

September 1, 2011

Tracy Osimboni
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Charles River Basin Accelerated Bridge Program
251 Causeway Street, Suite 700
Boston, MA 02114

Delivery by Adobe PDF via email to Tracy.Osimboni@state.ma.us

Subject: Anderson Memorial Bridge Reconstruction

Dear Ms. Osimboni:

We would like to take this opportunity to provide some suggestions and comments regarding the Anderson Memorial Bridge Reconstruction Project, as presented to the community on Tuesday August 23, 2011.

As we have mentioned in our prior letters, we are very pleased with the overall design, as we firmly believe it will improve mobility and comfort for all roadway users. We are especially excited about the improved pedestrian and multi-use path crossings and the addition of bicycle lanes across the bridge. We applaud MassDOT for its creativity to make additional room for pedestrians and bicyclists in this project while minimizing any potential negative effects on automobile capacity and throughput. Through the use of concurrent pedestrian signal timing and the restriction of left turns at Memorial Drive, motor vehicle traffic will still be sufficiently accommodated while reducing the amount of physical space for motor vehicles.

Based on what was presented at the latest public meeting, we have a few final suggestions on the design:

- **Please ensure that all pedestrian phases are built into each cycle of the traffic signals, and do not include any pedestrian push-buttons.** This will help to set the expectation with pedestrians and bicyclists that they will always receive a walk phase, and also is much more convenient for them than having to press a button. This is the standard practice for the City of Cambridge and increasingly so for the City of Boston. Automatic pedestrian signals are also already the norm along the Charles River Paths today (managed by DCR). If push-button activation is absolutely necessary for some crossings, it should only be activated at late-night times (i.e. 1 am to 5 am) and signs should be

placed above the buttons listing these hours and saying that the walk signal will appear automatically at all other times.

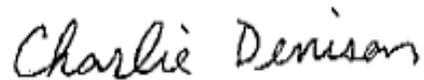
- **Please ensure that “No Turn on Red” signs are posted at all intersections within the project.** One of the main benefits of the new signal timing for pedestrians is the leading pedestrian interval (which we encourage you to set at 5 seconds rather than 3 seconds in order to give more time for pedestrians and bicyclists to begin crossing). However, if motor vehicles are allowed to turn on red, the benefit of this interval is lost. Especially because there are high numbers of pedestrians and bicyclists in this area, it’s essential that the crossings remain as safe as possible for them. Note that currently there are “No Turn on Red” signs today at some of the locations included in this project, most notably for the motor vehicles turning right from the Soldiers Field Road westbound exit.
- **Please ensure that the current design does not preclude the addition of pedestrian/bicycle underpasses.** We understand that the inclusion of pedestrian/bicycle underpasses is not part of the project, and we are sympathetic as to why MassDOT is reluctant to do so. With that said, we ask that the design of the bridge not preclude the addition of such underpasses in the future, including the placement of pipes and other interior and exterior features.
- **Please consider the idea of making one sidewalk slightly wider than the other, if pedestrian volumes tend to favor one side over the other.** In doing so, we hope you would anticipate future development on the Harvard Allston campus in addition to current pedestrian trends.

We also have a suggestion for during the construction period:

- **During each of the phases of construction, if a bike lane is not provided in the direction of traffic, please mark sharrows in the center of the travel lane and post “Bicycles May Use Full Lane” signs along the bridge.** This will help to safely accommodate bicyclists during the construction period, and will alert motorists as to where bicyclists may ride. This accommodation has been used very successfully by MassDOT on the BU Bridge and Craigie Bridges during construction, and we thank MassDOT for providing this much-needed guidance for bicyclists.

Thank you for considering our input as this project moves forward. We look forward to an Anderson Bridge that is safer and more accommodating for many years to come! If you have any questions on the above comments and suggestions, please contact **Charlie Denison, Advocacy Director, LivableStreets Alliance, who may be reached at 617.852.6125 and charlie@livablestreets.info.**

Sincerely,

A handwritten signature in black ink that reads "Charlie Denison". The script is cursive and fluid.

Charlie Denison
Advocacy Director