



CITY OF CAMBRIDGE
Community Development Department

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MEMORANDUM

TO: Interested citizen
FROM: Jeff Rosenblum 
DATE: March 20, 2013
SUBJECT: Final surface design for Huron Avenue



The purpose of this memo is to communicate to the community the final design for the reconstruction of Huron Avenue, and any major changes from the draft concept design presented to the community on November 1, 2012. Attached is a graphic showing the final design. Asterisks (**) indicate changes from the November 1 draft design. On the back are graphics showing the final parking regulations in the two business districts on Huron Avenue.

The project, the Huron B phase of the Alewife Sewer Separation Project, is now into the engineering design phase, with construction expected to begin this summer, 2013. *Note: the community process for Huron Avenue itself is being run by the Community Development Department; the community process for the Huron B residential streets is being run by the Department of Public Works.*

An open house is scheduled to provide the opportunity to stop by to ask questions about the final design of both Huron Avenue and the Huron B residential streets on **Wed. May 1 from 6:30 - 8:30 PM @ Tobin School**

Additional information: <http://huronavenue.info>

Questions? Comments? Contact: jrosenblum@cambridgema.gov or 617/ 349-4615.

Summary of changes in the final design

- 1. The Lakeview traffic signal will remain.** The original plan included removing the signal and replacing it with a pedestrian crossing island in order to improve pedestrian safety and decrease vehicle speeds. There was extensive feedback reflecting the community’s desire to keep the traffic signal. The final plan leaves the signal in place and therefore there will not be a pedestrian crossing island at this location.
- 2. The new crosswalk at Standish will remain.** The draft concept plan included a new crosswalk at Standish Street. Without this crosswalk, the distance between the closest crosswalks at Lakeview and Chilton is 460 feet, while the city standard is to place crosswalks no more than 300 feet apart in business districts when there is an intersection with a perpendicular street. The inclusion of this crosswalk is strongly

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supported by City policies supporting sustainable transportation, and also the Cambridge Pedestrian Committee. Some local businesses have expressed opposition to this new crosswalk because they feel that it will not improve pedestrian circulation enough to warrant the loss of two parking spaces. Parking regulations will replace unrestricted parking with 2-hour/residential parking (see below), thereby increasing availability of parking for customers. The addition of this crosswalk results in important pedestrian safety improvements within the business district at a location where many pedestrians wish to cross and, therefore, is included in the final design. We encourage everyone to attend the May 1, 2013 open house to express their opinions on the crosswalk one way or the other, or contact us by email or phone.

3. Pedestrian scale lighting will be installed at the main business district on Huron Avenue. This was not originally in the scope of this project. At the request of the local businesses, the City will now fund and incorporate pedestrian scale lighting into the project, enhancing the look and appeal of the district. In addition, the light poles will provide opportunities for the business district to sponsor hanging flower baskets or banners. Approximately 12 black energy-efficient light fixtures will be added to the sidewalk between Lakeview Avenue and Fayerweather Street on both north and south sides. The same style light currently being used in front of the West Cambridge Youth Center. The existing cobra street-scale lighting fixtures will remain in their current locations.

4. Changes in bus stop locations.

- Previously, the bus stop at Lexington was to remain and the stop at Lakeview to be removed as part of the consolidation recommendation; instead, the stop at Lexington will be removed and the stop at Lakeview will remain.
- Previously the in-bound bus stop at Appleton was moved to the near side of the intersection. The bus stop will remain in its current location in front of the businesses.
- Previously, the in-bound bus stops at Manassas and Concord Avenue were to be consolidated into a new stop on Concord Avenue in front of Sarah's Market. The final designs leave these bus stops where they are. Relocating bus stops to improve bus operations and to comply with ADA design requirements will be reconsidered during the Concord Avenue redesign process.

5. Minor changes in parking regulations.

- The draft concept design includes a conversion of unregulated and Residential Permit parking to combination 2-hour/ Residential Permit in the business district between Fayerweather and Lakeview Streets. This will increase parking turnover and therefore availability for customers. The businesses in the area requested that one block of side streets of Chilton, Gurney, Standish stay unregulated. Although this may reduce parking availability for customers, the City has incorporated these changes into the final design.
- The curb extension at 258 Huron Ave Street remains in the plan because of its function to improve safety of the Appleton Street intersection by increasing the sight lines. There are several parking changes incorporated into the final design that will not only make up for this loss of one 1-hour parking space but also add one additional 1-hour space: The bus stop formerly at 271 Huron Avenue is now designated as combination Residential Permit / 1-hour spaces rather than unrestricted spaces, and the one unrestricted space currently shown in front of 264 Huron will be designated as a combination residential permit / 1-hour space.