



City of Cambridge

O-21.

IN CITY COUNCIL

May 14, 2001

COUNCILLOR DECKER
COUNCILLOR TOOMEY
COUNCILLOR BORN
COUNCILLOR BRAUDE
COUNCILLOR DAVIS
MAYOR GALLUCCIO
VICE MAYOR MAHER
COUNCILLOR REEVES
COUNCILLOR SULLIVAN

WHEREAS: Massachusetts legislators are now considering the transfer of MDC parkways, boulevards and roadways to the Massachusetts Highway Department in three bills (H-3029, S-628 and S-629); and

WHEREAS: These bills would effect an enormous expansion of the power of the Massachusetts Highway Department and would have a major impact on parklands and parkways in Cambridge; now therefore be it

RESOLVED: That the City Council go on record opposing H-3029, S-628 and S-629; and be it further

RESOLVED: That the City Clerk be and hereby is requested to forward a suitably engrossed copy of this resolution to the Cambridge legislative delegation to the Massachusetts State House on behalf of the entire City Council.

In City Council May 14, 2001.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in dark ink, appearing to read "D. Margaret Drury", is written over the printed name of the City Clerk.

D. Margaret Drury
City Clerk

M.D.
TT. + all

0.11.21.

w/ Massachusetts legislators ~~to~~ are now considering ~~the~~ the transfer of MDC parkways, boulevards and roadways to the Massachusetts Highway Department in three bills that ~~also~~ effect an enormous expansion of the power of the Massachusetts Highway Department, H-3029, S-628 and S-629; now therefore be it

Resolved: That the CC go on record opposing H-3029, S-628 and S-629, and be it further

R That the City Clerk be & s/he is requested to forward a suitably engrossed copy of this resolution to the Cambridge ~~state~~ legislative delegate to the Massachusetts State House on behalf of the entire CC

VV | 9

C. Decker
L-C. Toomey (all) for 5/12 @ 2:45pm.

Please consider seriously passing a resolution tonight opposing these pieces of legislation.

Very sincerely,

Grenelle H. Scott
8 Ash St. Place
Cambridge, MA 02138
617 864-8806

----- Original Message -----

From: B McWhirk <bmcwhirk@yahoo.com>
To: Elizabeth Sturcken <ElizabethSturcken@environmentaldefense.org>; Pat Todisco <ptbg@aol.com>; John J. Clarke <advocacy@massaudubon.org>; Renate von Tscharnier <rvontsch@aol.com>; Wes Ward <ward@ttor.org>; Jeanne A. White <mbyca@concentric.net>; Fred Woods <fred@fwproductions.com>; Brian Yates <byates@comteam.org>; Bob Zimmerman <zimmerman@crwa.org>; Penn Loh <psloh@ixense.org>; Suzanne Gall Marsh <suzanne.islands@juno.com>; Carolyn Mieth <cmieth@ppffound.org>; Patrice Miller <patricemariemiller@juno.com>; Doug Mink <dmink@massbike.org>; Grace Perez <giperez@earthlink.net>; Mark Racicot <mracicot@mapc.org>; Becky Siebens <bsiebens@ttor.org>; David Soule <dsoule@mapc.org>; Ralph Abele <ralpha@aol.com>; Susanne Besser <bhcivic@aol.com>; Karen Carmean <carmean@mediaone.net>; Michael Clarke <clarke@bc.edu>; Stephen Connors <connorsr@MIT.edu>; Doug Dickson <ddickson@MIT.edu>
Sent: Saturday, May 12, 2001 2:45 PM Subject: Saving Memorial Drive, Protecting MDC Parkways

> Dear Metropolitan Park Advocates,

> w/A
w/A > An explosive issue regarding the future of MDC
> parkways has arisen in the State House. Legislators
> are now considering the transfer of MDC parkways,
> boulevards and roadways to the Massachusetts Highway
> Department (MHD). Two new bills filed this Legislative
> session, House (H-3029) and Senate (S-628), would give
> the Massachusetts Highway Department the power to
> convert MDC parkways into superhighways. If passed,
> this proposal promises to have a profound effect on
> Cambridge and especially on Memorial Drive; and
>

Massachusetts

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- w) A third bill, S-629, contains a "Trojan Horse" in respect to MDC roadways. This bill proposes the transfer the ownership and management of the MDC's parkland to the Department of Environmental Management (DEM). But parkways are classified as "parkland." So the MDC parkways would be transferred to DEM, along with the rest of the Metropolitan Park System. The MDC's current policy to ban truck traffic on parkways would be lifted by DEM. And a probable interagency agreement between DEM and MassHighway to transfer care, custody control of these parkways to MassHighway would soon follow. Superhighways could then be built on the parkways in the metropolitan district.
- > On April 30th, in a Boston Globe OpEd column, Renata Von Tscharner, president of the Charles River Conservancy, and Brian F. Keane, an attorney with the Conservation Law Foundation, wrote, "Have you ever noticed how peaceful and attractive the drive can be down the Jamaicaway as it traces the descent of the Emerald Necklace into the Fenway? Or beneath the majestic sycamores lining Memorial Drive along the Charles River? It is because these tree-lined thoroughfares are parkways, which are as distinct from highways as symphonic compositions are from elevator music."
- > Q. Why is MHD so intent on taking over Memorial Drive and the other MDC parkways?
- > A. Massport needs to move its incoming airborne and seaborne freight through Greater Boston. Truck routes are needed along the MDC parkways, the region's principal secondary road network, to get freight from the harbor to Route 2 to "Port Fort Devens," the temporary destination. This new intermodal transportation terminal (for truck and rail) is located in Ayer, MA is operated by Guilford Transportation Industries (GTI). From here, the freight is trans-shipped by rail to Vancouver, British Columbia. In 1992, Governor Weld and the Commonwealth entered into a formal agreement with the Canadian

> highway" and "Save the Sycamores." But state highway
> officials tried again in the 70's to extend the Mass
> Turnpike across the Charles River with a bridge at the
> MDC's Magazine Beach, and link it to a widened and
> enlarged Memorial Drive. Again the measure failed.

>
> An attempt was made to break the MDC's existing truck
> ban on Memorial Drive by Stop & Shop in 1994. But
> after hundreds of Cambridgeport residents led by Stash
> Horowitz signed a petition in opposition to lifting
> the truck ban, resistance by MDC Commissioner Ilyas
> Bhatti, and an informal investigation by Sen. Robert E.
> Travaglini (D-Boston) and Sen. Thomas Birmingham
> (D-Chelsea), the MDC's truck ban ultimately remained.

>
>
> In 1996 Governor Weld filed legislation to transfer
> MDC roadways to MassHighway, yet the bill was not
> enacted. This year, Governor Cellucci filed a similar
> bill (H-3029) and even included the transfer in his
> 2002 budget proposal.

>
> H-3029 and S-628 and S-629 bills would destroy the MDC
> parkways and endanger the entire Metropolitan Park
> System. If enacted this measure could nullify the
> MDC's Charles River Basin masterplan, a recently
> proposed a \$32 million project to restore parklands
> and riverbanks in Boston and Cambridge.

w/r > Hearings on these bills are scheduled at the State
> House in the next few weeks. H-3029 will be heard by
> the Natural Resources and Agriculture Committee on
> Thursday, May 17th, at 10:00 a.m. in Room B-2. The
> Housing and Urban Development Committee will hear Sen.
> Morrissey's bills S-628 and S-629 on Wednesday, May
> 30th at 10:00 a.m. in Room B-2; *nm maybe be at*

>
> Bruce McWhirk
> Co-Chair
> Metropolitan Park Council
> 781-321-2714
> bmcwhirk@yahoo.com

R!

- > Pacific Railroad, and Guilford Transportation
- > Industries (owned by Timothy Mellon) to create this
- > "land bridge" for hauling freight from Europe and Asia
- > across the North American continent.
- >
- > The sixth runway at Logan Airport proposed by
- > Massport, would increase air traffic by 300%. Under
- > Massport's plan, the airport would run 120 operations
- > per hour, 18 hours per day by 2015. New truck routes
- > would be needed to run the increased volume of air
- > cargo from Logan Airport.
- >
- > Seaborne cargoes are also a concern. Presently, under
- > Massport's "consolidated system" containers arrive by
- > ship at Massport's Connolly terminal in South Boston
- > and are dreyed by truck to GTI's railhead at the Moran
- > terminal on the Mystic river. But imported cars from
- > Europe and Asia now clog this terminal, and trucks
- > will be able to quickly move freight through the soon
- > to be completed Big Dig Highway system.
- >
- > The MDC presently bans heavy vehicles and trucks from
- > its parkways. But under MHD's ownership and management
- > this policy would change. To accomodate 52', 18-wheel
- > trucks, each carrying up to 30 tons of freight,
- > MassHighways would use federal funds to convert
- > parkways into superhighways. The likely route for this
- > truck traffic would be along Memorial Drive, to link
- > Route 2 to the Big Dig.
- >
- > Memorial Drive presently cannot accomodate
- > 18-wheelers. The height clearance for this truck is 14
- > feet, but the parkway has an underpass at the eastern
- > end with only 9'6" clearance. The Longfellow Bridge
- > would need to be "restored" to allow this heavy
- > traffic to go through and under it.
- >
- > Cambridge recently has witnessed increased truck
- > traffic - so much so that in 1999, the City Council
- > imposed a ban on night-time truck traffic throughout
- > the city. In response to the city's truck ban, a
- > Regional Truck Advisory Group has been created, with

> representation from six communities, including
> Cambridge, and four state agencies. The group is
> overseeing a regional truck study sponsored by the
> Massachusetts Highway Department. In April, the group
> met in Central Square, Cambridge for public comment.
>
> This study will include "alternative truck routes."
> One such route already has been suggested along the
> MDC's Alewife Brook Parkway (a connector to Route 2).
> Last October, Anne McGahan, a state transportation
> researcher, said computer models showed that allowing
> trucks to use Alewife would decrease the load on
> Cambridge's Massachusetts Avenue, Somerville Avenue
> and Pleasant Street as well as Rutherford Avenue and
> Monsignor O'Brien Highway. But the diversion would
> result in more trucks the MDC's Mystic Valley Parkway
> and Route 2. Converting MDC parkways into truck routes
> and major highways would require funding from the
> federal government.
>
> The Boston Metropolitan Planning Organization (MPO) is
> the umbrella authority that carries out federally
> funded transportation plans and programs in Greater
> Boston - area covering 1,400 square, 101 cities and
> towns, and nearly 3 million people. The agency's
> members span all the major transportation agencies,
> including the Massachusetts Highway Department,
> Massport, the Turnpike Authority, and the MBTA, and it
> holds the ultimate authority to decide which projects
> get to the top of the list to receive federal
> transportation funds.
>
> Last January, federal officials criticized the Boston
> Metropolitan Planning Organization for spending too
> much time on highway issues at the expense of public
> transportation. At the time, Seth Kaplan, staff
> attorney for the Conservation Law Foundation, said, "I
> think it's a scathing indictment of transportation
> planning in Massachusetts. They're saying what we have
> in Boston simply does not meet the standards for the
> way MPOs should operate."
>

- > This June, the Boston Metropolitan Planning
- > Organization's transportation planning staff will
- > revise and reissue its federally mandated plan. Many
- > highway and MBTA service projects will be included in
- > the organization's federally funded \$15 billion
- > transportation budget through 2005.
- >
- > In their draft report issued last January, the Federal
- > Highway Administration and Federal Transit
- > Administration called for "corrective actions" which
- > must be completed before the Boston-area planning
- > organization would be federally certified.
- >
- > The report requires the state to share more power with
- > communities, recommit itself to spending at least \$400
- > million each fiscal year on non-Big Dig roads and
- > bridges, and develop an "environmental justice" policy
- > to make sure poorer communities are not short-changed
- > in transportation policy decision.
- >
- > This new requirement could likely spark a revival of
- > the "Inner Ring" plan, an idea for a transportation
- > system through the inner city neighborhoods of Boston
- > dating from 1949. In earlier proposals, the Inner Ring
- > would cross the Charles River to Cambridge and meet
- > Memorial Drive at Magazine Beach.
- >
- > Luisa Paiewonsky, is director of planning at the
- > Massachusetts Highway Department and executive
- > secretary of the Boston Metropolitan Planning
- > Organization.
- >
- > The idea of transforming Memorial Drive into a
- > superhighway dates back to the 60's and 70's. The
- > effort by state highway officials to build a six to
- > eight lane highway along the banks of the Charles
- > River in Cambridge was narrowly defeated in 1964 only
- > after it became a national news story featured by Time
- > Magazine. Officials from Harvard University Radcliffe
- > College and M.I.T. as well as professors who lived
- > along Memorial Drive and local citizen's groups all
- > won that battle with slogans like "Cambridge is not a

Return-Path: <marjorie.decker@att.net>

Received: from mtiwmhc28.worldnet.att.net ([204.127.131.36])

by Bulldog.CI.Cambridge.MA.US (Post.Office MTA v3.1

release PO203a ID# 120-34551U1000L100S0) with ESMTP id AAA92
for <mdrury@ci.cambridge.ma.us>; Mon, 14 May 2001 09:13:50 -0400

Received: from webmail.worldnet.att.net ([204.127.135.30])

by mtiwmhc28.worldnet.att.net

(InterMail vM.4.01.03.16 201-229-121-116-20010115) with SMTP

id <20010514130927.CKEC2093.mtiwmhc28.worldnet.att.net@webmail.world
for <mdrury@ci.cambridge.ma.us>; Mon, 14 May 2001 13:09:27 +0000

Received: from [24.218.67.89] by webmail.worldnet.att.net;

Mon, 14 May 2001 13:09:27 +0000

From: marjorie.decker@att.net

To: mdrury@ci.cambridge.ma.us

Subject: Fw: Saving Memorial Drive, Protecting MDC Parkways

Date: Mon, 14 May 2001 13:09:27 +0000

X-Mailer: AT&T Message Center Version 1 (May 2 2001)

Message-Id: <20010514130927.CKEC2093.mtiwmhc28.worldnet.att.net@webmail.w

X-PMFLAGS: 33554560 0 1 P186C0.CNM

Hi Margaret,

I am submitting the following for a late order-tonight.

Thank you.

----- Forwarded Message: -----

From: "Grenelle" <grenelle@mediaone.net>

To: "Timothy J. Toomey, Jr." <ttoomey@ci.cambridge.ma.us>, "Michael
A. Sullivan" <msullivan@ci.cambridge.ma.us>, "Kenneth Reeves"

<kreeves@ci.cambridge.ma.us>, "Marjorie Decker"

<mdecker@ci.cambridge.ma.us>, "Kathleen L. Born"

<kborn@ci.cambridge.ma.us>, "Jim Braude" <jbraude@ci.cambridge.ma.us>,

"Henrietta Davis" <hdavis@ci.cambridge.ma.us>, "David P. Maher"

<dmaher@ci.cambridge.ma.us>, "Anthony Galluccio"

<agalluccio@ci.cambridge.ma.us> Subject: Fw: Saving Memorial Drive,
Protecting MDC Parkways Date: Mon, 14 May 2001 08:33:59 -0400

Dear City Councillors,

This communication from Bruce McWhirk of the Metropolitan Park
Council

provides the further rationalization behind H3029 and S628 and 629 about
which I wrote you the other day.

Margaret Drury

-- 1 --

Mon, 14 May 2001 11:03:08



City of Cambridge

O-21.

IN CITY COUNCIL

May 14, 2001

COUNCILLOR DECKER
COUNCILLOR TOOMEY
COUNCILLOR BORN
COUNCILLOR BRAUDE
COUNCILLOR DAVIS
MAYOR GALLUCCIO
VICE MAYOR MAHER
COUNCILLOR REEVES
COUNCILLOR SULLIVAN

WHEREAS: Massachusetts legislators are now considering the transfer of MDC parkways, boulevards and roadways to the Massachusetts Highway Department in three bills (H-3029, S-628 and S-629); and

WHEREAS: These bills would effect an enormous expansion of the power of the Massachusetts Highway Department and would have a major impact on parklands and parkways in Cambridge; now therefore be it

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RESOLVED: That the City Clerk be and hereby is requested to forward a suitably engrossed copy of this resolution to the Cambridge legislative delegation to the Massachusetts State House on behalf of the entire City Council.

In City Council May 14, 2001.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in cursive script, reading "D. Margaret Drury".

D. Margaret Drury
City Clerk

TNR

Order #21

Opposition to H-3029, S-628 and
S-629, three bills before
Massachusetts legislators, that
effect and expansion of the power
of the Massachusetts Highway
Department.

**Councillors Decker, Toomey and
entire membership**

In City Council May 14, 2001

ORDER ADOPTED