

3. It appears to many people in the neighborhood that Huron Ave. has seen a high increase in traffic over the last three years. Again, this could be easily tested.

My observations are not methodic but do point to a combination of increased traffic, speed, and people in a residential area. The dreadful accident this week underscores the danger that has developed from this deadly combination.

I hope this helps in your upcoming deliberations. If I can be of any help please do not hesitate to call.

I also hope you are aware that we who live in the neighborhood know how much you have contributed over the years to making this area a wonderful place to live. Many thanks for all you have done.

Warm regards,



Thomas C. Putnam, Ph.D.

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Problems

① DO NOT respect crosswalks → don't stop
(even ~~Panel~~ I was stuck between traffic this week -)

② when one car stops and one attempts to cross, the other lane doesn't stop thus trapping people in middle of the street

③ also, because the cars are speeding so fast down the street they can't respond in time to stop suddenly when the car in front stops for pedestrians so we have fender benders

④ ~~commuters~~ ~~people~~ use Huron Ave as a speedway to avoid traffic on Fair Pond or as a short cut.

⑤ Also when a car is stopped for a pedestrian many drivers behind assume the car is stopped to take a turn to Gurney or Clinton and speed around the stopped car - as is

⑥ what happened with the 1040 on 10/20th.
Bans in road not effective - 2 destroyed within a 3 week period

Need ① Pedestrian traffic light

② Speed enforcement

③ signage to warn of heavy foot traffic
P.S. Bikes don't stop for pedestrians

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October 24, 1998

Councilwoman Sheila Russell
5 Hawthorne Park
Cambridge, Ma 02138

Dear Sheila,

Due to previous commitments I will be unable to attend the City Councils meeting of November 2, 1998 concerning the traffic problem on Huron Ave. I know that you are aware of the tragic accident on October 20, 1998. However, prior to this accident I began to monitor the problem as I planned to gather data before I contacted the appropriate city officials. I previously wanted to present data that might assist in finding a solution to this problem.

Since an accident to a child has now occurred I am afraid I am, "a dime short and a day late." However these observations may help contribute to finding a solution to this increasingly grave problem:

1. Since early September I recorded attempts to use the crosswalk between Cambridge Trust and Huron Drug. I usually walk my dog once or twice a day and simply went into Huron Village instead of going to Fresh Pond. On 46 occasions, while standing in the first third of the crosswalk, cars continued through instead of yielding. I also noted that in a large percentage of these 46 incidents a second or third car would follow the first car illegally through the crosswalk. On three occasions I was in the exact middle of the crosswalk when a car would barrel through.

A simple explanation would conclude that drivers are quite aggressive. This interpretation would certainly fit the generally accepted driving attitude in Boston. However, given the unusually high number (46 times) I wonder if drivers coming to that corner are aware that they must yield to pedestrians? Even with a sign I question whether all drivers are aware that a pedestrian, standing in the first third of the crosswalk, is in fact *in* the crosswalk.

2. Although I do not have a speed gun to test the pace of cars coming from Fresh Pond Parkway into Huron Village I can readily attest that they are not traveling at the posted speed of 25 M.P.H. I would guess that the average speeds are closer to 45 M.P.H. This hypothesis however could be easily tested.

Consent Communication #24 7035

A communication was received from
Thomas C. Putnam, Ph.D. transmitting
concern regarding traffic problems
on Huron Avenue.

In City Council November 2, 1998

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