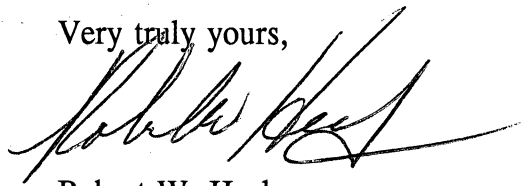


Honorable, The City Council
February 28, 1994
Page 2

installed. In addition, the Police Department has been requested to conduct random enforcement after the warning beacon has been in operation for four to six months. The Traffic Department will conduct an after study to determine if the problem has been solved. If not, the Department will take whatever additional steps are necessary to insure the safety of pedestrians and vehicles using this intersection.

Very truly yours,

A handwritten signature in black ink, appearing to read "Robert W. Healy", written over the closing "Very truly yours,".

Robert W. Healy
City Manager

RWH/mev



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EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

February 28, 1994

To The Honorable, The City Council:

In response to Awaiting Report Item No. 5, regarding a further report on safety improvements at Harvard and Dana Streets, Traffic & Parking Director George Teso reports the following:

The Traffic Department, at a meeting with residents of Harvard Street, answered questions and outlined steps to improve the safety at the intersection of Harvard and Dana Streets. One of the questions asked was why signals were installed at the intersections of Harvard and Trowbridge Streets and Harvard and Ellery Streets.

In the early 1970's, a traffic study was conducted on the section of Harvard Street between Lee Street and Quincy Street. At that time, parking was allowed on both sides of Harvard Street and the two most dangerous intersections were found to be Harvard Street at Ellery Street and Harvard Street at Trowbridge Street. The Department then took the necessary steps to improve these intersections. The first step was the removal of parking for better visibility and the enforcement of the Stop Signal Law.

After a suitable length of time, the Traffic Department conducted an after study and found that although there was an improvement at these intersections, it was not enough. The intersections were then determined to meet the States warrants and they approved the installation and reimbursed the City of the cost. This practice has since been stopped and the City must now pay for any installation.

The Traffic Department, after studying the intersection of Harvard and Dana Streets determined, after reading the accident reports, that vehicles were not aware they were approaching an intersection and with visibility obscured by vehicles parked too close to the intersection collided.

Steps were then taken to improve the safety of this intersection by removing parking at the intersection and installing warning signs on the approach to the intersection advising drivers that there is a road ahead and to slow down. The other step taken was to install an overhead warning beacon at the intersection to give drivers more of a warning of the intersection. The underground work has been completed and as soon as the mast arm is delivered, it will be

Consent Agenda #7

S-79

Transmitting communication from R., W. HEaly
re: Awaiting Report No. 5 regarding a further
report on safety improvements at
Harvard and Dana Streets.

for original order See 1993
Finance #230.

1st rep. rec. 2/7/94. See

1994 - Sundries # 40.

(Agenda # 3 of 2/7/94)
Referred back to City Mgr.

2nd rep. rec. 2/28/94

See Agenda # 7 of 2/28/94.

In City Council February 28, 1994

Placed on file.