

September 15, 2010

Clerk of City of Somerville
93 Highland Avenue
Somerville MA 02143

2010 SEP 23 P 3:10

CITY CLERK'S OFFICE
SOMERVILLE, MA

Dear City Clerk,

Please present this letter to the Board of Alderman for their scheduled meeting to be held on September 23, 2010. The following Somerville residents and taxpayers ask that the Board of Alderman hold a public hearing to discuss concerns relating to the Somerville Avenue reconstruction project. The following are some, but not all of the concerns:

- The narrowing of Somerville Avenue and intersections along Somerville Avenue is causing more traffic than before. When large trucks make deliveries to businesses on Somerville Avenue, cars travel around them and cross over into the oncoming lane.
- Narrowing Somerville Avenue has reduced the length of the right turn lane from Somerville Avenue to Park Street creating more idling traffic.
- The difficulty for the MBTA bus to turn right from Somerville Avenue onto Park Street effectively waiting for drivers on Park Street to back up.
- One traffic line extends from Park Street to Beacon Street during rush hour with many cars sitting on the railroad tracks waiting for the green light. Traffic did not extend past the railroad tracks before this project.
- The increase in the number of traffic lights from Porter Square to Union Square has caused more idling traffic, thus increasing air-pollution to residents who live on or near Somerville Avenue.
- The difficulty for large 18-wheel trucks to turn right from Park Street onto Somerville Avenue after they have made stops at what is now known as Ames Envelope, effectively waiting for drivers on Somerville Avenue to back up.
- There is a No Turn on Red sign at the intersection of Somerville Avenue and Park Street, which has been covered with a blanket and tape much of the time, but not all of the time, and except to create more idling traffic, it provides little safety benefit.
- At the intersection of Somerville Avenue and Lowell Street, there is no left turn arrow; therefore, after the red light turns to green, the cars are headed for each other, unless the car turning left sees the danger and stops.
- The right fork off of Somerville Avenue to Elm Street has been effectively cut off and the parking is unofficially designated for tenants of two buildings that sit adjacent to the parking cut-thru. This creates more traffic as cars sit and wait at the red light on Somerville Avenue to eventually turn right onto Elm Street.
- City of Somerville meeting notifications were inadequate.
- We do not want to see the mistakes that Design Architect, David Giangrande of Design Consultants Inc., (DCI) made on the Somerville Avenue project repeated on the Washington Street and Beacon Street projects. Why does he have so many contracts for public and private jobs in Somerville?
- The purchasing department in Somerville says it is the policy of the City to obtain bids, even when not required by chapter 30 section b, in order to convey fairness and

competition. Were the Somerville Avenue, Washington Street, and Beacon Street design contracts put out for bid?

- When Rick Willette, Director of Operations at the Department of Public Works is asked about this project, he refers people to Alderman Maryann Heuston, who is also his live-in girlfriend, saying that she is very involved in this project, even when the specific area in question is outside of her Ward 2 boundaries. They are referred to in the city as the point people for this project.

• [REDACTED]

- Persons with disabilities requested that the crosswalks were not made of brick pavers because, when they cross over them, it hurts frail people who complain of being jostled by the bumping. This hurts their muscles, joints, and bones and has put some people in the uncomfortable predicament of urinating reflexively. No automobile driver enjoys driving on grooved pavement because of the vibration. These pavers are even worse for wheelchair passengers. When brick pavers lift out of their shallow home, this is a pothole for wheelchairs. Blind persons do not approve of bump-outs at bus stops.

We request that the Department of Transportation be present at the public hearing.

cc: District 4 Highway Director, Patricia Leavenworth
cc: District 4 Operations Engineer, Marie Rose

1. Paula Muller Paula Muller 15 Laurel St Apt 1
BTO FISH LITTLE FISH
2. Armand Ghionni Armand Ghionni
3. Donna A Kenney 1216 Everett St Arlington MA
4. Mary C Mansoni 8 Linden Ave Somerville MA 02143
5. Paul Mansoni 6 Linden Ave Somerville MA 02143
6. [REDACTED]
7. Lauren Clayton 16 Kenwood St Somerville MA 02144.
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1. Mrs Marie Hamington 39 Debetson St 617 666-3417
2. Joseph T Foley 39 Debetson St
3. Mary Foley 39 Debetson St Som
4. Mrs J Mores 22 Porter St Somerville
5. Lucy J Mores " " " "
6. Cora Mandella 7 Craigie St.
7. Mandella 7 Craigie St.
8. Emily Wells 114 Belmont St Somerville 628 746
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1. Mary Ellen Hill 617-660-8292
2. Patricia Leavenworth
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