Mount Auburn Street

A Complete Streets Project

Transit Public Meeting: Summary

February 15, 2018 – 6:30 PM to 8:00 PM

Watertown Free Public Library, 123 Main Street, Watertown, MA

Present

State Elected Officials

State Representative Jon Hecht
State Senator William Brownsberger

MBTA

Wes Edwards
Andrew Smith

Town of Watertown

Superintendent Gerald Mee, Dennis Sheehan and Matthew Shuman, Department of Public Works (DPW)
Steve Magoon and Gideon Schreiber, Community Development & Planning
David Sampson, Police Department

Watertown Town Council

Caroline Bays
Lisa Feltner
Angeline Kounelis
Anthony Palomba
Vincent Piccirilli
Mark Sideris

Mount Auburn Street Project Team

Bill Mertz and Michael Pompili, WorldTech Engineering (WTE)
Emily Christin and Nancy Farrell, Regina Villa Associates (RVA)

Mount Auburn Street Bus Priority Pilot Project Team

Ralph DeNisco, Stantec
Tegin Teich, City of Cambridge
Julia Wallerce, Institute for Transportation & Development Policy (ITDP)

Public Attendees

A list of public attendees can be found at the end of this document.

Materials (also available on project website)

- Presentation
- Mount Auburn Street Bus Priority Pilot Fact Sheet
- Road Diet Fact Sheet

Introductions

Nancy Farrell, RVA, welcomed attendees and thanked them for coming. She introduced Town of Watertown DPW staff and elected officials, MBTA staff, and the project consultants in attendance. N. Farrell mentioned the Coolidge Square Open House held on January 30, which attracted 100+ attendees. She said a lot of ideas and comments were shared at that meeting and a summary of those comments will be posted on the website soon. N. Farrell introduced Bill Mertz, WTE.

Purpose of Meeting

B. Mertz said the purpose of the meeting is to address transit issues on Mount Auburn Street, an element of the Mount Auburn Street Project that has not yet been focused on in a public forum, and to obtain feedback from attendees on their experience with transit. He said the project is looking for ways to inform the design process for long-term improvements to bus service, as well as short-term improvements that can be implemented in the meantime to increase ridership and reliability. He noted that the Mount Auburn Street corridor has multiple constraints within the right-of-way that present challenges related to bus service, which will be discussed in detail.

Complete Streets Context

B. Mertz reviewed the agenda and defined Complete Streets, which is the accommodation of all users within the corridor (pedestrians, transit, vehicles, and bicyclists). He noted that the last few meetings have focused on pedestrians, bicycles, and vehicles on the corridor. This meeting's focus is on transit, which he said is a major component of the study corridor that includes the MBTA Route 71 bus, which serves a wide range of stakeholders.

Transit Context/Operations along Mount Auburn Street

B. Mertz showed a map of the Route 71 bus route, which serves a wide variety of stakeholders such as schools, employers, and medical facilities. It is one of the MBTA's Key Bus Routes and in the top 15 busiest MBTA bus routes. He summarized the route's current schedule and ridership data.

B. Mertz showed a graphic of the bus stops along Mount Auburn Street, with larger dots representing stops with higher boardings/alightings. He presented daily and peak hour eastbound volumes by mode of transportation in Coolidge Square, noting that comparing the number of passengers in a car to a bus is complicated, and the data assumes an average occupancy of 1.2 passengers per car.

B. Mertz summarized feedback received at the January 30 Coolidge Square Open House about transit and noted one of the most frequently heard comments was a desire for bus stops to feel safe. He clarified the project team is not looking to make any major changes relative to bus stop locations at this point, only the possibility of slightly shifting some bus stop locations to increase safety and improve operations.

Transit Issues

B. Mertz presented a list of transit issues currently affecting the corridor, including bus stops that are not accessible to all users. There are competing interests within the corridor, and the design must try to accommodate all users within the fixed right-of-way, with the ultimate goal being to improve service, safety, and reliability along the corridor. He introduced Michael Pompili, WTE.

Tools for Improving Bus Service and Riders' Experience

M. Pompili summarized various tools that can be used to improve transit service and riders' experience. He showed examples of some tools that have been used in other areas, such as a real-time countdown clock in Cambridge. He noted the boards in the back of the meeting room show these tools in more detail. He also showed an example of a passenger loading zone that is ADA compliant.

M. Pompili described the difference between a near-side and far-side bus stop location. Far-side stops are the preferred design as they take up less space on the roadway and are safer because they encourage passengers to cross the street behind the bus instead of in front. He added that far-side stops allow for Transit Signal Priority (TSP), which will be described later.

M. Pompili said the current bus stop locations along Mount Auburn Street were identified in the Key Bus Routes Program in 2014 with input from the public. The project team is not looking at eliminating any stops and is only considering tweaking individual stop locations (such as revising a near-side stop to become a far-side stop).

M. Pompili described a Queue Jump Lane, which allows a bus to pass a line of stopped cars at a red light and to stop in front of the queue with a specialized signal that allows it to merge back into traffic ahead of the line of cars. He said a potential location for a Queue Jump Lane could be at Walnut Street where there is currently an underused parking lane. Another option is to restrict parking at certain hours of the day to provide a Queue Jump Lane, and to allow parking the rest of the day. He noted that Queue Jump Lanes can also be shared with bike lanes, as is being proposed in Cambridge as part of the DCR Mount Auburn Street/Fresh Pond corridor study.

M. Pompili briefly described TSP as a way to improve bus operations at signalized intersections but noted the MBTA will be presenting this concept in more detail. He showed an example of a Shared Bus-Bike Lane in Cambridge. This feature can work well in constrained areas with limited space.

M. Pompili showed a map of traffic signal locations along Mount Auburn Street, noting there are currently nine signalized intersections along the corridor. The team is looking into which intersections may be appropriate for implementing Queue Jump Lanes, TSP, and other tools for improvement based on operations at each intersection. M. Pompili introduced Wes Edwards, MBTA.

W. Edwards described how partnerships between municipalities and the MBTA are essential to improving transit service and showed a graphic of the partnership process. He said the BostonBRT program is a great example of municipal/MBTA coordination.

W. Edwards listed high-level categories of tools that are used for improving bus speed and reliability and described some examples of each category. He said many of these would require a city partnership to implement.

Transit Signal Priority

W. Edwards described how TSP works. When a bus pulls up to a traffic light, it sends a signal to the traffic light to remain green long enough for the bus to pull through or sends a signal to a red traffic light to turn green more quickly. This system speeds up the trip for passengers, improves reliability, and enhances On-Time Performance (OTP).

W. Edwards showed a timeline of the MBTA TSP Pilot Program, which has identified potential corridors for TSP, including Mount Auburn Street. The current timeline includes an implementation of TSP in 2019. He summarized the future goals and tasks of the MBTA TSP Program, which include "piggybacking" on other municipalities' TSP projects. He asked attendees to recommend any other cities and towns that they feel could use TSP. W. Edwards introduced Matt Shuman, Town of Watertown.

DCR Mount Auburn Street Corridor Study

M. Shuman summarized the DCR Mount Auburn Street Corridor Study, which was performed by DCR in 2016/2017. The study mainly focused on the section of Mount Auburn Street near Cambridge, with the goal of improving Route 71 and 73 bus service. He noted there was an extensive public process and shared a link to the study website.

M. Shuman showed a graphic of a service analysis done for the Route 73 bus as part of the study, noting the section in red is the worst service (Grade F). He then showed a map highlighting the study area and extent of the study.

M. Shuman noted the study developed short-term and long-term solutions. He said the focus of the improvements are to increase transit service and reliability and shared a graphic of transit recommendations from the DCR Mount Auburn Street Corridor Study. The study proposed a partial bus lane and Queue Jump Lanes. M. Shuman noted these improvements are not only beneficial to buses but improve overall traffic operations for vehicles as well since the buses are out of the way.

Short-Term Opportunities/BostonBRT Bus Priority Pilot Grant Project

M. Shuman summarized the Barr Foundation Grant. The Barr Foundation is a private, local foundation based in Boston with a variety of interests including climate change. Improving bus service can reduce vehicle emissions. Last year, the Barr Foundation posted a competitive Request for Proposals (RFP) looking for ways to implement elements of Bus Rapid Transit (BRT) technologies on a pilot basis as part of BostonBRT. The Town of Watertown, City of Cambridge and the MBTA partnered and sent in a proposal for a BRT pilot on Mount Auburn Street. The proposal was selected along with projects in Arlington and Everett.

M. Shuman showed a map of where elements of BRT have been implemented around the Greater Boston Area. He mentioned Julia Wallerce, ITDP, who is assisting with funding from the Barr Foundation, and Denterlein, which is assisting with communications. There is a fact sheet on the back table with more information.

M. Shuman said attendees may be wondering why they are hearing about a pilot taking place in

Cambridge. He explained that the grant will help develop a list of short-term and long-term recommendations for Watertown's share of Mount Auburn Street that may be implemented in the future. Also, the results and data collected from the pilot will be used to inform the Mount Auburn Street Project's design. As part of the pilot, there will also be short-term improvements, such as temporary markings and signal adjustments that will be implemented on Mount Auburn Street in both Cambridge and Watertown.

M. Shuman described what a pilot is, noting that a pilot is only temporary. He said it is only meant to be about one month long, but long enough to see the impacts and measure data. He doesn't have exact details yet, but it will include roadway markings, signs, and enforcement. The results and impacts to service will be measured quantitatively in addition to obtaining feedback from the communities and bus riders. He added the impacts to passenger cars operations will also be measured.

M. Shuman said the Town of Watertown was attracted to this grant for the opportunity to look at how implementing BRT elements in Watertown could work on a corridor basis. He mentioned there is a simultaneous study of Watertown Square for the Watertown Square Improvements Project as well. Between both projects, the Town of Watertown will have the opportunity to develop long-term improvements to increase service and reliability through the grant.

M. Shuman showed a map of the pilot project focus area, which is notorious for traffic congestion. He shared a grant schedule timeline, and how the pilot project will move forward. He said there is an internal process in addition to the outreach, in which the Town is coordinating with various departments such as public safety, enforcement, and making sure all parties are informed and on the same page. He added the outreach and education campaigns need to be extensive, so the public is aware of what the benefits are. He reiterated how there will be quantitative tracking of data in addition to public comments.

Discussion

N. Farrell opened the floor to discussion, and posted the following discussion prompts on the screen:

- *Do you ride Bus 71 on Mount Auburn Street in Watertown? What's preventing you from riding the bus?*
- *What improvements would encourage you to use transit more frequently?*
- *Where do you experience delays as a bus rider?*
- *Are bus stops conveniently located?*
- *Questions/suggestions for our team?*

N. Farrell invited the elected officials to comment first.

Town Councilor Lisa Feltner said she is excited for this study and asked for further clarity on the BRT pilot project. She asked if the pilot is including Watertown or if it is mostly going to be in Cambridge. Mr. Shuman said the pilot is focused in the short-term on Cambridge because Cambridge currently controls Mt. Auburn Street between Belmont Street and its intersection with Fresh Pond Parkway. The Mount Auburn Street Project needs to figure out how to transition into Cambridge's pilot because there will be impacts to Mount Auburn Street in the Cambridge area. He added that the Town has been encouraged to look at other intersections to pilot elements of BRT as well, and the MBTA and Stantec are going to review Watertown's other Mt. Auburn Street intersections as part of the grant that may potentially be included in

the pilot. They will also identify potential long-term solutions at each intersection that could be implemented as part of the Mount Auburn Street Project.

State Rep. Jonathan Hecht thanked the attendees for being at the meeting and said it is great to see such an interest in improving transit. He wanted to further clarify the changes that are happening around the Fresh Pond Parkway intersection. He said the modeling of that intersection included elements of partially dedicated bus lanes as well as TSP, which will not only speed up traffic for buses but for cars traveling eastbound towards Harvard Square as well as more people who are encouraged to take the bus. There will be geometric changes to tighten up the Fresh Pond Parkway/Mount Auburn Street intersection east to west to reduce the crossing length by eliminating a southbound lane or making a right-turn-only lane. This will allow moving the stop line for Mount Auburn Street further into the intersection and make the entire intersection more efficient. He added the signals will be retimed to allocate more time for east-west movement and less north-south movement during rush hours (which will improve east-west traffic on Mount Auburn Street). He also noted the extensive amount of input that has brought this project to where it is today, including from Aaron Dushku, Councilor Angeline Kounelis, and Joe Levendusky.

State Senator William Brownsberger said he is thrilled to see the amount of collaboration that is happening on this project. He and Rep. Hecht will continue working together to keep DCR funded and is looking forward to the pilot being done and developing long-term solutions.

Aaron Dushku said he is excited about this project, and he wished the feedback at the Coolidge Square Open House showed more than 20% of attendees listing transit improvements as their top priority. He said this has been looked at for a long time, including with Beverly Scott and the Massachusetts Department of Transportation's (MassDOT's) Arsenal Street Corridor Study, which he said should have been listed in the presentation. He said Watertown has been excited for BRT, but it was known the TIP project couldn't get a dedicated bus lane along with other elements that cannot be done in Watertown. He said there are only a few intersections worth entertaining these changes in and asked the project team to talk more specifically about what elements they plan to implement, as he feels the range of projects that can be done in Watertown is not very broad. N. Farrell said the team is not ready to give any specific answers yet, but noted the next steps include the BRT pilot, which will have its own outreach, and another open house event that will present a wrap-up of all the mode planning to date. There should be more information to share at that point.

Alan Epstein, a resident of Watertown, said the MBTA buses seem to have a rigid schedule that should be looked at. He often sees a huge gap of time between one bus and the next, then suddenly two buses will show up together. W. Edwards said this is certainly a problem, and there has been a lot of discussion at the MBTA about making buses faster and improving the schedule to maximize the number of passengers, but it is inevitable that a bus gets held up in traffic and creates congestion, with the resulting problem Mr. Epstein described. W. Edwards said the improvements presented tonight should alleviate this issue, and the pilot will be a great opportunity to see if these approaches actually work.

Brian Pollack said he is considering moving back to Watertown next year and wanted to advocate for the importance of public transit to citizens who are visually impaired or legally blind. He requested the project team take the opportunity to replace the old traffic signals with modernized signals with audible/vibrating signals for the blind and deaf/blind. He asked if this project is going to affect the end time of MBTA bus

service. The project team confirmed there are no plans to change the MBTA bus schedule, and audible ADA elements Mr. Pollack mentioned will be added when replacing the traffic signals.

Dusty Nealand said she commutes between Watertown and Harvard each day, and her employer provides a pass for the bus. On days she doesn't take the bus she likes to ride her bike, but never rides it on Mount Auburn Street because it is too dangerous. She said the presentation captured the key issues she currently sees on the corridor.

An attendee asked if the MBTA is considering buying new buses by 2022, and if there is any talk about wireless, electric buses. Andrew Smith, MBTA, said the MBTA is piloting a battery electric bus (BEB) program, and hopes that BEBs will be running in Watertown at some point. He said there are no plans to discontinue the current fleet, which was procured in 2004 and is only halfway through its useful life.

An attendee said he rides the 71 bus every day, and the signal timing improvements would be a huge help. He notices that during rush hour there are a lot more 73 buses than 71. A. Smith said Route 73 has a higher ridership than Route 71 (about 5,000 vs 3,000); however, the T is undertaking a service plan to look for community feedback on what future service should look like. He said this may provide an opportunity to entertain the thought of increased service on Route 71. The MBTA is currently maxed out at rush hour and it is obvious a lot of buses on Route 71 are packed and some people cannot get on. A. Smith said this is unacceptable to the T, and the service plan will evaluate Route 71 along with all other routes in the system to see if they are meeting the MBTA Service Guidelines. W. Edwards said the current timeline for the service plan is to conduct outreach this summer, and the T is beginning to talk to city staff in the next few months.

Jana Jacobson, a resident of Mount Auburn Street, said she represents a small population of people who are homeowners on Mount Auburn Street whom wish to be a part of the larger conversation. They wish to discuss the locations of the bus stops. She said a bus stop was moved in front of her house one day, and it blocks the pathway into her house. N. Farrell thanked her for her comment and asked her to please fill out a comment form and a member of the project team will reach out to her.

An attendee asked if the project team has any idea what the increase in ridership may be as service is improved. Rep. Hecht said the DCR Study showed a projected 5-8% increase. W. Edwards said this will be observed in the pilot project to hopefully give a better idea of what the increased ridership could be. The attendee said she is curious if the ridership could catch up to what it is in Belmont, which may help Watertown's case for more buses on Route 71.

An attendee said there is a bus stop located directly across his driveway, and he has to wait for the bus to load/unload passengers before he can exit his house. N. Farrell asked him to also fill out a comment form and include his address.

Nicole Gardner said she is new to town and asked if the project is taking into account the impacts to local businesses and the economy on Mount Auburn Street, as a healthy economic corridor is vital. N. Farrell said a lot of feedback from local businesses and homeowners was collected at the January 30 Coolidge Square Open House, and these comments will be posted on the website soon. She said the purpose of that open house was to speak specifically to that neighborhood's concerns and needs, such as parking and loading. She said these issues are being taken into consideration. Ralph DeNisco, Stantec, said he is

working on these pilots and it is the desire of the project to build in issues of importance to businesses/shoppers to understand the impacts to all users of the corridor. He said their job is to build more momentum for more BRT usage, and the project will take pre-counts and look at what work has already been done in each community. He said the team is still working on these measurements, but over the course of the year they will continue, and the results will be publicized. Tegin Teich, City of Cambridge, said she works for Cambridge but lives in Watertown. She said there has already been a lot of outreach to individual business owners from the DCR study, and the pilot will do even more over the next couple months, including talking with Strawberry Hill residents and large stakeholders like Mount Auburn Cemetery. She said there is a lot of social media outreach, in-person meetings, and Street Team efforts in which staff are on the ground talking to people on the street to take a well-rounded approach. N. Gardner said the team should take a proactive city planning approach and look at other cities' results who have implemented similar projects and if it encouraged a vibrant economy. Gideon Schreiber, Town of Watertown, said the Mount Auburn Street project is focusing on a lot of other components in addition to transit (which is just the focus of this meeting) including working with the town's economic development and zoning departments.

An attendee asked if the project has considered parking lots for people to park their cars who drive into Mount Auburn Street to take the bus. G. Schreiber said he will note the comment and look into this.

Adrian Gropper said there appeared to be more sophisticated traffic lights when he first moved to Watertown which sensed when vehicles approached, and they don't seem to be working anymore. He asked if the project plans to include modernized traffic signals. M. Pompili said the current signals have aged and the vehicle detection can stop working properly, causing the signals to act as if on a fixed timer. He said the project will upgrade every signalized intersection in the corridor with the latest technology, including vehicle detection and TSP capability.

Jon Bockian, Watertown Public Transit Task Force (WPTTF), said he wishes to comment on Complete Streets and balance of all types of transportation modes. He suggested that the priority should be moving the highest number of people through a given area in a given time. He said this probably favors public transit as buses can move the most people. M. Shuman said that is a good point, and the team has been struggling the past year to identify how to prioritize the corridor, and tonight's presentation shows transit is a large component of the corridor. M. Shuman added that the project will still take all modes in consideration, consider them in various combinations, and develop a plan to present to the public. M. Shuman added the recommendations will ultimately be brought to the Watertown community and the Town Council for approval. Sen. Brownsberger added that the DCR study focused on exactly what J. Bockian said, and the analysis is that bus lanes will move people faster.

An attendee asked about the timing of the changes Rep. Hecht described to the Fresh Pond Parkway intersection, and if all that roadway work needs to be done before the bus pilot. Rep. Hecht said the DCR study had a short-term piece and a long-term piece. The short-term piece is what is important to set up the right conditions for implementing TSP on the corridor, which does not involve a lot of moving of curbs/sidewalk work but is similar to the bus pilot work, such as restriping and putting up temporary barriers. The plan is to continue to do this work in close coordination with the schedule shown in the presentation tonight, and DCR has committed funds to the get the short-term work done in a timely manner.

Pilar Conde said she was unaware of this meeting and wanted to know how she hasn't heard of the previous meetings. N. Farrell said if she provided her email address on the sign-in sheet she will be added to the project email list to hear of all meetings. N. Farrell added the project has flyered the corridor as well. Another attendee said he heard about the meeting from a flyer on the bus.

Jason Cohen said he rides the 71 most days to work and is frustrated that the Transit app seems to be malfunctioning. A. Smith said he has heard a couple theories, and one is the new addition to the fleet with ADL systems not communicating with the app, and another theory is cold weather. He said the T is aware of the problem and knows that many people depend on it. He said the T needs to make an effort to make GPS feed more reliable from the buses and will look into it.

Syd Allen said he often sees an issue with the Route 71 bus hitting a dead zone after it pulls away from the stop and turns, causing another bus to have to push it. A. Smith said he will address this with the Power department at the T. S. Allen also asked when the T will begin allowing payments with smartphones. A. Smith said Automated Fare Collection (AFC) 2.0 is the plan to phase out the CharlieCard and accept other types of payment, such as tapping credit cards or a smart phone. He provided a brief background of AFC 2.0, and said the goal is to have it online by 2020 or 2021.

Allan Hunter said he's lived in Watertown for two years and a big frustration is the westbound traffic on Route 71 in the afternoon – he sees multiple Route 73 buses but has to wait 30 minutes to get on a Route 71. He said Route 73 might have a higher ridership because people get tired of waiting for the Route 71 and walk to the Route 73. He added that westbound traffic at Brattle Street is a bottleneck. A. Smith said the T needs to take a look at Route 71 headways and noted that all of this is constrained by the number of vehicles and operators available during rush hour, but there may be short-term solutions to address this. T. Teich said the DCR study looked at the Brattle Street intersection and is aware this is a high-crash intersection. She said the pilot does not have funds for major reconstruction but may be able to "T off" the intersection instead of it being a hard stop. She is interested in looking more at short-term solutions to improve the location, such as adjusting bus stop locations, and welcomes any feedback on what to consider.

An attendee said she takes the 71 bus on weekdays and drives her car on weekends. She asked if there could be more "Don't Block the Intersection" signs in place, because she often sees eastbound vehicles attempting a left-turn block the intersections and westbound traffic backs up. T. Teich said that is something she will look into, and there has been discussion about a possible left-turn-only lane. T. Teich said the attendee made a good point about westbound traffic as that has not been discussed much.

A participant asked how the AFC 2.0 system will allow homeless or cash-dependent populations to board MBTA vehicles. A. Smith said this is something the T takes very seriously as it must be a fair system. He said the MBTA is looking at locations to install fare vending machines on the streets in areas that have Environmental Justice (EJ) populations, but the planning is still in progress. The participant said low-income and minority populations often take the T long distances, so only placing the machines in low-income areas would not be helpful. N. Farrell said another idea being discussed is selling T cards on racks in stores like CVS throughout the whole MBTA service area. Another attendee said she feels that would be a huge inconvenience to low-income people. N. Farrell said her comment will be shared with the MBTA.

A. Dushku said he has been waiting a long time for the MBTA to roll out the bus service plan, and he

encouraged all attendees to spread the news about the service plan to their friends and neighbors as it is a golden opportunity for bus riders. W. Edwards acknowledged it's been a long gap since the last service plan. He said the MBTA has contracted a communications firm to assist in outreach to communities. A. Smith added that the MBTA has great data from buses collected over the past years on their routes, including Automatic Vehicle Locator (AVL) which can be used to optimize a bus route's performance.

A participant said it is disappointing to hear the attendees argue over obtaining more service on Route 71 and taking it from Route 73. She said we all take the bus and that is not good community spirit and asked if Sen. Brownsberger can speak to better funding. Sen. Brownsberger said the data shows both routes are grounded and during rush hours the MBTA is working at maximum capacity, with all buses and drivers they can afford. He said there is a long-term challenge of improving the service, but the fight is for more funding. A. Smith said the only way to reduce vehicle headways is to get more vehicles on the road, and unfortunately since the MBTA is working at maximum capacity, adding more vehicles to one route means taking it away from another. He said TSP should help with performance as well.

Harvey Steiner said he applauds this project and he has been working with Rep. Hecht and other residents for years now. He said one of the things the bus data does not collect is how many people get passed by a bus, which is especially an issue for routes coming out of Harvard Square. A. Smith said that is a good point and the MBTA must look at this and take it into consideration along with the other data.

N. Farrell thanked everyone for their comments and attendance and encouraged attendees to fill out comment sheets with answers to the discussion questions or send an email to the project team. She said she looks forward to the next open house and the project team will remain for a while for any further questions.

Public Attendees

Syd Allan
Jon Bockian, WPTTF
Craig Bourton
Deborah Boykan
Michele Brooks, Watertown TMA
Patti Cassidy
Tyler Catanella
Jason Cohen
Michelle Cokonougher
Andre Compagna
Pilar Conde
Brian Coppola
Grant Covell
Aaron Dushku
Sarah Eckstein
Susan Falkoff
Susan Flint
Elliot Friedman
Nicole Gardner
Arcady Goldmints-Orlov, MBTA ROC
Erin Gregory
Adrian Gropper
Nick Haddar
Megan Harrington
Morgan Hopeman
Allan Hunter
Jana Jacobson
David Kaine
Marsha Lenhoff
Sandy Leonard
Corey Lindemann
Maryellen M.
Matt Madicci
Richard McNally
James Mello
Julian Moore
Jamie O'Connell
Arun Sannuti

Lesley Schienfeld
Andrew Smith
Harvey Steiner
Linda Sternberg
David Stokes
Andrew Sumski
Theresa Swan
Abdul Taufiq
Penny Timperio
Ron Timperio
Karin Vandar Schaaf