



DESIGN PUBLIC HEARING

THURSDAY, JUNE 9, 2011

AT

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

FOR THE PROPOSED

Cambridge Common Improvements Project  
Project No. 605188

IN THE CITY OF CAMBRIDGE, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

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

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

## PRESENTERS

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

## SPEAKER INDEX

<u>Name</u>	<u>Page</u>
Robert Kimungu	4, 8, 29, 37-41, 44-46, 48, 50, 52, 63, 67, 69, 71, 72
Craig Sheehan	6, 46, 47
Bill Deignan	8, 9, 22, 34, 35, 37, 40, 47-52, 58, 59, 61-63, 67-69, 71
Andrew Ogilvie	25, 56, 58, 71, 72
Alice Wolf	30, 32, 34-37, 47, 48, 53, 54, 57
Ron Axelrod	37
Charles Sullivan	38, 53
Art Bardige	38, 40, 41, 44
Fred Meyer	41, 52-54, 69, 70
Pearl Winehouse	45-47, 54, 62
John Goodman	48, 50
Pete Kane	50-52
T.K. McClintoch	55-58, 61, 62
Dennis Flynn	60, 61
Ingrid Shuttleworth	63, 67, 68, 71, 72
Dorianne Low	69

Exhibits

Description

Page

Sign-In Sheet

77 - 79

**P R O C E E D I N G S**

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

10                   Once the hearing is completed this evening,  
11                   the attendance sheet will become part of the public  
12                   record for the Hearing.   So, if you would like your  
13                   attendance at this Hearing to be part of the public  
14                   record, please sign the attendance sheet located at  
15                   the front right entrance over to my left, your right.

16                   Handouts containing details regarding this project  
17                   are next to the sign-in sheet.

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

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

6 The Notice of Hearing in the Cambridge  
7 Chronicle on June 2nd, 2011, Cambridge Tab on May  
8 27th, 2011 and June 3rd, 2011, and The Boston Globe  
9 on May 25th, 2011 and June 1st, 2011.

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

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

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

1           programmed     in     the     Statewide     Transportation  
2     Improvement Program in the appropriate federal fiscal  
3     year in order for MassDOT to solicit bids for  
4     eventual construction.

5           The total estimated cost of the project is  
6     3.9 million dollars. This does not include any  
7     right-of-way acquisition costs.

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

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

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

17          When the Commonwealth, acting through its  
18    Massachusetts Department of Transportation, indicated  
19    it would accept this 3.9 million dollar project for  
20    funding under the Transportation Improvement Program,  
21    your municipality accepted certain responsibilities.

22          One of those responsibilities is to acquire all the  
23    necessary rights in private and public lands for the  
24    design, construction and implementation of this

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

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

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

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

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

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

1 the street from Cambridge Common, which originally  
2 was supposed to be a part of the Cambridge Common.

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

5 UNIDENTIFIED SPEAKER: It's good.

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

14 So, the Cambridge Common, as many of you  
15 know, is one of the City's most historic open spaces.  
16 Here's a view of it. It's right in the center of  
17 the city, and it has always seen a lot of people and  
18 change.

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

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

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

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

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

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

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

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

10                       Some of the connection already exists now.

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

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

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

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

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

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

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

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

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

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

16 As Bill mentioned, there are many purposes  
17 and uses to the Common. It is a ceremonial space  
18 that has a lot of historic monuments. There are  
19 events like Memorial Day events, etc., that happen on  
20 the Common, as well as concerts and other activities.

21 It is also a major pedestrian and bicycle  
22 thoroughfare between Harvard Square and the  
23 neighborhoods, and connecting to Harvard University  
24 and the other campuses adjacent, and it is both a

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

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

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

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

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

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

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

1 attempt to basically identify paths that needed to be  
2 twelve foot wide, and then we had ten foot and eight  
3 foot wide, and we were recommending these paths in  
4 red be twelve foot wide, as they come through the  
5 Civil War Memorial plaza area, and from (inaudible  
6 17:24) on the major diagonal going towards Follen  
7 Street.

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

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

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

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

11 Major plaza improvements, the DAR entry  
12 gate, the Civil War Monument plaza, and the  
13 Washington Elm plaza will have improvements. Here  
14 you see the entry gate, just to refresh your memory,  
15 as it comes out to Garden Street, as it meets Mass.  
16 Ave., and right now it kind of skews off to the side.

17 What we are recommending is to reestablish the  
18 pathway going directly to the Civil War Memorial, and  
19 here you can see the planned improvements that are  
20 recommended. I don't know if you saw the bollards.  
21 We are going to try to create a little four-court, or  
22 -- yes, four-court to the DAR entry gate with  
23 bollards. We are going to replace and reinstall the  
24 wire cut brick and just smooth out the configurations

1 as it meets the adjacent paths.

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

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

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

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

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

3 Fence and edge improvements, there's  
4 basically a fence that's granite, granite split rail.

5 I don't know what you call it, granite posts that  
6 rusticated with a -- I guess it is an HIA wood timber  
7 between them, and it runs pretty much all the way  
8 around the perimeter and also the perimeter of  
9 Flagstaff on the Common side, and breaks at the major  
10 entrances. So, we are planning on making  
11 improvements to that edge.

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

1 making it more open.

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

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

18 So, we are proposing some additional  
19 organization to the trash receptacles and recycling  
20 receptacles as the blue elements. We are  
21 reconfiguring the granite benches in terms of their  
22 location around the Civil War Monument. We are  
23 adding some wood and steel benches in there, as well.

24 We are -- along the paths, and also in the plazas,

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

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

15  
16 Bill showed that picture from when the  
17 military had all of their barracks on the Common, and  
18 I think, after they left, they planted hundreds, more  
19 than a hundred Norway Maples on the Common as their  
20 kind of give-back to the City of Cambridge. So, a  
21 lot of the brown, not the red, but a lot of the brown  
22 trees are Norways.

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

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

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

14 BILL DEIGNAN: Ninety-four.

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

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

1           We are focusing on lawn improvements on the  
2 major active recreation areas up here, as you see in  
3 the big red circle. We are recommending that the  
4 backstop and the infield for the softball be removed.

5           Cambridge Youth Soccer will continue to use this as  
6 a play field. We are going to be bringing in new  
7 soil. We are going to be irrigating this portion of  
8 the Common and designing the soil so that it can  
9 withstand all the foot traffic.

10           So, you will still be able to play foot --  
11 frisbee or touch football, or a pick up game of, you  
12 know, like maybe hit some softballs lightly, but  
13 there is a real concern with the playground being  
14 right opposite the softball field, that the kids  
15 could very easily get beamed and have the -- with the  
16 softball sailing overhead, and there have been a lot  
17 of new softball fields and other kind of active  
18 recreation fields in Cambridge that have been built.

19           So, hopefully, that won't be a big deficiency.

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

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

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

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

1           you take over.

2                         ANDREW OGILVIE: I'm on?

3                         CYNTHIA SMITH: You're on.

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

11  
12                         This is where -- to orient everybody, this  
13 is Mass. Avenue coming south into Harvard Square. We  
14 currently have a left turn lane that separates from  
15 Mass. Ave. and feeds in along to make that turn to  
16 come back to the underpass, and there's your cross  
17 walk from Harvard Square, looking up at Flagstaff  
18 Park and, again, this is a tighter view, looking back  
19 up Mass. Ave. at the separated left turn lane that is  
20 going to come in, and that's again the same basic  
21 view, just looking in a different direction.

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

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

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

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

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

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

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

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

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

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

24 The other change from signal operation

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

6                       From a pedestrian safety standpoint, we are  
7           also providing curb extension here, which shortens  
8           the crosswalk, makes the crosswalk a little shorter,  
9           better visibility for pedestrians crossing Mass. Ave.

10           I think I have touched on all the major issues I  
11           had. At this point, I will turn it back to Robert,  
12           and --

13                       ROBERT KIMUNGU, MODERATOR: Thank you,  
14           Andrew. The plans presented tonight are not  
15           complete. The next step will be to review the  
16           comments received this evening, then amend and  
17           complete the plans for advertising and eventual  
18           construction. Before we open the Hearing to you, I  
19           will explain the Hearing procedure.

20                       First, as stated previously, the purpose of  
21           the Hearing is to solicit your input regarding this  
22           project. As the plans are not yet complete, we may  
23           not be able to answer all of your questions or  
24           respond to all of your comments at this time.

1           Next, we ask that anyone who wishes to have  
2 his or her comments entered into the Official Hearing  
3 Transcript, please stand up, identify yourself by  
4 name and affiliation, whether you are an abutter,  
5 local official, or concerned citizen, and spell your  
6 last name. This is necessary in order for us to  
7 obtain a verbatim transcript as required by law.

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

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

19           ALICE WOLF: Hello. My name is Alice Wolf.  
20 I am State Representative. I live within walking  
21 distance of the Common and represent the Common. I  
22 live at 48 Huron Avenue. I have three comments and  
23 one question that I would like to make.

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

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

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

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

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

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

1 UNIDENTIFIED SPEAKER: Rails.

2 ALICE WOLF: What?

3 UNIDENTIFIED SPEAKER: Rails.

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

10 And then, the third comment, which isn't  
11 really or just isn't really part of this project, but  
12 has been pointed to, particularly where this change  
13 in Fallstaff Park is, that the driving, when you come  
14 out of the tunnel on Cambridge Street and then go  
15 around, to go onto Garden Street, that is one of the  
16 most dangerous intersections in the City. It's a  
17 very difficult move, particularly if people -- well,  
18 people come up from Harvard Square, and then want to  
19 go up Garden Street, and then, there are people  
20 coming from Cambridge Street, from under the tunnel,  
21 and going up Garden Street, and then there are people  
22 coming from Cambridge Street who want to go into  
23 Harvard Square. It is a very dangerous situation,  
24 and I don't know that this is a project that is up to

1           trying to deal with that traffic situation, but I  
2           would like to point it out because there are going to  
3           be some changes, to really take a look at how those  
4           moves are made.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10 BILL DEIGNAN: We will continue to look at  
11 that.

12 ALICE WOLF: Thank you.

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

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

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

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

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

22 (CHARLES SULLIVAN): That is duly noted.

23 ROBERT KIMUNGU, MODERATOR: Yes, sir.

24 ART BARDIGE: My name is Art Bardige. I

1 live at 98 Raymond Street, Concerned Citizen, B-a-r-  
2 d-i-g-e. I would like to agree with this gentleman.

3 I think, you mentioned that history is important. I  
4 think this park has tremendous history to it. So, I  
5 was in Boston, I saw some -- around the  
6 Transportation Building, there are some history  
7 kiosks, that are about six feet around, that have big  
8 panoramas on them, showing that area at different  
9 times in its history, over the centuries, what it  
10 looked like. I would love to see something like  
11 this, you know, that would have perhaps several of  
12 them. We need to a place where the history of  
13 Cambridge gets shown off, and gets -- so that we can  
14 -- so tourists can see it.

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

1           To follow up on Alice's idea, it might be  
2           that -- I think she is exactly right with the problem  
3           with the rails blocking access to the park from the  
4           parking on the street. Can we take the split -- can  
5           we take the fence away from, say, the garden side of  
6           the park? I don't know that it would take anything  
7           away from the park to just have it open to the -- to  
8           Garden Street so that there's no rails. You might  
9           even -- you can leave the granite post, but there  
10          will be no rails in them so that you, when you get  
11          out of the car, especially on the right side, get out  
12          and you could get onto the sidewalk, and you are not  
13          burdened by it.

14           CYNTHIA SMITH: The sheep would get out.

15           ART BARDIGE: That's the other thing I was  
16          going to ask, one question I had is, there's that  
17          little -- it's not on these drawings, is that little  
18          brick building that is on the crosswalk, on the Mass.  
19          Ave. side?

20           CYNTHIA SMITH: Yes, it's there. It's that  
21          little --

22           ART BARDIGE: What does that do?

23           CYNTHIA SMITH: It's not colored, but right  
24          near --

1 BILL DEIGNAN: I think it has large water  
2 valves. The MWRA, it's the interconnect between the  
3 City and the MWRA water supply.

4 ART BARDIGE: It is what we just lost?

5 BILL DEIGNAN: Right. Yes, that's correct.  
6 I believe that is where they switch it all over for  
7 the existing system.

8 CYNTHIA SMITH: Who would have thought?

9 ART BARDIGE: Thank you.

10 ROBERT KIMUNGU, MODERATOR: Sir.

11 ART BARDIGE: I'm sorry, one more thing. I  
12 really like what you are trying to do here, and I  
13 think that just, if we could bring the history into  
14 this, and bring some foliage into this, that it would  
15 add a great deal to it. Thank you.

16 ROBERT KIMUNGU, MODERATOR: Yes, sir.

17 FRED MEYER: To add some specificity to the  
18 historical request we just heard, I love everything I  
19 have heard.

20 ROBERT KIMUNGU, MODERATOR: Excuse me.  
21 Would you state your name?

22 FRED MEYER: Yes, Fred Meyer, 83 Hammond  
23 Street, two m's, o-n-d. I have lived in the area for  
24 fifty-two years. You would think that this was a

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

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

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

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

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

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

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

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

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

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

24                    ROBERT KIMUNGU, MODERATOR: Thank you.

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

13                  ROBERT KIMUNGU, MODERATOR:   Yes.

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

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

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

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

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

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

1           able to jump right in.

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

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

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

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

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

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

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

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

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

24          ALICE WOLF: Well, as long as you have the

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

4 BILL DEIGNAN: Yes.

5 ROBERT KIMUNGU, MODERATOR: Yes, sir.

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

24 CYNTHIA SMITH: Bill, do you want to

1 comment?

2 BILL DEIGNAN: Yes, I can answer that. So,  
3 right now, the cyclists are not prohibited from using  
4 that. It is not the best. It is not the best thing  
5 for all cyclists, but cyclists that don't want to be  
6 in the road can use that. It is not prohibited, but  
7 we do actually have plans, as part of a process that  
8 is going on now for planning on Mass. Ave. between  
9 Harvard and Porter Squares, bike lanes or something  
10 that is getting recommended through there, and those  
11 could get carried through this section of Mass.  
12 Avenue. The one section between the crosswalk in  
13 Garden Street that gets a little tricky is that you  
14 have got, as you said, turning vehicles to Garden  
15 Street.

16 CYNTHIA SMITH: It has got cobblestones  
17 there, too.

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

1 Garden Street. Different cyclists prefer to be in a  
2 different place n the road, depending on where  
3 turning traffic is. So, cyclists will have to kind  
4 of pick their own spot, but we will, where it makes  
5 sense, be doing bike lanes, as well.

6 JOHN GOODMAN: Good, thanks.

7 ROBERT KIMUNGU, MODERATOR: Yes, sir.

8 PETE KANE: My name is Pete Kane. I am at  
9 81 Huron, and I am representing the Pedestrian  
10 Committee. I just have a comment and a question.  
11 The comment is that the Committee definitely supports  
12 the rehab work, and the question is, there were two  
13 graphics, and it has to do with the width of one of  
14 the pathways from the north side of Mass. Ave. into  
15 the memorial. One showed it as ten foot width, and  
16 then, the other one showed it as eight foot, and I  
17 was just wondering which one it is.

18 BILL DEIGNAN: I can grab it for you.

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

20 PETE KANE: The diagonal, it's --

21 BILL DEIGNAN: Back more, Cynthia.

22 PETE KANE: It was highlighted twice.

23 BILL DEIGNAN: In red?

24 PETE KANE: In red, yes.

1                   CYNTHIA SMITH: Yes. I think it is twelve  
2 feet through that --

3                   BILL DEIGNAN: Let's see.

4                   CYNTHIA SMITH: Way back. We are almost  
5 there.

6                   PETE KANE: Yes, so eight and then -- so,  
7 here it is shown as ten feet, but then the next one  
8 you showed it as eight, and I was just wondering  
9 which one it is.

10                  BILL DEIGNAN: This one, the diagonal down  
11 there?

12                  PETE KANE: Yes.

13                  CYNTHIA SMITH: That diagonal is twelve.

14                  PETE KANE: Over here it is eight.

15                  BILL DEIGNAN: Yes. I am not -- we  
16 actually have the plans over there, that we can look  
17 at later, but -- and something that wasn't really  
18 highlighted was that the paths -- the path widths  
19 were -- are basically being done, rebuilt to the  
20 existing width. There are many places not  
21 consistent, but the widths that are there now are  
22 pretty much the widths that will be there except  
23 where, for some reason, it gets narrow and then it  
24 gets wide in places. So, we are rebuilding the paths

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

3 ROBERT KIMUNGU, MODERATOR: Yes.

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

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

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

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

1 the one -- the one person really didn't get much help  
2 in going out because it wasn't familiar territory.  
3 It had to do with how people effectuate change by  
4 their human skills, and I don't -- I have forgotten  
5 what, and that there were two rides, and one was very  
6 effective, and the other was not. So, but I thought  
7 it was the opposite of what you just said. So, we  
8 will have to look into that.

9 FRED MEYER: Well, I turn to the expert,  
10 Charles.

11 CHARLES SULLIVAN: I think they were both  
12 effective. They both gave the word along the route.  
13 Revere got short-stopped by a British trooper.

14 ALICE WOLF: What's his name? Malcolm  
15 Gladwell. It was in Malcolm Gladwell. This was  
16 something I read of Malcolm Gladwell's. I will go  
17 look it up. I won't --

18 CYNTHIA SMITH: What was it?

19 PEARL WINEHOUSE: It had to do with who was  
20 influential.

21 ALICE WOLF: Yes, and --

22 PEARL WINEHOUSE: When something happened  
23 to someone, everybody knew about it, so it may be  
24 that one of the two was more influential with the

1 malitias.

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

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

11 CYNTHIA SMITH: Sarah Palin got --

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

18 UNIDENTIFIED SPEAKER: (inaudible comment)

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

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

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

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

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

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

7 UNIDENTIFIED SPEAKER: This movement here?

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

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

13 T.K. MCCLINTOCH: I think, if you put a  
14 light there, you are going to find yourself backing  
15 up traffic quite a bit. The other observation I had  
16 was, it is a bit of a hobby horse of mine, but I am  
17 going to mention it anyhow and particularly after Mr.  
18 Meyer has made such a good point about how this is so  
19 demonstrative of our early history, about having the  
20 Irish Famine Memorial statue there. You know, we all  
21 make mistakes in life, and it doesn't hurt to admit  
22 it, and I think there is consensus of opinion that  
23 that statue is a poor design, one, and really  
24 somewhat inappropriate in subject matter, partially

1           because it celebrates a tragic event rather than  
2           great successes that our country can represent by  
3           giving refuge to people who came from Ireland under  
4           those circumstances, and I am Scotch Irish heritage  
5           and I hate it.

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

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

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

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

1 exists now?

2 BILL DEIGNAN: Is that your last thing?

3 T.K. MCCLINTOCH: No.

4 BILL DEIGNAN: So, we can answer all of it?

5 T.K. MCCLINTOCH: No, one --

6 BILL DEIGNAN: Alright. Well, why don't  
7 you finish and then we will answer them together.

8 T.K. MCCLINTOCH: There was mention that we  
9 needed an easement, that the City needed one  
10 easement, one temporary easement. I was curious what  
11 that was.

12 BILL DEIGNAN: Alright. Well, I will  
13 handle a couple of these. So, working backwards, the  
14 easement I believe refers to just this pedestrian  
15 landing on the side to construct it because it goes  
16 right up against Harvard property. I think we need  
17 to get a temporary construction easement from Harvard  
18 on that, which we don't see as a big deal at all.  
19 It's not changing the back of the sidewalk or going  
20 onto their property. It is simply access to their  
21 property to construct that.

22 ANDREW OGILVIE: The back of the walk is  
23 actually the property line in that case. So, in  
24 order to construct it, the workman physically has to

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

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

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

22 UNIDENTIFIED SPEAKER: Uh uh.

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

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

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

1           We worked very closely with City Traffic  
2 Engineer, Jeff Parenti, and he and I both worked out  
3 something that we are pretty satisfied with and, in  
4 fact, the overall flow in operation through that  
5 area, actually the area as a whole, actually does  
6 improve. It may seem a little counter intuitive, I  
7 understand, well, wait a second, they go through that  
8 intersection, but the way the phasing is today, and  
9 the way they actually go through the signal there at  
10 Peabody Street, this actually cleans things up.

11           T.K. MCCLINTOCH:     Does the island get  
12 removed?

13           DENNIS FLYNN:     The island does get removed,  
14 yes. Yes, that -- it's the capacity of the lane that  
15 really allows it to operate, operate better.

16           T.K. MCCLINTOCH:     And turning left off of  
17 Waterhouse onto Mass. Ave.?

18           DENNIS FLYNN:     Well, I guess that is  
19 officially on the other side of the, we call it, the  
20 boundary line.

21           BILL DEIGNAN:     Yes, um --

22           DENNIS FLYNN:     At this point, that may be  
23 something that --

24           BILL DEIGNAN:     The -- I mean, it's the --

1 the left turns are allowed for fire trucks, I know.  
2 I am not sure if the left turns are not allowed  
3 because of what it does to the operations. I imagine  
4 at one point they were. It is not something that  
5 considered as part of this project, but we can  
6 certainly bring it back.

7 T.K. MCCLINTOCH: Well, it used to be, like  
8 I said, a flashing red.

9 BILL DEIGNAN: For coming out.

10 T.K. MCCLINTOCH: But then they did make a  
11 --

12 BILL DEIGNAN: A full signal.

13 T.K. MCCLINTOCH: A full signal.

14 BILL DEIGNAN: Yes.

15 CYNTHIA SMITH: So, which is it, the coming  
16 out of Waterhouse?

17 T.K. MCCLINTOCH: Yes, coming out of  
18 Waterhouse, which becomes one way in the --

19 CYNTHIA SMITH: Oh, that way, not --

20 BILL DEIGNAN: Oh, I was thinking going in,  
21 that left. Oh, the left coming out.

22 T.K. MCCLINTOCH: Yes.

23 BILL DEIGNAN: Yes. I don't know. We will  
24 look at that.

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

11           BILL DEIGNAN: Right, yes.

12           ROBERT KIMUNGU, MODERATOR: Yes, ma'am.

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

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

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

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

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

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

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

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

24           I also had a question on the pavement. In

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

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

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

3 ROBERT KIMUNGU, MODERATOR: Yes.

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

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

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

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

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

12 ROBERT KIMUNGU, MODERATOR: Yes, ma'am.

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

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

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

6 ROBERT KIMUNGU, MODERATOR: Yes.

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

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

1 to connect. So, it's a serious issue, and I don't  
2 know what the answer is, but it deserves a lot of  
3 good, professional thought.

4 CYNTHIA SMITH: It used to be a toll road,  
5 too.

6 FRED MEYER: Really?

7 UNIDENTIFIED SPEAKER: I don't know, Bill,  
8 I don't know if there's a possibility to add a  
9 historic component to this, for the consultant to do  
10 a historic master plan, to recognize the history of  
11 it, without damaging schedule or if that could be  
12 added as a scope item?

13 BILL DEIGNAN: Right now, there is not  
14 money in the contract to do that. It is something  
15 that we can look at but it would require additional  
16 money.

17 UNIDENTIFIED SPEAKER: Yes.

18 ROBERT KIMUNGU, MODERATOR: Yes.

19 INGRID SHUTTLEWORTH: Comments about the  
20 landing that you -- the one that is near Harvard,  
21 that you need the right-of-way to work on, I have  
22 just found that the bigger the landing space, the  
23 more points along it pedestrians will go. So, if the  
24 landing space is that long, there will be pedestrians

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

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

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

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

1 accessible ramp. It won't be anything larger than  
2 that.

3 INGRID SHUTTLEWORTH: Uh huh.

4 ROBERT KIMUNGU, MODERATOR: Are there any  
5 other questions or comments? Thank you very much for  
6 attending and providing us with this auditorium. I  
7 know declare this hearing closed at 8:50 p.m.

8 End of Design Public Hearing +++

9

10

11

12

13

14

15

16

17

18

19

20

21

22

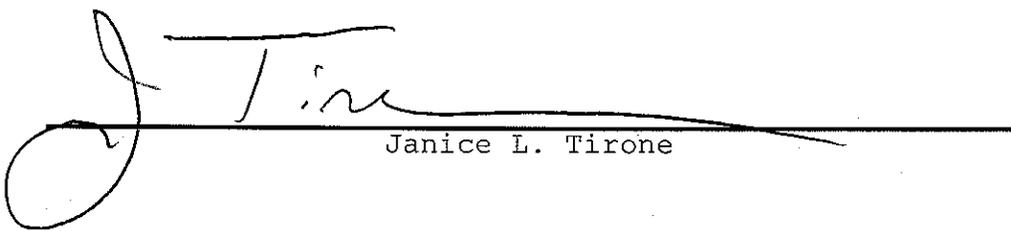
23

24

C E R T I F I C A T E

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23

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

  
Janice L. Tirone

\*\*ALL NAMES NOT PROVIDED WERE SPELLED PHONETICALLY TO  
THE BEST OF MY ABILITY

SIGN IN SHEET

PROJECT No. 605188

CAMBRIDGE COMMON/FLAGSTAFF PARK 25% HEARING

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

Name	e-mail address	Street Address	Zip Code
Bill Reignan	wdeignan@cambridgema.gov	Cambridge Comm. Dev.	
Dud W. Deuben	Carol.Wenbauer@overseer.net	64 Oxford St #14	
ROBERT J. LATÉMOUILLE	ROSLAT@YAHOO.COM	875 MASS. AVE. #31	02139
Roberta CREMINE	ROBERTACREMLINE@ALUM.WELLESLEY.EDU	3 CONCORD AVE #65	02138
Dennis Flynn	dennis.flynn@aecom.com	AECOM	
Andrew Ogilvie	andrew.ogilvie@aecom.com	AECOM	
DORIANNE LOW	doriannelow@verizon.net	5 CONCORD AVE #34	02138
RON AXELROD	RONAUDAXELROD@AOL.COM	16 SAFFORD ST	02138
Dinah Barlow	dlnbarlow@gmail.com	101 Hammond St	02138
Allye Croft	ALICECROFT@AOL.COM	78 Autumn Court	02138

## SIGN IN SHEET

## CAMBRIDGE COMMON/FLAGSTAFF PARK 25% HEARING

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

Name	e-mail address	Street Address	Zip Code
Cynthia Smith	lsmithsmith@comcast.net	37 Crescent St	02138
Pete Kane	pete.kane@me.com	81 Hovon Ave	02138
INGRID SHUTTLEWORTH	ishuttle@aol.com	1572 MASS AVE	02138
DAVID LEFCOUNT	LEFCOUNT@COMMUNICEMA.UV	147 Waverley	02139
ROBERT KIMUNGU	ROBERT.KIMUNGU@STATE.MA.US	MASSDOT - HIGHWAY 10 PARK PLAZA, BOSTON, MA	02116
Mica Bell	mica.bell@state.ma.us	988 Memorial Dr, Unit 182	02138
John Goodman		8 Fairmont Avenue	02139
CRAILA SHEEHAN	craila.sheehan@state.ma.us		
Grenelle Scott	grenelle@comcast.net	8 Ash St. Place	02138
MARK KING	MARK.KING@AECOM.COM		
ACT JUDGE	ACTJUDGE@GMAIL	98 Raymond	40

