



City of Cambridge

Councillor Duehay

9.
IN CITY COUNCIL
June 7, 1976

RESOLUTION CONCERNING ROADWAY IMPROVEMENTS IN THE ALEWIFE AREA OF CAMBRIDGE

WHEREAS:

The two railroad bridges on Alewife Brook Parkway in the vicinity of Rindge Avenue have deteriorated to the point where for over two years their use of truck and fire apparatus has been prohibited, and

WHEREAS:

The Massachusetts Bay Transportation Authority (MBTA) has prepared a capital grant application for the construction of the extension of the Red Line Rapid Transit facility northwest from Harvard Square into Arlington with a new station and a major parking garage to be located in the Alewife Area, and

WHEREAS:

The Massachusetts Department of Public Works (MDPW) has, over the past year, been studying almost two dozen roadway alternatives addressing the above stated issues as well as the numerous traffic safety problems in the area and, with the help of the Alewife Task Force, has narrowed the options down to three known as the "Modified Star," "Minimum Build" and "No Build," and

WHEREAS:

The Executive Office of Transportation and Contruction (EOTC) had delayed making a decision on the magnitude of roadway improvements in the Alewife Area pending a statement from the City of Cambridge outling its position,

NOW, THEREFORE, BE IT RESOLVED:

That the Cambridge City Council hereby reaffirms its statement regarding improvements to circulation in the Alewife Area, unanimously passed as part of its April 30, 1973 resolution dealing with the Red Line extension which stated;

"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 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; and

To protect the delicate hydrological balance of the Alewife Brook drainage area."

AND BE IT FURTHER RESOLVED:

That the Cambridge City Council will not take a position for or against the alternatives as presented but will insist that any improvements to traffic circulation in the Alewife Area of Cambridge meet the following conditions;

- Direct ramps must be provided from Route 2 to the MBTA Station Garage and Rindge Avenue Extension and be constructed so as to allow emergency access to the Acorn Park area from Rindge Avenue Extension,
- The Rindge Avenue intersection with Alewife Brook Parkway must be designed so as to prevent a.m. traffic southbound on Alewife Brook Parkway and east bound on Rindge Avenue extension from entering Rindge Avenue and travelling through North Cambridge, and p.m. traffic northbound on Sherman Street and **westbound** on Rindge Avenue from entering Alewife Brook Parkway and Rindge Avenue extension. If this cannot be accomplished with an at grade intersection, then a **grade** separation must be provided,
- The Dewey-Almy Circle and the two rotaries on Concord Avenue must be replaced by channelized and signalized intersections,
- The Alewife Brook Parkway from the new Dewey-Almy intersection to the Massachusetts Avenue TOPICS Project must be reconstructed with four-twelve foot travel lanes to eliminate the very serious safety problems caused by the heavy truck traffic on the winding section of roadway,
- Suitable access must be provided to all commercial properties affected by these improvements, including but not limited to the W.R. Grace property, both shopping centers on Alewife Brook Parkway and the Wheeler Street area,
- All traffic signals installed as part of these improvements must be interconnected and preferably placed under the control of the Cambridge Traffic and Parking Department,
- If money is not now available for the replacement of the two railroad bridges on Alewife Brook Parkway, the bridges must be repaired immediately and not await the final design of all roadway improvements in the area, and
- A system of bicycle and pedestrian ways must be provided in the area including a crossing of the B&M's Fitchburg Division Railroad between the Alewife Shopping Center and North Cambridge.

AND BE IT FURTHER RESOLVED:

That the City Manager be and hereby is requested to transmit this resolution as soon as possible to the Governor, the Secretary of Transportation and Construction, the Commissioner of the MDPW, the Commissioner of the MDC and the Chairman of the MBTA as evidence of the Cambridge position regarding roadway improvements in the Alewife Area of Cambridge.

Order #9

8-297

C. Duehay resolution re: roadway improvements
in the Alewife area of Cambridge.

In City Council,

June 7, 1976

Referred to
TRANSPORTATION
Committee