



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,

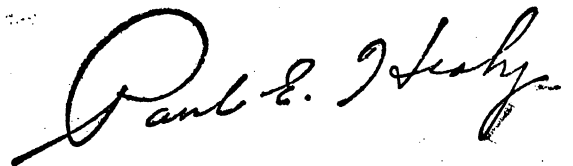
AND BE IT FURTHER RESOLVED:

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:

A handwritten signature in cursive script, reading "Paul E. Healy". The signature is written in dark ink and is positioned to the right of the printed name "Paul E. Healy, City Clerk".

L. Ackermann would to STRIKE OUT the paragraph on Page 2 of the Resolution City of Cambridge which reads as follows in order to eliminate the very serious ^{MASSACHUSETTS} problems caused by the heavy traffic etc -

In City Council

July 7

1976

Amendment carried on Roll Call 6-2-1-0

	YEA	NAY	ABSENT	PRESENT
Mrs. Ackermann	✓			
Mr. Clem		✓		
Mr. Clinton	✓			
Mr. Danehy			✓	
Mr. Duehay		✓		
Mrs. Graham	✓			
Mr. Russell	✓			
Mr. Sullivan	✓			
Mayor Vellucci	✓			

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Amendment Carried

Order as amended adopted

Amend #1 by L. Ackermann Page 2

Amend #2 - " Police Page 3



City of Cambridge

Councillor Duehay

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July 7, 1976

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 - The Dewey-Almy Circle and the two rotaries on Concord Avenue must be replaced by channelized and signalized intersections,
 - In order to eliminate the very serious safety problems caused by the heavy truck traffic on this winding section of roadway, Alewife Brook Parkway from the Massachusetts Avenue TOPICS project to Concord Avenue, Concord Avenue between Alewife Brook Parkway and Fresh Pond Parkway, ~~and Fresh Pond Parkway between Concord Avenue and Lakeview Avenue must be reconstructed to provide four-twelve foot travel lanes~~
- 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,
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C. Duehay resolutions concerning roadway improvements in the Alewife Area of Cambridge

In City Council,
July 7, 1976

7/7/76

Order amended
By L. Ackerman #1
and E. Russell #2
See Amendment order
Entered
Amend #1 struck out page 5
" #2 added page on Page 3