

City of Cambridge

35.

IN CITY COUNCIL

May 3, 1999

COUNCILLOR SULLIVAN
 COUNCILLOR BORN
 COUNCILLOR DAVIS
 MAYOR DUEHAY
 VICE MAYOR GALLUCCIO
 COUNCILLOR REEVES
 COUNCILLOR RUSSELL
 COUNCILLOR TOOMEY

WHEREAS: The traffic calming design for Third Street calls for alternating the legal parking which is currently on one side of the street to slow traffic; and

WHEREAS: This plan will shift the parking on Third Street between Otis and Thorndike from the residential side of the street to the business/office side; and

WHEREAS: Residents have experienced concern because this plan will shift traffic 7½ feet closer to the houses; now therefore be it

ORDERED: That the City Manager be and hereby is requested to confer with the Assistant Director of Community Development to provide information as to the pollution impact on the residents of this move and as to whether having traffic 7½ feet closer will increase the potential structural damage to the building form trucks and buses; and be it further

ORDERED: That the City Manager be requested to investigate whether an alternating traffic pattern could be structured so that the parking can stay on the residential side of that block.

In City Council May 3, 1999.

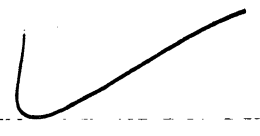
Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

D. Margaret Drury
City Clerk



MS

W/A The traffic calming design for Third Street calls for alternating the legal parking which is currently on one side of the street to slow traffic; and

W/A This plan will shift the parking on Third Street between Otis and ~~Third~~ ^{Thompson} ~~from the~~ from the residential side of the street ~~from the business/~~ ~~corner~~ office side; ~~where cars are~~ and

W/A ~~Residents are concerned with the~~
This plan will shift traffic 7 1/2 feet closer to the houses; and ~~now~~ therefore be a

W/A

Ordered: That the C.M. be + h.b. is requested to confer with the Assistant Director of C.D. to provide information as to the pollution impact on the residences of this move, ~~the~~ whether having traffic 7 1/2 feet closer will increase the potential of structural damage to the buildings for ~~cars~~ ^{trucks} and buses; and be it further

Ordered: That the C.M. be requested to investigate whether any alternating traffic pattern could be structured so that the parking ~~could~~ ^{can} stay ~~where it is~~ ~~on that block~~ and on the residential side of that block

TO: MICHAEL SULLIVAN

FROM: BETTY LEE SACCOCCIO 864-2643 - 625-6600 X 6970

RE: CURRENT CITY DEVELOPMENT PLANS.

DATE: April 29, 1999

*backup
do not
attach*

9 pages

The following pages consists of the written communication from the Community Development Office.

Omitted from the letters are the following concerns:

1. Environmental factors - regarding moving traffic closer to our first floor windows. Pollution impact study on such a move - regarding car exhausts and noise. The pattern calls for traffic to be moving 7 1/2 feet closer to our home and bedroom windows.
2. Potential structural damage to our home due to trucks, busses, fire engines and heavy equipment using the street.

I am requesting that the proposed traffic pattern be moved to the opposite side of the street. This move will not interfere with residents as this is the old Registry of Deeds Building.

I thank you for your attention and assistance.

1999 APR 29 P 2:20
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

BETH RUBENSTEIN
Acting Assistant City
Manager for Community
Development

Betty Saccoccio
55 Otis Street
Cambridge, MA

April 26, 1999

Dear Betty:

As we discussed on April 21, 1999, the traffic calming design for Third Street is the result of work done over the last year and a half at community meetings by residents, consultants, and City staff. The object of the project is to improve the safety and comfort of Third Street for residents.

The traffic calming project will reduce the speeds of vehicles on Third Street by introducing a number of changes to the street. The most significant changes directly related to your location are the shifting of parking between Cambridge and Otis streets and the raised intersection at Thorndike Street. Alternating parking from one side of the street to the other reduces speeds by breaking up the straightaway for drivers and is an important part of the overall traffic calming project. The raised intersection and the changes to parking will work together to reduce the speeds on Third Street in the vicinity of your house.

Throughout the design process, residents emphasized the importance of maintaining the existing number of parking spaces. This concern was critical to the final location of the parking shifts. We specifically looked at locations where parking could be shifted without decreasing the overall number of parking spaces. In fact, five spaces will be added on Third Street between Cambridge and Otis streets. Another six spaces will be added farther south.

In response to your concern about the changes in parking making it more difficult to access your garage on Third Street, I have discussed it at length with several people at the city as well as the consultants that helped design the traffic calming project. We sympathize with you that your driveway is at a very difficult location. However, we believe that the traffic calming project and the shifting of parking will not make your situation worse and will improve the safety of your access in several regards.

For example, reducing the speeds of vehicles on Third Street will improve the safety for everyone on Third Street accessing a driveway or parking space. Also, the changes to the southbound approach of Third Street at Cambridge Street will directly improve the safety of your driveway. Drivers coming southbound on Third Street will be in a single lane instead of two lanes attempting to merge into one as is the present situation. This will make it easier for you to focus on them and for them to see you since they will not be focused on trying to merge.

City Hall Annex
57 Inman Street
Cambridge, MA 02139
Voice: 617 349-4600
Fax: 617 349-4669
TTY: 617 349-4621

Michael Sullivan

In addition, the illegal parking on Third Street that you feel provides a buffer as you pull into traffic can make it difficult for drivers, particularly coming southbound on Third Street, to see you and for you to see them. Providing legal parking on the other side of the street will improve your ability to see southbound vehicles and their ability to see you.

In summary, the traffic calming project on Third Street will reduce vehicle speeds and improve your safety as a motorist and resident. We feel strongly that the shifting of the parking is an important element of the traffic calming plan and that removing it would compromise the effectiveness of the project. At the same time, we have considered your concerns and feel that although your driveway access will be slightly different under the proposed plan, it will not be more difficult than it is at present and will, in fact, be somewhat safer.

The other question that you asked about was the pay phone across the street. In order to request the removal of the pay phone, you should submit a request in writing to George Fernandes, the City Electrician at 147 Hampshire Street, Cambridge MA 02139. Mr. Fernandes staffs the Pole and Conduit Commission who will review the request at a public hearing, and decide if it should be removed. I will also let Mr. Fernandes know about your concerns.

If you have any questions or would like to discuss this further, please call me at 349-4655.

Sincerely,



Katherine F. Watkins, P.E.
Traffic Calming Project
Manager





**CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT**

BETH RUBENSTEIN
Acting Assistant City
Manager for Community
Development

Dear Resident:

April 12, 1999

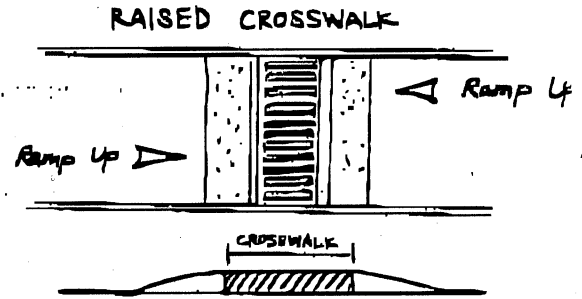
In the next couple of weeks road construction will begin on Third Street between Binney Street and O'Brien Highway to replace the deteriorating roadway surface. The reconstruction will include improvements that will make the street a safer place for people to walk, bike and drive.

The enclosed plan is the result of work done over the last year and a half at community meetings by residents, consultants, and City staff. The overall goals of this work have been to reduce speeding on Third Street and make it a safer and more pleasant place.

The reconstruction of Third Street will include the elements described below. These elements are known as traffic calming because they help to keep the traffic at an appropriate speed, which allows everyone to use the street more safely and comfortably.

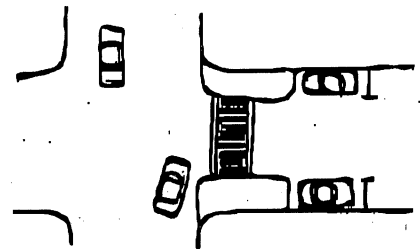
RAISED INTERSECTIONS AND RAISED CROSSWALKS

These devices bring the road up to the level of the sidewalk. They reduce vehicle speeds by acting as a speed hump (but are safer than old-style speed bumps you may have seen elsewhere, such as in parking lots). They make crosswalks more visible. People can walk straight across the street without having to step down to the level of the roadway and then back up on the other side.



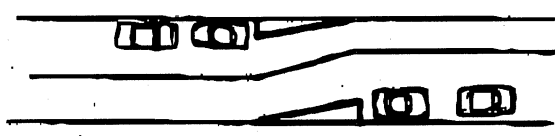
CURB EXTENSIONS

Curb extensions enlarge sidewalks at intersections. They make it easier for pedestrians and drivers to see each other, shorten the distance pedestrians have to cross and slow turning vehicles.



ALTERNATING PARKING

Alternating parking from one side of the street to the other reduces speeds by breaking up the straightaway for drivers as they travel down Third Street.



City Hall Annex
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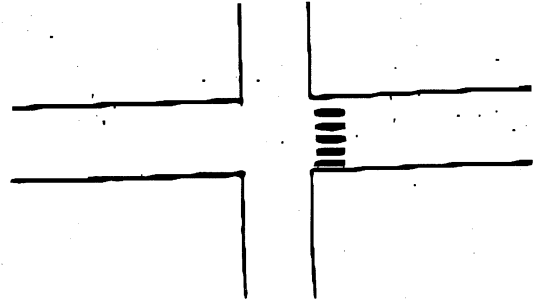
Michael Sullivan

ENTRYWAY TREATMENT

An entryway treatment alerts drivers that they are entering a residential area and can be created by planting trees that visually narrow the roadway. An extended entryway area is being created on Third Street between Binney Street and Bent Street. Brick curb extensions (6 feet wide on each side of Third Street) will be constructed and 19 trees will be planted. This area will physically and visually narrow Third Street, particularly for drivers approaching Third Street from the south.

IMPROVED CROSSWALK MARKINGS

All of the crosswalks will be "zebra type" crosswalks. These enhanced crosswalk markings emphasize the pedestrian crossing to both drivers and pedestrians. All of the pavement markings will use inlay tape, which is highly visible, reflective, long lasting, and not slippery.



PARKING

On Third Street we were able to add a total of eleven new parking spaces.

- Five spaces between Cambridge Street and Otis Street.
- Four spaces between Charles Street and Bent Street.
- Two spaces between Rogers Street and Binney Street.

TREES

As part of this project the City has funded the installation of 30 new street trees. These are in addition to the trees being planted as part of the entryway treatment at Bent Street. Provided that there are not any conflicts with underground utilities and that residents do not have concerns, trees will be planted in the locations listed below.

Between O'Brian Highway and Cambridge Street

14 Third Street, 19 Third Street, 25 Third Street, Fire Station, Sweet Touch, Maria's Sub Shop, 4 at US Trust Bank

Between Cambridge Street and Spring Street

2 across from the Court House, 3 at the Court House, 2 at the Trial Court of Commonwealth, 101 Third Street

Between Spring Street and Binney Street

52 Spring Street, 134 Spring Street, 153 Third Street, 156 Third Street, 171 Third Street, 175 Third Street, 180 Third Street, 186 Third Street, 193 Third Street, 252 Third Street, 275 Third Street, Worthington Place

QUESTIONS?

If you have any questions regarding the traffic calming project on Third Street, please contact Katherine Watkins at

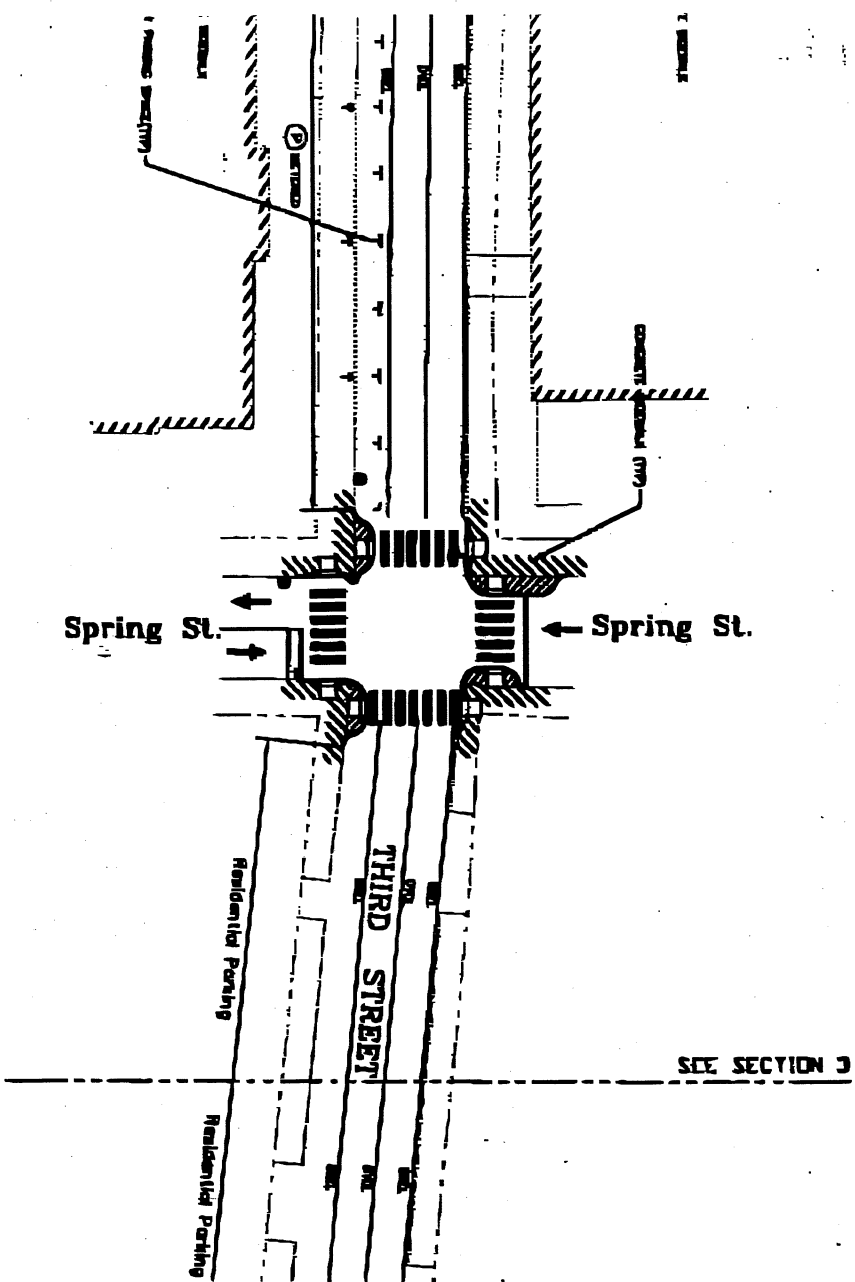
Phone: (617) 349-4655 Fax: (617) 349-4633 TTY: (617) 349-4621

Email: kwatkins@ci.cambridge.ma.us

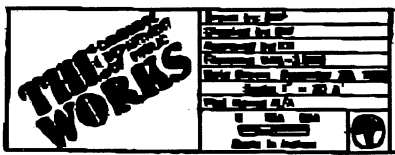
Mail: 57 Inman Street

Community Development Department
Cambridge, MA 02139

Michael Sullivan



Michael J. Blawie



**CH. 90 Third Street
Traffic Calming and
Pavement Improvements
Cambridge, Massachusetts**

Revisions:					
No.	Date	By	Check	Description	Sheet

Map Reference Sheet:	
Map Number:	File Name:



City of Cambridge

35.

IN CITY COUNCIL

May 3, 1999

COUNCILLOR SULLIVAN

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ORDERED: That the City Manager be requested to investigate whether an alternating traffic pattern could be structured so that the parking can stay on the residential side of that block.

Consent Order #35

220CM

Councillor Sullivan re: investigate whether an alternating traffic pattern could be structured so that parking can stay on the residential side of Third Street.

In City Council May 3, 1999

ORDER ADOPTED