

#15

City of Cambridge

MASSACHUSETTS

In City Council June 23 1975

	YEA	NAY	ABSENT	PRESENT
Mrs. Ackermann	✓			
Mr. Clinton	✓			
Mr. Danehy	✓			
Mr. Duehay			✓	
Mrs. Graham	✓			
Mr. Russell	✓			
Mr. Vellucci	✓			
Mr. Wylie	✓			
Mayor Sullivan	✓			
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CITY OF CAMBRIDGE
MASSACHUSETTS
CITY COUNCIL

COUNCILLOR FRANCIS H. DUEHAY
26 LOWELL STREET
CAMBRIDGE, MASSACHUSETTS 02138

MEMORANDUM

TO: The Honorable, the City Council DATE: June 20, 1975

FROM: Francis H. Duehay, Chairman
City Council Transportation and Parking Committee

SUBJECT: Resolution on Proposed Red Line Rapid Transit Station
at Porter Square

As scheduled, the City Council's Transportation and Parking Committee met on June 18, 1975 at 7 p.m. to hold a public hearing on the location and general design features of the Porter Square Transit Station proposed to be built as part of the Red Line Extension through Cambridge and beyond. Councillors Ackerman, Danehy and Duehay participated in the hearing.

After hearing testimony from the Community Development Department; the MBTA and its consultants, De Leuw Cather and Company; and from interested organizations and citizens, the Committee members in attendance reached a decision to approve "Station B-4, Second Revision" as described in Assistant City Manager Farrell's report of June 2, 1975, to the City Manager on the Porter Square transit station issue.

It was also decided to recommend to the City Council that in this connection the attached resolution be adopted by the Council at its regular meeting of June 23, 1975. Approval of the resolution at this time will help MBTA in its efforts to shorten by as much as a year the time required for planning, engineering and construction of the Red Line Extension--with the aim of starting construction in early 1977 and beginning transit operations in 1980 or 1981.



City of Cambridge

Councillor Duehay

IN CITY COUNCIL
JUNE 23, 1975

WHEREAS, on April 30, 1973, the Cambridge City Council unanimously adopted a resolution supporting as its official policy the extension of the Red Line from Harvard Square to Route 128 via Porter Square in Cambridge and Davis Square in Somerville; and

WHEREAS, the MBTA and its consultants have shown that stringent parking and traffic circulation conditions imposed on the Porter Square Station by the above-cited resolution have been or can be essentially satisfied by their current proposal; and

WHEREAS, the Porter Square Transportation Advisory Group, composed of people from the surrounding neighborhoods and the business community, has reached a consensus on station location and general design features for the Porter Square Station;

NOW THEREFORE BE IT RESOLVED that the Cambridge City Council hereby reaffirms its desire to have a rapid transit station located in Porter Square;

AND BE IT FURTHER RESOLVED that the location and design characteristics of the Porter Square Station should conform, in principle, to the alternative known as "B-4, Second Revision", though not necessarily in specific location-details as shown on the plan; and that "B-4, Second Revision", which is the consensus choice of the Porter Square Transportation Advisory Group, shall be understood to incorporate the following major features:

- A location which runs northeast, starting just north of the Harvard Trust Company building, beneath the B&M Railroad right-of-way and Somerville Avenue to a point under the Porter Square Shopping Center parking lot, thereby minimizing disruption to Massachusetts Avenue;
- Free use of patron access tunnels for pedestrian circulation in and around Porter Square;
- Convenient access from both Porter Square and the transit station to the B&M Railroad Station, and
- Specific exclusion of transit-related automobile parking and off-street bus facilities from the station design;

- Access to both the south and north ends of the station from the vicinity of both sides of Massachusetts Avenue;

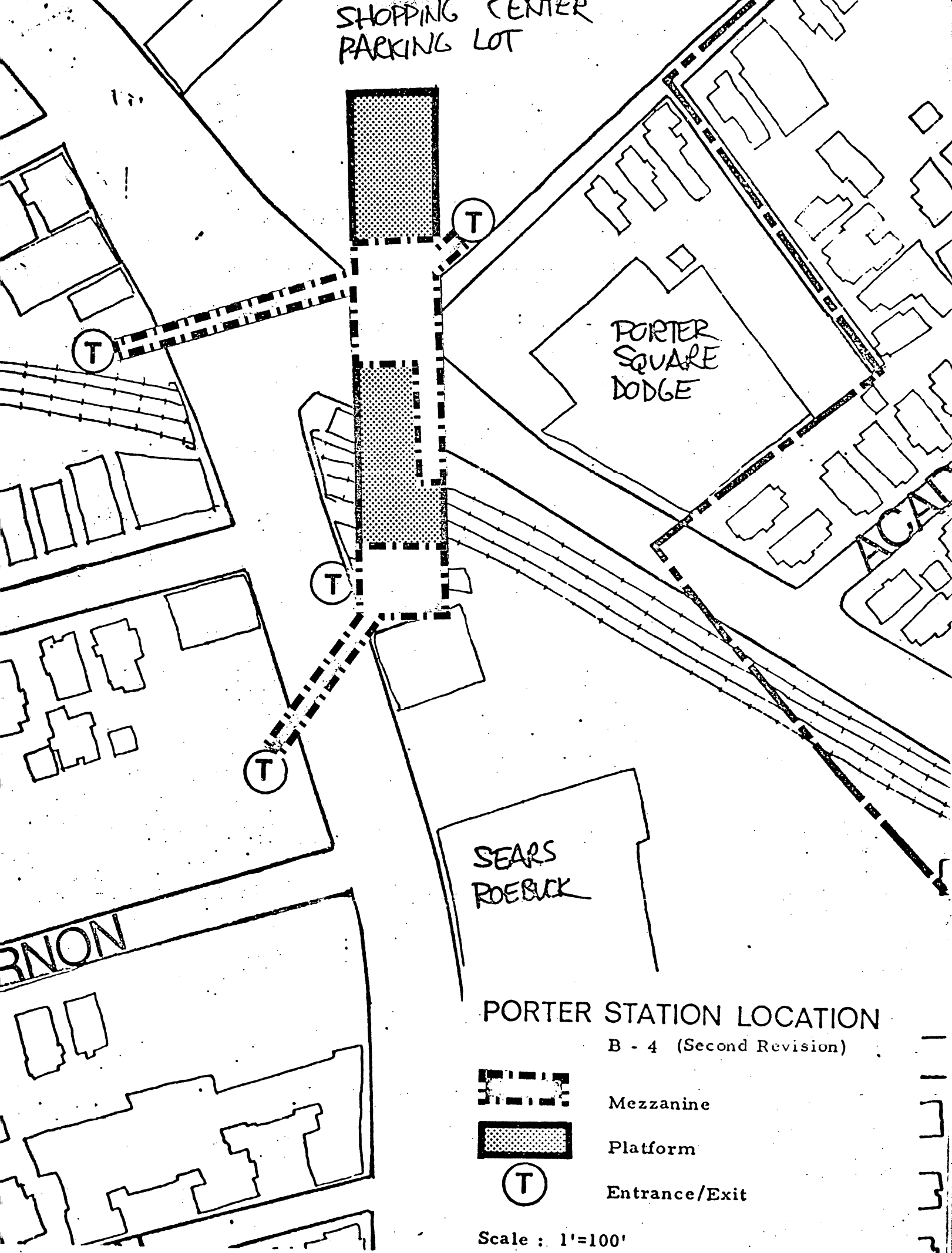
AND BE IT FURTHER RESOLVED that the City Council's reaffirmation of a station located at Porter Square is contingent upon finding a means for ensuring that the people using the transit system do not park in the Sears or Porter Square Shopping Center parking lots, as well as upon a finding that the Red Line Extension will be carried to Route #128, and that construction of the segment running northwest from Alewife Brook will begin no later than construction between Davis Square and Alewife Brook;

AND BE IT FURTHER RESOLVED that the Porter Square Station be designed so as to improve and optimize its impact on the visual and other amenities of Porter Square;

AND BE IT FURTHER RESOLVED that the City Manager be and hereby is requested to transmit as soon as possible this resolution along with copies, the above-cited April 30, 1973 resolution and the March 24, 1975 resolution of selecting Line "D" for the Harvard Square portion of the extension to the MBTA, the Secretary of Transportation and Construction and the Governor as evidence of the continued and united support for the Red Line Extension by the City of Cambridge;

AND BE IT FURTHER RESOLVED that the Cambridge City Council once again commends the MBTA, its consultants and the other State Agencies involved, for the open, informative manner in which they have worked with all those concerned with this process.

SHOPPING CENTER
PARKING LOT



PORTER
SQUARE
DODGE

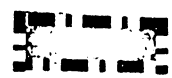
ACAT

SEARS
ROEBUCK

BARNON

PORTER STATION LOCATION

B - 4 (Second Revision)



Mezzanine



Platform



Entrance/Exit

Scale : 1"=100'



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Comm. from C. Duehay transmitting a resolution re: to the Red Line Rapid Transit Station at Porter Sq.

In City Council,

June 23, 1975

HK
Adopted

adopted