

# CITY OF CAMBRIDGE

## COMMUNITY DEVELOPMENT DEPARTMENT

City Hall Annex - Inman & Broadway - Cambridge, Mass. 02139

498-9034

To: Robert W. Healy, City Manager

From: Michael H. Rosenberg, Assistant City Manager for  
Community Development  
George Teso, Director of Traffic and Parking

Subject: Council Order #13 of 11/9/87, re: Traffic and  
Development - Alewife Area

Date: November 16, 1987

As part of its April 30, 1973 Resolution in support of the Red Line Extension, the City Council took a first step towards formulating a roadway policy for the Alewife Area. The adopted City Council recommendation was as follows:

Cambridge Recommends that the Alewife Area Road System Be Developed to Achieve the Following Objectives:

- o To facilitate and encourage maximum practical use of the Red Line by persons arriving in private automobiles, buses, commuter trains, by bicycle, or on foot;
- o To reduce safety hazards to a minimal level (e.g. eliminate dangerous traffic circles, undersized traffic lanes, dangerous left turn movements, and excessive speeds generated by inadequate transition from Turnpike to Parkway conditions);
- o To provide superior vehicular, pedestrian, and bicycle access to existing and future retail, office, residential, recreational, and other land uses in the vicinity of the terminal . . . with special attention given to protecting and enhancing the environment for existing uses to remain (e.g. North Cambridge Residential areas, Fresh Pond Shopping Center, Arthur D. Little...);
- o To establish and maintain parkway character and amenities for the Alewife Brook and Fresh Pond Parkways . . . and to discourage efforts to make these parkways serve as expressway alternatives to the use of public transportation;
- o To protect the delicate hydrological balance of the Alewife Brook drainage area.

OFFICE OF THE  
CITY MANAGER

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RECEIVED

This position was more fully detailed in the City Council July 7, 1976 Resolution concerning Roadway Improvements in the Alewife Area of Cambridge and reconfirmed in a report of the City Council Committee on Transportation submitted to the Council on February 11, 1983. Copies of all three documents are attached to this memorandum.

Based on City policy as stated in these City Council documents, both our departments have reviewed the various state studies and made recommendations, undertaken traffic studies of our own, and suggested specific improvements. Reports resulting from this effort include: "Traffic Analysis - Alewife/North Cambridge Area", May 1977; "Recommendation for Traffic Improvements in the Alewife/North Cambridge Area", June 1977; and the "Final Environmental Impact Report/Environmental Assessment for Alewife Local Roadway Improvements", April 1984.

Our present work on local roadway improvements for the area is on "hold" because the Massachusetts Department of Public Works under direction from Secretary Salvucci has refused to process our environmental clearance documents until they decide how to improve Route 2 and Alewife Brook Parkway. Although work began on the State Project in the mid 1970's, a Draft EIR/EIS was not published until February of 1987, and the selection of a preferred alternative by Secretary Salvucci will not take place until early 1988. Only at that time can work on the Final EIR/EIS begin. The start of actual construction of any improvements is thus unfortunately several years away.

On the development side of the issue, the City has taken major steps towards reducing the magnitude and improving the quality of development in the Alewife Area. In the early 1970's, the Community Development Department began land use and urban design studies in the area which culminated in publication of the Alewife Revitalization Report (the "Fish Book") in April of 1979. Based upon this work, the City Council approved two major down zonings in the area, one dealing with land to east of the Alewife Brook Parkway (the W.R. Grace Site) and the other dealing with the so called triangle and quadrangle to the west of the parkway. The major feature of these down zonings has been to cut the overall allowed development density in half from an FAR of 4.0 to 2.0. In addition the new zoning contains height limits and design review provisions which were not a part of the old zoning.

In fact, the actual development plans for the two largest development projects, Spaulding & Slye in the triangle and RVMG on the W. R. Grace Site, call for an FAR of 1.1 and 1.2 respectively. This is less than one-third of that allowed before the downzoning. Moreover, the Planning Board is taking aggressive steps towards reducing the traffic impacts of these

projects and protecting abutting neighborhoods by requiring traffic mitigation commitments as part of special permit approvals. As an example of this effort, the requirements for the W.R. Grace site development are as follows:

- a. The permittee shall submit to the Board for approval and shall subsequently implement a transit plan for each phase of development which shall be designed to maximize the use of public transit through the Alewife Station and in other ways to discourage the use of private cars by customers and employees of Alewife Center. At a minimum said plan shall contain the following:
  - (1) A plan for the implementation of a computer based ride sharing information bank, including cooperation with CARAVAN or equal to assist commuters seeking van pool and car pool arrangements.
  - (2) A plan for participation in the MBTA commuter pass program, for all employees of tenants in Alewife Center.
  - (3) Identification of other techniques to be employed to reduce peak hour automobile usage including staggered or flex-time work programs.
  - (4) Details of an on-going program implemented immediately following 90% occupancy of each building, to survey customer and employees (including tenants) to determine travel modes, time of arrival and departure, home location and preferences for ride sharing, among other information. The information shall be updated annually by the permittee or his successor and all information shall be forwarded to the Community Development Department and shall be intended to be used by the City and the permittee to more effectively provide alternate means of travel to the site.
  - (5) As a companion to this survey requirement the permittee in cooperation with the City shall monitor the vehicular trips to and from the site at its points of access and shall monitor traffic volumes at locations on public streets likely to be impacted by the approved development and at frequencies mutually selected by the permittee and the City.
  - (6) A detailed time schedule for implementation of all facets of the plans, with the understanding that appropriate elements of the plans shall be initiated as facilities are completed and occupied.
  - (7) A management plan detailing the personnel to be provided to manage the plan and sources of financing. The permittee shall be responsible for financing and

operating an acceptable level of service as determined by the Planning Board to the extent that elements of the plan are not funded and/or operated by public agencies or other private participants.

- b. In developing and implementing the transit plan the permittee is encouraged to cooperate with other property owners and the businesses at Alewife; the City, through the Community Development Department and the Traffic and Parking Department, is encouraged to assist in the development of the plan, in coordinating participation by other private entities and the MBTA, and in securing the smooth implementation of the plan. Should occupancy or ownership of the building change, appropriate revisions to the transit plan may be approved by the Planning Board upon a demonstration that applicable circumstances have changed.
- c. At such time as access and egress is provided to Alewife Center from the intersection of Alewife Brook Parkway and CambridgePark Drive, the permittee shall change the access and egress from Alewife Center to Whittemore Avenue to access only from Whittemore Avenue. Upon completion of the final Route 2 improvements all access to Whittemore Avenue shall be eliminated unless otherwise approved as a major amendment to this decision.

In Summary, the "action plan" of both departments consist of the following three elements:

- o Work with the various state agencies to ensure that the Route2/Alewife Brook Parking Improvement Project is implemented as soon as possible (particularly the replacement of the truss bridge over the B & M railroad tracks);
- o Develop and implement local roadway improvements to ease traffic flow and reduce impacts on neighborhoods;
- o Require developers to formulate and carry out traffic mitigation programs as a condition for specific project approval.

We would also appreciate the help of the City Council in motivating the various State agencies towards implementing the greatly needed roadway improvements in the Alewife area.



# City of Cambridge

Councillor Duehay

IN CITY COUNCIL

April 30, 1973

## RESOLUTION ON RED LINE EXTENSION AND OTHER PUBLIC TRANSPORTATION IMPROVEMENTS

WHEREAS, On October 26, 1970, the Cambridge City Council unanimously adopted a resolution petitioning the MBTA, the Governor, and the Legislature to restore the Red Line transit extension to top priority; and

WHEREAS, the Governor's "Policy Statement on Transportation in the Boston Region", dated November 30, 1972, states that "The central tenet of the transportation policy that I find appropriate for the area inside Route 128 is that future investment must concentrate overwhelmingly upon the improvement of public transportation; " and

WHEREAS, recent studies by the State's Boston Transportation Planning Review have resulted in preparation by the Cambridge Departments of Planning and Development and Traffic and Parking of a seven page recommendation to the City Manager, dated April 13, 1973, supporting the concept of a Red Line extension because it can help:

- . provide more jobs and tax revenue;
- . reduce the need for expressway construction in Cambridge;
- . reduce the need for commuter parking in Cambridge;
- . increase employment opportunities for Cambridge residents;
- . reduce commuter traffic on Cambridge streets;
- . reduce the number of buses on Cambridge streets;
- . reduce the City's annual payment to MBTA; and

WHEREAS, the above-cited report of April 13, 1973 to the City Manager recommends:

- . that the Red Line be extended to Route 128 via Davis Square;
- . that a station south of Porter Square be provided only if detailed studies show that stringent parking and traffic conditions can be met;
- . that a station be located at Alewife west of the Parkway and north of Rindge Avenue extension;
- . that construction from Harvard station to Alewife be by deep bore, unless detailed studies show that cut-and-cover construction under the Boston and Maine right-of-way from Davis Square to Alewife is acceptable to North Cambridge residents and business interests;
- . that the new Alewife area road system serving an Alewife transit station be designed to protect existing retail, office and residential areas, as well as to encourage transfer to the Red Line by motorists approaching Boston and Cambridge from towns west of the Parkway; and



# City of Cambridge

Councillor Duehay

IN CITY COUNCIL

April 30, 1973

continued

WHEREAS, many Cambridge citizens and leaders have urged that the City Council amend the above cited report of April 13, 1973 to the City Manager to include the provision that the Red Line extension, if it is to be workable for and acceptable to Cambridge, (1) must go all the way to Route 128, and (2) must be completed to Route 128 prior to opening the Alewife station; and

WHEREAS, the April 26, 1973 amendment to the above-cited report to the City Manager recommends that the State be requested to allow Cambridge and the MBTA six months to restudy the "Line D" alignment of the Red Line extension as proposed in 1967 by MBTA, and to determine whether Line D or a variation on it can be engineered to meet criteria specified in the April 26th amendment; and

WHEREAS, North Cambridge leaders have requested that in the event a cut-and-cover tunnel is placed beneath the railroad right-of-way from Davis Square to Alewife, the existing track be lowered concurrently to eliminate the grade crossing at Massachusetts Avenue; and

WHEREAS, numerous Cambridge citizens and groups have appeared before or written the City Council Committee on Transportation and Parking in support of the Red Line recommendations outlined in the April 13, 1973 report to the City Manager as amended on April 26, 1973;

NOW THEREFORE BE IT RESOLVED that the Cambridge City Council hereby adopts as its official policy the recommendations of the Cambridge Departments of Planning and Development and Traffic and Parking as forwarded to the City Manager on April 13, 1973, and amended on April 26, 1973, subject to the following two modifications:

1. The Red Line shall be extended all the way to Route 128;
2. The Red Line station at Alewife shall not be opened for use until the station at Route 128 is opened;

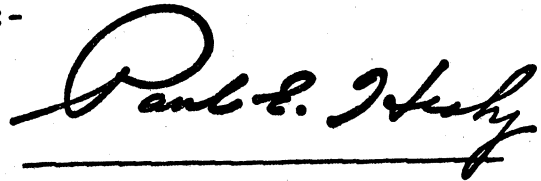
AND BE IT FURTHER RESOLVED that the State be requested to lower the "freight cut-off" track to eliminate the grade crossing at Massachusetts Avenue in the event a cut-and-cover tunnel is placed beneath the railroad right-of-way from Davis Square to Alewife;

AND BE IT FURTHER RESOLVED that the City Manager be and hereby is requested to present this resolution and the April 13th report cited above, as amended on April 26, 1973 and further amended by this resolution, to the Boston Transportation Planning Review at its public hearing of May 1, 1973, and to the Massachusetts Bay Transportation Authority, the Governor, and the Commonwealth's Secretary of Transportation.

# City of Cambridge

I HEREBY CERTIFY that this is a true copy of the Resolution adopted by the unanimous vote of the City Council at its meeting of April 30, 1973.

ATTEST:-

A handwritten signature in cursive script, reading "Paul E. Healy", written over a horizontal line.

Paul E. Healy,  
City Clerk.

April 13, 1973  
(as amended  
April 26, 1973)

RECOMMENDATION BY DEPARTMENT OF PLANNING AND DEVELOPMENT AND DEPARTMENT OF TRAFFIC AND PARKING TO CITY MANAGER JOHN H. CORCORAN FOR A CAMBRIDGE POSITION ON THE BOSTON TRANSPORTATION PLANNING REVIEW "NORTHWEST CORRIDOR PUBLIC TRANSPORTATION" REPORT ISSUES AFFECTING CAMBRIDGE. FOR PRESENTATION AT BTPR PUBLIC HEARING OF MAY 1, 1973, AND TO GOVERNOR SARGENT

ISSUE #1: THE PROPOSED RED LINE TRANSIT EXTENSION FROM HARVARD SQUARE TO ALEWIFE BROOK OR BEYOND

A. Cambridge Supports the Concept of the Extension, Which Can:

- Provide a means of stimulating economic development, creating new jobs, and increasing purchasing power and the tax base, in areas adjacent to stations such as the Alewife area, Harvard, Central and Kendall Squares, and perhaps Porter Square as well;
- Reduce the need for future highway construction in Cambridge (Inner Belt, Route 2 Extension . . .);
- Reduce the need for commuter parking in Cambridge (particularly in Harvard, Central, and Kendall Squares);
- Increase employment opportunities for Cambridge residents in towns to the northwest, by providing inexpensive and convenient access;
- Reduce commuter traffic on Cambridge streets (although probably not in large measure);
- Reduce the number of buses congesting Cambridge streets (the bus access requirements of the Harvard Square station could be cut as much as 50 per cent);
- Reduce transit-related congestion at Harvard Square (patronage drops from the current 25,000 boarders/ year to as low as 10,500 boarders/year);
- Reduce Cambridge share of MBTA annual "net-cost-of-service" below the level that can be anticipated without the extension, provided that end-of-the-line is at Arlington Heights or beyond;
- Provide a means of distribution through Cambridge of railroad commuters from the B&M's Fitchburg Division (cross-platform transfer facilities at Alewife, and perhaps at Porter Square).

B. Cambridge Recommends Construction of the Extension to Route 128, With the Concurrence of the Towns Through Which It Would Pass, Noting That:

- With the Red Line terminating in the Alewife area, an estimated 18,000 to 20,000 people would board daily at the Alewife station,

requiring at least 4,000 parking spaces and provisions for an estimated 11,000 persons arriving by bus. Termination of the Extension at Alewife is unacceptable to Cambridge, because:

- It would be difficult to operate a commuter-oriented parking facility of greater than 2000-car capacity, especially since most cars would arrive or depart during the two-hour morning and evening rush-hour periods;
- The parking structure would be so massive (almost the size of the facility at Logan Airport) that it could have a detrimental impact on the tax-paying economic development potential of the area;
- New access roads required to serve so large a station complex could have adverse effects on the environment;
- Tax-paying economic development that provides job opportunities (Cambridge's principal interest at Alewife) is in some respects incompatible with a regional transportation center where large numbers of auto-transit transfers take place. The reduction of auto-oriented activities at Alewife, resulting from the terminal being further out in the Northwest Corridor, would reduce conflicts with potential economic development activities in the area;
- The Alewife Brook and drainage basin complex has severe hydrologic problems which could be aggravated if too many objectives (economic development, regional transportation transfer, and environmental protection) are pursued in this one location;
- A terminal point beyond Alewife would provide better service to Arlington and Lexington -- resulting in 4,000 more users for the system with the terminal at Arlington Heights, and 6,000 more users with the terminal at Route 128. (We believe that there is much greater potential patronage at a Route 128 terminus than the 6,000 persons estimated by BTPR);
- With the understanding that the Town of Arlington favors construction of the Red Line Extension to at least Arlington Heights, Cambridge recommends construction to at least Arlington Heights -- while awaiting development of an official position by the Town of Lexington;
- With the terminal at Arlington Heights, BTPR estimates that only 10,500 people would board at Alewife, requiring 2,500 parking spaces and provisions for 5,500 bus-oriented boarders;
- With the terminal at Route 128, BTPR estimates that only 8,000 people would board at Alewife, requiring 1,700 or less parking spaces and provisions for 4,500 bus-oriented boarders;

- The added cost of going from Alewife to Arlington Heights would be \$20 to \$34 million depending on type of construction, and from Alewife to Route 128 would be \$57 to \$100 million;
- An extension to Route 128 would reduce the Cambridge share of MBTA's annual "net-cost-of-service" as compared to its present share; to stop at Alewife would increase the Cambridge share.

C. Cambridge Recommends that the Extension Follow BTPR Alignment Alternative #3 (Via Davis Square, With a Station South of Porter Square) From Harvard Square to Alewife Brook, Noting that:

- A Davis Square alignment provides the best service to Cambridge and Somerville, because:
  - More residents are able to walk to a station;
  - A great need exists for cross-town service from West Somerville (Davis Square) to Cambridge (currently 4,500 one-way trips per day);
  - The Garden Street alignment (Alternate #1) provides no intermediate stations to serve Cambridge (or Somerville) residents, but rather provides service primarily to commuters living outside Cambridge;
- A Davis Square station reduces the need for local bus operation at Porter Square, thereby reducing street congestion in the Porter Square area;
- A Davis Square station will reduce the number of boarders in Cambridge by 3,000 to 6,000 below the level estimated in the Garden Street alternative, with a corresponding savings in Cambridge's share of the MBTA "net-cost-of-service" payment;
- The Davis Square station reduces total boarders at Porter Square from an estimated 8,500 to 3,000 persons while reducing bus-oriented boarders from 4,000 to 750;
- The provision of stations at Davis Square and in the Porter Square area (Sears) will result in 4,000 less boarders at Harvard Square than in the Garden Street alternative . . . with 1,500 fewer boarders arriving by bus;
- A station in the Porter Square area will help maintain the economic viability of Porter Square.

D. In Recommending Alignment #3 Via Davis Square, Cambridge Under-scores its Intent that Should the Davis Square Route Prove Unacceptable to the Somerville City Government, the State, or the Federal Government, the Alternate to Be Substituted Will Be Alignment #1, the Garden Street Route.

E. Cambridge Recommends a Station South of Porter Square ONLY IF

- The station is constructed and operated without auto parking or off-street bus facilities;
- A means is found for ensuring that people using the transit system do not park in the Sears or Porter Square Shopping Center lots, or on residential streets in the Porter Square area;
- Traffic circulation on Massachusetts Avenue is not disrupted during the construction of the station;
- Means are found to ensure that the pedestrian movements associated with the transit station do not conflict with traffic circulation (such means to include, as a minimum, the construction of convenient, well-lighted pedestrian access ways to either platform (northbound and southbound) from both sides of Massachusetts Avenue);
- There is an understanding that should detailed studies show that the above conditions cannot be met, the extension will be built to proceed directly from Harvard Square to Davis Square, without an intermediate station;

F. Cambridge Recommends the Sears Location (Alternate "B" in the BTPR Report) for Station Serving Porter Square Area, Noting That:

- With the Red Line going to Davis Square, an intermediate station at Sears can be developed without taking any dwelling units or businesses. Alternate "C" (a station at Massachusetts Avenue and Linnaean Street) will require the loss of a business and 15 jobs;
- The station would be located in close proximity to stores and businesses in Porter Square, with a direct access to Sears, while Alternate "C" (the only other alternative for the Davis Square alignment) is too far from Porter Square to contribute substantially to its economic health;
- The Sears location has the possibility of limiting construction disruption on Massachusetts Avenue by excavating the station from the parking lot to the west;

G. Cambridge Recommends that the Alewife Station Be Placed on Site "B" (West of Alewife Brook Parkway and North of the Rindge Avenue Extension) in the Event that a Davis Square Alignment is Selected for the Harvard-to-Alewife Leg of the Red Line Extension. Factors

Involved in Selecting the "B" Site over the Dewey and Almy ("C") Site Are that "B":

- Provides Cambridge with substantially greater potential for the development of transit-related retail/office/residential uses, which can generate large net tax revenues for the City, as well as create a desirable "new town in town" living opportunity;
- Provides North Cambridge residential and recreation areas with substantially greater protection from the traffic and land use impacts of a major transit station development.

H. Cambridge Recommends that Should the Garden Street Alignment Be Selected Rather than the City's First Choice (the Davis Square Alignment), the City Be Given Six Months to Study and Choose Between the Two Station Sites Available at Alewife for the Garden Street Alignment (Site "A", South of Rindge Avenue Extension; and Site "B", North of Rindge Avenue Extension).

I. Cambridge Recommends that the Alewife Area Road System Be Developed to Achieve the Following Objectives:

- To facilitate and encourage maximum practical use of the Red Line by persons arriving in private automobiles, buses, commuter trains, by bicycle, or on foot;
- To reduce safety hazards to a minimal level (e.g. eliminate dangerous traffic circles, undersized traffic lanes, dangerous left turn movements, and excessive speeds generated by inadequate transition from Turnpike to Parkway conditions);
- To provide superior vehicular, pedestrian, and bicycle access to existing and future retail, office, residential, recreational, and other land uses in the vicinity of the terminal . . . with special attention given to protecting and enhancing the environment for existing uses to remain (e.g. North Cambridge residential areas, Fresh Pond Shopping Center, Arthur D. Little . . .);
- To establish and maintain parkway character and amenities for the Alewife Brook and Fresh Pond Parkways . . . and to discourage efforts to make these parkways serve as expressway alternatives to the use of public transportation;
- To protect the delicate hydrological balance of the Alewife Brook drainage area.

J. Cambridge Recommends and Stresses the Need for Deep Bore Construction of the Tunnel from Harvard Station to Alewife Brook with the Following

Exceptions (1) cut-and-cover construction of the initial 800-foot leg from Harvard Station to Story Street; (2) cut-and-cover construction of any intermediate stations; (3) cut-and-cover construction under the Boston and Maine "Freight Cut-Off" railroad right-of-way, provided that this permits concurrent lowering of the railroad track to eliminate the grade crossing at Massachusetts Avenue, and provided that more detailed study of cut-and-cover construction impact on North Cambridge develops findings that are acceptable to residents and businesses likely to be affected by the impact; (4) cut-and-cover construction across the former city dump, should the Garden Street alignment be selected. Factors involved in this recommendation are:

- Cut-and-cover construction along Massachusetts Avenue would cause severe economic hardship to abutting merchants;
- Cut-and-cover construction along Massachusetts Avenue would seriously disrupt essential traffic movements, including those of emergency vehicles, since satisfactory parallel alternative streets do not exist;
- Cut-and-cover construction along Garden Street is unworkable due to the narrow right-of-way and was not even studied by the Boston Transportation Planning Review;
- The additional \$23 million estimated by BTPR as required for deep bore construction under the Boston and Maine right-of-way from Davis Square to Alewife Brook does not appear justified -- but more detailed study of cut-and-cover impact is needed because of the limited width of the right-of-way.

ISSUE #2: THE PROPOSED GREEN LINE EXTENSION  
NORTHWEST FROM THE EXISTING LECHMERE TERMINAL

A. Cambridge Recommends that the Green Line Extension from Lechmere Be Built if the City of Somerville Requests It. Route Alignment and Station Locations Should Be Determined by Somerville. This Extension Would:

- Reduce total boardings at Lechmere from 8,000 to approximately 3,000;
- Reduce Cambridge's share of the MBTA annual "net-cost-of-service";
- Reduce bus operations in the Lechmere area, thereby helping traffic circulation and reducing MBTA bus charges to Cambridge;
- By relocating the Lechmere Station to the north side of the Monsignor O'Brien Highway (and, as part of the relocation

project, developing high-quality, grade separated pedestrian access to the new station from East Cambridge) provide land for redevelopment (at the site of the present station) and for making possible improved East Cambridge traffic movements;

- Provide improved transportation for Somerville residents working in Cambridge, particularly if the proposed circumferential transit line (intersecting the Green Line) is built:

ISSUE #3: THE PROPOSED CIRCUMFERENTIAL TRANSIT LINE THROUGH THE FENWAY, CAMBRIDGE, AND SOMERVILLE

A. Cambridge Recommends that the State Move Ahead Immediately With More-Detailed Studies of this Proposal, Noting that a Circumferential Transit Line Can Be of Great Value to Cambridge Because:

- It will serve as a direct distributor for radial transit lines (e.g. the Red Line) to the high-activity areas on the fringe of the metropolitan core (including many in Cambridge);
- It will give Cambridge much-needed direct service from the northern communities served by the Orange Line, as well as from the western communities that may later be served by a Green Line extension;
- It will serve line-haul circumferential movements (e.g. Cambridge and Somerville will have direct cross-town services and access to the institutional area of Boston);
- It will perform significant collector functions for residential areas such as Cambridgeport and East Cambridge.

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Note: Amendment of April 26, 1973, is included on Page 8.

4/26/73

April 26, 1973 amendment to recommendation of April 13, 1973  
to City Manager by Departments of Planning and Development and  
Traffic and Parking Re BTPR Northwest Corridor Report

"The City of Cambridge requests that the State defer for six months a decision on how best to route the Red Line extension through the Harvard Square Area. The Purpose of this Request is to give Cambridge and the MBTA an opportunity to reexamine the feasibility of moving the extension northwest through the Square generally as proposed by Line "D" in MBTA's study of 1967.

The City believes that the choice of routing through Harvard Square is essentially a matter for local decision, and that Cambridge should have the option to select Line "D", or some other alternatives to Line "A" (the line via Mt. Auburn Street), provided that the alternative route can be engineered to fulfill the following conditions:

1. Leave intact a bus tunnel connecting Massachusetts Avenue with Mt. Auburn Street;
2. Produce a Harvard Square transit station with good pedestrian access to Brattle Square;
3. Be capable of construction without serious disruption to traffic or business activity in the Square;
4. Cost essentially no more than the proposed Line "A" via Mt. Auburn Street."



# City of Cambridge

AMENDED ORDER

Councillor. Duehay

2.  
IN CITY COUNCIL  
July 7, 1976

## RESOLUTION CONCERNING ROADWAY IMPROVEMENTS IN THE ALEWIFE AREA OF CAMBRIDGE

### WHEREAS:

The two railroad bridges on Alewife Brook Parkway in the vicinity of Rindge Avenue have deteriorated to the point where for over two years their use by truck and fire apparatus has been prohibited, and

### WHEREAS:

The Massachusetts Bay Transportation Authority (MBTA) has prepared a capital grant application for the construction of the extension of the Red Line Rapid Transit facility northwest from Harvard Square into Arlington with a new station and a major parking garage to be located in the Alewife Area, and

### WHEREAS:

The Massachusetts Department of Public Works (MDPW) has, over the past year, been studying almost two dozen roadway alternatives addressing the above stated issues as well as the numerous traffic safety problems in the area and, with the help of the Alewife Task Force, has narrowed the options down to three known as the "Modified Star," "Minimum Build" and "No Build," and

### WHEREAS:

The Executive Office of Transportation and Construction (EOTC) had delayed making a decision on the magnitude of roadway improvements in the Alewife Area pending a statement from the City of Cambridge outlining its position,

### NOW, THEREFORE, BE IT RESOLVED:

That the Cambridge City Council hereby reaffirms its statement regarding improvements to circulation in the Alewife Area, unanimously passed as part of its April 30, 1973 resolution dealing with the Red Line extension which stated;

"Cambridge Recommends that the Alewife Area Road System be Developed to Achieve the following Objectives:

To Facilitate and encourage maximum practical use of the Red Line by persons arriving in private automobiles, buses, commuter trains, by bicycle, or on foot;

To reduce safety hazards to a minimal level (e.g. eliminate dangerous traffic circles, undersized traffic lanes, dangerous left turn movements, and excessive speeds generated by inadequate transition from Turnpike to Parkway conditions);

To provide superior vehicular, pedestrian, and bicycle access to existing and future retail, office, residential, recreational, and land uses in the vicinity of the terminal . . . with special attention given to protecting and enhancing the environment for existing uses to remain (e.g. North Cambridge Residential areas, Fresh Pond Shopping Center, Arthur D. Little . . .);

To establish and maintain parkway character and amenities for the Alewife Brook and Fresh Pond Parkways . . . and to discourage efforts to make these parkways serve as expressway alternatives to the use of public transportation; and

To protect the delicate hydrological balance of the Alewife Brook drainage area."

AND BE IT FURTHER RESOLVED:

That the Cambridge City Council will not take a position for or against the alternatives as presented but will insist that any improvements to traffic circulation in the Alewife Area of Cambridge meet the following conditions;

- Direct ramps must be provided from Route 2 to the MBTA Station Garage and Rindge Avenue Extension and be constructed so as to allow emergency access to the Acorn Park area from Rindge Avenue Extension,
- The two railroad bridges on Alewife Brook Parkway must be replaced, not just repaired, and be constructed with a minimum of four-twelve foot travel lanes. The southern bridge must also have a span length sufficient to allow vehicular traffic to pass under it between the shopping centers on both sides of Alewife Brook Parkway,
- The Rindge Avenue intersection with Alewife Brook Parkway must be designed so as to prevent a.m. traffic southbound on Alewife Brook Parkway and eastbound on Rindge Avenue extension from entering Rindge Avenue and traveling through North Cambridge, and p.m. traffic northbound on Sherman Street and westbound on Rindge Avenue from entering Alewife Brook Parkway and Rindge Avenue extension. If this cannot be accomplished with an at grade intersection then a grade separation must be provided.
- The Dewey-Almy Circle and the two rotaries on Concord Avenue must be replaced by channelized and signalized intersections,
- Suitable access must be provided to all commercial properties affected by these improvements, including but not limited to the W.R. Grace property, both shopping centers on Alewife Brook Parkway and the Wheeler Street area,
- All traffic signals installed as part of these improvements must be interconnected and preferably placed under the control of the Cambridge Traffic and Parking Department,
- Included in this capital improvement project, must be traffic management techniques which will help monitor traffic flow and reduce travel speeds as vehicles enter Cambridge. These techniques should include, but not be limited to, such items as changes in pavement composition, flashing warning signs to reduce speed and greatly increased enforcement of traffic regulations,
- A permanent enhancement of the whole area must be achieved through the development of a linked pedestrian, bicycle and open space system as advocated by the Alewife Task Force and conceptualized by the Tufts - Harvard Student Project. This system, which must be accessible to the elderly and handicapped, shall include a bicycle and pedestrian crossing of the B & M Fitchburg Division Railroad between the Alewife shopping center and North Cambridge and the long promised pedestrian signal to be located in the vicinity of Larch Road and Popular Road,

- All measures should be taken to protect existing wetlands and open space from disruption and degradation resulting from any roadway improvements,

AND BE IT FURTHER RESOLVED:

That the Cambridge City Council records itself against any future widening of the Fresh Pond Parkway in connection with the proposed roadway improvements in the Alewife Parkway, Fresh Pond Parkway areas,

AND BE IT FURTHER RESOLVED:

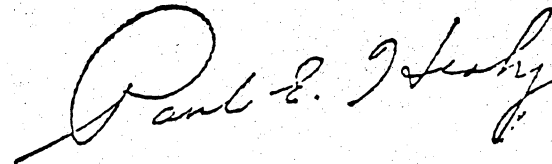
That the City Manager be and hereby is requested to transmit this resolution, as soon as possible, to the Governor, the Secretary of Transportation and Construction the Commissioner of the MDPW, the Commissioner of the MDC and the Chairman of the MBTA as evidence of the Cambridge position regarding roadway improvements in the Alewife Area of Cambridge.

In City Council July 7, 1976  
Adopted as amended by the affirmative vote of  
8 members.

Attest: Paul E. Healy, City Clerk

A true copy,

ATTEST:





# CAMBRIDGE CITY COUNCIL

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

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COUNCILLOR FRANCIS H. DUEHAY  
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CAMBRIDGE, MASSACHUSETTS 02138

February 11, 1983

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CAMBRIDGE COMMUNITY  
DEVELOPMENT DEPT.

The Honorable; the City Council:

This is to report about a meeting I attended concerning the Route 2 Alewife road system with Secretary Fred Salvucci in Speaker O'Neill's Boston office last Friday, February 4, 1983.

I was informed that the meeting had been scheduled on Thursday evening. Spaulding & Slye, developers of certain portions of Alewife had sought the help of the Speaker's Office in getting the road improvements under way. The Speaker's office invited the City Manager, who then notified me.

The Council will recall that the Committee on Transportation and Parking has had three recent hearings on this topic to review the meager plans which the state DPW unshelved in the waning days of the King administration. No progress on the road improvements has been made for several years. The main concern of these city council hearings was that the road improvements would lag behind the opening of the Alewife subway station by up to four years.

The first two hearings of the council subcommittee were attended by about 60 persons: Alewife business people, those affected by possible land takings, members of the Conservation Commission, members of the Cambridge Transportation Forum, and other concerned citizens as well as Councillors Danehy, Russell, Vellucci, and David Sullivan. The final hearing held in the Fitzgerald School on Rindge Avenue was not well attended by the public.

The conclusions of the city council subcommittee were as follows:

1. That concerns about the lag time between the opening of the Alewife station and the completion of the road system are real. Considerable traffic congestion will result around the Rindge Avenue exit until the connector providing direct access to and from route 2 is built. This congestion will retard the economic development of the Alewife area since the Planning Board will try to time its issuance of permits under the PUD to traffic concerns. A four year delay in the completion of the road system is indeed likely and is at the same time intolerable from the city's point of view.

2. The road system as shown did not reveal an adequate exit and entrance system from W.R. Grace and Company.
3. A reaffirmation of the position that the road be built in such a way that Rindge Avenue could not be used for commuter traffic as it now is.
4. A reaffirmation of proper signalization at several points along the parkway, both to slow traffic coming off route 2 and to allow safe exit and entrance to the shopping centers.
5. The Council subcommittee is concerned that no system was shown which ties together the whole complex for pedestrians. There will be a great deal of pedestrian movement back and forth across the parkway. This movement should be facilitated by proper passageways under or over the road.
6. The Council subcommittee is concerned that specifications for lane widths and shoulders were more suitable for a superhighway than for a parkway in which traffic must proceed at moderate speed.
7. The Council subcommittee is concerned that all environmental safeguards at Alewife be scrupulously protected. The subcommittee is particularly troubled that the potential development of the Mugar property in Arlington may force the road system closer to open space on the present Cambridge side of the roadway.
8. There is presently no indication in the plans that proper planting: trees, shrubs, and grass will be installed.
9. Legislation is pending in the current session that would transfer jurisdiction over the parkway from the MDC to the DPW. This pending change symbolizes Cambridge's concerns. While Cambridge wants proper entrance and egress from and to the commercial and business areas, the traffic circles eliminated, the bridges rebuilt, and new signalization, it wants the finished product to be a parkway rather than a highway. Certain structures on the use of federal highway funds may appear to dictate whether the specifications which Cambridge is seeking can actually take place. Speaker O'Neill's staff indicated that they would work closely with the city to assure that maximum flexibility with regard to the use of federal highway money is employed.

The February 4th meeting was attended by representatives of Spaulding and Slye who had sought the meeting, the Cambridge city manager and myself, Secretary Salvucci and members of his staff, and Speaker O'Neill's staff.

The presentation by Spaulding and Slye concentrated on whether the route 2 connector could be built first as a separate piece of the project so that the anticipated congestion around Rindge Avenue could be avoided and so that new economic development in that area could go forward more rapidly.

The City Manager and I repeated Cambridge's concerns and asked for a commitment to which future planning of the road system would go forward with the full participation of the city and continued consultation with all parties.

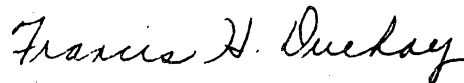
Secretary Salvucci indicated that the proper completion of this project had a very high priority with the Dukakis administration. He also expressed concern about the possible delay that the development of the Mugar property in Arlington might cause the entire project. He committed himself and his department to full participation and consultation during the life of the project. He also asked for the city's cooperation in developing a schedule for the opening of the Alewife station.

Secretary Salvucci indicated that the state DPW had suffered severe budgetary and management capacity cutbacks, which inevitably has affected their performance.

Secretary Salvucci indicated that he understood the concerns of all the parties, that he would study them, develop an action plan, and ask for a second meeting as soon as he was prepared.

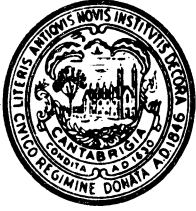
I regret due to the extremely short notice the City Manager and I received about this meeting that I was unable to invite either other members of the city council or other concerned citizens and business people who had expressed an interest in meeting with the Secretary.

Sincerely,



Francis H. Duehay  
City Councillor

FHD/smc



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139  
TEL. 498-9011

EXECUTIVE DEPARTMENT  
ROBERT W. HEALY  
City Manager

RICHARD C. ROSSI  
Deputy City Manager

November 23, 1987

To the Honorable, the City Council:

In response to Awaiting Reports No. 8 and No. 48 regarding the impact of new development on traffic congestion in the vicinity of the Alewife Center Project, I submit the attached report from Michael Rosenberg, Assistant City Manager for Community Development and George Teso, Director of Traffic and Parking.

Very truly yours,

Robert W. Healy  
City Manager

Agenda Item No. 5

S-688

Re: response to Awaiting Report Items 8  
& 48 on the impact of new development on  
traffic congestion in the vicinity of the  
Alewife Center Project.

In City Council,

November 23, 1987

Placed on File

11-23-87