

June 11, 1945

To the Honorable, the City Council:

There is attached for your information and convenience a copy of the Planning Board's Report on the proposed Rapid Transit Extension submitted to you Monday, June 4, 1945, and subsequently transmitted by your order to the Transit Recess Commission of the Legislature.

Because of the vital importance of this extension to Cambridge, we would appreciate your careful review of this report.

Very truly yours,

Frederick J. Adams, Chairman
Cambridge Planning Board

FJA:B
Enc.

CITY OF CAMBRIDGE

In City Council,

June 4, 1945.

WHEREAS:-

The Cambridge Planning Board in a communication to the City Council of Cambridge feel that the proposal by the Recess Commission of the Legislature for the extension of the Harvard Square Rapid Transit facilities through Cambridge via Mt. Auburn Street and the Metropolitan Parkway seems to be detrimental to the interests of the City of Cambridge, and

WHEREAS:-

The Cambridge Planning Board transmitted a brief report to the City Council indicating its objections and proposing several possible alternate routes and feel that these alternate routes should be recommended to the Legislative Recess Commission for further detailed study, it is therefore

RESOLVED:-

That the alternate routes proposed by the Cambridge Planning Board be transmitted to the Legislative Commission on Rapid Transit for future study and in order that the city may be officially recorded against the present parkway proposal.

In City Council June 4, 1945

Adopted by the affirmative vote of 7 members.

Attest:- Frederick H. Burke, City Clerk.

A true copy,

Attest:- Frederick H. Burke

City Clerk.

June 4, 1945

To the Honorable
The City Council

Gentlemen:

The proposal by the Recess Commission of the Legislature for the extension of the Harvard Square Rapid Transit facilities through Cambridge via Mt. Auburn Street and the Metropolitan Parkway seems to the Planning Board to be detrimental to the interests of the City of Cambridge. The Board presents herewith a brief report indicating its objections and proposing several possible alternate routes. Because of the vital importance of this extension, we believe these alternate routes should be recommended to the Legislative Recess Commission for further detailed study.

If acceptable to the Council, such recommendations should be transmitted immediately to the Recess Commission in order that they will be available to them for future study and in order that the City may be officially recorded against the present parkway proposal.

Very truly yours,

Frederick J. Adams, Chairman
Cambridge Planning Board

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Enc.

REPORT FROM THE CAMBRIDGE PLANNING BOARD
TO THE CITY COUNCIL ON RAPID TRANSIT EXTENSIONS

Disadvantages of Harvard Square Extension as Proposed in Rapid Transit Report

The Recess Commission of the Legislature includes in its recommendations for the extension of the rapid transit system of the metropolitan area an extension of the line now terminating at Harvard Square. The proposed line involves the extension of the subway along Mount Auburn Street to its intersection with Memorial Drive, emerging by ramp to the surface in the Metropolitan Parkway area immediately adjacent to Mount Auburn Street. It then follows around the Parkway, passing to the South of the Stillman Infirmary and the Cambridge Hospital and proceeding around the Cambridge Cemetery. It completely blankets the river front above Memorial Drive and prevents any access to the river or the parkway. The presence of the ramp and the surface right-of-way together with the unsightly, noisy operations would completely destroy the value of the parkway for park or recreational purposes. It would act as a blight on all the property along Mount Auburn Street fronting on the river and would be extremely detrimental to the Stillman Infirmary and the Cambridge Hospital. The completion of this construction would almost surely prevent the logical extension of Memorial Drive upstream through the parkway and around the river to Watertown and complicate the construction of a bridge at Gerry's Landing, both of which have been proposed for many years. These proposals are included in the postwar parkway program for the Metropolitan District.

So far as providing new rapid transit service to Cambridge, this route is of no value since it merely skirts the edge of the City and then passes through parkway adjacent only to the Mount Auburn and Cambridge cemeteries. The route is extremely circuitous and serves no population between Harvard Square and East Watertown.

Alternate Routes and Terminal Sites Proposed by Cambridge Planning Board

The Cambridge Planning Board has given considerable study to the proposed extension of the rapid transit and recommends the consideration of several alternate Cambridge routes, all of which appear to be more direct and at the same time provide better service for Cambridge. The choice of which Cambridge route is adopted will depend to a large extent upon the location of the transfer terminal; and the location of the transfer terminal will in turn be determined by the ultimate scheme adopted for serving Arlington, Lexington, Belmont, Watertown and Waltham. Therefore, we propose the consideration of two general areas for the location of the transfer terminal.

The first area designated on the plan as Scheme A and called the Rindge Avenue Terminal, lies immediately north of the B & M tracks and west of the Alewife Brook Parkway. This area would be the logical location for a terminal if the rapid transit extension is to use either the Arlington Branch or the Central Mass. Division of the B & M or both in the form of a loop. The second area designated on the plan as Scheme B, and called the Concord Avenue Terminal, lies immediately south of the

B & M tracks and west of the Alewife Brook Parkway and would be the logical location for a terminal if the rapid transit extension is to use a combination of the Arlington Branch and the Watertown Branch of the B & M which would also make possible a loop operation.

Two alternate routes through Cambridge are proposed as approaches to each of these areas. Route 1 and 3A are possible approaches to the Rindge Avenue Terminal while routes 2 and 3B are possible approaches to the Concord Avenue Terminal.

Proposed Route No. 1

Proposal No. 1 would involve the extension of the subway northward under Massachusetts Avenue to Porter Square, coming to the surface on the northerly side of the Fitchburg Division of the Boston and Maine tracks, following the B & M right-of-way to the Alewife Brook Parkway, and thence to a terminal immediately beyond in the triangular area (Scheme A) lying between the parkway, the Central Mass. and the Fitchburg Divisions of the Boston and Maine. The right-of-way north of the Fitchburg Division for much of its length is but lightly developed, with scattered residence and only two coal and coke sheds. There appears to be adequate room not only for the necessary transit tracks but also for an arterial highway which is necessary as an extension of the Concord Turnpike toward Boston. Such a highway has already been proposed by the Planning Board in its report on major thoroughfares. At the Rindge Avenue Terminal a transfer station would be developed permitting the transfer of passengers from the high level platform cars of the subway to low level PCC cars which would operate to Arlington and Lexington via the Lexington Branch of the Boston and Maine and to Belmont and Waltham via the Central Mass. right-of-way. This solution in the form of a loop would permit operation from Lexington through Arlington to Cambridge and back out to Belmont and Waltham providing a very short haul from these points to the connection with the Cambridge subway. Use of such a loop would probably increase the new revenue passengers over the proposal recommended in the Commission's Report, which merely provides service to Arlington and Lexington. Any number of satisfactory solutions are possible for the design of the Rindge Avenue Terminal. However, in any design we feel that the terminal should function not only as a transfer point and bus terminal for local feeder service, but might profitably be combined with a regional shopping center and a large parking area to service commuter traffic.

Proposed Route No. 2

The second proposal would extend the Cambridge Subway via Concord Avenue to the Alewife Brook Parkway, coming to the surface just beyond the Parkway in the area bounded by Concord Avenue, the Alewife Brook Parkway and the Fitchburg Division of the B. and M. At this point, a transfer terminal would be built similar to the proposed for Route No. 1, permitting transfer to PCC cars which could then operate to Lexington via the Lexington Branch of the Boston and Maine or to Belmont and Waltham via the Central Mass. R.R., or, if feasible, might be routed over the Watertown Branch of the Boston and Maine to Watertown and Waltham. Terminal facilities should provide an adequate bus station and parking space for a large shopping center as suggested in Proposal No. 1.

Proposed Routes No. 3A and 3B

Route No. 3A illustrates an alternate approach to the Rindge Avenue Terminal while Route 3B illustrates an alternate approach to the Concord Avenue Terminal. Both routes would provide for the extension of the Cambridge Subway via Garden Street, coming to the surface just beyond Walden Street. Route 3A would then follow around the east side of the clay pit crossing the B & M tracks by overhead tressel and follow the north side of the right-of-way ultimately connecting with the Lexington Branch at the proposed Rindge Avenue Terminal. Route 3B would follow around the south side of the clay pit underpassing the Watertown Branch of the B & M and the parkway by tunnel, emerging again to the surface at the Concord Avenue Terminal. The terminal facilities for either route would be similar to those suggested in Proposal No. 1 and No. 2 respectively.

Comparison of the Routes

Any of the above routes would be more desirable than the Mount Auburn Street and Parkway route proposed by the Commission. As may be observed from the study of the population distribution map, these routes not only permit more direct connection to the Lexington and Central Mass. tracks (shorter by 2 to 2½ miles) but provide much better service for Cambridge. The approximate length of subway and surface right-of-way for each of the various routes is indicated in the following table.

Length of Various Routes from Harvard Square to Proposed Terminals

	<u>Subway</u>	<u>Surface</u>	<u>Total</u>
Transit Commission Route	2,300 ft.	20,000 ft.	22,300 ft.
Cambridge Proposed No. 1	5,600 ft.	7,000 ft.	12,600 ft.
Cambridge Proposed No. 2	9,600 ft.	--	9,600 ft.
Cambridge Proposed No. 3A	6,200 ft.	4,800 ft.	11,000 ft.
Cambridge Proposed No. 3B	8,000 ft.	3,800 ft.	11,800 ft.

The Garden Street or concord Avenue routes actually pass almost directly through the center of population of the northern portion of the City. Furthermore, provision of rapid transit facilities to the industrial area in North Cambridge would also encourage the construction of manufacturing plants in this section of the City.

By the construction of stations at Porter Square on Route No. 1, or at Taylor Square on Route 3A or 3B, or Huron Avenue on Route 2, a major portion of the population of new Cambridge area will be within walking distance of the subway. Local feeder service to any of the proposed stops can easily be developed to serve the balance of the area. Of the three routes, the Concord Avenue one is the most desirable from the point of view of Cambridge population served. However, both the Massachusetts Avenue and the Garden Street Routes appear to be cheaper because of the smaller amount of subway construction, and both make use of the Rindge Avenue terminal, which appears to

be better located for developing a connection between the Lexington Branch and the Central Mass. Divisions. Furthermore, the Massachusetts Avenue Route is probably better located with respect to handling both Cambridge and West Somerville traffic and with a stop at Porter Square would provide convenience to R. R. passengers entering or leaving Boston via the B & M Fitchburg Division permitting them to board at Porter Square rather than North Station. Only more detailed engineering studies will of course make possible accurate determination of the most desirable route.

Cambridge Planning Board

Frederick J. Adams, Chairman
Draveaux Bender, City Planner

June 4, 1945

File With No. 14 Public Service 1965



City of Cambridge

IN CITY COUNCIL

June 4, 1945.

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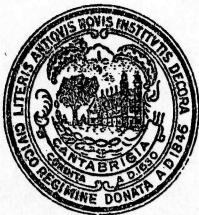
City Council JUN 4 1945

Adopted by the affirmative vote

of 7 members

Frederick H. Burke City Clerk

Recess Committee on Rapid Transit



CITY OF CAMBRIDGE

MASSACHUSETTS

PLANNING BOARD

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Chairman
State House*

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H

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Very truly yours,

Frederick J. Adams

Frederick J. Adams, Chairman
Cambridge Planning Board

FJA:B
Enc.

yes

Communication
from Cambridge Planning Board
proposing several possible
alternate routes for extension
of the rapid transit system from
Harvard Square

Morton = 5

sent to ~~Reverend~~ ~~Commissioner~~



CITY OF CAMBRIDGE

MASSACHUSETTS

PLANNING BOARD