



City of Cambridge

65.

IN CITY COUNCIL

October 19, 1998

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

RESOLVED: That the attached letter regarding safety hazards be referred to the City Manager for review and reconsideration and please report back to the City Council as soon as possible.

In City Council October 19, 1998.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

A handwritten signature in cursive script that reads "D. Margaret Drury".

ATTEST:-

D. Margaret Drury
City Clerk

#65

To: Mayor Duehay, Vice Mayor Galluccio
And all other Honorable City Councillors
City Hall, Massachusetts Ave,
Cambridge, MA 02139

October 14th, 1998

Subject: Safety Hazards on Little Concord Avenue

We, the undersigned residents of Follen-Little Concord Block, wish to alert the City Council to the dangers of the bike-path laid out by CCDD on Little Concord Avenue and to request a neighborhood meeting to lessen these existing hazards.

Little Concord is the only way all residents can get out of our block, since the exit of both streets onto Arsenal Square was closed off for the safety of that Square's intersection in 1994. In 1995 a bike-path was laid out on Little Concord Avenue. going against the traffic flow. Furthermore, this bike-path was, and still is, laid on the NE side of the Avenue's juncture with Follen St., where both corners are blind. Susan Clippinger of DTP & P claims that "this bike path's contra flow was sanctioned as the only safe way to allow bikers to travel in the area, after careful planning and engineering review." We disagree.

Th City knew the street closing would have not have been possible without all residents' consent, but we were never consulted in the planning of the bike-path. It just appeared in 1995. We never were shown the reports behind Clippinger's decision. As a consequence, the following hazards obvious to residents were either overlooked or ignored:

- 1) There are always a large number of U-Hauls, construction and mail delivery trucks obstructing the view on Little Concord, as well as a heavy load of pedestrians going in both directions.
- 2) The artificial juncture of Little Concord Ave. and Follen St. presents a difficult corner for motorists to negotiate. Both sides of the corner are blind. Motorists cannot check both directions for bikers and pedestrians, while navigating the turn. At the same time the foot and bike traffic cannot see cars approaching the corner.
- 3) Sun in the AM obscures visibility of bikers going east the wrong way. In the PM sun makes the turn even harder to navigate and to check both sides of the street.
- 4) Most importantly, on the eastern side of the street a City sign tells both pedestrians and bikers to stop, but there is no such sign on the western side. Instead a huge sign on Follen merely warns motorists that bikers may be going east. However, on the Little Concord pavement a sign tell the bikers to go west, while on the Garden St. sidewalk by Longy even larger signs tell bikers they can go in both directions. These contradictory signs cannot but encourage bikers to feel they have a right to go anywheres, irregardless of the well-researched State law, which states that bikers, for their own safety, should obey motorists' rules.

The current Little Concord bike-path solution is simply not safe. It encourages bikers to disregard State laws, not only on Little Concord, but also on Follen and on all other City streets. The majority of bikers using Concord Ave are Harvard students. A Chauncy St. bike path offers a much more direct and safer way to the college. Why are the bikers not encouraged by the City to take this route?

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Our two streets existed before the bike-path and as we have no alternate exit, we feel turning cars should have the right-of-way on little Concord. Bikers, who insist on using Little Concord to go east, should ride on the right along the Street cut-off pavement and stop before entering at the pavement. Bikers going west should enter Follen St. by the Christian Science Church, as must all resident drivers.

We request a meeting with CCDD in the neighborhood, perhaps at Longy School, where residents are allowed to see the City's professional planning and engineering studies, and where our input will be considered. A safer and more satisfactory solution can only be reached by agreement among all of those, who must use this route. Hopefully this meeting will be arranged soon, before some one is badly hurt.

With many thanks in advance for your consideration,

Sincerely, *Sheila G. Cook*

Sheila G. Cook, 34 Follen St., Cambridge, MA 02138,
as authorized by the following::

William Crout, 5 Concord Ave, Cambridge MA 02138
Dorothy and Delta Vagt, 29 Follen St., Cambridge, MA 02138
Jane and Christopher Reed, 36 Follen St, Cambridge MA 02138
John Moot, Harvard Square Defense Fund,
44 Coolidge Hill Rd., Cambridge MA 02138



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Councillor Russell
Mayor Duchy:

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Resolved: That the attached
letter regarding Safety Hazards
be referred to the City Manager
for review and re-consideration.

Pls Report back to the City Council
ASAP

1998 OCT 15 P 4: 24

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

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COUNCILLOR RUSSELL

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Consent Order #65 500CM

Councillor Russell re: report on safety hazards on Little Concord Avenue.

In City Council October 19, 1998

ORDER ADOPTED