



The Commonwealth of Massachusetts
Executive Office of Transportation & Construction
Office of the Secretary

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Michael S. Dukakis
Governor

Frederick P. Salucci
Secretary
and
M.B.T.A. Chairman

Mr. Robert A. Havern, III, Chairman
Board of Selectmen
Arlington Town Hall
Arlington, MA 02174

Honorable Francis H. Duehay
Mayor, City of Cambridge
Cambridge City Hall
Cambridge, MA 02139

Mr. Paul W. Marshall, Chairman
Board of Selectmen
Lexington Town Hall
1625 Massachusetts Avenue
Lexington, MA 02173

Mr. Joseph W. Sweeney, Chairman
Board of Selectmen
Bedford Town Hall
16 South Road
Bedford, MA 01730

RE: Minuteman Commuter Bikeway

Gentlemen:

I have seriously considered your proposal for the Minuteman Commuter Bikeway and am happy to report that the Commonwealth is prepared to join you in moving the bikeway forward.

As you know, I have continued to have reservations about proceeding with the Minuteman Commuter Bikeway due to my concern over the long term preservation of the Lexington Branch rail Right-of-Way for public transportation purposes. This publicly-owned Right-of-Way provides a direct connection between the heavily congested Alewife area and Route 128. From a public transportation perspective, it is an asset of immeasurable value. I therefore feel compelled to proceed cautiously with any proposal or project that impacts this Right-of-Way. It is imperative that any short term use be consistent with and not in any way preclude potential future public transportation uses.

Last Spring, I directed the MBTA to commission a study to examine alternate long and short term uses of the Lexington Branch. The study's conclusion is that in the short term, rail uses do not appear to be financially feasible. The study further concluded that should there be a need to restore freight or passenger service at a future date, joint rail/bikeway use would be feasible provided certain design restrictions are met.

Mr. Robert A. Havern, Chairman
Honorable Francis Duehay, Mayor
Mr. Paul W. Marshall, Chairman
Mr. Joseph W. Sweeney, Chairman

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In light of these findings, I am now convinced that proceeding with the Minuteman Bikeway would not preclude other public transportation uses. I have therefore directed the MBTA to proceed with the abandonment process for the Lexington Branch. In addition, the engineering consultants that carried out the initial feasibility study of the Right-of-Way have been directed to prepare general guidelines for the proposed bikeway. These guidelines are necessary to preserve the longer term public transportation options for the Right-of-Way. The guidelines will provide the basis for the towns to carry out detailed design on their respective sections of the bikeway.

I should note that at the public meetings held by the MBTA on the Lexington Branch Right-of-Way study, local officials and abutters raised a number of concerns related to design details and operational issues associated with the bikeway. The records from these meetings and other relevant correspondence will be made available to you and the other affected towns as you undertake the detailed planning on the bikeway.

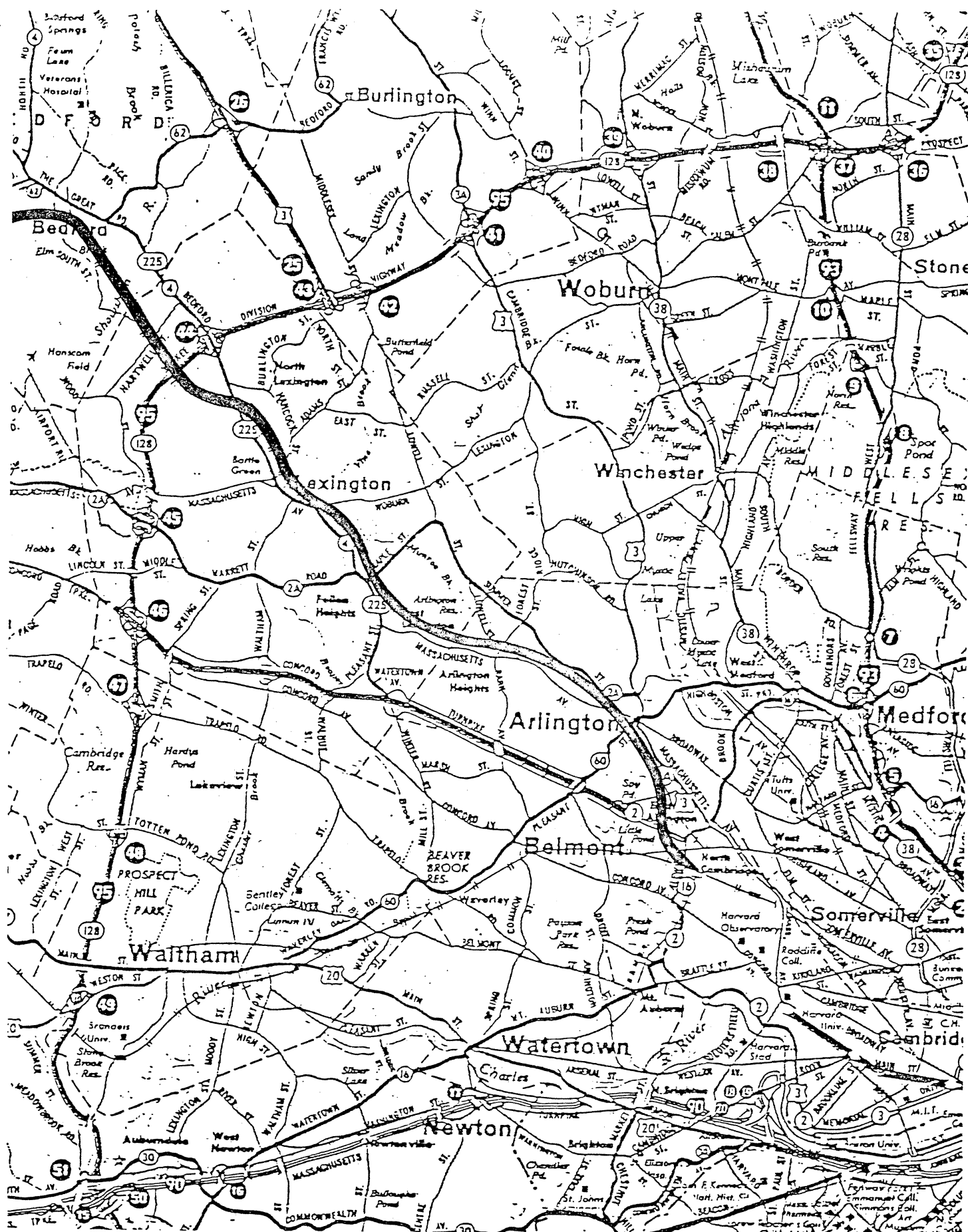
I feel we can now jointly move forward to advance the Minuteman Bikeway Project.

Sincerely,

A handwritten signature in dark ink, appearing to read "Frederick P. Salvucci". The signature is fluid and cursive, with the first name "Frederick" being more prominent and the last name "Salvucci" following in a similar style.

Frederick P. Salvucci
Secretary

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MBTA LEXINGTON BRANCH
RAILROAD RIGHT-OF-WAY STUDY
MAY 1984

Communication received from Frederick P. Salvucci,
Secretary, Executive Office of Transportation and
Construction, in support of the Minuteman Commuter
Bikeway.

In City Council,

September 9, 1985

Sept 9, 1985
Placed on File