

Appleton Street Traffic Concerns - Feedback (as of June 25, 2024)

Received via	Comment
verbal	Suggests having all parking on Appleton St on one side of the street
verbal	Speaks infavor of modifying the Lowell/Appleton/Brattle intersction
verbal	Finds that there are speeds well over 20 mph on Appleton St. Would like to see more enforcement of existing speed limits, whether by police or by automatic enforcement. Would also like to see enforcement of cyclist behaviours. Would support a change in legislation to allow automatic speed camera enforcement
verbal	Finds that turning restrictions from Mt Auburn St onto Channing, Lowell and Gibson are ignored. When traffic on Lowell enters Brattle St, they must cross over the yellow line to complete the turn.
verbal	Finds that Brattle is uncomfortable to drive on because it is narrow and has the precast concrete curbing adjacent to the travel lane.
verbal	Concerned about site line on Appleton St, turning onto Brattle St. Also concerned that trucks parked on Appleton St block views at the intersection of Appleton St and Highland St
verbal	Finds Brattle St difficult to drive on with the precast curbing. Has observed drivers using the bike lane. Suggests that the pedestrian islands should be removed.
verbal	Would support a turn restriction on Appleton St or reversing the direction of Appleton St. Claims that 1 out of every 10 drivers is travelling 15 mph over the speed limit. Notes more traffic on Appleton St since the Garden St installation.
verbal	Claims personal vehicle was side struck 4 times while parked on street. Insurance covered costs. 1 out of 4 drivers stayed on scene. This is the only with a police report.
verbal	States that due to congestion at the Huron/Concord intersection, drives on Appleton much more. Suggests that the main arteries need to flow better.
verbal	Appleton St doesn't have a high demand for on street parking. Parking could be consolidated on one side of the street. Supports the bike lanes on Brattle St
verbal	Asks about previous proposals to convert the bike lane on Garden St to a two way facility on one side to reintroduce two way traffic on Garden St from Linnean St to Huron Ave
verbal	Notes high number of left turns off Mt Auburn St
verbal	Suggests more enforcement from the Police is needed
verbal	Asks a question about how Police and Fire navigate changes to streets
verbal	States that they do not like the pedestrians islands and concrete curbs on Brattle St
verbal	Councillor Toner speaks to share perspective on conversations with Police and Fire about changes to streets. States that Police and Fire support changes to city streets and are able to adjust their operations to face minimal impact from changes.
verbal	Suggests that traffic models are not reflective of reality. Instead of using traffic models, suggests city staff inform decisions based on people's lived experiences. Supports bike lanes and is frustrated when bike lanes end and send cyclists into traffic.
verbal	Speaks in support of bike lanes on Brattle St. Would support changes to decrease speeds on Brattle, Appleton or other streets
verbal	Speaks in support of existing all-way support at Brattle St at Appleton. Finds that it works well.
verbal	Suggests that a larger study of all the streets in the area is needed. This would look at opportunities to change circulation patterns throughout the enetire neighborhood, and address spillover affects that can occur from one-off changes. Further asks if minutes are available of meetings.
verbal	Speaks in support of a holisstic approach that includes all of West Cambridge. Compares traffic to water and states that traffic will follow the path of least resistance.
verbal	Notes that the sewer separation process involved robust community engagement. Feels that the CSO projects have not been as robust. Feels more like being told what's going to happen, not asking what people want as much. Would support more police enforcement and registration requirement for people riding bicycles. Speaks about the Vassal Ln school and increased traffic.
verbal	Speaker suggests that rather than defending decisions, they take the apporach of evaluatiing suggestions.
verbal	Speaks in support of Brattle St bike lane and bike lanes citywide. States that with more bike infrastructure comes better behavoir and more predictability.
verbal	Requests traffic counts from city and requests police presence at meetings such as this.
verbal	Ask if traffic counts are up to pre-covid levels
verbal	Agrees with city's assessment that there is more traffic on Appleton St. Would like to see more restricted down at Huron end to allow two way traffic to flow more easily.
verbal	Speaks in support of Brattle St bikes lanes. Wonders if traffic related issues are related to poor MBTA service and suggests further improvements to MBTA are needed.

verbal	Notes the presence of speed humps in many neighboring towns and cities, such as Somerville. Asks if these can be included more in Cambridge St. Compares Appleton St to Lowell St. Notes that chicanes on Lowell St slow traffic. Asks if chicanes would slow traffic on Appleton St.
verbal	Notes that they would support narrow streets which are safer and that narrow streets discourage cut through traffic.
verbal	States that traffic is up everywhere and that there is a need to reduce traffic on our streets by providing alternatives to driving, such as walk, biking and transit
verbal	States opinion that cars are the most significant safety issue in the city, more so than bicycles, and would support narrower streets.
verbal	Notes that there are two primary routes to get across Cambridge from West to North. Huron Ave/Upland and Fayerweather/Walden. Asks if bicycle signals could go on detection, and only come up if a bike is present and if that would speed up traffic.
verbal	Concerned about the hill at the top of Appleton St and what it means for blind spots for drivers. Suggests speed humps would be helpful on Appleton.
verbal	Speaker feels that city staff should not suggest to the neighborhood what is best for them and notes background in city planning. Feels that sewer separation process was a more robust engagement process.
verbal	Speaker suggests making the section of Fayerweather St between Huron Ave and Vassal Ln two way, to provide traffic with another northbound route
verbal	Observes bicyclists going through stop signs without coming to a complete stop. Cyclists travelling towards Harvard and drivers going south on Appleton have short sight distance.
verbal	Speaker suggests that significant number of drivers run stop signs as well.
verbal	Speaker would support measures to reduce traffic congestion on major arterials. Specifically names Congestion Pricing.
verbal	Speaker asks question regarding next steps
verbal	Speaker clarifies if turning restrictions will also apply to local traffic.
verbal	Speaker states they support the changes at Brattle St/Lowell St/Appleton St and that it feels safer than before
petition	<p>THE PETITION (52 signatures): Cambridge, May 26, 2024 Residents of Appleton Street and proximate neighbors are calling for a no-left turn (left turns prohibited at all times) to be implemented on Appleton Street from Brattle Street. Vehicles could no longer turn left onto Appleton (northbound) from Brattle (eastbound). Vehicles may still turn right on Appleton with no restriction from Brattle (westbound). City data and residents' observations show that: - Appleton has borne all the brunt of changes and driver patterns in response, much more than its fair share, in terms of trends: Appleton Street now carries +700 additional cars compared to 2017 (for a total of daily 4,200 cars), while other parallel streets see far fewer cars and have seen a significant reduction of traffic over the same time period: 308 fewer on Lakeview (total of 1,386 daily), 314 fewer on Lexington (total of 771 daily), 124 fewer on Fayerweather (total of 2,119 daily), and 388 fewer on Reservoir (total of 1,468). - Residents observe multiple safety hazards, dangerous intersections, and frequent congestion (including long afternoon traffic jams), and road rage. The recent increase makes it sometimes impossible to safely access driveways, to bike on the street (bikers routinely ride on the sidewalk), and to access critical destinations such as Mount Auburn Hospital. - According to the Traffic department, a prohibition is more likely to be followed by key traffic apps than would a time restricted no left turn (which seem largely ignored). This may result in cars avoiding the neighborhood entirely to stay on Fresh Pond Parkway, also helping Lowell, Channing and Brattle. -According to topological map, Appleton has the steepest hill in the neighborhood, drastically reducing visibility for drivers -Preventing left turns from Brattle would improve the safety of the recently reconfigured Brattle/Appleton intersection (especially for pedestrians and bikers). Further north, it would greatly increase safety at the Appleton/Huron intersection for pedestrians, cars, and bikes. The intersection cannot safely handle the large volume and fast speed of cars. - Cars can still access Appleton turning right from Brattle, as well as from Highland (through Fayerweather/Reservoir) and of course from Huron. This will still bring considerable volume, but be more balanced. A lesser attempt risks making no difference at all. We call upon the city to implement our request as soon as possible</p>

email	<p>I know there has been plenty of conversation about the stop signs on Brattle Street that were added last year at the intersection with Appleton Street. The number of cars on Brattle Street that run through the intersection without stopping is alarming. Some drivers may have driven on Brattle Street for years before the installation of stop signs and are blind to them. It is not unusual to see cars drive through the intersection without slowing at all – as if they did not see a stop sign. Some slam on their brakes after cruising by a stop sign, appearing not to have seen the sign until the last moment. Others treat the signs as yield signs. At least they seem to be looking and probably not likely to collide with anyone else. The stop signs are in full view – nothing obscuring them. Nobody wants more signs installed along Brattle Street, but perhaps it would help if “Stop Ahead” signs (temporary or permanent) were installed a hundred yards or so before the stop signs. Another subject. Some cars making a right turn from Mason onto Brattle have ended up in the bike lanes. Perhaps one of those white plastic pipes could be installed on the divider line in the bike lanes. No hindrance to bike traffic, but obvious that a vehicle should not enter.</p>
email	<p>Thank you so much for meeting with us yesterday and for all your work collecting and analyzing the data. I support a permanent no-left turn sign from Brattle to Appleton--the earlier the better. The city should also look into traffic calming on Appleton to reduce speed.</p>
email	<p>In short, I write as an Appleton St. resident in strong support of the no left turn (prohibited at all times), as borne out by your data. There are many ways to get to Appleton from all directions even with this prohibition. And plenty of cars will still come from Brattle taking a right. It will also make the intersection much safer - fewer cars and no cars making a blind left into bikes or pedestrians they may not see, focusing on the oncoming traffic. Thank you for holding a community meeting. Not everyone present was from our affected neighborhood. The vast majority of the neighbors we speak with are in favor of a no left turn. There are a few who may prefer a time restriction. We will forward an updated petition.</p>
email	<p>Thank you for organizing the May 23rd meeting regarding traffic on Appleton. It was quite an experience, and the two of you handled it exceptionally well despite the fluid circumstances. Your resilience, commitment to staying present, willingness to listen, and the civility you modeled, even when it wasn't reciprocated, are deeply appreciated. You have my respect and gratitude for your efforts. I also want to express my support for a 24-hour no left turn at Appleton. As a resident, I understand this isn't a perfect solution and introduces some inconvenience, but I am persuaded the benefits will outweigh the disadvantages. Our end goal is safety. With fewer cars on the street, there will be fewer incidents of road rage (which occur directly in front of our house regularly), and fewer non-local drivers seeking shortcuts, resulting in less speeding. This will create a safer environment for our pedestrians, cyclists, and drivers.</p>
email	<p>I am a resident on Appleton Street and would like to see a no left turn on Appleton Street off of Brattle. The traffic congestion is crazy and I can no longer sit outside on our front patio in the summer because of all the street noise.</p>
email	<p>As a resident at ... Appleton St. I wholeheartedly support placing a "no left turn" sign from Brattle onto Appleton going East. I do not see this as a total solution to the problem we have been discussing, but as a good start. We need more (and specific) data on the traffic that is using our streets as commuting highways rather than residential byways. What is their starting point, where are they commuting to, where do they park all day, where do they work, are they the same cars each day? Armed with these data and using AI will uncover the true source of problems, leading to remedies and the ability for the City to communicate with drivers (and enterprises where they work) to seek understandings and support. The necessary data can be gathered with ALPR systems in a matter of a few days. Getting authority from the City to do conduct ALPR for two or three days at key spots seems possible, and it would give you critical information upon which you could take meaningful remedial fact-based actions. Let's take the guesswork out of what we are trying to do.</p>
email	<p>Thanks a lot to the Cambridge Traffic, Parking, and Transportation Department for organizing the neighborhood meeting about Appleton street traffic issue on May 23. The crowd that spontaneously gathered showed how concerning the subject is. As we mentioned in previous emails, we remain VERY concerned about our 3 kids' and own everyday safety on Appleton Street, especially as we are a biking family. So we strongly support the permanent no left turn from Brattle to Appleton street and urge you to implement it. Even though we use it every day, it appears the only compromise possible to have our street livable again for its inhabitants. We also would like to suggest an additional change regarding the speed limit, that is not currently respected. It leads to cars driving very fast when going down the hill, especially between the top of the hill and Huron Avenue... precisely where the road narrows, with many car accidents occurring in front of our house (most of them not being reported). So in addition to the no-left turn, we strongly suggest the installation of speed bumps around the top of the hill, to prevent cars from accelerating just after the hill.</p>

email	Thank you and your team for the time spent preparing for last week's meeting with the Appleton Street residents. We appreciate and admire your patience and graciousness during the whole meeting. This email is to support a 24-hour no-left turn sign from Brattle to Appleton. Based on the data you shared in your presentation, we believe Appleton carries much more than its fair share of traffic compared to neighboring streets. We think a 24-hour no-left turn is more likely to be enforced and something drivers and apps are likely to respect more than a restricted turn. We are hoping this initiative will help improve the excessive traffic flow on our street and help keep our families safe. Please let us know if there is anything else you need from us to further support this initiative.
email	Thank you and your team for the time spent preparing for last week's meeting with the Appleton Street residents. We appreciate and admire your patience and graciousness during the whole meeting. This email is to support a 24-hour no-left turn sign from Brattle to Appleton. Based on the data you shared in your presentation, we believe Appleton carries much more than its fair share of traffic compared to neighboring streets. We think a 24-hour no-left turn is more likely to be enforced and something drivers and apps are likely to respect more than a restricted turn. We are hoping this initiative will help improve the excessive traffic flow on our street and help keep our families safe. Please let us know if there is anything else you need from us to further support this initiative.
email	First, thank you for your patience with the 'rowdy' audience. I have to say I was shocked by the vitriol and anger directed toward you from my fellow Cantabrigians; although perhaps such a tone has been normalized in today's political climate :(I thought the meeting was very productive, despite the attempts to hijack the agenda, and it was great to hear both neighbors' attitudes/concerns and your responses to the proposals made. Counselor McGovern came up to me and assured me there would be a police presence after the meeting. We have seen that (now a motorcycle on Brattle at that junction and a car parked near bottom of Appleton, near Huron) - Thanks I have written in support of Vanessa and Prabal's proposal for a no-left turn. In addition, here are my requests (that I hope might be easy?) I appreciate that the traffic volume reduction will be improved by the no-left turn, I am trying to tackle speeding too (especially as backing out of our driveway, even with my decent mobility and ability to pivot at the neck....is terrifying) :-). 1. A Radar speed reminder on Appleton, near the brow of the hill (between Highland/Appleton and 88 Appleton) 2. Put a police officer occasionally on Dunstable road with a radar gun who can capture those who ignore the radar speed reminder (he would not be visible until they crest the brow of the hill, at speed) 3. No entry into Appleton from Brattle during evening hours (like Cogswell Avenue below) I believe a no-entry sign would not be ignored (as a no-left turn might?) If this is a viable option we might all consider - great. If not, I will still support the no-left turn.
email	As an Appleton St resident, I have been concerned with the increased traffic volume and the safety of the intersection at Brattle St. I appreciate the City holding the recent meeting for residents to present their views. After some consideration, I have the following conclusions: 1. I support a 24/7 left turn prohibition for motor vehicles from Brattle St. onto Appleton. I realize this applies to residents and am willing to accept the tradeoffs. 2. The left turn restriction should probably also be applied to Riedesel St to prevent cutting back to Appleton over Brewster. 3. The left turn restriction should not apply to cyclists. Bikes should continue to be allowed to make a left turn onto Appleton from Brattle. 4. I strongly oppose the elimination of parking on Appleton near the intersection with Huron. This penalizes the residents and only speeds up traffic cutting through.
email	I am in support of implementing a "no left turn" sign onto Appleton Street. Since the new stop signs were placed the intersection has become incredibly hard to navigate and extremely dangerous for pedestrians, bikers and cars. My husband and I have witnessed multiple near misses between all of the above. Additionally, the huge increase in cars speeding up and down the street (not locals) has created a situation that will eventually end in either a pedestrian or an animal being hit by a car. Please help to correct the problem that was created by your department.
email	I am in support of implementing a "no left turn" sign onto Appleton Street. Since the new stop signs were placed the intersection has become incredibly hard to navigate and extremely dangerous for pedestrians, bikers and cars. My husband and I have witnessed multiple near misses between all of the above. Additionally, the huge increase in cars speeding up and down the street (not locals) has created a situation that will eventually end in either a pedestrian or an animal being hit by a car. Please help to correct the problem that was created by your department.

email	<p>As an Appleton St resident and homeowner, I have been concerned with the increased traffic volume and the safety of the intersection at Brattle St. I appreciate the City holding the recent meeting for residents to present their views. Clearly, something has to be done to redistribute the traffic over a broader area and direct it to more major roads which can handle the volume. After some consideration, I have the following conclusions: I support a 24/7 left turn prohibition for motor vehicles from Brattle St. onto Appleton. I realize this applies to residents and am willing to accept the tradeoffs. The left turn restriction should probably also be applied to Riedesel St to prevent cutting back to Appleton over Brewster. The left turn restriction should not apply to cyclists. Bikes should continue to be allowed to make a left turn onto Appleton from Brattle. I strongly oppose the elimination of parking on Appleton near the intersection with Huron. This penalizes the residents and only speeds up traffic cutting through. It will be important to reinforce these changes with police enforcement. There should be a police presence once they are in effect to ensure they are in fact followed.</p>
email	<p>As a follow up to last Thursday's meeting, I am writing to support a no left turn on the corner of Appleton and Brattle street. This will improve safety for pedestrians and bikers, reduce car volume, speed and crashes on Appleton, and generally reduce honking, gridlock, and the fumes that have been created as a result of the "highway like" traffic from Appleton down Huron to Concord Avenue. Thank you for your consideration.</p>
email	<p>I would definitely support a permanent 'no left turn' onto Appleton from Brattle. My name is I live on Huron Avenue ..., two houses beyond the currently empty stores on the corner of Huron and Appleton. I did not speak at the meeting because the point was made effectively by so many nearby residents who were at the meeting. PLEASE count the above in your vote count. For both the traffic department people AND Patti Nolan: I realize that the meeting was focused on Appleton, but that is only part of what brought so many people out. I do NOT think that this change will completely take care of the problem/issue. Taking Huron (however you get there) to bypass Alewife is too attractive a route. This remedy will redistribute traffic to other streets, but NOT stop that overall pattern of people taking Huron Avenue to get to Route 2 via Sherman. As we have already seen with the Garden street change, making a change to one street seems to have widespread unintended effects elsewhere. The traffic department needs to take more of a 'systems' view of how to regulate and direct traffic and the City Council needs to take the issue of traffic more seriously. [NOTE that there is a short street that runs between the Harvard Astrophysics property at the top of the Concord Avenue hill and the section of Huron between Concord and Garden/Sherman. Since this problem started, I all of a sudden see cars lined up on that tiny street, waiting to turn right onto Huron to get to Sherman or other streets. Never saw that before to the extent it is happening now. I am sure that people on that street must be upset about this also.] I predict that Huron Avenue residents will sooner or later be asking for another meeting in order to deal with the issues on that street. In my view, the city needs to implement many more traffic calming 'devices' everywhere, including speed bumps at every corner (on Huron and side streets) and more stop lights. Where possible, such as at the intersection of Appleton and Highland, put in stop signs. So what if some people 'blow' through them. It will slow many others down. Surely some people might have ideas of how to make streets where people live more like residential areas that have people of all ages walking and biking around. In this wealthy of a city, I was shocked to hear a city councilor say that there cannot be a role for police in traffic enforcement. Surely there could be consideration of hiring some officers whose sole or primary duty would be to enforce traffic regulations. At the corner of Huron and Appleton I have personally either witnessed or personally experienced people: honking at a car that pulls out of a parking space (and perhaps as a result the oncoming car has to slow down); impatient drivers who pull out of the line of cars (again honking) and speed up the street until they can get back into traffic. I suggest you measure the speeds of cars going down Huron Avenue - you will be shocked at the speeds that occur (at least when cars are not backed up 3 blocks from the Concord avenue stop light).</p>
email	<p>Thanks for the meeting last evening, Stephen, and thank you for your support in listening to the woes and suggestions of Appleton St. residents (and abutters, of which I am one on Dunstable Road). I hope there is a permanent no-left turn from Brattle to Appleton (since you warned of the down-side of a timed no-left turn sign). As a regular biker, I would also wish for a speed bump on Appleton. I understand this might take time, but hope it is on the agenda. People complain about bikers on sidewalks, but when traffic is heavy and fast and no walker is on the sidewalk, that is the safest choice for a biker. I gather a round the clock prohibition is most effective, so I support this idea. As a frequent bike rider I am terrified riding on Appleton Street, and I know we are not expected to ride on sidewalks. Please do all you can to remove the volume and ideally speed of motor vehicles.</p>
email	<p>I live at the corner of Appleton Street and Dunstable Road and am well aware of the traffic problems. I support a permanent no-left turn from Brattle onto Appleton.</p>
email	<p>As a homeowner since the 1960s, parent of two Cambridge public school children, former Cambridge teacher (Pilot School), I am alarmed at the danger speeding cars raise (despite my constant "slow down!" waving) to my Appleton Road neighbors - bike riding children, over 80 drivers who must back out of their driveways, etc. So I support the no left turn from Brattle to Appleton St. as a way to lessen the speeding cars that come barreling down the hill toward Huron Ave.</p>

email	We have lived @... Brattle Streetsince early 2021. The situation has gotten worse every year, and the current situation is dangerous (it has been for awhile). We are going to continue to see more injuries, as the Stop signs are rarely adhered to & drivers tend to accelerate when they turn onto Appleton from Brattle (I have clocked speeds as high as 60s, which I attribute to drivers' frustration).
email	We have lived @... Brattle Streetsince early 2021. The situation has gotten worse every year, and the current situation is dangerous (it has been for awhile). We are going to continue to see more injuries, as the Stop signs are rarely adhered to & drivers tend to accelerate when they turn onto Appleton from Brattle (I have clocked speeds as high as 60s, which I attribute to drivers' frustration).
email	the #1 thing on our mind at our new home is the safety and security of our kids who are 9 and 11. Cars are flowing at a pretty hefty speed and consistent flow up Appleton — they seem to be racing up the hill after waiting in line to take that left onto Appleton. It is also very difficult to pull out of our driveway with that constant flow of traffic not only in the mornings and evenings but throughout the day. Nobody seems to want to let us out. We believe that in the interest of safety of pedestrians, bikers, and cars, that a permanent “No Left Turn” on Appleton, we would forfeit our own ability to turn left on our own street in order to slow down that flow of traffic and have it spread out more fairly across all the streets from Brattle to Huron.
email	the #1 thing on our mind at our new home is the safety and security of our kids who are 9 and 11. Cars are flowing at a pretty hefty speed and consistent flow up Appleton — they seem to be racing up the hill after waiting in line to take that left onto Appleton. It is also very difficult to pull out of our driveway with that constant flow of traffic not only in the mornings and evenings but throughout the day. Nobody seems to want to let us out. We believe that in the interest of safety of pedestrians, bikers, and cars, that a permanent “No Left Turn” on Appleton, we would forfeit our own ability to turn left on our own street in order to slow down that flow of traffic and have it spread out more fairly across all the streets from Brattle to Huron.
email	How is the public feedback going? Is it constructively discussing ways of alleviating congestion, like one way signs, no turn signs, or applying traffic calming, like raised crosswalks or flexposts at intersections? I want to ensure it isn't focused on removing the bike lanes. I heard that the diverted traffic started happening after they were installed?
email	I am an Appleton St. resident. I oppose reducing parking on Appleton St. and I oppose making Appleton St. one way. Cars would go even faster and it would be less safe. Also, it is hard to find parking on street cleaning days and days when snow takes up parking spaces as it is. When the stores at Appleton and Huron are occupied, parking will be even tougher. I like the idea of flashing LED lights on the bike stop signs at Appleton and Brattle! Could we add a sign below the stop signs in the bike lanes saying "BIKES MUST STOP". From your presentation at the meeting, I understand the Garden St/ Huron /Sherman St. Intersection wouldn't run as well if Garden St. was made two way again according to the engineering models that have been done. In hearing all the adverse consequences on so many other streets from making Garden one way, I wonder if this could be reconsidered, to make Garden two way again, for the greater good. I am an avid cyclist, but I would favor making Garden one way for bikes, if that would enable making it two way for cars. I suspect some cyclists would still use one bike lane to go in both directions, but because there is not a steady flow of bikes (the way there is a steady flow of cars), I think that would work out ok. If this isn't done: I favor no left turn from Brattle on to Appleton 24 hours a day. Stop signs for cars and bikes in all directions at Brattle and Appleton is a good change. Thanks for your consideration. Please share your thoughts with me.
phone	Please leave any literature at my door.
email	Annette LaMond has given you the details of the complicated obstacle course that has been created between Craigie Street, Sparks Street, Riedesel Ave, Brewster and Appleton. Just reading her description is dizzying and driving on any parts of these streets invites serious blocks and makes drivers, walkers, constantly aware of the insanity of the reconstruction for the bike lanes with parceling out the limited space. Turning into Riedesel, my street, barely allows turns especially from Brattle Street from the Sparks direction and the narrowness of the entrance makes it very difficult and the many trucks of all sizes cannot safely navigate all these blocks to street flow. Many bike riders ignore cars and don't practice any respect for the safe use of the very restricted spaces created by the redesign and implementation of the Brattle Street plan.

email	<p>Thank you for hosting the May 23rd meeting on neighborhood traffic concerns regarding Appleton Street. You said that you were seeking feedback on the possibility of posting lefthand turn restrictions from the eastbound lane of Brattle to Appleton. As a longtime neighborhood resident, I think that it is likely that some drivers will simply turn left at the next street – Riedesel Avenue. These drivers will then turn left onto Brewster, and then turn right onto Appleton. (Turning out of Brewster can be tricky when there are trucks parked on the even-numbered side of Appleton.) Also, during rush-hour periods, a left-turn restriction on Appleton turns would create hazardous conditions on Riedesel and Brewster – two streets that already experience significant cut-through traffic by drivers seeking to avoid rush-hour backups on Sparks Street. I can imagine situations when cars cutting up and down Riedesel are not able to proceed. Like many of the neighbors who spoke at the meeting, I favor regular enforcement of speed limits. If drivers know that there is a possibility of receiving a ticket for a moving violation, they will reduce their speeds. Speaking of speeding, another possible consequence of restricting lefthand turns from Brattle to Appleton: some drivers traveling from Huron Avenue up Appleton may increase their speeds if they don't expect to see oncoming traffic.</p>
email	<p>We support Annette LaMond's email full-heartedly and are very concerned about the possibility of a lefthand turn restriction from the eastbound lane of Brattle to Appleton. Our street is already overwhelmed by drivers who seek to circumvent Sparks Street during school drop-off and pick-up times and rush-hour back ups. Both streets, Brewster and Riedesel are very narrow streets, populated with elderly residents and children. It already is very hard and sometimes dangerous to navigate these two streets for residents with current traffic patterns and flows. Please actively enforce speed limits on Brattle Street so that drivers learn to regulate their driving behavior and speed.</p>
email	<p>We want to totally support Annette LaMond's and Anja Langbein-Park's perspective on the possibility of a lefthand turn restriction from the eastbound lane of Brattle to Appleton. Riedesel and Brewster are already clogged. A lefthand turn restriction from the eastbound lane of Brattle to Appleton will simply shift this traffic to Riedesel, Brewster, and back to Appleton.</p>
email	<p>We were not able to attend the meeting held last Thursday regarding traffic on Appleton Street, but we would also like to voice our concern over the increase in traffic. In addition to the increase, we are also concerned by the speed of the vehicles coming down the street. Since December 2023, two of our cars were hit while parked near our home at ... Appleton Street. It cost approximately \$800 for me to replace my driver's side mirror. When I come home, I feel anxious exiting my car due to the speed of the traffic. We have lived in this neighborhood for many years, and traffic safety has been noticeable worse since Garden Street became a one-way street. We would appreciate being informed of the outcome of the meeting.</p>
email	<p>We were not able to attend the meeting held last Thursday regarding traffic on Appleton Street, but we would also like to voice our concern over the increase in traffic. In addition to the increase, we are also concerned by the speed of the vehicles coming down the street. Since December 2023, two of our cars were hit while parked near our home at ... Appleton Street. It cost approximately \$800 for me to replace my driver's side mirror. When I come home, I feel anxious exiting my car due to the speed of the traffic. We have lived in this neighborhood for many years, and traffic safety has been noticeable worse since Garden Street became a one-way street. We would appreciate being informed of the outcome of the meeting.</p>
email	<p>I live on Malcolm Rd, in Huron Village. I missed the Appleton Street meeting but have signed up for emails. Thanks. Ever since the realignment of Garden St, I have frequently used Raymond St to get to Huron Village. Raymond has three "lanes": parking on one side (the North side) and two opposing traffic lanes in the remaining 2/3 of the street. Westbound, I have often been squeezed by oncoming Eastbound traffic; they (the Eastbound cars) tend to drive as though there were only two lanes and they were entitled to half the street. In both streets (Appleton and Raymond), I believe a center line demarking the traffic lanes would improve safety and contribute to a less stressful driving experience.</p>
email	<p>First I want to want to apologize to you and your colleagues on behalf of my neighbors on the way you and the staff of the Transportation Department were so rudely treated yesterday (Thursday 5/23). No one who works for the citizens of our community should be so mistreated by that community. The enormous attendance at that meeting indicates that there is a lot of anger simmering in this community engendered by recent changes in traffic patterns and that this anger has been underestimated by the City. Unfortunately this anger was not limited to issues related to Appleton St., the topic of this meeting, but was directed at changes to a much wider area. May I suggest that your Department hold another public meeting, in a much larger venue, to discuss ways to mitigate the ways in which recent traffic changes, especially the new separated bike lanes, have adversely affected the neighborhood? Such a meeting might not only release pent-up steam but, who knows?, might also do some good. I for one would like to know if the bicycle lane ordinance mandates the unsightly and unsafe concrete slabs that now adorn many of our major thoroughfares and seem to annoy many.</p>

email	<p>I attended the Appleton Street meeting yesterday, but was not prepared to comment yesterday. I would like to offer a few thoughts today about the issues discussed. I live on Homer Avenue in Cambridge and commute by bicycle daily on Brattle street. I pass the Appleton street intersection every day. 1. Thank you for running the meeting! It was quite stressful, and I am grateful for the city's efforts to engage with the public nevertheless. The three or so people who led it deserve a day off! 2. A few people mentioned at yesterday's meeting that the current traffic pattern is confusing and cars sometimes end up in the bike lane. I've bicycled down Brattle past Appleton almost every weekday, typically between 8-9am and 5-5:30pm since August 2023 and I have never seen a vehicle in the protected bike lane (except for some landscaping or service vehicles). My wife who similarly commutes by bicycle daily on Brattle said she saw one personal vehicle end up in the bike lane, which was actually a rideshare car which did it on purpose to pick someone up. So I do not think this is a real concern. 3. Someone mentioned bad visibility at the intersection. That is true. It is not easy to see much from any direction. Visibility is a bit of a double-edged sword, since people drive more aggressively through spacious intersections. Nevertheless, I do think the Brattle and Appleton intersection has worse visibility than most other intersections in Cambridge. 4. I recall one of the city employees saying that certain settings for navigation apps ignore restrictions on streets which are one-way during certain hours. So it sounds like certain settings do follow these rules. Perhaps it is worth reaching out to google/apple maps directly with these concerns. It is probably in their interest to make sure their products are not causing people to break laws. 5. More frequent enforcement of traffic rules in the general vicinity of Appleton seems like a good idea. I noticed an officer there today, which was great! 6. The concrete barriers for the separated bike lane on Brattle are extremely important. Some people yesterday were upset because they make turning at the Appleton-Brattle intersection more difficult. By forcing vehicles to make wider/slower turns, these barriers make it much safer for cyclists and pedestrians passing through the intersection. As a long term bonus, narrow turns incentivize people to drive smaller vehicles, which in turn increases safety and sustainability everywhere. 7. Related to 6, I do not see a need to speed up the flow through the Appleton-Brattle intersection. During busy hours, there is usually a queue of around 3-5 cars at any of the three directions. The intersection does not get dramatically backed up.</p>
email	<p>Thank you for you and your team meeting with the neighborhood about the issues associated with traffic in the Appleton Street area last night. Following your request, I've included the 2014 document regarding traffic on Concord Ave. At that time, our neighborhood group came up with a solution which is not included in the document. While our solution may no longer apply, I would be glad to discuss it with you or your traffic engineers.</p>
email	<p>I came to meeting for the above intersection but decided not to stay (community overload) Thanks for giving me your card. Here are my comments: For upwards of 15 years, I've lived at ... Sparks, which is just up the street from the Armenian Church. As a pedestrian, cyclist and motorist, I have watched the evolution of the streets around me, as well as the deterioration of the habits and lawful behavior of the users of those streets. You have a very difficult task in front of you, and all my sympathy and support. I mentioned two problems that top the list. In fact there are three: 1. Lowell Street runs into Brattle just west of the intersection with Appleton. I have noticed that often if people coming up Lowell stop at Brattle, they don't stop at Appleton. This isn't the worst problem. When they are coming from Lowell and then turning into Appleton without a stop - they tend to cut diagonally across the intersection into Appleton. They don't even "see" the bike lanes, or people stopped and then turning out of Appleton. The only way I can imagine to mitigate this would be to make the block of Lowell before Brattle one way, away from Brattle. Good luck with all those angry homeowners if you do this. 2. People on bicycles don't stop, or if they do, it is just to judge how they can make it through the intersection. They don't see that they are part of taking turns with the cars to negotiate what is a very tight set of turns, while often cars expect them to wait their turn. I think this behavior is encouraged by the two way bike lanes. The cyclists think that their passage is somehow taking place in a separate world. Cyclist often do that balancing kind of stop, in the middle of the intersection. And then of course the problem of bicycles not having lights at night. EEK! But that's not unique to this spot. 3. Pedestrians are really stuck in the middle of all this activity, actually somewhat unseen. There are a lot of ancient people in the area (you might have noticed this fact in the meeting) and they don't move very fast. Luckily they aren't out much - but they can be, with their arthritic doggies. I think it would help to install one of those flashing yellow pedestrian light signals for crossing. I think some enforcement of traffic laws (cars & bikes alike) could help. Good luck with that, eh?</p>

email	<p>It looks like I may not be able to be at this meeting this afternoon as I had planned. I live at the other end of Appleton Street closer to Concord Ave. which was curiously left off this meeting issue. I just wanted to point out that as the traffic gets backed up at the Brattle St. end, when cars are released from the two-way and hit the one-way at our end, tend to speed down the street. I hope that traffic calming (bumps, etc.) will be added for consideration for the end of Appleton between Huron and Concord. The intersection at Concord also gets backed-up at rush hour, and I have witnessed accidents here. Discouraging this as a through-way, by using traffic calming measures, would certainly add to safety in the neighborhood. Many thanks for having this meeting, and considering these issues. Very sorry I am unable to attend.</p>
email	<p>Unfortunately, I was unable to attend Thursdays' meeting but wanted to flag that I use the Brattle bike lanes almost every day. I find that the stop sign and pedestrian islands are very useful in slowing traffic and making the intersection safer. The proper point of comparison is the safety of the intersection before the infrastructure installation.</p>
email	<p>I'd like to express my support for the existing Brattle Street cycle track as well as the configuration of the current Appleton Street intersection with Brattle. While this intersection is often crowded, it is so much safer than it used to be, AND recently I've noticed less traffic there as people become more accustomed to the flow. It remains important that Bicycles and other traffic stop fully at this intersection in order to keep it safe and keep traffic moving. It could be improved with better sight-lines from cars on Appleton, but mostly, it does the job of managing a high volume of foot, bike and car traffic while keeping multiple modes safe. Increasing speeds at this intersection would likely decrease safety of those not inside steel cages, and this neighborhood deserves to be walkable.</p>
email	<p>I live at Walden and Saville St and frequently travel on Brattle and Appleton to get to and from my home. I am unable to attend the meeting tonight and wanted to share some comments. I drive and bike in equal measures. I also have school age children who bike with me and increasingly walk independently to nearby destinations. The bike lane design on Brattle Street has been a dream for us, enabling a safe passage to and from Harvard Square. However I drive on Brattle perhaps even more often than I bike, and Appleton Street is my turn to get home. I always take extra care when turning at that intersection to check for bikers. I don't think the bike lane has adversely affected safety or traffic and in fact has increased safety for pedestrians and bikers. I hope this bike lane design can be replicated throughout Cambridge where possible. One problem I have observed recently is a traffic backup on Appleton between Huron St and Concord Ave in the evenings, which impacts me as I try to get to my home on Saville St by car. However, I don't think this has anything to do with the bike lane on Brattle.</p>

email	<p>I urge you to maintain a stance that everyone - regardless of mode of transit - has an equal privilege to use the roads safely and to ask that you keep this in your central focus as the city begins to assess additional updates to the Brattle corridor. Please do not let an angry and vocal subset of the population derail Cambridge's movement toward complete streets and Vision Zero which deliver on this equal privilege for all. It is my opinion as a driver, pedestrian, and a biker that the new infrastructure necessitates that drivers reduce speeds and serves to more clearly highlight the presence of multimodal transportation (bike and pedestrian), thus having a positive effect of situational awareness by everyone. How is this not a win for all? As a daily bike commuter, I ride the entire stretch of Brattle street in both directions every day, 5-days per week, all seasons (yes, even cold and snowy winter days). I have biked on this stretch both before and after the updated infrastructure was installed. I am writing to attest that as a biker, I feel the risks to bikers are significantly reduced with the new infrastructure. The risk of being doored has been virtually eliminated now that I am no longer biking within inches of parked cars. The danger of a preoccupied driver veering into a biker is similarly reduced now that protected barriers separate bikes from car traffic. I still occasionally see drivers making turns through the bike lanes without looking, but in my experience, the additional infrastructure is itself a reminder for drivers to be on the lookout for bikes and pedestrians. In my experience, I have actually found that drivers AND pedestrians are more visually engaged with me (while on bike) when at intersections as a result of the additional infrastructure. Clearly there has been a positive outcome in terms of safety for bikers and general awareness by all. Lastly, in the recent CBS Boston article, a Cambridge resident was quoted saying "If somebody's not paying full attention, there's going to be a head-on crash". This elicits the ever present fear among pedestrians and bikers that drivers are not paying full attention to the road. Is it possible that there are other factors (beyond safety infrastructure) that lead to motor vehicle accidents - such as streets that have too much car traffic, unfriendly drivers exhibiting road rage, or folks driving while distracted? How can we expect there to be a reduction in accidents if we allow drivers to operate their vehicles while paying anything less than full attention? Pedestrian/Car accidents are on the rise in the United States, and infrastructure is one piece of the puzzle. But please consider the many factors that need to be addressed to maintain safe streets in Cambridge - my life may depend on it. I thank you for your time and your service to the City of Cambridge. I want to make myself available if you or your office has any further questions or would be interested in discussing more about my experience commuting daily by bike through Cambridge.</p>
email	<p>I agree with [...] direct appeal NOT to implement "no left turn" signs on Appleton. This will negatively impact our household that includes children and elderly drivers who use left hand turns on Appleton street hundred of times every week. Adding this sign will not remediate the terrible traffic congestion the city has created on Appleton. That problem comes from the City's mistake making Garden Street one way. Please return Garden to a two-way street. Adding a no-left sign on Appleton, hurts local residents, creates additional congestion on additional side roads and does nothing to solve the problems created by the mistaken change Garden street. Please do not add the no-left sign. You are encumbering our daily lives , making navigating our neighborhoods more dangerous, and more difficult. The traffic department has already made our neighborhood and our streets much more dangerous. Please do not make things even worse. Focus on fixing garden street and alleviating the congestion that didn't exist until Garden was - without adequate planning or consideration and with disastrous results - made one way.</p>

email	<p>I have just learned that, despite significant concerns raised by residents, the City of Cambridge intends to proceed with a left turn restriction at the intersection of Brattle and Appleton Street. I sent an email to Commissioner McKenna raising numerous objections to this move, but did not hear back. I would be happy to forward you a copy of that email if you would like. I am dismayed that the City is now planning to proceed with this terrible plan. If enacted, this move would create far more problems than solutions. In fact, there would be no benefits derived from a left turn restriction on Appleton. EVERY driver that would have turned left on Appleton will simply proceed 50 yards and turn left on Riedesel. These drivers would then proceed to turn left on Brewster Street to get right back to Appleton. What benefits would this create? Furthermore, there are no stop signs for cars or bikes at the intersection of Brattle and Riedesel, and there are bends in the road on Brattle near this intersection, making it difficult to see oncoming cars and bikes. Additionally, since the City changed Garden Street from two-way traffic to one, we have seen a significant increase of traffic on both Sparks and Appleton. To avoid the rush hour build-up on these streets at Brattle, cars increasingly cut across Brewster Street and down Riedesel. Riedesel is a narrow street with parking on both sides and it is already a mess. The influx of vehicles making a left on Riedesel, if a left turn restriction on Appleton is implemented, would cause Riedesel to become a dangerous, impassable bottleneck. If the City decides to go through with the left turn restriction on Appleton, it must also implement the same restriction on Riedesel, in which case I don't even know how we would get home. We have young children who walk to school. We are deeply concerned about their safety already with the changes caused by the move on Garden Street. Please do not exacerbate this issue. I cannot imagine that a thorough, analytical review would support these recent decisions. Please do not implement a left turn restriction on Appleton and Brattle. This move would be disastrous in terms of and public safety, traffic and associated emissions.</p>
email	<p>[...] Locals will all use Riedesel+Brewster to Appleton, and app people and other nonlocals will soon also discover that awkward little jagged route, involving two tiny residential streets and one already narrow and awkward turn from Riedesel to Brewster. That is the obvious least inconvenient way to get around the proposed blockage at Brattle and Appleton.</p>
email	<p>I suggested stop signs on the four corners of the intersection at Appleton and Highland Streets at our public meeting and whenever I can write or speak to folks from the Transportation Department. Rationale: First, traffic speed will moderate as cars stop on Appleton Street. This is important for many. Reasons not the least is that the hump at the intersection can cause speeding cars to "launch" as they travel downhill. Second, cars are already stopping at the intersection because it is an obstructed sight, or "blind corner" and drivers coming uphill can not see drivers on Highland St, nor can cars on the east side of Highland see cars on Appleton. Stop signs would be even more helpful with a parking prohibition at the corners of the street. From Highland Street it is literally impossible to see around parked vehicles on Appleton when attempting to enter the intersection. Drivers are indicating with their behavior that stopping at the intersection is prudent. We should help less observant drivers by installing stop signs to indicate what more skilled drivers already know.</p>