

~~Adm # 471~~
Comm # 110

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

SIGNATURE NAME (PRINTED) BUSINESS ADDRESS PHONE #

S. Boraks S. BORAKS CITY PAINT 2564 MASS AVE 617-547-7290
 Enrico Ciampa ENRICO CIAMPA BARBER 2530 MASS AVE 617-661-1217
 Robert D. Murphy RETIRED 1314 ARLING DR 547-6892
 Zarem Orchanian ZAREM ORCHANIAN 2516 MASS AVE CAMBRIDGE MA
 Gloria Griecci GLORIA GRIECCHI 2512 Mass Ave 491-8818
 Matthew J. Torrey 2451 Mass Ave 354-7600
 Cambridge Feed Club 2445 Mass Ave 497-08-53
 Mendelsohn Congreg 2400 Mass Ave 547-3775
 Pamiel Hailu FRIENDLY CORNER CONV- 354-5616
 Cress Lyons'S CRESS LYONS ANIMAL VET-MIN 2400 MASS AVE 547-2404
 Garbun Rest 2382 Mass Ave Camb,
 Verna's Cake Dec. 2348 MASS AVE. CAMB. 864-7745
 2323 ARTIGLOS 2323 MASS AVE CAMB 547-2323
 Peter J. Jurgens 2304 Mass Ave Camb 498-0400
 2301 Mass Ave Camb 876-1430
 2285 Mass. Ave. 492-8220
 2269 Ave Ave 354-8641
 2267 Mass Ave 367-3770
 Sun's cafe 2261 Mass Ave
 Abbey Road 2259 MASS AVE 492-8040
 Nish 2257 MASS AVE. 576-6800
 Daddys Ink Music 2238 Mass Ave 497-1556
 LAMP GLASS 2230 Mass. Ave. 497-0770
 A Cambridge house 2218 Mass Ave 491-6300
 Feabento 217th Mass Ave 875-2910
 KATE MATTES 2211 MASS AVE 492-0062
 Elin Mady 216 Mass Ave 497-7546
 George RAVANAL FRANKS 2310 Mass Ave 661-0666
 DUY LOY CLEANER 2368 MASS AVE
 J&K 2346 MASS AVE
 DAVID K. NELSON-THE WOODWORKERS' STORE 2154 MASS AVE 497-1136
 The China Fair Inc. 2100 Mass. Ave. Camb.
 Mohawk Shade. 2096 MASS AVE Camb.

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

SIGNATURE	NAME (PRINTED)	BUSINESS ADDRESS	PHONE #
<i>Enrico Ciampa</i>	ENRICO CIAMPA	2530 MASS AVE CAMB.	617-661-1217
<i>Robt W M</i>	ROBERT W. MURPHY	131 HANOVER ST CAM	547-6880
<i>Yael Orlov</i>	ZAREH ORCHANIAN	2516 MASS AVE CAMBRIDGE MA	
<i>Dora Juica</i>	GLORIA GRIECCI	2512 MASS AVE	491-8818
<i>Matthew Neer</i>		2481 Mass Ave	354-2600
<i>Cambridge Food Club</i>		2445 Mass Ave	497-0837
<i>J. Hand</i>		2408 MASS AVE	
<i>E.J. BENHAM</i>		2323 MASS PKW	547-2323
<i>George Gray</i>		2301 MASS AVE	876-1A30
<i>John Spang</i>		2285 Mass. ave.	492-8220
<i>John Pelt</i>		2269 Mass Ave	354-8641
<i>Coluber Press</i>		2267 Mass Ave	367-3710
<i>Alvin Lopez</i>	SUN'S CAFE	2261 Mass Ave	
<i>Pete on Kelly</i>	ABBAY RESTA	2259 MASS AVE CAM	492-5040
<i>Emma Lockwood</i>	DISH	2257 MASS AVE	576-6800
<i>Tania Maxwell</i>	Lamp glass	2230 Mass Ave	497-0770
<i>Kate Matto</i>		2211 MASS AVE	492-0062
<i>S. Vincent</i>	Eliy Ghady	2166 Mass Ave	497-7546
<i>George Ravanis</i>	George Ravanis Fabrics	2310 Mass Ave	661-0666
<i>David K. Nelson</i>	DAVID K. NELSON THE WOODWORKERS' STORE		497-1136
<i>St. George</i>	The China Fair Inc.	2100 Mass. Ave. Camb. Ma.	
<i>Don Campbell</i>	Michael Stone	2096 MASS AVE, CAMB. MA.	
<i>Donald Antonia</i>	General Opted Co	2038 MASS AVE CAMB	
<i>Georgia Violes</i>	Violes PHOTOSTAR	2032 MASS AVE	
<i>Bill Dooling</i>	CSEA	2020 MASS AVE	
<i>Karen Swain</i>	Bolin Frameworks	2067 Mass Ave	868-6796
<i>Alan M. Pampanin</i>		2343 Mass Ave	876-2020
<i>Budget copy Inc</i>	Budget copy Inc	2367 Mass AV	354-5432

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

SIGNATURE	NAME (PRINTED)	BUSINESS ADDRESS	PHONE #
<i>Enrico Ciampa</i>	ENRICO CIAMPA	2530 MASS AV. CAMBRIDGE	617/661-1217
<i>Zareh Archanjan</i>	ZAREH ARCHANJAN	2514 MASS AVE CAMBRIDGE MA	
<i>Dora Invernizzi</i>	GLORIA GRIECCI	2512 MASS AVE	491-8818
<i>Matthew Neenan</i>		2451 MASS AVE	354-2600
<i>Cambridge Food Club</i>		2445 MASS AVE	497-0833
<i>Apr Garbun Rest</i>		2382 MASS AVE CAMB	
<i>CSA</i>	C.S. BENHAM	2323 MASS AVE CAMB	547-2323
<i>James J. Gray</i>		2301 MASS AVE CAMB	876-1430
<i>Jack Young</i>		2285 MASS AVE	492-8220
<i>John DeLuca</i>		2269 MASS AVE	354-8641
<i>Archie Preble</i>	PREBLE	2267 MASS AVE	367-3710
<i>Kate Malloy</i>		2211 MASS AVE	492-0062
<i>Stephanie Young</i>		2166 MASS AVE	497-7546
<i>Dr. Bao</i>	The China Fair Inc.	2100 MASS AVE CAMB. MA.	
<i>John Canale</i>	Melapak Sheds	2096 MASS AVE CAMB MA	
<i>John Nelson</i>	<small>CONSULTANT</small> GRIECCI	2044 MASS AVE CAMBRIDGE	354-4408
<i>Antonina</i>	ARSLANIAN General Optical Co	CAMB	864-0204
<i>Georgia Viorci</i>	PHOTOSTAR	2032 MASS AVE	491-0552
<i>Phillip Orr</i>	ANDY'S DINER	2030 MASS AVE	497-1444
<i>Billy Dowd</i>	CSCA		354-2020
<i>Kara Susan Balducci</i>	Frameworks		868-6796
<i>Carly Minsky</i>		2362 MASS AVE CAMBRIDGE	354-5432

February 26, 1998

RECEIVED BY
OFFICE OF CITY CLERK
98 FEB 26 AM 11.32
CAMBRIDGE MA.

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

Dear Council Members:

The North Cambridge Stabilization Committee, after hearing an increasing number of concerns and complaints about the planning process involving North Mass Ave. respectfully requests that the City Council schedule a public hearing with respect to the aforementioned process.

It would appear as if a wide range of larger picture issues are not being carefully and accurately addressed within the format chosen by the city administration. Although, the City's planners and related staff have expended much time and effort to measure public attitudes through a small group format, it appears as if the plan that is apparently going forward does not meet with general neighborhood approval.

Specifically, retention of median strips, diminishing of the metered parking inventory, the desirability of bicycle lanes, lack of traffic safety analysis, lack of clarity with respect to the final width of sidewalks, lack of assessment as to desirability of sidewalk 'bumpouts', dissatisfaction with the apparent plan and the process, and the general feeling that this project is being implemented abstractly, without consideration of predictable zoning and actual changes along the Avenue all point toward the need for a public discussion.

We feel that it is in the interest of the Community as a whole that the Council provide an objective forum to weigh and consider the merits of what has been presented thus far with a specific eye toward soliciting comment from the affected public. After having raised these concerns repeatedly within the context of the Saturday meetings, it would appear as if these questions will not be addressed squarely within the context of that process. We therefore submit this request in the sincere hope that these matters may be more effectively and responsively considered.

In addition to the aforesaid matters, the neighborhood would like clarification regarding approval processes for the various alterations being contemplated with respect to the public way.

For the Committee,



Joseph Joseph,
Chair
North Cambridge Stabilization Committee
Cambridge, MA

Michael J. Bane, D.D.S.

2179 MASSACHUSETTS AVENUE
CAMBRIDGE, MASSACHUSETTS 02140
TELEPHONE: (617) 864-8629

2.10.98

Cambridge City Council

Dear Councilmen/women,

This letter is to voice our concerns regarding the upcoming surface redesign of North Massachusetts Ave.

Our primary concern after seeing the proposed plans is the loss of parking spaces (on street metered parking). The situation is already difficult to say the least, and any net loss of spaces would have a large impact detrimental to our business. The majority of our patients rely upon metered parking, and even one or two spaces lost in our 3-4 block area (as proposed: net loss of three spaces in Russell St. vicinity) would have a large impact.

We realize the needs of many constituents must be met, - but increased parking difficulties may eventually force us to relocate to Arlington and leave this property to developers/condos/? The impact to small businesses and potential change in character of the neighborhood will hopefully be given your serious consideration.

Respectfully,
Michael J. Bane M.D.
Francis J. Bane D.M.D.
Francis Bane D.D.S.

2175 Massachusetts Avenue
Cambridge, MA 02140
(617) 547-5544

Keefe Funeral Homes

Charles D. Keefe, Jr., Director

FAX (617) 491-2357

5 Chestnut Street
Arlington, MA 02174
(781) 648-5544

January 29, 1998

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

Dear Councilors,

I write to you today as a follow-up to concerns you may, or may not, have heard relative to the Sewer Separation and Roadway Project for Massachusetts Avenue in North Cambridge. We are very concerned about the prospect of decreasing the number parking spaces on Massachusetts Avenue.

In the course of dealing with our client families, the primary complaint we now hear from them is the parking conditions in this part of North Cambridge. There are currently 8 businesses in our block which have no off street parking; the employees and clientele of those businesses, as well as our own employees and clientele, must compete for the small number of spaces which are currently available. We are at the point where, in fairness to people attending the wakes here, we are unable to hold more than one wake at a time; this can sometimes cause delays which can cause hardships for the families we serve. After 45 years of being dependant of the few parking spaces in front of our building, the new plan would make it even worse.

I realize that we are but one of many businesses located on Massachusetts Avenue, but we try and look at things from the perspective of those families who are trying to deal with the loss of a loved-one and are already facing difficult times without have to be concerned about being able to park to attend the wake.

Thank you very much for taking the time to consider our input. If there are any questions, or if there is anything further I might be able to do to be of assistance, please do not hesitate to contact me.

Sincerely,



Charles D. Keefe, President
Keefe Funeral Homes

LAVERTY ASSOCIATES, INC.
300 BENT STREET, SUITE 300
CAMBRIDGE, MA 02141-2025

COPY

Real Estate Services (617) 864-0097
Property Management (617) 864-0236

Property Tax Consultants (617) 864-0236
Real Estate Development (617) 864-0097

Facsimile (617) 864-1807

October 31, 1997

Mr. Steve Wright
Cambridge Dept. of Public Works
147 Hampshire Street
Cambridge, MA 02139

**Re: 2170 Mass Avenue, Cambridge
Charles R. Laverty, Owner**

Dear Mr. Wright,

Please be advised that I have just received a copy of the Memorandum relative to a meeting at the Fitzgerald School Cafeteria on October 4, 1997, regarding a new look for North Massachusetts Avenue, to include bike lanes, etc., (copy enclosed).

Please be advised that I was out of the country during that time and therefore, was unaware of this presentation. However, in reviewing the material, please be advised that as the owner of the property at 2170 Mass Avenue, and speaking in behalf of the tenants, I strongly oppose the elimination of meter parking on Mass Avenue. It not only would be injurious to the tenants, but it would also create additional traffic and parking problems, for the residents in neighborhood, (as people would be forced to seek parking on the side streets).

It should be noted that this particular parcel was totally rehabbed in 1980. I worked with Community Development and the property became a model of what could be done with an old, tired and worn down store block. A new facade, new signage and interior fit-up created a facility that has been an asset to the neighborhood and the community. I removed a billboard and spent considerable time and money to make this a modern and attractive building. The tenants made a positive commitment and a change in the parking would be a violation of the trust and investment made in this regard. The tenants have been in place since the property was remodeled, with the exception of one tenant who was forced to leave due to illness.

When that vacancy occurred, I decided to rent the space to an upscale Thai Restaurant, (after some deliberation on my part, to make sure that this would be an asset, not only to the building, but to the area). The only requirement needed was a

transfer of an alcoholic license from another location in the neighborhood to this building. At the hearing before the License Commission, the neighbors were in opposition to a restaurant, due to the parking and traffic problems that they were already experiencing. The License Commission voted 2 to 1 against the transfer of the Liquor License, thereby negating the tenancy of the restaurant.

I was allowed by right (zoned) to lease to a restaurant, and I would have prevailed in court. However, due to the neighborhood opposition, I decided against this tenancy, and I leased to another retail tenant.

With the Pemberton Market next door and the Funeral Home across the street, and other businesses in the area, parking is a serious concern.

It also should be noted that this area, is a heavily traveled area, and bicycle traffic would be a dangerous idea. There have been three people killed at the intersections of Mass Avenue and Rindge Avenue, and Mass Avenue and Walden Street, in the past several years. I firmly believe that this idea would worsen the situation. A Bicycle Lane would create a hazard and force cars to park all over the area.

I would like to be notified, if there are any further discussions, or meetings in this regard. I represent the subject property and the interest of my tenants, Supercuts, The Woodworkers, BankBoston, and Elizabeth Grady Face First and have strong feelings in this regard. I am in favor of bicycle lanes in the proper environment. However, this is a poor idea, in my opinion. There are Bicycle Lanes in other areas of Cambridge to accommodate the bicycles.

Other merchants on Mass Avenue, are very much opposed to this for similar reasons.

Thanking you for your attention, I am

Very truly yours,

Charles R. Laverty, Jr.
President
Laverty Associates, Inc.

CRL,Jr/nh

COPY



Subj: North Mass. Ave. Redesign
Date: 98-01-27 20:31:15 EST
From: ricksned@concentric.net (Rick Snedeker)
To: cellardr@AOL.COM

TO: North Cambridge Stabilization Committee
c/o Joe Joseph
RE: North Mass Ave. Redesign

Joe,
Here are our comments regarding the North Mass Ave. Redesign project and process.

In the first place, we have serious doubts about how sincere the DPW is about incorporating, or even considering, residents' and business owners' design adjustments. For instance, Steve Cecil, the Map 3 moderator, took no notes during discussion. He and Michael Hering put the list together after the subgroup broke up. A second reason comes from dealing with Community Development on updating the Columbus Ave. playground a couple of years ago. The end result was a playground inferior in most aspects to the one it replaced despite a so-called "user input" process. The third reason is the failure of the DPW – a group that damn well knows that the Cambridge public has to be included in decision making – to proactively supply an adequate level of information (i.e., detailed site maps) in advance of any meeting prior to this last one (1/24/98). Getting agreement is easier when your opponent is kept in the dark.

This adds up to window dressing. We think the DPW has already decided what's going to be done. But these meetings will allow it to claim that the public was involved.

Regarding project details, turning Harvey St. into 2-ways for the short block between Mass Ave. and Cedar will subtract 10-12 parking places. On Mass Ave, two parking spaces have been removed, one in front of Animal, Vegetable, Mineral and one further down the block before Alberta Street.

To avoid hardships to both businesses and residents, those parking places must be relocated nearby. How vigorously has the DPW involved the businesses in that area (Friendly Corner, the laundromat, Cambridge House of Pizza, and, to a lesser degree, Animal, Vegetable, Mineral) in the design process? Has the DPW pointed out that as many as 12 parking spots will be lost, or has it mentioned that only a couple (as is shown in the existing design) will be affected? Have these businesses been encouraged to attend the meetings?

We also noticed that the parking spaces on Mass. Ave. will have bump-outs. Has the DPW considered how hard it will be to snow plow those slots? In all likelihood, they just won't be plowed.

To sum up, there are details that still need to be worked out. But overall we are more concerned with process and attitudes. From attending the last three meetings, it seems that the DPW is more oriented toward convincing us that they are right instead of getting valuable input.

– Rick and Janet Snedeker

January 1998

Steven L. White
Deputy Commissioner
147 Hampshire Street
Cambridge, Massachusetts 02139

Dear Mr. White:

We are writing to draw to your attention negative impacts on our neighborhood which would result from the proposed raised median opposite Columbus Avenue on Massachusetts Avenue. We are opposed to this major change which will unfairly permanently cutoff our neighborhood from access to northbound Massachusetts Avenue, burdening our trips toward Arlington and Medford. Another side effect of removing the existing median cut will be a dramatic increase in traffic on Magoun Street, Whittemore Avenue, Madison Avenue and Kimball Street due to increased turn-offs into Magoun Street from Massachusetts Avenue northbound.

We support retaining the current median cut opposite Columbus Avenue on Massachusetts Avenue.

Signature Name Address Phone

Alma Balanon-Rosen	ALMA BALANON-ROSEN	51 MADISON AVE	661-2429
Brett M. Butcher	BRETT M. BUTCHER	16 SEASIDE RD	876-2379
Jan Whittier	JAN WHITTIER	17 Madison Ave	876-3197
Lisa M. Donahue	Lisa Donahue	11 Madison Ave	876-1251
Thomas Johnson	56 MAGOUN ST		
Thomas Johnson	56 MAGOUN ST		
Kim M. L...	48 MAGOUN ST	CAMBRIDGE MA 02140	
Mary Lynn B. M...	46 Magoun St	Cambr	876-2331
Yehia M...	46 MAGOUN ST	CAMBR	876-2331
Yehia M...	46 Magoun St	Cambr	492-6163
Yehia M...	15 Magoun St	Cambr	492-6163
Yehia M...	33 Magoun St	Cambr	
Richard J. Baldwin	49 Madison Ave	Richard J. Baldwin	661-1686
Mireille Arain	MIREILLE ARAIN	38 MADISON AVE #2	547-1094
James Somerhurst	35 James Somerhurst Ave	35 Madison Ave #2	661-2784
Mary Balducci	27 Madison Ave		547-6747
	20 COLUMBUS AVE		354-3295
	20 Columbus Ave		661-1724
	108 Clifton St	CAMBRIDGE	473-4294

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abilization Committee
News

January 1998

Steven L. White
Deputy Commissioner
147 Hampshire Street
Cambridge, Massachusetts 02139

Dear Mr. White:

We are writing to draw to your attention negative impacts on our neighborhood which would result from the proposed raised median opposite Columbus Avenue on Massachusetts Avenue. We are opposed to this major change which will unfairly permanently cutoff our neighborhood from access to northbound Massachusetts Avenue, burdening our trips toward Arlington and Medford. Another side effect of removing the existing median cut will be a dramatic increase in traffic on Magoun Street, Whittemore Avenue, Madison Avenue and Kimball Street due to increased turn-offs into Magoun Street from Massachusetts Avenue northbound.

We support retaining the current median cut opposite Columbus Avenue on Massachusetts Avenue.

Signature	Name	Address	Phone
	MARCEL SZTAIMBERG	52 MAGOUN ST,	497-6555
	Sara Cohn Griffin	48 Magoun St	
	Gene Sawyer	57 Magoun St	Cambr
	Willie Sawyer	57 Magoun St	Cambr
	Bob Sawyer	57 Magoun St	Cambr
	Carol McLaughlin	57 Magoun St	Cambridge
	Harold McLaughlin	57 Magoun St	Cambr
	Mary Ann Helms	57 Magoun St	Cambr
	Max Helms	57 Magoun St	Cambr
	Suzanne Stanley	52 Magoun St	Cambr

cc: Ralph Dunphy, Commissioner
Councilor Katherine Triantifillou
North Cambridge Stabilization Committee
Northwest Cambridge News

January 1998

Steven L. White
Deputy Commissioner
147 Hampshire Street
Cambridge, Massachusetts 02139

Dear Mr. White:

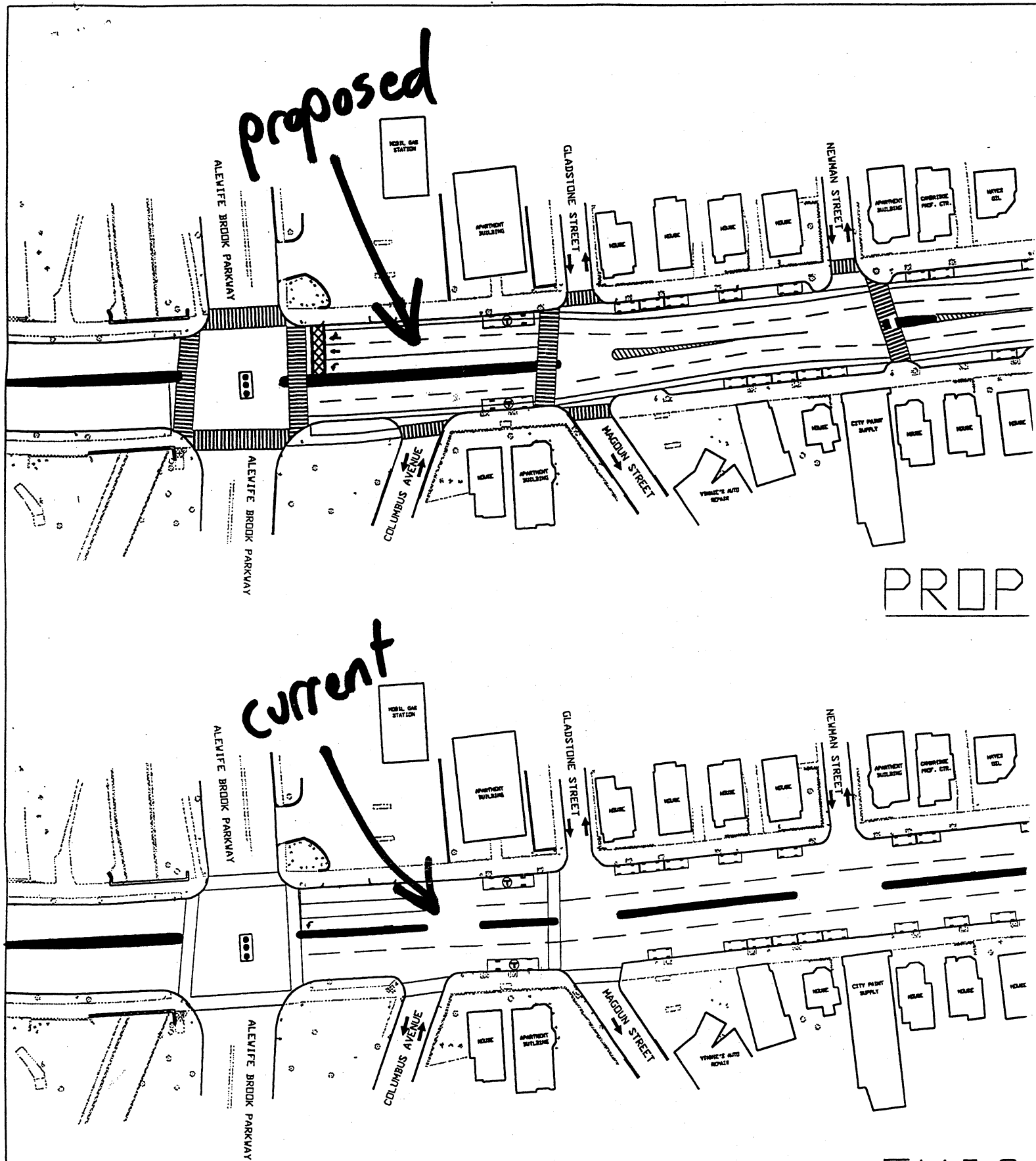
We are writing to draw to your attention negative impacts on our neighborhood which would result from the proposed raised median opposite Columbus Avenue on Massachusetts Avenue. We are opposed to this major change which will unfairly permanently cutoff our neighborhood from access to northbound Massachusetts Avenue, burdening our trips toward Arlington and Medford. Another side effect of removing the existing median cut will be a dramatic increase in traffic on Magoun Street, Whittemore Avenue, Madison Avenue and Kimball Street due to increased turn-offs into Magoun Street from Massachusetts Avenue northbound.

We support retaining the current median cut opposite Columbus Avenue on Massachusetts Avenue.

Signature	Name	Address	Phone
<i>Debra Williams</i>	Debra Williams	21 Kimball St	547-1125
<i>Keith McNeal</i>	Keith McNeal	21 Kimball St	547-1118
<i>Jean F. Harvik</i>	Jean F. Harvik	12 Harrison	(910) 331
<i>Mary P. Chaves</i>	Mary P. Chaves	15 Harrison	864-5321
<i>Frank Zuzolo</i>	FRANK ZUZOLO	25 HARRISON	876-5887
<i>Giovanna Spadaro</i>	GIOVANNA SPADARO	23 Harrison	661-2663
<i>Mitchell Balaban-Rosen</i>	Mitchell Balaban-Rosen	51 Madison Ave	661-2429
<i>Maureen Quinlan</i>	MAUREEN QUINLAN	53 Madison Ave.	547-2281

cc: Ralph Dunphy, Commissioner
Councilor Katherine Triantifillou
North Cambridge Stabilization Committee
Northwest Cambridge News


MASSACHUSETTS AVENUE: ALEWIFE BROOK PKWY - WASHBURN AVE



PROP

EXIS

LEGEND

-  PARKING SPACE

 MBTA STOP
-  SIGNALIZED INTERSECTION

 RAISED MEDIAN

January 22, 1998

*Stephen H. Kaiser
191 Hamilton Street
Cambridge, Mass. 02139*

To : Steve White, Cambridge Public Works

From : Stephen Kaiser

**SUBJECT: Concerns regarding Median Designs for
North Massachusetts Avenue**

I am aware that the City's schedule for setting curblines on the North Mass Avenue sewer project was passed a month ago, and I would have hoped that since the process started last April there would have been time for a full discussion and analysis of the proposed design changes, especially the median. While I began as a traffic-calming advocate who supported removing the existing median where possible, I came to doubt the wisdom of unrestricted left turns because of its implications for triggering new auto-related development along Mass Avenue and upsetting the existing balance of older commercial and residential uses. Now I am concerned that given existing traffic volumes and land uses there may be problems in deleting the median.

The traffic problem is for a roadway with volumes in the 30,000 to 40,000 ADT range, with through volumes conflicting with turning movements. If there is additional congestion and delay, vehicles may tend to shift over to other local streets, such as Rindge Avenue. If the conflicts result in collisions, there is an obvious safety problem.

I am concerned that there is already a trend towards auto-related development along Mass Avenue -- some citizens have made references to the "AutoMile" or to "JiffyLube Heaven." If this trend continues, there will be increased strains on the ability of Mass Avenue in North Cambridge to provide safe and adequate traffic service.

Clearly, if Mass Avenue had only a thousand cars a day and almost no driveways, it would work fine without a median. But if it had 60,000 cars a day and a driveway every 50 feet, the road would be in terrible trouble. What we have is a roadway which is in the middle -- about 30,000 to 40,000 cars a day and driveway densities which vary along the roadway. The recently circulated design plans do not show any of the existing or proposed driveways, so there is no easy way to calculate the driveway densities, but we may be able to gain from the experience of others who have tried to deal with the issue of median vs. no median.

I have sought to determine the consequences of removing medians in areas of dense driveway development, and found three ITE Journal articles on the subject, all dealing with the issue of a median vs. a two-way left turn lane. On Massachusetts Avenue the issue is a median vs. no turning lane. I could find no literature which dealt with removing a median without providing turning lanes (or U-turns) as is now proposed for

various sections of North Mass Avenue.

The July 1993 ITE article provides general survey data, and reports on four studies which came to somewhat different conclusions. The general conclusion is that the lower the travel speed, the less likely a removal of the median will create a safety problem. Generally, the system begins to break down when a certain level of business activity is placed adjacent to a combination of speed and dense traffic flow on the main thoroughfare. The problems can occur with left turns out of adjacent parcels, as well as left turns in. The activity level is a combination of frequency of driveways and the amount of traffic at each driveway.

The December 1994 article goes into more specific detail, about problems on Jimmy Carter Boulevard in Georgia, where a 4-lane road with a center turn lane was converted into a road with a fixed median, because the corridor "was experiencing many traffic accidents and was perceived to be a hazardous place to drive." There is a fairly complete listing of the pros and cons of medians and turn lanes, and the accident results are again mixed, but the Georgia experience is that two-way left turns do not work well for traffic volumes higher than 24,000 cars a day. Carter Boulevard was perceived as having severe problems with volumes of 40,000 to 50,000 a day. Mass Avenue has volumes of 30,000 to 40,000 a day, but in the future will have no median and no turn lane in many sections.

Another Georgia project referenced in the December 1994 article was State Route 10, Memorial Drive which had a center turn lane and a daily volume of 43,000, and the median resulted in a 37% drop in total accidents, 42% reduction in injuries and a 100% drop in fatalities -- from about 2 a year to zero. These results give me reason to wonder about the safety consequences of removing the median on Mass Avenue. If there were assurances of fewer future driveways and less auto-related development there would be more reason to be sanguine about median deletions, which I believe are highly desirable for traffic calming. While I am hopeful that the proposed new design will tend to reduce speeds, there is a legitimate question whether we have the zoning and governmental protections in place to prevent north Mass Avenue from becoming a lower speed road which still has 40,000 cars a day and too many driveways.

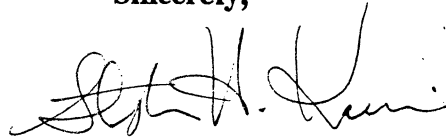
The only evidence I have of undivided 4-lane roads vs. medians occurred when I was employed for the state MEPA office in the 1980s. Intensive development was occurring along Route 1 through Norwood, Sharon and Walpole, as an older 4-lane undivided road was becoming overwhelmed by adjacent development and its turning traffic. Part of this road in Norwood is called the Auto-Mile. The solution imposed by the state highway officials was to install a median, with associated turn lanes and jughandles in order to provide for more orderly and safer access.

The last item I found was a rather sad letter from a traffic engineer a dozen years ago, who was seeking help from ITE engineers because he felt the removal of a median to be replaced by a center turn lane would "exceed the limits of usefulness" of the turn lane concept. His example was described as having high driveway density, 100% commercial strip development and high traffic volumes, but he reported that his efforts to have an experienced outside consultant review the concept was "dismissed as unnecessary." He stated that "I must remain anonymous at this time for obvious reasons."

January 22, 1998

I understand that the Cambridge Public Works Department has primary experience and interest in sewers and their construction, which will be an awesome task in itself. However, on the issue of roadway design there should have been more technical assistance offered to you in order to deal with the complex issues of median and driveway design and the public safety implications. One suspects that it will not be easy for you or any other engineer or planner in the City of Cambridge to make these decisions, given the intensive developer interest in various parcels along Mass Avenue.

Sincerely,



Stephen H. Kaiser
Traffic and Transportation Engineer

Consent Communication #16

1328

Communication was received from Joseph Joseph, Chair, North Cambridge Stabilization Committee, requesting a public hearing regarding concerns and complaints about the planning process involving North Mass Ave.

InCity Council March 2, 1998

sent to C. Born 3/3/98.

Referred to
Public Service Committee on
motion of Mayor Deebay.