



January 12, 2012

To: Laura Wiener,
Senior Planner, Town of Arlington

Through: Keri Pyke, P.E., PTOE
Project Manager, Howard/Stein-Hudson Associates

From: Mike Tremblay
Transportation Engineer, Howard/Stein-Hudson Associates

RE: **Arlington Center Mobility Improvement Project
1st Community Meeting¹
Meeting Notes of January 10, 2012**

Laura Wiener, Senior Planner for the Town of Arlington, opened the meeting by welcoming the members of the audience and thanking them for their attendance. She explained the history of the project: that the Town applied for and received state aid for improving the air quality and mobility of the intersection of Massachusetts Avenue, Mystic Street, and Pleasant Street, also known as the Route 60/Mass Ave intersection. A team consisting of the Town of Arlington's Transportation Advisory Committee Clean Air and Mobility Program Working Group, transportation planners from Howard/Stein-Hudson Associates, Arlington's Director of Public Works Michael Rademacher, and Laura Wiener herself, met several times prior to this public meeting. Ideas were presented, critiqued, and improved during these meetings and eventually refined to the level shown in at the community meeting. Laura introduced Keri Pyke, Director of Transportation Planning at Howard/Stein-Hudson, who would be making the presentation and fielding questions from the attendees.

Highlights of the Presentation²

Following her opening remarks, Laura turned the meeting over to Keri, who explained each of the five concepts developed to date. She first showed the project area, which focuses on the intersection of Massachusetts Avenue, Pleasant Street, and Mystic Street, but also includes the intersections of Massachusetts Avenue and Swan Place, Massachusetts Avenue and Medford Street, Massachusetts Avenue and Water Street, Mystic Street and Chestnut Street, and the adjacent connecting roadways and driveways. The study area also includes the Minuteman Bikeway, a pathway open to walkers, cyclists, and skaters, which is typically used by people with a wide range of ages and skill levels. In particular, the Project Team was concerned with connecting the two legs of the Minuteman Bikeway that are currently separated by Mystic Street, Massachusetts Avenue, and Swan Place.

Keri then presented some improvements that would be implemented regardless of the option chosen. These improvements would benefit all users of the area: motorists, cyclists, and pedestrians. These improvements include:

- Extending the existing Minuteman Bikeway with a two-way cycle track inside Uncle Sam Park along Mystic Street to Mass. Ave.,

¹ Meeting attendance sheets are reproduced in Appendix 1.

² Much of the presentation consisted of graphics and users may find it helpful to have these at hand when reading these minutes. The presentation can be downloaded at: <http://www.town.arlington.ma.us/>

- Narrowing the median on Mystic Street to create additional left-turn storage length, which will mean more cars will get through each light cycle,
- Sidewalk extensions at the northeast (Jefferson Cutter) and southwest (Unitarian Church) corners of the intersection of Massachusetts Avenue/Mystic Street/Pleasant Street, which will shorten the crossing distance and time needed for pedestrians,
- Signal timing and coordination improvements at the intersections of Massachusetts Avenue/Mystic Street/Pleasant Street, Massachusetts Avenue/Medford Street, and Mystic Street/Chestnut Street to improve traffic flow,
- Signal equipment improvements at the intersection of Massachusetts Avenue/Mystic Street/Pleasant Street, and
- Updated pedestrian ramps at Swan Place.

Keri discussed different alternatives for connecting the two legs of the Minuteman Bikeway. These alternatives, while primarily focusing on cyclists, also have an effect on motorists and pedestrians. By providing a separate facility for cyclists, safety and comfort of pedestrians and motorists is increased due to the fact that fewer cyclists would be riding on the sidewalks or roadways.

Option 1: Shared-Use Lanes on Massachusetts Avenue

A shared-use lane is a lane designated for use by cyclists and motorists. These lanes are typically denoted by a "sharrow", which shows a cyclist below two chevrons pointing forward. This "sharrow" can be positioned on the right of a wide lane, to encourage motorists to pass cyclists if there is room. They can also be placed in the middle of the travel lane, which alerts motorists and cyclists that the cyclist is allowed to take up the entire lane. When placed in the middle of the lane, sharrows can be combined with intermittent dashed lane markings to denote what is called a priority shared lane.

Option 1 makes use of shared-use lanes on Massachusetts Avenue, where there are already some existing pavement markings. Cyclists would be expected to ride in these shared-use lanes while on Massachusetts Avenue, and cross streets using crosswalks. Option 1 also includes a bike box along the median on Mass Ave at Swan Place, which cyclists could use as a refuge in order to divide their crossing of Massachusetts Avenue into two parts.

Shared-use lanes would be the least invasive treatment for the area, but the Project Team has concerns that adding shared-use lanes would not make it comfortable enough for less experienced cyclists to ride in the street. It is likely that many cyclists would still ride their bikes on the sidewalks, one condition that the Project Team is eager to fix with this project.

Option 2: Bicycle Lanes on Massachusetts Avenue

Bicycle lanes are separated bicycle facilities, typically 4-5 feet wide and along the right side of the roadway. They provide an exclusive bicycle travel lane. They can be painted green for clarity. Bicycle lanes are usually placed between vehicle travel lanes and parking lanes. Ideally, bicycle lanes have buffer zones of about 3 feet between the bicycle lane and the parking lane, to provide space for doors to open and passengers to exit their vehicles.

Option 2 uses 5-foot bicycle lanes between Swan Place and Water Street. In most places, these bicycle lanes would be adjacent to a parking lane, but due to space restrictions, no buffer would be provided. In order to provide space for the two 5-foot bicycle lanes, the medians on Massachusetts Avenue would need to be narrowed or removed between Water Street and Swan Place, which would be an additional construction cost. As in Option 1, a bike box would be provided for turning cyclists coming from Swan Place.

This option does not provide a way for cyclists to get through the intersection of Massachusetts Avenue/Mystic Street/Pleasant Street, and they'd still be expected to walk their bike on crosswalks. Bicycle lanes would provide some additional comfort to intermediate-level cyclists, but beginners would likely still use the sidewalk rather than riding in a bicycle lane. Option 2 would also result in the loss of about four parking spaces on the north side of Massachusetts Avenue, where the bicycle lane originates across from Swan Place.

Option 3: Bicycle Lanes with Eastbound "Crossbike" and Signal at Swan Place

Option 3 would provide bicycle lanes as in Option 2, but would also provide a way for cyclists to cross the intersections with the help of protected phases built into the signal timing. Cyclists riding eastbound from the Minuteman Bikeway would wait on the bike path extension for a green light on a special bicycle signal, then cross diagonally in the southeast direction. This diagonal "crossbike" leads directly to an eastbound bicycle lane on the south side of Massachusetts Avenue, which connects to Swan Place and the continuation of the Minuteman Bikeway. This crossbike would run concurrently with turning traffic, which has no conflict points with the proposed crossing. Cyclists traveling westbound from Swan Place would wait at the stop line on Swan Place at a new vehicle/pedestrian/bicycle signal, which would run on the same controller as the signal at the nearby intersection of Massachusetts Avenue at Medford Street. When given a green light, cyclists could freely cross Massachusetts Avenue using a crossbike, which leads to a westbound bicycle lane on the north side of Massachusetts Avenue. Cyclists would wait at the signal with traffic and continue through the intersection, where they could either continue along Massachusetts Avenue or turn onto the extension of the Minuteman Bikeway in Uncle Sam Park.

Option 3 provides cyclists with ways to cross the major intersection in the area. This means they are not expected to walk their bikes on crosswalks, which few cyclists actually did. Option 3 has some of the same drawbacks as Option 2 does, including the need to remove medians to create room for the cycle tracks, and the loss of parking spaces. In addition to the four spaces on the north side of Massachusetts Avenue, the addition of a pedestrian crosswalk at Swan Place would likely mean losing at least one more space. The addition of a traffic signal would also add significant cost to the project.

Option 4: Two-Way Cycle Track Along Massachusetts Avenue, Retaining Parking

Option 4 would provide a cycle track, separated from traffic and parked cars, along the south side of Massachusetts Avenue between Pleasant Street and Swan Place. This cycle track would be 10 feet wide, which is about the same width as the Minuteman Bikeway itself. The cycle track would be on street level and separated from parked cars by a 3-foot buffer and bollards that could be removed in the winter so the track could be plowed. The parked cars would be between the cycle track and the street. This cycle track would connect to the Minuteman Bikeway extension in Uncle Sam Park by a two-way crossbike. This crossbike would still run concurrently to turning vehicles that would not conflict with crossing cyclists.

Option 4 has the advantage of providing a facility very similar to the Minuteman Bikeway itself, and providing levels of comfort for novice users that would surpass that of a bicycle lane. Option 4 also has the advantage of not losing any on-street parking spaces. The major disadvantage of having a cycle track on one side of the street is that cyclists who aren't using the Minuteman Bikeway, but are cycling on Massachusetts Avenue, are not being addressed. While bicycle lanes allow the possibility of continuing the facility outside of the project limits, a cycle track would cater to the users of the Minuteman Bikeway. Option 4 also requires the complete removal of the median between Pleasant Street and Swan Place on Massachusetts Avenue.

Option 5: Two Way Cycle Track Along Massachusetts Avenue, Retaining Median

Option 5 is identical to Option 4 with one major difference: Instead of removing the median to make room for a cycle track, the median is retained and instead, six parking spaces and a cab stand are removed in order to make

room for the two-way cycle track between Swan Place and Pleasant Street. The parking is adjacent to the Cambridge Savings Bank, Jam n Java,, and Anton's Cleaners, all of which have separate parking lots, but since Arlington Center has a number of restaurants and shops, losing any parking is undesirable.

For all options using a diagonal crossbike, the Project Team is concerned that pedestrians, seeing that there is a safe way to cross the intersection of Massachusetts Avenue, Mystic Street, and Pleasant Street diagonally without vehicle conflict, might start using the crossbike as a way to cross the intersection. This is a safety issue, since there likely wouldn't be enough time for a pedestrian to cross in this direction in the allotted time of a bike crossing. It is also important that the crossbike remain exclusively for cyclists because bicycle/pedestrian conflicts on the crossbike could cause cyclists to leave the crossbike to swerve around a cyclist, meaning the cyclist could be in the path of a turning vehicle. These concerns will be worked out in future meetings before a design option is chosen.

Next Steps:

- Further refine presented options based on public feedback
- Select preferred option and advance to 25% design.

Question & Answer Session³

Q: Question, R: Response, C: Comment. Name of attendee who asked question is provided if applicable. All responses are by Keri Pyke unless otherwise noted.

Q: You show a bike box near Swan Place, but there's no marked crossing. So why put it in the middle of the street?

R: The idea is so that a bike could get out to the middle and wait, then wait for a gap in the other direction.

C: That's how we cross right now.

Q: Would it just be a pavement marking?

R: Yes.

Carl Wagner, Uncle Sam committee: I want to thank you for the fine plans, and I'd encourage minimizing the amount of congestion by not adding new lights, which are expensive. My favorite is Option 5, because it gives cyclists a place to be. Widen the sidewalk and have a natural barrier between cars and bikes, rather than keeping the cyclists on street level.

Julie Sussman: The two-way crossbike is on the road level? It's just painted there? I'd be nervous riding on the two-way cycle track westbound, with the cars riding in the opposite direction, as shown in Option 5.

Q: I didn't see any data to back up what you were saying in the presentation. I'd really like to see some of the accident data, how people are using the street today.

Q: I'm a little bit concerned with the Mystic Street Minuteman extension, since it makes the sidewalk narrower. I'm also concerned about potential pedestrian/bike conflicts. My other question is that I think pedestrians would cross using the crossbike. It takes a long time to cross both legs.

³ As many audience members did not provide their names, some commentary is presented anonymously. Answers were provided by Keri Pyke (HSH) unless otherwise noted.

R: Bikes and pedestrians will be separated along Mystic St. Riders will be on what is now part of the park. We are concerned about pedestrians using the crossbike. We'd want to make sure it was only cyclists using it.

Todd Spivak: With the two-way cycle track with parking, how will vehicles exiting the bank parking lot have visibility to see potential conflicts?

R: There'd be a break in the bollards at the driveway, but there definitely will be more potential for conflict with the cycle track there. This level of detail needs to be worked out if this option is chosen.

Q: Thanks for the extraordinary amount of work you've put into these. No matter what happens, the people at Uncle Sam will have a nice organized place for everyone to enjoy.

Deborah Douglas: Any consideration given to extending bike lane to Water Street for riders using Mass. Ave.?

R: We did consider Water Street, but coming east, left turning vehicles are no longer allowed to turn left out of Water Street.

DD: There are many people that don't use the bike path, and the last options create awkward situations for those riding westbound on Mass Ave. Solutions should take into account Mass. Ave. through riders.

Susan Stamps, In-line Boston: I'm concerned about the in-line skaters using the path. We feel 4 and 5 are the best options, because they're simpler than 1, 2 and 3. Option 5, without parking, is the best for skaters. We'd like to keep the crossing as much like the bike path as possible.

Mark Streitfeld: In this area, parking is at a premium, and it's extremely valuable, and I'd hate to see much get lost. Also, Pleasant Street tends to back up due to the queuing length.

R: Without reducing parking, there's not much we can do on Pleasant Street to increase storage lengths. We will be fixing the timing and coordination of that signal which will help a bit, but we don't really have the space to do much else.

Glenn Koenig: I live close enough to have walked here this evening. I'd like to clarify that it's the Minuteman Trail, it's not just a bike path. There are a lot of users with strollers, runners, rollerbladers, etc. Also, when you're exiting the bank driveway, you can't see the pedestrians crossing, much less the bikes or cars approaching. How are we going to mitigate that spot?

R: We'll work on a solution to the driveway issue if we go with either of the cycle track options.

Q: Mark Kaepplein: It's \$290,000 of federal clean air tax money, and I'm wondering if you're really giving us the most air quality improvement with that money. I think improving the intersection's congestion would do better at mitigating air quality problems. Also, looking at accident data, what kinds of crashes are there? Eliminating the median would make crashes go up about 20%.

Joe Barr: I really like 4 and 5 but the conflicts with the driveways concern me. Is there a way to reduce the number of driveways there? Also, if you look at Mystic Street going north, there's only one lane feeding it from either direction, so maybe that's a viable place to replace any lost parking.

Jennifer LeHegaret: Thank you so much for Option 4 and 5. I have small kids now so I wouldn't want to be in a bike box in the middle of Mass Ave, especially with the trailer I pull behind my bike. You should consider a contra-flow bike lane option on Swan Place, so that cyclists could easily go from the Minuteman to the cycle track along Mass Ave.

Q: I'm a cyclist and driver, I think Option 5 is the best option for recreational cyclists. I think keeping the median is important for crossing pedestrians and cyclists. I was also concerned about making sure we retain the big tree in Uncle Sam Park.

R: We're finding ways to avoid that tree in Uncle Sam Park, we're going to make sure we find a way to retain that tree.

Richard Cobbe: I have a question about Options 4 and 5. For vehicles turning right from Pleasant Street, how will drivers know to take the turn wider, so I don't end up turning into the cycle track?

R: We could probably place a bollard at the corner so that cars know they can't make that turn, and the cycle track would be painted green.

John Ross: I also like Option 5. I like keeping the trail at a continuous width. Unfortunately Option 5 ignores bicyclists traveling westbound on Mass Ave, and through traffic past the intersection in either direction. I think routing cyclists using the Minuteman to Water Street would be more viable.

C: I had a fairly serious accident on Pleasant Street. My plan had been to go on the Minuteman path. It's very . A car coming down Pleasant Street made a left turn in front of me. I assume he didn't have a good line of sight. I'd really just like to avoid that intersection. Is there a way to route the bikes around the intersection, and make a cut in the medians so we could get through? My last point would be to have good signage for bicyclists to point them in the right direction, using inbound/outbound language.

Joe Curro: Thanks for all of the work. One thing that struck me, concerning pedestrians, is the importance of the median strips. I noticed that only Option 3 included a crosswalk at Swan Place. Why couldn't this be implemented in all of these plans?

R: It's something we are considering, but it is a funding issue. Signals are expensive. Adding a crosswalk without a signal there would be tricky since cars don't always yield to pedestrian, and I'd be concerned that marking a crosswalk might provide a false sense of security. It's so close to other crosswalks, and to the intersection with many turning vehicles.

Adam Auster: I work on Water Street, so I go through this intersection a lot. I'm impressed with the scope of the ideas here, and I think it's great that we're not only considering the usual solutions. However, I'm concerned that there's no plan to have cyclists ride through traffic safely, as they do today. Especially for inbound traffic, which probably means looking at Water Street.. There's also a conflict at the northwest corner (Uncle Sam Park), where there's always a large number of pedestrians and bicycles waiting to cross. On the options that have bike lanes, what is the width of the parking lanes, and did you consider making these parking lanes wider?

Mike Tremblay: 7.5 to 8 feet, which is pretty typical. Generally people will use the amount of space you give them to park your car, so giving 9 feet or so could end up being wasteful.

Q: One of the problems with the pathway is that it's been disconnected for so long, so I think it's great that something is being done to fix it. How long would the diagonal bike crossing be? I'm concerned with pedestrians crossing diagonally. Also, would pedestrian phases remain concurrent or would they be push-button? I think options 4 and 5 are fantastic since they adhere to the desire paths. If you're a stronger cyclist, you can take the lane for a block anyway.

R: That phase is currently timed for 15-20 seconds, maybe a bit more. Pedestrian phases would remain concurrent, as it is planned right now. We are concerned with pedestrians crossing diagonally and we definitely don't want to create a more dangerous situation.

Roger Dempsey: I about the bike path. I like the two-way options, since the path is two-way. I'd like you to consider planting some trees to get some green back into the area.

Carl McKenzie: I bike and drive through the area quite a bit. I really like the idea of Option 5 for less experienced users on the bike path. I do like Option 3 because it offers the continuation of bike travel for those on the road. I like 5 better than Option 4 because it gets really cramped in there. I like not having parking in front of the bank because you don't have a lot of visibility coming from Pleasant Street.

Chris Porter: I like Options 3, 4 and 5. I'm like a separated path for the users of the path. I think 3 would be an acceptable compromise, and it only has one direction using the crossbike. In Option 5, would it be possible to cut the median down to 2 feet and have the outside lane on the westbound side of Mass Ave a little bit wider for a shared lane?

R: Typically a 4 foot median is the minimum we like to go, because of maintenance and for pedestrians' using it for a crossing refuge.

Robin Jones: You should also take a look at that intersection on Mystic Street that's a cut-through. When people are coming out of either the parking lot or Winslow Street, it can be very chaotic.

C: I'm a marathon skater, and number 4 would be very dangerous for me, because of the parked cars, since they'd think I was a runner, but I can't slow down as fast as a runner.

John: I was involved in designing the path about 20 years ago. I'd like to reiterate the questions about the data that we have, both for existing conditions and for proposed. I really stress the need to keep good through travel on Mass Ave. I suggest expanding the scope of the project a little bit to Mill Street, which already has a traffic signal. I'm also very concerned about the exit from the bank, since drivers need to look 3 different ways before crossing traffic. For me, option 3 is the most attractive. I'd like to see the bike box median refuge being pulled out into the travel lane.

Alan Moore: I bike along the path with my kids. I think you should keep in mind the reason bicyclists are using the sidewalks when they really shouldn't. I hope that 4 or 5, which gives the most traffic-free route, gets moved forward. Did you look at an option with one-way cycle tracks on both sides through the area?

R: It's a space issue, since a cycle track generally has a buffer between traffic and the bicycle traffic.

Bob Radochia: Great presentation. I could live with any of them since I'm not a cyclist. The timing of the lights has been greatly improved lately, especially for left turns. So that's been addressed. The northwest corner is just a corral of people, and it's never been a clean approach. I think you need more of a staging area for people to safely gather. I think losing parking spaces is the last thing Arlington Center needs, especially from 5:00pm on.

Jeremy Mendelson: I'm happy with what I see here. The signal timing is very long, and when cycle length is that long, people do things that are unexpected by other users. So I think that should be addressed. Signage is very critical, especially if something is new to people. It'd also be helpful to look into additional bicycle infrastructure further down Mass Ave, since it looks like the lanes are very wide.

Chris: I pass through this area mostly on foot, but I'd ask you to take a closer look at the traffic signal at Medford Street. It takes a long time for the ped phase to come up, and I often do other things.

David Watson: I feel strongly that we want to maintain the continuity of the corridors that are coming together here. I like the idea of the two-way cycle track, but I would like to see some more data on how people are

getting through the intersection on their bikes, how often people are using the sidewalks, etc. I think a lot of people are using the sidewalk in front of the bank in both directions. A lot of the driveway conflicts probably already exist today. The other major corridor is Mass Ave, and we're going to have bike lanes through East Arlington. I think it'd be a missed opportunity here to not continue those facilities, either with bike lanes or sharrows. The most complex problem is certainly the Minuteman here.

Phil Goff: Roughly half the options maintain some medians between Swan Place and Pleasant Street. What are the tradeoffs of maintaining the median vs. removing it? Where does the lighting and signage go?

R: The light poles would have to be moved to the outside of the roadway if a median was removed or narrowed to the point where it can't support lighting. We could remove the pedestrian-scale lights and replace the lights with higher lights, using the same posts. There's some cost to doing this. There are also some signs that'd have to be moved and modified. There's also definitely a character feel to a median, including traffic speeds and aesthetics.

Bruce Coolick: I'd say that connectivity with the path, Option 5 is the best. However, there's a 40 or 50-foot section of Swan Place where the path sort of stops. We'd also need to make sure we have proper wayfinding signs, including a distinction between Mass Ave and the Minuteman cycle track. I do like the option without the parking, and I thought replacing the lost parking by adding parking Mystic Street was an interesting idea. I also think the crosswalk at Swan Place is possible because on the Town Hall side of Mass Ave you have some unprotected crosswalks already. Also, the loop at the left-turn lane at Medford Street does not detect bicycles. You could also consider making Swan Place one-way to make some space for some bike facilities there.

R: My concern with the crosswalks is that, due to the proximity of the adjacent lights, cars would be traveling much faster. A crossing at Swan Place would be much closer to another intersection than the crossing that exists close to Town Hall.

Danielle: My concern is that this might be pushing the limits of NACTO, since it's not about mobility so much as access to a path. I want to make sure that special attention is given to pavement markings and signage.

Nora Smith: I live on Pleasant St, and I want to reiterate: Anything you can do to remedy traffic on Pleasant towards Mass Ave would be great; I say that as a cyclist and not a motorist.

C: I think we should have some sort of online public forum, where we could ask questions and have discussions about this project.

Jim: On Option 3, you show the crossing there at Swan Place. Could you wrap around the buildings there on the northeast corner of Mass Ave (Jefferson Cutter House area) and access the path that way? Using Old Mystic Street. That way you'd get all the cyclists out of the intersection.

Q: Could you describe the follow-up after this meeting?

Laura Wiener: We'll review the comments, and the committee will gather together and pick an option or a direction to go in. We will start the engineering of a single option, to be submitted to the Highway Division for their review. Construction is anticipated for 2013. We will have another public meeting after drawings have been submitted, and probably present one option at a selectmen's meeting.

Q: Once pedestrians start getting accustomed to crossing diagonally, I think people would expect a diagonal crossing the other way as well. My other comment is that right now, with all the different turns, it's a little hard for drivers, in terms of what lane you should be in and what signal head to look at. This is going to add a signal for the diagonal, which might make things more confusing.

Q: I second the people who say you need to keep it safely marked and clearly signed. Also, people should be able to ride on Mass Ave as well as the path. Also, how would cyclists access the crossbike?

R: The bike signal comes up with the left turns, probably on every cycle. You wouldn't need to press a button.

Q: Is it possible to declare the sidewalks as an extension of the path? Are the 10' turning lane widths legal?

R: Yes, 10' lanes are legal to have.

Mike Tremblay: The pedestrians should have a space where they know they won't be in conflict with the cyclists. One of the major complaints from pedestrians in the area is having cyclists ride on the sidewalks.

Q: I hope that you'll try to make this as beautiful as possible, including bushes and plants along the sidewalks. Do you have examples from other cities and towns where you got the idea of a diagonal crossing like that?

R: Not off the top of my head.

Q: I'd like you to consider the material you use for the paint. That'd reduce the traction in wet conditions.

Hugh McCrory: Would westbound cyclists on the cycle track have a light?

R: Yes, they'll also be going during that crossbike phase. The intent is that they'd have a red bike light until it's safe for them to cross.

Next Steps

A copy of the presentation given at the meeting described herein and these minutes will be provided to the Town for posting on its website. Community members with comments, questions or concerns are encouraged to contact Laura Wiener. Lwiener@town.arlington.ma.us, or 781 316-3091.

The Project Team will now begin to determine the most practical alternative for the area, based on the commentary provided by the community at the meeting summarized herein.

Appendix 1: Attendees⁴

First Name	Last Name
Christopher	Tonkin
Michael	Ruggieri
Julie	Sussman
Rachael	Stark
Daniel	Oates
Scott	Mullen
Laurence	McKinney
David	Watson
Andrea	Seek
Mark	Kaepplein
Nathaniel	Stevens
Andrew	Freeman
Carl	Wagner
Sean	Madden
Todd	Spivak
Phil	Goff
Angela	Alton
Adam	Auster
Frank	Zavaglia
Casey	Maynard
Daniel	Fraine
Richard	Cobbe
Elisabeth	Carr-Jones
Alan	Linov
Robin	Jones
Deborah	Douglas
Jill	Snyder
Bruce	Kulik
Roger	Dempsey
Emily	Snyder
Gina	Sonder
Ron	Sender
Stephan	Miller
Terry	Dash
Joe	Curro
Eric	Bourassa
Scott	Smith
Dan	Dunn
Susan	Stamps

⁴ Illegible entries are reproduced in the sign in sheets on the following pages.

Amy	Linne
Nora	Smith
Nanda	Repella
Jon	Ross
David	Dahlbacca
John	Cronin
Karen	Thomas
Glenn	Koenig
Hugh	McCroy
Jennifer	Le Hegaret
Jim	Lambrects
Joe	Barr
Matthew	Dorson
Heather	Mennier
Howard	Muise
Michael	Bush
John	Allen
Chris	Porter
Jeremy	Mendelson