



City of Cambridge

IN CITY COUNCIL

March 24, 1975

CAMBRIDGE CITY COUNCIL RESOLUTION ON STATE ROUTE #2 RELOCATION STUDY

WHEREAS:

The State Department of Public Works is currently studying alternatives for solving both current highway safety problems and future highway capacity problems in the 11.2-mile Route 2 corridor west of Route #128; and

WHEREAS:

The City of Cambridge strongly endorses the State objective of creating safe highway conditions along Route #2 west of Route 128, as well as its objective of providing for satisfactory transportation in the metropolitan area's northwest corridor twenty years or more from now; and

WHEREAS:

The City of Cambridge water system is an extraordinarily valuable asset to the City as well as to the Metropolitan Area, whose limited water supply is invaded by the City to the extent its own supply is inadequate; and

WHEREAS:

Highway intrusions into the watersheds of the Cambridge water system have raised the threat to health by increasing chloride and sodium content at an alarming rate over the past 15 years, as well as introducing petroleum products and other potentially toxic substances into the water system; and

WHEREAS:

The Hobbs Brook Watershed has been cited by numerous agencies as having natural qualities that give it status as a wildlife refuge; and

WHEREAS:

The State's Route 2 Relocation Study could well result in highway construction in the Hobbs Brook Reservoir watershed causing damage to water quality, as well as to storage capacity and recharge capability of the Cambridge water system; and

WHEREAS:

The City of Cambridge has maintained a long-standing policy of encouraging the improvement of Metropolitan Area public transportation facilities and programs as a workable alternative to the ever-expanding use of the automobile for personal travel--and the State's Route 2 Relocation Study could well result in highway construction that significantly downgrades the potential for public transportation development in the northwest corridor; and

WHEREAS:

The City of Cambridge is confident that the State can develop a prudent solution to both the current Route 2 safety problem and the future northwest corridor transportation problem without harming either the Cambridge water system or the northwest corridor public transportation potential;

NOW, THEREFORE, BE IT RESOLVED:

That the City Council hereby urgently requests the State Department of Public Works to intensify its study of all Route 2 alternatives that solve current safety problems and future transportation problems while fully protecting both the Cambridge water system and the Metropolitan Area's northwest corridor public transportation potential;

AND BE IT FURTHER RESOLVED:

That the City Council requests the State Department of Public Works to give full and particular attention to all four-lane alternatives, specifically including Alternatives 4-A and 5-A.

AND BE IT FURTHER RESOLVED:

That the City Council requests the State Department of Public Works to give full and particular attention to adverse impacts on the Hobbs Brook Watershed that would be produced by the connecting roads and ramps included in each alternative; and that full and particular attention also be given to the possibility that satisfactory access to the Minuteman Regional Vocational Technical School, as well as to Hanscom Field, can be provided without construction of connector roads through the Hobbs Brook Watershed.

AND BE IT FURTHER RESOLVED:

That the City Council requests the State Department of Public Works to give strong consideration to the natural qualities of the Hobbs Brook Watershed that the City believes gives it 4(f) status as a wildlife refuge; and

AND BE IT FURTHER RESOLVED:

That the City Council herewith notifies the State of the City's firm intent to institute appropriate technical and legal challenges in the event that solutions not meeting the above-stated criteria are proposed;

AND BE IT FURTHER RESOLVED:

That the City Manager be requested to send copies of this resolution to the State Secretary of Transportation and Construction, Secretary of Environmental Affairs, Commissioner of Public Works, and other appropriate Federal, State and Municipal officials.

1974

June 7, 1974

John Brode	864-8319	Rona Kifner	492-0465
Ronald Cohen	868-3117	Mary Preston	868-7844
Pebble Gifford	547-2444	Hugh Russell	864-9596
George Goverman	868-4739	Hal Smith	547-1524
		Molly Egan	864-4178

RECEIVED
OFFICE OF THE CITY CLERK
SEP 20 11 58 AM '74

CAMBRIDGE, MASS.

TEXT FOR INITIATIVE PETITION

The Zoning Ordinance of the City of Cambridge is hereby amended as follows:

- A. The title of Article I, Section 5 is changed to, "Special Permits by the Board of Zoning Appeal."
- B. The following new Section 6 is inserted in Article I and succeeding sections are renumbered:

Article I, Section 6. Special Permits by the City Council

1. Structures exceeding certain sizes are designated in Article V, Section 2, the Table of Dimensional Regulations, as requiring a special permit. The City Council may, in accordance with Chapter 40A of the General Laws, grant special permits for structures exceeding such designated sizes without any finding of hardship. A special permit is a permit to build a structure of the size specified and shall not waive, vary or relax any provision of this ordinance applicable thereto. In acting upon special permits the City Council shall take into account the general purpose and intent of this ordinance and, in order to preserve community values, may impose conditions and safeguards deemed necessary to protect the surrounding neighborhood in addition to the applicable requirements of this ordinance, such as, but not limited to, those listed in Section 5, paragraph 1.

2. An application to the City Council for a special permit shall be filed with the City Clerk and shall contain all materials, maps and plans required in regulations set down by the Planning Board for a full and accurate description of the proposed structure; and shall also contain a community impact report evaluating the social, economic and environmental impacts of the structure for which said permit

is sought, prepared pursuant to regulations for procedure and content set down by the Planning Board; and shall further contain an Environmental Assessment in the form specified in regulations issued by the Secretary of Environmental Affairs pursuant to Sections 61 and 62 of Chapter 30 of the General Laws of the Commonwealth, or such other form as may hereafter be deemed appropriate under state law. In the event that any assessment form, preliminary impact report, impact report, or other material is required for said structure under any state or federal environmental impact statute or regulation, such assessment form, report, or reports, or other material shall also be contained in the application to the City Council for a special permit. An application for a special permit shall be accompanied by a written statement from the Planning Board attesting that such application complies with the requirements of this paragraph. Upon filing with the City Clerk, an application for a special permit shall become public information; it may be inspected by the general public during regular business hours, and copies shall be available at reasonable cost.

3. A copy of each application to the City Council for a special permit shall be transmitted forthwith to the Planning Board which shall, within twenty days of the receipt of such copy, transmit to the City Council a report accompanied by any material, maps or plans that will aid the Council in judging the application and in determining special conditions and safeguards. The Planning Board shall simultaneously transmit a copy of such report to the Citizen Review Board appointed to review said application. Upon receipt by the City Council the report shall become public information, and sufficient copies shall be made available by the Planning Board for distribution to all interested parties.

4. A Citizen Review Board Pool of no more than one hundred

sixty-five Members shall be elected at each municipal election. No more than three Members of the Pool shall be elected from each of the fifty-five precincts of the City. Candidates for the Pool shall be voters of the precinct from which they are to be elected; such candidates shall be nominated by petition of ten voters of said precinct, and the names of the nominees shall be placed on a separate ballot for that precinct. The three nominees in each precinct receiving the largest numbers of votes shall be declared Members of the Pool. Members shall serve until the next municipal election. No Member shall have been during the prior year, nor shall be during his or her term of membership a City employee, a member of the Planning Board, or the Board of Zoning Appeal. A Member whose name is removed from the voting list of the precinct from which he or she is elected shall cease to be a Member of the Pool. Within ninety days of the adoption of this Section, a special election shall be held to elect a Citizen Review Board Pool as provided in this paragraph.

5. Upon the filing of an application to the City Council for a special permit, the Planning Board shall forthwith appoint and convene a Citizen Review Board consisting of those nine members of the Citizen Review Board Pool who are able to serve and who live closest to any part of the proposed structure. Prior to the filing of an application for a special permit for a proposed structure, the Planning Board may appoint and convene a Citizen Review Board of the composition specified above, and shall appoint and convene a Citizen Review Board of the composition specified above upon petition of ten voters or upon the written request of a person with an interest in the property for which said structure is proposed. Upon appointment, a Citizen Review Board shall follow practices and procedures set forth in regulations by the Planning Board. All meetings of a Citizen Review Board shall be open to the general public. The Planning Board shall make available

to a Citizen Review Board any material, maps or plans which the latter may request in the proper exercise of its review responsibilities.

6. A copy of each application to the City Council for a special permit shall be transmitted forthwith to the Citizen Review Board appointed to review such application. The Citizen Review Board shall, within thirty days of the receipt of such copy, transmit to the City Council a report accompanied by any information that will aid the Council in judging the application and in determining special conditions and safeguards. Upon receipt by the City Council the report shall become public information, and sufficient copies shall be made available by the Planning Board for distribution to all interested parties.

7. The City Council shall consider an application for a special permit at a public hearing and shall fix a reasonable time for the hearing. The City Council shall post notice of the hearing upon the property with respect to which the application for a special permit is filed and shall send a written notice to the petitioner, to the owners of the property adjoining and opposite such property within three hundred feet thereof as shown on the most recent tax list of the Board of Assessors, to such other owners as may be deemed by the City Council to be affected, to the Planning Board and to the Citizen Review Board appointed to review the application, and shall publish a notice in a newspaper of general circulation within the City of Cambridge.

8. A special permit shall be granted by the City Council by a vote of at least six members. The City Council shall not render any decision on an application for a special permit until the reports of both the Planning Board and the Citizen Review Board have been received and considered, or until the thirty day period specified in

paragraph 6 above has expired without receipt of the reports, whichever is earlier. The decision of the City Council with respect to an application for a special permit shall be made within sixty days after the date of the filing of the application, or within any other period of time as may be hereafter specified in amendments to Chapter 40A of the General Laws. Each decision shall be filed with the documents pertaining thereto in the office of the Superintendent of Buildings, the City Clerk, and the Planning Board. Notice of each decision, describing any conditions or safeguards imposed by the City Council, shall be mailed forthwith to all parties in interest, as designated in paragraph 7 above, and to each person present at the hearing required in paragraph 7 above who requests that notice be sent to him or her and states the address to which such notice is to be sent.

9. No application for a special permit which has been unfavorably acted upon by the City Council shall be considered on its merits by the Council within two years after the date of the unfavorable action except with the consent of all but one member of the Planning Board. The granting of "leave to withdraw" after application for a special permit has been advertised shall be considered unfavorable action.

10. Any person aggrieved by a decision of the City Council with respect to an application for a special permit, whether or not previously a party to the proceeding, or any municipal officer or board, may appeal to the Superior Court sitting in equity for Middlesex County; provided that such appeal is filed in said court within twenty days after such decision is filed with the City Clerk.

11. The provisions of this Section shall not apply to the alteration of existing structures. However, when enlarged, existing structures shall be treated in the same manner as new structures for the purposes of this Section.

C. Article V, Section 2, the Table of Dimensional Regulations is changed as follows:

The following footnote (i) is added to column (1) of the table after the words, "Maximum Ratio of Floor Area to Lot Area":

- (i) In no case shall a structure with a gross floor area greater than fifteen thousand square feet be erected in a Residence, Office or Business district unless a special permit has been granted by the City Council in accordance with Article I, Section 6.

The following footnote (j) is added to column (3) of the table after the words, "Minimum Lot Area for Each Dwelling Unit in Square Feet":

- (j) In no case shall a multi-family dwelling containing more than six dwelling units be erected unless a special permit has been granted by the City Council in accordance with Article I, Section 6.

The following footnote (k) is added to column (6) of the table after the words, "Maximum Height in Feet":

- (k) In no case shall a structure with a height greater than sixty feet be erected unless a special permit has been granted by the City Council in accordance with Article I, Section 6.

The word, "none," in column (6) of the table is replaced by the following maximum heights in feet:

Residence C-3	100
Office	100
Business B	100
Industry A	100
Industry B	100



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WHEREAS:

The City of Cambridge strongly endorses the State objective of creating safe highway conditions along Route #2 west of Route 128, as well as its objective of providing for satisfactory transportation in the metropolitan area's northwest corridor twenty years or more from now; and

WHEREAS:

The City of Cambridge water system is an extraordinarily valuable asset to the City as well as to the Metropolitan Area, whose limited water supply is invaded by the City to the extent its own supply is inadequate; and

WHEREAS:

Highway intrusions into the watersheds of the Cambridge water system have raised the threat to health by increasing chloride and sodium content at an alarming rate over the past 15 years, as well as introducing petroleum products and other potentially toxic substances into the water system; and

WHEREAS:

The Hobbs Brook Watershed has been cited by numerous agencies as having natural qualities that give it status as a wildlife refuge; and

WHEREAS:

The State's Route 2 Relocation Study could well result in highway construction in the Hobbs Brook Reservoir watershed causing damage to water quality, as well as to storage capacity and recharge capability of the Cambridge water system; and

WHEREAS:

The City of Cambridge has maintained a long-standing policy of encouraging the improvement of Metropolitan Area public transportation facilities and programs as a workable alternative to the ever-expanding use of the automobile for personal travel--and the State's Route 2 Relocation Study could well result in highway construction that significantly downgrades the potential for public transportation development in the northwest corridor; and

WHEREAS:

The City of Cambridge is confident that the State can develop a prudent solution to both the current Route 2 safety problem and the future northwest corridor transportation problem without harming either the Cambridge water system or the northwest corridor public transportation potential;

NOW, THEREFORE, BE IT RESOLVED:

That the City Council hereby urgently requests the State Department of Public Works to intensify its study of all Route 2 alternatives that solve current safety problems and future transportation problems while fully protecting both the Cambridge water system and the Metropolitan Area's northwest corridor public transportation potential;

AND BE IT FURTHER RESOLVED:

That the City Council requests the State Department of Public Works to give full and particular attention to all four-lane alternatives, specifically including Alternatives 4-A and 5-A.

AND BE IT FURTHER RESOLVED:

That the City Council requests the State Department of Public Works to give full and particular attention to adverse impacts on the Hobbs Brook Watershed that would be produced by the connecting roads and ramps included in each alternative; and that full and particular attention also be given to the possibility that satisfactory access to the Minuteman Regional Vocational Technical School, as well as to Hanscom Field, can be provided without construction of connector roads through the Hobbs Brook Watershed.

AND BE IT FURTHER RESOLVED:

That the City Council requests the State Department of Public Works to give strong consideration to the natural qualities of the Hobbs Brook Watershed that the City believes gives it 4(f) status as a wildlife refuge; and

AND BE IT FURTHER RESOLVED:

That the City Council herewith notifies the State of the City's firm intent to institute appropriate technical and legal challenges in the event that solutions not meeting the above-stated criteria are proposed;

AND BE IT FURTHER RESOLVED:

That the City Manager be requested to send copies of this resolution to the State Secretary of Transportation and Construction, Secretary of Environmental Affairs, Commissioner of Public Works, and other appropriate Federal, State and Municipal officials.



City of Cambridge

Agenda # 19

IN CITY COUNCIL

March 24, 1975

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City of Cambridge

- 2 -

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WHEREAS:

The City of Cambridge is confident that the State can develop a prudent solution to both the current Route 2 safety problem and the future northwest corridor transportation problem without harming either the Cambridge water system or the northwest corridor public transportation potential;

NOW, THEREFORE, BE IT RESOLVED:

That the City Council hereby urgently requests the State Department of Public Works to intensify its study of all Route 2 alternatives that solve current safety problems and future transportation problems while fully protecting both the Cambridge water system and the Metropolitan Area's north - west corridor public transportation potential;

AND BE IT FURTHER RESOLVED:

That the City Council requests the State Department of Public Works to give full and particular attention to all four-lane alternatives, specifically including Alternatives 4 - A, 5-A and Alternative 8 which is the four lane arterial in the existing right of way;

AND BE IT FURTHER RESOLVED:

That the City Council requests the State Department of Public Works to give full and particular attention to adverse impacts on the Hobbs Brook Watershed that would be produced by the connecting roads and ramps included in each alternative; and that full and particular attention also be given to the possibility that satisfactory access to the Minuteman Regional Vocational Technical School, as well as to Hamscom Field, can be provided without construction of connector roads through the Hobbs Brook Watershed;

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In City Council March 24, 1975.

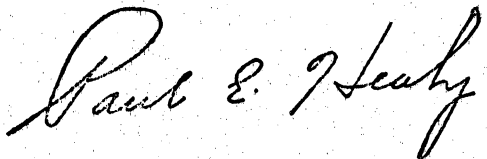
Adopted by a roll call vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- Paul E. Healy, City Clerk.

A true copy,

ATTEST: -

A handwritten signature in cursive script, reading "Paul E. Healy". The signature is written in dark ink and is positioned to the right of the printed word "ATTEST: -".

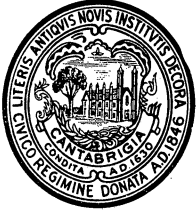
Also Referred to hearing on April 1, 1975
at 7:00 P. M.

City of Cambridge

Agenda # 19 Route 2 Relocation ^{MASSACHUSETTS}
Study.

In City Council March 24, 1975 19

	YEA	NAY	ABSENT	PRESENT
Mrs. Ackermann				
Mr. Clinton				
Mr. Danehy				
Mr. Duehay				
Mrs. Graham				
Mr. Russell				
Mr. Vellucci				
Mr. Wylie				
Mayor Sullivan				



CITY OF CAMBRIDGE

57 INMAN STREET, CAMBRIDGE, MASSACHUSETTS 02139. • TEL. 876-6800

CONSERVATION COMMISSION

TO: James L. Sullivan, City Manager DATE: March 21, 1975

FROM: J. E. Robinson, III, Chairman
Conservation Commission

SUBJECT: Route 2 Relocation Study

In line with your request, the Cambridge Conservation Commission has joined with the Cambridge Water Board in seeking to appropriately protect Cambridge interests affected by the State's Route 2 Relocation Study.

In this connection, we have prepared and jointly approved the enclosed resolution for your review. We recommend that this resolution be considered for adoption by the City Council following the State DPW presentation at the Council's March 24th meeting.

We will continue to work on the issues raised for Cambridge by the Route 2 Relocation Study and we will keep you advised of this work. With your approval we will also continue to use the effective staff assistance now being provided to us by the City Solicitor's Office, the Water Department and the Community Development Department.

It is our thought that you may want to send the enclosed resolution to the City Council on March 21st together with a cover statement I am asking the Community Development Department to prepare for you in draft form.

copies: Water Board
Conservation Commission
Edward A. Handy



City of Cambridge

IN CITY COUNCIL

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AND BE IT FURTHER RESOLVED:

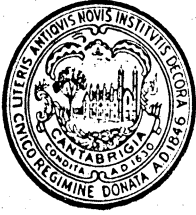
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CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT
City Hall Annex - Inman & Broadway - Cambridge, Mass. 02139

(617) 876-6800
EXTENSION 344

March 21, 1975

STATUS OF ROUTE #2 RELOCATION STUDY

BACKGROUND

The State Department of Public Works and its consultants are midway through a second study of the Route #2 problem west of Route #128. The problem is basically one of safety: there have been far too many accidents along the 11.2 mile stretch west to Route #27 in Acton. In addition, there is the problem of providing adequate highway capacity for travel needs of the future. The State is looking ahead, specifically, to 1995.

The State's original study of these problems produced a proposal for a 6 to 8 lane expressway. There were so many objections to the technical work on which this proposal was based that a restudy was ordered by the Federal Highway Administration. In a 23-page report to the State, Cambridge added its voice to the objections--pointing out the ragged treatment given to the Hobbs Brook Watershed and the Cambridge water system. The Cambridge objection also cited the proposal's failure to understand and deal with the need for strengthening public transportation in the metropolitan area's north-west corridor.

The State's restudy began in September, 1974 and is scheduled for completion in late spring or early summer, 1975. Nine highway alternatives are under active consideration. These are described in two attachments to this memorandum, as follows: 1) Skidmore, Owings and Merrill memorandum dated January 15, 1975; and 2) letter of February 13, 1975 to John Wofford of the State's Central Transportation Planning Staff from the Route #2 Coalition, a citizen group active in questioning the validity of expressway construction in the 11.2 mile corridor.

Current Study Activity

The Route #2 Coalition has added alternatives #4-A and #5-A to the nine under study by the State. These are four-lane non-expandable expressways, as contrasted with the State's four lane expressways (Alternatives #4 and #5) which are expandable to six lanes. To date, the State has agreed only to "take a look" at #4-A and #5-A--rather than to give them full analysis.

Some Preliminary Findings

1. Capacity of Alternative Highways to Handle 1995 Trip Demand. The State's "first cut" effort to forecast trip-demand to 1995 and test it on the various alternatives has produced the conclusion that a 4-lane expressway might work in the event that heavy investment in public transportation facilities and programs is made. The four-lane arterial is found unworkable. These first-round figures were skillfully challenged by the Route #2 Coalition and are now being refined by the State.
2. Cost of Alternatives. Very rough, preliminary estimates show the arterial solution as costing \$10 million, and the 4-lane expressway (expandable to 6-lanes) as \$70 million. The difference between the expressway in the existing and the northern alignments is seen small (\$1.6 million construction difference, plus land costs).

Leading Opinions: Lincoln Town leaders, including the Conservation Commission chairman, strongly favor Alternative #4, and are working hard on its behalf. The Route #2 Coalition (Lincoln residents adversely affected by Alternative #4) strongly favor Alternative #8, and are working hard to support it. The Coalition's "fall-back" position may well be "5-A"--the 4-lane non-expandable expressway along the existing alignment. The Department of the Interior implies that it favors reconstruction along the existing alignment (letter of 2-3-75, page 9, to State DPW). Cambridge has not to date taken sides as to specific alternatives, but over a 2-1/2 year period has clearly reached the State with the message that the City will attempt to oppose vigorously any alternative that adversely affects the water quality, storage capacity, or recharge capability of the Cambridge water system.

4(f) Classification. The Federal Highway Administration and the State DPW are in the process of determining what lands they will recommend to D.O.T. for Section 4(f) designation. Considerable attention has been given to the Hobbs Brook watershed by the Department of the Interior, as well as by MAPC, in this connection; however, we have been advised that the highway officials will take an initial negative view of any application for 4(f) status covering some or all the watershed.

State Presentation of March 24th to City Council et al. The State intends to make a full presentation of its study program for fully protecting the Cambridge water system while solving the highway safety and capacity problems in the 11.2-mile 128-to-Acton Route 2 corridor. State personnel are hopeful that Cambridge officials will use the meeting to become better acquainted with the study--in preparation for City review of the final report. The State is clearly hopeful that the City will decide not to take any specific position on March 24 with regard to the alternatives under study.

Staff Recommendations

1. That the accompanying draft City Council resolution be considered for submittal to the City Manager in accordance with Councillor Ackermann's Council Order and the City Manager's letter to the Conservation Commission.
2. That the City give serious consideration to applying for 4(f) status on the basis of both "wild-life refuge" and "limited recreation" use (the latter in line with the MAPC regional recreation plan).

Attachments. In addition to the two attachments listed above, the following is included as background information: 1) memorandum on Arthur D. Little's report to the Legislature about salt in water systems; 2) Route #2 Coalition position on the highway safety and capacity problem west of Route #128.

Skidmore, Owings & Merrill

Memorandum

334 Boylston Street Boston, Mass. (617) 261-5697

Date: January 15, 1975

To: WORKING COMMITTEE

From: SKIDMORE, OWINGS AND MERRILL

Subject: ROUTE 2 EIS SUMMARY OF ALTERNATIVES BEING EVALUATED

The following pages provide a general description of all nine alternatives to be reviewed by the consultants and the citizens of the Route 2 corridor. The choice of these nine was arrived at through extensive meetings with public and private groups and individuals in the towns of Acton, Concord and Lincoln and then presented at public meetings held in those towns.

These are the same alternatives reviewed with the working committee at their meeting in Boston on December 5, 1974.

Presented here are each of the alternatives with a descriptive title, number of lanes, design speed, roadway width and towns affected. This classification is followed by a general description, a preliminary discussion of advantages and disadvantages and a review of major community concerns expressed in the past as they relate to each alternative. The latter is merely a summary and is not intended to be comprehensive.

There were over 100 responses by citizen groups, individuals and public agencies to the 1972 Draft EIS proposal. It is these past comments and concerns, as well as recent meetings with local citizens and project consultants which provide the preliminary review given each alternative on the following pages. The results of the present study will greatly improve our knowledge and allow all parties to reach more definitive conclusions. The discussion of advantages and disadvantages as well as the section on community concerns will be updated as responses to the new alternatives become clear.

ALTERNATIVE	CHARACTERISTICS			APPLIES TO TOWN OF		
	NO. LANES	DESIGN SPEED	ROADWAY WIDTH	ACTON	CONCORD	LINCOLN
1 INTERIM SAFETY IMPROVEMENTS (No Build).	4	45	Varies	●	●	●
2 E.I.S. PARK ALIGNMENT (1972)	6-8	60	180'	●	●	●
3 E.I.S. ROUTE 2 ALIGNMENT.	6-8	60	156'-180'	●	●	●
4 NORTHERN ALIGNMENT. (Lincoln).	4	60	102'	●	●	●
5 ROUTE 2 ALIGNMENT.	4	60	102'	●	●	●
6 NORTHERN ALIGNMENT (Lincoln).	6	60	102'	●	●	●
7 ROUTE 2 ALIGNMENT.	6	60	102'	●	●	●
8 45 MPH ROUTE 2 ALIGNMENT.	4	45	78' max.	●	●	●
9 45 MPH NORTHERN ALIGNMENT (Lincoln).	4	45	78' max.	●	●	●

Please note that roadway widths as indicated do not include the widths required for slopes, recovery areas, ledge cuts, earth cuts, earth fills, railing or chain link fence which when considered will establish the right of way limits. While new right of way widths have not been developed accurately yet, it has been one of the study's principle objectives to narrow the roadway width for each alternative ... and to consequently minimize total land taking and potential adverse effect on abutting properties. Alternative roadway edge conditions are being developed for evaluation to further minimize adverse effect through very careful roadway design.

ALTERNATIVE	NO. LANES	DESIGN SPEED	ROADWAY WIDTH	ACTON	CONCORD	LINCOLN
1. INTERIM SAFETY IMPROVEMENTS (NO BUILD)	4	45	48'-78'	●	●	●

GENERAL DESCRIPTION

This alternative is the base against which all the other Route 2 EIS alternatives will be evaluated. It consists of the existing road with all safety improvements likely to be finished within the next year.

In addition, a variation on this base alternative will be analyzed which looks at somewhat more substantial improvements in the Town of Lincoln than those scheduled for construction this year.

ADVANTAGES

Principle advantages are that it will provide a much needed series of spot improvements to the existing road within a moderate amount of time and minimum disruptive impact to adjacent land uses.

DISADVANTAGES

The minimal safety improvements underway do not treat the long term safety and service problems of existing Route 2 such as poor sight distances, hazardous at-grade crossings, numerous curb cuts, lack of medians and shoulders, etc.

COMMUNITY CONCERNS EXPRESSED TO DATE

Concerns with the existing road have been expressed over many years and consist mostly of safety problems. Particularly in Concord and Lincoln local residents are faced with a major regional route through their community which serves as a local collector road as well. This combination with its high accident rate has brought town officials and community groups into the search for an effective alternative to doing nothing.

ALTERNATIVE	NO. LANES	DESIGN SPEED	ROADWAY WIDTH	ACTON	CONCORD	LINCOLN
2 E.I.S. PARK ALIGNMENT (1972)	6-8	60	156'-180'			

GENERAL DESCRIPTION

This alignment is as designed and presented two years ago. It is a 60 mph, grade separated, limited access expressway which passes through the southern section of the Minuteman National Park. The roadway design provides for six lanes and a wide median with expansion provisions for two more lanes within the median.

This alignment precipitated the numerous public hearing comments from which Alternatives 3-9 were developed during the last year.

ADVANTAGES

Principle advantages are that it would provide a very high level of service for all local and through movements, with a high degree of safety.

DISADVANTAGES

Principal disadvantages include the property takings required to provide a very high level of service, as well as serious environmental neighborhood, National Park impacts. These along with numerous other problems were articulated in the comments recorded during and after the 1972 public hearings.

COMMUNITY CONCERNS EXPRESSED TO DATE

It was this alignment which went to public hearing in 1972 and received public comment from approximately 120 individuals, groups, town officials and public agencies. These were made available as comments on the Draft EIS in 1972, and those comments formed the basis for the development of the 9 alternatives under current development. Town officials favor the alignment but oppose the scale of roadway. Participating community groups oppose both the alignment and the scale.

ALTERNATIVE	NO. LANES	DESIGN SPEED	ROADWAY WIDTH	ACTON	CONCORD	LINCOLN
3. E.I.S. RT.2 ALIGNMENT	6-8	60	156'-180'	●	●	●

GENERAL DESCRIPTION

This alternative uses the 1972 Draft EIS alignment in Acton and Concord and then varies using the existing Route 2 corridor through Lincoln from Crosby's Corner to Route 128. Similar in design to Alternative 2, it is a 60 mph, grade separated, limited access expressway, providing for six lanes and possible expansion to eight using part of the wide median.

ADVANTAGES

Principle advantages are that it avoids Section 4 (f) land takings in the Minuteman National Park and avoids the other numerous problems associated with a new right of way in a wetland and environmentally sensitive area while providing for a very high level of service and the possibility of expansion.

DISADVANTAGES

Principle disadvantages include the extensive house and property takings required along the entire length of Route 2 from Crosby's Corner to Route 128. It also results in further separating north and south neighborhoods in Lincoln.

COMMUNITY CONCERNS EXPRESSED TO DATE

Town of Lincoln officials and adopted plans oppose through traffic continuing in the existing Route 2 corridor on grounds that it divides the community and makes provision of services extremely difficult. It is inconsistent with their short and long range plans. Town officials and community groups oppose its large scale.

ALTERNATIVE	NO. LANES	DESIGN SPEED	ROADWAY WIDTH	ACTON	CONCORD	LINCOLN
4. NORTHERN ALIGNMENT (LINCOLN)	4	60	102'			●
6. NORTHERN ALIGNMENT (LINCOLN)	4	60	102'			●

GENERAL DESCRIPTION

Alternatives 4, 5, 6 and 7 involve construction of a 60 mph completely grade-separated limited access expressway between Route 27 and Route 128. Alternatives 4 and 6 discussed here would locate this expressway along the existing corridor as far as Crosby's Corner and then in a northern corridor south of the Minuteman National Park and north of most of the housing in the area. The specific northern alternative was developed from the November 21, 1974 working committee meeting as being the better of two alignments studied which would avoid takings of National Park property. The specific alignment will be subjected to detailed design development.

ADVANTAGES

Principle advantages of Alternatives 4 and 6 northern alignment include the high level of service and safety associated with a limited access facility, and an alignment which avoids extensive house and land takings which may be required in the Route 2 corridor.

DISADVANTAGES

Principle disadvantages include the potential 4(f) problems associated with acquiring new rights of way and construction in as yet undisturbed historic and wetlands areas. There are also potential secondary adverse impacts on the adjacent park, conservation areas and housing. Some residential takings would be required.

COMMUNITY CONCERNS EXPRESSED TO DATE

Town of Lincoln officials and the town open space plans support the relocation of Route 2 to along a northern alignment in order to unify the Town's residential as well as conservation lands.

Numerous citizen groups, especially the Route 2 Coalition, have opposed a northern alignment because of potential air and noise pollution in a historic and environmentally sensitive area, residential takings and lower costs of using the existing Route 2 right of way.

While the roadway widths for the 4 and 6 lane facilities are identical, some are concerned that a 6 lane facility will have a greater adverse effect due to increased traffic-generated noise and pollution. Others are concerned over the potential lack of capacity of a 4 lane facility.

ALTERNATIVE	NO. LANES	DESIGN SPEED	ROADWAY WIDTH	ACTON	CONCORD	LINCOLN
5. RT 2 ALIGNMENT	4	60	102'	●	●	●
7. RT 2 ALIGNMENT	6	60	102'	●	●	●

GENERAL DESCRIPTION

Alternatives 4,5,6 and 7 involve construction of a 60 mph completely grade-separated, limited access expressway between Rt. 27 and Rt. 128. Alternatives 5 and 7 discussed here would be located generally within the same alignment as the existing Route 2 although subject to numerous design alternatives associated with interchange design etc. Alternative 5 has four lanes in a 102' roadway width with a grass median and alternative 7 has six lanes within the same 102' width using a narrow unlandscaped median with a GM type concrete barrier.

ADVANTAGES

Principal advantages include the high level of service and safety associated with a limited access type facility. Following the Route 2 alignment throughout also avoids problems associated with taking in an environmentally sensitive 4(f) and wetland area and possible problems of noise and visual impact on Minutemen National Park.

DISADVANTAGES

As a major construction project along the full length of the study area property takings will be required and potential 4 (f) issues are raised in each of the affected towns. House and land takings are most severe in Lincoln and Concord where there is extensive roadside development. This alternative also reinforces the barrier effect of Route 2 in the town of Lincoln.

COMMUNITY CONCERNS EXPRESSED TO DATE

Feelings regarding roadway scale, 4 or 6 lanes, are identical to those for alternatives 4 and 6. Town of Lincoln officials and the town short and long range plans are opposed to continued use of the Route 2 corridor for through traffic. They see it dividing their community and making provision of services difficult.

Citizen groups especially the Route 2 Coalition have supported use of the existing corridor in order to avoid the major noise and air pollution impact of a new road through the northern alignment in Lincoln, as well as to reduce costs.

Other groups in Concord such as R.O.U.T.E. have in the past expressed concern over the impact of a limited access road dividing their community.

ALTERNATIVE	NO. LANES	DESIGN SPEED	ROADWAY WIDTH	ACTON	CONCORD	LINCOLN
8. 45 MPH RT.2 ALIGNMENT	4	45	78'MAX		●	●

GENERAL DESCRIPTION

This alternative involves the upgrading of the vertical and horizontal alignment of existing Route 2 to a minimum design speed of 45 mph. It goes beyond the 1974 spot reconstruction to provide safety improvements such as provision of a median barrier except at major intersections or cross streets, modification of Crosby's Corner, closing and replacement of small access roads and widening to a maximum roadway width of 78', although at sensitive areas (bridges, historic landmarks, etc.) the shoulders might be dropped for a roadway width of 58'.

ADVANTAGES

This safety program does treat many long term safety problems of Route 2 such as sight distances, numerous grade crossings etc. Use of essentially the existing right of way should avoid major land and house takings and minimize environmental effects.

DISADVANTAGES

The principle disadvantage is that such a program may not meet the long term service needs of the Route 2 corridor. Limiting access roads will require redesign of local service roads and some hardship to homes along the existing road.

COMMUNITY CONCERNS EXPRESSED TO DATE

Community groups in each town concerned with improved level of service especially to keep through traffic off of local roads, would be likely to object to this alternative. Some regard this, with its potential lack of capacity in the long range, as an inadequate solution.

Lincoln Town officials and plans object to any major investment in the existing Route 2 corridor.

The National Park Service seeks improved service on Route 2 to allow for transfer of traffic from Route 2A to Route 2.

ALTERNATIVE	NO. LANES	DESIGN SPEED	ROADWAY WIDTH	ACTON	CONCORD	LINCOLN
9. 45 MPH NORTHERN ALIGNMENT (LINCOLN)	4	45	78' MAX			●

GENERAL DESCRIPTION

Alternative 9 shares the same objectives of Alternative 8 providing major safety improvements but would provide a new 4 lane arterial through Lincoln following the northern alignment south of Minuteman National Park. Safety improvements should again include among others a median barrier, modification of Crosby's Corner, closing of small access roads and limited widening.

ADVANTAGES

Principle advantage is that this alternative does treat many long term safety problems of existing Route 2. The northern alignment used in Alternative 9 avoids the redesign of local roads in Lincoln and avoids hardship to owners of homes along the existing corridor in Lincoln.

DISADVANTAGES

Principle disadvantages include a low cost/benefit ratio, potential failure to meet the long term service needs of the Route 2 corridor, and the problems associated with acquiring new rights of way and construction in an historical, wetland and 4(f) area.

COMMUNITY CONCERNS EXPRESSED TO DATE

Community groups seeking improved level of service would likely object to this investment for such limited gain in service.

The National Park Service seeks improved service, lacking here, which would allow a transfer of traffic on Route 2A to Route 2.

Citizen groups in Lincoln have objected to a new northern alignment, most notably the Route 2 Coalition.

February 13, 1975

Mr. John G. Wofford
Director,
Central Transportation Planning Staff
27 School Street
Boston, MA 02108

Re: Reduction of Alternatives for Route 2 Study

Reference: Skidmore, Owings, & Merrill Memorandum of January 15, 1975,
Route 2 EIS Summary of Alternatives Being Evaluated

Dear Jack,

The Route 2 Coalition is pleased to respond to your request for comments on the referenced memo. This memo contains nine alternatives listed in no particular order. These nine are more than are needed and the total effect is confusing - especially to the general public.

We believe that discussion of separate alternatives should concentrate on major differences in approach and that a proliferation of alternatives results in obfuscation and a waste of public money.

Major policy questions are masked by the level of detail involved in considering nine alternatives - some of which are very similar. This has been the case in nearly every public discussion; people end up talking about the design of individual intersections. Detailed considerations should follow, not precede, major decisions. These major decisions can eliminate many alternate design variations, some but not all of which are listed in your set of nine.

DESCRIPTION OF ALTERNATIVES

As we see the issue of alternatives, there are two basic questions to be addressed: location in Lincoln and scale throughout the corridor. Questions specific to Acton, Concord and Lincoln can be treated independently within this framework.

The existing list of alternatives can be reduced to four fundamental choices, labeled by alignment (present or northern) and type ("arterial type" or "expressway type"). For purposes of clarity, this is illustrated by the placement of the nine listed alternatives in Figure 1 below.

Type	Alignment Location in Lincoln	
	Present	Northern
Arterial (45 MPH nominal)	1, 8	9
Expressway (60 MPH)	3, 5, 7	2, 4, 6

Alternative Number	Lanes	Right of Way Width	Other
1	4	Varies	No build or safety upgrade
8, 9	4	78'	Full arterial (major safety upgrade or equivalent)
4, 5	6	102'	Expressway, -4 lanes now - 2 deferred
6, 7	6	102'	Expressway-6 lanes now
2, 3	8	180'	E. I. S. Expressway

Fig. 1 Your Alternatives Arrayed by Alignment and Type

Within each set the different alternatives differ only in scale and traffic capacity. (Obviously environmental impact also varies with scale.) For example, the arterial types in the present location (your alternatives 1 and 8) could cover the range from no-build (1), through minor safety upgrade (which we designate 1A), to full arterial(8). Since there is, at present, no existing arterial type in the northern corridor only the full arterial solution (9) was listed in the SOM memo.

Similarly, expressway alternatives in either corridor could range from 4 lanes through 8 lanes. However, no true minimum width 4-lane expressway alternative is included in your list. In the present corridor, alternatives 5 and 7 are virtually identical 6-lane highways; the difference being that construction of two lanes is deferred in alternative 5. In the northern corridor exactly the same situation applies to alternatives 4 and 6, with alternative 4 being the deferred construction option.

In the present and northern alignments we have the eight lane alternatives 3 and 2 respectively. Alternative 2, the 1972 Draft EIS alignment, is now irrelevant and has, in effect, been abandoned because it is opposed by the Department of the Interior and because it is clearly contrary

to law. Therefore, it should be dropped from consideration to avoid wasteful expenditure of effort. Alternative 3 in the present corridor is an artificial choice, said to have been set up to balance the now defunct alternative 2. It is our impression that no one who has seriously studied the Route 2 issue believes this to be a viable alternative; it too should be eliminated from further consideration.

There remain only four real alternatives with variations within each type. Figure 2 illustrates this point.

Type	Alignment Location in Lincoln	
	Present	Northern
Arterial (45 MPH nominal)	1, 1A, 8	9
Expressway (60 MPH)	5, 7	4, 6

Fig. 2 First Stage Reduction of Alternatives to Four Variants

DISCUSSION OF ALTERNATIVES

In this section we discuss the alternatives in terms of the relevant parameters: type and location and also, where appropriate, by town.

Highway Types

By "arterial type", we mean a 4-lane highway tailored to local requirements which can include the full range of highway design features. For example, access may be controlled as necessary, intersections can vary from the simplest to the most complex type, and median barriers can be provided as required. The maximum design speed is lower than for an expressway although local trip times may be shorter because intersections can be more appropriate to local needs. It can even be safer because of lower through-traffic speeds in sections carrying slow local traffic.

By "expressway type" we mean a highway characterized by fully limited access, interchange intersections, and full length median barriers. It is designed for high speed traffic (normally considerably greater than the legal limit). Most of the discussion of expressways in this corridor has centered about designs which meet Interstate Standards.

A 60 mph expressway design is questionable because it exceeds the National 55 mph legal limit which, because of long term limitations in fuel supply, is unlikely ever to be raised. A highway designed for higher than necessary speeds costs more to build and invites fuel wasting speed violations. Therefore, any expressway option should be designed for no more than an actual 55 mph maximum speed.

Scale of Expressways

Along the entire corridor, current traffic does not justify the carrying capacity that would be provided even by a 4-lane expressway. In fact, preliminary Route 2 Study figures show a significant decrease in traffic in the year 1974 while population in this area was increasing. Considering new National and State transportation policies and the effects of limited fuel supplies, it is hardly likely that future requirements will justify a 6-lane expressway. This future trend is foreshadowed by the fact that transfer of highway funds to other transportation modes already has been authorized in part.

Provision of excess carrying capacity will induce greatly increased development in the corridor, which is generally opposed by the towns involved, and will also threaten the viability of public modes of transportation.

It goes without saying that the local environmental impact and social dislocation induced by an expressway is greater than that induced by an equal number of arterial lanes in the same alignment. Expressways by their nature require more landtaking, if only for the interchanges and frontage roads required, and also are more destructive of local traffic patterns.

In addition, the easier access provided by an expressway will result in increased impact in the urban core. Route 2 ends at Alewife Brook Parkway Rotary and will not be extended beyond that point. Any increase in inbound traffic induced by the existence of an expressway must filter through local streets in Arlington, Cambridge and Somerville.

The conclusion we draw from the preceding discussion is that 6-lane expressway alternatives (your alternatives 4, 5, 6 and 7) are too large in scale and should be eliminated from further consideration.

Therefore, the only remaining expressway type would be a 4-lane inexpandable highway in a minimum width right of way (approximately 78'). As pointed out above, this option is not included in the present list of alternatives. In Figure 3 we label such highways as 5A and 4A for the present and northern alignments, respectively. It is our belief that the list of nine alternatives can, with a minimum of controversy, be reduced to something like these four.

Type	Alignment Location in Lincoln	
	Present	Northern
Arterial (45 MPH nominal)	1, 1A, 8	9
Expressway (55 MPH)	5A	4A

Fig. 3 Second Stage Reduction of Alternatives to Four Variants

The arterial row is identical to that shown in Figure 2. The expressway row has been limited to true 4-lane 55mph highways.

Acton

Citizens of the Town of Acton are primarily concerned with safety and local access; thus it seems that intersection improvements are required. Also as the town attempts to slow development, there is an increasing awareness of the environmental impact and growth inducing effects of a high speed expressway. Concern has been expressed over the probability of development along the frontage roads entailed by the expressway designs and over the adverse effect an expressway would have on rail service. Because preliminary results of the Route 2-Study demonstrate fairly conclusively that the carrying capacity of even a 4-lane expressway will not be needed in Acton, conversion of the present road to an expressway in order to provide intersection improvements seems, at the very least, wasteful.

Concord

Part of the definition of an expressway is that it is a limited access highway. Early results of the Route 2 Study show that, in Concord, Route 2 is used extensively as a local road. Thus any expressway option built in that town will tend to cause substantial interference with local traffic circulation. This problem can be mitigated only by complex design features, excessive land takings and serious dislocation of the structure of the town. Thus it seems that, in Concord at least, an arterial type of solution is categorically preferable. Even with an arterial type of design, there still exist local access problems which must be resolved to the satisfaction of the affected residents.

There are also a number of other questions considered of major importance by the citizens of Concord. Their chief concern lies in providing a Route 62 bypass around the center of the town. It should be pointed out that solutions to this problem do not depend on which Route 2 alternative is chosen.

Lincoln

The greatest amount of controversy and continuing disagreement concerning Route 2 centers on its alignment in Lincoln.

By "present alignment" we mean a road which lies essentially within the present right of way, from Route 128 to Crosby's Corner. By "northern alignment", we mean any road which, for a considerable fraction of that distance, lies between the present roadbed and Minute Man National Historical Park.

In the past, we have made our position clear in the matter of alignment. Therefore, we restate it here briefly only in the interests of completeness.

Because more of such lands are directly involved, it can be demonstrated that the northern alignment will have a greater impact on park land, open space, historical areas and other lands protected by law. Impact on the National Park will obviously be greater because the road is closer. Indeed preliminary Route 2 Study results predict that noise levels at sensitive areas will be excessive without heroic sound barrier efforts.

Impact on the City of Cambridge water supply system (the Hobbs Brook Reservoir and its watershed) will certainly be greater than if the present roadbed is left undisturbed and no northern road built. That impact can take four forms: (1) increased salt runoff stemming from an increase of paved area in the watershed; (2) decreased storage volume stemming from filling for highway foundations or from silting induced by construction; (3) possibly reduced recharge capability stemming from impeded circulation patterns induced by construction or removal of roadbed; and (4) contamination stemming from silting and disturbed circulation. This contamination can range from a short term nuisance during construction to a long term health hazard. Consider how these impacts vary with alignment and scale. Increase of paved area is inevitable with construction in the northern alignment because a greater length of watershed would be crossed than by the present corridor. In addition, most of the roadbed in the present alignment is already in place. If construction is undertaken in the northern alignment, recharge and storage area will be reduced even if the pavement of the present Route 2 is partially removed; to the best of our knowledge, no one has suggested removing not only the pavement but also the foundations of the present road in Lincoln. There is not even any guarantee that any pavement will be removed nor have funds been identified for this purpose. Because one can not accurately predict changes in circulation prior to construction, provision must be made in advance to compensate for long term damage. All in all, the less new construction there be in the watershed, the less the risk taken.

Finally, the cost of a northern alignment will almost certainly be greater regardless of highway type: more land takings are involved and construction in sensitive wetlands will be more extensive.

All of these environmental problems increase as the scale of the road is increased in a northern corridor. In the present corridor expansion to an expressway would still impinge on the Hobbs Brook Reservoir and other sensitive areas.

CONCLUSIONS

In summary, any expressway appears

1. to be more than required by traffic needs,
2. to present considerable local access problems, to degrade local traffic circulation and to seriously dislocate the structure of the towns,
3. to have excessive environmental impact both locally and in the urban core,
4. to reduce the viability of alternative modes of transportation, to waste transportation capital and to encourage waste of scarce fuel supplies.

The northern alignment in Lincoln appears to present insurmountable environmental problems regardless of the highway type.

Therefore, the Route 2 Coalition supports a solution to the northwest corridor transportation problem that involves the "arterial type" highway previously described. However, in closing we would like to emphasize once again that transportation needs of this region cannot be met by highways alone and that public transportation modes must be given first priority.

Sincerely,

Clare Barrett

P. Gregory DeBaryshe

Charlotte Hollister

Richard MacCracken

Gilbert Woolley



CITY OF CAMBRIDGE

COMMUNITY DEVELOPMENT DEPARTMENT

City Hall Annex - Inman & Broadway - Cambridge, Mass. 02139

(617) 876-6800
EXTENSION 344

MEMORANDUM TO: Ruth Birkhoff
Cambridge Water Board/Conservation Commission

FROM: Edward A. Handy
Transportation Coordinator

SUBJECT: Arthur D. Little Study on Salt Contamination
of Water Supplies

DATE: December 7, 1974

In line with your recommendation, I have reviewed ADL's book, Road Salt, Drinking Water, and Safety, which is based on the firm's report of December, 1972 to the Legislature's Special Commission on Salt Contamination in Water Supplies.

This publication clearly has great significance for the Cambridge water system, and is without question already well-known to Carrell Morris and Bill McGinness. You may want to recommend that one or more copies be circulated to Board members and other appropriate Cambridge leaders concerned with the City's water supply, public health, and economic condition.

Copies of the book are available from Ballinger Publishing Company, 17 Dunster Street, Cambridge, for approximately ten dollars.

Since the copy loaned to us by ADL was for weekend use only, I am listing below -- for your immediate use in connection with Tuesday's Water Board meeting -- several points of major interest to Cambridge which are underscored in the book, and effectively supported, as follows:

1. "Excessive sodium in drinking water, as in the diet generally, can threaten health of persons with a variety of medical problems, including hypertension, heart disease, and kidney and liver ailments. Hypertension, alone, affects an estimated 20 million Americans. No Federal standard for sodium in drinking water exists yet, but one is currently being considered. However, the generally accepted warning level for patients restricted to low-sodium diets is 20 milligrams/liter." (Note: 20 mg/l is equivalent to 20 parts per million).
2. "In May, 1970, the (Massachusetts) Commissioner of Public Health wrote to Boards of Health and Water Commissions in 63 communities that

recent samples from their water supplies had contained sodium in excess of 20 milligrams per liter (mg/l). The DPH noted:

- Medical authorities such as the American Heart Association advise the use of water with no more than 20 milligrams per liter of sodium for patients with congestive heart failure, hypertension, renal disease, and cirrhosis, as well as for many pregnant women.
 - Rising sodium and chloride levels are primarily due to increased use of salt on highways during winter months.
3. In all, 96 Massachusetts municipalities had 1972 water supplies with one or more sources containing a sodium content of over 20 parts per million. This was up from 69 communities in 1970, and 77 in 1971.
 4. Chloride content, while not injurious to health, is corrosive to water pipes, as well as harmful to a number of industrial processes, in concentrations ranging from 760 parts per million down to as low as 20 parts per million.
 5. "The most probable cause of rising average levels of chloride in the MDC's major reservoirs -- 150% in Quabbin and over 300% in Wachusett between 1955 and 1970 -- is road salt. The MDC cites this cause with considerable confidence. Quabbin has "one of the most strictly-controlled watersheds in the United States" Few roads cross the watershed, the number of towns is negligible, the watershed has no industrial plants, and septic tanks have not increased enough to account for such an increase in chloride. More roads cross Wachusett's watershed, and closer to its shore; similarly with Sudbury's watershed. Major highways run right along the shores of Framingham No. 3, where the average chloride level more than doubled over the five years 1965-70, and almost doubled again within a single year, 1970-71. An MDC engineer reports that this rise "can be directly related to salt storage and usage of the Mass. Turnpike, which has several ramps and a section of road on the Hessel Brook Watershed.".....
 6. There is widespread agreement that unprotected salt piles near water supplies are a significant source of contamination. While hotly contested by the Salt Institute, there is also a large body of evidence that the general spreading of salt on roads and highways near watersupply sources also produces contamination of significant proportions. Studies by U.S. Geological Survey hydrologists support this position.
 7. The alternative of allowing salt to get into a public water supply and then attempting to remove the salt at the treatment plant is extremely costly. The three processes available also produce dense brine as a by-product, and this is difficult to dispose of in urban communities.

Recommendations by Arthur D. Little include the following:

1. Divert Salt from Groundwater Supplies "The disposal of salt onto land should be strictly controlled....." (This three-paragraph recommendation on pages 114-115 of the ADL book deals with dumping practises for plowed snow with salt content).
2. Improve Planning of Highways and Water Systems "If it is necessary for highways to cross aquifer recharge areas, lined or paved ditching should be provided. The shoulders of the roads should possibly be paved -- so that no road runoff reaches the aquifer. It is our experience that approximately 80-85% of the salt applied to roads runs off within the first few hours of application. If the lining and paving practise outlined above were followed, very little salt would reach ground water. The brine flowing in the ditches should be diverted to the surface water system, but not into areas where flow is minimal, such as swamps and stagnant pools. In the absence of any open flowing water, lined lagoons could be built to collect the water running off the road, and if economy permits, the salt could be collected and later reused after evaporation."

The above Recommendation #2 is perhaps the most significant ADL statement with regard to the Cambridge interest in the Route #2 Relocation Project.

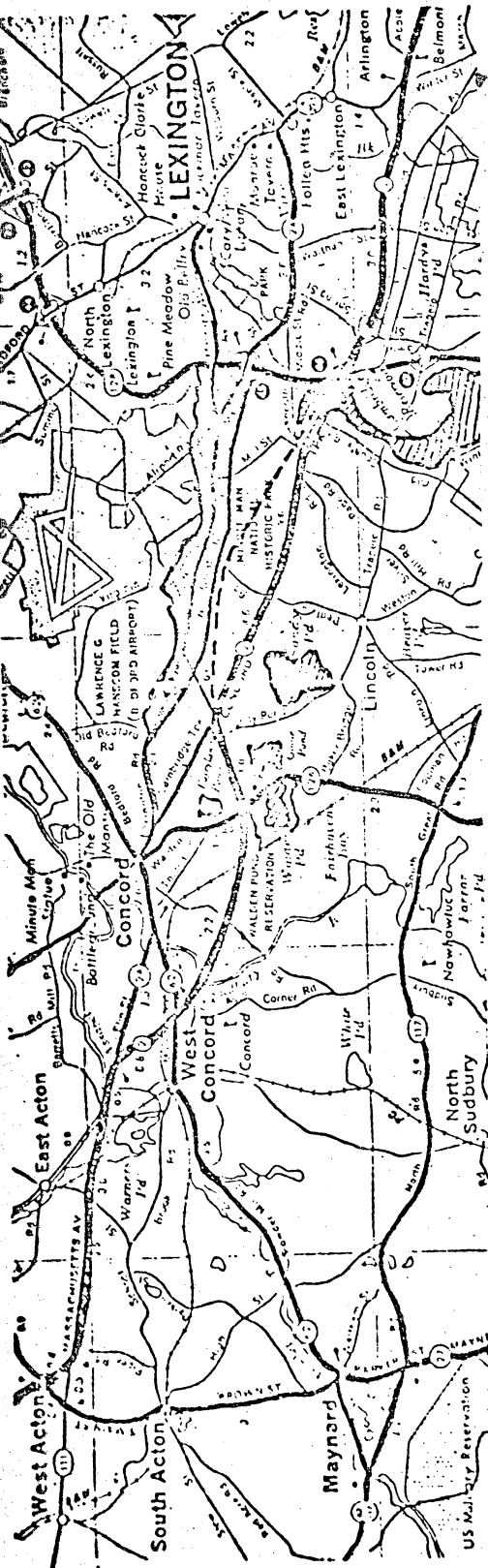
Chapter 1208 of the Acts of 1973 -- entitled "An Act Regulating the Storage and Use of Snow Removal Chemicals" -- states that the Department of Public Health "may require studies by competent professional personnel of the probable impact of proposed new or improved highways and the maintenance thereof by use of such chemicals upon reservoirs, ponds, streams, lakes, wetlands, and the groundwater aquifers associated with both public and private water sources."

It appears important that Cambridge further explore the possibility for a close alliance with DPH in the matter of the Route #2 Relocation Study. It could build upon the already fine relationship with DPH established by the Water Superintendent, the Water Board, and the Board's consultants.

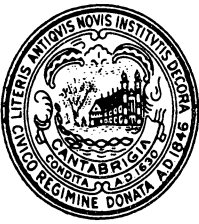
cc: James L. Farrell
Assistant City Manager/Community Development

Note: All underlining above within quotes from ADL or DPH has been provided by me.

ROUTE 2 COALITION STATEMENT OF PRINCIPLES
FOR RECONSTRUCTION OF ROUTE 2 IN
LINCOLN, CONCORD AND ACTON



1. Because this is recognized to be one of the more dangerous sections of road in the Commonwealth, an interim safety improvement program must be implemented in Lincoln and Acton as it has been in Concord.
2. We support a four-lane, 45 mile-per-hour road built in essentially the present corridor with safety features including, where they are required, a median barrier, left hand storage lanes and loops and grade-separated crossings.
3. We oppose any relocated highway or a high speed expanded expressway because of the unnecessary impacts on the environment and area residents and because of the growing energy crisis. Future highway transportation needs will surely be limited by either cost or availability of fuel, which would contraindicate an expensive new facility.
4. Public transportation must be the keystone of any improvements in the Northwest corridor. For example, the B&M Fitchburg and Bedford lines must be improved, and both feeder and regional bus service must be established. Until the availability and quality of service is greatly upgraded and given a fair chance as an alternative, there can be no rational basis for a commitment to increase highway capacity.
5. Overall regional planning is required: coordination of the various Hanscom Field access studies, the Commuter Rail Improvement Program, the Red Line Extension Study and the Route 2 Study is mandatory. Otherwise the public will not be provided with good long term transportation and limited resources will be wasted in incompatible construction projects.



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
Tel. 876-6800

19.

EXECUTIVE DEPARTMENT
JAMES L. SULLIVAN
City Manager

March 21, 1975

The Honorable, the City Council
City Hall
Cambridge, Massachusetts 02139

Dear Councillors:

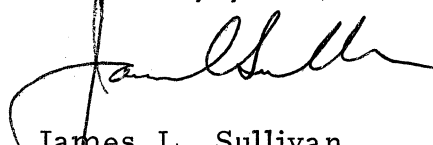
SUBJECT: Route 2 Relocation Study

As you know, the City Council Order of February 10, 1975, introduced by Councillor Ackermann, requested the City Manager to arrange for a State DPW presentation to the Council on the Route #2 Relocation Study. This presentation will be made at 8 p.m. March 24th.

The Council Order also requests the City Manager to propose an appropriate motion for the Council to adopt on this issue. Transmitted herewith for the City Council's consideration is a proposed resolution prepared jointly by the Cambridge Conservation Commission and the Cambridge Water Board. This proposed resolution has my endorsement.

At my request, the Conservation Commission together with the Water Board will continue working to protect Cambridge interests affected by the Route #2 Relocation Study. Staff assistance by the City Solicitor's Office, Water Department and Community Development Department is to be continued for this purpose.

Very truly yours,



James L. Sullivan
City Manager

JLS:jp
Enclosure

copies: J. E. Robinson, III, Chairman, Conservation Commission
J. Carrell Morris, Chairman, Water Board
James L. Farrell, Assistant City Manager for Community Development

Agenda # 19

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Route 2 Relocation Study.

In City Council,

March 24, 1975

*Referred to Hearing
at 8 P.M. 3/24/75*

*RELOCATION Study
Referred to Trans. Committee
FOR*

Hearing April 1,

W.J.T. Chronicle - March 27/75