

Ms. Clippinger then described proposed pedestrian enhancements. Nine crosswalks will be added, to reduce the average distance between crosswalks by over 150 feet. At all places where there is a crosswalk with no signal, there will be a median "refuge" for pedestrians. In many of the crosswalk locations, the sidewalk has been extended out approximately six feet. They will look at all signal times and phases to provide more walk time for pedestrians. The median will be eliminated in about half of its present locations. Where it is retained, it will be there either to provide a pedestrian refuge or to prevent unsafe left turns. An intermittent median will make the crosswalks more visible to motorists.

With regard to bicycle facilities, there will be bicycle lanes on both sides of Massachusetts Avenue. This will encourage bicyclists to use the street rather than the sidewalk. These bicycle lanes will result in the creation of a safer facility to make the various modes of transportation more organized.

There will be twenty-two fewer parking spaces along this corridor than presently exist. Staff has worked hard to keep as many spaces as possible. There will be more meetings on the landscape and urban design. There is an opportunity to add trees and benches and improve the overall attractiveness.

At Walden Street, the operation of the intersection has been changed to create a left turn lane. Another similar change has been made at Alewife Brook Parkway.

The Rice Street intersection will not be changed. The medians at the intersection will remain. The lane configuration and parking remain the same. At the Norris Street intersection, a crosswalk has been added. Residents have requested changing the direction of Norris Street and the Traffic, Parking and Transportation Department is working with residents on this issue.

At the Rindge Avenue intersection, the plan is to widen the sidewalk to narrow the crossing distance. The Beech Street intersection has received a similar treatment. The sidewalk on both sides has been substantially expanded to make the crossing distance shorter and the automobile turns slower.

Beth Rubenstein, Deputy Director of the Community Development Department, stated that it is very important that the sewer work go ahead. The sewer bid documents must be completed next week, and they include curb design and layout. There is still community work to be done on construction impacts and urban design aspects. Ms. Rubenstein noted that the City has been working with the community from the time it knew that this process would be going on. She believes the first meeting was in January, 1997. A lot of changes have been made through the group process.

Councillor Born stated that she has received eight letters regarding the project. They will be attached to this report as a part of the record. She asked Ms. Rubenstein what are the options for change at this time. Ms. Rubenstein stated that non-curb changes can be made, and probably a few feet of curb could be changed. Other changes would mean contract change orders which become expensive.

Councillor Born then invited questions from the public.

Peter Cignetti, 5 Theriault Court, stated that the most contentious issues are the loss of parking and the median strip. There are at least five intersections where median loss results in sidestreet access and nine intersections where it will take away safe harbor for pedestrians. These comments have come up over and over. Why haven't the changes been made?

Ms. Clippinger stated that these issues have been looked at and evaluated for safety and other considerations. The plan reflects what staff has heard from the community.

Margaret Ormes, 2561 Massachusetts Avenue, asked about the Alewife Brook Parkway intersection and how the design changes this. Ms. Clippinger stated that the left turns in the last block before Alewife will be better organized to operate more efficiently and perhaps reduce the queues slightly. It will not solve all of the problems.

Nancy Warreck, 5 Walden Street, asked whether there will be a negative impact from removing the median from the area in front of the senior center.

Councillor Russell stated that she held two meetings of the Elder Affairs Committee at Russell Apartments and Burns Apartments. Ms. Clippinger stated that there will be some changes in the signal at Walden Street, and the signal timing phasing will be re-examined. A crosswalk has been added at Blake Street on the senior center side of the intersection. It is unsignalized and there is a median refuge. They do not want seniors crossing where there is no intersection, and none of the seniors at the meeting wanted to cross where there was no intersection.

John Howard, 8 Cogswell Avenue, asked about the possibility of legal U-turns. Jerry Friedman stated that there will be one at Day Street and Edmonds Street, and an easy reversal option at Harvey Street. There was initial consideration of having more, but it would have required elimination of additional parking.

Cynthia Berrazzi, 45 Cogswell Avenue, stated that the rush hour traffic is backed up all the way up Walden Street, now it will be worse.

Lew Archer, 14 Concord Avenue, asked whether there was consideration of a left turn option on Massachusetts Avenue at Rindge Avenue. Sue Clippinger stated that it would require removal of parking and the need was not sufficient to justify that consequence.

Jack Oehary, Jack's Gas, stated his concern about the curb at Churchill Avenue, that it is too narrow for fire trucks. Ms. Clippinger stated that there is no change to the curb there.

Lisa Olsen, 40 Pemberton Street, asked whether the bike lanes will mean that the City will be eligible for additional bike funds. If the lanes are removed, would it eliminate funding options. Ms. Clippinger stated that she does not know.

Olga Millie, 10 Gladstone Street, asked how far the bicycle path is from the curbstone. Ms. Clippinger stated that where there is parking it is outside the parked cars.

Dan Franco, 2532 Massachusetts Avenue, stated that adding six feet to the sidewalk will make it very difficult to get into his driveway. Ms. Clippinger said that they will work with him to ensure access to his driveway.

Robert Hunter, 9 Harrington Road, asked whether Massachusetts Avenue is going to be cut down to one lane, and what will be the effect on snow plowing. Sue Clippinger stated that the Traffic, Transportation and Parking Department is working closely with the Department of Public Works to make sure that the plan will not keep the Department of Public Works from carrying out its responsibilities. No travel lanes are being removed from Massachusetts Avenue.

Davis Bass, 23 Norris Street, asked whether the bike lanes were going to be distinguished from the travel lanes. Sue Clippinger stated that the city will continue to work on design issues like this.

Valerie Speziak, Verna's Coffee Shop, asked how many parking spaces will be lost at her location. Sue Clippinger stated that two spaces will be lost in order to add a crosswalk.

Michael Brandon, 27 Seven Pines Avenue, stated that he has lots of questions. One is what accident and safety studies have been done and what observations have been done about where pedestrians cross now. Sue Clippinger stated that the consultants have pulled the accident data from the whole corridor. The highest number of accidents are from Rindge Avenue and Walden Streets. Most pedestrian accidents happen at intersections.

Carolyn Mieth, 15 Brookford Street, asked whether there is a study or report for when the median was installed. Sue Clippinger stated that she has not found such a report. Jerry Friedman stated that they have looked at the studies that are available about medians. Several talk about their usefulness in increasing speed, preventing illegal U turns and serving as pedestrian refuges.

Councillor Russell stated that she believes that the median strip was put in when the trolley tracks were taken up.

Craig Kelley stated that the bike lanes are used for double parking. How will that be enforced.

Sue Clippinger stated that enforcement will be done the same way as it is done throughout the city. The design does not increase double parking.

John Danehy, 37 Yerxa Road, stated that you cannot afford to take any space away from cars.

In response to a question about data on the safety of bike lanes, Cara Seiderman stated that hundreds of studies of bike lanes have been done. Evidence is clear that when you mark bike lanes, the accidents decrease.

Lucy Conant, 30 Richard Avenue, asked between Cameron and Churchill Avenues, what will be the width of Massachusetts Avenue. Ms. Clippinger said that there is no reduction from curb to curb except at the crosswalks where there is a bump out. It is an extension of the corner sidewalk where parking is illegal.

Councillor Sullivan asked what happens to pedestrian safety when bike lanes are installed. Ms. Seiderman stated that some studies look at safety for everyone and have found that safety for all increases. Police education and enforcement are very important.

Councillor Sullivan asked about Churchill Avenue and the potential of widening that area because of problems with emergency vehicles. Ms. Clippinger stated that the project is not looking at taking additional land for right of way.

Steven Hunt, 2267 Massachusetts Avenue, Flags and Banners, asked when the project will be completed. Mr. White described the schedule, which will be phased.

Vice Mayor Galluccio noted concerns about the loss of lanes and asked if there is any loss of lanes. Sue Clippinger stated that no lanes will be lost. Vice Mayor Galluccio asked whether the staff has taken into account obvious areas where there will be double parking, like St. John's when there are funerals. Sue Clippinger said that they have looked at this issue in connection with certain locations such as Pemberton Market. One cause is loading, so they are looking carefully at this issue.

Vice Mayor Galluccio asked if there are studies to show that with the loss of the median, people will go to the nearest crosswalk. Ms. Clippinger stated that it is not a wise use of a scarce space to accommodate jaywalking. He encouraged the collection of factual data on this matter. Sue Clippinger stated that staff has worked hard to have the crosswalks be reasonably spaced to encourage use. In addition, the different look of the crosswalk areas, with their median refuges, is expected to encourage pedestrian use and signal motorists to watch for pedestrians.

Susan Maguire, 125 Jackson Street, stated that she is happy that this meeting took place. Massachusetts Avenue looks really ugly without the medians. People will jaywalk.

Cynthia Smith, landscape architect, encouraged those present to look at the drawings of how Massachusetts Avenue will look after re-design.

James Quinn, 54 Haskell Street, stated that parking will be eliminated from in front of his office and Frank's Steak House and he would like to see it reinstated. He asked whether the city has the right to change these things without state approval. Stuart Dash stated that the Massachusetts Highway Department has reviewed the plans and will continue to do so. City staff can invite a representative from the State Highway Agency to attend one of the planning meetings. Sue Clippinger stated that a parking space has been added at Frank's Steak House.

Councillor Davis asked whether there is a commitment to make all the crosswalks safe. Sue Clippinger responded in the affirmative.

Marie Guzell, 44 Harvey Street, asked about the intersection at Massachusetts Avenue and Cameron Avenue, where the median was taken away. Why couldn't there be a median refuge.

Wayne Welke, 30 Dover Street, stated that he is pleased with the process and the plan. He asked why there are no new crosswalks between Russell and Day Streets. Sue Clippinger said that it is because there are no cross streets in that section.

Kate Mattes, Kate's Mystery Books, asked whether the sidewalks could be narrowed so that parking need not be eliminated. Steve White stated that sidewalk width varies along Massachusetts Avenue. He said that it would require very costly utility relocation. It would be a major undertaking.

Joe Joseph, 20 Columbus Avenue, Chair, North Cambridge Stabilization Committee, stated that he has asked for a survey several times. Why wasn't a survey done on the front end?

Sue Clippinger stated that nine community meeting were held and businesses along Massachusetts Avenue were all notified and visited. A survey was not done because the staff did not think it was the most appropriate way to get input.

State Representative Alice Wolf asked if the parking spaces could be made shorter to increase the number. Sue Clippinger stated that the new standard is twenty feet; the old was twenty four feet; so some have been reclaimed. Representative Wolf stated that to her, Central Square feels chaotic. Will Massachusetts Avenue feel the same way? Sue Clippinger said that it will not, the travel lanes are continuous down the corridor.

Councillor Born then read into the record letters received by the Committee. (Attached)

Councillor Born then invited public testimony.

Peter Cignetti, 5 Theriault Court, stated his disappointment that it was said at this meeting that changes cannot be made. The sewer separation project is needed. The problem is the wholesale removal of medians at intersections. The problem intersections are Richard Avenue, Churchill Avenue, Cedar Street, Cameron Avenue, Shea Road, Woodbridge Road, Milton Street, Walden Street and Hadley Street. Churchill Avenue will be a major problem. Porter Road and Beech Streets will also be problems.

David Bass, 23 Norris Street, expressed his support for the proposal. A few years ago, his mother was jaywalking across Massachusetts Avenue to get to Marinos. She tripped and fell on the median and broke her jaw. The median strip encourages jaywalking.

Lew Asher, 14 Concord Avenue, spoke in support of the bicycle lanes. As a pedestrian, he is less concerned with medians and more concerned with decreasing the distance to cross with the curb extensions. He spoke in support of fixing the traffic light cycles.

Craig Kelley, 6 St. Gerard Terrace, stated that he opposed the urban design aspects. People will jaywalk.

Charles Bahne, 224 Concord Avenue, stated that the project still needs major changes. When he first saw the plans, some of the crosswalks were dangerous. Someone who comes out of Milton Street is not going to go to the other side of Rindge Avenue to get to Pemberton Market. Traffic signals malfunction. Cars run lights. Refuges are needed. The process has been brief. It feels like city officials had a vision of an experiment that they wanted to do. This is too big an area for an experiment.

Joe Maltarese, 20 Rindgefield Street, stated that he has been coming to these meetings for a year. The staff has done a wonderful job. He is very happy with the results.

Councillor Born asked for a show of hands of those who do not intend to speak and are generally in favor of the project. Six persons raised their hands.

Councillor Born asked for a show of hands of people not intending to speak who oppose the project. Four persons raise their hands.

Michael Halle, 2 Westacott Court, Chair of the Bicycle Committee, spoke in support of the plan and the process. Speed is the biggest danger and the plan tries to slow the speed down.

Councillor Davis asked Cara Seiderman to share speed statistics. She did so.

Steve Kaiser, 191 Hamilton Street, stated that he had been to all the meeting except two. It is too late to change this project. He is disappointed in the process. He wrote a letter a year ago about U-turns and medians. Porter Square worked better because it had an advisory committee. The median is necessary to control unauthorized turns.

Chris Myer, 85 Clifton Street, city employee, expressed his support and stated that he believes people are tied to the media because it is there. The plan looks much better.

Doug Willen, 111 Milton Street, Arlington, member of the Cambridge Bicycle Committee and Arlington Bicycle Committee, spoke in support of this plan. He has been threatened and assaulted while commuting on his bike. The bike lane is a clear signal that bikes do belong on the road. Improvements at the Alewife Brook Parkway will improve the safety there. He urged the City Council to increase the fine for jaywalking; it is a real safety hazard.

Michael Hering, 81 Plaisted Road, Medford, stated that he used to live on Cogswell Avenue and still has ties to the area. He expressed his support for the plan. For 50 years America has been caught up with its dependence on the automobile. This plan brings back some balance. He reminded merchants that pedestrians and cyclists are customers too. A concrete median does not add much to aesthetics.

Stedman Bass, 29 Wide Street, Somerville, spoke in support of the bike lanes. He stated that he sold his car ten years ago and has been a cyclist and a pedestrian. The single greatest asset that an urban cyclist can have is a bike lane. It lets everyone know where to be. He stated his opposition to the sewer project. If Paul Revere rode on Massachusetts Avenue at 8:00 a.m. he would be run over in a second. In response to the suggestion that parking is tied to store profits, he said, no car has ever bought anything.

Douglas Kline, 10 Mellen Street, member of the Bicycle Committee, spoke in support of the plan. Medians only provide the illusion of safety; slowing traffic provides real safety. He emphasized the high level of public participation and stated that the Bicycle Committee enthusiastically supports this project.

Wayne Welke, 30 Dover Street, stated that he is strongly in favor of the plan. As a planner, he is concerned about piecemeal changes to solve individual problems. He disagrees with the decision to reopen the median at Columbus Avenue.

John Howard, Cogswell Avenue, expressed his strong support for the process and the plan. His feeling was that the public was listened to. The concerns that were raised were addressed.

Paul Myers, 51 Davenport Street, spoke in support of the plan. It is not perfect but it has a lot of benefits and is much better than what is there now. He thanked the city staff and especially Sue Clippinger.

Carolyn Mieth, 15 Brookford Street, stated that Steve Kaiser suggested that there could be a three foot median strip. She has not heard why the median was put there to begin with.

Don Previte, 2013 Massachusetts Avenue, stated that he would like to see more U-turn opportunities.

Paul Ellwood, 23 Woodbridge Street, stated that he is pleased with the quality of the plan. He participated in a lot of the meetings and felt like he had a lot of input.

Michael Brandon, 27 Seven Pines Avenue, stated that there have been some major changes since the last public meeting. None of the plans indicate where the curb cuts are going to be. He stated that he is opposed and disappointed in the process and the plan. The project should deal with the obstructed sidewalk at Midas Muffler.

Marie Guzell, 44 Harvey Street, stated that she was disappointed in the process. The area will seem more like Central Square. The trees and benches will be an improvement. She is opposed to cutting out the median strip.

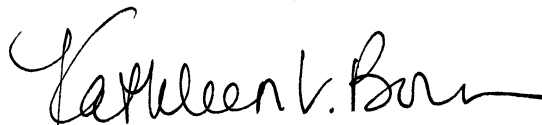
Michael Flynn, 28 Gurney Street, stated that the process has been good. City workers have sought public input and made changes in accordance with suggested changes. Medians encourage higher speeds. He urged support for the plan.

Joe Joseph, 20 Columbus Avenue, requested accident data and safety studies for the Monday hearing. The issue is not the number of hearings. There are many elderly people in North Cambridge. He submitted three petitions opposing the elimination of the median, the addition of bicycle lanes and reduction in parking. He said that the residents of Columbus Avenue want a cut in the median on Massachusetts Avenue at Columbus Avenue.

Councillor Born thanked all those present for their attendance.

The meeting was adjourned at 11:00 p.m.

For the Committee,



Councillor Kathleen Leahy Born
Chair

TO: Cambridge City Council

The city's plan for the renovation of North Mass Ave. is a good one.

Why? Because it will effectively turn what is now by all reckoning a unattractive and dangerous road (24 bicycle and 8 pedestrian accidents during the past 3 years) into one that is more visually attractive and safer for all kinds of travelers, whether motorist, pedestrian or cyclist.

Safer, first and foremost, for pedestrians. Currently, with the presence of a continuous concrete median Mass Ave. is raceway that belongs to the quick and the strong and is ill-suited to navigation by the elderly, the handicapped and young children. With the availability of more marked crossings, those without signals having safety islands in the middle of the road, and curb extensions, which narrow the crossing by 10 feet, these less mobile people will be able to cross the avenue in greater safety. (And I should add, the number of elderly is going to increase significantly early in the next millenium.)

The removal of a number of parking spaces is to make room for these curb extensions and crosswalks. Would anyone want to trade safe street crossings for parking spaces? *22 less, says Clippinger*

Those who argue for the retention of a continuous median only encourage dangerous jay-walking, notwithstanding some perception of convenience, inviting pedestrians to dart out from between parked cars to cross the street, an action which causes more than one-third of all pedestrian/motor vehicle accidents.

The presence of bicycle lanes will provide greater safety for the many cyclists who travel down Mass Ave. The inclusion of these lanes, together with the curb extensions will narrow the travel lanes, which together with strategically placed median barriers (or safety islands at marked crosswalks) and other visuals such as tree plantings will encourage drivers to observe posted speed limits, safer for themselves as well as cyclists and pedestrians.

Finally, I imagine myself in the position of a store owner on the avenue. I would be quite anxious about the disruption of business while Mass Ave is being torn up and reconstructed. That can't be helped; the law says it must be done. However, I would look forward to the day when the avenue becomes a more attractive, more people friendly place, and, therefore, more inviting to potential customers. That vision I would find appealing!

These informal comments supplement my more formal letter to the Council

*Ted Hamann
106 Holywell St.
Cambridge, MA 02138*

1429 Cambridge Street, No. 1
Cambridge MA 02139
March 24, 1998

Councilor K. Born
Cambridge City Council
Cambridge City Hall
Cambridge, MA 02139

Re: North Massachusetts Avenue

Dear Councilor Born:

With the growing controversy about the reconfiguration of Massachusetts Avenue between Porter Square and Alewife Brook Parkway, I wanted to share some of my thoughts in support of this project.

As an architect, I believe you have a keen understanding about the design issues involved. Also, I believe you can appreciate the design process to date, especially the public participation element.

The sewer construction gives the city a once-in-a-lifetime opportunity to rethink the streetscape, lane configurations, and crosswalk locations. As a member of the Cambridge Bicycle Committee, I have the opportunity to study the plans in detail. I have also heard other committee members tell of the numerous public meetings at which the current plans developed.

I believe the current plans represent a very good integration of the various traffic elements: pedestrian crosswalks, motor vehicle lanes, bike lanes, bus stops, parking, median islands, and signalization. No one plan could please all interests. Unlike the wide arterials found in the West and South of the U.S., Mass. Ave. has a limited right-of-way. Still, I believe the current plan is a vast improvement.

As I see it, the benefits include:

- improved crosswalks, most (if not all) with an island in mid-street;
- continuous bike lanes (note that Mass. Av. has the highest incidents of bike accidents, and that bike lanes are effective in minimizing conflicts between bikes and motor vehicles);
- removal of the ugly continuous center island; and
- various improvements at intersections.

In short, it is a plan that accommodates all modes of travel: transit, pedestrian, biking, and motor vehicle.

Councilor Born
March 24, 1998
Page 2

Finally, I would like to emphasize the public participation process to date. In Cambridge, I believe we are fortunate to have City agencies that provide opportunities for the public to come out, get a thorough briefing, and make their opinions known. And, generally this input is included in the final plans, to the extent possible. (This is not the case in all communities!)

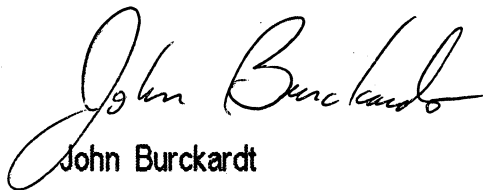
From what I understand from fellow Committee members, this project has had many opportunities for public input. And, most importantly, the current plan reflects that input.

At this time, some have come forward in opposition to the current plan. As you know, no one plan can satisfy everyone in this diverse city!

I would ask that you keep an open mind to all opinions, consider the unique opportunity at stake, and study the current plan in detail. I believe you will find it a sound compromise. Though it may not please everyone, I am confident that it is about as good a plan can be, given all the constraints and diverse interests.

I urge your support of the current plan for north Massachusetts Avenue.

Sincerely,



John Burckardt

4/8/97

City Clerk
City Hall
795 Mass. Ave.
Cambridge, MA 02139

Dear Councilor Born:

I was recently informed of the plans to modify Mass. Ave. from Porter Square to the Alewife Brook Parkway. I commute to work by bicycle each and every day. I also perform many errands by bicycle. Any alteration that would promote cycling and calm traffic in Cambridge would significantly improve my neighborhood "experience".

By "experience" I mean that human beings, moving at a normal human pace, not surrounded by metal and speeding by in a blur of engine exhaust, tend to interact more harmoniously with one another through closer, more truly physical contact. People nod to one another, brush closely past strangers. Familiar faces can be spotted. Dogs often bring their owners together into conversation. Policemen, conversing with bystanders, become less threatening and more approachable. This harmonious contact enhances the pleasure of shopping, eating, and otherwise making use of space surrounding the businesses, residences and parks of the neighborhood.

I believe that the intended improvements to traffic (foot, car, and bike) will be a significant and impactful step towards achieving this desirable neighborhood experience through the creation of bike lanes, addition of crosswalks and other steps to calm traffic through this area.

I hope you along with other council members will continue to support and see this project through to its completion.

Yours truly,



Zac Imboden
Cambridge Resident

LARISSA V. BROWN

42 Madison Avenue, Cambridge, MA 02140

Phone/Fax 617.491.4717

6 April 1998

Kathy Born
City Council
City Hall
Cambridge, MA 02139

Dear Councillor Born:

I am writing to voice my support for both the planning process and the substance of the traffic and pedestrian improvements planned in conjunction with the sewer replacement project for North Massachusetts Avenue.

The planning process was exceptionally open and inclusive. A large number of meetings were held, giving ample opportunity for residents to attend. (I attended two meetings.) Residents were given sufficient advance notice of meetings both by mailings and by large boards stationed along Massachusetts Avenue. The meetings included interactive workshop sessions in small groups as well as discussions of the whole, giving participants the opportunity to focus on the smaller segments of the project that might be of special interest as well as the entire project. Participants were also encouraged to make their questions and preferences known through written surveys, and city staff freely gave out their phone numbers for further contact about the project. In addition, there was a mailing to all residents in the neighborhood containing a drawing and explanation of the preliminary plan, which provided yet another opportunity for people who had been unable to participate in the meetings to become informed and to let the city know -- through attending the remaining meetings or by direct contact -- if they had any questions, concerns, or suggestions.

I also support the improvement plan that emerged from this process. As you know, North Massachusetts Avenue is a multi-use arterial that serves a variety of populations and purposes. Any design will necessarily require compromises. The present design of the street is more oriented towards cars and trucks than to any other users. In my opinion, the planned improvements provide a better balance among pedestrians, motorized vehicles, and bicycles, while preserving sufficient on-street parking. The elimination of the median, except at (more numerous) crosswalks where a redesigned median will serve as a pedestrian refuge, will discourage excessive speeds -- as many studies of the effect of medians on traffic have shown. The bicycle lanes serve the City's policy interest in encouraging more multi-modal transportation options by making bicyclists feel safer and by making drivers pay more attention to them. Although small businesses have legitimate concerns about access and parking during construction, their issues can be resolved through careful planning of the construction process. Ultimately, they will benefit from a more functional and more attractive street.

I think this plan will benefit my neighborhood as a whole, and I hope that even more streetscape improvements can be added to the project. I often walk and drive this street and I am pleased that the City has taken the initiative to include these road improvements to the sewer replacement project which we will have to suffer through in any case.

Thank you for your consideration of my views.

Sincerely yours,



Larissa V. Brown

21 Fairfield Street
Cambridge, MA 02140

April 7, 1998

Councillor Kathleen L. Born
Cambridge City Council
795 Mass. Ave.
Cambridge, MA 02139

Dear Councillor Born:

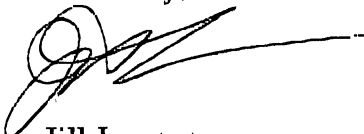
I am writing to express my support for the planned reconstruction of Massachusetts Avenue, between Porter and Alewife. Due to a previous commitment, I am unable to attend the Community meeting to discuss this matter on April 8, and I hope you will be able to convey my sentiments to the meeting.

I live on Fairfield Street, off Rindge, near the Pemberton Market, and I bike from home to work every day. I teach at Boston University, and my commute takes me along Massachusetts Avenue all the way to the river, where I take the river bikeway. The Massachusetts Avenue part of my commute is by far the most treacherous. The lack of a marked bike lane means that cars, oblivious to bicycle traffic in even the best of circumstances, are entirely unaware that bicyclists have a right to ride on the road. The planned reconstruction of Mass. Ave., with its marked bicycle lanes, promises to ensure the safety of both bicyclists and motorists, giving bike riders a clear route in which to travel, and alerting motorists to their presence.

Of course I also drive my car, walk my dog, and do most of my shopping and other errands on Massachusetts Ave. In many ways, I am the prototypical multi-purpose user of the road, and I believe I speak for many of my neighbors in supporting this plan's attempt to allow for smooth traffic at safe speeds, combined with increased crosswalks and enlarged sidewalks for pedestrians. Adopting this plan will make North Cambridge a better neighborhood, and a better place to live. As a homeowner in the area, I am strongly committed to this vision, and, most of all, to its critical emphasis on making Mass. Ave. safer, and more pleasant, for bicyclists and pedestrians.

Thank you very much for your consideration, and I hope you will work actively to insure the passage of this plan.

Sincerely,



Jill Lepore

Jill Lepore

Subj:
Date: 98-03-12 14:11:22 EST
From: reth@meditech.com
To: KER340@aol.com, KTCouncil@aol.com, KathyBorn@aol.com, henridavis@aol.com

-498 Green Street
Cambridge, Massachusetts 02139
March 12, 1998

Members of the City Council:

I have received a copy of the letter sent to you by Charles Bahne, a fellow member of the Cambridge Pedestrian Committee, and strongly object to some misstatements of fact in his letter.

When the TAMS Consultant, Jerry Friedman, appeared before the committee, he stated very plainly that the consultants and city staff had not yet met to resolve outstanding issues resulting from the public meeting; and therefore he could not speak to those issues. Mr. Bahne got very upset and demanded that Mr. Friedman tell us now whether the changes were or were not going to be made. When Mr. Friedman started to respond, he was cut off by Mr. Bahne. My perception was that the line of questioning was destructive and I was embarrassed by what was happening. I believe that the majority of committee members felt similarly. Mr. Bahne went on to motion that we get somebody to appear before the committee who knew the subject better. No one seconded that motion. If what Mr. Bahne wanted was an update on where the city stood on a particular aspect ASAP, he could have gotten probably unanimous committee support to have someone who knew its status call him the next morning. Mr. Bahne's actions were not what someone who is in control would want to do.

Another member abruptly motioned that we drop the topic altogether and move to the next agenda item. It was quickly seconded. I took a vote on the motion, and it was passed by a large majority of the citizen members of the committee. The uncivil tone of the discourse made progress impossible. We had not finished the discussion.

In his postscript, Mr. Bahne says that this is the first time that the plan was presented before the Pedestrian Committee. This is incorrect. We had discussed it extensively in the fall, and Mr. Bahne was reminded of that recently. I do not know why he continues to make such a claim.

I am more upset by Mr. Bahne's letter to the chronicle. He's calling jay walking "de facto crosswalks". What a euphemism! I find it hypocritical and chauvinistic that we as pedestrians expect to wander around crossing Mass Ave without any regulation, and yet we're constantly screaming for police to arrest bicyclists for similar infractions. We cannot and should not have it both ways. I have stated publicly that creating more crosswalks, and encouraging pedestrians to use them to cross was one of the big benefits of the new plan. I stand by that judgement. If we as a city are not going to encourage and help pedestrians to follow the law in going about the city, it is frivolous if not mean spirited to vigorously prosecute similar bicycle infractions.

Finally, I'd like to point out that the "us versus them" mentality that Cambridge seems foster, and that is apparent in this case, really does not reflect the reality of the situation for many of Cambridge's citizens. I am a pedestrian, the chair of the pedestrian committee, and I walk a lot. I walk to

most of my destinations around Cambridge- my grocery shopping, bookstores, the universities - BECAUSE THEY ARE WITHIN WALKING DISTANCE. I live in Riverside. If I have an errand in North Cambridge or in Arlington, I don't have the time to walk. I could drive, but it's against my principles if I can avoid it. I could walk part way and take the bus. But I could also bicycle, and in fact, that is my usual preference. Bicycle lanes would be very nice for me, and for everybody else in Cambridge who lives too far to walk and who does own a bicycle.

I urge you, the city councillors, to eschew this ugly "us versus them" mentality, and do what is best for Cambridge and its citizens. The plan has been carefully crafted, with not only community input, but with directions from you, the city council. It is a good plan, that may still need some adjustment (notably at Rindge Ave). I hope it gets your approval.

Sincerely,

Tom Reisz

P.S. I have not taken a poll of committee members, and therefore feel that I cannot speak for the Pedestrian Committee. I am the chair of that committee.

Headers

Return-Path: <reth@meditech.com>

Received: from relay09.mx.aol.com (relay09.mail.aol.com [172.31.109.9]) by air15.mail.aol.com (v40.7) with SMTP; Thu, 12 Mar 1998 14:11:22 -0500

Received: from meditech.com (mailsrv.meditech.com [198.114.215.17])
by relay09.mx.aol.com (8.8.5/8.8.5/AOL-4.0.0)
with SMTP id OAA27702;
Thu, 12 Mar 1998 14:10:07 -0500 (EST)

From: reth@meditech.com

Date: Thu, 12 Mar 1998 14:08:38 -0500

To: KER340@aol.com, KTCouncil@aol.com, KathyBorn@aol.com, henridavis@aol.com

Message-ID: <980312648.OA491567@meditech.com>

Subj: median strips
Date: 98-04-04 12:49:43 EST
From: nippgail@nlg.org (gail pendleton)
To: kathyborn@aol.com

thanks for holding more hearings; i can't make those either because i often work late. it is this very reason, however, that i worry about the median strip elimination. i live at 42 madison ave., the north cambridge section wedged between grace and rte 16. when i'm leaving downtown after 8:30 or so at night (which happens all too often) i prefer to get off the red line at harvard and take the bus to my stop right before rte 16; it feels safer than getting off at alewife and walking through the empty parking lots or fields there. it's literally impossible, however, to cross the street without stopping at the median strip. cars just pay no attention to the pedestrian crossing markers and the lights at rte 16 are designed to minimize times when people can cross the street without getting hit by a car (you probably are intimately familiar with these lights, but just in case: when the straight flow traffic is stopped, other traffic is turning; the only way to stop all traffic is to press the button and wait several minutes. the buttons, of course, are at the intersection of rte 16, not at the place where the bus stops and where i and my fellow travellers wish to cross the street). late at night, and especially in inclement weather, getting across the street as swiftly as possible is a high priority.

maybe this is an area where median strips are intended. i think it's illustrative, however, of the problem and, personally, i think anyone who thinks cars are going to slow down on mass ave for pedestrian crossing markers cannot be a regular pedestrian in this area.

so do i sue the traffic department if they remove the median strip and i get hit by a car? they've received plenty of notice that people think it's a problem. sounds like the good basis for a tort claim.

i also noticed on one version of the plan that one of the left turns from mass into our neighborhood would be eliminated. i add my voice to those who point out this will increase the already intolerable number of cars speeding through particular streets to avoid the rte. 16 intersection (or leaving work from grace). at least with several options, these speeders disperse themselves somewhat; with only one path, kids and cats on the affected streets better take out life insurance policies.

thanks again; sorry i can't make a live hearing. appreciate your concern,

sincerely, gail pendleton (esq.)
42 madison ave, #3
876-5003

----- Headers -----

Return-Path: <nippgail@nlg.org>

Received: from rly-zb03.mx.aol.com (rly-zb03.mail.aol.com [172.31.41.3]) by air-zb02.mail.aol.com (v40.19) with SMTP; Sat, 04 Apr 1998 12:49:43 -0500

Received: from igcb.igc.org (igcb.igc.apc.org [192.82.108.46])
by rly-zb03.mx.aol.com (8.8.5/8.8.5/AOL-4.0.0)
with ESMTTP id MAA14852 for <kathyborn@aol.com>;
Sat, 4 Apr 1998 12:49:50 -0500 (EST)

*4 hourly
marked
crosswalks
median
on Cambridge.*

*? left turn
signal issue.*

beth 349.4669.

23 Norris Street
Cambridge, MA 02140
April 3, 1998

Cambridge City Councilors
City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Dear Councilors,

I am writing to express my strong support for the City's proposed rebuild of north Massachusetts Avenue, and for the outstanding work done by the City's Traffic and Public Works Departments and their consultants in putting this proposal together in consultation with members of the community. The proposed rebuild balances the diverse interests of all members of the community, including pedestrians, cyclists, motorists, and residents. The process by which the proposal was developed solicited enormous input from the community, and was extremely responsive to it. I could not have envisioned a better process or a more reasonable compromise as an outcome.

There are, as I'm sure you're aware, opponents of the City's proposal who argue that Massachusetts Avenue as it currently exists is a dangerous road, yet they insist that it not be changed, lest the modifications fail to make the road safer. This makes no sense. The experts hired by the city have studied the safety issue extensively, and on the face of it, their suggestions all appear to make the road safer: curb extensions enhance visibility for pedestrians; bike lanes provide a safer travel path for cyclists; increased numbers of cross walks and discontinuous medians make crossing safer and discourage jaywalking; and above all, removal of about half of the existing median will slow traffic and make the road safer for all involved.

The issue of continuous medians is indeed quite contentious. We all agree that medians as a safe refuge for pedestrians are essential at cross walks, but there have been strong arguments for and against continuous median strips between intersections. I come down against continuous medians for the following reasons:

- They take up road width which could be used for other, more desirable purposes. (Putting a continuous median in means taking space from parking, sidewalks, or bike lanes. Parking and bike lanes are crucial, and wide sidewalks are important to keep the feeling of the street inviting to pedestrians.)
- They encourage traffic to move faster, thus increasing noise and endangering pedestrians and bicyclists.
- They encourage jaywalking and represent a dangerous tripping hazard to jaywalkers. (My mother, in her 70s, tripped while jaywalking across Mass. Ave. to get to Marino's Restaurant, broke her jaw, and was unable to chew solid food for a year.)
- They make the road look and feel like a highway, and motorists behave accordingly.

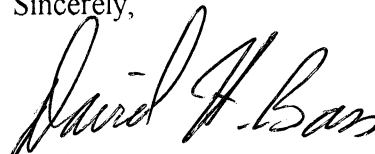
I am not swayed by arguments that removing medians will result in a massive increase in the number of traffic accidents, particularly head-on collisions. I do not perceive that there are now a huge number of head-on collisions on Massachusetts Avenue in East Arlington, Fresh Pond Parkway in West Cambridge, or Alewife Brook Parkway between Alewife and Medford, all major 4-lane roads with no median. Nor am I aware of large numbers of accidents involving cyclists or pedestrians on these roads.

Medians limit the number of places cars can turn onto or off of Massachusetts Avenue, and this is not necessarily a good thing. Massachusetts Avenue is not a limited access highway, nor do we want it to be. The more limited the access, the greater the speed and capacity the road can accommodate, and hence more and larger development becomes possible (which the neighborhood certainly doesn't want). Nor do we want to make it difficult for cars to access the small businesses on Massachusetts Avenue, as their presence is a large part of what makes North Cambridge such an enjoyable place to live.

Claims that removing the a portion of the median on Massachusetts Avenue will result in increased accidents and decreased safety for pedestrians and cyclists are based on pure speculation. To my knowledge, no specific safety study shows that retaining the median strip is going to make life any safer for me, my family, or my friends and neighbors. What is certain is that leaving the median in will result in narrower sidewalks, less parking, and/or no bike lanes. I am not willing to accept the certainty of these losses for some unproved, highly speculative assertion that if the medians are removed, something terrible might happen.

The City has had a difficult and often thankless task, but has performed admirably in putting this proposal together. I recommend that the City's proposal be accepted without major modifications, and that the process continue on schedule.

Sincerely,



David H. Bass

We the undersigned would like to express our opposition to the elimination of median strips along Massachusetts Avenue.

<u>SIGNATURE</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE #</u>
<i>Madelaine Wallace</i>		8 Russell St. Camb.	
<i>John Murphy</i>		6 Rindge Ave Camb	
<i>Bence Townes</i>	182	Harvard St Camb	
<i>John A. Hernandez</i>	8	Russell St Camb	
<i>Robert Johnson</i>		358 Washburn St Camb	
<i>Linda Prosnick</i>		113 Rindge Ave Cambridge.	
<i>Dennis Frenchman</i>		113 Rindge Ave Cambridge.	
<i>Antoinette Judith Levin</i>	15	Rindge Ave. Camb	864-3721
<i>John McKey</i>		47 VASSAL LANE #2 CAM	02138 6614276
<i>Rhonda Vega</i>		88 Webster Ave Camb.	497-2088
<i>David Condit</i>		61 Tremont St. Camb.	
<i>Scott MacCabe</i>	108	Blifstone St Camb.	02140
<i>Carolyn Rodrigues</i>	2102	MARD AVE	864-8130
<i>David K. Hahn</i>	17	Holly St	497-5650
<i>Michelle Kelley</i>	19	Magnum St Camb	
<i>David Tomko</i>	40	Field	491-9255
<i>DAVID RANDALL David Randall</i>		134 Rindge Ave	497-4352
<i>Barbara Dince</i>	134	Rindge Ave	703-7190
<i>AMY ALAN ANDER</i>	44	Fairfield St	929-7856
<i>WALTER PALMER</i>		Wally Palmer 65 Walden St	547-8492
<i>MARALICE MCCOY</i>		25 EUNTS ST.	547-5354
<i>Rayne Bingham</i>	59	CEARS	357-6602
<i>Daniel E. Sullivan</i>	12	MILTON ST	354-4247
<i>VAN-THI HUYNH</i>		1 Warwick Park #3	864-0773
<i>JOHN NACHAZEL</i>			
<i>Mary Ellen Mullane</i>	18	Meacham Rd Camb	864-7395
<i>Jathleen O'Rourke</i>	185	Walden St Camb	
<i>Robert H. Kelly</i>	83	Pemberton St Camb	
<i>Nancy M. Mendenhall</i>	42	Haskell St Cambridge, MA	02140
<i>Kim Reason</i>	22	Copwell Ave. Cambridge, MA	02140

We the undersigned would like to express our opposition to the elimination of median strips along Massachusetts Avenue.

<u>SIGNATURE</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE #</u>
<i>John Hixson</i>	John Hixson	41 Norwood St.	
<i>Margaret Boukeraa</i>	MARGARET BOUKERAA	14 Clarendon Ave	864-4569
<i>Liz Seelman</i>	Liz Seelman	25 Richard	661-3644
<i>F. THOMAS Flynn</i>	F. THOMAS FLYNN	25 MADISON AVE.	
<i>William Brathwaite</i>	WILLIAM BRATHWAITE	51 WASHBURN AVE	
<i>James W. Brunet</i>	JAMES W. BRUNET	30 MURRAY HILL RD	491-5594
<i>John L. Sullivan</i>	JOHN L. SULLIVAN	15 Murray Hill Rd	876-9830
<i>John J. Boughler</i>	JOHN J. BOUGHLER	28 Murray Hill Rd	547-9429
<i>Andri Keviri</i>	ANDRI KEVIRI	26 Richard Ave	576-4286
<i>Michael Sharvin</i>	MICHAEL SHARVIN	16 Malvern Rd	876-4597
<i>Patricia de la Rocha</i>	PATRICIA DE LA ROCHA	11 Richard Ave	547-1116
<i>Betty Bredon</i>	BETTY BRETON	20 Murray Hill Rd	547-2120
<i>Ed McManus</i>	ED McMANUS	36 MATIGNON RD	492-5451
<i>William Fox</i>	WILLIAM FOX	17 Cottage Pt Ave	547-2577
<i>Virginia Fox</i>	VIRGINIA FOX	"	"
<i>Margaret Roy</i>	MARGARET ROY	2536 Mass Ave	876-4980
<i>Gabriel Yanguas</i>	GABRIEL YANGUAS	15-17 MULLER AVE	864-9306
<i>José Yanguas</i>	JOSÉ YANGUAS	15-17 Muller Ave	864-9306
<i>Virginia Yanguas</i>	VIRGINIA YANGUAS	19 Churchill Ave	876-6118
<i>Paul A. O'Brien</i>	PAUL A. O'BRIEN	50 Matignon Rd	661-5786
<i>Paul A. O'Brien</i>	PAUL A. O'BRIEN		
<i>Katherine M. O'Brien</i>	KATHERINE M. O'BRIEN	35 Murray Hill Rd	547-4016
<i>D. McManus</i>	D. McMANUS	570 Malvern Rd	
<i>Roberta Jones</i>	ROBERTA JONES	11 Muller Ave Camb, Ma.	02140
<i>Lily D. Hoa</i>	LILY D. HOA	24 Matignon Rd	661-8787
<i>Lelia Oliver</i>	LELIA OLIVER	39 Murray Hill Rd	876-2416
<i>Ann Board</i>	ANN BOARD	50 Churchill Ave	
<i>Paul Toner</i>	PAUL TONER	24 Newman St	497-7799
<i>Nancy Ayoub</i>	NANCY AYOUB	24 Orchard St	354-0111
<i>Cheryl Ann Welch</i>	CHERYL ANN WELCH	16 Churchill Ave	876-6942
<i>Timothy S. Murphy</i>	TIMOTHY S. MURPHY	10 Richard Ave	492-2776

We the undersigned would like to express our opposition to the elimination of median strips along Massachusetts Avenue.

<u>SIGNATURE</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE #</u>
John C. McVeeley	Dennis C. McVeeley	31 Richard Ave	864-0769
Margaret Danely	Margaret Danely	19 Richard Ave	354-5551
Larry Appleman	Larry Appleman	31 Murray Hill Rd	868-7446
Betty McNeely	BETTY McNEELEY	31 RICHARD Ave.	864-0199
Paul Conant	PAUL CONANT	17 gaulle Ave	354-3511
Will Walsh	William J. Walsh	27 Avenue Brook Pkwy	876-0828
Mary Walsh	MARY E. WALSH	27 AVENUE BROOK PKWY	876-0828
Eugene P. Johnson	Eugene P Johnson	50 Churchill Av	497-7019
Susan Connelly	SUSAN CONNELLY	24 Newman St.	497-7799
Jo F. Conant	Jo F. CONANT	32 Richard	491-8738
Sylvia Barnes	Sylvia Barnes	196 Honey St.	876-5620
Lucy Conant	Lucy Conant	30 Richard Ave.	491-873
Sarah G. Bell	Sarah Bell	21 Miller Ave	354-3970
JOE O'BRIEN	JOE O'BRIEN	27 MURRAY HILL RD	491-199
Paul J. Vanich	PAUL VANICH	30 RICHARD AVE	491-8725
Margaret Ormes	Margaret Ormes	2561 Massachusetts Ave #2	491-8516
Margaret McManis	Margaret McManis	34 Matignon Rd	864-6217
John O'Shea	John O'Shea	24 Walden Sq RR	666-8787
Mary Cloderty	Mary Cloderty	56 Churchill Ave	Conant 354-5637
Catherine E. Koletsky	Catherine E Koletsky	50 Churchill Ave #133	868-2139
Margaret M. Kelley	Margaret M. Kelley	33 Seagrave Rd	354-7207
Carolyn N. Zeman	Carolyn N. Zeman	2151 Mass Ave	491-7195
Ralph Godes	Ralph Godes	364 Rindge Ave	17-C 576-1069
Paula Hild	Paula Hild	102 Harvey St.	864-0766
Steve Schnapp	Steve Schnapp	32 Clay St.	547-0860
Steve Schnapp	Steve Schnapp	69 Harvey St. 17	491-0631
Peter V. Cignetti	PETER V. CIGNETTI	5 THERIAULT CT.	491-63
Sarah Boyer	Sarah Boyer	21 Walden Sq. Rd.	354-4112
Richard D. Glancy	Richard D. Glancy	15 Breakfast St	864-6751

We the undersigned would like to express our opposition to the elimination of median strips along Massachusetts Avenue.

<u>SIGNATURE</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE #</u>
<i>Prudence KC</i>	PRUDENCE KC	22 COLUMBUS AVE	868-3699
<i>M-C McElroy</i>	M-C McElroy	8 Columbus Ave	868-4214
<i>Lucy McElroy</i>	LUCY McElroy	8 Columbus Ave	868-4214
<i>John P. Brewer</i>	JOHN P. BREWER	24 Columbus Ave.	491-4495
<i>Mark J. Walter</i>	Mark Walter	26 Columbus Ave.	497-5722
<i>Danielle DiMauro</i>	Danielle DiMauro	26 Columbus Ave	497-5722
<i>Wendy Martz</i>	WENDY MARTZ	15 KIMBALL ST	864-6723
<i>Bruce Flowers</i>	Bruce Flowers	17 Kimball St	864-0865
<i>Richard Farlow</i>	Richard Farlow	27 Seagrave Rd	576-896
<i>Jessica A. Gausman</i>	JESSICA A. GAUSMAN	15 Keyhole PK.	876-2145
<i>Roland F. Meli</i>	Roland F	45 Whittemore Ave	354-4083
<i>Jordhy A. Meli</i>	Jordhy A	45 Whittemore Ave.	" " "
<i>Debby Meli</i>	Debby A	45 Whittemore	" " "
<i>Donny T Meli</i>	Daniel T	" " "	" "
<i>David P Meli</i>	DAVID P	" " "	" "
<i>Aram Holman</i>	ARAM HOLLMAN	12 Whittemore St.	
<i>Pamela Winter</i>	Pamela Winter	41 Orchard St	864-8199
<i>Dexter James</i>	DEXTER FAMES	6 Avon Pl	547-5437
<i>Joel Bard</i>	JOEL BARD	51 Wendell St	547-3210
<i>Michel Isenberg</i>	Michel Isenberg	268 Vestra Ave	477-0817
<i>Priscilla McMillan</i>	Priscilla McMillan	12 Hilliard St	547-6260
<i>Robert L. Phillips</i>	ROBERT PHILLIPS	15 KASSUL PARK	876-2148
<i>Lynda M Beantien</i>	Lynda M Beantien	12 Columbus Ave	547-8163
<i>Mary Jo Fresold</i>	MARY JO FRESOLD	12 COLUMBUS AVE	547-8163
<i>John & Richard</i>	JOHN & RICHARD	11 CLAY ST	491-3288
<i>Robert J. Hunter</i>	ROBERT J. HUNTER	9 HARRINGTON RD	876-8040
<i>Lawrence Burke</i>	LAWRENCE BURKE	407A P-3-01	492-7230
<i>Robert Dine-McMillan</i>	Robert Dine-McMillan	88 Harvey St	576-6878
<i>Alan Lans</i>	Alan Lans	86 Harvey St.	576-6499
<i>Carol A. Noonan</i>	Carol A. Noonan	101 Clifton St	547-4526

We the undersigned would like to express our opposition to the elimination of median strips along Massachusetts Avenue.

SIGNATURE	NAME	ADDRESS	PHONE #
	B. MANDOUSHAGIAN	2362 MASS Ave	354-5432
	G. DURUHAN	2362 MASS AVE	354-5432
	H FLYNN	111 Clifton St	
	O'Connell, J	201 Holland St	628-4947
	Victor H. Vogel	5 Haskell St.	
	Ron Schreiber	9 Reed St.	576-1292
	Carol Menkiti	8 Malvern Ave	666-2855
	Robert Gann	24 Av. Hill St.	868-0215
	David Sulcowski	25 Wilshire Rd	783-5754
	DENIS TERLIN	22 MONTGOMERY ST.	491-7469
	GEORGE SAKEY	25 FAIRFIELD ST CAMB	547-9324
	JOHN W. YEARWOOD	270 Cambridge	547-1925
	Maura Brennan	2 Sacramento St. #2	492-3462
	Aaley Brennan	931 Pleasant St (781)	641-1255
	David A Ryan	2350 Massena	617-547-1207
	Barbara Englesberg	2 Rice Circle	
	CLAIRE P. TAYLOR	91 Brtridge Ave	623-0228
	Robert Henton	9 Harrington Rd Camb	876-8040
	Chris McElroy	4 MARRISON CT	868-3549
	SUZANNE BELLER		623-3041
	DAVID ANDWORN	19 Balth St, Somerville	628-5403
	Linda Terry	116 Chestnut St Cambridge	491-4703
	CATHERINE SMITH	114 Reed St. Apt 2	491-7068
	EVA BENEDIKT	55 ELMWOOD ST	666-9579
	Kerry Gagne	16 Dudley St.	
	DS FLURIN	203 PEMBERN	892-5980
	BONNIE SMITH	15 CAMERON AVE.	576-3869
	Deborah Silverstein	91 Fairfield St	354-5454
	Helen P. Donovan	41 Shea Road	
	Maura Brennan	208 HARVEY ST #2	576-1316

We the undersigned would like to express our opposition to the elimination of median strips along Massachusetts Avenue.

SIGNATURE	NAME	ADDRESS	PHONE #
<i>Joseph O'Keefe</i>	<i>O'Keefe</i>	<i>15 CLAVNDLST</i>	<i>Cam Ct</i>
<i>Elizabeth A. White</i>	<i>White</i>	<i>61 Morris</i>	<i>Cambridge</i>
<i>Donald Williams</i>	<i>Williams</i>	<i>37 STIRLEY RD</i>	<i>WALTHAM</i>
<i>Joseph Squires</i>	<i>Squires</i>	<i>20 Newman ST</i>	<i>Cambridge</i>
<i>Jim Ritz</i>	<i>Ritz</i>	<i>72 RICE ST</i>	<i>CAMB</i>
<i>Timothy Benoit</i>	<i>Benoit</i>	<i>4 Marton Ave</i>	<i>Malford</i>
<i>Flair Martin</i>	<i>Martin</i>	<i>69 Elmwood St.</i>	<i>Somerville</i>
<i>Francis Paves</i>	<i>Paves</i>	<i>17 Van Morden St.</i>	<i>Cambr.</i>
<i>Cynthia Kline</i>	<i>Kline</i>	<i>25 + Rowbridge St.</i>	<i>Cambr</i>
<i>Michael Sweeney</i>	<i>Sweeney</i>	<i>60 Sweeney Ave</i>	<i>Devere</i>
<i>John J. White</i>	<i>White</i>	<i>26 Porter Rd</i>	<i>Cambr</i>
<i>Bob Hunter</i>	<i>Hunter</i>	<i>9 Hewington Rd</i>	<i>Cambr.</i>
<i>John J. White</i>	<i>White</i>	<i>20 NEWMAN ST.</i>	<i>CAMB.</i>
<i>Bertrand Bulger</i>	<i>Bulger</i>	<i>37 Rice St</i>	<i>Cambr</i>
<i>Mary Donaldson</i>	<i>Donaldson</i>	<i>47 Crescent St.</i>	<i>Cambr.</i>
<i>Anne Connelly</i>	<i>Connelly</i>	<i>216 Lexington Ave</i>	
<i>Alan...</i>	<i>...</i>	<i>9 ANHESTS</i>	<i>WRL</i>
<i>William A. McHaffigan</i>	<i>McHaffigan</i>	<i>160 Pemberton St</i>	<i>Cambr.</i>
<i>Donald J. McHaffigan</i>	<i>McHaffigan</i>	<i>33 Magowan St.</i>	<i>Cambr.</i>
<i>William L. Flynn</i>	<i>Flynn</i>	<i>111 CLIFTON ST</i>	
<i>Gregory Maggi</i>	<i>Maggi</i>	<i>102 Spalding St</i>	
<i>Joseph A. Benoit</i>	<i>Benoit</i>	<i>25 Cedar St</i>	<i>Cambr.</i>
<i>Sandra Morgan</i>	<i>Morgan</i>	<i>49 Willemare Ave</i>	<i>Cambridge</i>
<i>Chloe W. Yoder</i>	<i>Yoder</i>	<i>24 Cameron Ave</i>	<i>Cambr 02140</i>
<i>Carol A. Moran</i>	<i>Moran</i>	<i>64 Smeacham Rd</i>	<i>Somerville</i>
<i>Maureen Carroll</i>	<i>Carroll</i>	<i>1370 Broadway</i>	<i>Somerville 02140</i>
<i>Talen M. Lombard</i>	<i>Lombard</i>	<i>1370 Broadway</i>	<i>Som. 02144</i>

We the undersigned would like to express our opposition to the elimination of median strips along Massachusetts Avenue.

SIGNATURE NAME ADDRESS PHONE #

~~Handwritten signature~~
~~ORA~~
 Grace Graham - 95 DUDLEY ST. CAMB
 Norman Walker 126 R Road St. 491-3697
 John M... 57 Malin Ave 547-0001
 John Crowley 5 Rindge Ave 492-7362
 Graham Budget 137 Rice St 876-2378
 Scott H... 14 CAMP PARK SOMERVILLE COUS-0797
 Betty Desrosiers B. Desrosiers 142 Dudley St Camb 492-087
 Peggy Pedro 208 Harvard St. Camb. 868-7574
 Yvonne Beck 32 Cedar St. Camb 492-0989
 Lorraine Brown 1 Gold Star Court 492-0432
 Gail Levy 4 Washburn Terr Camb. 354-6622
 Charles MABARAY 50 MOUNEY ST CAMB 354-7580
 LORETTA McLAUGHLIN 141 NORTH ST COMERVILLE
 Steve Brown 323 Birch St Malden
 Teddy DesRoches TED DesRoches 11 Richard Ave 547-1166
 Lisa Linarte LISA LINARTE 31 NORRIS ST 02140 497-4245 (mother of young child who will be crossing the street)
 Mike Chambers Michael Chambers 31 Cedar St. 02140 497-8700
 Greg Fan 5 Seagrove Road Camb MA 491-0502
 Susan Stone 27 Seagrove Road Camb MA 876-3435
 Janet Fan 5 Seagrove Court Camb MA 491-2273
 G. L. McCarthy 106 Hampshire St. Camb. MA 02139
 M. Cournoyer 58 Cedar St. Camb. MA. 02140
 Alicia Rosta 72 Rice St Camb.
 Carol... 152 Julia Rd Cambridge
 Jan Tully 14 Allen St CUMB, PORTER ST.
 over 40 yrs walking
 Websterian

We the undersigned would like to express our opposition to the elimination of the Massachusetts Avenue median strips.

SIGNATURE NAME (PRINTED) BUSINESS ADDRESS PHONE #

Enrico Ciampa ENRICO Ciampa 2530 MASS AVE. CAMB. 617-661-1217
 Roberto Ford Rodnar D. Munoz 171 ANN ST. CAMB. 547-6550
 Paul Ogden ZAREH ORCHANTAN 2516 MASS AVE CAMBRIDGE MA
 Diana Grecco GLORIA Grieco 2512 MASS AVE 491-8818
 Matthew Norem 2451 Mass Ave 354-2600
 Cambridge Food Club 2445 Mass Ave 497-0837
 J. Hill 21102 Mass Ave
 J. S. BENHAM 2323 MASS AVE 547-2323
 J. J. [Signature] 2301 MASS AVE 876-1A30
 J. [Signature] 2285 Mass. ave. 492-8220
 J. [Signature] 2269 Mass Ave 354-8641
 C. Duble PREL 2267 Mass Ave 367-3710
 Alan Lee? SUN'S COFFEE 2261 Mass Ave
 Peter [Signature] ARBY ROAD 2259 MASS AVE CA 492-5040
 Emma Lockwood DISTI 2257 MASS AVE 576-6800
 Tania Maxwell Lamp glass 2230 Mass Ave 497-0770
 Kate Mottis 2211 MASS AVE 492-0062
 J. Vincent Elij Shady 2206 Mass Ave 497-7546
 George [Signature] George Ravaris F&H 2310 Mass Ave 661-0666
 David K. Nelson DAVID K. NELSON THE WOODWORKERS' STORE 497-1136
 J. [Signature] The China Fair Inc. 2100 Mass. Ave. Camb. Ma.
 Jim [Signature] Michael Shads 2096 MASS AVE, Camb. Ma.
 Donald Antonia General Opted Co 2038 MASS AVE GAMB
 Georgia Violes Violes PHOTOSTAR 2032 MASS AVE
 Bill [Signature] CSEA 2020 MASS AVE
 Karen Swain Balin Frameworks 2067 Mass Ave 868-6796
 Alan M. Pamparini Alan M. Pamparini 2343 Mass Ave 876-2020
 Budget copy Inc - 2367 Mass AV 354-5432
 H 2700 0-1 2551 2 200 Ave 491-0300

We the undersigned would like to express our opposition to the elimination of median strips along Massachusetts Avenue.

<u>SIGNATURE</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE #</u>
<i>[Signature]</i>	CJ MIKOLITS	68 Roland Masses	781-395-5298
<i>[Signature]</i>	S. H. H. H.	168 Shaw St	868-8616
<i>[Signature]</i>	ANNETTE USWALI	39 Paulina St. Som	
<i>[Signature]</i>	ALICE DELANEY	12 Hales St.	617-876-3278
<i>[Signature]</i>	JOAN DONAIZNE	22 TENNESSEE ST	
<i>[Signature]</i>	MARGARET McCAFFREY	27 Cedar St	
<i>[Signature]</i>	ANITA & HAYES	100 Rindge Ave	617-868-5222
<i>[Signature]</i>	OLGA O. MILLI	10 GLADSTONE ST.	
<i>[Signature]</i>	PAUL F. MAHEINEY	20 FLEXINGTON AVE	
<i>[Signature]</i>	MARG. J. MALONEY	1208 Lexington Ave	
<i>[Signature]</i>	ELLEN KOEHLER	50 Cedar St Cambridge	
<i>[Signature]</i>	ALLISON CURRIE	338 Everette Way And	
<i>[Signature]</i>	LEON BRATHWAITE	61 Washburn Ave	
<i>[Signature]</i>	W. J. W. W.	33 Morgan St.	
<i>[Signature]</i>	KENNY FOGARTY	78 WALDEN ST. BROCKTON	
<i>[Signature]</i>	H. BAUGNER	4 MILLISON CRT.	
<i>[Signature]</i>	BRIANNAIE	46 Clarendon Ave #2	
<i>[Signature]</i>	JEFFREY R. STOWAL	90 Mansfield St. CAMB.	02140
<i>[Signature]</i>	JAMES W. BOUND	30 Murray Hill Rd	02140
<i>[Signature]</i>	BERNICE SMITH	16 Meaden Rd	617-491-3969
<i>[Signature]</i>	MARY BRIGGELL	17 Mill St. Ark.	
<i>[Signature]</i>	JOSEPHINE STEUER	18 Cogswell Ave Camb	no phone
<i>[Signature]</i>	NEIL J. JACOBIE	75 Smith Pt	CAMB.
<i>[Signature]</i>	E. H. H. H.	16 CAMB. TERR	CAMB. 661-6087

We the undersigned would like to express our opposition to the elimination of median strips along Massachusetts Avenue.

<u>SIGNATURE</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE #</u>
<u>Hail Morgan</u>	<u>Gail Morgan</u>	<u>66 Clay St. Camb</u>	<u>547 6699</u>
<u>Teresa Sheamus</u>	<u>54 Jackson St. Camb.</u>		
<u>Mary T. Reed</u>	<u>2 Drummond Pl Camb</u>		<u>661-8382</u>
<u>Mary P Hogan</u>	<u>70 Rice St Camb</u>		
<u>Jill Norton</u>	<u>38 Rice St., Camb.</u>		
<u>Emily Bindschuh</u>	<u>Emily Bindschuh</u>	<u>14 Campbell Park Somerville</u>	
<u>Agnes T. McLean</u>	<u>14 SHERMAN ST</u>		
<u>Joseph Bryan</u>	<u>30 CONWELL AVE</u>	<u>SOMERVILLE</u>	
<u>Jane P. Furlan</u>	<u>52 Paul Revue</u>	<u>Lex. Mass.</u>	
<u>Steve Blossom</u>	<u>14 Murdoch St</u>	<u>Aubur.</u>	
<u>Vincent DeMer</u>	<u>35 Dover ST</u>	<u>Camb.</u>	
<u>Rita DeMer</u>	<u>35 D Over St.</u>	<u>Camb.</u>	
<u>John Wicks</u>	<u>35 Harvey St</u>	<u>Camb.</u>	
<u>John Blum</u>	<u>57 SHERMAN ST</u>	<u>CAMB</u>	

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<u>SIGNATURE</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE #</u>
<i>Michael Combs</i>	Michael Combs	23 Rindge-Camb.	441-9623
<i>W. P. Poud</i>	W. P. Poud	109 Orchard St. #1	625-9883
<i>Joseph B. Murphy</i>	Joseph B. Murphy	51 Cedar St Cambridge	
<i>David Nantke</i>	David Nantke	59-2 Pemberton St. Cambridge	497-0045
<i>Francis Murphy</i>	Francis Murphy	11 Cypress St Camb	
<i>Augustus, Turme</i>	Augustus, Turme	2 Gussell St Camb	
<i>Rachel Tami</i>	Rachel Tami	8 Russell St. Camb	876-5723
<i>Alice Dandrea</i>	Alice Dandrea	40 Rindge Camb. 02140	354-6311
<i>Charlotte C. Cleveland</i>	Charlotte C. Cleveland	7 Russell St #1 Camb	547-0971
<i>Carol Owens</i>	Carol Owens	One Rindge Ave # Camb	497-4079
<i>Te Woodworkers' Store</i>	Te Woodworkers' Store	2154 Massachusetts Ave	497-1136
<i>Tracy McGrath</i>	Tracy McGrath	100 Harvard St.	494-8935
<i>Hilary Thompson</i>	Hilary Thompson	413 Camil Meadows	661-5796
<i>Phyllis Cohen</i>	Phyllis Cohen	192 Halworth St. Camb	02138 876-676
<i>Barbara Woodruff</i>	Barbara Woodruff	"Draclean" 2210 Mass Ave Camb.	876-1218
<i>Jean Herman</i>	JEAN HERMAN	95 Centre St Camb	02140
<i>Beryl Minkle</i>	BERYL minkle	21 Coldster Rd Camb	02140

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<i>Michael Combs</i>	Michael Combs	23 Rindge-Camb.	441-9623
<i>W.P. Pord</i>	W.P. Pord	109 Orchard St. #1	625-9883
<i>Joseph B Murphy</i>	51 Cedar St	Cambridge	
<i>David Neville</i>	59-2 Pemberton St.	Cambridge	497-0045
<i>Francis Murphy</i>	11 Cypress St	Camb.	
<i>Augustus, Turner</i>	2 Gussell St	Camb	
<i>Rachel Tanni</i>	8 Russell St.	Camb	876-5723
<i>Alice Dandrea</i>	40 Rindge	Camb. 02140	354-6311
<i>Charlotte C. Cleveland</i>	7 Russell St #1	Camb	547-0971
<i>Capt Andrew</i>	One Richdale Ave #	Camb	497-4070
<i>Te Woodworkers' Store</i>	2154 Massachusetts Ave		497-1136
<i>Tracy McGrath</i>	100 Harvard St.		494-8935
<i>Hilary Thompson</i>	413 Camil Meadows		661-5796
<i>Phyllis Cohen</i>	1921 Halworth St.	Camb 02138	876-672
<i>Barbara McDemott</i>	"Draclean" 2210 Mass Ave.	Camb.	876-1518
<i>Jan Herman</i>	JEAN HERMAN	95ycamore St	Camb 02140

We the undersigned would like to express our opposition to the addition of bicycle lanes along Massachusetts Avenue.

SIGNATURE	NAME	ADDRESS	PHONE #
<i>Madeline Wallace</i>	<i>Madeline Wallace</i>	<i>8 Russell St. Camb.</i>	
<i>Benjamin Jones</i>	<i>Benjamin Jones</i>	<i>6 Rindge Ave Camb</i>	
<i>Benjamin Jones</i>	<i>Benjamin Jones</i>	<i>182 Harvard St Camb</i>	
<i>John D. ...</i>	<i>John D. ...</i>	<i>52 Rindge Ave Camb</i>	
<i>John D. ...</i>	<i>John D. ...</i>	<i>8 Russell St Camb</i>	
<i>Jonda Grosnick</i>	<i>Jonda Grosnick</i>	<i>113 Rindge Ave Camb</i>	
<i>Dennis Frenchman</i>	<i>Dennis Frenchman</i>	<i>113 Rindge Ave. Camb.</i>	
<i>Marie Crowley</i>	<i>Marie Crowley</i>	<i>53 Rindge Ave Camb</i>	
<i>Ken ...</i>	<i>Ken ...</i>	<i>90 Rice St Camb</i>	
<i>J. ...</i>	<i>J. ...</i>	<i>17 Milton St Camb</i>	<i>864-1824</i>
<i>Judith ...</i>	<i>Judith ...</i>	<i>18 Rindge Ave Camb.</i>	<i>864-3721</i>
<i>J. ...</i>	<i>J. ...</i>	<i>47 Vassal St Camb</i>	<i>02138 6614276</i>
<i>Bonnie ...</i>	<i>Bonnie ...</i>	<i>88 Webster Ave Camb.</i>	<i>497-2088</i>
<i>David ...</i>	<i>David ...</i>	<i>61 Tremont St. Camb.</i>	
<i>Carolyn ...</i>	<i>Carolyn ...</i>	<i>2192 Mass Ave</i>	<i>864-8132</i>
<i>Charles ...</i>	<i>Charles ...</i>	<i>7 Van Norden St</i>	<i>868-4573</i>
<i>Margaret ...</i>	<i>Margaret ...</i>	<i>18 Meacham Rd Camb</i>	<i>864-7345</i>
<i>Patricia ...</i>	<i>Patricia ...</i>	<i>185 Walden St Camb</i>	
<i>Robert ...</i>	<i>Robert ...</i>	<i>83 Pemberton St Camb</i>	
<i>Michael ...</i>	<i>Michael ...</i>	<i>23 Rindge Camb.</i>	<i>441-9623</i>
<i>Julia ...</i>	<i>Julia ...</i>	<i>42 Jefferson St. Camb.</i>	

We the undersigned would like to express our opposition to the addition of bicycle lanes along Massachusetts Avenue.

SIGNATURE	NAME	ADDRESS	PHONE #
<i>Dennis C. McKeely</i>	Dennis C. McKeely	31 Richard	864-0769
<i>Betty McNeely</i>	BETTY McNEELY	31 RICHARD AVE	864-0769
<i>Bill Walsh</i>	William J. Walsh	27 Aurora Brook Run	876-0828
<i>Mary Walsh</i>	Mary E. Walsh	27 Aurora Brook Run	876-0828
<i>Susan Conway</i>	Susan Conway	24 Newman St.	497-7799
<i>Jo Conant</i>	JO F. CONANT	32 Richard	491-8738
<i>Sylvia Barnes</i>	Sylvia Barnes	196 Harvey St	876-5620
<i>Lucy Conant</i>	Lucy Conant	30 Richard Ave.	491-8735
<i>Marguerite McMahon</i>	MARGUERITE McMAHARA	34 Matignon Rd.	864-6212
<i>John O'Leary</i>	John O'Leary	24 Matignon RR	661-8787
<i>Mary E. O'Leary</i>	Mary E. O'Leary	56 Churchill Ave.	354-5637
<i>Katherine M. O'Brien</i>	Katherine M. O'Brien	35 Merriman Hill Rd	547-4016
<i>Virginia R. Lewis</i>	Virginia R. Lewis	19 Churchill Ave	876-6118
<i>Margaret M. Kelley</i>	Margaret M. Kelley	23 Seagrove Rd	354-7207
<i>Peter Vignetta</i>	PETER VIGNETTA	5 Therault Ct.	491-6314
<i>Sarah Boyer</i>	Sarah Boyer	21 Walden Sq Rd., Camb.	354-4112
<i>Ludene K.</i>	Ludene K.	22 COLUMBUS AVE	CANTON 868-3699
<i>Bruce Fleves</i>	Bruce Fleves	17 Kimball St	864-0865
<i>W. J.</i>	W. J.	268 Weston Ave	492-0817
<i>Patricia McMillan</i>	Patricia McMillan	12 Hilliard St	547-6260

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<u>SIGNATURE</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE #</u>
<i>Marilyn Pomhra</i>	MARIONNE BOULE RAA	14 Clarendon Ave	864-4569
<i>E. Thomas Flynn</i>	F. THOMAS FLYNN	25 MADISON AVE	
<i>William Brathwaite</i>	W. H. AM J. BRATHWAITE	51 WASHBURN AVE	
<i>James W Brunet</i>	30 MURRAY HILL Rd		491-5594
<i>John L Sullivan</i>	15 MURRAY Hill Rd		876-8830
<i>John J. Broughlin</i>	5 MURRAY Hill Rd		547-9429
<i>Pat DeRoches</i>	11 Richard St		547-1166
<i>Patty Braden</i>	80 MURRAY Hill Rd		547-2120
<i>Edward G. McManis</i>	36 MADISON RD		492-5451
<i>Chester Jones</i>	4 Mueller Ave		492-3883
<i>Eileen O'Shea</i>	74 Motzinos Rd		661-8784
<i>Lisue Owey</i>	39 Murray Hill Rd		876-2416
<i>Sam Bains</i>	50 Churchill Ave		
<i>Paul Jones</i>	Paul Jones 24 Newman St.		497-7799
<i>Nancy Ayoub</i>	NANCY Ayoub 74 Orchard St		354-0597
<i>Cheryl Ann Welch</i>	16 Churchill Ave		876-6942
<i>Carolyn N Zeman</i>	251 Mass Ave		491-7195

We the undersigned would like to express our opposition to the addition of bicycle lanes along Massachusetts Avenue.

SIGNATURE	NAME	ADDRESS	PHONE #
	B. MAKOUS HAGIM	2362 MASS AVE	354-5432
	G. DUREHALI	2362 MASS. AVE	354-5432
	DAVID GIUGNO	69 melody Ln #1500	508-624-0311
	O'Conor J.	201 Holland St.	6284947
	Victor H. Vogel	5 Harkell St.	
	Ron Schreiber	9 Reed St.	576-1292
	B. NOBLE	55 Horace Rd.	489-0335
	DENIS TEVLIN	22 MONTGOMERY ST.	491-7469
	JOHN W. YEARWOOD	27 CAMERON AVE	547-1925
	HAROLD A. RYAN	2350 MASS AVE	547-1207
	ROBERT J. HUNTER	9 Harrington Rd Camb	876-8040
	RICH FEDERICO	201 Elm St.	876-2800
	R. ROCHON	2322 MASS AVE	661-0548
	Kerry Gogue	16 Dudley St.	
	DS FILURINA	203 PENNSYLVANIA	492 5980
	Lauren Fogarty	146 Palmer St Arlington	488-3099
	BONNIE SMITH	15 CAMERON AVE.	576-3869
	Blanche Fitzpatrick	Aldrich Rd Watertown	926-2690
	FLORENCE STANLEY	112 Jackson St N Camb	
	Edward Watson	7 Monticue Rd Bel N Camb.	
	Lee Vapen	28 Avenue St Cambridge MA	
	Helen P. Donora	41 Shea Rd Cambridge	
	Clem M. Park	46 MONTS St. Rockport	

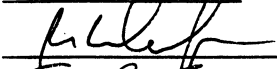

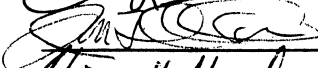
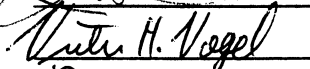
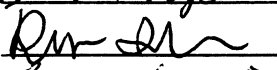
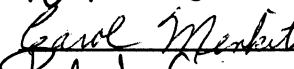

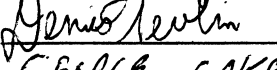
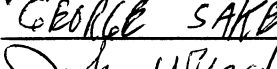
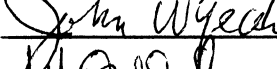
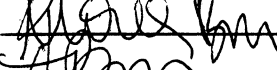
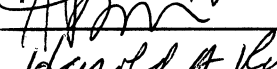
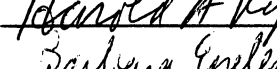
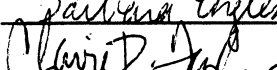
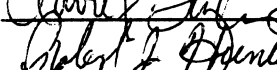
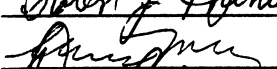
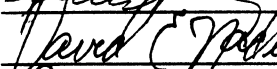
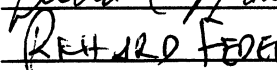
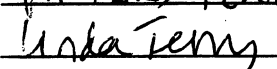
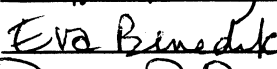



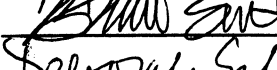
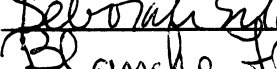
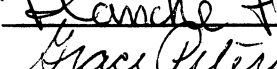
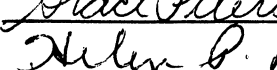
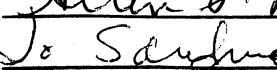
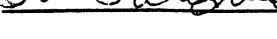

We the undersigned would like to express our opposition to the addition of bicycle lanes along Massachusetts Avenue.

SIGNATURE NAME ADDRESS PHONE #

~~Carolee~~ ~~137 Vista Rd~~ ~~Cambridge~~
~~Ken Kelly~~ ~~149 Glen St.~~ ~~Cambridge~~ ~~mistake~~
~~Susan~~ ~~54~~ ~~9~~ ~~Cambridge~~
 Mary P. Hogan 9 Vincent Rd ~~781-452-9000~~
 J. J. Norton 58 Rice St. Cambridge.
 Henry Carter Willow St Cambridge, MA
 Arthur J. Gilbyll 368 Concord Ave Cambridge
 John Clark 57 Sherman St Cambridge

making people will be hit?

We the undersigned would like to express our opposition to the reduction of the Massachusetts Avenue street parking inventory

SIGNATURE	NAME	ADDRESS	PHONE #
	B. MANNING	2362 MASS AVE	374-5432
	G. DeRothli	2362 MASS AVE	354-5432
	J. O'Connor	201 Holland St.	628-4947
	Victor H. Vogel	5 Harkell St.	
	Ron Schreiber	9 Reed St.	576-1292
	Carol Menkiti	8 Malvern Ave	666-2855
	ROBERT COGAN	24 AVO. Hill St.	868-0215
	DENIS TEVLIN	22 MONTGOMERY ST.	491-7469
	GEORGE SAHEY	25 FAIRFIELD ST CAMB	547-8324
	JOHN W. YEACHWOOD	27 CAMERON AVE	547-1925
	Maura Brennan	2 Sacramento St. #2 Camb.	492-3462
	Haley Brennan	231 Pleasant St.	(781) 341-1255
	Harold A Ryan	2350 MASS AVE	617 5471207
	Barbara Englesberg	2 Rice Circle	
	CLARE P. TAYLOR	91 BRIDGE AVE	623-0228
	ROBERT J. HUNTER	9 Harrington Rd Camb	876-8040
	C. McFikoy	4 MORRISON CT	868-3549
	DAVID NADWORN	17 Small Factor AB Somerville	5403
	RICHARD FEDER	201 Elm St	876-2800
	Linda Terry	140 Chestnut St Cambridge	491-4703
	EVA BENEDIKT	55 ELMWOOD ST	666-9579
	Philip P. Bard	45 Cedar St	
	Kerry Cagne	16 Dudley St	
	DS FILURIN	205 PEMBERTON ST	492-5980
	BONNIE SMITH	15 CAMERON AVE.	576-3869
	Deborah Silverstein	54 Fairfield St	354-5454
	Aldrich Rd Water town		926-2690
	GRACE PETERS	33 Kingston St. Som.	623-7080
	Helen P. Donovan	41 Shea Rd	
	Jo Sandler	1 FRISBURY ST, SOMERVILLE, MA	02143



We the undersigned would like to express our opposition to the reduction of the Massachusetts Avenue street parking inventory.

SIGNATURE NAME ADDRESS PHONE #

Leann Tzenq LEEANN TZENQ 5 RINDGE TERRACE

Janet H. Harney Janet H. Harney 21 Dennell St.

E. Mammella E. Mammella 138 Rindge

Madeline Wallace Skuesel St. Camb.

E. M. Gulas 6 Rindge Terr Camb

Gene Townes 182 Harvard St Camb

John W. Benant 8 Russell St Camb

Inde Gross 113 Rindge Ave Camb.

Dennis Brennan 113 Rindge Ave Camb

Judith Keim Judith Keim 18 Rindge Ave Camb. 864 3721

John McVey 47 VASSAL CANE #2 CAM 02138 661 4276

Greg M. Baker 57 Teal St Cambridge MA 02138

Shonda Vera 88 Webster Ave Cambridge MA 02138

Janet L. Lido 61 Tremont St.

Carolyn Rodrigues 2192 Mass Ave 864-8132

Paul E. Sullivan 12 Milton St 354-4247

Mary Ellen Muller 18 Meacham Rd Camb. 864-7345

Robert W. Hickox 83 Pemberton St

Catherine Bludner 185 Wadsworth St Camb

John D. Dwyer 185 WALDEN ST Cambridge 521 9084

Joseph B. Murphy 51 Cedar St Cambridge

David Nikit 59-2 Pemberton St. Cambridge 497-0045

Augustus Turner 8 Russett St 876-5723

Woodworkers' Store 2154 Massachusetts Ave 497-1136

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<u>SIGNATURE</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE #</u>
John R. H.	John Huron	41 N. Main St	
Michael Bonhure	MARIONNE BONKERAR	14 Clarendon Ave	864-4569
Liz Seelman	Liz Seelman	25 Rindge	661-3648
P. Thomas Flynn	P. THOMAS FLYNN	25 MADISON AVE	
William Brathwaite	WILLIAM BRATHWAITE	51 WASHBURN AVE	
James W. Brunet	JAMES W. BRUNET	30 MURRAY HILL RD	491-5584
John L. Sullivan	JOHN L. SULLIVAN	15 Murray Hill Rd	876-8830
Joseph J. Gaughan	JOSEPH J. GAUGHAN	25 Murray Hill Rd	347-9429
John J. Lee	JOHN J. LEE	26 Rindge Ave.	576-9286
Malcolm Shannon	MALCOLM SHANNON	76 Matignon Rd	876-4597
Pat DesRoches	PAT DESROCHES	11 Richard Av	547-1166
Betty Braden	BETTY BRADEN	20 Murray Hill Rd	547-2120
Ed McManus	ED MCMANUS	36 MATIGNON RD	492-5457
Roberta Jones	ROBERTA JONES	4 Muller Ave	492-3883
Colby S. Deeg	COLBY S. DEEG	24 Matignon Rd	661-8784
Paul H. Hill	PAUL H. HILL	30 Churchill Ave	868-4114
Paul J. DeLuca	PAUL J. DELUCA	50 Matignon	661-5786
Leslie Oliver	LESLIE OLIVER	39 Murray Hill Rd	876-2416
Ann Barnes	ANN BARNES	50 Churchill Ave	
Paul Torer	PAUL TORER	24 Newman St.	497-7799
Nancy Ayoub	NANCY AYOUB	74 Orchard St	354-0597
Cheryl Ann Kitch	CHERYL ANN KITCH	16 Churchill Ave	876-6942
Timothy J. Murphy	TIMOTHY J. MURPHY	10 Orchard Ave	492-2776
Margaret A. Kelley	MARGARET A. KELLEY	23 Scoville Rd	354-7207
Carolyn N. Zeman	CAROLYN N. ZEMAN	2151 Mass Ave	491-7195
Alma Balaban-Rosen	ALMA BALABAN-ROSEN	51 MADISON AVE CAMBR	661-2428
Kyrah Yoder	KYRAH YODER	364 Rindge Ave	576-1069
Joe Kelly	JOE KELLY	102 Harvey St.	864-0146
Steve Schnapp	STEVE SCHNAPP	32 Clay St.	547-0860
Patricia J. ...	PATRICIA J. ...	69 Harvey St. 17	491-0631

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SIGNATURE	NAME	ADDRESS	PHONE #
<i>Dennis C. McKeely</i>	Dennis C. McKeely	31 Pickard	864-0769
<i>Betty McNeely</i>	BETTY McNEELY	31 RICHARD AVE	864-0769
<i>Paula Armitage</i>	PAULA ARMITAGE	7 Melrose	354-3550
<i>William J. Walsh</i>	WILLIAM J. WALSH	27 ALLEN ST	876-0828
<i>Mary E. Walsh</i>	MARY E. WALSH	27 ALLEN ST	876-0828
<i>Eugene P. Johnson</i>	EUGENE P. JOHNSON	50 Church Hill Av	497-7319
<i>Susan Conway</i>	SUSAN CONWAY	24 Munroe St.	497-7799
<i>Jo F. Conant</i>	JO F. CONANT	30 Richard	491-8738
<i>Suzanne Barnes</i>	Suzanne Barnes	196 Harvey St.	876-5620
<i>Lucy Conant</i>	LUCY CONANT	30 Richard Ave.	491-8735
<i>Marguerite L. Haman</i>	MARGUERITE L. HAMAN	37 Malignon Rd.	864-6217
<i>John J. Shea</i>	John J. Shea	24 MATIGNON RD	661-8787
<i>Timothy J. Murphy</i>	TIMOTHY J. MURPHY	10 Richard Ave	492-2776
<i>Carolyn N. Berman</i>	CAROLYN N. BERMAN	2157 Mass Ave	491-7195
<i>Amy Simmons</i>	AMY SIMMONS	85 Clifton St, #3,	876-1965
<i>Peter V. Cibnett, III</i>	PETER V. CIBNETT, III	5 Thieriault Ct.	491-6314
<i>Sarah Boyer</i>	SARAH BOYER	21 Walden Sq. Rd., Camb.	354-4112
<i>Judith K.</i>	JUDITH K.	22 COLUMBUS AVE CAMB	868-3699
<i>John P. Drewery</i>	JOHN P. DREWERY	24 COLUMBUS AVE MA	491-4495
<i>Bruce Flowers</i>	BRUCE FLOWERS	17 Kimball St	864-0865
<i>Richard Farkas</i>	RICHARD FARKAS	27 Seagrave Rd	576-2996
<i>Thomas A. Dahl</i>	THOMAS A. DAHL	131 WHITTEMORE AVE	576-7412
<i>Pamela Winters</i>	PAMELA WINTERS	41 Orchard St.	864-8199
<i>Dexter Eames</i>	DEXTER EAMES	6 Avon Pl	577-5437
<i>Priscilla McMillan</i>	Priscilla McMillan	12 Hilliard St	547-6260
<i>Marie Yuzell</i>	MARIE YUZELL	44 Harvey St Camb.	876-5580

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SIGNATURE NAME (PRINTED) BUSINESS ADDRESS PHONE #

[Signature] S BORAKS CITY PAINT 2564 MASS AVE 617-547-7290
 Enrico Ciampa ENRICO CIAMPA BARBER 2530 MASS AVE 617-661-1217
 Bobby [Signature] ROBERT D. DUARTE RETIREE 1317 ARRLSON AVE 547-6990
 Zaren [Signature] ZAREN ORCHANIAN Z+C AUTO 2516 MASS AVE CAMBRIDGE MA
 Gloria [Signature] GLORIA GRIECCI 2512 MASS AVE 491-8818
 Matthew [Signature] 2451 MASS AVE 354-7600
 Cambridge Feed Club 2445 MASS AVE 497-0853
 [Signature] Mendelsohn Congreg. 2400 Mass Ave 547-3225
 [Signature] PAMLOS MAILL FRIENDLY CORNER CONV. 354-5616
 Cross Lyons CROSS LYONS ANIMAL USE-MIN 2400 MASS AVE 547-2400
 Yon Garbun Rest 2382 MASS AVE Camb,
 Mary [Signature] VERNA'S CAKE DEC. 2348 MASS AVE Camb. 864-7745
 [Signature] 2323 MASS AVE CAMB 547-2323
 [Signature] Peter [Signature] 2304 MASS AVE Camb 498-0400
 [Signature] 2301 MASS AVE Camb 876-1430
 [Signature] 2285 MASS. AVE. 492-8220
 [Signature] 2264 Ave Ave 354-9641
 [Signature] 2267 MASS AVE 367-3710
 Alice Lee Sun's Cafe 2261 MASS AVE
 Pat or Duff ABBEY ROAD 2259 MASS AVE 492-8040
 Emma Lockwood DISH 2257 MASS AVE 576-6800
 [Signature] DADDY'S INK/MUSIC 2238 MASS AVE 497-1556
 Tamir Maxwell LAMP GLASS 2230 MASS. AVE. 497-0770
 [Signature] A Cambridge House 2218 MASS AVE 491-6300
 Tom [Signature] 2174 MASS AVE 875-2910
 Kate Mattes KATE MATTES 2211 MASS AVE 492-0062
 Stephanie [Signature] Elin [Signature] 2166 MASS AVE 497-7546
 George [Signature] GEORGE RAVANAL FRANKS 2310 MASS AVE 661-0666
 Cheryl [Signature] 2368 MASS AVE
 Tony [Signature] 2346 MASS AVE
 David [Signature] DAVID K. NELSON THE WOODWORKERS' STORE 2154 MASS AVE 497-1136
 [Signature] 2100 MASS AVE Camb
 [Signature] Mohawk Shade 2096 MASS AVE Camb.

[Signature]

5/2
80 at 21/1

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<u>SIGNATURE</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE #</u>
<i>Carochee</i>	152 York Rd	Camb.	
<i>Jan Kelly</i>	14 Allen St.	Camb	- taking away business
<i>Mail Morgan</i>	MAIL MORGAN	66 Clay St Camb.	success
<i>St. Francis</i>	201 Standish Ave	Beverly, MA	376-2357
<i>Mark Buske</i>	48 Sheridan Ave	Medford, Ma	
<i>ROBERT BRUCEY</i>	22 RICE ST.	Camb MA	
<i>SHARON ELKINS</i>	22 RICE ST	Camb MA	
<i>Joan Colangelo</i>	179 Main St	Medford MA	02151
<i>Raymond Lewis</i>	51 Jackson St	Camb.	02140
<i>Fred Shannon</i>	54 Jackson St.	Camb.	02140
<i>Mary P. Hogan</i>	70 Rice St	Camb MA	
<i>Jill Norton</i>	58 Rice St.	Camb.	
<i>Juan O'Leary</i>	24 HASKELL ST	CAMB	
<i>Denise Garner</i>	Willow St Cambridge St.	Cambridge,	02141 hello
<i>Richard Ruffalo</i>	368 Concord Ave	Cambridge	
<i>Edna Lark</i>	50 CHILLIEM AV2	CAMB.	
<i>Johnny Blum</i>	57 SHERMAN ST	CAMB	

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SIGNATURE NAME ADDRESS PHONE #

Ken Leonard
William A. McKeffigan 160 Pemberton St. Camb.
Joseph J. ... 33 ... St. Camb.
John M. ... 414 Putnam Ave. Camb.
William J. ... 111 CLIFTON ST
Anna C. Connolly
Joseph R. ... 25 Cedar St. Camb.
Sheffield ... 27 Hollis St.
Charles W. ... 29 Cameron Ave Camb
Jack ... 71 ... St Camb
Raymond ... 51 Jackson Street Cambridge
Louise P. ... 40 Longfellow St. DOR MA
Patricia R. Green 11 Magnolia St Arlington, MA 02174

City of Cambridge

The Housing and Community Development and the Public Service Committees held a joint public hearing on April 8, 1998, beginning at 7:15 p.m. in the cafeteria of the M.E. Fitzgerald Elementary School for the purpose of considering the North Massachusetts Avenue roadway construction project and to take public testimony regarding the current design plans.

not there
Present at the hearing were Councillor Kathleen Leahy Born, Chair of the Committee, ~~Mayor Francis H. Duehay~~, Vice Mayor Anthony D. Galluccio, Councillor Henrietta Davis, Councillor Sheila T. Russell, Councillor Michael A. Sullivan, Councillor Katherine Triantafillou, and City Clerk D. Margaret Drury. Also present were Ralph Dunphy, Commissioner of Public Works; Steve White, Deputy Commissioner of Public Works; Beth Rubenstein, Deputy Director of Community Development; Sue Clippinger, Director of Traffic, Parking and Transportation; Stuart Dash, Director of Community Planning, Community Development Department; Cynthia Smith, Halverson Company, Landscape Architects; and Jerry Friedman, TAMS Consultants.

Councillor Born convened the hearing and explained the purpose. She requested that the City Staff introduce themselves and described the order of the meeting.

Deputy Commissioner Steve White then made a presentation. He provided information about the history and origin of the sewer separation project, which is part of a court-ordered project to clean up the Boston Harbor. Cambridge is mandated to renovate its combined sewage overflow system to reduce the sewage that ends up in the Charles River and the Alewife Brook at times of heavy storms. This part of the project involves Massachusetts Avenue from Porter Square to Arlington. The court order requires construction to start in July, 1998. This was the impetus to find out what improvements could be made as part of the sewer separation project. This is the kind of work that is done once in a century. Mr. White said that construction meetings will start in June for the area where construction will occur in July. The starting place is Orchard Street.

Susan Clippinger, Director of Traffic, Parking and Transportation then described the surface improvements. She described the project goals: (1) improve conditions for pedestrians, (2) improve the streetscape conditions, (3) serve appropriate motor vehicle needs, (4) improve conditions for bicycles, (5) preserve an appropriate commercial environment, (6) improve safety for all users, and (7) improve and protect the side street environment.

Ms. Clippinger then described proposed pedestrian enhancements. Nine crosswalks will be added, to reduce the average distance between crosswalks by over 150 feet. At all places where there is a crosswalk with no signal, there will be a median "refuge" for pedestrians. In many of the crosswalk locations, the sidewalk has been extended out approximately six feet. They will look at all signal times and phases to provide more walk time for pedestrians. The median will be eliminated in about half of its present locations. Where it is retained, it will be there either to provide a pedestrian refuge or to prevent unsafe left turns. An intermittent median will make the crosswalks more visible to motorists.

With regard to bicycle facilities, there will be bicycle lanes on both sides of Massachusetts Avenue. This will encourage bicyclists to use the street rather than the sidewalk. These bicycle lanes will result in the creation of a safer facility to make the various modes of transportation more organized.

There will be twenty-two fewer parking spaces along this corridor than presently exist. Staff has worked hard to keep as many spaces as possible. There will be more meetings on the landscape and urban design. There is an opportunity to add trees and benches and improve the overall attractiveness.

At Walden Street, the operation of the intersection has been changed to create a left turn pocket. Another similar change has been made at Alewife Brook Parkway.

The Rice Street intersection will not be changed. The medians at the intersection will remain. The lane configuration and parking remain the same. At the Norris Street intersection, a crosswalk has been added. Residents have requested changing the direction and the Traffic, Parking and Transportation Department is working with residents on this issue.

At the Rindge Avenue intersection, the plan is to widen the sidewalk to narrow the crossing distance. The Beech Street intersection has received a similar treatment. The sidewalk on both sides has been substantially expanded to make the crossing distance shorter and the automobile turns slower.

Beth Rubenstein, Deputy Director of the Community Development Department, stated that it is very important that the sewer work go ahead. The sewer bid documents must be completed next week, and they ~~do~~ include a curb design. ~~Any changes to the curb design at this time must be minor.~~ There is still community work to be done on construction impacts and urban design aspects. Ms. Rubenstein noted that the City has been working with the community from the time it knew that this process would be going on. She believes the first meeting was in January, 1997. A lot of changes have been made through the group process.

lane?

pocket.

of Norris St.

+ layout

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Councillor Born stated that she has received eight letters regarding the project. They will be attached to this report as a part of the record. She asked Ms. Rubenstein what are the options for change at this time. Ms. Rubenstein stated that non-curb changes can be made, and probably a few feet of curb could be changed. Other changes would mean contract change orders which become expensive. ~~There is not an option to leave the avenue the way it is.~~

Councillor Born then invited questions from the public.

Peter Cignetti, 5 Theriault Court, stated that the most contentious issues are the loss of parking and the median strip. There are at least five intersections where median loss results in sidestreet access and nine intersections where it will take away safe harbor for pedestrians. These comments have come up over and over. Why haven't the changes been made?

Ms. Clippinger stated that these issues have been looked at and evaluated for safety. The plan reflects what staff has heard from the community.

Margaret Ormes, 2561 Massachusetts Avenue, asked about the Alewife Brook Parkway intersection and how the design changes this. Ms. Clippinger stated that the left turns in the last block before Alewife will be better organized to operate more efficiently and perhaps reduce the ques slightly. It will not solve all of the problems.

Other Considerations

Nancy ~~Warner~~ ^{Warneck}, 5 Walden Street, asked whether there will be a negative impact from removing the median from the area in front of the senior center.

sp? queues

Councillor Russell stated that she held two meetings of the Elder Affairs Committee at Russell Apartments and Burns Apartments. Ms. Clippinger stated that there will be some changes in the signal at Walden Street, and the signal timing phasing will be re-examined. A crosswalk has been added at Blake Street on the senior center side of the intersection. It is unsignalized and there is a median refuge. They do not want seniors crossing where there is no intersection, and none of the seniors at the meeting wanted to cross where there was no intersection.

John Howard, 8 Cogswell Avenue, asked about the possibility of legal U-turns. Jerry Friedman stated that there will be one at Day Street and Edmonds Street, and an easy reversal option at Harvey Street. There was initial consideration of having more, but it would have required elimination of additional parking.

Cynthia Berrazzi, 45 Cogswell Avenue, stated that the rush hour traffic is backed up all the way up Walden Street, now it will be worse.

Lew Archer, 14 Concord Avenue, asked whether there was consideration of a left turn option on Massachusetts Avenue at Rindge Avenue. Sue Clippinger stated that it would require removal of parking and the need was not sufficient to justify that consequence.

Jack Oehary, Jack's Gas, stated his concern about the curb at Churchill Avenue, that it is too narrow for fire trucks. Ms. Clippinger stated that there is no change to the curb there.

Lisa Olsen, 40 Pemberton Street, asked whether the bike lanes will mean that the City will be eligible for additional bike funds. If the lanes are removed, would it eliminate funding options. Ms. Clippinger stated that she does not know.

Olga Millie, 10 Gladstone Street, asked how far the bicycle path is from the curbstone. Ms. Clippinger stated that where there is parking it is outside the parked cars.

Dan Franco, 2532 Massachusetts Avenue, stated that adding six feet to the sidewalk will make it very difficult to get into his driveway. Ms. Clippinger said that they will work with him to ensure access to his driveway.

Robert Hunter, 9 Harrington Road, asked whether Massachusetts Avenue is going to be cut down to one lane, and what will be the effect on snow plowing. Sue Clippinger stated that the Traffic, Transportation and Parking Department is working closely with the Department of Public Works to make sure that the plan will not keep the Department of Public Works from carrying out its responsibilities. No travel lanes are being removed from Massachusetts Avenue.

Davis Bass, 23 Norris Street, asked whether the bike lanes were going to be distinguished from the travel lanes. Sue Clippinger stated that the city will continue to work on design issues like this.

Valerie Speziak, Verna's Coffee Shop, asked how many parking spaces will be lost at her location. Sue Clippinger stated that two spaces will be lost in order to add a crosswalk.

Michael Brandon, 27 Seven Pines Avenue, stated that he has lots of questions. One is what accident and safety studies have been done and what observations have been done about where pedestrians cross now. Sue Clippinger stated that the consultants have pulled the accident data from the whole corridor. The highest number of accidents are from Rindge Avenue and Walden Streets. Most pedestrian accidents happen at intersections.

Carolyn Mieth, 15 Brookford Street, asked whether there is a study or report for when the median was installed. Sue Clippinger stated that she has not found such a report. Jerry Friedman stated that they have looked at the studies that are available about medians. Several talk about their usefulness in increasing speed, preventing illegal U turns and serving as pedestrian refuges.

Councillor Russell stated that she believes that the median strip was put in when the trolley tracks were taken up.

Craig Kelley stated that the bike lanes are used for double parking. How will that be enforced.

Sue Clippinger stated that enforcement will be done the same way as it is done throughout the city. The design does not increase double parking.

John Danehy, 37 Yerxa Road, stated that you cannot afford to take any space away from cars.

In response to a question about data on the safety of bike lanes, Cara Seiderman stated that hundreds of studies of bike lanes have been done. Evidence is clear that when you mark bike lanes, the accidents decrease.

Lucy Conant, 30 Richard Avenue, asked between Cameron and Churchill Avenues, what will be the width of Massachusetts Avenue. Ms. Clippinger said that there is no reduction from curb to curb except at the crosswalks where there is a bump out. It is an extension of the corner sidewalk where parking is illegal.

Councillor Sullivan asked what happens to pedestrian safety when bike lanes are installed. Ms. Seiderman stated that some studies look at safety for everyone and have found that safety for all increases. Police education and enforcement are very important.

Councillor Sullivan asked about Churchill Avenue and the potential of widening that area because of problems with emergency vehicles. Ms. Clippinger stated that the project is not looking at taking additional land for right of way.

Steven Hunt, 2267 Massachusetts Avenue, Flags and Banners, asked when the project will be completed. Mr. White described the schedule, which will be phased.

Vice Mayor Galluccio noted concerns about the loss of lanes and asked if there is any loss of lanes. Sue Clippinger stated that no lanes will be lost. Vice Mayor Galluccio asked whether the staff has taken into account obvious areas where there will be double parking, like St. John's when there are funerals. Sue Clippinger said that they have looked at this issue in connection with certain locations such as Pemberton Market. Once cause is loading, so they are looking carefully at this issue.

Vice Mayor Galluccio asked if there are studies to show that with the loss of the median, people will go to the nearest crosswalk. Ms. Clippinger stated that it is not a wise use of a scarce space to accommodate jaywalking. He encouraged the collection of factual data on this matter. Sue Clippinger stated that staff has worked hard to have crosswalks reasonably spaced to encourage use. In addition, the different look of the crosswalk areas, with their median refuges, is expected to encourage pedestrian use and signal motorists to watch for pedestrians.

Susan Maguire, 125 Jackson Street, stated that she is happy that this meeting took place. Massachusetts Avenue looks really ugly without the medians. People will jaywalk. Do curbs and medians have to be done together. Ms. Clippinger answered in the affirmative.

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word

Cynthia Smith, landscape architect, encouraged those present to look at the drawings of how Massachusetts Avenue will look after re-design.

James Quinn, 54 Haskell Street, stated that parking will be eliminated from in front of his office and Frank's Steak House and he would like to see it reinstated. He asked whether the city has the right to change these things without state approval. Stuart Dash stated that the Massachusetts Highway Department has reviewed the plans and will continue to do so. City staff can invite a representative from the State Highway Agency to attend one of the planning meetings. Sue Clippinger stated that a parking space has been added at Frank's Steak House.

Councillor Davis asked whether there is a commitment to make all the crosswalks safe. Sue Clippinger responded in the affirmative.

Marie Guzell, 44 Harvey Street, asked about the intersection at Massachusetts Avenue and Cameron Avenue, where the median was taken away. Why couldn't there be a median refuge.

Welke

Wayne Wilke, 30 Dover Street, stated that he is pleased with the process and the plan. He asked why there are no new crosswalks between Russell and Day Streets. Sue Clippinger said that it is because there are no cross streets in that section.

Kate Mattes, Kate's Mystery Books, asked whether the sidewalks could be narrowed so that parking need not be eliminated. Steve White stated that sidewalk width varies along Massachusetts Avenue. He said that it would require very costly utility relocation. It would be a major undertaking.

Joe Joseph, 20 Columbus Avenue, Chair, North Cambridge Stabilization Committee, stated that he has asked for a survey several times. Why wasn't a survey done on the front end?

Sue Clippinger stated that nine community meeting were held and businesses along Massachusetts Avenue were all notified and visited. A survey was not done because the staff did not think it was the most appropriate way to get input.

State Representative Alice Wolf asked if the parking spaces could be made shorter to increase the number. Sue Clippinger stated that the new standard is twenty feet; the old was twenty four feet; so some have been reclaimed. Representative Wolf stated that to her, Central Square feels chaotic. Will Massachusetts Avenue feel the same way? Sue Clippinger said that it will not, the travel lanes are continuous down the corridor.

Councillor Born then read into the record letters received by the Committee. (Attached)

Councillor Born then invited public testimony.

Peter Cignetti, 5 Theriault Court, stated his disappointment that it was said at this meeting that changes cannot be made. The sewer separation project is needed. The problem is the wholesale removal of medians at intersections. The problem intersections are Richard Avenue, Churchill Avenue, Cedar Street, Cameron Avenue, Shea Road, Woodbridge Road, Milton Street, Walden Street and Hadley Street. Churchill Avenue will be a major problem. Porter Road and Beech Streets will also be problems.

David Bass, 23 Norris Street, expressed his support for the proposal. A few years ago, his mother was jaywalking across Massachusetts Avenue to get to Marinos. She tripped and fell on the median and broke her jaw. The median strip encourages jaywalking.

Lew Asher, 14 Concord Avenue, spoke in support of the bicycle lanes. As a pedestrian, he is less concerned with medians and more concerned with decreasing the distance to cross with the curb extensions. He spoke in support of fixing the traffic light cycles.

Craig Kelley, 6 St. Gerard Terrace, stated that he opposed the urban design aspects. People will jaywalk.

Charles Bahne, 224 Concord Avenue, stated that the project still needs major changes. When he first saw the plans, some of the crosswalks were dangerous. Someone who comes out of Milton Street is not going to go to the other side of Rindge Avenue to get to Pemberton Market. Traffic signals malfunction. Cars run lights. Refuges are needed. The process has been brief. It feels like city officials had a vision of an experiment that they wanted to do. This is too big an area for an experiment.

Joe Maltarese, 20 Rindgefield Street, stated that he has been coming to these meetings for a year. The staff has done a wonderful job. He is very happy with the results.

Councillor Born asked for a show of hands of those who do not intend to speak and are generally in favor of the project. Six persons raised their hands.

Councillor Born asked for a show of hands of people not intending to speak who oppose the project. Four persons raise their hands.

Michael Halle, 2 Westacott Court, Chair of the Bicycle Committee, spoke in support of the plan and the process. Speed is the biggest danger and the plan tries to slow the speed down.

Councillor Davis asked Cara Seiderman to share speed statistics. She did so.

Steve Kaiser, 191 Hamilton Street, stated that he had been to all the meeting except two. It is too late to change this project. He is disappointed in the process. He wrote a letter a year ago about U-turns and medians. Porter Square worked better because it had an advisory committee. The median is necessary to control unauthorized turns:

Chris Myer, 85 Clifton Street, city employee, expressed his support and stated that he believes people are tied to the media because it is there. The plan looks much better.

Doug Willen, 111 Milton Street, Arlington, member of the Cambridge Bicycle Committee and Arlington Bicycle Committee, spoke in support of this plan. He has been threatened and assaulted while commuting on his bike. The bike lane is a clear signal that bikes do belong on the road. Improvements at the Alewife Brook Parkway will improve the safety there. He urged the City Council to increase the fine for jaywalking; it is a real safety hazard.

Michael Hering, 81 Plaisted Road, Medford, stated that he used to live on Cogswell Avenue and still has ties to the area. He expressed his support for the plan. For 50 years America has been caught up with its dependence on the automobile. This plan brings back some balance. He reminded merchants that pedestrians and cyclists are customers too. A concrete median does not add much to aesthetics.

Stedman Bass
Stedman Bass, 29 Wide Street, Somerville, spoke in support of the bike lanes. He stated that he sold his car ten years ago and has been a cyclist and a pedestrian. The single greatest asset that an urban cyclist can have is a bike lane. It lets everyone know where to be. He stated his opposition to the sewer project. If Paul Revere rode on Massachusetts Avenue at 8:00 a.m. he would be run over in a second. No car has ever bought anything.

He said: ↑
Douglas Kline, 10 Mellen Street, member of the Bicycle Committee, spoke in support of the plan. Medians only provide the illusion of safety; slowing traffic provides real safety. He emphasized the high level of public participation and stated that the Bicycle Committee enthusiastically supports this project.

Wayne Welke, 30 Dover Street, stated that he is strongly in favor of the plan. As a planner, he is concerned about piecemeal changes to solve individual problems. He disagrees with the decision to reopen the median at Columbus Avenue.

Howard
John ~~Harvard~~, Cogswell Avenue, expressed his strong support for the process and the plan. His feeling was that the public was listened to. The concerns that were raised were addressed.

Paul Myers, 51 Davenport Street, spoke in support of the plan. It is not perfect but it has a lot of benefits and is much better than what is there now. He thanked the city staff and especially Sue Clippinger.

Carolyn Mieth, 15 Brookford Street, stated that Steve Kaiser suggested that there could be a three foot median strip. She has not heard why the median was put there.

Don Previte, 2013 Massachusetts Avenue, stated that he would like to see more U-turn opportunities.

To begin with.

An response to the suggestion that parking is tied to store profits, he said

City of Cambridge

The Housing and Community Development and the Public Service Committees held a joint public hearing on April 8, 1998, beginning at 7:15 p.m. in the cafeteria of the M.E. Fitzgerald Elementary School for the purpose of considering the North Massachusetts Avenue roadway construction project and to take public testimony regarding the current design plans.

Present at the hearing were Councillor Kathleen Leahy Born, Chair of the Committee, Vice Mayor Anthony D. Galluccio, Councillor Henrietta Davis, Councillor Sheila T. Russell, Councillor Michael A. Sullivan, Councillor Katherine Triantafillou, and City Clerk D. Margaret Drury. Also present were Ralph Dunphy, Commissioner of Public Works; Steve White, Deputy Commissioner of Public Works; Beth Rubenstein, Deputy Director of Community Development; Sue Clippinger, Director of Traffic, Parking and Transportation; Stuart Dash, Director of Community Planning, Community Development Department; Cynthia Smith, Halverson Company, Landscape Architects; and Jerry Friedman, TAMS Consultants.

Councillor Born convened the hearing and explained the purpose. She requested that the City Staff introduce themselves and described the order of the meeting.

Deputy Commissioner Steve White then made a presentation. He provided information about the history and origin of the sewer separation project, which is part of a court-ordered project to clean up the Boston Harbor. Cambridge is mandated to renovate its combined sewage overflow system to reduce the sewage that ends up in the Charles River and the Alewife Brook at times of heavy storms. This part of the project involves Massachusetts Avenue from Porter Square to Arlington. The court order requires construction to start in July, 1998. This was the impetus to find out what improvements could be made as part of the sewer separation project. This is the kind of work that is done once in a century. Mr. White said that construction meetings will start in June for the area where construction will occur in July. The starting place is Orchard Street.

Susan Clippinger, Director of Traffic, Parking and Transportation then described the surface improvements. She described the project goals: (1) improve conditions for pedestrians, (2) improve the streetscape conditions, (3) serve appropriate motor vehicle needs, (4) improve conditions for bicycles, (5) preserve an appropriate commercial environment, (6) improve safety for all users, and (7) improve and protect the side street environment.

Committee Report #7

5-273

A communication was received from D. Margaret Drury, City Clerk, transmitting a report from Councillor Born, Chair of the Housing and Community Development and Public Service Committee, for a joint meeting held on April 8, 1998 for the purpose of considering the N. Mass Ave. roadway construction project and to take public testimony regarding the current design plans.

In City Council April 13, 1998

Report Accepted

Referred to

7:00 pm hearing