



City of Cambridge

(Calendar Item No. 7)

-Agenda-Item-No.-10-

IN CITY COUNCIL

~~January 11, 1988~~
January 25, 1988

- WHEREAS: The Cambridgeport neighborhood is currently impacted by through traffic which is not destined for the neighborhood; and
- WHEREAS: Traffic in the Cambridgeport Revitalization District will increase in the future due to the University Park Project and other development in the City; and
- WHEREAS: The Final Environmental Impact Report for the University Park Project showed the need for roadway improvements to protect the Cambridgeport neighborhood; and
- WHEREAS: The Departments of Traffic and Parking and Community Development have submitted a Roadway Improvement Plan for the Cambridgeport Revitalization District which will provide new connections that will allow through traffic to by pass the Cambridgeport residential neighborhood; and
- WHEREAS: MIT will make available an easement for the rights-of-way necessary to construct the proposed Brookline to Sidney connector and the Waverly to Vassar connector; and
- WHEREAS: The City will apply to Federal and State funding programs including, but not limited to Public Works Economic Development Grant (PWED), Community Development Action Grant (CDAG) and Chapter 90 for funds to construct the roadway improvements; and
- WHEREAS: This City Council recognizes the City's commitment to provide funds to offset any short fall from the aforementioned sources required to implement the Cambridgeport Revitalization District Roadway Improvement Plan within a five to seven year time frame; therefore be it
- RESOLVED: That the Cambridge City Council hereby endorses the Cambridgeport Revitalization District Roadway Improvement Plan; and be it.
- ORDERED: That the City Council instruct the City Manager to set in motion a process to implement this plan and authorize the City Manager to apply for State and Federal funding for construction of the roadway improvements.

In City Council January 25, 1988.

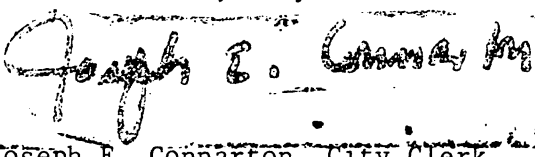
Adopted by a yea and nay vote:-

Yeas 6; Nays 1; Absent 1; Present 1.

Attest:- Joseph E. Connarton, City Clerk.

A true copy;

ATTEST:-


Joseph E. Connarton, City Clerk.

CAMBRIDGEPORT REVITALIZATION DISTRICT
ROADWAY IMPROVEMENT PLAN

The proposed University Park development has drawn attention to the need for roadway improvements in the Cambridgeport area. This Roadway Improvement Plan has been developed to not only address the impacts associated with University Park, but also the traffic growth associated with other development in the area and the city as a whole.

The Final Environmental Impact Report (EIR) for the University Park Project contained a number of circulation changes designed to mitigate the traffic impacts of the project. The City and its consultant have reviewed these proposals and made recommendations for improvements. This process has produced the Roadway Improvement Plan presented here and shown on the attached graphic. Although implementation of this plan will not solve all the area's traffic problems (specifically the intersections of River Street and Western Avenue with Memorial Drive) it will provide major improvements while minimizing the construction impacts to residents and businesses.

The Traffic Improvement Plan has been designed to discourage trips through the Cambridgeport neighborhood which result from vehicles using streets such as Putnam Avenue, Chestnut Street, and Hamilton Street as alternative routes to bypass the congestion on Memorial Drive, particularly during the peak vehicle demand in the evening. Traffic from the vicinity of the project will no longer travel southbound on Sidney Street from which access is easily gained into the neighborhood. Instead, vehicles are routed southbound on a one-way Waverly Street, which is more removed from the residential streets, to a connector roadway from Waverly Street to Vassar Street. This one-way connector will provide an outlet to Vassar Street via which, vehicles may access Memorial Drive. Putnam Avenue would be designated one-way eastbound between Sidney and Waverly Streets to prevent entry into the neighborhood.

Northbound vehicles from the B.U. Bridge and Memorial Drive would be routed via a new one-way road connecting the B.U. rotary to Sidney Street. Sidney Street will become one-way northbound as far as Pacific Street and then become a widened two-way facility up to Massachusetts Avenue. From Massachusetts Avenue Sidney Street will be extended to Main Street as part of a reconfigured Lafayette Square.

Albany and Vassar Streets will operate as a one-way pair from Massachusetts Avenue to Main Street. In the future should conditions warrant, an extension of Pacific Street from Albany Street across the railroad tracks to Vassar Street may be considered.

The Roadway Improvement Plan is summarized below and organized by the tentative year for construction of each element.

1989

- o Widen Sidney Street as a two-way roadway from Pacific Street to Massachusetts Avenue.
- o Make Albany Street and Vassar Street a one-way pair between Massachusetts Avenue and Main Street plus install required new traffic signals.

1990

- o Extend Sidney Street to Main Street as part of a reconfigured Lafayette Square.
- o Construct Purrington Street Extension as a southbound one-way roadway from Pacific Street to Erie Street.

1992

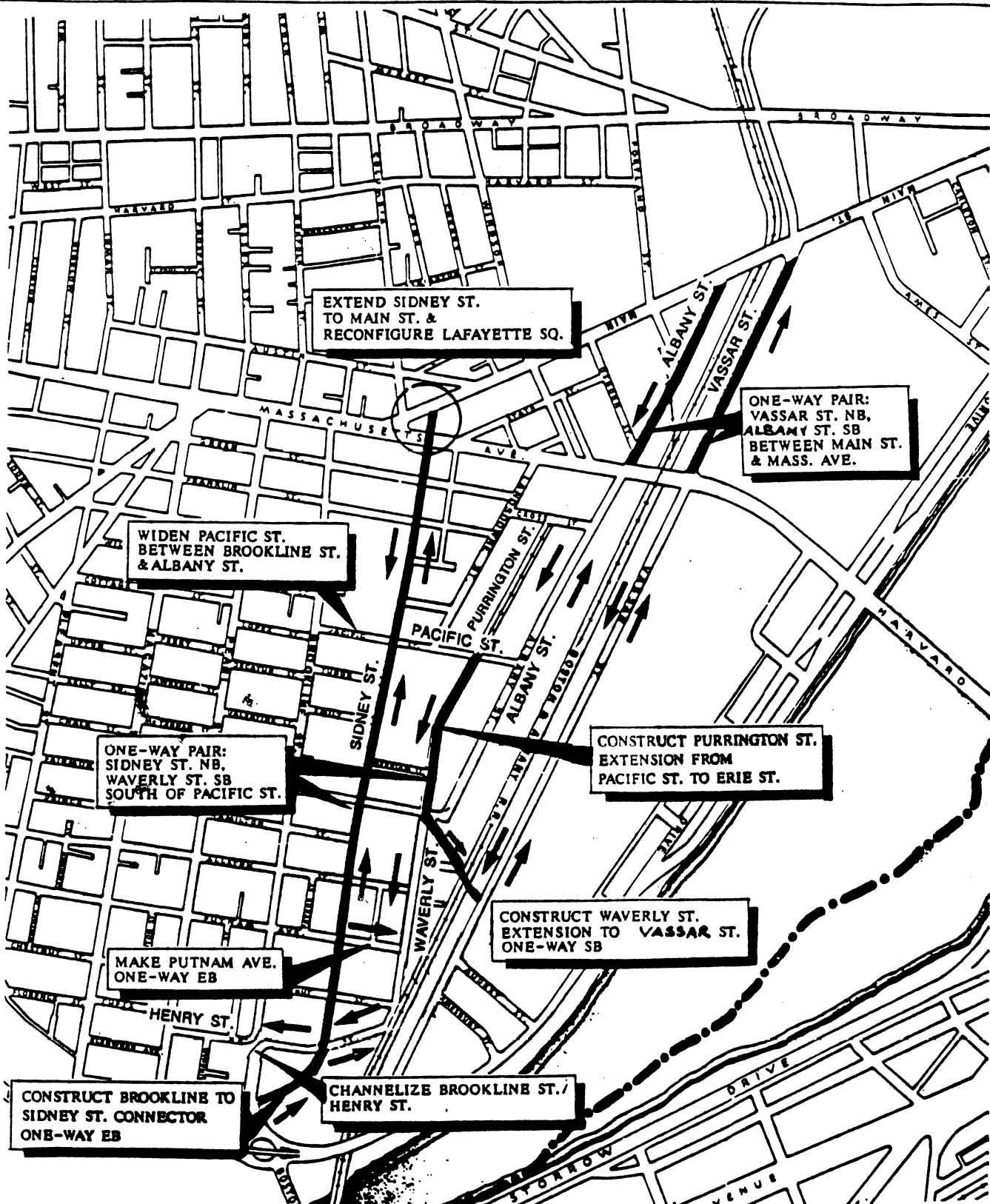
- o Construct a two lane one-way southbound connector from Waverly Street to Vassar Street.
- o Make Waverly Street one-way southbound from Erie Street to the new connector to Vassar Street.
- o Make Putnam Avenue one-way eastbound from Sidney Street to Waverly Street.

1992

- o Construct a two lane one-way northbound connector from the B.U. Rotary to Sidney Street and channelize the Brookline Street/Henry Street intersection to prevent through traffic from using Brookline Street.
- o Make Sidney Street one-way northbound from Henry Street to Pacific Street.
- o Widen Pacific Street between Brookline and Albany Streets.

Construction costs for implementing this plan will be in excess of five million dollars. M.I.T. will make available an easement for the rights-of-way necessary to construct the proposed Brookline to Sidney connector and the Waverly to Vassar connector. Street widenings within University Park will be coordinated with anticipated street closings so that exchanges of land and easements will be done in a cooperative manner. Every effort will be made to secure State and Federal funding to cover the cost of constructing all the proposed roadways. The City will provide any additional funds necessary to ensure that this plan will be implemented over a five to seven year period.

As part of the new zoning for this area Forest City is required to develop a phasing plan for University Park. This will be used to finalize the phasing plan for the roadway improvements. In order to ensure that a construction program can be implemented over the next five to seven years, preliminary design work should begin by the spring of 1988. This preliminary design work will help finalize the location of the new roads, determine more accurate cost estimates and establish the phasing plan. Although some discussions and other contacts have been made with state agencies, Conrail, and private landowners, extensive coordination will take place as part of the preliminary design effort.



Roadway Improvement Plan

Vanasse Hangen Brustlin, Inc.
Consulting Engineers & Planners
60 Birmingham Parkway, Boston, MA 02135

0 500 1000
SCALE IN FEET





City of Cambridge

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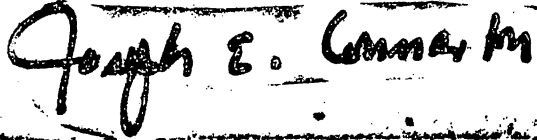
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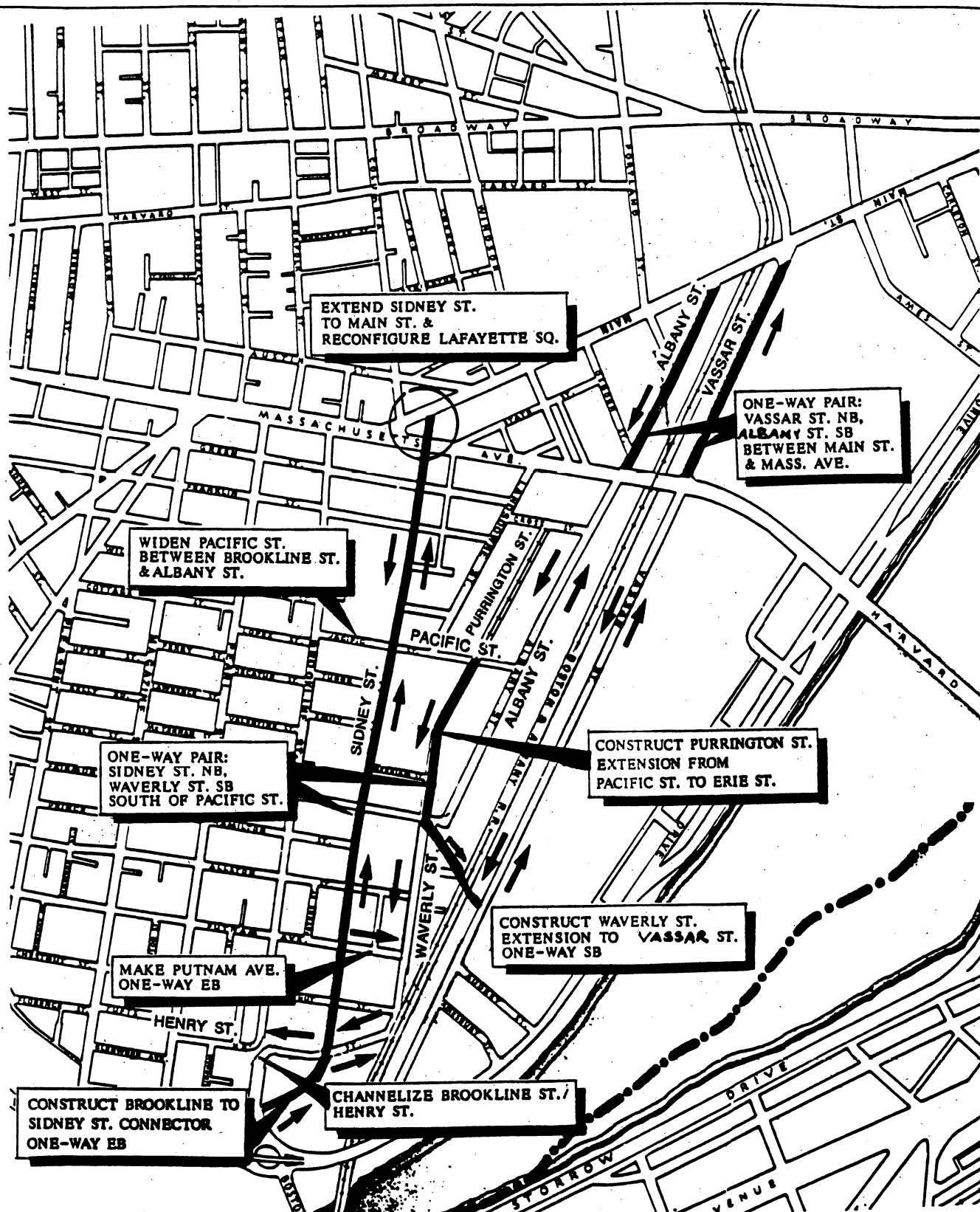
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Roadway Improvement Plan

Vanasse Hangen Brustlin, Inc.
Consulting Engineers & Planners
60 Birmingham Parkway, Boston, MA 02135

0 500 1000
SCALE IN FEET



City of Cambridge

MASSACHUSETTS

Charter Right #7

In City Council

Jan. 25 1988

C. Duehay - Moved Adoption of Resolution - Authorizing
City Manager Apply for State and Federal Funds.

	YEA	NAY	ABSENT	PRESENT
Mr. Thomas W. Danehy			✓	
Mr. Francis H. Duehay	✓			
Ms. Sandra Graham	✓			
Mrs. Sheila T. Russell	✓			
Mr. David E. Sullivan				✓
Mr. Walter J. Sullivan	✓			
Mr. William H. Walsh	✓			
Ms. Alice K. Wolf		✓		
Mayor Alfred E. Vellucci	✓			

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1

C.W. I.S.
MS
NR



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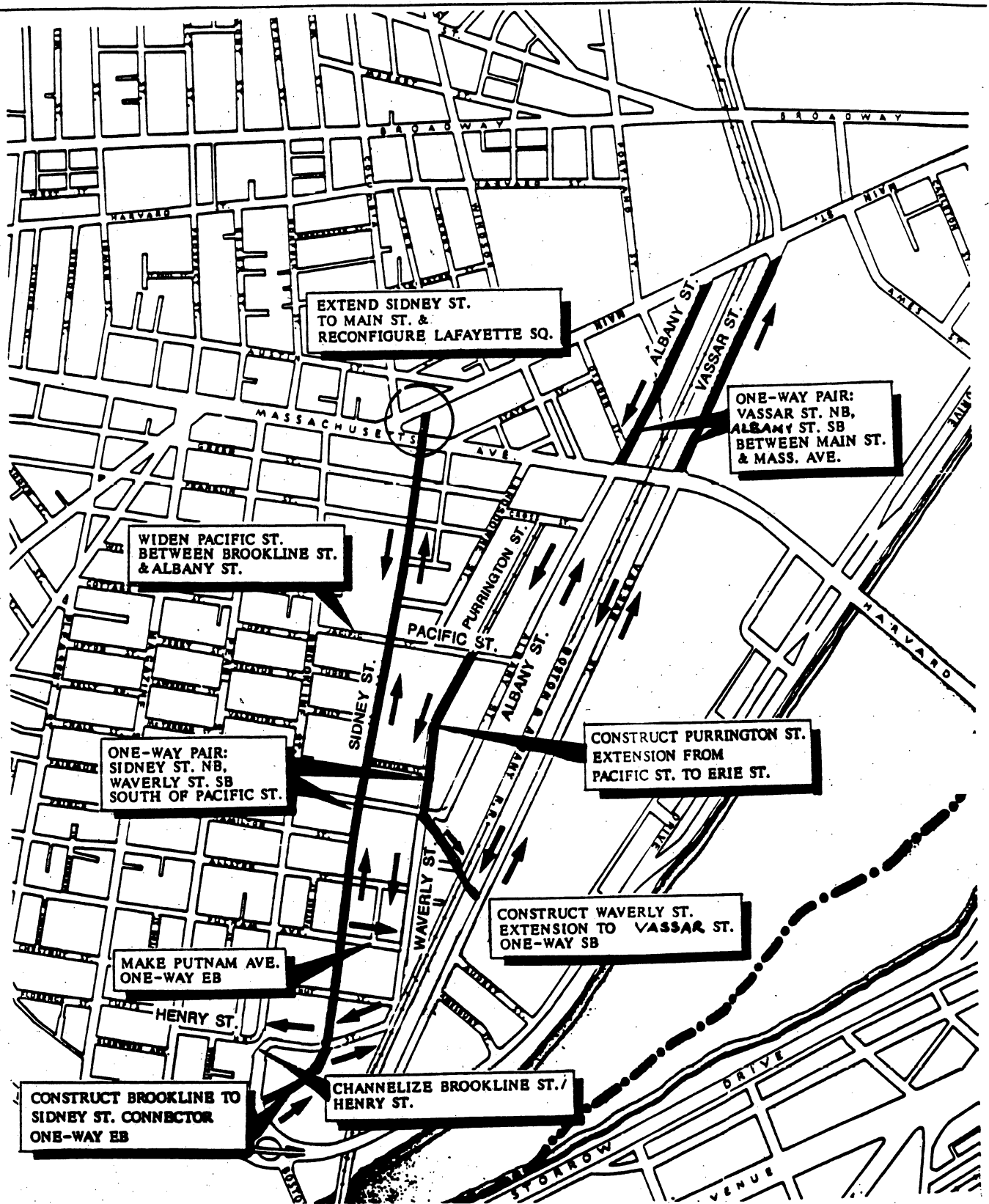
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SCALE IN FEET



Roadway Improvement Plan

City of Cambridge

MASSACHUSETTS

In City Council January 11 198 8

AGENDA ITEM NO. 10

RE: PROPOSED RESOLUTION CONCERNING THE CAMBRIDGEPORT REVITALIZATION DISTRICT ROADWAY
IMPROVEMENT PLAN

	YEA	NAY	ABSENT	PRESENT
Mr. Thomas W. Danehy				
Mr. Francis H. Duehay				
Ms. Sandra Graham				
Mrs. Sheila T. Russell				
Mr. David E. Sullivan				
Mr. Walter J. Sullivan				
Mr. William H. Walsh				
Ms. Alice K. Wolf				
Mayor Alfred E. Vellucci				

Ch. H. Mayor Vellucci



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139

TEL. 498-9011

EXECUTIVE DEPARTMENT

ROBERT W. HEALY

City Manager

RICHARD C. ROSSI

Deputy City Manager

January 11, 1988

To the Honorable, the City Council:

Enclosed for the City Council's adoption is a resolution enclosing the Cambridgeport Revitalization District Roadway Improvement Plan along with a copy of the plan.

Very truly yours,

Robert W. Healy
City Manager

RWH/mbf

Enc.

Re: enclosed copy of a proposed resolution
& copy of the Cambridgeport Revitalization
District Roadway Improvement Plan.

In City Council,

January 11, 1988

Order Adopted
Roll Call
6-1-1-1

Copy of order + plan sent to the
City Mgr., George Tess of Traffic,
+ Michael Rosenberg, Community
Development, 1/27/88 mch