

Appleton Street Traffic Concerns - Feedback (as of July 31, 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 enforecement. Would also like to see enforcement of cyclist behavours. 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 behavior 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	<p>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.</p>

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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 todays 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 plice office 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 sigh 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.
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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</p>

email	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.
email	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.
email	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.
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).
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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.
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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	<p>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.</p>
phone	<p>Please leave any literature at my door.</p>
email	<p>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.</p>
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	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.
email	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.
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email	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.
email	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.

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</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>
feedback form	<p>No left turn from Brattle would significantly impact me and all of my neighbors negatively. Pushing traffic onto the already too busy Fresh Pond pkwy is just ridiculous! Appleton is a wide road and a logical cut through. Complaints from 10 million dollar homeowners is the height of privilege!</p>
feedback form	<p>Road changes are the root cause of increased traffic to our residential neighborhood. Adding another no turn will move traffic to the next street, repeating the cycle. Road configuration were put in place to save lives. However we see a reversed effect. Confusion and congestion..</p>

email	<p>Dear Stephen Meuse, Thank you for soliciting feedback about traffic on Appleton Street. As a resident of Fayerweather Street between Huron and Brattle, I'd like to share my observations and concerns. I assumed the community meeting was to address concerns with the new traffic restrictions and bike lanes in the area — though I was surprised to see that instead it was concerns around "cut through" traffic with more restrictions as the proposed solutions. This does not line up with my observations about what is happening. I believe the root cause of our traffic issues is the high volume of commuter traffic from Boston suburbs passing through Alewife and the Fresh Pond intersection. Our local streets aren't designed to handle this volume, leading to the following problems: Traffic is impenetrable around the Fresh Pond-Brattle intersection. People try to find ways around the traffic on cut-through streets. With the installation of bike lanes, stop signs, and no right turns, even getting to the Fresh Pond intersection has become difficult. As a result, people get frustrated, racing off "to not lose the window" through yellow lights and open stretches, and clogging intersections. This can be the difference between 10 mins on a commute. I've seen two accidents up close at these intersections (Fayerweather/Brattle, Fresh Pond/Brattle). And then today on Concord. Because of the bike lanes, there is nowhere to pull aside, which congests traffic even more. (Personally, this has also been a hazard with a choking toddler in the backseat – nowhere to pull over!) The bike lanes also slow traffic at key turns because they were (wrongly) constructed as actual right-angle turns. Cars need to slow to a crawl in order to make the turn accurately, which means fewer cars get through the lights in longer waiting times. This is also more accident-prone. Almost every car making the sharp turns goes over the median yellow line into oncoming traffic. I have seen many near misses like this. The tire streaks on the road and median bollards tell the whole story. On a personal note, as a local resident, these restrictions are cumbersome and unnecessary outside of peak times. While I understand the intent behind recent traffic calming measures, I believe they may be exacerbating rather than solving our problems. The focus on preventing "cut-through" traffic doesn't align with my observations of the primary issues. I don't have a definitive solution to propose, but I'm confident in this assessment of the problem. The challenge is that the root cause is hard to fix. I appreciate your consideration of these points and would be happy to discuss further or provide additional information if needed.</p>
feedback form	<p>I assumed the community meeting was to address concerns with the new traffic restrictions and bike lanes in the area — though I was surprised to see that instead it was concerns around "cut through" traffic with more restrictions as the proposed solutions. This does not line up with my observations about what is happening. I believe the root cause of our traffic issues is the high volume of commuter traffic from Boston suburbs passing through Alewife and the Fresh Pond intersection. Our local streets aren't designed to handle this volume, leading to the following problems: Traffic is impenetrable around the Fresh Pond-Brattle intersection. People try to find ways around the traffic on cut-through streets. With the installation of bike lanes, stop signs, and no right turns, even getting to the Fresh Pond intersection has become difficult. As a result, people get frustrated, racing off "to not lose the window" through yellow lights and open stretches, and clogging intersections. This can be the difference between 10 mins on a commute. I've seen two accidents up close at these intersections (Fayerweather/Brattle, Fresh Pond/Brattle). And then today on Concord. Because of the bike lanes, there is nowhere to pull aside, which congests traffic even more. (Personally, this has also been a hazard with a choking toddler in the backseat – nowhere to pull over!) The bike lanes also slow traffic at key turns because they were (wrongly) constructed as actual right-angle turns. Cars need to slow to a crawl in order to make the turn accurately, which means fewer cars get through the lights in longer waiting times. This is also more accident-prone. Almost every car making the sharp turns goes over the median yellow line into oncoming traffic. I have seen many near misses like this. The tire streaks on the road and median bollards tell the whole story. On a personal note, as a local resident, these restrictions are cumbersome and unnecessary outside of peak times. While I understand the intent behind recent traffic calming measures, I believe they may be exacerbating rather than solving our problems. The focus on preventing "cut-through" traffic doesn't align with my observations of the primary issues. I don't have a definitive solution to propose, but I'm confident in this assessment of the problem. The challenge is that the root cause is hard to fix.</p>

feedback form	You have already made Brattle Street a disaster for drivers, bicycles, and pedestrians. Why do you feel the need to make it worse? You might consider experiencing the situation first hand as opposed to making uninformed decisions.
feedback form	One person wrote "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." I suggest to that person to move out of the city and into some remote location, rather than tell other city dwellers where they can and cannot drive.
feedback form	I'm concerned that preventing a turn onto Appleton from Brattle will divert traffic to Riedesel. Riedesel Ave is a narrow street that cannot bear a heavy traffic load. Please consider other options for reducing speed & traffic volume on Appleton.
feedback form	Thanks for holding this meeting. What is being done to address traffic concerns and cut-through traffic issues on Lakeview Avenue? We brought these concerns to Kathy Watkins during the sewer separation project era and NOTHING has been done. Why is that? Are you waiting for a fatality to happen first? Perhaps a more progressive and proactive approach would be more helpful and would create less exposure for the City?
feedback form	Have you considered the impact of no left turn signs on all the school buses that use Appleton street daily in the school year? You will be negatively impacting hundreds of school children in addition to all the other havoc that has been wrought by preventing the school buses from using this route.? The 40x increase in traffic, the insane signage and unnecessary pedestrian islands at the bottom of Appleton, that were initiated without any legal or local requirement create ongoing hazards for local drivers. Adding new restrictions without addressing the existing failures / root cause of garden street is dangerous, and should not be done. The traffic analysis that was done for garden street has been shown to be a complete and utter failure, failing to project the dangerous volume increases on Appleton, the horrendous traffic jams now caused daily on Huron Ave and concord Ave due to garden street and subsidiary congestion on brattle
feedback form	I routinely make a left on Appleton to access retail and personal activities on Huron and Mass Ave and beyond. This will be a great inconvenience to me and add to all my car time. and Porter Square area.
feedback form	I read the feedback received so far and I concur: * If the concrete curbing makes drivers uncomfortable that means it's working to slow speeds. * I support the no left turn, and restriction that increase pedestrian safety is a win. I support if this creates a whack-a-mole of no left turns down the whole area. Long-term, these restrictions make driving easier as people switch to sustainable transportation modes that reduce congestion. * Narrow roads to 9-10 feet and reduce turning radius as much as truck throughput allows to get free enforcement of speed limits. * Daylight intersections by removing parking on corners and placing flexposts.
feedback form	It would be nice to get a read on the specific nature of the traffic using Appleton as a commuting cut-through to avoid Rt 2/Alewife Brook Pkwy. This can be done easily by using ALPR technology that the police dept can set up. Freh Ponf.
feedback form	I am writing to express concern about creating a full-time left turn restriction from Brattle Street onto Appleton Street. A you know, many cars travel from Mount Auburn Street to Lowell Street then make a right on Brattle Street and a left on Appleton Street. If Appleton is blocked to the drivers, their only option will be to make a left on Riedesel, a left on Brewster and then a right on Appleton. Riedesel Street is a short, narrow street and will not easily accommodate the increase in traffic. And, ultimately, all those cars will end up on Appleton—which is what you are trying to avoid. The left turn restriction you are proposing would additionally make a left on Riedesel very attractive to any driver traveling east on Brattle and hoping to cross over to get to Huron Avenue.

feedback form	I am strongly opposed to a full ban on left turns from Brattle to Appleton St. This would significantly impact those traveling eastbound towards Harvard Square who are trying to move north in Cambridge. Because Sparks is one way south and there is already no entry to Craigie to make a left, the only two northbound streets for those coming east on Brattle will be Fayerweather and Ash. This will just shunt the traffic to those streets, which (especially Ash) are far out of the way and make the problem worse. The better solution to traffic concerns on Appleton during peak hours would be to make parking on the stretch closest to Huron Ave one side only, avoiding the narrowness issue when two cars cannot pass easily.
email	I'm not sure exactly where parking at the "crest of the hill" is located. If it's on the blocks on both side near Dunstable Road, for the most part the homes there are single family ones with driveways, so eliminating parking might be less of an issue. However if this is the area nearest Huron (past Appleton Rd.) I'd like to add my thoughts and observations. Going from Huron down Appleton, on the right is a hydrant with a no parking sign. Opposite that is the old formaggio building with no parking and loading zone signs. The houses after these signs are multi family and while I don't know any of these people personally, I've noticed that they park their cars in front of their homes, as I assume it's challenging to get in and out of their driveways, given the volume of cars coming up Appleton and down from Huron and from vassal lane. Many thanks again, Phyllis
feedback form	I live on Huron, one house away from Appleton. I ride my bike down Appleton between. It isn't safe for cyclists, and it creates a real bottleneck. Enforced no parking or standing near the Brattle and Huron daily on my commute. I drive on Appleton between Brattle and Huron a few times a week. The "no standing" section of Appleton at Huron next to the shop is frequently occupied by a parked car, and this further pinches the tight and busy section of Appleton near the intersection. Enforced no parking or standing for a longer stretch on Appleton at the bottom of the hill would help a lot! Also, for bikes, a wrong-way lane for on Sparks would help cyclists between Huron and Brattle to avoid Appleton (safety + flatter). Thank you!
feedback form	Yes, Appleton is a convenient and easy cut through. People should be encouraged to use shortcuts and cut throughs. It reduces the congestion and idling at other intersections and reduces the distance people drive. This reduces the pollution generated by traffic.
feedback form	I support/suggest restricting parking to one side of Appleton St between Huron and Appleton Rd. It is just too narrow for two safe lanes. Perhaps it was ok with the smaller standard cars of the past, but no longer, alas! Speed bumps or other measures for downhill drives on Appleton could also help ease the wild of cars barreling down the hill.
feedback form	Making a left off of Brattle onto Appleton is how I get home nearly every day. There is no congestion at that intersection and I have never seen any accidents. There have been a lot of changes to traffic patterns over the last few years in the area and have caused major congestion problems in front of my house at Walden and Concord. I would recommend reviewing all of the changes made and measuring their success before making even more changes that seem to only benefit the wealthy families close to Brattle Street.
feedback form	I live on a cut through road, and they are dangerous. I support having Appleton be a one way street.
feedback form	It is impossible to disentangle Appleton traffic from the changes to Brattle street. The new stop sign has created a bottleneck where Lowell meets Brattle, increasing the danger to pedestrians and cyclists. I've lived in the neighborhood for 18 years and saw the first ever traffic jam on Brattle. Furthermore, and more troubling, the bi-directional separated bike lane creates an additional hazard. Drivers traveling towards Harvard Square, especially those not familiar with the street, simply do not see cyclists coming from the 'wrong' direction, i.e., from behind them, essentially from their blind spot. Two nights ago I saw the aftermath of a person who had been hit on a scooter. My neighbor saw a cyclist on the ground after being hit. Walking my dog I see near misses nearly every evening. Having attended several related meetings, I recognize that this message will be received in the usual perfunctory way without consequence, but it must be said anyway.

feedback form	I am writing after reading one of the posted flyers about the traffic on Appleton Street. It seems to me that a prohibition of left turns from Brattle to Appleton Street would unfairly drive traffic to Fayerweather Street and to Reservoir Street. And it would potentially cause an issue on Brattle at the intersection of Brattle and Fayerweather Street due to having too many vehicles in the left turn lane. Is there some way to improve the situation on Appleton without making it worse for another part of the neighborhood?
feedback form	When I was walking in Highland St just now, I read the signage about traffic pattern changes that were under consideration for improved safety. One was a No Left Turn going east on Brattle, and I write to comment that I, for one, would find this considerably inconvenient.
feedback form	I'm concerned that a great deal of traffic has been pushed on to Huron and Concord along with Appleton because the traffic flow is poor on fresh pond highway. There's been a huge increase in housing in the Alewife and fresh pond area and there has not been an improvement in the flow of traffic for all of the increased residents. It's really impacting the neighborhood and creates backups. There are times when I can't even pull out of my own home on Concord Ave because of the amount of traffic on all of the streets that are pouring into this area to divert people from fresh pond.
feedback form	I am a resident of the Observatory Hill neighborhood, and wanted to weigh in on the proposed Appleton Street traffic modifications. To put it succinctly, I oppose any kind of usage restriction. Having reviewed those data in the presentation, it seems like Appleton sees similar utilization to all of the surrounding streets, and as such, modifying traffic patterns would only push traffic elsewhere, increasing the noise and traffic burden to the residents of those other streets. Seems like that'd be putting resources to solve a "problem" that doesn't really exist while creating others elsewhere. Additional speed bumps, signs, etc. - those would all be acceptable options. However, I don't believe that we should change traffic patterns in a way that contradicts data just to mollify the anecdotal complaints of certain voca residents. Thank you very much.
feedback form	I'm writing in response to the proposals to reduce cut-through traffic on Appleton Street. I am a resident of West Cambridge and strongly oppose the proposal to install a no turn signs onto Appleton Street. I understand the concerns of the Appleton St. residents. However, while the data from the community presentation shows that there is significant traffic on Appleton St., there is also significant traffic on surrounding streets. If the no left turn proposal is approved, it will be reducing Appleton St. car usage at the expense of the rest of the neighborhood. The traffic will filter through the other nearby streets (eg. Sparks, Reservoir, Fayerweather, Lakeview) increasing the number of cars traveling on streets that already experience significant traffic, as well as cars zig-zagging through side streets to get where they need to go. I would support a lower speed limit, radar feedback, or yellow center lines, as outlined in the presentation. I would also support more stop signs or speed bumps.

feedback form	<p>Although I understand the concerns about the Appleton/Brattle intersection and traffic on Appleton Street, stopping left turns into Appleton will just push the traffic problem on to other streets that connect Brattle and Huron. I live on Gurney St. and rely on Fayerweather and Lakeview to get to and from my home (Gurney is one way and empties on to Fayerweather). If cars can't turn left onto to Appleton, they will use Fayerweather and Lakeview instead (they will not go towards Harvard Sq. because there is no connection to Huron or routes leading out of Cambridge in that direction). Fayerweather is already busy enough (and the sight lines from side streets are terrible) and Lakeview is terrifying to turn into from Brattle with the current bike lane (I'm a big fan of bike lanes, but the turns into Lakeview and Lexington are really dangerous because it is difficult to see bikes coming from the Harvard direction). Adding more cars turning into Lakeview is asking for another vehicle/bike collision. I watch cars coming out of Appleton at Huron. They either turn right, going up the hill to get to Sherman Street to head out to North Cambridge or to Raymond Street to get to Walden Street heading to Mass Ave, or a fewer number go straight on Appleton, to Concord to head to the rotaries. The cars using Appleton are trying to traverse this part of the city to get to points north and west. In the past, these cars also used Garden Street so traffic was dispersed throughout a few routes to head north and west. If turning left into Appleton is no longer an option, the traffic will be pushed down to Fayerweather and Lakeview, and will create the same issues that exist on Appleton now, as well as increase congestion on Huron. Please spend time watching where the traffic that is turning into Appleton goes, especially at rush hour, map out what substitute routes will be used if Appleton not an option, and if these alternatives will create congestion/hazards. Too many traffic changes have been made in the City that have not taken into consideration what implications the changes will have. Separate from the no left turn consideration, I've said it before and say it again. Put a bike icon on the little stop signs. Not all bikers know that those little stop signs are for them. The icon may not stop bikers from blowing through the intersection, but it will make them more accountable.</p>
feedback form	<p>You have certainly created altered traffic patterns in our neighborhood. From Harvard sq West. I have not been impressed by your communication skills. At least you have posted this notice outside Formaggio. Good choice. Now post more notices throughout the affected neighborhoods.</p>
feedback form	<p>I sympathize with the motivation to request this change to traffic patterns, but I make the case that it's misguided, and misses several important points and opportunities for brainstorming. [1] This change will only shift northbound traffic onto nearby streets, but the case is being made only in light of specifics to Appleton St., and not in the broader context. Nearby streets have equally strong reasons to be concerned with additional traffic. Reservoir St has particular reason for concern about additional northbound traffic, because of the traffic light at Huron Ave. Northbound cars heading downhill towards that light hit tremendous speeds, trying to beat the light. It can be a scary corner, and it's dense with kids (and schoolbus stops). [2] Appleton St is a natural northbound route in part because the next ladder street to the east, Sparks, is one-way southbound. The total increasing in traffic (miles driven) in our neighborhoods, due to the proposed change, would be amplified by this existing condition. [3] Given the above, a case could be made that making Appleton one-way northbound would improve traffic flow (by rationalizing routes) and address residents' concerns (one-way streets can be made calmer). Such a change would not be compatible with suppressing northbound traffic. [4] Turning left onto Appleton from Brattle is a convenient way for many of us to drive home, within the neighborhood. [5] The biking perspective may also be valuable. I bike to/from work daily, and my route takes me on Appleton, between Highland and Brattle. As a cyclist, I'm acutely sensitive to traffic conditions. The volume of traffic on Appleton does not seem high. It's certainly lower than nearby Fayerweather (which is a far more problematic street) and Sparks. The problem with Appleton seems to specifically with drivers accelerating uphill northbound. This makes for scary left turns onto Highland on a bike. I've long felt that stop signs - or, better, blinking red lights - at the corner of Highland and Appleton would solve multiple problems, by bringing speeds down, in both directions. I hope these points are helpful.</p>
feedback form	<p>This is one of the worst traffic changes I have ever seen. Whoever made this intersection wants people to die and clearly has never taken a single course on urban design or traffic flow. It should be demolished immediately</p>

feedback form	I really disagree with the no left off of Brattle! I will not be able to get to my house on Brewster without circling the block! I think if you had parking only on one side of Appleton it would be less dangerous because it is very hard to pass when truck and cars are parked on both sides of the streets. PLEASE do not make no left off of Brattle!!! I also do not want Riedsel to become the default cut through. We have more than enough WAYZE and GPS maps traffic on our small Brewster and Riedsel street as is. Please do not end up making this a problem instead!
feedback form	I urge TPT NOT TO implement any left-hand turn restriction onto Appleton from Brattle. This proposed change would cause significantly more harm than good. Drivers will simply turn left on Riedesel instead and then proceed to Appleton via Brewster. Riedesel is a much more dangerous corner at Brattle than Appleton. There is a bend in the road and no stop sign on the biking lane. Riedesel and Brewster already see a dangerous amount of cut-through traffic, which has increased dramatically since Garden was made one way. Riedesel and Brewster are too narrow as is to handle any more vehicular traffic. Please do not compound issues by implementing a left-turn restriction at Appleton! David Brewster 46 Brewster Street
feedback form	Please do NOT create a no left turn sign on Appleton and brattle street. I am a resident off Appleton and do not believe this change will address the fundamental problems the city has created with making garden one way. It will make all our lives much worse
feedback form	I am writing regarding the proposed full-time, left-turn ban from Brattle Street onto Appleton Street. While I understand the frustration of Appleton Street residents, it seems unfair to allow Appleton Street residents to single out their street for this prohibition, arguably redistributing their undesirable left-turn traffic to their, smaller streets in the area, such as Riedesel, Lowell and Fairweather. None of us in our neighborhood enjoy cut-through traffic - it is usual at above average speeds, noisy and dangerous to the foot traffic and children playing in our family friendly neighborhood. So far, the cut through burden has been carried roughly equally by all of us. I see no reason why Appleton Street should be exempt and strongly urge you to reconsider. Thank you.
feedback form	Please do NOT ban L turns from Brattle onto Sparks. That would create new problems and badly damage both Riedesel and Brewster .
email	Thank you for sharing these detailed notes from the meeting. I really appreciate the City's commitment to making information accessible. I am a resident of the area - Saville Street - who frequently bikes and drives on Appleton Street. I disagree with the petition to ban left hand turns onto Appleton from Brattle. If the primary problem is speeding on Appleton, there are other less disruptive solutions, starting with adding a stop sign at Highland Street. Another solution would be to narrow the street by adding a protected bike lane, with a bonus for bikers going to/from the beautiful Brattle Street bike lanes. If the primary problem is the evening traffic on Appleton Street, then banning left hand turns onto Appleton will simply force the traffic to other area streets, with consequences as yet undefined. It seems that the petitioners just want to have less traffic on their street, which is something everyone deserves, not just those on Appleton who happen to live in some of the highest value properties in Cambridge.

email	<p>Although I understand the concerns about the Appleton/Brattle intersection and traffic on Appleton Street, stopping left turns into Appleton will just push the traffic problem on to other streets that connect Brattle and Huron. I live on Gurney St. and rely on Fayerweather and Lakeview to get to and from my home (Gurney is one way and empties on to Fayerweather). If cars can't turn left onto to Appleton, they will use Fayerweather and Lakeview instead (they will not go towards Harvard Sq. because there is no connection to Huron or routes leading out of Cambridge in that direction). Fayerweather is already busy enough (and the sight lines from side streets are terrible) and Lakeview is terrifying to turn into from Brattle with the current bike lane (I'm a big fan of bike lanes, but the turns into Lakeview and Lexington are really dangerous because it is difficult to see bikes coming from the Harvard direction). Adding more cars turning into Lakeview is asking for another vehicle/bike collision. I watch cars coming out of Appleton at Huron. They either turn right, going up the hill to get to Sherman Street to head out to North Cambridge or to Raymond Street to get to Walden Street heading to Mass Ave, or a fewer number go straight on Appleton, to Concord to head to the rotaries. The cars using Appleton are trying to traverse this part of the city to get to points north and west. In the past, these cars also used Garden Street so traffic was dispersed throughout a few routes to head north and west. If turning left into Appleton is no longer an option, the traffic will be pushed down to Fayerweather and Lakeview, and will create the same issues that exist on Appleton now, as well as increase congestion on Huron. Please spend time watching where the traffic that is turning into Appleton goes, especially at rush hour, map out what substitute routes will be used if Appleton not an option, and if these alternatives will create congestion/hazards. Too many traffic changes have been made in the City that have not taken into consideration what implications the changes will have. Separate from the no left turn consideration, I've said it before and say it again. Put a bike icon on the little stop signs. Not all bikers know that those little stop signs are for them. The icon may not stop bikers from blowing through the intersection, but it will make them more accountable.</p>
email	<p>Thank you for the opportunity to provide feedback on the situation on Appleton Street and surrounding streets. We were not at the meeting (we didn't know it was happening). We live on Gurney Street. Traffic has been much heavier since Formaggio opened, and we anticipate more traffic with Iggy's coffee shop opening. Drivers use Gurney as a cut-through often at high speeds. At least 8 school-age children live on Gurney Street, and these children are at risk. We are worried that making changes on one street will affect neighboring streets, especially Gurney, Huron, and Fayerweather streets. As your data shows, Fayerweather Street is experiencing a significant influx of traffic during rush hours, posing immediate safety concerns. Regardless of your decision, two major safety issues regarding Fayerweather demand urgent attention and will only worsen if left unaddressed:</p> <ol style="list-style-type: none">1. Turning left onto Fayerweather Street from Gurney Street is extremely dangerous. Cars or trucks parked near Gurney Street make it impossible to see the vehicle going South until it is upon you. Someday, there will be a severe accident when a vehicle is going South and speeding (or the driver is distracted), and someone is slowly pulling out, which one must do. Some people who live on Gurney Street no longer turn left onto Fayerweather (even though they are going in that direction) because it is so dangerous to turn left. The simple solution is to eliminate parking on Fayerweather a safe distance from the curb. If that is not an option, a speed bump on Fayerweather before Gurney may work. My wife, [...], made these recommendations multiple times when the streets were being renovated, but nothing happened.2. When turning left on Fayerweather from Reservoir Street, there is also a blind spot if cars are parked within 100 feet of Reservoir. The simple solution is to eliminate parking on Fayerweather a safe distance from Reservoir. This is an easy solution since there are plenty of places to park on Fayerweather or around the corner on Reservoir. <p>Our experience walking in the neighborhood is that people drive significantly faster than the 20-mile-per-hour speed limit. I live in the neighborhood and didn't know the speed limit was 20 miles per hour on some streets. How are commuters supposed to know this when there are no signs? In addition, shouldn't the speed limit be 20 miles per hour on Huron, primarily through the shopping area? It is scary crossing Huron in the crosswalks. People drive through them as if they are not there, even when pedestrians have inched into the crosswalk. Posted speed limits and having police monitor the area occasionally would help.</p>

feedback form	I live one block away from the proposed change at Appleton Street and Brattle, but I have never received a communication from the city about this. Why have there been no letters to nearby residents? This recommendation is not sensible for the no-left turn. Vehicles will turn left on tiny little Riedesel Street. On most days, garbage trucks and other large vehicles often fail to make turns from Riedesel to Brewster without driving over the corner curb. It is a small and tight corner not fit for a lot of traffic. Why are there not Stop signs put on Appleton Street? A Stop sign at Appleton and Highland would do wonders for slowing traffic which goes too fast on Appleton. Drivers who need to turn left from Brattle into Riedesel will still have to cross a two-way bike-lane at a place where bikes and cars have no Stop signs. This will cause frustrated traffic backups on Brattle eastbound. The department needs to poll and inform the entire nearby neighborhood, not just people who were able to attend a meeting that was poorly advertised with only small yellow plastic tree signs. Thank you for your further consideration.
feedback form	More study is needed. The proposed prohibition on left turns from Brattle onto Appleton will be circumvented by drivers who take a left at Riedesel, then proceed to Brewster and Appleton. Please note that Riedesel and Brewster already have considerable cut-through traffic from Sparks during rush hours. Note that drivers who proceed to Craigie Street will add to the traffic of that already-congested neighborhood. Further, the prohibition could increase left-hand turns from Lowell onto Brattle – adding to the danger of that intersection. I urge TPT to undertake a systematic look at the traffic of the wider neighborhood, at a minimum on Brattle, Concord, Craigie, Garden, Huron, and Mt. Auburn, as well as connecting streets, namely Channing, Fayerweather, Lake View, Lexington, Lowell, and Sparks.
feedback form	A full-time left-turn restriction from Brattle onto Appleton Street will simply force all drivers to turn left on Riedesel and then drive down Brewster. Right now the traffic is split and this will place all the burden on Riedesel and Brewster. This would not be fair or safe to the residents of those streets. Please make sure to do a thorough study in the fall to observe traffic patterns at the peak of volume.
feedback form	I am strongly against the idea to prohibit left turns onto Appleton. Riedesel is a tight narrow street which cannot handle any more cut through traffic. Cars turning onto Riedesel will have a difficult time coming up and turning onto Brewster. They will also back up on Brattle Street as they wait for an opening to go up. I live on Brewster Street and already avoid going up or down Riedesel!
feedback form	Restricting left turns on to Appleton will not aid traffic concerns and instead encourage cut through traffic on Riedesel and Brewster. These streets cannot accommodate high volumes of cut through traffic and would put residents at risk. Restricting a left turn on Appleton will cause more congestion and safety concerns than keeping the left turn as traffic is already slowed because of the stop sign.
feedback form	I live on Brewster Street and I am against the proposal to make a no left turn into Appleton Street
feedback form	If left turns are prohibited from Brattle onto Appleton, won't that just divert traffic to another nearby street and create a similar problem there? Please return Garden to a two-way street.
email	[...] and I live on Riedesel Av in Cambridge. We are concerned about the pending changes in traffic conditions in our neighborhood. We agree with Annette LaMond. More study is needed. The proposed prohibition on left turns from Brattle onto Appleton will be circumvented by drivers who take a left at Riedesel, then proceed to Brewster and Appleton. Please note that Riedesel and Brewster already have considerable cut-through traffic from Sparks during rush hours. Note that drivers who proceed to Craigie Street will add to the traffic of that already-congested neighborhood. Further, the prohibition could increase left-hand turns from Lowell onto Brattle – adding to the danger of that intersection. I urge TPT to undertake a systematic look at the traffic of the wider neighborhood, at a minimum on Brattle, Concord, Craigie, Garden, Huron, and Mt. Auburn, as well as connecting streets, namely Channing, Fayerweather, Lake View, Lexington, Lowell, and Sparks.

feedback form	As residents of Riedesel Avenue, we ARE approximate neighbors of Appleton Street and directly affected by this suggestion for a new traffic pattern. It is hard to understand why we were not included in your survey. It is too challenging and dangerous taking the left inbound turn onto Riedesel Avenue and even more impossible to turn left onto Brewster on the top of Riedesel. I cannot comprehend how you can attempt to direct traffic through one of the smaller and shortest street in Cambridge to try to regulate Brattle street traffic. Please do more research and test your plan, be inclusive in your research and include ALL residents that will be affected. Your approach does not give all residents and their experiences a voice which is unfair nd unbearable . How do you plan to succeed?
feedback form	Add a mirror and a stop sign to the corner of Appleton and Highland and enforce the stop signs on Brattle for bikers as well. As a resident we can't have restricted access we need to be able to get to our home.
email	<p>We are writing about the intersection of Appleton and Brattle Street. We live on Healey Street between Buckingham and Parker. We drive through the intersection almost daily. There has been much disruption of traffic in the last year or two with changes in traffic patterns to accommodate bicycles. We are in support of the efforts you have made to keep bikers safe.</p> <p>The changes to the intersection of Brattle, Sparks, and Craigie are complex—one has to be careful and patient—but it works. We think the same is true of the stop signs at Appleton and Brattle. The intersection is awkward and requires patience, but it is manageable and makes sense. We have gotten used to the intersection and understand the need for the stop signs.</p> <p>It is not clear to us why traffic has increased on Appleton. Could it be the change to Garden Street? We are very wary, however, of a full time “no left turn” coming from Brattle. We think it would be one more disruptive element that will create distortions in traffic, send cars to Craigie and Buckingham among others, and ripple through the neighborhood leading to yet more problems. We urge you not to add a new traffic rule to that intersection.</p>
feedback form	If you eliminate the Brattle to Appleton left turn it will send all of that traffic to Lakeview Ave. Lakeview has about 45 kid: and one of the highest traffic speeds recorded in West Cambridge. It would make the street very dangerous. Don't eliminate one problem and create another.
feedback form	I strongly disagree with the idea id a full time left turn restriction on brattle into appleton. This would only divert traffic into Riedesel ave, which is a smaller street. Or into Fayerweather, which is already very congested. The proloferation of no turn restrictions is becoming very problematic in the city. The current problem in appleton has to do with the bike lanes,. Ever since they were installed, they have caused traffic in that corner because cars have to wait to turn, looking in all directions. My suggestion is to simplify the bike lanes, which are the spurce of the problem, not add more restrictions that will complicate traffic patterns for everyone in the neighbourhoo. Otherwise Roedesel ave neighbour or Fayerweather nieghbours will be the next to complain. Thank you.
feedback form	If changes are made to the traffic flow (eg no left turn on Appleton from Brattle), please adjust the timing of street lights that, as a result, will see increased traffic flow. An example of where this has not happened is the left turn light on Mass Ave and Linnaean, which has seen increased traffic due to the new no-left turn sign on Walker St. Traffic backs up on Mass Ave because the light is too short and pedestrians crossing Linnaean are put as risk as cars try to speed through.
feedback form	People are still speeding up Appleton Street after 430 pm everyday. I am sitting on my front porch watching them as I type this. How about these serious speed bumps like on Huron Ave. maybe that would enforce the 20 mph that no one seems to recognize.
feedback form	I think it iis ridiculous to block Appleton street and require local residential traffic to have to use the overcrowded fresh pond parkway. It is almost as absurd as the no left turn restriction on Channing from Mount Auburn, which is there simply to appease very wealthy homeowners who want a private not a public street. I drive Appleton all the time and there is no overcrowding issue, ever. What has made it worse is the bike lanes and stop sign on and we wouldn't be in this situation if those hadn't been created. They create a constantly dangerous situation on battle and at that intersection excuse bikes don't honor the stop sign and cars don't seem to enough either.

feedback form	<p>A few comments:</p> <p>Looking at the Traffic Counts Volume table in the Appleton Street Traffic Concerns presentation on May 23 (page 8), the southbound volume on Appleton is higher than southbound volumes on Fayerweather, Lake View, Lexington, and Reservoir. A likely consequence of cutting northbound volume on Appleton is that the speed of southbound drivers on Appleton will increase. And what if the southbound volume also increases?</p> <p>Further, the data suggest that, during rush hour, some drivers cut from Sparks to Highland, then turn left onto Appleton. If the speed of southbound drivers on Appleton increases (post left-turn restriction), the intersection of Appleton and Highland may see more accidents.</p> <p>Another point that comes out in the Volume table: The amount of traffic on Sparks is striking. Although speeds on Sparks aren't reported, neighbors would tell you that many drivers speed on Sparks, at least up to the point where rush-hour backups begin (around Brewster).</p> <p>As you know, I've encouraged TP&T to undertake a systematic look at the streets of Cambridge. A reduction in the number of one-way streets would save energy by reducing circuitous driving and increase safety by reducing excess speeds on one-way streets.</p> <p>When a modern roundabout is constructed at the intersection of Brattle, Craigie and Sparks, Sparks Street could be made a two-way street. That would reduce speeding on Sparks and reduce northbound traffic on Appleton – in addition to the intersection-specific benefits of a modern roundabout.</p> <p>Before you impose a left turn restriction, I encourage TP&T to install small-profile speed displays (not the clunky trailer kind) on Appleton – one northbound, one southbound. Speed displays seem to be very effective. (On Concord Avenue in Belmont, there is a speed display near the town pool that has a flashing blue light. Even though I know it is there, that light always commands my attention.) Do you have funding for permanent small displays?</p> <p>Finally, I continue to believe that many drivers will circumvent a left-turn restriction from Brattle onto Appleton by turning left at Riedesel and proceeding to Appleton via Brewster.</p> <p>Thank you for considering my comments.</p>
feedback form	<p>No left turn will encourage drivers down Riedesal and Brewster. Additionally all residents on those streets will need to do this out of necessity.</p>
feedback form	<p>The corner of Lake View and Brattle is a huge hazard for bikers. Drivers don't think, or can see, bikers coming from behind them when turning left! I have see. so many near misses. Please put a stop sign for bikers at the intersection.</p>
feedback form	<p>Closure of Appleton will directly affect traffic on Fayerweather , which has already become a through-way for non residents and causes traffic delays. It will unjustly hurt Fayerweather residents .</p>

feedback form	<p>Our family lives off of Appleton Street. On weekday mornings, especially during the school year it is congested. However, prohibiting residents from turning onto Appleton from Brattle feels like a punishment for the neighbors who live here. Everyday during the school year we are on a tight timetable shuttling our children to schools . Not having the ability to go back and forth to Appleton via Brattle would have a negative impact to get to kids to school and work in a timely manner. The issues with Appleton are speed and congestion. I'm grateful for the temporary electronic speed sign that was in place last month. I think it should be permanent and also one should be added on the other side of Appleton. Despite pulling over to allow cars to pass, I have previously had my side mirror sideswiped by a speeding contractor heading to Brattle. Would the city ever consider piloting alternate side of the street parking on Appleton during the weekdays? The city could gather data on how that eases congestion and how it impacts parking? Regarding the 4 way stop at Brattle and Appleton, I feel additional signage and potentially a flashing red light would help call attention to the intersection. Could the city consider a study at that intersection to monitor the bikes that do not yield and the cars specifically coming from the Harvard Square direction. If temporary video monitoring or if members of Traffic and Parking could at various times stand at the intersection, the department would understand the issues. Lastly, I have seen multiple times cars going into the bike lanes on Brattle. I don't know if any other visual or physical markers could be installed to prevent that. Also, is there any feedback from emergency services about accessing the hospital from Brattle when Brattle is congested and there is no place for cars to pull over? Thank you for your attention to these traffic matters in the neighborhood.</p>
feedback form	<p>I strongly oppose the proposal to prohibit left turns off of Brattle Street onto Appleton Street. I have been a resident on Brewster Street for 14 years. Decisions made by the City of Cambridge have negatively impacted the traffic on my street. Specifically, the curbs at the end of Brewster do not allow safe turning onto Appleton, as you must pull out into oncoming traffic to clear the curbs. Now, the proposal to prohibit left turns from Brattle onto Appleton will significantly worsen Brewster Street's traffic. Seeing they may not turn left at Appleton, drivers will proceed to make a left-hand turn at the next street, which is Riedesel Avenue. Riedesel is a narrow street, with truncated, half-curb parking on both sides. During the day, only one vehicle may pass at any time. The rerouted traffic off Brattle will use Riedesel and create a traffic nightmare. The raised intersection at Riedesel and Brewster causes vehicles to go over the curb, to avoid hitting cars parked on the odd-numbered side of Brewster. These rerouted vehicles will simply turn left off Riedesel, and speed down Brewster Street to make a right turn onto Appleton. This means you would have avoided nothing by prohibiting left turns off Brattle directly onto Appleton, except further worsening traffic and degrading the safety and wellbeing of all the residents in Brewster Village, including young children. Please reconsider this unsafe and unnecessary proposal to eliminate the left turn onto Appleton Street. Thank you.</p>
feedback form	<p>I do not support the proposed left-turn prohibition from Brattle Street onto Appleton Street. The existing three-way stop (including for bicycles) at the Brattle and Appleton Street intersection has slowed traffic and allows for a safe left turn onto Appleton, in order for me to get to my house on Brewster St. The proposal to prohibit a left turn onto Appleton is both unsafe and will worsen traffic. Drivers will instead turn left on Riedesel Avenue, which is a very narrow street with cars parked on both sides. It is already dangerous to try to turn onto Brattle Street from Riedesel and will become even more so if increased traffic tries to turn onto Riedesel off Brattle. I encourage you to not follow through with this decision. It will not change the speed at which drivers go up Appleton Street either. The City should enforce the current signage by ticketing drivers who ignore the stop signs at the Brattle and Appleton intersections, putting everyone else at risk. Thank you.</p>

feedback form	I live on Brewster Street and I absolutely do not support the proposed left-turn prohibition from Brattle Street onto Appleton Street. This change would worsen the traffic on our street and likely cause more unsafe conditions for children living on Brewster. The City only recently installed the three-way traffic stop at the intersection of Brattle and Appleton. This includes stop signs for bicyclists. If you are unable to turn left onto Appleton, the next left turn is Riedesel Avenue. These drivers will use that street, then speed back down Brewster to make a right turn up Appleton. It doesn't make any sense to force additional traffic to use Riedesel, as that street is narrow, with the raised curbs on one end and the dual-carriage bike lanes at the other, making it already a dangerous street to navigate. Also, the City never seems to offer actual data to support its decisions. Are there even any engineers working on these proposals? Please do not make this change. Thank you.
feedback form	There is, I think, a quick, low-cost simple solution that requires no new construction: widen the east-bound lane of Brattle for the short distance between Lowell and Appleton. Take the extra space from the current unused dead space between the west bound brattle lane and the cement barriers separating brattle from the bike lane.
feedback form	I do not believe that prohibiting a left turn from brattle to Appleton is a good solution. It will just create another problem elsewhere. The bigger issue is the unthoughtful overdevelopment of Freshpond. Everyone avoids Freshpond Parkway by cutting down Appleton. I live on Appleton and at times I have a hard time backing out of my driveway yet I don't think restricting the left hand from Brattle is the solution.
feedback form	I am a resident close to this area and I live on Concord Ave. I use Appleton Street every day when I come back home. I also jog and walk in this area very often, so I have enough experience to provide an opinion. I have also reviewed the slides and traffic data. First of all, I don't think the traffic concern is valid based on either my experience or the data in the slides. The K factor is within the normal range, and there are other streets that are even busier, like Fayerweather Street. Limiting traffic during rush hour, especially if the street is the optimal route, will create more traffic on other streets, leading to more congestion and pollution. It is completely wrong to limit traffic in one location because locals prefer a quieter life, then push traffic to other areas. These streets are public spaces and are maintained by everyone's tax money. No one should have the privilege of exclusive use. Meanwhile, I think the recent congestion is also caused by the Brattle St. upgrade and traffic pattern change. The lane has become very narrow at the intersection of Appleton/Brattle/Lowell, causing turning vehicles to encroach into the opposite lanes to avoid riding on the curb. This slows down traffic in other lanes. However, I do support speed control or limiting big trucks, but again, I don't think the accident data strongly support the safety concern either. Within 4 accidents reported last year, there is no correlation with speeding. In all, I don't think the data supports their concerns, and limiting road use is a very selfish way of improving traffic. Instead, efforts should be made city-wide to reduce car use and encourage public transportation.
feedback form	I'm not sure if it's too late to comment here. The dynamic of the entire neighborhood has changed as a result of these bike lanes/stop sign added at Appleton and Brattle. And not for the better. I do find it odd that this street is a focus of cut-throughs since my street could have people cutting through doing 50 mph in the cars. The designs were so poorly thought out. It's a little off topic but look what happened as a result of Garden St. People seem to be for these changes until it affects their way of life.

email

I'm writing about a flyer I saw in my neighborhood re: Appleton Street traffic. To be clear, I live on the "poor" side of Huron. As someone who lives on a street with multi-families that is, like Appleton, driven down by people who don't always live on our street, I really have zero sympathy for the billionaires that have raised this as a community issue. I drive down Appleton on occasion and have only very rarely encountered traffic. Speeding is uncommon (vs Huron Ave, where it's common) because the hill and cross walks are not amenable to driving fast. This honestly is a first world concern and the city should dismiss it. I realize that billionaire's children may struggle to be exposed to low culture kids like my kids- but I do believe we all have a right to use Appleton as it suits us, much like other use my street. This is really stay-at-home moms with too much money and time.

The city already spends disproportionate resources on the fancy streets- notable by the quality of their roads, sidewalks and trees. This is not worth the city's energy and I encourage you to move on to issues that really affect street safety and areas where kids may actually be at risk (for example, street crossings near the universal playground on Bay State Rd).

I was sad to see this sign and see that once again, when folks have resources they mobilize the city. You should dismiss these billionaires' concerns. They can just go to their Nantucket estate if they find that having low brow people like my family on their street is unsettling.