

April 13, 1973
(as amended
April 26, 1973)

RECOMMENDATION BY DEPARTMENT OF PLANNING AND DEVELOPMENT AND DEPARTMENT OF TRAFFIC AND PARKING TO CITY MANAGER JOHN H. CORCORAN FOR A CAMBRIDGE POSITION ON THE BOSTON TRANSPORTATION PLANNING REVIEW "NORTHWEST CORRIDOR PUBLIC TRANSPORTATION" REPORT ISSUES AFFECTING CAMBRIDGE. FOR PRESENTATION AT BTPR PUBLIC HEARING OF MAY 1, 1973, AND TO GOVERNOR SARGENT

ISSUE #1: THE PROPOSED RED LINE TRANSIT EXTENSION FROM HARVARD SQUARE TO ALEWIFE BROOK OR BEYOND

A. Cambridge Supports the Concept of the Extension, Which Can:

- Provide a means of stimulating economic development, creating new jobs, and increasing purchasing power and the tax base, in areas adjacent to stations such as the Alewife area, Harvard, Central and Kendall Squares, and perhaps Porter Square as well;
- Reduce the need for future highway construction in Cambridge (Inner Belt, Route 2 Extension . .);
- Reduce the need for commuter parking in Cambridge (particularly in Harvard, Central, and Kendall Squares);
- Increase employment opportunities for Cambridge residents in towns to the northwest, by providing inexpensive and convenient access;
- Reduce commuter traffic on Cambridge streets (although probably not in large measure);
- Reduce the number of buses congesting Cambridge streets (the bus access requirements of the Harvard Square station could be cut as much as 50 per cent);
- Reduce transit-related congestion at Harvard Square (patronage drops from the current 25,000 boarders/ year to as low as 10,500 boarders/year);
- Reduce Cambridge share of MBTA annual "net-cost-of-service" below the level that can be anticipated without the extension, provided that end-of-the-line is at Arlington Heights or beyond;
- Provide a means of distribution through Cambridge of railroad commuters from the B&M's Fitchburg Division (cross-platform transfer facilities at Alewife, and perhaps at Porter Square).

B. Cambridge Recommends Construction of the Extension to Route 128, With the Concurrence of the Towns Through Which It Would Pass, Noting That:

- With the Red Line terminating in the Alewife area, an estimated 18,000 to 20,000 people would board daily at the Alewife station,

requiring at least 4,000 parking spaces and provisions for an estimated 11,000 persons arriving by bus. Termination of the Extension at Alewife is unacceptable to Cambridge, because:

- It would be difficult to operate a commuter-oriented parking facility of greater than 2000-car capacity, especially since most cars would arrive or depart during the two-hour morning and evening rush-hour periods;
- The parking structure would be so massive (almost the size of the facility at Logan Airport) that it could have a detrimental impact on the tax-paying economic development potential of the area;
- New access roads required to serve so large a station complex could have adverse effects on the environment;
- Tax-paying economic development that provides job opportunities (Cambridge's principal interest at Alewife) is in some respects incompatible with a regional transportation center where large numbers of auto-transit transfers take place. The reduction of auto-oriented activities at Alewife, resulting from the terminal being further out in the Northwest Corridor, would reduce conflicts with potential economic development activities in the area;
- The Alewife Brook and drainage basin complex has severe hydrologic problems which could be aggravated if too many objectives (economic development, regional transportation transfer, and environmental protection) are pursued in this one location;
- A terminal point beyond Alewife would provide better service to Arlington and Lexington -- resulting in 4,000 more users for the system with the terminal at Arlington Heights, and 6,000 more users with the terminal at Route 128. (We believe that there is much greater potential patronage at a Route 128 terminus than the 6,000 persons estimated by BTPR);
- With the understanding that the Town of Arlington favors construction of the Red Line Extension to at least Arlington Heights, Cambridge recommends construction to at least Arlington Heights -- while awaiting development of an official position by the Town of Lexington;
- With the terminal at Arlington Heights, BTPR estimates that only 10,500 people would board at Alewife, requiring 2,500 parking spaces and provisions for 5,500 bus-oriented boarders;
- With the terminal at Route 128, BTPR estimates that only 8,000 people would board at Alewife, requiring 1,700 or less parking spaces and provisions for 4,500 bus-oriented boarders;

- The added cost of going from Alewife to Arlington Heights would be \$20 to \$34 million depending on type of construction, and from Alewife to Route 128 would be \$57 to \$100 million;
- An extension to Route 128 would reduce the Cambridge share of MBTA's annual "net-cost-of-service" as compared to its present share; to stop at Alewife would increase the Cambridge share.

C. Cambridge Recommends that the Extension Follow BTPR Alignment Alternative #3 (Via Davis Square, With a Station South of Porter Square) From Harvard Square to Alewife Brook, Noting that:

- A Davis Square alignment provides the best service to Cambridge and Somerville, because:
 - More residents are able to walk to a station;
 - A great need exists for cross-town service from West Somerville (Davis Square) to Cambridge (currently 4,500 one-way trips per day);
 - The Garden Street alignment (Alternate #1) provides no intermediate stations to serve Cambridge (or Somerville) residents, but rather provides service primarily to commuters living outside Cambridge;
- A Davis Square station reduces the need for local bus operation at Porter Square, thereby reducing street congestion in the Porter Square area;
- A Davis Square station will reduce the number of boarders in Cambridge by 3,000 to 6,000 below the level estimated in the Garden Street alternative, with a corresponding savings in Cambridge's share of the MBTA "net-cost-of-service" payment;
- The Davis Square station reduces total boarders at Porter Square from an estimated 8,500 to 3,000 persons while reducing bus-oriented boarders from 4,000 to 750;
- The provision of stations at Davis Square and in the Porter Square area (Sears) will result in 4,000 less boarders at Harvard Square than in the Garden Street alternative . . . with 1,500 fewer boarders arriving by bus;
- A station in the Porter Square area will help maintain the economic viability of Porter Square.

D. In Recommending Alignment #3 Via Davis Square, Cambridge Under-scores its Intent that Should the Davis Square Route Prove Unacceptable to the Somerville City Government, the State, or the Federal Government, the Alternate to Be Substituted Will Be Alignment #1, the Garden Street Route.

E. Cambridge Recommends a Station South of Porter Square ONLY IF

- The station is constructed and operated without auto parking or off-street bus facilities;
- A means is found for ensuring that people using the transit system do not park in the Sears or Porter Square Shopping Center lots, or on residential streets in the Porter Square area;
- Traffic circulation on Massachusetts Avenue is not disrupted during the construction of the station;
- Means are found to ensure that the pedestrian movements associated with the transit station do not conflict with traffic circulation (such means to include, as a minimum, the construction of convenient, well-lighted pedestrian access ways to either platform (northbound and southbound) from both sides of Massachusetts Avenue);
- There is an understanding that should detailed studies show that the above conditions cannot be met, the extension will be built to proceed directly from Harvard Square to Davis Square, without an intermediate station;

F. Cambridge Recommends the Sears Location (Alternate "B" in the BTPR Report) for Station Serving Porter Square Area, Noting That:

- With the Red Line going to Davis Square, an intermediate station at Sears can be developed without taking any dwelling units or businesses. Alternate "C" (a station at Massachusetts Avenue and Linnaean Street) will require the loss of a business and 15 jobs;
- The station would be located in close proximity to stores and businesses in Porter Square, with a direct access to Sears, while Alternate "C" (the only other alternative for the Davis Square alignment) is too far from Porter Square to contribute substantially to its economic health;
- The Sears location has the possibility of limiting construction disruption on Massachusetts Avenue by excavating the station from the parking lot to the west;

G. Cambridge Recommends that the Alewife Station Be Placed on Site "B" (West of Alewife Brook Parkway and North of the Rindge Avenue Extension) in the Event that a Davis Square Alignment is Selected for the Harvard-to-Alewife Leg of the Red Line Extension. Factors

Involved in Selecting the "B" Site over the Dewey and Almy ("C") Site Are that "B":

- Provides Cambridge with substantially greater potential for the development of transit-related retail/office/residential uses, which can generate large net tax revenues for the City, as well as create a desirable "new town in town" living opportunity;
- Provides North Cambridge residential and recreation areas with substantially greater protection from the traffic and land use impacts of a major transit station development.

H. Cambridge Recommends that Should the Garden Street Alignment Be Selected Rather than the City's First Choice (the Davis Square Alignment), the City Be Given Six Months to Study and Choose Between the Two Station Sites Available at Alewife for the Garden Street Alignment (Site "A", South of Rindge Avenue Extension; and Site "B", North of Rindge Avenue Extension).

I. Cambridge Recommends that the Alewife Area Road System Be Developed to Achieve the Following Objectives:

- To facilitate and encourage maximum practical use of the Red Line by persons arriving in private automobiles, buses, commuter trains, by bicycle, or on foot;
- To reduce safety hazards to a minimal level (e.g. eliminate dangerous traffic circles, undersized traffic lanes, dangerous left turn movements, and excessive speeds generated by inadequate transition from Turnpike to Parkway conditions);
- To provide superior vehicular, pedestrian, and bicycle access to existing and future retail, office, residential, recreational, and other land uses in the vicinity of the terminal . . . with special attention given to protecting and enhancing the environment for existing uses to remain (e.g. North Cambridge residential areas, Fresh Pond Shopping Center, Arthur D. Little . . .);
- To establish and maintain parkway character and amenities for the Alewife Brook and Fresh Pond Parkways . . . and to discourage efforts to make these parkways serve as expressway alternatives to the use of public transportation;
- To protect the delicate hydrological balance of the Alewife Brook drainage area.

J. Cambridge Recommends and Stresses the Need for Deep Bore Construction of the Tunnel from Harvard Station to Alewife Brook with the Following

Exceptions (1) cut-and-cover construction of the initial 800-foot leg from Harvard Station to Story Street; (2) cut-and-cover construction of any intermediate stations; (3) cut-and-cover construction under the Boston and Maine "Freight Cut-Off" railroad right-of-way, provided that this permits concurrent lowering of the railroad track to eliminate the grade crossing at Massachusetts Avenue, and provided that more detailed study of cut-and-cover construction impact on North Cambridge develops findings that are acceptable to residents and businesses likely to be affected by the impact; (4) cut-and-cover construction across the former city dump, should the Garden Street alignment be selected. Factors involved in this recommendation are:

- Cut-and-cover construction along Massachusetts Avenue would cause severe economic hardship to abutting merchants;
- Cut-and-cover construction along Massachusetts Avenue would seriously disrupt essential traffic movements, including those of emergency vehicles, since satisfactory parallel alternative streets do not exist;
- Cut-and-cover construction along Garden Street is unworkable due to the narrow right-of-way and was not even studied by the Boston Transportation Planning Review;
- The additional \$23 million estimated by BTPR as required for deep bore construction under the Boston and Maine right-of-way from Davis Square to Alewife Brook does not appear justified -- but more detailed study of cut-and-cover impact is needed because of the limited width of the right-of-way.

ISSUE #2: THE PROPOSED GREEN LINE EXTENSION
NORTHWEST FROM THE EXISTING LECHMERE TERMINAL

A. Cambridge Recommends that the Green Line Extension from Lechmere Be Built if the City of Somerville Requests It. Route Alignment and Station Locations Should Be Determined by Somerville. This Extension Would:

- Reduce total boardings at Lechmere from 8,000 to approximately 3,000;
- Reduce Cambridge's share of the MBTA annual "net-cost-of-service";
- Reduce bus operations in the Lechmere area, thereby helping traffic circulation and reducing MBTA bus charges to Cambridge;
- By relocating the Lechmere Station to the north side of the Monsignor O'Brien Highway (and, as part of the relocation

project, developing high-quality, grade separated pedestrian access to the new station from East Cambridge) provide land for redevelopment (at the site of the present station) and for making possible improved East Cambridge traffic movements;

- Provide improved transportation for Somerville residents working in Cambridge, particularly if the proposed circumferential transit line (intersecting the Green Line) is built;

ISSUE #3: THE PROPOSED CIRCUMFERENTIAL TRANSIT LINE THROUGH THE FENWAY, CAMBRIDGE, AND SOMERVILLE

A. Cambridge Recommends that the State Move Ahead Immediately With More-Detailed Studies of this Proposal, Noting that a Circumferential Transit Line Can Be of Great Value to Cambridge Because:

- It will serve as a direct distributor for radial transit lines (e.g. the Red Line) to the high-activity areas on the fringe of the metropolitan core (including many in Cambridge);
- It will give Cambridge much-needed direct service from the northern communities served by the Orange Line, as well as from the western communities that may later be served by a Green Line extension;
- It will serve line-haul circumferential movements (e.g. Cambridge and Somerville will have direct cross-town services and access to the institutional area of Boston);
- It will perform significant collector functions for residential areas such as Cambridgeport and East Cambridge.

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Note: Amendment of April 26, 1973, is included on Page 8.

4/26/73

April 26, 1973 amendment to recommendation of April 13, 1973
to City Manager by Departments of Planning and Development and
Traffic and Parking Re BTPR Northwest Corridor Report

"The City of Cambridge requests that the State defer for six months a decision on how best to route the Red Line extension through the Harvard Square Area. The Purpose of this Request is to give Cambridge and the MBTA an opportunity to reexamine the feasibility of moving the extension northwest through the Square generally as proposed by Line "D" in MBTA's study of 1967.

The City believes that the choice of routing through Harvard Square is essentially a matter for local decision, and that Cambridge should have the option to select Line "D", or some other alternatives to Line "A" (the line via Mt. Auburn Street), provided that the alternative route can be engineered to fulfill the following conditions:

1. Leave intact a bus tunnel connecting Massachusetts Avenue with Mt. Auburn Street;
2. Produce a Harvard Square transit station with good pedestrian access to Brattle Square;
3. Be capable of construction without serious disruption to traffic or business activity in the Square;
4. Cost essentially no more than the proposed Line "A" via Mt. Auburn Street."



City of Cambridge

Councillor Dushay

IN CITY COUNCIL

April 30, 1973

RESOLUTION ON RED LINE EXTENSION AND OTHER PUBLIC TRANSPORTATION IMPROVEMENTS

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, the Governor's "Policy Statement on Transportation in the Boston Region", dated November 30, 1972, states that "The central tenet of the transportation policy that I find appropriate for the area inside Route 128 is that future investment must concentrate overwhelmingly upon the improvement of public transportation;" and

WHEREAS, recent studies by the State's Boston Transportation Planning Review have resulted in preparation by the Cambridge Departments of Planning and Development and Traffic and Parking of a seven page recommendation to the City Manager, dated April 13, 1973, supporting the concept of a Red Line extension because it can help:

- . provide more jobs and tax revenue;
- . reduce the need for expressway construction in Cambridge;
- . reduce the need for commuter parking in Cambridge;
- . increase employment opportunities for Cambridge residents;
- . reduce commuter traffic on Cambridge streets;
- . reduce the number of buses on Cambridge streets;
- . reduce the City's annual payment to MBTA; and

WHEREAS, the above-cited report of April 13, 1973 to the City Manager recommends:

- . that the Red Line be extended to Route 128 via Davis Square;
- . that a station south of Porter Square be provided only if detailed studies show that stringent parking and traffic conditions can be met;
- . that a station be located at Alewife west of the Parkway and north of Rindge Avenue extension;
- . that construction from Harvard station to Alewife be by deep bore, unless detailed studies show that out-and-cover construction under the Boston and Maine right-of-way from Davis Square to Alewife is acceptable to North Cambridge residents and business interests;
- . that the new Alewife area road system serving an Alewife transit station be designed to protect existing retail, office and residential areas, as well as to encourage transfer to the Red Line by motorists approaching Boston and Cambridge from towns west of the Parkway; and



City of Cambridge

Councillor Duehay

IN CITY COUNCIL

April 30, 1973

continued

Starkhouse

WHEREAS, many Cambridge citizens and leaders have urged that the City Council amend the above cited report of April 13, 1973 to the City Manager to include the provision that the Red Line extension, if it is to be workable for and acceptable to Cambridge, (1) must go all the way to Route 128, and (2) must be completed to Route 128 prior to opening the Alewife station; and

WHEREAS, the April 26, 1973 amendment to the above-cited report to the City Manager recommends that the State be requested to allow Cambridge and the MBTA six months to restudy the "Line D" alignment of the Red Line extension as proposed in 1967 by MBTA, and to determine whether Line D or a variation on it can be engineered to meet criteria specified in the April 26th amendment; and

WHEREAS, North Cambridge leaders have requested that in the event a out-and-cover tunnel is placed beneath the railroad right-of-way from Davis Square to Alewife, the existing track be lowered concurrently to eliminate the grade crossing at Massachusetts Avenue; and

WHEREAS, numerous Cambridge citizens and groups have appeared before or written the City Council Committee on Transportation and Parking in support of the Red Line recommendations outlined in the April 13, 1973 report to the City Manager as amended on April 26, 1973;

NOW THEREFORE BE IT RESOLVED that the Cambridge City Council hereby adopts as its official policy the recommendations of the Cambridge Departments of Planning and Development and Traffic and Parking as forwarded to the City Manager on April 13, 1973, and amended on April 26, 1973, subject to the following two modifications:

1. The Red Line shall be extended all the way to Route 128;
2. The Red Line station at Alewife shall not be opened for use until the station at Route 128 is opened;

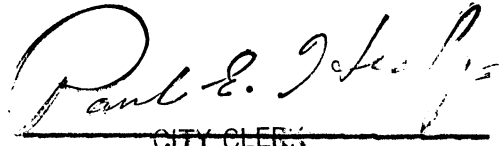
AND BE IT FURTHER RESOLVED that the State be requested to lower the "freight cut-off" track to eliminate the grade crossing at Massachusetts Avenue in the event a out-and-cover tunnel is placed beneath the railroad right-of-way from Davis Square to Alewife;

AND BE IT FURTHER RESOLVED that the City Manager be and hereby is requested to present this resolution and the April 13th report cited above, as amended on April 26, 1973 and further amended by this resolution, to the Boston Transportation Planning Review at its public hearing of May 1, 1973, and to the Massachusetts Bay Transportation Authority, the Governor, and the Commonwealth's Secretary of Transportation.

City of Cambridge

I HEREBY CERTIFY THAT this is a true copy of the Resolution adopted by the unanimous vote of the City Council at its meeting of April 30, 1973.

ATTEST:-



CITY CLERK:

Paul E. Healy,
City Clerk.

5-172

CITY OF CAMBRIDGE

IN CITY COUNCIL
April 30, 1973

RESOLUTION ON RED LINE EXTENSION AND OTHER PUBLIC TRANSPORTATION IMPROVEMENTS

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

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WHEREAS, recent studies by the State's Boston Transportation Planning Review have resulted in preparation by the Cambridge Departments of Planning and Development and Traffic and Parking of a 7 page recommendation to the City Manager, dated April 13, 1973, supporting the concept of a Red Line extension because it will help provide more jobs and tax revenue, reduce the need for expressway construction in Cambridge, reduce the need for commuter parking in Cambridge, increase employment opportunities for Cambridge residents in towns to the northwest, reduce commuter traffic on Cambridge streets, reduce the number of buses on Cambridge streets, help reduce the City's annual payment to MBTA; and

WHEREAS, the April 13, 1973 report of the Planning and Development and Traffic and Parking Departments to the City Manager, as amended on April 26, 1973, recommends (1) that the Red Line be extended to Route 128 via Davis Square, with a station south of Porter Square provided that further studies show that stringent traffic and parking conditions can be met, (2) that a station be located at Alewife west of the Parkway and north of Rindge Avenue extension, (3) that construction from Harvard station to Alewife be by deep bore, unless detailed studies show that cut-and-cover under the Boston and Maine Railroad "Freight Cut-Off" line is acceptable to North Cambridge residents and business interests, and (4) that the new Alewife area road system serving an Alewife transit station be designed to protect existing retail, office and residential areas, and to encourage transfer to the Red Line by motorists approaching Boston and Cambridge from the towns west of the Parkway; and

WHEREAS, many Cambridge citizens and leaders have urged that the City Council amend the April 13, 1973 report of the Planning and Development and Traffic Departments to include provisions that (1) to be workable for and acceptable to Cambridge, the Red Line extension must go all the way to Route 128, and (2) must be completed to Route 128 before a station at Alewife is opened to use; and

WHEREAS, the April 26, 1973 amendment to the above-cited report to the City Manager recommends that the State be requested to allow Cambridge and

include a provision that to be workable for and acceptable to Cambridge, the Red Line extension (1) must go --- and (2) must

the MBTA six months to restudy the "Line D" alignment of the Red Line extension as proposed in 1967 by MBTA, and to determine whether Line D or a variation on it can be engineered to meet criteria specified in the April 26th amendment; and

WHEREAS, numerous Cambridge citizens and groups have appeared before or written the City Council Committee on Transportation and Parking in support of the Red Line recommendations outlined in the April 13, 1973 report to the City Manager as amended on April 26, 1973;

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1. The Red Line shall be extended all the way to Route 128;
2. The Red Line station at Alewife shall not be opened for use until the station at Route 128 is opened;

AND BE IT FURTHER RESOLVED that the City Manager be and hereby is requested to present this resolution and the April 13th report cited above, as amended on April 26, 1973 and further amended by this resolution, to the Boston Transportation Planning Review at its public hearing of May 1, 1973, and to the Massachusetts Bay Transportation Authority, the Governor, and the Commonwealth's Secretary of Transportation.

City of Cambridge

MASSACHUSETTS

In City Council _____ 19

	YEA	NAY	ABSENT
Mr. Clinton	✓		
Mr. Danehy	✓		
Mr. Duehay	✓		
Mrs. Graham	✓		
Mr. Moncreiff	✓		
Mr. Owens	✓		
Mr. Sullivan	✓		
Mr. Vellucci	✓		
Mayor Ackermann	✓		
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City of Cambridge

Councillor Duehay

IN CITY COUNCIL

April 30, 1973

RESOLUTION ON RED LINE EXTENSION AND OTHER PUBLIC TRANSPORTATION IMPROVEMENTS

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WHEREAS, the Governor's "Policy Statement on Transportation in the Boston Region", dated November 30, 1972, states that "The central tenet of the transportation policy that I find appropriate for the area inside Route 128 is that future investment must concentrate overwhelmingly upon the improvement of public transportation; " and

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- . provide more jobs and tax revenue;
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- . increase employment opportunities for Cambridge residents;
- . reduce commuter traffic on Cambridge streets;
- . reduce the number of buses on Cambridge streets;
- . reduce the City's annual payment to MBTA; and

WHEREAS, the above-cited report of April 13, 1973 to the City Manager recommends:

- . that the Red Line be extended to Route 128 via Davis Square;
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City of Cambridge

Councillor Duehay

IN CITY COUNCIL

April 30, 1973
continued

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WHEREAS, the April 26, 1973 amendment to the above-cited report to the City Manager recommends that the State be requested to allow Cambridge and the MBTA six months to restudy the "Line D" alignment of the Red Line extension as proposed in 1967 by MBTA, and to determine whether Line D or a variation on it can be engineered to meet criteria specified in the April 26th amendment; and

WHEREAS, North Cambridge leaders have requested that in the event a cut-and-cover tunnel is placed beneath the railroad right-of-way from Davis Square to Alewife, the existing track be lowered concurrently to eliminate the grade crossing at Massachusetts Avenue; and

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- Amendment -

FOR COUNCIL ACTION 4/30/73

4/26/73

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The City believes that the choice of routing through Harvard Square is essentially a matter for local decision, and that Cambridge should have the option to select Line "D", or some other alternative to Line "A" (the line via Mt. Auburn Street), provided that the alternative route can be engineered to fulfill the following conditions:

1. Leave intact a bus tunnel connecting Massachusetts Avenue with Mt. Auburn Street;
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3. Be capable of construction without serious disruption to traffic or business activity in the Square;
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Report from C. Francis H. Duehay, Chairman of the Comm. on Transportation and Parking trans. for consideration by the City Council the recommendations of the P&D Dept. & the Dept. of Traffic and Parking relative to the proposed Red Line Transit Extension by the MBTA together with an amendment providing for a 6 months deferment of a decision by the MBTA and a restudy of "Line D" as proposed by the MBTA in 1967.

In City Council,

April 30, 1973

Reported FROM COMMITTEE

April 13, 1973

April 30, 1973

WITH AMENDMENT

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- Tax-paying economic development that provides job opportunities (Cambridge's principal interest at Alewife) is in some respects incompatible with a regional transportation center where large numbers of auto-transit transfers take place. The reduction of auto-oriented activities at Alewife, resulting from the terminal being further out in the Northwest Corridor, would reduce conflicts with potential economic development activities in the area;
- The Alewife Brook and drainage basin complex has severe hydrologic problems which could be aggravated if too many objectives (economic development, regional transportation transfer, and environmental protection) are pursued in this one location;
- A terminal point beyond Alewife would provide better service to Arlington and Lexington -- resulting in 4,000 more users for the system with the terminal at Arlington Heights, and 6,000 more users with the terminal at Route 128. (We believe that there is much greater potential patronage at a Route 128 terminus than the 6,000 persons estimated by BTPR);
- With the understanding that the Town of Arlington favors construction of the Red Line Extension to at least Arlington Heights, Cambridge recommends construction to at least Arlington Heights -- while awaiting development of an official position by the Town of Lexington;
- With the terminal at Arlington Heights, BTPR estimates that only 10,500 people would board at Alewife, requiring 2,500 parking spaces and provisions for 5,500 bus-oriented boarders;
- With the terminal at Route 128, BTPR estimates that only 8,000 people would board at Alewife, requiring 1,700 or less parking spaces and provisions for 4,500 bus-oriented boarders;

- The added cost of going from Alewife to Arlington Heights would be \$20 to \$34 million depending on type of construction, and from Alewife to Route 128 would be \$57 to \$100 million;
- An extension to Route 128 would reduce the Cambridge share of MBTA's annual "net-cost-of-service" as compared to its present share; to stop at Alewife would increase the Cambridge share.

C. Cambridge Recommends that the Extension Follow BTPR Alignment Alternative #3 (Via Davis Square, With a Station South of Porter Square) From Harvard Square to Alewife Brook, Noting that:

- A Davis Square alignment provides the best service to Cambridge and Somerville, because:
 - More residents are able to walk to a station;
 - A great need exists for cross-town service from West Somerville (Davis Square) to Cambridge (currently 4,500 one-way trips per day);
 - The Garden Street alignment (Alternate #1) provides no intermediate stations to serve Cambridge (or Somerville) residents, but rather provides service primarily to commuters living outside Cambridge;
- A Davis Square station reduces the need for local bus operation at Porter Square, thereby reducing street congestion in the Porter Square area;
- A Davis Square station will reduce the number of boarders in Cambridge by 3,000 to 6,000 below the level estimated in the Garden Street alternative, with a corresponding savings in Cambridge's share of the MBTA "net-cost-of-service" payment;
- The Davis Square station reduces total boarders at Porter Square from an estimated 8,500 to 3,000 persons while reducing bus-oriented boarders from 4,000 to 750;
- The provision of stations at Davis Square and in the Porter Square area (Sears) will result in 4,000 less boarders at Harvard Square than in the Garden Street alternative . . . with 1,500 fewer boarders arriving by bus;
- A station in the Porter Square area will help maintain the economic viability of Porter Square.

D. In Recommending Alignment #3 Via Davis Square, Cambridge Under-scores its Intent that Should the Davis Square Route Prove Unacceptable to the Somerville City Government, the State, or the Federal Government, the Alternate to Be Substituted Will Be Alignment #1, the Garden Street Route.

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E. Cambridge Recommends a Station South of Porter Square ONLY IF

- The station is constructed and operated without auto parking or off-street bus facilities;
- A means is found for ensuring that people using the transit system do not park in the Sears or Porter Square Shopping Center lots, or on residential streets in the Porter Square area;
- Traffic circulation on Massachusetts Avenue is not disrupted during the construction of the station;
- Means are found to ensure that the pedestrian movements associated with the transit station do not conflict with traffic circulation (such means to include, as a minimum, the construction of convenient, well-lighted pedestrian access ways to either platform (northbound and southbound) from both sides of Massachusetts Avenue);
- There is an understanding that should detailed studies show that the above conditions cannot be met, the extension will be built to proceed directly from Harvard Square to Davis Square, without an intermediate station.

F. Cambridge Recommends the Sears Location (Alternate "B" in the BTPR Report) for Station Serving Porter Square Area, Noting That:

- With the Red Line going to Davis Square, an intermediate station at Sears can be developed without taking any dwelling units or businesses. Alternate "C" (a station at Massachusetts Avenue and Linnaean Street) will require the loss of a business and 15 jobs;
- The station would be located in close proximity to stores and businesses in Porter Square, with a direct access to Sears, while Alternate "C" (the only other alternative for the Davis Square alignment) is too far from Porter Square to contribute substantially to its economic health;
- The Sears location has the possibility of limiting construction disruption on Massachusetts Avenue by excavating the station from the parking lot to the west;

G. Cambridge Recommends that the Alewife Station Be Placed on Site "B" (West of Alewife Brook Parkway and North of the Rindge Avenue Extension) in the Event that a Davis Square Alignment is Selected for the Harvard-to-Alewife Leg of the Red Line Extension. Factors

Involved in Selecting the "B" Site over the Dewey and Almy ("C") Site Are that "B":

- . Provides Cambridge with substantially greater potential for the development of transit-related retail/office/residential uses, which can generate large net tax revenues for the City, as well as create a desirable "new town in town" living opportunity;
- . Provides North Cambridge residential and recreation areas with substantially greater protection from the traffic and land use impacts of a major transit station development.

H. Cambridge Recommends that Should the Garden Street Alignment Be Selected Rather than the City's First Choice (the Davis Square Alignment), the City Be Given Six Months to Study and Choose Between the Two Station Sites Available at Alewife for the Garden Street Alignment (Site "A", South of Rindge Avenue Extension; and Site "B", North of Rindge Avenue Extension).

I. Cambridge Recommends that the Alewife Area Road System Be Developed to Achieve the Following Objectives:

- . To facilitate and encourage maximum practical use of the Red Line by persons arriving in private automobiles, buses, commuter trains, by bicycle, or on foot;
- . To reduce safety hazards to a minimal level (e.g. eliminate dangerous traffic circles, undersized traffic lanes, dangerous left turn movements, and excessive speeds generated by inadequate transition from Turnpike to Parkway conditions);
- . To provide superior vehicular, pedestrian, and bicycle access to existing and future retail, office, residential, recreational, and other land uses in the vicinity of the terminal . . . with special attention given to protecting and enhancing the environment for existing uses to remain (e.g. North Cambridge residential areas, Fresh Pond Shopping Center, Arthur D. Little . . .);
- . To establish and maintain parkway character and amenities for the Alewife Brook and Fresh Pond Parkways . . . and to discourage efforts to make these parkways serve as expressway alternatives to the use of public transportation;
- . To protect the delicate hydrological balance of the Alewife Brook drainage area.

J. Cambridge Recommends and Stresses the Need for Deep Bore Construction of the Tunnel from Harvard Station to Alewife Brook with the Following

Exceptions (1) cut-and-cover construction of the initial 800-foot leg from Harvard Station to Story Street; (2) cut-and-cover construction of any intermediate stations; (3) cut-and-cover construction under the Boston and Maine "Freight Cut-Off" railroad right-of-way, provided that this permits concurrent lowering of the railroad track to eliminate the grade crossing at Massachusetts Avenue, and provided that more detailed study of cut-and-cover construction impact on North Cambridge develops findings that are acceptable to residents and businesses likely to be affected by the impact; (4) cut-and-cover construction across the former city dump, should the Garden Street alignment be selected. Factors involved in this recommendation are:

- Cut-and-cover construction along Massachusetts Avenue would cause severe economic hardship to abutting merchants;
- Cut-and-cover construction along Massachusetts Avenue would seriously disrupt essential traffic movements, including those of emergency vehicles, since satisfactory parallel alternative streets do not exist;
- Cut-and-cover construction along Garden Street is unworkable due to the narrow right-of-way and was not even studied by the Boston Transportation Planning Review;
- The additional \$23 million estimated by BTPR as required for deep bore construction under the Boston and Maine right-of-way from Davis Square to Alewife Brook does not appear justified -- but more detailed study of cut-and-cover impact is needed because of the limited width of the right-of-way.

ISSUE #2: THE PROPOSED GREEN LINE EXTENSION
NORTHWEST FROM THE EXISTING LECHMERE TERMINAL

A. Cambridge Recommends that the Green Line Extension from Lechmere Be Built if the City of Somerville Requests It. Route Alignment and Station Locations Should Be Determined by Somerville. This Extension Would:

- Reduce total boardings at Lechmere from 8,000 to approximately 3,000;
- Reduce Cambridge's share of the MBTA annual "net-cost-of-service";
- Reduce bus operations in the Lechmere area, thereby helping traffic circulation and reducing MBTA bus charges to Cambridge;
- By relocating the Lechmere Station to the north side of the Monsignor O'Brien Highway (and, as part of the relocation

project, developing high-quality, grade separated pedestrian access to the new station from East Cambridge) provide land for redevelopment (at the site of the present station) and for making possible improved East Cambridge traffic movements;

- Provide improved transportation for Somerville residents working in Cambridge, particularly if the proposed circumferential transit line (intersecting the Green Line) is built:

ISSUE #3: THE PROPOSED CIRCUMFERENTIAL TRANSIT LINE THROUGH THE FENWAY, CAMBRIDGE, AND SOMERVILLE

A. Cambridge Recommends that the State Move Ahead Immediately With More-Detailed Studies of this Proposal, Noting that a Circumferential Transit Line Can Be of Great Value to Cambridge Because:

- It will serve as a direct distributor for radial transit lines (e.g. the Red Line) to the high-activity areas on the fringe of the metropolitan core (including many in Cambridge);
- It will give Cambridge much-needed direct service from the northern communities served by the Orange Line, as well as from the western communities that may later be served by a Green Line extension;
- It will serve line-haul circumferential movements (e.g. Cambridge and Somerville will have direct cross-town services and access to the institutional area of Boston);
- It will perform significant collector functions for residential areas such as Cambridgeport and East Cambridge.

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Report of Transportation
and Parking Committee

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In City Council
April 30, 1933

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