridge but has a non-registered commercial vehicle that I only park overnight on Huron Avenue, what provisions will be made by the City to address the impact of the proposed parking restriction changes?

Driving

Things respondents liked about the project design	Concerns, suggestions, and questions respondents had about the project design
<ul style="list-style-type: none"> • like flush crossing islands work best for maneuverability • Hope the new curb extensions can help reduce u-turns at Chilton. 	<ul style="list-style-type: none"> • The curb extensions make it more difficult to pull over to let someone out without blocking traffic. • The curb extensions are totally obstructive in my view, especially as I drive around the city where they already exist. There are other added curb bumps that exist only to make it difficult for a driver to turn right smoothly onto an adjacent street. Come snow season, the plows will have a challenge. They may well make big sweeps, leaving snow in what would otherwise be parking spaces if the streets were allowed to run their usual course. Just what we need -- more problems in the snow! • I think that what works best for cars also helps older people and bikers. When a car stops to drop off a child (or anyone), traffic backs up. With more open streets, there is flexibility to maneuver around the unexpected. The center "islands" on Concord Avenue cause unnecessary backups, especially the one next to Tobin Field, where T riders boarding a bus stop traffic altogether. (And where a number of parking spaces were cut just where people want to come to watch their kids play.) • Driving on Huron Ave is currently easy and pleasant. The new design will make driving much more difficult. • I do not like the curb extensions and pedestrian islands. They make driving unnerving. Drivers have to pay too much attention to the extensions reducing their alertness for other hazards. The extensions eliminate a lane in many area. If cars are turning left there is no way to go around them adding to traffic congestion. It also looks like buses will have to stop in the traffic lane. • I'm still not going to be comfortable turning left onto Sparks St. with either a bike or a car because you can just not see what is coming eastbound on Huron Ave. Personally, I think it should be one-way toward Huron, in which direction the sight lines are quite good. • For thousands of years we created safer roads by: widening roads, straightening roads, and taking dangerous obstacles out of roads. Now we some people are trying to solve a few minor problems by creating a cure that is worse than the problem. If there is a problem with gas engines do not eliminate cars, merely switch to other types of engines. • I believe the 'Raised Islands' in the middle of a street are a danger to drivers. I believe that they create a potential accident hazard without really protecting walkers. Witness the car fire on Broadway, and the frequent damage done to the island on Concord Avenue in front of the Armory. • I think the plan puts the needs of a small group of bike riders ahead of car drivers. In New England bike riding is only safe for a relatively small portion of the year because of heat, rain, ice, and snow. As the population of the area ages fewer of them will be able to use bicycles. Only a small number of people have jobs where they can change their clothing or take a shower after a long ride. • When there is only one lane for traffic a car making a left turn creates a traffic jam, Witness the traffic slow downs on Concord Avenue created by cars turning in to Neville Manor. • Huron/Appleton - This is a crazy intersection, can stop signs also be added? • Huron/Appleton - During rush hour, Vassal Lane is the issue. When people pull out, they often do so carelessly, as there is more room to turn • Sparks/Appleton - Can Sparks direction be reversed and Appleton become a one-way?

- Sparks - Narrowing this street is not a good idea
- Appleton - This is a primary route for school drop-off and truck traffic, please take note
- Check on queing from Fresh Pond Parkway that seems to have increase in the last six months – signal timing change?
- Fayerweather interstecction at Huron is really a mess in the AM with lots of traffic
- Consider adding lag to light for left turners at Reservoir or some other way to handle large volume of left turners
- DCR Signal at Fresh Pond Parkway is shorter than it use to be. Can you contact the DCR regarding this issue?
- According to the proposed concept design map (which we obtained at the meeting), the plan is to build a calming island at the Huron/Fayerweather Street intersection. We have experienced the affects of other calming islands in the neighborhood and we have come to oppose them based on safety reasons. It causes drivers to swerve right and then left, and is particularly dangerous when there is s bike lane that can get compromised under such circumstances. An illustration of the problem is the swerving required on Concord Ave near the Armory.
- "I have a strong objection to curb extensions on the 2 way streets in our neighborhood as they make it difficult or impossible to navigate the turn when other vehicles are coming out. I notice on the website that the City is still planning curb extensions on Lexington and Lakeview at the Brattle end...leaving just a 24' gap! I know somehow some study came up with a 22' gap being navigable - which it isn't - please try turning right onto Raymond when coming west on Upland from Mass Ave. - or try entering the CVS/Trader Joe's parking lot from the 1st entrance on Wheeler. A 24' gap is not significantly better. I think these curb extensions are ill-advised for our streets. And a raised crosswalk at Lakeview is also ill-advised. The improvements to Harvard Square wisely never did curb extensions or raised crosswalks.
- The tightening of the traffic pattern at Appleton corner by the elimination of parking and kicking out of sidewalks does not convince me that congestion will improve. By allowing parking where the current bus stop resides in front of the shops , it will only cause further congestion to drivers turning right onto Huron as drivers vie for a free space. This will happen with higher frequency versus a bus stop which would dissuade any frequent stopped traffic. The traffic situation will only get worse with the current proposal. Transferring the bus stop from one corner to another favors the business interests and their customers. This enables parking directly in front of the the shops more so than for safety traffic sightlines. Where does the sightline argument prevail for the move of the Lexington Avenue T stop from the left side to the right side? I don't see any lengthened kickout of the sidewalk to "improve sightlines" for oncoming traffic.
- There is a concern with safety for the right turn lane off Huron Avenue.
- Do the bump out at the bus stops mean the bus will be stopping in the travel lanes?
- With the elimination of the bus stops, will this make the traffic go faster?
- Do the current proposed entry treatments at the curb extensions allow the cars to fit and make a turn onto Huron Avenue?
- The City needs to moderate traffic to evenly distribute it. Overall, the traffic needs to be considered in the global sense. Lakeview/Huron/Brattle get a lot of overflow traffic. Huron is very congested in the AM and late in the afternoon. Mount Auburn and Brattle Street make you not come through the neighborhood. It is not evenly distributed. The traffic patterns need to be evenly distributed.

Urban / landscape design

Things respondents liked about the project design	Concerns, suggestions, and questions respondents had about the project design
<ul style="list-style-type: none"> • Brick accents and benches to bring people into the street as village. Every attempt to turn this into a community gathering area. • I like efforts to increase plantings/green/benches. • I like the plans for the business district. • Vassal plaza seating feels more integrated into the design and would be more likely to be used by a broader population. Support having the entire area function as a seating wall. 	<ul style="list-style-type: none"> • I'd like to see the benches arranged so that people can sit on two and talk across to each other. Gathering places. We have no village well anymore. I've always said that Formaggio or Fresh Pond Market act like that. I'd like an area large enough for a group to sit and chat or have a meeting, a few benches, say, on the Vassal/Appleton protrusion area. I'd like to see outdoor cafe seating possibilities in front of Village Kitchen and Full Moon. This should encourage community. • But it is missing something in the function it could have as a way for the neighborhood to gel. I'd like to see spaces arranged so kids could set up a lemonade stand, so people can grab a coffee at Formaggio, walk up the street to FPMarket and sit down outside and chat. I would use it more if we had a post-office again. (Huron Drug, where Marimekko is had one). And a small drugstore? Wow! And a hardware store would be very nice. • There a many appealing aspect to some of the proposals. I do believe that the section on Huron Ave. between Fresh Pond Parkway and the business district could stand some stronger measures in the attempt reinforce the residential character of that area. • I like the idea of more visible crosswalks --- I would also like street lanterns along Huron Avenue --- it would add aesthetically to the overall improvements of the area. • Threere also needs to be a concern for the removal of sidewalk botanical obstructions. • Also in the Huron business district the previous renovation did not provide sufficient or protected space for the trees planted. The soil in the small squares around the trunks is dry and compacted. I think the new sidewalk should have longer/wider greens strips with screens or grates to reduce compaction, destructive mounding of soil and mulch and random placing of planters and annuals that reduce tree respiration and moisture. • I'd like to see a range of tree species, preferably all native and with at least moderate height potential planted in the business district not just small, a thin monoculture of lindens. Some fall color would also be nice. • Fayerweather/Appleton - Sidewalks are awful, due to big old trees. Any plans to remove them? • Huron/Appleton - Add brick/pavers to this area, there is a lot of traffic here; Use concrete pavers in this location as well • Huron/Appleton Businesses - These stores are mainly car traffic, compared to other business areas • Sparks - The green space at the intersection of Huron Avenue rarely gets used • Main Business Area - Can this be made into a 'super' walk surface, like Harvard? Elevate the whole area. • For the Vassal plaza I did not see a bench in the drawing and that is very very Important to the many senior citizens here, I see the planter which could Be for sitting, but we need backs so we can linger. It is a sunny area and many without yards plan to come there To sit and visit. We have very little nice public space in Huron Village • Huron/Gurney - All crosswalks should be well-lit - currently, they are not • 2) In case you're soliciting feedback on the two options for the bike hub at the little triangle on the corner of Huron/Appleton/Vassal... First of all, I think that's a great spot for the hubs, and I'll be happy to see the planter system you've envisioned. As far as which side the bikes should go on, I would strongly recommend it be on the inside of the raised planter. Aesthetically, I just think the outside space closest to Huron should be reserved for pedestrian passers-by and the bus benches. • Including pavers in street at Standish would really add a "bookend" treatment at the other end of the business district • Would like to consider brick or pavers in intersection at Appleton St/Huron. • Appleton: Add pavers to the intersection similar to Chilton Street. • Prefer Hubway bikes on back side of landscaping for look and keep seating by sidewalk • Also, has there been any further discussion about trees, outdoor electrical or pedestrian lights? These are important things that

	<p>define a business district. We have an opportunity here, can we find funding for these items somewhere? As we approach the holidays please pay particular attention to the street lights and trees you see in any town center or business district that add a lot of special presence. Then, drive down Huron and see the difference.</p> <ul style="list-style-type: none"> • Earlier on we were told we'd have a choice of trees to be planted on the sidewalk strip in front of our house. I am still interested in knowing what trees we can consider...and whether you need recommendations for trees in general. • We heard a rumor that there is a plan to pave over the planted strip between the curb and the sidewalk. I spent money to by a border and plant that strip and I believe it adds to the looks of our street so I would love to keep it. • Is there a way to increase the green space on Huron Avenue from Lakeview to Fresh Pond Parkway? • The residents adjacent the Hubway station love to decorate at the holidays, have they been contacted, as the current design might impact this. • Who is going to take care of the Vassal plaza, will it be maintained by the City? The Fay/Concord rain garden is a mess. • The trees in the business district areas are currently not big enough for the trees. There is a lot of compaction and not enough room for them to be healthy. How will the City be handling drainage? Will the chosen tree species consider this? • Huron Avenue / Vassal Lane – Who removes the snow from this plaza? • Has there been any consideration in modifying the edge of the business district brick paver strip to reinforce the drivers to know that you shouldn't park there? • Can the business district have more of a gateway/raised device to announce it?
--	---

General

Things respondents liked about the project design	Concerns, suggestions, and questions respondents had about the project design
<ul style="list-style-type: none"> • For cars, buses, and pedestrians, plan is good. • Overall, I think the plans are excellent. • Most of the plan is fine for mobility • This goes a long way toward making the area more beautiful and safe. • Good Luck! Thank you 	<ul style="list-style-type: none"> • Have a vision for the future and for our youth. • Does not improve anything except maybe better a smoother road • Project designs are too focused on cars • Does not change from current situation. Speeds will remain high • This plan does not really change anything • The design is too busy. • Incomplete attention to certain areas on Huron Ave. • Who is going to maintain the new planting areas and water gardens? Who is going to clean out the water gardens to prevent them from becoming ponds when they silt up. • Putting stripes on the street does not change its architecture--it still will appear as a big wide throughway. The city should think more toward a future of alternative transit and stand up for a more sustainable model. New studies show that increasing pedestrian and bike safety is good for local business. • The Reservoir Huron Ave corner: I hope you have sufficiently considered how snow removal will be improved or impeded by proposed plans here and in the business district • Huron – The street is very noisy, can anything be done?

Drainage

Things respondents liked about the project design	Concerns, suggestions, and questions respondents had about the project design
	<ul style="list-style-type: none"> • I hope that as part of the project, the street drains will be made FUNCTIONAL. The drain on the south side of Huron at Grozier is HIGHER than the street around it, making it useless. Thus, any rain collects on the east side of Grozier, filling several parking spots and spreading across Grozier to the middle of the street. This puddle becomes a skating rink in the winter, rendering it a safety hazard for cars emerging from Grozier onto Huron. (see also, the drain at Brattle and Fresh Pond which fails, causing a vast lake that spreads across the intersection on rainy days, making it very hard to cross and causing cars to spray pedestrians on the east side of the Parkway.) • I request a new sewer inlet/grate be placed outside of 239-241-243 Huron Ave. Given that the Alewife Sewer Separation Project is ongoing, I'm hoping it can be done as part of that project. In rainstorms, water rushes down the hill to nearest sewer opening (corner of Huron and Appleton, across from Formaggio deli) and that's fine. However, in winter, snow and ice sometimes blocks the flow of water along the Huron Ave curb. Water then pools onto our building's sidewalk and onto our lawn. Ice forms (safety hazard). We live on the "flat" area at the base of the Concord Ave hill, so the water stops flowing when it reaches our house. Currently, we shovel the sidewalk but must also occasionally (after big storm) dig a trench in street next to the curb, from 239 Huron down to Appleton, to get the water & ice to flow. A new sewer inlet would fix this chronic winter problem and be much appreciated. • Will there be issues with the water pooling for the raised sidewalks?

Community process

Things respondents liked about the project design	Concerns, suggestions, and questions respondents had about the project design
	<ul style="list-style-type: none"> • I went to one meeting and it was not representative of the people I know who use the neighborhood. How were families and schools involved in the review of the project? • how were the residents of Lakeview North supposed to have heard about the removal of this signal. • Also I was struck at the average age of the crowd at Tobin. How about a meeting during school hours so parents can get there? And post the meeting at the Tobin, Haggerty. • Don't like that the businesses got their own meetings about the designs. • Huron Avenue / Lakeview –The design process is confusing. How did the City arrive at the current design of Lakeview Street? We need to talk more about process.