



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT
City Hall Annex - Inman & Broadway - Cambridge, Mass. 02139

(617) 498-9034

October 12, 1979

Ms. Linda F. Jonash
Asst. Project Manager, Station Modernization
MBTA
50 High Street
Boston, Massachusetts 02110

Dear Ms. Jonash:

Thank you for the copy of the scope of services for Wallace, Floyd, Ellenzweig, Moore, Inc.'s contract with the MBTA for station modernization design work at Central and Kendall stations. We had expected to be able to review this scope prior to your issuance of notice to proceed, as was promised by MBTA officials over a year ago. Although I realize that it is probably too late to affect the scope, the Community Development Department has a number of concerns which merit your attention:

Under Section A. Project Description, there are references to redesign of the fare collection area, fencing, and stairways. How do these items affect the number and location of entrances? What effort will be made to improve station entrances?

In regard to the budgets for Kendall and Central Stations, item C. Budget states that "the total construction budget for Kendall Station is understood to be \$4,500,000 and for Central Station, \$3,020,000." First of all, this is not consistent with Section A.1, which indicates that "the exact extent of improvements will not be determined until completion of Phase I Schematic Design." Secondly, it is not clear why the Kendall Station work should cost \$1.5 million, or 50% more than the Central Station work.

We assume that it was merely an oversight to state that "WFEM will be prime design contractor for the Kendall Station Modernization" without reference to Central Station (see page 3, item B.1.a)

Under Section C. Assumptions, no mention is made regarding the inclusion or exclusion of bus facilities improvement. As we have stressed in our talks with you, the bus circulation plan, location of stops, as well as condition and adequacy of bus shelters all should be considered for much-needed improvement. We trust that your scope will allow for such planning.

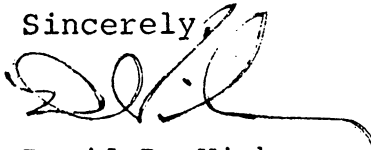
October 12, 1979

No mention is made of the need to coordinate with the City of Cambridge for work at Central Station. In particular, we feel that design review by this Department is essential and should be of benefit to you in our effort to create a viable plan which can be enthusiastically supported by the City of Cambridge and its citizens.

Finally we regretfully note the absence of detailed comprehensive attention by the MBTA to the larger urban design context of Central Square MBTA construction and the need to soften its impact on our community. Throughout the United States, UMTA has supported commitments by transit agencies to work closely with local planning authorities to improve the physical environment of urban areas suffering lengthy and costly construction impacts. This is seen as a reasonable and responsible cost of public transit improvement. However, in the case of Central Square, despite the fact that Massachusetts Avenue will be massively disrupted over a period of several years, with consequent business losses, enormous traffic and parking problems and considerable shopper and resident inconvenience, the MBTA has apparently given no thought to mitigating measures such as those provided in most similar projects elsewhere--attractive landscaping and paving of treatments in impacted areas--or to coordinating transit design with ongoing local planning and rehabilitation efforts.

I would like to state for the record that if the project develops as proposed by the project scope of work, the City of Cambridge will be hard pressed to publicly support this MBTA construction effort. We trust, however, that the MBTA will agree with us that Central Square station is too important to allow this situation to occur, and we hope that an early meeting to discuss the above concerns will be arranged.

Sincerely,



David R. Vickery
Assistant City Manager for
Community Development

DRV:jp

cc: Barry Locke, Secretary of Transportation & Construction
Robert Foster, Chairman, MBTA
Director of Construction of the MBTA
James L. Sullivan, City Manager
City Council



CAMBRIDGE CITY COUNCIL

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) ~~866-6800~~

498-9094

October 18, 1979

The Honorable, The City Council:

Enclosed please find a letter from David Vickery to the MBTA which raises a number of questions concerning their Station Modernization plans for the Kendall and, particularly, the Central Square stations.

Very truly yours,

A handwritten signature in black ink, appearing to read "Richard McKinnon", followed by a long horizontal line.

Richard McKinnon,
Administrative Assistant to the
City Council

RM/smc

Enclosure

S-551

Comm. from Richard McKinnon, Adm. Asst. to
the Council, transmitting copy of letter
from David Vickery, Asst. City Manager for
Community Development, to the MBTA re:
their Station Modernization plans for the
Kendall and Central Square stations.

In City Council,

October 22, 1979

10/22/79

Placed on File -