

- 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.

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!)

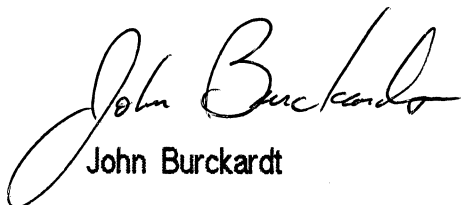
From what I understand from fellow Committee members, this project has had many opportunities for public input. And, most importantly, the current plan reflects that input.

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. If necessary, a few tweaks may be necessary, but let's not restart from scratch!

I urge your support of the current plan (plus or minus a few tweaks) for north Massachusetts Avenue.

Sincerely,



John Burckardt

1429 Cambridge Street, No. 1

Cambridge MA 02139 98 APR -1 AM 10 21
March 30, 1998

CAMBRIDGE MA.

Cambridge City Council
c/o City Clerk
Cambridge City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Re: North Massachusetts Avenue

The Honorable, The City Council:

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.

I would ask that each of you consider the design issues involved. Also, I would ask that you consider 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 that were held and how that input has influenced the current plans.

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 provide everything for the entire length of the project.. Unlike the wide arterials found in the West and South of the U.S., Mass. Ave. has a limited right-of-way. There simply is not enough room for a continuous island, parking, bus stops, travel and turning lanes, bike lanes, etc. Still, I believe the current plan is a vast improvement and a good compromise.

As I see it, the benefits include:

- improved crosswalks (and more of them!), most with an island in mid-street;
- curb extensions to reduce the length of the crosswalks;
- 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);
- improved crosswalks where Linear Park crosses Mass. Ave.;

Consent Communication #8

S-262

A communication was received from
John Burckardt, transmitting a letter
regarding his support for the North
Mass. Ave. Project.

In City Council April 13, 1998

Referred to

7:00 pm hearing