

OCTOBER 22, 2014 COMMUNITY MEETING NOTES NEW STREET RECONSTRUCTION PROJECT

On October 22, 2014, the City of Cambridge DPW held a public kick off meeting for the New Street streetscape improvements project. The following was discussed:

Notes as recorded by Mike Cunningham, city consultant, at break-out table:

- Look into ways to cross from Danehy Park to opposite side of street.
- Look at calming traffic coming onto New Street from rotary at Concord Avenue. Speed of travelers is high.
- Why squeeze multiple bike lanes – and infringe curb line on nice lines of trees at Danehy Park?
- Can city take land at Concord Avenue end to make more room for walks and bike lanes?
- Need a continuous path on east side due to rate of speed of traffic entering New Street from Concord Avenue – to avoid crossings near Bay State Rd.
- Can methane trench corridor between Danehy Park and Evolve be used for access to neighborhoods south of Danehy Park / Evolve?
- Can we look at minimum lane widths – 10 feet? Blanchard was cited and it has more traffic.
- Feel that city should threaten to either make New Street a cul-de-sac or have mall owner create a connection to Terminal Road.
- Support was expressed for the raised intersection. A raised crosswalk was suggested nearer to Concord Avenue, especially when 75 New Street is developed.
- Concord / Bay State intersection: A lot of competing traffic – left turns onto Bay State Road by traffic heading south on New Street, Cars coming onto New Street from Concord Avenue (moving fast), with no bike lane width, etc.
- If no redevelopment is expected within narrower ROW section (i.e. at 26 New Street), what is city's recourse to get a sidewalk on that side? Eminent Domain?
- Can city restrict truck traffic through to mall?
- Need to look at ponding at end of New Street. Starts on west side and can consume entire width of the street.

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

Pedestrian/Cyclists Concerns:

- Poor sightline to see pedestrians/bikes at intersection of New Street and Concord Ave.
- Raised Crossing to slow down cars exiting rotary at:

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- Intersection of New Street and Concord Ave.
- End of New Street near potential cul-de-sac.
- Bike/Pedestrian access at:
 - From day Care at Concord Ave intersection
 - 24-48 New Street

 - 75 New Street
 - 87 New Street
 - Potential cul-de-sac (Before and After)
 - Across from Danehy parking lot
- Raised Cycle Track. Especially due to number of children.
 - Bike lane other
 - Side of trees from cars
- Separate bike lane from cars on other side of trees.
- Don't need bike lanes on street and bike lane along tracks.

New Street/Fresh Pond Mall Intersection:

- Block road access at end of New Street and restore cul-de-sac.
- Until shopping center owner provides vehicular, bike and pedestrian safety improvements – Block end of New St at Cul-de-sac turnaround and at concord lane.
- Unsafe intersection, at New Street and Fresh Pond Mall Entrance, at any speed – Need Lighting.
- Drainage problems and floods at end of New Street.

Lighting Concerns:

- Put utilities below grade.
- Add Good Street lighting on New Street.
- Bike Path with light behind 75 New Street.

Tree Concerns:

- Existing trees need protection from plows and trucks/vans.
- Concern: Putting sidewalk behind the tree line in Danehy side – this puts the trees close to the roadway which is the access road to whole foods, etc. for delivery trucks. Worried about the health of the trees. Delivery Trucks might damage street trees.
- Add trees on both sides of street.

Miscellaneous Street Concerns:

- Block entrance into New Street.
- Stop! – Road used by suburban commuters as bypass.

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- Ensure that right of way width will be increased with future development.
- Don't make street wider – cars going too fast
- Developers should contribute funding for improvements.
- Increase new building's setback to accommodate sidewalk at 75 New Street.
- Block between private and public property behind MaMagoos.
- Define Driveways for 26-48 New Street.
- No parking:
 - Not enough room
 - Focus on Residential side, not park side
 - More raised devices