

Craig Kelley, 6 St. Gerard Terrace, stated that residents have heard repeatedly that when there is more public process, it will limited to landscaping. He was told that there would be 300 feet between crosswalks. He measured the two that most impact him. The distances are 500 feet and 480 feet. He is very angry. There is nothing good about the plan. There has been very little honesty or competency. The plan should be thrown out to start over again.

Vice Mayor Galluccio requested that Mr. Kelley provide a summary of his attempts to obtain information.

Ken Field, 108 Pleasant Street, stated that he supports the plan. He feels that retaining the median encourages kids to jaywalk. Also, retention of the median means that there cannot be a bicycle lane.

Mary Quinn, 54 Haskell Street, stated that she works part time at 2322 Mass. Ave. She often sees pedestrians stranded on the median strip. They would be in grave danger without the median strip.

Chris Osborne, business owner in North Cambridge, stated that he is concerned about the loss of the median strip in terms of safety. It is human nature to jaywalk. He is also concerned about the loss of parking that will result. He doesn't see that many bicyclists. But there are a lot of elderly; they are the people who use the median.

Charles Bahne, resident of Concord Avenue, with an office in Davis Square, stated that with regard to crosswalks, "safe" means "convenient." Motorists won't pay any attention to crosswalks unless there are lights. There are seven cross streets and four bus stops where safety will be decreased by the plan. He asked whether there has been a pedestrian count to see where pedestrians actually cross. He believes he was removed from the Pedestrian Committee because he opposes this project.

Pandora Berman, 85 Harvey Street, spoke in support of the project. She has commuted by bike for thirty years. She likes bike lanes; they make her feel safer. The median strip as it currently exists is an attractive nuisance.

George MacCray, 2301 Mass. Ave., stated that he lives and works at that address. He sees this issue as pitting older citizens against bicyclists. If the median is removed, people will be "U-turning" all over the place. The median is a safety haven. He urged caution and contact with the schools. He suggested looking at whether there are opportunities for residents and business owners to upgrade their service and water connection when the construction occurs.

Michael Halle, 2 Westacott Court, stated that the elimination of parking is not due to bicycle lanes; it is due to pedestrian amenities. It is unfair to keep this illegal crossing method that cannot be used by people in wheelchairs, people with walkers,

people with strollers. This is against the spirit of the Americans with Disabilities Act and the spirit of community.

Ted Hamman, 106 Holworthy Street, objected to public comments suggesting that only those in North Cambridge should comment. The plan is a good plan. It will especially help people who are not "the quick and the strong" in terms of getting across the avenue.

Dan Cooper, 2130 Mass. Ave., stated that the job of government is to put the most emphasis on protecting those who are the least powerful. He is not able to cross the street quickly. The median strip is important to his safety.

Ernest Cassara, 2130 Mass. Ave., stated that there is median left in the plan, and there are bike lanes in the places where the median remains, so it does not seem logical that the median must be removed because of the bicycle lanes. He added that removing the median in Mass. Ave. will have tragic results.

Joseph Joseph, 20 Kassal Park, stated that the planning process that has been held so far is not a legitimate process. You have to "fess" up" here. The big ticket items were taken off the table. That should not happen. He strongly urges the City Council to instruct the City Manager to reopen the process with the full panoply of issues on the table. He said that there is a way to make everyone happy. The basis of the whole issue is safety.

Mr. Joseph said we asked and asked and asked for a full-blown analysis of the safety issue. That never happened. There was a little something that he guesses you would call a safety study. He tracked down the studies and read them and he has this to say. He knows how to make a thesis look verifiable. That study was not even a good attempt to do this. All of the studies that were documented said the exact opposite of what was being represented to have been said. Those studies basically would have supporting putting in medians. The AAHTL manual says unequivocally that there should be medians on roads like Mass. Ave. He said that the City Council should direct the Manager to require a legitimate safety study. This section of Mass. Ave. is different from other parts because it connects to Route 2, Route 93 and Route 128.

Mr. Joseph stated that the median strip is the bicyclists' friend because otherwise there will be dangerous U-turns. It is possible to have both bike lanes and a median strip.

Deborah Kuhne, 17 Hollis Street, stated that she is very concerned about the process. She is concerned about how hard it has been for Craig Kelley to get answers to his questions. Studies that she has looked at suggest there will be more traffic. Arlington is considering putting in a median strip because it will decrease the amount of traffic. She also worries about busses and bicyclists. The best pedestrian amenity would be to enhance the median strip, put some trees on it.

Michael Brandon, 27 Seven Pines Road, agreed with Craig Kelley, Joe Joseph, Charles Bahne and Deborah Kuhn. He urged a return to the drawing board. The previous process did not work. It was a manipulative process. Consultants were brought in. There was a very strong bicycle lobby. Even this meeting is problematic because it is at City Hall, not in the neighborhood. Unless there is a crosswalk every ten feet, it will not work to take out the median strip. In Porter Square the meetings were coordinated by the Community Development Department; in North Cambridge the process was conducted by the Department of Public Works, whose expertise is not planning. Porter Square got a citizens advisory committee, why did not north Mass. Ave.? He asked why they could not get accident data. He said that removing on-street parking on Mass. Ave. will result in more illegal parking on residential streets.

Councillor Sullivan stated that the comments to date remind him of comments during the Central Square process where staff deems certain items non negotiable. He finds that problematic. He hopes that the City allows full citizen participation in the process with meetings in the neighborhood.

Richard Clary, 15 Brookford Street, Chair of the North Cambridge Stabilization Committee, said that the process went awry when the City did not appoint a neighborhood committee. Crossing Mass. Ave. is a terrifying process at all times. Driving here he encountered six to eight people standing on the median strip, dressed in dark clothing. They were almost impossible to see. People jaywalk all the time. He suggested narrowing the sidewalk to construct bike lanes and leave the median in place.

John Danehy, 2294 Mass. Ave., stated that he asked for two things from Ms. Clippinger, a traffic count and bicycle count and was assured that he would get them. He called her twelve times and got no response. He supports keeping the median. Removing the median will increase accidents. Bicycles should be registered and insured.

Jane Lundhorst, 22 Dudley Street, spoke in support of saving the median strip.

Rhea Karakelos, 20 Alberta Terrace spoke in support of keeping the median strip.

Douglas Klein, 10 Mellon Street, stated that north Mass. Ave. is not the property of those who live in North Cambridge. It is a major street that must be shared by all. The bike lanes will enable use by people who are presently afraid to ride on Mass. Ave. The reason that there can be bike lanes and still retain the median at crosswalks is that there is no parking at crosswalks, so there is some extra room between the car travel lane and the sidewalk.

Councillor Davis announced that there are also some written comments which will be made part of the record. **ATTACHMENTS B, C, D.**

Councillor Born suggests that staff look into removing one block of median and doing studies on the results. She asked whether there could be more crosswalks even if the median is retained. She asked whether there could be a combined median strip and bike lane in the center.

Vice Mayor Galluccio stated that he will submit a number of questions in writing. He stated that he is hearing that people do not want more of the same kind of process. The City started with a proposal rather than a series of questions about what people would like to see on Mass. Ave. He stated that he would like to see a summary of what changes have been made since the beginning of the project. He wonders about where the City Council should be promoting bike lanes. It doesn't make sense to have bike lanes on every street we resurface. He suggested setting up a citizen committee that represents the various interests to work through these conflicts. He also suggested a home survey.

Councillor Davis said that this hearing represents an intersection of different kinds of needs with regard to the use of Mass. Ave. It is important to understand that the proposal does provide for pieces of median strip at particular places.

Councillor Born asked how much time there will be before the design process must begin. Mr. White said that the design stage will start in July, 2000 and will take eight to ten months. The problem is that right now the City does not know the scope of the changes that will be required as a result of the exploratory work on the recently discovered conditions in the sewer system.

Ms. Bowker stated that the MWRA's relook at the sewer system means that it would be better to restart the surface design work in July and not before then.

Councillor Born suggested that if perhaps there are six months, they should model themselves on the Porter Square Committee and process.

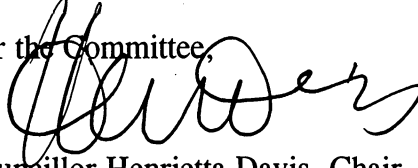
Councillor Davis asked for a show of hands for those who favored a committee and those who favored an open process. Those members of the public in favor of a committee did not want a committee appointed by the City Manager.

Councillor Born said that she believes that it is worthwhile to revisit this issue with an open process, somewhat like the growth management groups. It was agreed that the committee will recommend that the issue of the median strip be revisited in an open community process with wide community notification to begin in July of 2000, at the time that the sewer system design changes have been clarified. See attached order adopted by the City Council on December 20, 1999 (**ATTACHMENT E**).

Councillor Davis thanked those present for their attendance and participation.

On motion of Councillor Born, the meeting was adjourned at 8:55 p.m.

For the Committee,

A handwritten signature in black ink, appearing to read "H. Davis", written in a cursive style.

Councillor Henrietta Davis, Chair

**NORTH MASSACHUSETTS AVENUE
SURFACE DESIGN PROJECT**

A₁

DESIGN GOALS

- **Improve Conditions for Pedestrians**
- **Improve Streetscape Conditions**
- **Serve Appropriate Motor-Vehicle Needs**
- **Improve Conditions for Bicyclists**
- **Preserve Appropriate Commercial Environment**
- **Improve Safety for All Users**
- **Preserve/Improve Side Street Environment**

**North Massachusetts Avenue Project -
Surface Facts and Figures (Alewife Parkway - Beech
Street)**

	<u>EXIST.</u>	<u>PROPOSED</u>
Number of cross-walks*	15	24
Average length of cross-walk*	73 FT.	64 FT.
Average distance between cross-walks*	434 FT.	285 FT.
Maximum distance between cross-walks*	770 FT.	540 FT.
Legal U-turns		
NB → SB	0	2
SB → NB	1	2
Legal parking/loading spaces**	186	168 (90%)
Raised median	3,691 FT.	1,911 FT (52%)

*Across Mass. Ave.

**On Mass. Ave.

NORTH MASSACHUSETTS AVENUE SURFACE DESIGN PROJECT

DESIGN PRINCIPLES AND PROJECT FEATURES

PEDESTRIAN ENHANCEMENTS

- Nine new pedestrian crossings
 - increase pedestrian access and safety.
 - the average distance between crosswalks is reduced by 149’.
- All non-signalized crossings have 6’ median refuges.
- Signal timing is adjusted to minimize wait time and increase time allowed to cross.
- Curb extensions are added to shorten crosswalks.

MEDIAN

- 52% of the median retained.
- Medians serve either as pedestrian refuges at marked crosswalks or restrict undesirable turning movements.
- Intermittent median helps prevent speeding and increases crosswalk visibility and awareness for drivers.

BICYCLE FACILITIES

- Design provides space for bicycles along the Avenue.
- Bicycle lanes organize how the road is used by all modes and increases safety.

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NORTH MASSACHUSETTS AVENUE SURFACE DESIGN PROJECT

DESIGN PRINCIPLES AND PROJECT FEATURES

VEHICLE FACILITIES

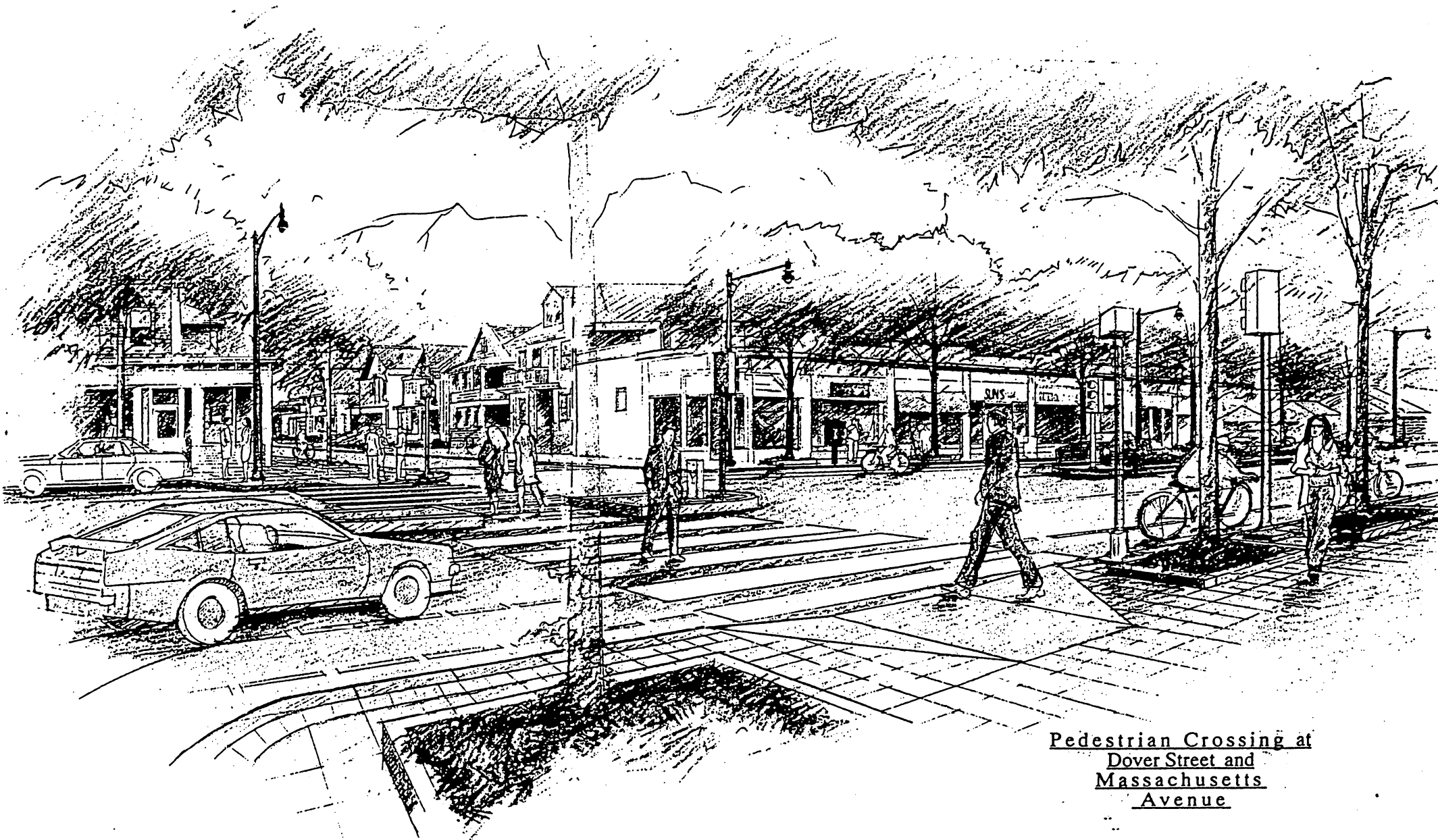
- Capacity of vehicle travel lanes is maintained.
- Median retained where left turns are undesirable, but opened where improved access is desired.
- Protect residential streets from unnecessary traffic by maintaining efficient flow on Mass Ave. and allowing direct access to streets and sites where appropriate to reduce circulating traffic.
- Discourage excessive speeds.

PARKING SUPPLY

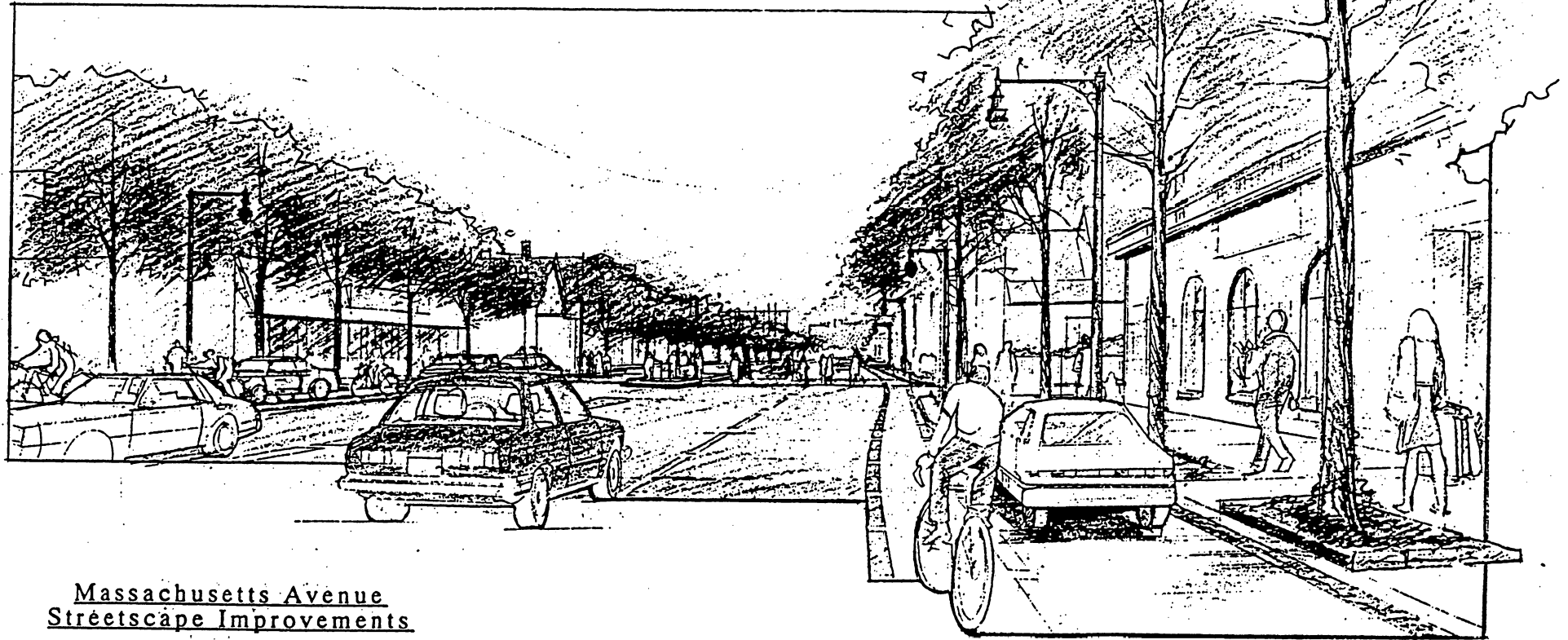
- 90% of the parking spaces retained.
- Parking is removed to provide pedestrian crossings.

URBAN DESIGN/ESTHETIC IMPROVEMENTS

- Add landscaping and other urban design features that enhance environment for residents, businesses and users of the roadway.
- Create an identity that is not auto dominated for the Avenue



Pedestrian Crossing at
Dover Street and
Massachusetts
Avenue



Massachusetts Avenue
Streetscape Improvements

North Mass. Ave. Sewer Reconstruction Project Overview

The surface enhancement project for North Massachusetts Avenue is being done in conjunction with the sewer separation project that resulted from the court-ordered cleanup of Boston Harbor and is subject to court-ordered deadlines. The original construction schedule has been altered by funding concerns related to the cost of the sewer work. MWRA is currently reviewing alternative technologies and costs and we expect to have a more realistic sewer project scope and schedule by August, 2000, when the MWRA has to present such to the Federal Court. Further design work on the surface and streetscape treatments – including landscaping, street furniture, sidewalk paving materials, and lighting – will commence dependent on the sewer project revised schedule, with another series of community workshops and other venues for community participation in those design decisions.

Design Process for Surface Improvements

The initial design process for the sewer reconstruction and surface improvement project for North Massachusetts Avenue took place over a two-year period, involving the public from early 1997 when the city received MWRA funding. The Departments of Public Works, Community Development and Traffic, Parking and Transportation worked with area residents and businesses in a variety of ways: businesses along the corridor received individual visits, thousands of mailings were sent to residents and others interested in the project, and sixteen public meetings were held with the objective of obtaining community input.

To ensure widespread participation, meetings were held on weekday evenings and Saturday mornings, notice boards were posted at multiple locations on Mass. Ave., and meeting notices sent to hundreds of North Cambridge residents and businesses. Design drawings of the entire corridor were sent to all who had expressed interest in the project to make clear exactly what was being proposed and to keep those who could not attend all of the meetings informed. In addition, special meetings were held with businesses and individuals to review site specific concerns. In April, 1998, the City Council held two additional meetings to hear community comment.

Project Goals

The design goals for the project were as follows: to improve conditions for pedestrians; to improve streetscape conditions; to serve appropriate motor-vehicle needs; to improve conditions for bicyclists; to preserve appropriate commercial development; to improve safety for all users; and to preserve and improve side street environments.

Project Elements

The plan for North Mass. Ave. reflects the collaborative effort of everyone who participated in achieving all these important objectives. The final elements include:

Enhancement of Existing Crosswalks and Addition of 9 New Crosswalks

All crosswalks are enhanced by some combination of curb extensions, median refuge points, and/or improved signal timing. The addition of nine new crossings on top of existing crosswalks on Mass Ave will make crossing easier and more convenient. Curb extensions will shorten crossing distances at each crosswalk. More crosswalks provide additional opportunities for safe crossing by

pedestrians. Enhanced visibility and shorter crossing distances add a significant safety factor, making it easier to cross Mass Ave in a single movement. Curb extensions will make it easier for motorists and pedestrians to see each other at intersections, prevent motorists from speeding around corners, improve sight lines and provide added space for street furnishings along the corridor.

Medians at All Unsignalized Intersections and Convenient Signal Timing at All Signalized Intersections.

All non-signalized (and some signalized) crossings of Mass Ave have six foot wide median refuges. At all signalized intersections, pedestrians will be able to cross in one cycle, even for those who walk more slowly. At signalized crossings, signal timing will be adjusted to minimize wait time and increase the time to cross. In places where there are no signals, the median provides a refuge for pedestrians, and with a six foot width allows safe waiting for parents with strollers.. This design, together with the curb extensions, will highlight the presence of crosswalks for motorists, who will better be able to see pedestrians crossing.

Intermittent Median Design

The plan retains 52% of the median, with medians serving either as pedestrian refuges at marked crosswalks or restricting undesirable turning movements. The intermittent median design (as opposed to a continuous median) discourages speeding and increases crosswalk visibility and awareness for drivers. Medians will be retained where left turns are undesirable and eliminated where improved access is desired.

Bicycle Lanes Added for Length of Corridor

Bicycle lanes will be provided along the length of the project. The City's Vehicle Trip Reduction Ordinance requires that we promote bicycle accommodation transportation in Cambridge, and Massachusetts Law requires bicycle provisions for projects using state or federal funds. While bicycle lanes are not specifically required to receive project funding, the Massachusetts Highway Department looks carefully at design submittals for bicycle provisions and may withhold project approval for inadequate accommodation. In both federal and Massachusetts state guidelines, the prescribed facility for bicycles on an urban arterial with parking is a bicycle lane.

Bike lanes provide a more defined, visible place for bicyclists to travel. They organize how the road is used and have been shown to reduce bicycle traffic on sidewalks and increase the percentage of cyclists who obey traffic signals and other laws (for example, riding with the flow of traffic). Bike lanes increase safety for all modes and have been shown to reduce the number of accidents by 20-80 percent.

Safety through General Reduction of Excessive Speeds

The overall design of the street will reduce excessive speeding along Mass. Ave. while not further slowing already slow traffic at rush hours. The elements that contribute to the speed reduction are: restriction of motor vehicle travel lanes to minimum widths, adding bicycle lanes, intermittent median design, slight deviation from totally straight sight lines, and landscaping features. Speed is one of the most significant safety hazards to all road users, and reducing speeds will provide tremendous benefits to the safety of the street.

Schedule of Mass Ave Meetings

City Council Meetings:

- March 25, 1997. City Council committee on Housing and Community Development meeting to review the status of the plans for Trolley Square and Sheridan Square.
- April 1, 1998, Wednesday. City Council Elder Affairs committee meeting at the Russell Apartments, 2050 Mass Ave.
- April 1, 1998, Wednesday. City Council Elder Affairs committee meeting at the Burns Apartments, 50 Churchill Ave.
- April 8, 1998, Wednesday. City Council hearing at the Fitzgerald School.
- April 13, 1998, Monday. Comment period at the City Council meeting.

Large Community Meetings:

- April 9, 1997, Wednesday. Community meeting.
- May 1, 1997, Thursday. Community meeting.
- May 29, 1997, Thursday. Community meeting.
- June 12, 1997, Thursday. Community meeting.
- June 26, 1997, Thursday. Community meeting.
- August 6, 1997, Wednesday. Community meeting.
- October 4, 1997, Saturday. Community meeting.
- November 15, 1997, Saturday. Community meeting.
- January 24, 1998, Saturday. Community meeting.

Small Community Meetings:

There were numerous smaller meetings that staff from the three departments attended with residents and businesses all along the corridor to brief them on the project and get feedback from them, much of which lead to changes in the plans to address their concerns.;

B,

John H Howard
8 Cogswell Ave
Cambridge, MA 02140

(work) 781-442-3176
(cell) 617-504-7521
(home) 617-491-9881

December 10, 1999

Henrietta Davis
Chair, Traffic and Transportation Committee
795 Massachusetts Avenue
Cambridge, MA 02139

Dear Councillor Davis:

As I will be out of town for the December 15 hearing on North Massachusetts Avenue, I am writing this letter to express my support for the proposed North Massachusetts Avenue design. The redesign has many desirable features: more and better crosswalks, bicycle lanes, traffic calming, left turn lanes, and even some legal U turn opportunities, all of which overshadow the somewhat dubious benefits of the present median strip.

The number of legal, well-marked crosswalks is doubled. Crosswalks are shortened by addition of curb extensions, they cross perpendicularly to the street rather than diagonally, have adequate pedestrian refuges, and are placed better with respect to traffic flows. If we did nothing else, we should fix them. In fact we should add or improve crosswalks immediately, not waiting for the sewer work. This is particularly important in Porter Square and at Beech St, where the existing crosswalks are nearly useless.

Bicycle lanes are essential. North Massachusetts Avenue already carries substantial commuter bicycle traffic. It is city policy to encourage alternative transportation, including bikes. Bike lanes also make a buffer zone between parked cars and traffic lanes and enhance pedestrian visibility. Clearly marked on-street bicycle lanes will help keep bikes off of sidewalks, an issue of particular importance to our many older residents. I wish that the police would vigorously enforce double parking, whether in bike lanes or not. Not only does it severely endanger bicyclists, but also it disrupts traffic flow, causing dangerous lane changes and potential automobile accidents.

Dedicated left turn lanes, such as the one proposed for Walden Street, will both keep the through traffic moving and make it easier for residents to get to their homes. I wish the plan had more of them.

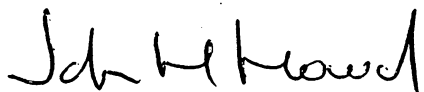
As to the median strip itself, it is at best a mixed blessing. It encourages illegal and dangerous mid-block crossings. It is too narrow to be a pedestrian refuge, yet it encourages people to walk along the median as if it were a sidewalk. The median does prevent some illegal left and U turns, but only at the cost of concentrating them at the breaks. It is an ugly and barren strip of concrete, and I believe that it encourages higher speeds by giving a false impression of a freeway. It would be far better to have an interrupted median with plantings or other visual cues to tell drivers they are in a city and need to honor pedestrians and crossing traffic.

B 2

Another concern I have with the current plan is the loss of parking. I don't have any easy answers. Perhaps we should consider converting more of the on-street slots to very short terms, such as 15 or 30 minutes, especially in the vicinity of retail businesses. Perhaps such short term customer parking could be combined with added loading zones. Both of these would also help reduce double parking. For longer stops, the city could work with local businesses to develop off-street public lots and to control the natural tendency of employees to occupy prime customer spaces.

All in all, the existing plan does a great deal of good for pedestrians, who are mostly residents like myself, for bicyclists, and even for drivers. It acknowledges the reality that North Massachusetts Avenue is a major arterial, feeding traffic to all points in Cambridge as well as Somerville and Boston, yet improves the quality of life in our neighborhood. I'm strongly for it.

Respectfully yours,

A handwritten signature in cursive script that reads "John H. Howard". The signature is written in dark ink and is positioned below the typed name "John H. Howard".

C
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Subj: Efforts to "Save the Median Strip" in North Cambridge
Date: Mon, Dec 13, 1999 3:00 PM EDT
From: hunziker@rational.com
X-From: hunziker@rational.com (Susan Hunziker)
To: henridavis@aol.com

Councillor Davis,

I cannot attend the hearing on this subject, but I want to express my concern about it.

I support the new plan for Mass. Ave. I participated in the many community meetings held to collect input from residents. I think the planners did a fine job to incorporate our collective knowledge of each intersection and to respond to the concerns expressed.

As I understand it, the primary basis for opposition to this plan is pedestrian safety. I have to wonder whether the opponents have actually seen the plan. The new plan has many more crosswalks and places most of them on the corners where people actually cross. Each intersection that is not controlled by a light (and the walk cycles that will be programmed into them so that pedestrians don't have to request them) preserves enough of the median strip to protect anyone who can't make the crossing in one cycle. Also, the bumpouts at many of the corners will shorten this distance.

It is true that removal of the median strip will make it much tougher for people to jaywalk. As a pedestrian, I am as guilty as anyone of this particular offence, and I, too, will get exasperated when I actually have to walk to the nearest corner to cross safely. But I will have many more options than I do now, and I trust that I'll get over it.

As a driver whose route to work runs along Mass Ave between Porter Square to Arlington, I am aware that when the new plan is implemented, I will have to look for cars turning onto the avenue from the other

side
of the median. But if the plan encourages more (dare I hope for
most?)
pedestrians to cross where it's safe instead of where it's
convenient,
I'll be more than grateful.

Sincerely,

Susan Hunziker
80 Orchard St.
Cambridge 02140

----- Headers -----
Return-Path: <hunziker@rational.com>
Received: from rly-yg02.mx.aol.com (rly-yg02.mail.aol.com
[172.18.147.2]) by air-yg03.mail.aol.com (vx) with ESMTTP; Mon, 13
Dec 1999 14:00:01 1900
Received: from gw.atria.com (gw.atria.com [192.88.237.2]) by
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<NAA01589@gw.atria.com> Mon, 13 Dec 1999 13:59:48 -0500 (EST)
Message-ID: <385544DD.B40E737C@rational.com>
Date: Mon, 13 Dec 1999 14:11:25 -0500
From: Susan Hunziker <hunziker@rational.com>
X-Mailer: Mozilla 4.61 [en] (WinNT; U)
X-Accept-Language: en
MIME-Version: 1.0
To: henridavis@aol.com
Subject: Efforts to "Save the Median Strip" in North Cambridge
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Submit to desk
for hearing

D

23 Norris Street
Cambridge, MA 02140
December 13, 1999

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS
1999 DEC 15 A 10:51

Councilor Anthony Galluccio
City Council Office, City Hall
Cambridge, MA

Dear Councilor Galluccio,

I regret that I will be unable to attend the hearing on December 15, 1999 regarding plans for the redesign of Massachusetts Avenue between Porter Square and Arlington. I am writing to express my thoughts regarding this issue, which I will be unable to present in person. In summary, the points I would like to make include:

- I am in general support of the City's plan.
- I favor removal of large portions of the median strip between intersections.
- Alternatively, I would support a plan which would replace portions of the existing median with Jersey barriers.
- The City should consider placing the bike lanes between the sidewalk and the parked cars, as is commonly done in Holland.

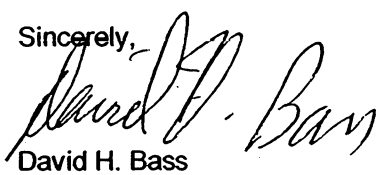
I do not doubt that both the proponents and opponents of the City's redesign plan are sincerely concerned with public safety along this stretch of Massachusetts Avenue. All involved agree that this is a dangerous road for motorists, cyclists, and pedestrians alike. It would seem, then, that we should be debating *how* we should change the general layout of North Massachusetts Avenue to make it safer, not *whether* we should change it. Yet the opponents of the City's plan insist that the road be left basically in its current state, with a large median strip between all intersections. They believe that as bad as the road is now, the City's plan would only make it worse. However, this is no justification for leaving the road unchanged.

I am in general support of the City's plan. I believe the median is a hazard because it tempts pedestrians to engage in reckless behavior, such as jaywalking and walking along the median strip itself while waiting for traffic to clear. It also poses a tripping hazard (my mother, then 70 years old, tripped and fell on the median while jaywalking, broke her jaw, and could not eat without pain for over a year). I also find the City's consultants arguments compelling that removing the median would tend to calm traffic.

However, I do not believe that the City's plan is the only possible solution to ensure pedestrian safety along Massachusetts Avenue. If the median strip were replaced with Jersey barriers (possibly with chain link fencing placed on top of the barriers), then it would be virtually impossible to jaywalk or walk along the center of the road, as is commonly done with medians present. Furthermore, Jersey barriers are several feet narrower than the median, so more space would be available for bike lanes, which are badly needed. Therefore, I support development of an alternative plan which would replace the existing median with Jersey barriers.

Finally, I would like to suggest that the City's redesign plan be modified so that the bike lanes are place between the sidewalk and parked cars. On a visit to Holland a year ago, I noticed that this is a common configuration for the bike lanes. This is inherently safer than the configuration currently proposed in the City's plan, because it insulates bicycles from moving traffic and because it greatly reduces the probability of having a car door opened in front of a cyclist (in our one-person-per-car society, it is a sad truth that far more people exit cars on the left than on the right). Of course, there are no parked cars at intersections, so the bike lanes would follow the proposed curb extensions and would be adjacent to traffic at the intersections. Therefore, this modification would have no impact on pedestrian safety.

Thank you for giving me and my neighbors the opportunity to express our views.

Sincerely,

David H. Bass



City of Cambridge

O-3.

IN CITY COUNCIL

December 20, 1999

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

- WHEREAS:** On December 15, 1999 the Traffic and Transportation Committee held a public hearing on the proposed plan for roadway construction on northern Massachusetts Avenue, in particular the proposed removal of portions of the median strip; and
- WHEREAS:** The hearing was well-attended by community members, many of whom expressed concerns about the removal of the median and also about the community process; now therefore be it
- ORDERED:** That the City Manager be and hereby is requested to direct the Community Development Department and the Department of Public Works to cooperate to accomplish the following:
- ◆ Send periodic mailings to the mailing list to keep the residents apprised of the project
 - ◆ Initiate surface design meetings in which the entire plan is revisited when the sewer project starts again
 - ◆ Create an open process to continue public participation on this project that includes meeting with interested groups at convenient locations and use of other methods to solicit comments and concerns including a survey of residents.

In City Council December 20, 1999.
 Adopted by the affirmative vote of nine members.
 Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

D. Margaret Drury
 City Clerk

City of Cambridge

**TRAFFIC AND TRANSPORTATION
COMMITTEE MEMBERS**

*Councillor Henrietta Davis, Chair
Councillor Kathleen L. Born
Councillor Sheila Doyle Russell*

In City Council January 10, 2000

The Traffic and Transportation Committee held a public hearing on December 15, 1999, beginning at 7:00 P.M. in the Sullivan Chamber for the purpose of discussing the proposed loss of part of the median strip on northern Massachusetts Avenue as part of the proposed roadway reconstruction in the sewer separation project

Present at the hearing were Councillor Henrietta Davis, Chair of the Committee, Vice Mayor Anthony D. Galluccio, Councillor Kathleen L. Born and City Clerk D. Margaret Drury. Also present were Susan Clippinger, Director of the Traffic, Parking and Transportation; Steve White, Deputy Director of Public Works; Melaina Bowker, Deputy Director of Community Development Department and Cara Seiderman, Community Development Department.

Councillor Davis convened the hearing and explained the purpose. She requested Mr. White to describe the present status of the north Massachusetts Avenue (Mass. Ave.) project. Mr. White stated that the project is part of the sewer separation project. It is driven by court order and funded by the MWRA. Last April the design work was finished and the construction was started at Orchard Street. At that time there were new discoveries about the state of the system that increased the cost and meant that additional exploration of the nature and problem in the system must occur before construction resumed.

Mr. White stated that the present plan is to revisit the design work with additional meetings starting in July 2000.

Susan Clippinger then provided a summary of the surface design plan and the design goals. **ATTACHMENT A.** The design retains the median where it was felt that it was needed to prevent left turns and assure pedestrian safety. There are five crosswalks without a median refuge and they all have signals. All non-signalized crosswalks have medians.

Councillor Davis then invited public comment.

Tim Sawyer, 217 Lexington Avenue, stated that he is a customer of shops on that corridor. He supports the plan. There is no need to take up valuable open space for median strips.

Committee Report #2

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A report from Councillor Davis,
Chair of the Traffic, Transportation
Committee, for a hearing held on
December 15, 1999 for the purpose
of discussing the proposed loss
of part of the median strip on northern
Mass. Ave. as part of the proposed
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Report Accepted

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