



**CIRCUMFERENTIAL
RING
REGIONAL PLANNING
COMPACT**

*Signing
Ceremony*

**OCTOBER 19, 1995
BUNKER HILL
COMMUNITY
COLLEGE**

Thomas M. Menino
Mayor
City of Boston

Donna R Kalikow
Chairperson
Town of Brookline

Robert W. Healy
City Manager
City of Cambridge

Guy A. Santagate
City Manager
City of Chelsea

John R. McCarthy
Mayor
City of Everett

Michael E. Capuano
Mayor
City of Somerville

CIRCUMFERENTIAL RING REGIONAL PLANNING COMPACT

October 19th, 1995
Bunker Hill Community College

10:00 Welcome

Dr. Mon O'Shea, President, Bunker Hill Community College

10:05 Introduction

Dr. Lynn E. Browne, Senior Vice President and Director of Research,
Federal Reserve Bank

10:15 Signing Ceremony

10:20 Remarks

Mayor Thomas M. Menino	Boston
Donna R. Kalikow, Chairperson	Brookline
Robert W. Healy, City Manager	Cambridge
Mayor Michael E. Capuano	Somerville
Mayor John R. McCarthy	Everett
Guy A. Santagate, City Manager	Chelsea

10:40 Panel Discussion - Economic Issues and Opportunities in Ring Corridor

Panelists will be the Chief Executives joined by their Planning/Economic Development Directors (Marisa Lago, Boston; Polly Selkoe, Brookline; Susan Schlesinger, Cambridge; Patrick Reffett, Somerville; Mary Cassidy, Everett; Robert Luongo, Chelsea) and MAPC Executive Director David Soule.

Presentors:

Robert C. Marini, Chairman Camp Dresser McKee, Inc.	The view from the business sector.
Dr. Mitchell T. Rabkin, M.D. President, Beth Israel Hospital	The view from the health care sector
Robert Culver, VP/Treasurer Northeastern University	The view from the academic sector
Patricia Simboli, Director ACS Development	The view from the retail and development sector
Steven Mackey, Director Somerville Chamber of Commerce	The view from local business

11:45 Discussion and Conclusions

CIRCUMFERENTIAL RING

An Economic Growth Opportunity

The circumferential ring around Boston's downtown core is a corridor presently containing 187,000 employees. It contains some of the most dynamic enterprises in the region. These include:

- Four universities: the University of Massachusetts' Boston campus, Northeastern University, Boston University and Massachusetts Institute of Technology, as well as Harvard Medical School, five colleges, two community colleges and a technical school.
- Institutions which lead the region in economic productivity, including the biomedical research facilities of Boston University Medical Center, the Longwood area medical centers and Massachusetts General Hospital's research facilities at the Charlestown Navy Yard.
- Many of the knowledge-based companies which lead this region in economic growth and potential, including Polaroid, Lotus Development Corporation and Draper Labs.

The circumferential ring also contains many of the manufacturing centers remaining in the region, two major food wholesale centers, several major retail centers, transportation and shipping industries as well as Logan Airport.

At the same time, the Circumferential Ring contains a significant amount of underutilized land. The area was largely developed in the mid- to late-19th century. Much of it was devoted to industrial and manufacturing uses and much of the land area was given over to transportation functions, including rail yards servicing the economy of the 19th century.

Economic growth patterns during this century have tended to push manufacturing further from the core and have not revitalized many portions of the Ring. As a result, it contains a great amount of obsolete uses and underdeveloped land. Examples include:

- The Crosstown area in Roxbury
- North Point in Cambridge
- Rail yards in Somerville
- The Parkway area in Everett
- The Everett Avenue North area in Chelsea and the Chelsea waterfront

Lastly, the Ring contains neighborhoods which are home to a significant population not yet benefiting from the region's economic growth. This population, which has limited transit access to economic growth areas in the region, is an important labor pool which needs to be integrated into the region's economy.

The knowledge-based institutions and businesses in the Ring exist in an environment of intense national and international competition. They compete for faculty, principal investigators, research dollars, students, patients and contracts. Their competitive attractiveness depends in great measure on the attractiveness of their campuses, their capacity to expand in the future, their accessibility, and the connectivity among them.

The manufacturing, retail, transportation and service industries within the corridor, as well as Logan Airport, require improved access if they are to attract employees and to limit congestion on the roadways serving them.

Many residential districts within the corridor have among the lowest rates of automobile ownership in the region. They require improved access to the region's growth centers if they - and their residents - are to take part in the region's economy.

Circumferential-Urban Ring Employment Profile

1993 Jobs	Major Employers	Pending Development	Development Opportunities
A. Columbia Point			
6,296	Bank of Boston, Bayside Expo Center, UMass Boston, Boston Globe, Boston Edison	Envirotech Center at UMass/Boston	Water and Sewer Commission Pump House site
B. Crosstown/Newmarket			
15,970	South Bay Retail Center, manufacturing and wholesale distributors	Technology Development Center - under construction	Melnea Cass Boulevard, Washington Street parcels, Stride-rite and Digital sites
C. South End Medical Area			
10,426	Boston City Hospital/Boston University Medical Center, University Hospital	Biosquare Phase II	Biosquare Phase III
D. Ruggles			
4,940	Wentworth Institute, Northeastern University, Roxbury Community College	Northeastern Engineering Sciences Laboratory - under construction, Police Headquarters - under construction, Parcel P-3 Retail Center, Whittier Health Center	Ruggles Center Phases II and III,
E. Longwood Medical and Educational Area/Brookline Village			
33,091	Longwood Medical and Educational Area Institutions, including Beth Israel Hospital, Brigham and Women's Hospital and Children's Hospital, Museum of Fine Arts, Sheraton, Marriott, John Hancock, New England Mutual	Beth Israel Clinical Center, Mass. College of Pharmacy expansion, Harvard School of Public Health expansion, Dana Farber Research Building, Harvard Institutes of Medicine - under construction, Deaconess Research Center expansion	Sears Building, Brookline Place

Circumferential Urban Ring Employment Profile

1993 Jobs	Major Employers	Pending Development	Development Opportunities
F. Kenmore			
17,368	Boston University, Harvard Community Health Plan, Boston Red Sox, Boston Symphony, Christian Science Church	Boston University School of Management and B.U. Center for Photonics Research, both under construction	Boston University, Kenmore Square
G. Central Square, Memorial Drive			
25,571	Forest City Development, City of Cambridge, Bioran, U.S. Post Office, MIT, Hyatt Regency Hotel, malls, LIFELINE Systems, Modern Continental, Vertex, Sage Hotels, Necco	Hydridon at 620 Memorial Drive, University Park, Star Market and hotel	The Osborn Triangle (Area bounded by Massachusetts Avenue, Main Street and Albany Street), University Park
H. Kendall Square, East Cambridge			
13,177	TRW, Biogen, Genzyme, Repligen, Boston Technology, UNISYS, Bioran, Badger Eng., Keystone Investors, Camp Dresser McKee, Stride Rite, Polaroid, Draper Labs, MIT, Lotus Development Corp., Galleria Mall, Middlesex County, Americal Engineering Components, Biopure, Hotel Sonesta, Genzyme, TRW, Necco, Marriott	Thirteen Cambridge Center (Biogen - future) 1 Kendall Square/Amgen, Congress Group Housing and Hotel, The Marcus Organization	Balance of Cambridge Street, Cambridge Research Park (NE Gas and Electric), Parcel 3
I. Charlestown/Charlestown Navy Yard			
10,591	Massachusetts General Hospital, MassPort Moran Terminal, Bunker Hill Community College, Schraft's Center, Hood Dairy, Costa Fruit, Edison, Orien Research, Mass. Water Resources Authority	Biotransplant	Yard's End Biomedical Research Complex, Major Public Attraction at Yards End, City Square sites, Bunker Hill Community College/MOVIE

Circumferential Urban Ring Employment Profile

1993 Jobs	Major Employers	Pending Development	Development Opportunities
J. Somerville			
10,372	Twin City Mall, Holiday Inn, Assembly Square Mall, Filene's, Sweetheart Cups M.S. Walker, Mass. Envelope, United Lithograph	Assembly Square Shopping Center	Inner Belt Industrial Park, Boynton Yards
K. Everett			
12,200	Whidden Hospital, United Steel Erectors, Exxon Corp., Award Footwear, Boston Coach, Duncan Galvanizing, Coldwater Seafood, Daniels Printing, Bread & Circus, JP Foods, NE Terminal	Monsanto/Rosen-"Gateway Shopping Center"	General Electric site, Monsanto site, Parkway area
L. Chelsea			
8,746	New England Produce Center, Eagle Air Freight, Mystic Mall, Kayem Foods, Market Basket, Rudi Foods, Trios Italian Pasta, Applied Mailing, Syneton Industries, MGH Clinic, Gulf Oil, Bradlees, D. Burke, Inc., J.B. Sash & Door, Chelsea Clock Co., Symthon	Mass. Information Technology Center	Burstein Triangle, Everett Avenue North area
M. East Boston/Logan International Airport			
18,825	Logan Airport (airlines), Cashman Marine, Airport Hotels, car rentals and manufacturing		East Boston Waterfront, Logan Airport Hotel
187,573	Report Total		

CIRCUMFERENTIAL RING

Transportation and the Ring Economy

The radial roadway and transit infrastructure of the Boston area is extremely successful in bringing employees and visitors from outlying areas to the core. The roadway and transit systems are not effective, however, in providing access to the emerging economic centers within the Ring for metropolitan travelers, whether his or her origin is an inner neighborhood or a suburban community. There is limited capacity to increase auto accessibility through roadway improvements within the Ring. At the same time the rapid transit lines lack a high capacity system to distribute their radial riders across the Ring without bringing them into the center and back out to their destination.

The result of the limited transit access to the area is that employers achieve a low transit share of commuting trips even where they apply measures such as subsidized employee purchase of transit passes. Only 25 to 35 percent of commuting trips to the Ring are transit trips compared to 65 percent downtown. The resulting reliance on auto access in turn puts pressure on roadways and parking spaces and leads to attempts to regulate auto use through limitations on parking resources.

The limited accessibility of the districts along the Ring has severely constrained their growth potential within this corridor. These constraints include both issues of environmental permitting raised by the traffic impacts of growth, as well as the attractiveness of the businesses and institutions themselves for potential employees or clients. Unless these access deficiencies are addressed, the institutions and businesses along the Ring will either fail to compete successfully or will begin to relocate elements of their enterprises outside the Ring.

CIRCUMFERENTIAL RING

Mass Transit

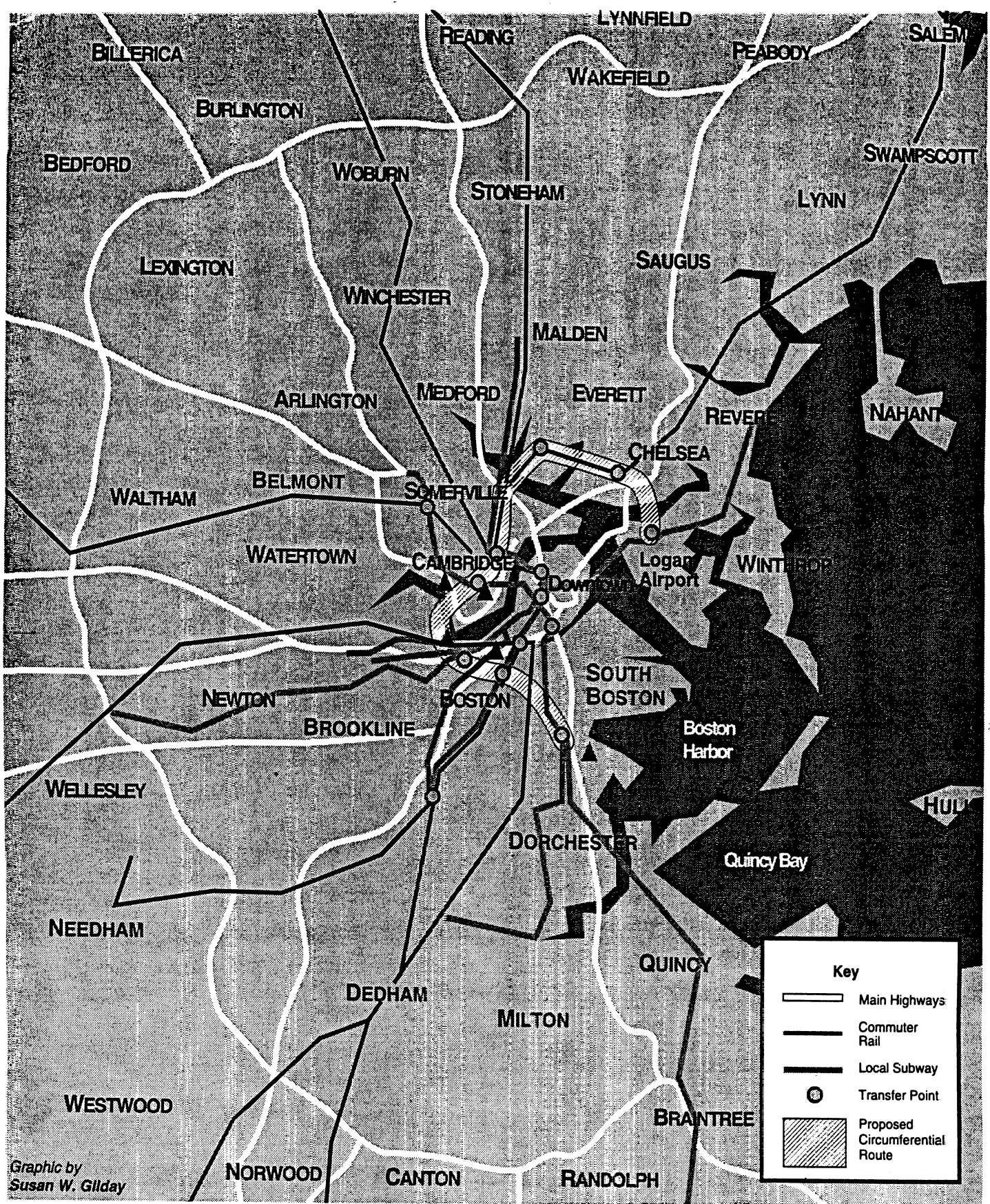
The MBTA has received a grant of \$1.1 million from the Federal Transit Administration and the Massachusetts General Court has authorized \$4 million for study, permitting and preliminary design of a circumferential transit service. The service would address significant deficiencies on the present region's transit system caused by its highly centralized radial structure:

- Ridership growth is restricted because many potential riders must commute into the center of the system and transfer to an outbound ride on another line to reach their destination. As a result transit trips from origins in one commuter corridor to destinations in another corridor average twice as long as the same trip by car.
- With the exception of partial services at Ruggles Station and Chelsea Station, the commuter rail system does not provide access to destinations between the outlying suburbs and the downtown core.
- Because the radial system requires many riders to transfer from one line to another in the central subway, this portion of the system is congested. A 1989 study prepared by the MBTA established that the Red Line between Charles and Broadway stations and the Green Line between Copley and Government Center face serious overcrowding in the future.

Circumferential transit would address these deficiencies by making connections between the radial lines in an arc outside the downtown core. Because the commuter rail and transit connections created by such a service would provide regional riders with more competitive access to destinations outside the downtown core, a 1994 MBTA study found that circumferential transit would generate the greatest overall system ridership increase

of any project under consideration by the MBTA. In response to the potential of circumferential transit service the MBTA recently initiated three express bus routes in the circumferential corridor. The Federally funded study will select mid- and long-term circumferential transit investments which can realize the full potential of circumferential transit.

The initiation of the major study presents a unique opportunity for the six municipalities within the Ring corridor to integrate land use and economic development planning with transportation planning to create a regional plan for a thriving, environmentally sound economic future.



Graphic by
Susan W. Gilday

Circumferential Ring Commuter Rail and Transit Line Connections

- Provide better access from suburban locations to current and future employment centers
- Relieve congestion at downtown transfer stations
- Open future economic expansion possibilities

CIRCUMFERENTIAL RING

Some Conclusions

- The Circumferential Ring contains the knowledge-based enterprises whose growth is the basis for the economic vitality in this region.
- The Circumferential Ring is an important location of manufacturing, retail, transportation and service centers.
- The Ring contains ample properties which are appropriate for the growth of these enterprises.
- The growth of these enterprises is presently constrained by a number of characteristics of the corridor, including poor transportation access, unattractive and blighted adjacent areas and the lack of a clear identity as a growth area.
- The future of the businesses and institutions within the Ring -- their ability to compete and to grow in adjacent underutilized areas -- as well as the regional economy which they drive, requires the integration of land use and economic development planning with transportation planning. The Circumferential Transit Major Investment Study provides the opportunity to carry out this program.

CIRCUMFERENTIAL RING

Planning for the Region's Future

The Circumferential Ring study presents the opportunity to develop a plan for the region which unifies transportation planning with land use, economic development and environmental planning. To achieve such a regional plan requires:

- a definition of the corridor to be served by transit which is grounded in the economic development and community planning initiatives of the six municipalities.
- a community-based process which will identify the economic, environmental and residential conditions, as well as opportunities, which can be addressed by transit service planning.
- the selection of the transit alternatives which best address these conditions and opportunities.
- the development of zoning initiatives, design guidelines and land use plans which incorporate the selected transit service.

Such a regional plan will require the full collaboration of the six municipalities within the Circumferential Ring corridor, Boston, Brookline, Cambridge, Chelsea, Everett and Somerville. The Chief Executives of these six municipalities have therefore agreed to form a Circumferential Ring Compact. Under this Compact they dedicate their cities to collaborate in a regional planning program. It is their hope that the product can be a blueprint for a prosperous future for the region's key industries, businesses and institutions, a future in which their residents as well as those of the entire region can share.

CIRCUMFERENTIAL RING REGIONAL PLANNING COMPACT

- Whereas,* the economic vitality of our region requires our municipalities to collaborate in transportation, land use and economic development planning; and
- Whereas,* the Federal Transit Administration will provide \$1.1 million for a Major Investment Study (MIS) of the circumferential corridor passing through our municipalities; and
- Whereas,* the Federal Transit Administration's Livable Communities Program encourages the active participation of municipalities in MIS studies and the integration of transportation planning with economic, environmental and community access planning;
- Therefore,* the municipalities of Boston, Brookline, Cambridge, Chelsea, Everett and Somerville hereby enter into a Circumferential Planning Compact (CPC). Under this compact the CPC will initiate a direct role in the MIS and, working with the MBTA, will:
- propose the circumferential corridor to be the subject of the MIS, based on economic development and other planning initiatives within the municipalities;
 - document economic, environmental, social and other conditions and opportunities within the corridor to be addressed by the MIS;
 - identify goals and objectives to be pursued by the MIS;
 - advise the MBTA on transit service alternatives to be evaluated within the corridor;
 - evaluate these alternatives based on land use, economic development, environmental and social goals and objectives;
 - carry-out planning, development and urban design studies in conjunction with transit planning and preliminary designs;
 - identify economic development, social services, retail, educational, residential and/or parkland projects to be integrated with circumferential transportation projects;
 - and, on the adoption of transit projects, incorporate the recommended transit elements, together with associated economic development, social services, retail, educational, residential and parkland projects into our respective municipal General Plans.

October 19, 1995

John R. McCarthy

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Mayor, City of Everett

Michael E. Capuano

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Mayor, City of Somerville

Guy A. Santagate

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City Manager, Chelsea

Robert W. Healy

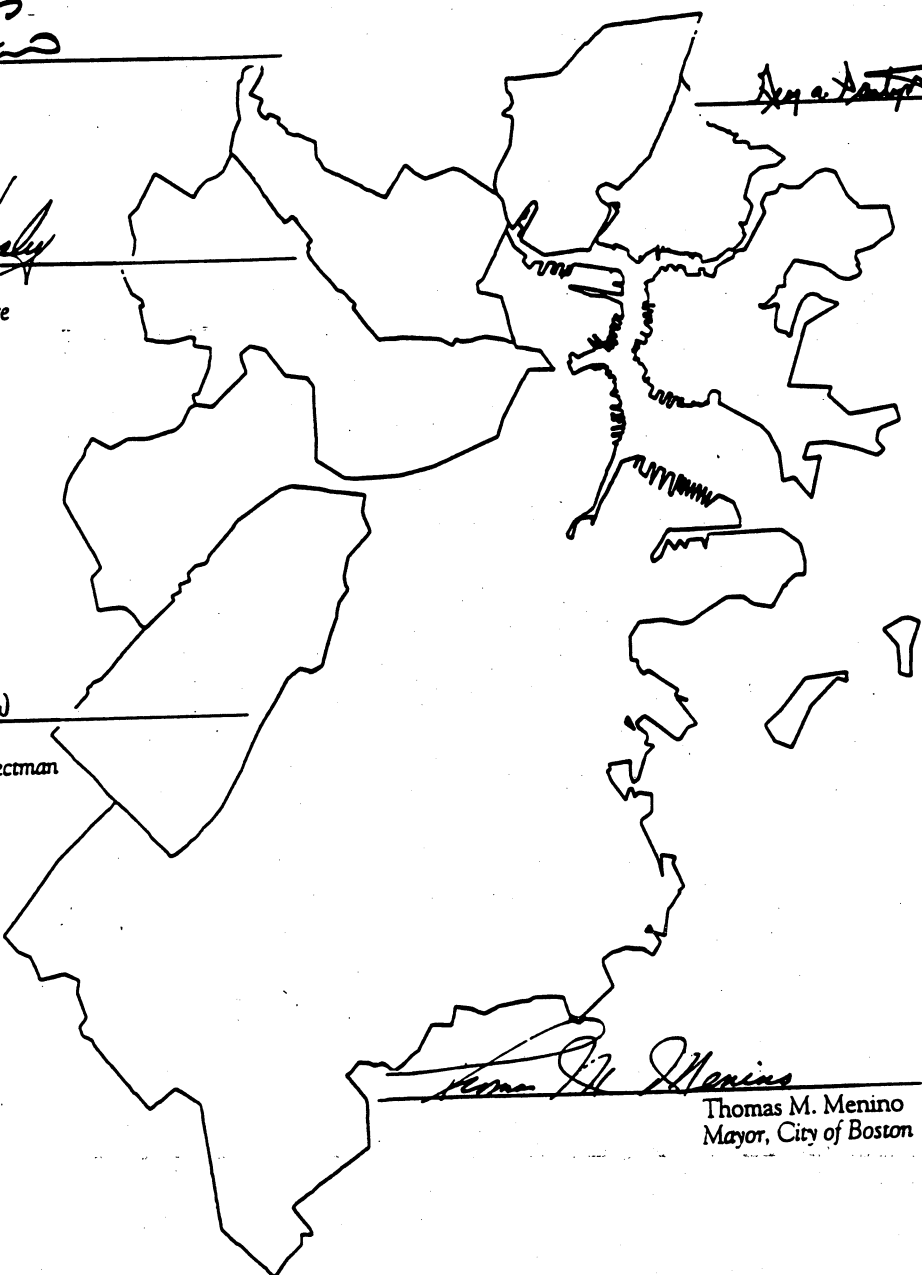
Robert W. Healy
City Manager, Cambridge

Donna R. Kalikow

Donna R Kalikow
Chair, Brookline Board of Selectman

Thomas M. Menino

Thomas M. Menino
Mayor, City of Boston



City of Cambridge

The Traffic and Transportation Committee held a public meeting on April 30, 1997, beginning at 6:45 p.m. in the Sullivan Chamber for the purpose of discussing the circumferential urban ring transportation planning project.

Present at the hearing were Councillor Henrietta Davis, Chair of the Committee, Vice Mayor Kathleen L. Born, Councillor Michael A. Sullivan and City Clerk D. Margaret Drury. Also present were Liz Epstein, Deputy Director, Community Development Department; Susanne Rasmussen, Director of Environmental and Transportation Planning, Community Development Department; Ralph Dunphy, Commissioner of Public Works; Richard Easler, Transportation Planner, Community Development Department; and State Representatives Alice K. Wolf and Alvin Thompson.

Councillor Davis convened the hearing and explained the purpose. She introduced Susanne Rasmussen, who presented a slide show. Ms. Rasmussen said that the urban ring project is a very long range planning project, in the 10-20 year time range. She explained that the urban "ring" is not really a ring; it is a plan for a public transportation connection of the outer edges of the metropolitan area. Ms. Rasmussen noted that the present public transportation system is a radial system, with bus, train and subway lines going out from the center to various points, like spokes on a wheel. Public transportation along these lines is fast and efficient, but public transportation to nearby points along the urban ring is inefficient. Bus lines provide some circumferential transport, but it is limited and subject to the delays of roadway travel.

Ms. Rasmussen said that Cambridge has been interested in this project for several years. She noted that the Growth Policy Document sets out the importance of circumferential transit. She noted that implementation of this transit ring would be a significant step in improving air quality by offering efficient public transportation as a alternative to automobiles. Ms. Rasmussen went on to say that there is no final conclusion as to the best location. Planners currently believe the best Cambridge entry point is by the B U bridge with a exit point over by Lechmere station into Somerville. There are about 50,000 jobs in this part of the corridor, with the potential for future growth. The area includes Cambridgeport, the Massachusetts Avenue/Massachusetts Institute Technology area, Kendall Square (which Inc. magazine called "The most entrepreneurial place on earth"), the Lechmere area and North Point. She noted the present railway line along this corridor, which is currently in limited use by Amtrak but may be an option as a route through Cambridge for the transit ring.

Ms. Rasmussen stated that the Massachusetts Bay Transportation Authority (MBTA) is spearheading this project. The MBTA is doing a "Major Investment Study" (MIS) which is in its first phase. The first phase is expected to be completed in the spring of 1998. The project provides for a substantial amount of public participation, with workshops and informational public meetings. At present there is no implementation date. The MIS study will calculate costs. It is a large and expensive undertaking, which will require tremendous public support. Ms. Rasmussen submitted a copy of the information that was produced for the signing ceremony of the circumferential localities, Boston, Brookline, Cambridge, Chelsea, Everett and Somerville. Attachment A.

Councillor Davis then invited public comment.

Tom Lucey, Cambridge, Chamber of Commerce, applauded the Community Development Department's work on this important transportation development project. He said that the Chamber has been advocating for this project for a long time, is a member of the Circumferential Employers Transit Association and offers full support to City for this extremely important project.

Jonathan Ginsberg, 2 James Way, Cambridge, employed by Forest Cities Development, stressed the importance of this project and the importance of keeping the pressure on to keep the project moving. From the perspective of University Park, this would be very helpful for employee and customer transportation and access. He also noted its benefits with regard to compliance with the Clean Air Act.

George Despotes, Harvard Square, urged a better relationship between Community Development Department and the MBTA. He spoke in support of urban ring transportation planning and also suggested looking into uses of the unused rail-line. Mr. Despotes suggested adopting bus stops. He urged the Community Development Department to focus on the way to avoid noise and congestion.

Ted Hammon, Holworthy Street, said that it is important to look at the residential development implications of the urban ring. The liveable communities principle must be honored in practice not just concept.

Roger Frymier, 22 Fairmont Street, urged encouraging a north-south rail link which would eliminate the need for the present use of the rail line in Cambridgeport and might make it available for use as part of the urban ring transit route. In addition, truck routes are being planned for Cambridgeport. Perhaps there should be light rail trolley use along these routes. He said that the far south end should go past the current Red Line and end up at the beach in South Boston. He noted that the City of Austin, Texas, provides free public transit on high ozone level days.

Ms. Rasmussen said that the urban ring is intended to help people who live and work in the area get there easily. It will be an important enhancement for residential uses. The North/South rail link study is currently underway. No truck routes through Cambridgeport are being planned. The impetus for the Cambridgeport roadways project is to shift traffic that already goes through the neighborhood east out of the neighborhood, not to make new truck routes.

Patricia Carlson, Rockwell Street, said that she would like to see underground transit for the urban ring. She asked when there will be an opportunity for her and others to communicate this kind of preference.

Ms. Rasmussen said that the next public meeting is June 18, 1997, a joint meeting for Cambridge and Somerville residents. The City of Cambridge will also have neighborhood meetings later in the summer.

Councillor Davis asked when the MIS will be completed.

Ms. Rasmussen said that the first phase will be done next spring and will produce a "preferred alternative." She also noted that cost is a big factor and underground transit is very expensive.

Ted Hammon said that he hopes the urban ring transit link will help Cambridge with its parking problem.

State Representative Alice K. Wolf, stated that a key issue will be how this transportation connects with the Red line.

Ms. Rasmussen said that the project is looking at direct connections with the Red, Green and Orange Lines. One big goal of the project is making these connections.

Councillor Davis stated that she has heard some expression of fear that having a bus route as the means of transit would end up with the inner belt highway that people did not want in the 1960's and do not want now. She asked whether there has been discussion of whether a bus transportation scheme would result in this.

Ms. Rasmussen said that she had not heard any such discussion. A bus route would probably have to give the exclusive right of way to buses for at least portions of the day.

At Councillor Davis' request, Ms. Rasmussen described her participation in working groups and workshops on this project.

Councillor Davis asked about support for the planning process. Ms. Rasmussen said that the first phase is funded; money for next phase has been identified in the Transport Bond Bill. James Kerasiotes is the Chair of the MBTA Board; it would be useful to express support to him and to the Governor and the Planning Director of the MBTA.

Councillor Davis noted that this project may be a double-edged sword for residents of the neighborhoods that it runs through. A balanced approach is important. It shouldn't be implemented in a way that has a large cost for one part of the community.

State Representative Alvin Thompson said that the money for the second phase is secure; but the phase beyond has not yet been funded.

State Representative Wolf stated that it is important to make the City Council's views known to the Washington delegation. This is a big and expensive project which will require federal funding.

Larry Bluestone, resident of Cambridge, President, Move Mass 2000, 294 Washington Street, Boston, thanked the committee for having this hearing. He said that it is important to keep up the advocacy for this project. This is not a popular project with this Administration; it is the result of a grassroots effort. It would be good for Cambridge to send a letter, perhaps jointly with the business community, in support of the project. Mr. Bluestone noted that business has stepped in to fill gaps in the present transport system.

Robb Johnson, Allston Street, stated that in general he strongly supports this project but he has concerns about the mode. He believes that it should be underground. It is especially important that the links to the Red Line and other underground lines be underground.

Vice Mayor Born said that she is struck by some of the parallels and non-parallels to the Red Line extension. She first heard about this project about seven years ago. When a "nifty" plan gets closer to becoming a reality, there is a danger of polarization, as happened with the Red Line. She questioned when the project will get to the point that the City needs to pay much closer attention.

Ms. Epstein said that unfortunately, the time is not that close yet. When the environmental impact report analysis is begin, and it has not yet been planned or authorized, the City must pay very close attention. Right now, Cambridge should be taking every opportunity for early participation. This project is "slowly marching along."

Vice Mayor Born asked how this project would be funded, if it were to be funded at all.

Liz Epstein said that if there were to be tunneling, the project would cost as much as the Central Artery; although there might be lower-cost interim solutions. This means it would have to have federal funding.

Ms. Rasmussen said that the other project, the north/south rail connect is also an expensive project, and it will be competing for the same funds.

Councillor Davis noted that she was the citizen participation planner in the Red Line project.

Representative Wolf noted that the planning for the alignment of this project must relate to the planning for the Cambridgeport roadway project.

Ms. Rasmussen said that the CT-2 bus which connects the Longwood medical area to Central Square is one example. The City has tried to get the MBTA to extend the route to Sullivan Square and the MBTA has refused.

Representative Wolf asked for information and recommendations for improvement of this kind of existing public transportation.

Councillor Davis requested that Community Development Department provide the committee with suggestions as to extensions and improvement of existing MBTA transit, such as the one described for the CT-2 bus, to forward to the state legislative delegation.

Councillor Davis asked about "next T" funding and welfare-to-work transportation funding. Ms. Rasmussen said "next T" is the follow up to ISTEA funding. The welfare-to-work funds can provide transport for former welfare recipients who are trying to enter the workforce. She has planned additional meetings to see how this funding could be useful to Cambridge. Councillor Davis said that perhaps that could be a source of funding to extend the CT-2 bus route to Somerville.

George Despotes, Harvard Square, noted the deplorable state of the Harvard T stations.

Councillor Davis stated that the MBTA has promised to have a "walk-through" of the Harvard Square station.

Councillor Davis thanked all those present for their attendance. The meeting was adjourned at 8:15 p.m.

For the Committee,

Henrietta Davis DMD

Councillor Henrietta Davis,
Chair

Committee Report #1

S-284

A report was received from the
Traffic and Transportation Committee,
for a meeting held on April 30, 1997
for the purpose of discussing the
circumferential urban ring
transportation planning project.

In City Council May 12, 1997

5/12/97 Report
Accepted and
placed on file