MassHighway 25% Design Hearing
Crossing of Linear Park at Mass. Ave.
Peabody School, 70 Rindge Ave.
June 28, 2006

Background

A conceptual design (see reverse) for a direct crossing of Linear Park at Mass. Ave. has been completed. The design concept was presented and discussed at a meeting of the North Cambridge Stabilization Committee in late 2004.   The purpose of this meeting is to review the project plan and get additional comments. Comments will be reviewed and incorporated where feasible.   After this, the project designers will complete a final design to be incorporated into an overall construction package which will be put out to bid for construction by MassHighway.

This project aims to improve the safety of Linear Path users by creating a direct, signalized and fully accessible crossing of Mass. Avenue.

Linear Park is a heavily used multi-use path and park that runs between Alewife Station in Cambridge and Davis Square in Somerville. Currently, the park crosses Mass. Avenue at Cedar St., but no signalized or accessible crossing exists at that location for pedestrians and cyclists. To cross at a signalized location, path users must detour to the intersection of Mass. Ave. with Cameron Ave. and Harvey Street. See plan on reverse.

Contact Information

If you have additional comments or questions regarding the project, please contact Bill Deignan (see below), project manager for the City of Cambridge, or visit the web site for the project at:
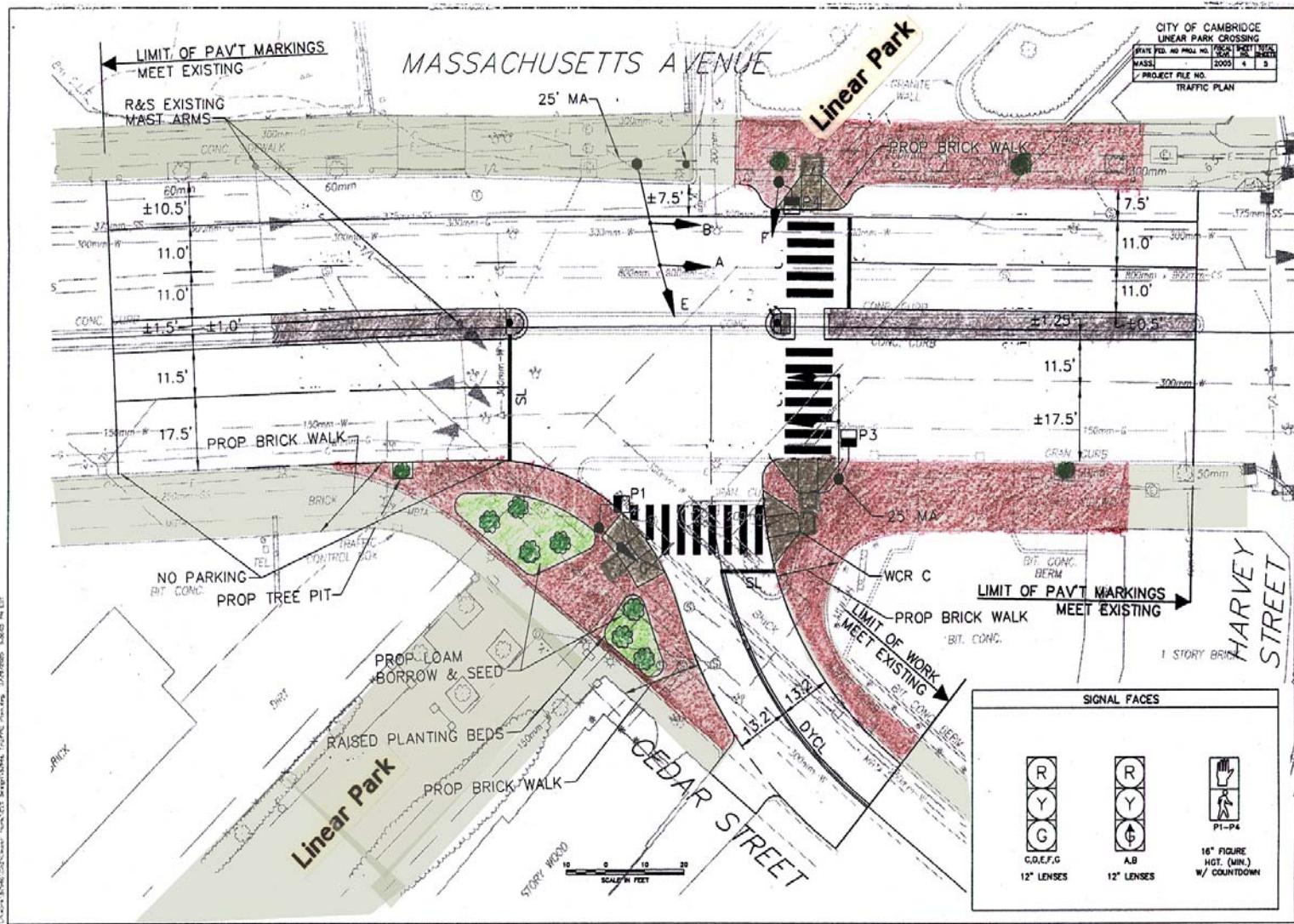
http://www.cambridgema.gov/cdd/et/infra/linear/crossing.html.

mail: City of Cambridge– Community Development Department 344 Broadway– Cambridge, MA 02139

e-mail: wdeignan@cambridgema.gov

phone: 617-349-4632

Conceptual Crossing Plan

Plan Description

The plan includes re-aligning the intersection of Cedar St. and Mass. Avenue so Cedar St. meets Mass. Avenue at a right angle. An adjacent landscaped area will be relocated to the opposite side of Cedar St. and new trees planted.   Crosswalks of Cedar St. and Mass. Avenue will be located at this new intersection and will allow path users to cross during each cycle of the traffic signal without having to push a pedestrian button. Sidewalks are proposed to be wire cut brick to match existing sidewalks.