



City of Cambridge

RESOLUTION UPDATING THE CAMBRIDGE POSITION ON THE RED LINE EXTENSION

Councillor Duehay
Councillor Ackermann
Councillor Clem

IN CITY COUNCIL
March 22, 1976

WHEREAS:

On October 26, 1970, the Cambridge City Council unanimously adopted a resolution petitioning the MBTA, the Governor, and the legislature to restore the Red Line transit extension to top priority, and

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, Cambridge, Davis Square, Somerville and the Alewife Area of Cambridge, and

WHEREAS:

The above cited resolution of April 13, 1973 states that construction under Massachusetts Avenue be by the deep bore method, the railroad grade crossing at Massachusetts Avenue ~~should~~ be eliminated, the Alewife Station be located west of Alewife Brook Parkway and north of the Rindge Avenue Extension and the station at Alewife shall not be opened for use until the station at Route 128 is opened, and

WHEREAS:

On March 24, 1975, the Cambridge City Council unanimously adopted a resolution choosing Line "D" (which proceeds directly up Massachusetts Avenue) as the preferred tunnel alignment and station location for the extension of the MBTA Red Line in the Harvard Square Area, and

WHEREAS:

On June 23, 1975, the Cambridge City Council unanimously adopted a resolution reaffirming its desire to have a rapid transit station in Porter Square and that the station should conform, in principle, to the alternative known as "B-4, second Revision" which would be located just north of the Harvard Trust Company building and running beneath the B & M Railroad right-of-way and Somerville Avenue to a point under the Porter Square Shopping Center parking lot, and

WHEREAS:

The MBTA's Capital Grant Application presents the Red Line Extension in three phases, Phase I to terminate at Alewife Parkway in Cambridge, Phase II to reach Arlington Center, and Phase III to continue to Arlington Heights, and

WHEREAS:

The Environmental Analysis Report prepared by the consultants hired by the MBTA states that a terminal at Alewife "would not satisfy the demand distribution patterns for the Northwest Corridor" and "would result in the most serious congestion problem of any of the options discussed . . ." and

WHEREAS:

On February 9, 1976, the Arlington Board of Selectmen unanimously adopted a change in the Arlington position on the Red Line extension to allow Phase I of the construction to stop at Arlington Center, and

City of Cambridge

-2-

WHEREAS:

The cost of construction from Harvard Square to Arlington Center is currently estimated to be in the neighborhood of 315 million dollars and additional monies are not now available or are they likely to be available in the near future from either Federal or State sources for additional construction beyond Arlington Center, and

WHEREAS:

The proposed Red Line extension project to be presented at the Public Hearings of March 23, 24, and 25, 1976 adheres to the Cambridge position as stated in the above cited resolutions with the exception of the terminal location, now therefore be it

RESOLVED:

That the Cambridge City Council recognizes there still exists some impact problems requiring administrative and legislative remedy, especially around Porter Square, and be it further

RESOLVED:

That the Cambridge City Council hereby supports the effort to fund and construct the Red Line extension from Harvard Square to Route 128 (I-95) in a number of phases, provided that Phase I and Phase II of the project as presented in the MBTA's Capital Grant Application are combined so that Phase I includes construction at least to Arlington Center, but not if these remain as separate Phases, and that construction start at Arlington Center at the same time as Harvard Square, and be it further

RESOLVED:

That if legislation now pending in Congress, which will provide the funding for the Alewife to Arlington Center section at the extension, does not pass, the Cambridge City Council insists that this section of the Red Line Extension be given the highest priority for any monies received by the MBTA under Section 3 (Capital Grant Funds) of the Urban Massachusetts Transportation Act of 1964, and be it further

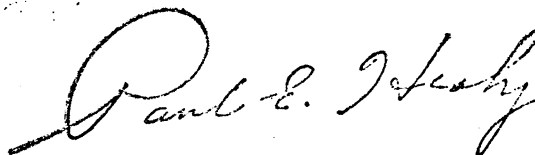
RESOLVED:

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 and the Chairman of the MBTA as evidence of Cambridge's consensus on this issue.

In City Council March 22, 1976
Adopted by the affirmative vote of 8 members
Attest: Paul E. Healy, City Clerk

A true copy,

ATTEST:





City of Cambridge

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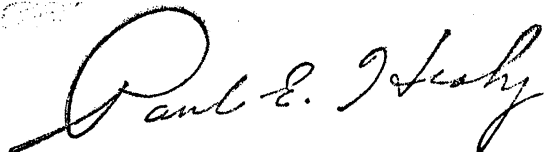
In City Council March 22, 1976

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A true copy,

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City of Cambridge

Amended
Not Final

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Councillor Duehay
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IN CITY COUNCIL
March 22, 1976

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RESOLVED:

Center at the same time as Harvard Square, and not further.
That if legislation now pending in Congress, which will provide the funding for the Alewife to Arlington Center section at the extension, does not pass, the Cambridge City Council insists that this section of the Red Line Extension be given the highest priority for any monies received by the MBTA under Section 3 (Capital Grant Funds) of the Urban Massachusetts Transportation Act of 1964, and be it further

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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 and the Chairman of the MBTA as evidence of Cambridge's consensus on this issue.

Resolved-

~~WHEREAS~~ The Cambridge City Council recognizes there ~~is~~ still exists some impact problems requiring administrative and legislative remedy, especially around Porter Square. *OK*

— Amendment by L. Ellen Woodard —

— Our entire resolution is amended

Adopted on voice vote of 8 members



City of Cambridge

Amended
NOT FINAL

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Councillor Ackermann
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March 22, 1976

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City of Cambridge

In City Council March 22, 1976

The Sub *Committee* on Transportation and Parking

to which was referred sundry transportation and parking matters, including consideration of MBTA proposals for Red Line prior to the MBTA public hearing on March 25, 1976

Reports, That the Committee held a public hearing on Wednesday, March 17, 1976 at 4:30 P. M. in City Council Chambers. The Committee heard testimony from Mr. Donald Graham of the MBTA and Mr. Richard Easler of the Community Development Department, as well as other concerned citizen groups. The Committee agreed to submit the attached amended resolution to the full City Council for action.

For the Committee,

Councillor Francis H. Duehay
Chairman

S-117

REPORT

Sub

Committee on Transportation and Parking re:
to the MBTA proposals for the Red Line
extension.

*Order amended by
L. Ellen and the
order as amended
was adopted*

In City Council,
March 22, 1976

3/22/76

L. McNamee moved

Acceptance

Copy to all orgs -

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Bank 300000

Adopted as amended

9-0-0