May 31, 2018

Dear colleagues,

Thank you for your ideas and for raising important issues in your letters to MassDOT, and for meeting with me and other stakeholders today to discuss the Longfellow Bridge roadway design.

As we discussed, MassDOT agrees that a process is needed to evaluate the roadway design on the Longfellow Bridge. We too acknowledge that mobility modes may have shifted since the conclusion of the Longfellow Bridge public process in 2011, and best design practices and safety standards for people walking and bicycling have evolved in the last five years during construction.

As I committed to at today’s meeting, MassDOT will implement a post-construction mobility and safety analysis and work through a process to develop a design for a pilot that can safely evaluate changes to the opening day configuration. The question for us now is, how? We want to work with you and other stakeholders to develop a one vehicle lane pilot on the inbound side that is safe for people bicycling, driving, operating emergency vehicles, and walking. Once we develop what the pilot is and measures of success by which to evaluate it, we will implement it. The timing, as discussed this morning, is planned for two weeks this fall, but will depend on the ability to develop a safe alternative to pilot and avoiding winter months.

The next step is to convene smaller working groups to discuss technical details and measures of success, including meeting with the City of Cambridge and City of Boston regarding their planned work on either side of the bridge and coordination on monitoring. Simultaneously, we need to establish a broad-based stakeholder engagement process and conduct outreach once we have materials from the working groups. We would like to work with you on identifying the structure of a public process. After a pilot, if the measures of success are met to support a change to the cross section, we will pursue the Federal Highway Administration process for a Notice of Project Change.

In the meantime, I want to summarize the improvements we have already made. The Longfellow Bridge will now have:

- A separated bike lane with flexible delineator posts on both the inbound and outbound sides to create more separation between people driving and people bicycling.
- A wider bike lane with decreased vehicle lane widths on the inbound side (Cambridge to Boston) to encourage slower speeds and provide additional space for people bicycling.
- Posted speed limit of 25 mph (previously 30) with speed feedback signs informing drivers of their speed. We know speed is a critical factor in the severity of a crash; slower speeds increases drivers “cone of vision,” decreases braking distance to come to a full stop, and reduces likelihood of a serious injury or fatality. The speed limit is also consistent with the speed limit posted on either side of the bridge in the City of Cambridge and City of Boston.
- Signage to encourage trucks to use the left lane on the inbound to Boston side to create more distance between large vehicles and people bicycling in hopes to reduce conflict and increase comfort for all.
- Green paint in the bicycle lane and bike box at the intersections to increase visibility.

Additionally, to support any future changes:
- We have used latex paint to provide more flexibility for making additional changes in the future, instead of thermoplastic.
- We will install a permanent counter to collect data on how many people are using the bridge by different means (train, foot, bicycle, car)

Attached is the presentation from this morning’s meeting that includes additional details, graphics, existing data and information, and recommendations for analyzing collected data.

As I noted this morning, tomorrow (June 1) we will celebrate a significant milestone in the rehabilitation of the Longfellow Bridge. This is a moment to pause and take pride in the collaborative effort that brought us to this day. However, our work is not done. Our Director of Sustainable Mobility, Jackie DeWolfe, in my office will follow up with you directly.

We really appreciate your feedback and look forward to continuing to partner with you not only on the Longfellow Bridge, but more broadly on our shared commitment to expanding safe, multimodal transportation choices for everyone.

Sincerely

[Signature]

Stephanie Pollack
Secretary and CEO
Longfellow Bridge
Meeting with external stakeholders
Thursday, May 31, 2018
1. To address your questions, ideas and comments
2. To provide you an update on immediate improvements
3. To update you on a plan for a post-construction mobility analysis and pilot process
4. To discuss needs and next steps, and process for working together
Permitted final plan

Planned as of 2012
2018 design with additional safety measures – implemented

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2018 design with additional safety measures – implemented

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<table>
<thead>
<tr>
<th></th>
<th>Pre-construction data collection</th>
<th>Post-construction data collection</th>
<th>Recommendations for analyzing collected data</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle counts</strong></td>
<td>Automatic Traffic recorders (ARTs)</td>
<td>Video analytics automatic counters set up on inbound side (location TBD), turning movement counts at Charles Circle</td>
<td>Delay times and queue lengths as vehicles move into Charles Circle (i.e. queue length impacts to Memorial Drive with one lane scenario)</td>
</tr>
<tr>
<td><strong>Bicycle counts</strong></td>
<td>Hand counts done by consultant</td>
<td>Video analytics automatic counters set up on inbound side (location TBD)</td>
<td>Number of people bicycling total and as a percentage of total vehicles. Potential to collect qualitative data on comfort.</td>
</tr>
<tr>
<td><strong>Pedestrian counts</strong></td>
<td>Infrared automated counters and hand counts done by consultant</td>
<td>Video analytics automatic counters set up on inbound side (location TBD)</td>
<td>Number of people walking. No change to sidewalk anticipated.</td>
</tr>
<tr>
<td><strong>Crash data</strong></td>
<td>Incomplete/Unreliable as Boston Police Department does not submit crash data to MassDOT</td>
<td>Observations during peak and non-peak hours</td>
<td>If enough data can be collected, prepare a highway safety analysis using the Highway Safety Manual for the bridge with and without the extra lane</td>
</tr>
<tr>
<td><strong>Speed of vehicles</strong></td>
<td>Posted 30 mph</td>
<td>Posted at 25 mph. Speed feedback signs which will capture and store speed data</td>
<td>Prepare reliability analysis of bridge using travel time across bridge</td>
</tr>
<tr>
<td><strong>Regional vehicle impact</strong></td>
<td>Charles River Basin Traffic Model, CTPS</td>
<td>Video analytics automatic counters set up on inbound side (location TBD), turning movement counts at Charles Circle</td>
<td>Delay times and queue lengths as vehicles move into Charles Circle (i.e. queue length impacts to Memorial Drive with one lane scenario)</td>
</tr>
<tr>
<td><strong>Emergency vehicle impact</strong></td>
<td>N/A</td>
<td>Ongoing coordination with emergency response services</td>
<td>Any delay to travel time over the bridge, under single lane configuration, will be identified as a negative impact</td>
</tr>
</tbody>
</table>

Note: Video analytics automatic counters and speed feedback sings will collect information anonymously; no personal information will be collected.
### Existing available data & information

<table>
<thead>
<tr>
<th></th>
<th>Pre-Construction</th>
<th>During Construction</th>
<th>Anticipated Post-Construction as of 2012 (CRB Model(^1))</th>
<th>Anticipated Post-Construction as of 2018 (CTPS Model)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle counts Inbound</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>2008 – 1331 peak PM</td>
<td></td>
<td>8,840 per day</td>
<td></td>
<td>2019 –3,031 peak PM</td>
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<tr>
<td>*Source: ABP counts, 6 to 9 AM and</td>
<td></td>
<td>2017 – 882 peak AM</td>
<td></td>
<td></td>
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<tr>
<td>3 to 6 PM</td>
<td></td>
<td>9,246 per day</td>
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<tr>
<td>2012 – 1,615 peak AM</td>
<td></td>
<td>*Source: ABP Counts, PM counts not taken</td>
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<tr>
<td>2012 – 3,255 peak PM</td>
<td></td>
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<tr>
<td>13,020 per day</td>
<td></td>
<td></td>
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<tr>
<td>*Source: CTPS, 6 to 9 AM and 3 to 6</td>
<td></td>
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<td></td>
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<tr>
<td>PM</td>
<td></td>
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<tr>
<td><strong>Vehicle counts Outbound</strong></td>
<td></td>
<td>N/A – Outbound</td>
<td>2017 – 780 peak AM</td>
<td>2019 –2,121 peak AM</td>
</tr>
<tr>
<td>2012 – 2,775 peak AM</td>
<td></td>
<td>lanes closed to</td>
<td></td>
<td></td>
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<tr>
<td>2012 – 2,080 peak PM</td>
<td></td>
<td>vehicular travel</td>
<td></td>
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<tr>
<td>12,985 per day</td>
<td></td>
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<tr>
<td>*Source: CTPS, 6-9 AM &amp; 3-6 PM</td>
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<tr>
<td><strong>Bicycle counts</strong></td>
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<tr>
<td>2011 – 221 In AM</td>
<td></td>
<td>2013 – 256 In AM</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>22 Out AM</td>
<td></td>
<td>2013 – 85 In PM</td>
<td></td>
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<tr>
<td>2011 – 246 In PM</td>
<td></td>
<td>*Source: ABP Counts, Out counts not taken, 7-9</td>
<td></td>
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<tr>
<td>182 Out PM</td>
<td></td>
<td>AM &amp; 4-6 PM</td>
<td></td>
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<tr>
<td>2017 – 1,226 (34.9% of all vehicles</td>
<td></td>
<td>2016 – 757 (25% of all vehicles in AM peak)</td>
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<tr>
<td>in AM peak</td>
<td></td>
<td>*Source: City of Boston</td>
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<tr>
<td><strong>Pedestrian counts</strong></td>
<td></td>
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<tr>
<td>745 walkers/runners</td>
<td></td>
<td>N/A</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>*Source: CRB Pedestrian+ Bicycle</td>
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<tr>
<td>Study for Pathways + Vehicular</td>
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<td>Bridges, June 2010, data collected</td>
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<tr>
<td>Tuesday, 5/11/10 from 4:30pm-6:30pm</td>
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</tbody>
</table>

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1. Charles River Basin (CRB) model run assigned BU Bridge, Anderson Bridge, and Longfellow Bridge with final design lane configurations; no traffic growth was assumed
CITY OF BOSTON BICYCLE COUNTS
Mayor Martin J. Walsh
September 2016

LONGFELLOW BRIDGE EASTBOUND
west of Charles Street
Tuesday, September 27, 2016
Weather: High 72, Low 59, Rain

BICYCLES BY HOUR OF DAY

LONGFELLOW BRIDGE EASTBOUND
west of Charles Street
Wednesday, September 28, 2016
Weather: High 61, Low 56, Mostly Cloudy

BICYCLES BY HOUR OF DAY
Existing available data & information

LONGFELLOW BRIDGE EASTBOUND west of Charles Street
Wednesday, October 4, 2017
Weather: High 77°F, Low 53°F, Scattered Clouds

BICYCLES BY HOUR OF DAY

LONGFELLOW BRIDGE EASTBOUND west of Charles Street
Thursday, October 5, 2017
Weather: High 80°F, Low 64°F, Scattered Clouds

BICYCLES BY HOUR OF DAY
- **June – September:**
  - Collect data
  - Establish measures of success for a pilot
  - Establish broad base stakeholder engagement process

- **October/November:**
  - Review data findings and share results
  - Based on data findings, and ability to develop a one-lane alternative that is safe for people driving, operating emergency vehicles, and bicycling, run a pilot for a couple of weeks to assess impact on safety and mobility

- **By end of calendar year:** if mobility and prospective pilot analysis supports a change to the cross section, follow up with FHWA regarding requirements for a Notice of Project Change
Working Together

- Develop a process to develop a design for a pilot that can safely evaluate changes
- Determine measurements of success
- Coordinate communications
- Coordinate monitoring/data collection
- Other?
Construction

- **Thursday, May 31**
  - Bridge reaches Full Beneficial Use for all modes

- **August**
  - Appleton Pedestrian Bridge opens
  - Substantial completion of remaining non-roadway work

- **December**
  - Final completion of non-roadway work

Appleton Bridge
Save the Date:
Friday, June 1
1:30 p.m.

Longfellow Bridge
Ceremonial
Ribbon cutting