

At this time Mr. Reid Weedon, Vice-President of Arthur D. Little, Inc., stated the major concern his firm has relative to the roadway improvements is the serious question of access by emergency apparatus. He further stated that local fire and police vehicles currently go up Route 2 to Lake Street and make a U-turn back down Route 2 in order to gain access. Furthermore, he stated he believed that if everyone, the City officials, business and community leaders joined together to outline these combined concerns to the appropriate state officials, the effort would be much more successful than just one or two people going to the State House.

Ms. Dorothy Altman, Chairman of the Conservation Commission stated the Commission's concern over the size of the roadway and the inherent traffic increase and that the Commission had forwarded their concerns to the Executive Office of Environmental Affairs.

At this time Councillor Duehay stated he believed it was extremely important to have staff interaction on this project, specifically with such problems as traffic lights at the entrance of the shopping mall, lane size access, etc.

At this time Councillor Danehy questioned the future development, if any, by the W. R. Grace Company.

Mr. Herman Beckstoffer, an architect for W. R. Grace responded that the firm did in fact have some major development planned for the area once the roadway improvement design was finalized.

At this time Mrs. Carol Hickey of the Alewife Task Force stated that the task force is concerned regarding the "Alewife Boulevard" which is planned for 4 lanes. She further stated that if in fact this roadway is to aid the business community of the area, two lanes would be adequate.

At this time Mr. Robert LaTremouille, 348 Franklin Street, stated he feels more citizen participation should be in place throughout the remainder of the project.

Mr. Katz, owner of the Aku-Aku Chinese restaurant at this time stated that the new roadway as currently proposed would go right through his main dining room. He further stated that he had conferred with officials of the M.D.C. as far back as 1976 and he was not told of this pending roadway.

At this time Councillor Danehy stated that what is apparent at this meeting is that there are a host of various business, resident and municipal concerns which were bound to happen because this project has been forced upon the people of Cambridge.

Councillor Duehay requested Mr. Easler to collect the various suggestions made at this meeting and to confer with the members of the Alewife Task Force prior to the next meeting of this Committee which will be held on December 9, 1982 at 7:00 p.m. in the Mayor Ackermann Room.

For the Committee,

Councillor Francis H. Duehay
Chairman

City of Cambridge

In City Council November 15, 1982

The Transportation and Parking **Committee** held a public hearing on Wednesday, November 10, 1982 in the Mayor Ackermann Room at City Hall. Councillor Francis H. Duehay, Chairman of the Committee opened the meeting by stating that this session would be devoted to discussion of the Route 2 roadway improvements, in order that all present could receive a status report on the construction schedule for the Route 2 and Alewife Brook area.

At this time Richard Easler, Transportation Coordinator for the City outlined through the use of several maps, the proposed roadway improvements, as well as the required environmental clearance process required prior to state and federal approval. Among the highlights of Mr. Easler's presentation were the facts that Route 2 would be widened and reconstructed between Lake Street and Alewife Brook Parkway, the elimination of the Dewey-Almy rotary connection with the parkway, the reconstruction of the parkway between Whittemore Avenue and the new Route 2 intersection and the fact that access to Rindge Avenue would be changed with the construction of signalized dog-leg approaches to the intersection. He further emphasized this proposal as offered by the State Department of Public Works was only a proposal and that if Cambridge wanted to address some of the questionable design issues within the proposal, this is the time to do it. He further stated that a draft Environmental Impact report for this proposal is currently being prepared by the City.

Furthermore, Mr. Easler stated that of prime concern to him was the fact the new roadway would have 74 ft. lanes when in his professional judgement 48 ft. lanes would be adequate. He also stated in response to a question from Councillor Danehy, that the actual construction of the new roadway would probably not begin for two years and that the MBTA parking garage would in fact be complete long before the start of the new roadway.

At this time City Manager Robert Healy stated that the City has been trying to deal with the State Department of Public Works for the past five years and it was only last month that they had filed the Environmental Notification Form for their roadway proposal. He further stated his concern over the fact that a 2,000 car parking garage would be completely constructed without the needed highway improvements in place.

Councillor Duehay questioned if anything could be done to expedite the construction schedule and at the same time have the City's design concerns addressed.

The City Manager responded by stating that he and his staff will continue to prod the state, as well as the federal government to do whatever they can to resolve all of these issues.

REPORT

Committee on Transportation & Parking
Re: Route 2 improvements.

In City Council,

November 15, 1982

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