

6 Saint Gerard Terrace
Cambridge, MA 02140
18 November, 1998

City Council
Cambridge, MA 02140

RE: Safety Flaws of the North Mass Ave Redesign

Dear Councilors:

I have measured two crosswalk on the planned North Mass Ave redesign. These two crosswalks measure 500 and 480 feet apart and are located in front of the Supercuts block and the Kate's block respectively. The city's safety analysis, handed to me by bicycle program director Cara Seiderman, states that crosswalks on the redesigned Avenue will be approximately 300' apart. In public testimony on the project dated 8 April, 1998, City Traffic and Parking Director Susan Clippinger was quoted as noting the project would reduce the average distance between crosswalks by over 150 feet. While that may be an accurate average, it is not an honest discussion of the actual and extreme distance between crosswalks on part of Mass Ave that will now have no median strip.

Further, the design plans handed out by the City in April of 1998 appear to place bike lanes of only 4 feet in length next to parked cars. Professional designs for bike lanes recommend a five foot width for bike lanes next to parked cars.

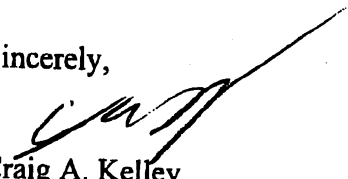
Additionally, bicycle facility design resources cited in the safety analysis state "Bicycle lanes tend to complicate both bicycle and motor vehicle turning movements at intersections." By removing roughly 50% percent of the median strip throughout this stretch of the Avenue the city will be creating more intersections and thus more complicated turning movements. The city has already acknowledged that turning movements pose special dangers and have begun painting bike lane intersections blue, a safety feature that cannot compensate for the creation of the turning areas in the first place.

Finally, City staff have been singularly unresponsive to these and other noted safety concerns regarding this redesign. They may not have small children who will use this street but I, and my friends and neighbors, do. I refuse to sit by while the City promotes a dangerous plan by passing out inaccurate or blatantly false information which, when noticed by the public, the City then refuses to acknowledge.

I hope that the City Council will conduct another public hearing to force the City administration to explain their interpretation of these and other safety flaws.

When it comes to matters of public safety, there can be no compromise and no sloppy homework. Regarding Mass Ave, the City has done both.

Sincerely,



Craig A. Kelley
354-8353

Consent Communciation #17

7615

A communication was received from
Craig A. Kelley, transmitting
UNIFORM COMMERCIAL
safety plans for the North Mass.
COOP TOWER
Avenue redesign.

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In City Council November 23, 1998

Referred to the City Manager