

JANUARY 15, 2015 COMMUNITY MEETING NOTES NEW STREET RECONSTRUCTION PROJECT

On January 15, 2015, the City of Cambridge DPW held a public meeting for the New Street streetscape improvements project 60-percent design review. The following was discussed:

Catherine and Kathy provided introductions as follows:

- Agenda, project objectives, existing conditions
- Toolbox available to DPW for improving conditions
- Presentation of options 1 and 2

Notes as recorded by Mike Cunningham on Clarification Questions:

- Plan for on-street parking that exists currently?
 - Current design is to eliminate it during project.
- Impacts to business owner parking?
 - This is an issue city will work on with owners to minimize loss of parking, but the City will be re-establishing the full right of way limits.
- How will curb cuts be handled?
 - Goal is to maintain level sidewalk across driveways, if possible.
- How can city negotiate with DCR for raised crosswalk entering New St. from Concord Ave.
 - It can be discussed with DCR if there is strong feedback from the public.
- How is roadway width impacted from design?
 - Not reduced, but lanes will be defined.
- Is operation of rotary impacted?
 - No. No left turn onto Concord Ave.
- How will feedback be received - could additional options be considered?
 - Yes, current options might evolve.
- Have commercial parking options been considered?
 - No, not part of city discussions.
- Is flooding being addressed?
 - Yes, catch basins will be evaluated at northern end of the street.
- Can city consider bike path connection through its turn-around parcel?
 - Yes, it can be considered in the future.
- Does city have ability to add a blockage at end of street if conversation with mall owner does not yield results?
 - No, it is a curb cut and is treated as such. We do not anticipate making changes.
- What is plan for city's turn-around parcel?
 - None, not part of this project.

Notes as recorded by Mike Cunningham at break-out table discussions:

- Can city do more at Concord Ave. intersection such as slow down signage or yellow pavement paint?
 - Not without DCR approval

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- Evolve fitness owner: concerned for loss of visitor parking. Can city keep the on-street parking and move bike lane onto Danehy Park property? Has a major concern with impacts to his parking lot.
 - Not included in either option, but can be evaluated
- Can city put at grade sidewalk at end of Danehy Park?
 - Sidewalk will be built level when grading permits
- Can final design reduce curb cut widths?
 - Only when the site redevelopes
- Can private property owners add shrubbery at the back of sidewalk?
 - City can add back of sidewalk trees if requested by property owner
- How will curb cut 20-foot rule be handled?
 - Case by case basis then redesigned to city standard when properties are redeveloped.
- Can Fresh Pond Plaza sign be removed? Whose property is it on?
 - City will look into ownership

Notes as recorded by public on hand outs (Community Concerns):

Pedestrian/Cyclist Concerns:

- Relocate crosswalk to line up with sidewalk at Danehy Park entryway.
- Move bike lane into Danehy Park limits instead of roadway to avoid parking lot.
- Can bike lanes be painted green or blue the entire stretch of New Street?
- Prefer raised crossings:
 - New St. Danehy Park Entrance.
 - New St. at Fresh Pond Mall.
- Can a stop sign be added at New St. and Fresh Pond Mall?
- Add signage at Fresh Pond Parkway and New St. exit to slow down vehicles.

Tree Concerns:

- Prefer trees at Bay State Road and New Street width of sidewalk a plus. Or prefer rain garden at this location.
- Can there be more trees on both sides of New St. in between Bay State road and proposed crossing at new Danehy Park entry?

Miscellaneous Street Concerns:

- Can fencing be added along private property on west side of New St.?
- Can there be a thru and right turn lane on Bay State Road at New St.?

Wrap up by Catherine as recorded by Mike Cunningham:

- Based on feedback, DPW will proceed with option 2