Somerville Stroller

The Massachusetts Secondary School Principals' Association has congratulated Somerville High School Headmaster William Fasciano, Acting Athletic Director Joseph Hrubi, and basketball coach Gerald Knight for the splendid cooperation in helping to return sportsmanship to the recent State Basketball Tournament.

"Their presence at every game and their efforts as a stabilizing force in anticipating situations that could have led to problems, was an outstanding contribution to the good order of the games in which Somerville was involved. We received many compliments on the fact that although the Somerville team followers were very vociferous and loud, their cheers were direct to encouraging the players on the floor," association aide Arthur Boyle said.

★

Warner Cable of Massachusetts has announced the successful unification of its two local origination "networks" in Somerville and Malden. Warner Cable subscribers in Somerville are now receiving the Channel 13 signal from Warner Cable's Malden "network," offering them new local programming on Channel 13 between the hours of 11:00 a.m. and 1:00 a.m. and 1:00 p.m. This time period was previously occupied by the Message Wheel in Somerville.

Paul Rabin, program manager for Warner, stated that the tie-in with the Malden studio provides the opportunity for Somerville subscribers to see more interesting and informative programming. Without the direct link, this was almost impossible in the past. We have increased the hours of local programming without sacrificing any of the current programs that are being produced in Somerville."

★

Somerville residents who do not possess off-street parking facilities may park their cars all-night on the even-numbered side of the street on even date days and all-night on the odd-numbered side of the street on odd date days, announced Police Chief Thomas J. O'Brien.

Early evening parking for the all-night privilege will be based on the after-midnight date. This regulation is designed to aid in the street sweeping program.

★

Members of the Holliston Lions Club will be guests of the Somerville Lions tomorrow night at the regular meeting of the club at the Woodbridge Inn. On the business agenda will be announcement of further plans for the June 19 "$25 Dinner" — the committee is expected to have up-to-date information on time and place.

★

The Dukakis Budget: Conflicting Priorities — First of the 1975 Public Forums on State and Local Finances will feature John A. Buckley, secretary of administration and finance; Barney Frank, representative from Boston; and Richard A. Manley, president of the Massachusetts Taxpayers Foundation. Sponsored jointly by the Lincoln Filene Center for Citizenship and Public Affairs, the Tufts University Department of Economics and the Economics Education Council of Massachusetts, the forum will take place on Thursday, April 3 at 3 p.m. at Tufts University's Alumnae Lounge.

Alewife Transit Plan Queried in Somerville

A controversy apparently is arising between Somerville Alderman Andrew Puglia and the Metropolitan Area Planning Council (MAPC) over the question of who should make recommendations for membership on the recently created Alewife Task Force.

This task force has been created by MAPC to provide input advice to the responsible governments involved in the planning process for the proposed rapid transit extension beyond Harvard Square.

The issues involved in the Alewife area are considered to be of particular importance to the surrounding communities and the region as a whole. Puglia is particularly concerned because Alewife borders Ward Seven which he represents.

In addition to the rapid transit station at Alewife, improvements are proposed for Route 2 in the vicinity of both Dewey and Almy Circle.

The Massachusetts Department of Public Works will be conducting an environmental impact study of this area shortly and will be looking to the Alewife Task Force for information on this proposal.

Several major issues involved in the Alewife project, as pointed out by Puglia include: the proposed location of the transit station, the location, size and use of proposed parking facility, improvements to Route 2 and road connections to the transit station.

Other issues include traffic and land use impact on adjacent neighborhoods; impact on the watershed and flooding problems; preservation of natural and recreational areas and the potential land development in the area.

"The issues involved are much too important to the City of Somerville and especially Ward Seven to have the City left out in these early stages of the planning," Puglia said.

"I am completely dissatisfied with the approach that MAPC has taken towards the composition of the Task Force," he continued, "it is inconceivable to me that Somerville cannot be considered to be significantly affected by whatever occurs in the Alewife Area."

MAPC forwarded a letter to Ald. Puglia on March 12 in which it was stated that the Task Force would be comprised of organizations and individuals recommended by public officials from Cambridge, Arlington and Belmont.

The conspicuous absence of Somerville on this list prompted Puglia to complain vigorously to MAPC president, John J. McCarthy in a communication sent to him on March 26th.

In his letter of protest, Puglia formally requested McCarthy and MAPC that the City of Somerville . . . "through its elected officials, be allowed to make recommendations for membership on the Alewife Task Force."

Puglia further complained that to deny such a request "would deprive the citizens of Somerville the opportunity to be fully represented in a matter that will affect their lives and their community in a most significant manner."

Copies of the communication were also sent to James L. Sullivan, City Manager of Cambridge, John J. Carroll, State D.P.W. Commissioner, Joseph C. Kelly, M.B.T.A. General Manager, and Dr. Lawrence Suskind, Chairman of the Alewife Task Force.

"I'll wait a few weeks for an affirmative response from Mr. McCarthy," Puglia said, "and if he fails to respond satisfactorily, I'll appeal to the Governor, in this matter. It is much too important to the future of the City of Somerville to have the city left out of the Alewife planning stages and if I have anything to do about it, we won't be left out of it, either."

Boy's Club Fund Party Planned

The Fund-Raising Committee of the Somerville Boy's Club is sponsoring a fund-raising show from 3-5 p.m. on Sunday May 4, at Kevin's Korner, 608 Somerville ave.

Heading the show will be radio personality Larry Glick, who will emcee the show, which will include John Penny and the Country Sounds, vocalist Tina Welch and many others.

Admission is $10 per person and will include a buffet, open bar and dancing. All proceeds will go to the Somerville Boy's Club. Tickets are on sale at Kevin's Korner, or call: Kevin Fantasia—623-9619, Vincent LoPresti—625-2640 or Pete Piro—776-2840.

Somerville's Health Job Seen for Bryant

The City of Somerville now has a position open for a Director of Public Health, it also has the funds to pay a director until the end of the fiscal year and by the next meeting of the Board of Aldermen, they will have a director.

There is little doubt that the job will go to the Rev. Dr. James R. Bryant, named to the $14,000 post last week by Mayor S. Lester Ralph. Due to a mixup in the presentation before the Board of Aldermen, there was confusion as to whether the position would be a full time one.

Dr. Bryant, now a member of the Housing Authority, will be interviewed by the Board. This is seen only as a formality.

The question was asked of City Solicitor Laurence Bloom, "whether or not Dr. Bryant could work two jobs, that of a member of the Housing Authority and the directorship of the Health Dept."

Bloom's answer was that "so long as the hours don't conflict, he could go out and drive a bus if he wanted to." He also stated that there would be no conflict on receiving two salaries as they are from two different agencies.

While the question of holding two "appointed" jobs, each paying a salary, still bothers several of the Aldermen it is expected that Dr. Bryant will get the $14,000 per year job.



EXAMINING equipment at the Somerville Board of Health are Mayor S. Lester Ralph and designated Director of Public Health Dr. James Bryant who visited department quarters along with Board of Health members Mrs. Annie Johnson, Dr. David A. Klein and Chairman Domenika Ruggiero. The Board of Aldermen is expected to confirm Dr. Bryant's appointment at an early date.

Mystery Gun Victim Dead

A Charlestown man, victim of a gangland-style shooting on Sacramento St., Somerville, on March 18, has died at Cambridge City Hospital, it was reported yesterday.

Hospital officials said Richard C. White, 27, of 15 Concord St., died Saturday as the result of a single bullet wound in the head.

Police said White was sitting in the passenger seat of a car with a friend, Richard Doherty, 28, of 11 McArthur St., Somerville, when a car pulled alongside and five shots were fired.

Doherty, who told police he ducked out of the line of fire, sped White to the Central Hospital where he was transferred to Cambridge City.



LEG INJURY didn't interfere with this day's duty for Cambridge Police Academy graduate John Savoy as he accepted his certificate of graduation from Mayor Walter Sullivan. Looking on are Police Chief Francis A. Pisani and City Manager James Sullivan. Ceremony took place in the City Council Chambers.

Staff Photo by Ray Lussier

Drug Burglary in Cambridge

Holdups, Thefts Plague Police

Cambridge police had their hands full with another weekend of armed robberies, thefts and a marked increase in the number of handbag thefts.

One knife wielding bandit robbed an Ambassador cab driver of $40 after placing a knife against his throat.

Patrick Arthur of Shea rd. told police that he had been called to Walden sq. to pick up a lone passsenger. The passenger asked to be driven to the Bristol Arms on Garden st. and on arrival there, the robbery occurred.

Arthur, after handing over his moeny to the holdup man, was pushed from the cab and the thief slid behind the wheel and drove off.

Arthur told police that the man, described the suspect as a black male with a Fu Manchu mustache and wearing a blue jacket with an eagle on the back.

A Brighton man was robbed of $30 worth of candy near the intersection of Cambridge and Windsor sts.

Police said that John M. Covin of Lincoln st., was stopped on the street by five youths who asked for fifteen cents. When Coving told the youths that he didn't carry any money, one of the youths grabbed him around the neck while the others began punching him.

He told police that after being knocked to the ground, the youths grabbed a package of 15 boxes of mints and 15 boxes of peanut clusters and fled.

Hunts Pharmacy at 185 Mt. Vernon st. was burglarized and robbed of a large amount of "heavy drugs" after thieves smashed a front window to gain entrance.

The owner, Frank Hector, was notified and responded to the store but told police that an inventory would be necessary to determine the full extent of loss.

Handbags were a heavy target of crime over the weekend. Miss Suzanne Koch-Wiser, a Radcliffe student was in a Brattle st. shop when she was approached by a man who asked that she read a card he held in his hand. Apparently attempting to pass himself off as a deaf-mute, there was some confusion and the man departed.

After he had left, Miss Wiser discovered that her wallet, containing $25 in cash, credit cards and personal papers was missing.

Barbara Kenney of Curtis pl., Middleton was shopping in a design shop on Massachusetts ave. When she laid her handbag down for a minute to inspect some merchandise, the bag vanished. She told police that in addition to personal papers and bank statements, her bag contained some $50 in cash.

A handbag containing $21 in cash was taken from Kathleen Belaney as she placed her handbag on a stairway at 30 High st. She told police that she had only left the bag there for a minute and it was gone.

Another Cambridge woman was assaulted and robbed of her bag while walking along the street.

Miss Sheila Roth of Putnam ave. was walking near the corner of Magazine and Fairmount sts. when she was confronted by six youths.

Without a word, two of the youths grabbed her blue handbag and attenpted to pull it away from her. Several other youths assisted when they saw that she was putting up a fight and managed to steal the bag. Miss Roth told police that the bag contained $3.

Marsh Post Road Race Set Sunday

The annual running of the 12-mile handicap Donald J. Kelly Road Race will be held Sunday, April 6, with starting time at 1 p.m. The race is sponsored by Marsh Post 422, American Legion.

The race will start from the Browne and Nichols School skating and tennis facility at Gerry's Landing rd., and will follow a marked route through Cambridge streets to the finish at the Cambridge Boat Club at the Eliot Bridge.

The competition was originally sponsored by the Hyde Shoe Co., for 16 years, beginning in 1949. For the past four years it had been conducted by Marsh Post in memory of the late Donald J. Kelley, Vice Commander of the Post who was a competitor in the race.

Over the years the race has attracted the world's greatest distance runners, with the course record being held by Mamo Walde of Ethiopia, Olympic Marathon champion and current holder of the world record for 15 miles.

Other time winners have come from Finland and Ireland. This is the only 12-mile handicap road race in New England which provides that slower runners receive up to a 15 minute start on the best runners competing.

Handicaps are assigned according to past performances. This gives a runner of lesser ability a chance to win.

Some 35 trophies and other prizes will be awarded at the Post quarters after the event, including three women's trophies. Refreshments will be served and the public is cordially invited to attend.

Additional information may be obtained by calling Marsh Post, 354-9393, or race director, Jim Maloney, 547-7538.

Paint Spree By Vandals

Vandals caused several hundred dollars worth of damage at the Fletcher School on Elm st., Cambridge over the weekend by smearing paint on classroom walls and in hallways.

Police discovered that the school had been entered when on routine check a school door was found open.

Edward Martin of the School Department was notified and upon inspection found that many of the classrooms had been entered and all were splattered with paint and papers had been scattered throughout classroom areas.

Cambridge Rambler

Applications for the fall 1975 Pilot School term are currently being accepted from Cambridge eighth graders and high school students. Pilot School Dean Ray Shurtleff announced that applications have been distributed to eighth grade students and are also available to freshmen, sophomores and juniors now attending Cambridge high schools.

Applications may be obtained from guidance counsellors, high school administrators, or at the Pilot School office located in room 411 at Rindge. Deadline for returning applications is April 5.

★

A musical "Feast" has been scheduled for all Cambridge third grade students through April 29. The "Feast" according to Cambridge Schools Acting Music Director Anthony Apicella, will be provided by the Young Audiences organization and include a group of five musicians who are specialists in medieval music and instruments popular during the Renaissance.

The Young Audiences concerts will be held on April 1 at the Fitzgerald and Fletcher Schools; on April 2, at the Agassiz and Kennedy Schools; on April 8 the King and Roberts Schools; on April 9 the Haggerty and Webster Schools; on April 15, the Morse and Tobin Schools; on April 16 the Lincoln and Gore Street Schools; and on April 29 at the Harrington and the Cambridge alternative public school.

★

Bert Lavalle, assistant physical director announces the following courses at the Cambridge YMCA, 820 Mass. Ave. (Central Square): Folk Guitar, Photography, Scuba, Shoto-Kan Karate, Spanish and Yoga. For information call: 876-3860 Ex. 36. Modern dance, Italian and life saving courses will also be starting soon.

★

On Thursday at 7:30 P.M., the Longfellow Community School and the Longfellow P.T.A. will present Mrs. Barbara Rigney, Nutritionist for CEOC. In this time of inflation, Mrs. Rigney is expected to have advice about eating and a balanced diet.

★

Several Cambridge residents are members of the Wentworth Industrial Advisory Committee which will hold its annual Spring dinner meeting at Wentworth Institute on Thursday, April 3, at 6 p.m.

More than 100 business and industrial leaders work with Wentworth educators on the committee, which convenes twice annually to exchange data on industry's needs and educational programs relating to industrial and engineering technology fields.

Dr. Edward T. Kirkpatrick, Wentworth president, will speak on new developments at the school including the co-op program in mechanical engineering technology which starts in September at the college.

On the committee are:

William D. McDermott, dept. of nuclear engineering, MIT; Richard A. Russell, United Carr Corp., and Robert Valade, Carr Corp.

Police Seize Third Suspect in Somerville Robbery, Shootout

By BILL DOOLEY

A third suspect has been arrested and charged with the Saturday night robbery of the Middlesex Beverage Co. on Broadway in Somerville.

At the time of the holdup, one of the bandits was shot three times and is reported in good condition at Somerville hospital..

According to police, the men entered the store and demanded money of the owner Alphonse Martinetti 63 of Winchester. One of the holdup men was armed with a rifle and slugged 25 year old Al Martinetti Jr., son of the owner, knocking him to the floor.

The intruders then demanded that the senior Martinetti hand over his wallet and open the cash register.

They took $75 from the register and $5 from Martinetti's wallet.

After being knocked to the floor the younger Martinetti managed to reach a gun kept in the store and fired three shots at the man with the rifle.

The holdup pair fled from the store to a waiting car.

Somerville police Sargent Donad Calaguri heard the description of the getaway car given out over the police radio and spotted the car on Broadway. He gave chase onto Pearl st. along Arlington st. and Franklin st.

He finally managed to force the getaway car to the curb near St. Benedict's Church and called for assistance.

As fellow officers arrived he had one man at gunpoint against the car and told them that there was a wounded man in the back seat.

Arrested were 19 year old William L. Walsh of Ossipee rd., Somerville. He had been shot three times, once in the back, once in the shoulder and in the right leg. He was taken to Somerville Hospital where he is reported in good condition.

The second man arrested was identified as John R. Trudell 21 of 10 Irving st., Somerville.

Following a nightlong investigation by Inspectors Don Vokey and David L. Kerr, a third man was arrested and identified as 24-year-old John R. Foley of Carberry st., Medford.

Foley and Trudell will be arraigned later today at Somerville District Court on a charge of armed robbery.

Working on information received, Vokey and Kerr came up with several photographs and showed them to the two witnesses who identified Foley.

The elder Martinelli was taken to Sancta Maria Hospital in Cambridge yesterday suffering chest pains.

According to police the Middlesex Beverage Co. had been held up several times in the past and that the younger Martinelli was licensed to carry firearms.

The wounded man Walsh will be arraigned when he leaves the hospital and in the meantime, remains under police guard.

City of Cambridge

PUBLIC HEARING NOTICE

The Committee on Transportation comprised of the entire membership of the City Council will conduct a hearing on Tuesday, April 1, 1975 at 7 P.M. in the City Council Chamber on the following matters:

1) The proposed extension of the MBTA Red Line along Massachusetts Avenue to Porter Square.
2) The proposed construction of a new off street parking facility in the Mount Auburn Street, Nutting Road area.
3) The proposed Relocation of Route 2 through the Cambridge Watershed in Lincoln.

All interested persons are invited to attend and be heard at this time

For the Committee,

Councillor Francis H. Duehay
Chairman



MILITARY-INSPIRED is this gathered big skirt in olive-drab with its elasticized waist and button detail. It's teamed with beige khaki safari shirt. It's available in Jordon Marsh's Junior Sportswear.

Fashion

Fatigue-Inspired Clothes Are Chic

By PEGGY SAUNDERS

Fashion like politics can make for strange bedfellows. In this case, it's those olive-drab and khaki colored chinos that are decking the racks of department stores and boutiques alike to make every retail store resemble an Army-Navy outlet.

There's not a G. I. Joe around who can ever remember being described as chic when he donned his army or navy kahakis. But this spring and summer the tune is changing and fatigue inspired clothes are not only considered chic, but are among the chi chi fashion items to have in your wardrobe.

The darling of French design, Yves Saint Laurent, started the fatigue craze a year ago in Paris. Now it has crossed over the Atlantic and it's a big look for spring. Whether it's in the designer salon or the junior department. The pants and skirt looks pictured are from Jordan Marsh's Junior Sportswear and Beacon Hill Shops.

The tailoring may be a bit slicker than the regulation military chino versions, and fabric content tends to be easy care such as cotton and polyester blends, but there is no doubt it's the military fatigue look.

This work-and-fatigue look may well replace the jean with the young, and it's on its way to becoming a classic with the more sophisticated.

The khaki coloring was introduced in military uniforms by the India-based British troops. They actually dipped their campaign whites into the muddy waters to get the yellowish-brown coloring to make themselves less conspicuous targets.

Actually the modern military uniform came into being in the 17th century. But for the most part the uniforms had the troops marching into battle elegantly garbed in plumed hats, high gaiters and tailcoats.

Two of the oldest uniforms around today are the ones worn by the Vatican Swiss Guards—a yellow, red and blue costume said to have been designed by Michelangelo — and the scarlet and red Tudor garb worn by the Yeoman Warders at the Tower of London.

American uniforms have been influenced by the British. Though military dress uniforms still tend to be elegantly styled, the working uniform has become more and more practical.

And this spring and summer, terms like the Eisenhower jacket, camouflage looks and olive-drab coloring all spell fashion.



YOU'RE IN THE ARMY NOW In this fatigue look with its high-waisted pants with canvas belt. The safari shirt has authentic patch pockets and roll-up short sleeves. From Junior Sportswear at Jordan Marsh.



THE LOOK OF REAL fatigues is typical of these tap dance pants and safari jacket designed by Liz Claiborne for Youth Guild. It's in khaki poplin and available in Jordan Marsh's Beacon Hill Shop.

Forget It, It May Be Ending

Dear Abby

Dear Abby: My husband sent a mushy valentine to a girl, and on the bottom of it he wrote: "I love you, Baby!"

He must have put the wrong address on the envelope because it came back with "ADDRESS UNKNOWN" on it.

Naturally I was curious when I saw this big, fancy looking envelope addressed to some name I had never heard of in my life in my husband's handwriting, with his return address on the back, so I opened it, and when I saw what it was, I nearly fainted!

Should I confront him with it, or forget it?

BROOKLYN WIFE

Dear Wife: Forget it. If "Baby" thinks he forgot her on Valentine's Day, it might be the beginning of the end. Which would be better for all three of you, since he's married to you.

Dear Abby: I have recently started to give private piano lessons to young children, and I am planning my first recital.

Since most of my students' parents have never heard me play, would it be all right for me to play a number or two myself on the program? Or do you think it would be considered showing off on my part?

Maybe an experienced piano teacher has the answer.

PERPLEXED PIANIST

Dear Perplexed: Maybe. And I would welcome their letters. My experience is limited to my own violin recitals. My instructor, Leo Kucincki, a very talented violinist in his own right, did not perform at the recitals of his pupils. But in retrospect, perhaps he should have. He would have inspired his pupils, and entertained their parents.

Dear Abby: You printed a letter from a woman who wrote to tell you what a wonderful husband she had. Well, let me tell you about mine:

For 26 years, I was married to a man who phoned me three times a day to tell me he loved me and ask how the children and I were. He told me I was beautiful every time I got dressed up, and he took me out to dinner at least twice a week.

He sent me and the children to Florida in the winter to escape the New York cold. He called me in Miami every day, and came down every other weekend to be with me.

He showered me with jewelry and furs, a new car every other year, and I had one of the loveliest homes on Long Island.

P.S. Then, out of the blue, he asked me for a divorce so he could marry the woman he had been seeing for 16 years! I hung on to him for four more years, then realizing it was hopeless, I let him go. He married her the minute he was free.

Now I know why he called me so much, and why he shipped me and the children off to Florida.

His guilty conscience made him take good care of me and the children (financially).

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Everybody has a problem. What's yours? For a personal reply write to Dear Abby, Boston Herald American, Boston, 02106. Enclose a stamped, self-addressed envelope.

Hear Dear Abby weekdays at 10:55 a. m. over WEEI-CBS, Radio 590.

Dear Abby also appears in the Sunday Herald Advertiser.



Sale
Spring Coats
reg. $65 to $115
Now $49 to $89

Pay less for the new spring coat you want. Choose single or double breasted styles or belted wraps in wools, wool blends and double knits. Solids in blue, navy, beige, green or coral. Misses or petite sizes. Coats.

Boston, Chestnut Hill, Northshore, South Shore, Burlington, Wellesley

Sylvia Porter

So, Who's in the Stock Market?

Have you, the individual investor, at last returned to the stock market in huge numbers? Is your buying the prime reason stocks have climbed significantly higher under the heaviest trading volume ever known in Wall Street?

No is the answer to both these questions, according to Stan West, the New York Stock Exchange's research vice president, after an exhaustive study of all stock market activity in the U.S. since the start of 1975.

The exactly opposite view has been widely publicized by other sources, including spokesmen for several of America's leading stock houses. Their conclusion is that you and I, as individuals, have played a major role in sending stock prices into an upsurge and the volume of trading to all-time records. And although stock prices have retreated recently, they are generally far above the '74 lows.

But West's research discloses:

- Institutional investors have dominated '75's stock market, trading actively in and out and buying far more stock then they have sold.
- You and I — large and small individual investors — have been relatively unimportant participants. And if you judge the activity of the small investor by the amount of trading in odd lots of fewer than 100 shares each, the evidence is that the small investor has sold more stock than he has bought.
- Institutional buying has been across-the-board, extending to all investment groups and involving the so-called "second tier" of big but not glamor companies as well as the approximately 250 of "first tier" or "religion" stocks they traditionally favor.

"So far at least, the ordinary individual cash customer has had no significant role in this market," West says. "It's mostly institutional. And this applies to other stock exchanges too."

To answer my questions about "who's in this market?" West used two basic indicators: one showing transactions of 1,000 shares or more, which almost always pinpoint the institutional investor; the other showing transactions of 100 shares, which almost always pinpoint the individual investor.

As a percentage of the total number of transactions on the Big Board so far in 1975, transactions involving at least 1,000 shares have been increasing while those in 100-share lots have been declining. In December, for instance, transactions in the 1,000-share category accounted for 8 percent of all NYSE business. That percentage is now at a new peak above 11 percent.

On Feb. 13, when the NYSE had a record trading day of 35,200,000 shares, one of every eight transactions — 12.1 percent of the total — was for 1,000 shares or more. There also were 263 transactions in blocks of 10,000 shares or more, another record.

The heavy trading, the stock market's outstanding characteristic so far in 1975, started on Monday, Jan. 27, following news on Friday that a federal appeals court had overturned an earlier anti-trust decision against International Business Machines. January then went on to produce a gain of 87.45 points, the biggest one-month gain in the history of the Dow Jones average.

What are some of the implications of this action?

A first is that if you believe in the so-called January barometer (about which I wrote a column on Jan. 15), then this history flashes a great bull market in 1975. More than eight times out of 10 in the past quarter-century, says Yale Hirsch, a student of the barometer, January has predicted the whole year's trend.

A second is that if you accept the economists' view, that the stock market anticipates movements in the economy, then this history says that the business slump will be bottoming out in the next few months and the economy will start turning upward.

A third is that if you calculate the potential investing power backed up in the hands of individuals and the many possible spurs to send the "public" back to the stock market, then West's research suggests tremendous dormant strength behind stock prices.

(Fascinating footnotes: in trading volume, four issues have led the market: Kresge (S.S.), the Southern Co., Polaroid and A.T. & T. warrants. Through February, General Motors — of all stocks! — was the leader in increases on a dollar value basis with a gain of $8.25 per share on a turnover of 5,530,000 shares.)

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Slim Gourmet

If Your Basket Runneth Over With Eggs.....

By BARBARA GIBBONS

If the Easter Bunny was good to you, your basket has more colored eggs than jellybeans or chocolate rabbits. Few foods are more friendly to dieters than eggs, and no way of preparing them is more diet-wise than "hard-cooked."

But now that your basket runneth over, what do you do with all those tinted works of art? Here are some Slim Gourmet ideas:

EGGS PICKLED PINK

12 hard-cooked eggs, peeled
½ cup beet juice
½ cup red wine vinegar
2 tablespoons sugar or sugar substitute equivalent
1 tablespoon mixed pickle spice

Heat beet juice, vinegar and spice to boiling. Remove from heat and stir in sugar substitute. Add peeled eggs and let stand, turning several times, until a deep pink color. Drain and refrigerate eggs until serving time. About 82 calories each.

TUNA EGG SALAD

1 cup low-fat cottage cheese
1 tablespoon mustard
6 hard-cooked eggs, chopped
3½ ounce can water-packed tuna, flaked
3 tablespoons chopped onion
¼ cup chopped green pepper
½ teaspoon celery salt

Beat cottage cheese, mustard and skim milk in blender until smooth. Stir into remaining ingredients. Chill until serving time: 6 servings, 137 calories each.

DIETER'S COTTAGE MAYONNAISE

1 cup low-fat cottage cheese
1 hard-cooked egg, peeled
2 tablespoons lemon juice
1 teaspoon prepared mustard
½ teaspoon celery salt
few drops liquid sweetener (opt.)

Blend smooth. Whip smooth in covered blender on high speed. Refrigerate in covered container: 15 calories per tablespoon.

More recipes! Send a stamped self-addressed envelope and 25 cents to SLIM GOURMET EGG DIET RECIPES in care of the Boston Herald American, 50 West Shore Trail, Sparta, N.J. 07871.

CCM-101

City of Cambridge

15.

IN CITY COUNCIL
March 24, 1975

WHEREAS:

The MBTA has recently completed a study of three alternative alignments and station locations for the extension of the Red Line rapid transit service in the Harvard Square area and has included a study of Line "D" as requested by a resolution of this City Council on April 26, 1973, and

WHEREAS:

The City Manager and the Community Development Department, the Cambridge Transportation Forum and the Harvard Square Development Task Force, the City's official citizen advisory committees, as well as numerous other citizen groups, have all supported Line "D," therefore be it

RESOLVED:

That the Cambridge City Council hereby chooses Line "D" (which proceeds directly up Massachusetts Avenue) as the preferred tunnel alignment and station location for the extension of the MBTA Red Line rapid transit service, and be it further

RESOLVED:

That the City Manager be and hereby is requested to transmit this resolution as soon as possible to Governor Dukakis, Secretary of Transportation and Construction Salvucci and MBTA as evidence of Cambridge's consensus on this issue and its desire to have the Red Line extension receive the highest priority in state transportation scheduling, and be it further

RESOLVED:

That the Cambridge City Council commends the MBTA's Red Line project team and its consultants, Sverdrup & Parcel, for the open, informative and patient manner they have worked with community groups and City departments in understanding this complex issue.

C. C. 106

City of Cambridge

REPORT OF THE TRANSPORTATION COMMITTEE ON THE RAPID TRANSIT EXTENSION IN THE HARVARD SQUARE AREA

The Transportation Committee concurs in the recommendation of the City Manager that the City of Cambridge should choose line "D" (which proceeds directly up Massachusetts Avenue) as the preferred tunnel alignment and station location for the extension of the MBTA Red Line rapid transit service.

The Transportation Committee recommends that the City Council choose the "D" alignment, and that the resolution of March 24, 1975, which was referred to the Committee, be adopted as submitted.

* *

At its meeting on April 1, 1975, the Transportation Committee heard testimony, or received written statements from the following persons and agencies. Highlights of their statements are below; their full statements are attached.

In Favor of Line D:

City Manager Sullivan

Community Development Dept. - Urges greatest weight be given to long-term benefits, not short-term inconvenience; best all-purpose location; best location for bus interchange and employment; questions justification of $43 million extra to move station entrance 450 feet to line "G".

Cambridge Transportation Forum - Prefers "D2" - low cost; redesign of bus tunnel; retention of major entrance and exit at or near present kiosk in central, convenient location.

Harvard Square Development Task Force - Lower cost, retains station location, most immediately doable; favored by most community groups and individuals.

Planning for People - Harvard Square - "D2" has greatest possibilities for station and future bus interchange; doesn't involve land takings and legal delays.

Harvard Square Businessmen's Association - "D" proceeds along public way, minimizing legal entanglements; best meets goals of speedy completion; construction will have minimal effect on pedestrians; will reduce the number of cars and buses thus improving pedestrian environment, thereby preserving character of business district.

Cambridge Chamber of Commerce - Believed "G" had greatest number of of long-term advantages, but for sake of community consensus and prompt completion endorses "D".

Mid-Cambridge Association - Good station location, least impact to Mid-Cambridge during construction, but need for re-working of traffic re-routing.

Neighborhood 10 Association - Least disturbance; relative ease in proceeding with construction; much lower cost.

Cambridge Civic Association - Prefers both "A" and "D". "D" acceptable, but needs traffic detours worked out; "A" least disruptions during construction, but may have negative impacts on properties.

Hilliard St. Residents - Prefer "D"; will bring legal suit against line "A".

In Favor of Line "G":

Harvard University - Best long-term; more tolerable during construction; possibility of vehicular tunnel; new station location in more pedestrian-oriented center.

In Favor of Line "A":

C.C.A. - Favors both "A" and "D"

C. C. 106

City of Cambridge

List of persons who favored the D Alignment at the hearing of April 1, 1975.

1. John Pitkin, Chairman of the Transportation Forum.
2. Chamber of Commerce, recorded in favor.
3. Hugh Russell, member of the Mid Cambridge Land Use Committee.
4. Donald Moulton, Assistant Vice President for Community Affairs.
5. City Manager, James L. Sullivan.
6. Robert Bowyer, Director of Planning.
7. Mrs. Jane Hawkins, representing Planning for People.
8. Oliver Brooks, 22 Craigie Street, representing the Harvard Square Task Force.
9. Pebble Gifford, Harvard Square Task Force.
10. David Stern, Esquire, Choate Hall and Stewart, representing the Hilliard Street residents.
11. Mr. Brian Dacey, representing Svendrup and Parcel consultants.

CCM-101

City of Cambridge

15.

IN CITY COUNCIL
March 24, 1975

WHEREAS:

The MBTA has recently completed a study of three alternative alignments and station locations for the extension of the Red Line rapid transit service in the Harvard Square area and has included a study of Line "D" as requested by a resolution of this City Council on April 26, 1973, and

WHEREAS:

The City Manager and the Community Development Department, the Cambridge Transportation Forum and the Harvard Square Development Task Force, the City's official citizen advisory committees, as well as numerous other citizen groups, have all supported Line "D," therefore be it

RESOLVED:

That the Cambridge City Council hereby chooses Line "D" (which proceeds directly up Massachusetts Avenue) as the preferred tunnel alignment and station location for the extension of the MBTA Red Line rapid transit service, and be it further

RESOLVED:

That the City Manager be and hereby is requested to transmit this resolution as soon as possible to Governor Dukakis, Secretary of Transportation and Construction Salvucci and MBTA as evidence of Cambridge's consensus on this issue and its desire to have the Red Line extension receive the highest priority in state transportation scheduling, and be it further

RESOLVED:

That the Cambridge City Council commends the MBTA's Red Line project team and its consultants, Sverdrup & Parcel, for the open, informative and patient manner they have worked with community groups and City departments in understanding this complex issue.

CCM-101

City of Cambridge

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SVERDRUP & PARCEL AND ASSOCIATES, Inc.

BOSTON, MASSACHUSETTS

Harvard Square Technical Study

Red Line Extension

Groups/Organizations Contacted by Consultant

Cambridge Citizen Organizations	First Contacted	Meeting Dates
Harvard Square Development Task Force	7/9	7/9, 10/24, 11/26, 1/7, 1/28, 2/6, 3/13
Cambridge Transportation Forum	7/8	11/19, 12/5, 12/9, 1/28
Cambridge Chamber of Commerce Transportation Committee	7/9	7/30, 10/23, 2/27
Cambridge Civic Association	7/8	
Harvard Square Business Men's Association	8/1	8/8, 12/6
Neighborhood Ten Association	7/18 (a)	8/1, 11/6, 2/24
Neighborhood Nine Association	7/17	9/18
Planning for People	8/1	8/6, 11/13
Riverside Cambridgeport Community Corporation	7/9	7/9
Hilliard Street Residents	7/15	7/15, 11/12
Mid-Cambridge Neighborhood Association	2/24	2/24
City Agencies/Officials		
Department of Community Development (Working sessions)	6/14	7/17, 8/8, 8/15, 9/18, 10/8, 10/11, 10/25, 11/15, 11/22
City Traffic Department	8/15	8/15, 9/18, 10/8, 11/22, 2/21
Cambridge Redevelopment Authority	7/25	7/25
Ted Monacelli, Urban Design Consultant	8/21	8/21, 3/14
Cambridge Historical Commission	7/17	7/24, 10/30, 11/7, 12/2
City Council Transportation Committee	7/24	7/24, 10/16
City Council	11/20	11/20, 4/1
City Manager	7/23	7/23, 3/10
State/Regional Agencies		
MBTA (Operations Staff)	7/12	7/12, 8/13, 11/1 11/6, 11/22, 3/20
Central Transportation Planning Staff	11/14	11/14, 12/11
Mass. Historical Commission	6/5	10/16, 10/30, 11/7
Red Line Working Committee	12/11 (a)	12/11

Others	First Contacted	Meeting Dates
Harvard University, Office of Planning Office of Community Affairs	6/24	6/24, 7/11 8/7, 10/15, 12/19 2/14
MIT Laboratory of Architecture and Planning	9/18	9/18, 12/17, 3/14
Kennedy Library, Chief Engineer	7/16 (a)	7/23
C. E. Maguire, Inc.	7/30	7/30
Harvard Cooperative Society	7/19	2/25
Urban Mass Transportation Administration Environmental Officer	11/7	11/7

(a) refers to approximate date

SVERDRUP & PARCEL AND ASSOCIATES, Inc.

BOSTON, MASSACHUSETTS

Harvard Square Technical Study

Red Line Extension

Open Public Meetings

December 5, 1974

Cambridge Transportation Forum (CTF)
City Council Chambers

Presentation on alternative alignments

December 9, 1974

Films on tunnel construction shown at Adult Education Center. Meeting sponsored by Cambridge Transportation Forum.

December 13, 1974

Three hour open forum at Brattle Theatre. Project staff available for questions; films shown.

January 25, 1975

Discussion of proposed construction detours at Adult Education Center. Meeting sponsored by CTF.

March 4, 1975

Last public meeting held at First Unitarian Church. Presentation by project staff; comments by members of the audience.

CITY OF CAMBRIDGE
MASSACHUSETTS
CITY COUNCIL

COUNCILLOR FRANCIS H. DUEHAY
26 LOWELL STREET
CAMBRIDGE, MASSACHUSETTS 02138

STATEMENT BY COUNCILOR FRANCIS H. DUEHAY AT PUBLIC MEETING ON RED LINE EXTENSION THROUGH HARVARD SQUARE - MAR. 4, 1975

The MBTA and its consultants, Sverdrup and Parcel, are to be congratulated on their eight - month study of alternatives for extending the Red Line through Harvard Square. There is no doubt that the many workshops and public meetings to discuss alternatives have helped to develop an unusually high level of useful communication between the study team and the concerned citizens of our City.

The consultants have also done a sensitive and comprehensive job of establishing various criteria for evaluating the transit alternatives. No less than three dozen criteria are listed in the report, under eight major headings, and since these criteria can only be given quantitative weights by personally subjective valuations, the lack of weightings should not be criticized.

As City Councilor, however, my task is to try to be fully sensitive to the collective values of our City, with due attention to those sectors most likely to be affected by one or another of the several alternatives under consideration. Acting in this capacity, and in light of the consultants' findings to date, I want to give strong endorsement to alignment "D", which is, I believe, the most effective and efficient plan, in terms of transit needs, economic considerations, and the environment of the surrounding area.

I should, of course, make note of the presentation of two "D" alignments, namely D-1 and D-2. Although at this point I favor alignment D-1, and although I am aware that the City Council's Cambridge Transportation Forum has stated a preference for D-2, I believe that the differences between the two sub-alternatives are of reasonable subtlety and may well require additional clarification. The differences, however, between the general "D" alignment and its alternatives, "A" and "G", are much more profound and easily discerned.

Clearly the most impressive difference is overall cost. The cost of D-1 is estimated as $12 million less than "A", and $32 million less than the least expensive of the "G" alternates. In my view, both the State and Federal Governments have gone as far as they will go, or perhaps even should go, to accommodate Cambridge wishes with regard to the Red Line Extension. Alignments "A" and "G" would have to be quite significantly better than "D" in order to justify to those who hold the purse strings such huge additional cost. In fact, however, "A" and "G" do <u>not</u> appear to be better at all. They present relatively minor advantages on some criteria, such as "running time," "turn radii," and "need for temporary traffic detours." But, the "D" alignment has three major advantages, in addition to its smaller capital cost.

First, "D" alone provides the opportunity for developing a first-rate below ground transfer facility between the Red Line and an East-West "through" bus system of the future. This transfer point would be in the vicinity of Flagstaff Park and would involve the construction of a Garden Street to Cambridge Street vehicular tunnel which the consultants estimate would cost $4.4 million -- considerably less than one-half the savings involved in selecting "D" over its nearest cost competition, Line "A".

Second, "D" provides the best station access for the large worker and student population north of the Harvard Yard. These are the people who come to Harvard Square for long stays -- generally all day -- and who for the most part travel at rush hour. In extending the Red Line as an alternative to building more expressways and parking lots, our transportation planners are seeking in large measure to make transit riders out of this group. A concomitant advantage in "D's" station location is the opportunity to provide a below-surface pedestrian way running from the Law School area to Brattle Square -- via the station.

Third, the "D" alignment will not involve the problems of "A" and "G" inherent in running beneath private property, including displacement of businesses and extensive noise and vibration controls.

A paramount objective for this city is to get the Red Line extended as quickly as possible, provided that our major quality objectives are met. The MBTA has set an ambitious time-table before us, involving a capital grant hearing in late June of this year. To date, Federal and State officials are reported to be cooperating with the MBTA in its effort to move the Red Line Extension ahead at full speed -- but we are warned that should major road blocks again emerge, Federal and State priorities will almost certainly turn elsewhere.

I believe that to turn down an alignment with the strong points of "D" when it involves savings of $12 million over its nearest competitor will create such a road block. I would further suggest that, in view of the stated preference of the City Council for the longest possible extension of the Red Line, and in view of the large capital requirements of such an extension, this city has a genuine self-interest in demonstrating its vigorous pursuit of the most cost-effective of the Harvard Square route alignments.

CITY OF CAMBRIDGE

COMMUNITY DEVELOPMENT DEPARTMENT

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

(617) 876-6800
EXTENSION 344

March 21, 1975

RECOMMENDATION ON PREFERRED STATION LOCATION AND TUNNEL ALIGNMENT FOR MBTA RED LINE EXTENSION IN THE HARVARD SQUARE AREA

In response to your recent request, the Community Development Department is pleased to recommend that the City of Cambridge indicate to the Massachusetts Bay Transportation Authority its preference for the "D" alignment and station location for the MBTA Red Line extension in the Harvard Square area. The Department has spent more than a year and one-half in detailed analysis of this issue and in joint study with MBTA and its consultant, Sverdrup and Parcel & Associates, Inc., and is convinced that the "D" alignment and station location (which proceeds directly up Massachusetts Avenue toward Porter Square) is the best long-term and short-term choice for Cambridge.

The next step for MBTA is to designate a preferred alignment and to proceed with an environmental assessment of the preferred alignment and each of the other alternatives. We understand that in July, MBTA intends to submit a capital grant application for the Red Line extension to the Urban Mass Transportation Administration (UMTA) of the Federal Department of Transportation. The administrative procedures required to carry out a major project of this type are nearly as complicated as the engineering and construction aspects of the project. Therefore, it is vital that Cambridge act as promptly as it can on this decision as a means of reaffirming its wholehearted support for the Red Line extension, and to assist MBTA in moving the project forward.

In addition to the Department's technical analysis, nearly all of the informed citizen groups who have commented have recommended the "D" alignment. There are some advocates of the "G" alignment (along Mt. Auburn Street through Brattle Square) most notably Harvard University. There do not seem to be strong advocates of the "A" alignment (which loops under Brattle Street, Mt. Auburn St., and Hilliard St.) and there are outspoken opponents of that alignment. Our comments deal principally with the "D" and "G" alignments.

Even prior to a consideration of cost, the "D" alignment (directly up Massachusetts Avenue) has long-term advantages at least equal to or greater than line "G" (through Mt. Auburn Street and Brattle Square). When the costs

and do not think any realistic future traffic option will be foreclosed if the rapid transit tunnel remains under Massachusetts Avenue. In attempting to design a vehicular tunnel under Massachusetts Avenue, we have encountered at least a dozen severe technical problems and the distinct likelihood of creating more problems elsewhere in the Harvard Square area. Cost of the vehicular tunnel under Massachusetts Avenue has been estimated by Sverdrup & Parcel at $17,300,000 plus an annual maintenance cost of $780,000 per year for ventilation. If a major reason for Harvard's preferring line "G" (under Mt. Auburn Street) is to proceed with a vehicular tunnel under Massachusetts Avenue, then the additional cost of line "G" should be considered as $60 million ($43 million plus $17 million).

In concluding this recommendation, the Department wishes to stress that principal emphasis must be placed on the long-term benefits of the station location and the rapid transit extension. There is no question that during the two-year period of subway construction activity, there will be disruption and inconvenience to motorists, businessmen and pedestrians. Our analysis concludes the disruption will be inconvenient, not fatal; Harvard Square can continue to operate and will survive intact to be a much improved area once the Red Line is extended.

The Department will be pleased to provide a more complete technical backup for this recommendation if either the City Manager or the City Council request.

CAMBRIDGE TRANSPORTATION FORUM

Position on Choice of Alternatives for Harvard Square Red Line Extension

Alignment Preferred: D-2

Reasons for Preference:

1. Low cost will leave as much money as possible for prompt construction and completion of the Red Line extension to whatever destination is justified.
2. Redesign of bus tunnel for greater efficiency and passenger convenience is highly desirable and worth the extra cost as compared with D-1.
3. Retention of major entrance at or near present kiosk in central, convenient location.

Reasons for opposition to other Alignments:

Alignment A:
1. Higher construction costs.
2. Need for easements and land-taking could delay construction.
3. No improvement to bus tunnel.

Alignment G-1, G-2:
1. Exhorbitant cost of construction.
2. Poor connection with bus tunnel.
3. Need for easements and land takings (see A-2).
4. Benefits of alignment are vague and uncertain.

Alignment D-1:
1. Retains existing bus tunnel.
2. Noise difficulty and cost of subway operation due to S-curve northwest of the station.

Additional Comments:

Alignment D-2 was endorsed by a vote of the CTF on February 13. The overriding objective of the City should be the soonest possible construction of the Red Line beyond Alewife Parkway. Major benefits are reduction in car and bus traffic (especially in Harvard Square) that are achieved by a substantial improvement in the mobility of users of public transportation and improved access to Cambridge.

Support of Alignment G would jeopardize the chances of prompt completion of the extension and thereby subordinate this objective to the objectives

of a faction of the Harvard Square Community. The option of eventually running automotive traffic through Harvard Square in an underground tunnel (possible only if Alignment G is built) is of doubtful value and feasibility.

The traffic rerouting plan proposed for use during construction of option D-2 is unacceptable and unjustifiable. The statement ignores substantial traffic impacts on residential areas (notably Prescott Street), that would result from this rerouting. An alternate rerouting proposal is being submitted with this statement. This proposal eliminates diversion of Mass. Ave. traffic onto Prescott Street. We also question the necessity of a prolonged disruption of surface traffic in Harvard Square in view of the fact that major transit lines have recently been constructed in San Francisco, Toronto and London with little or no attendant disruption of surface traffic.

The City can and should support Alignment D-2 while insisting that the construction be designed and phased to reduce the extent and duration of traffic reroutings to substantially less than that proposed in the report submitted by the consultants.

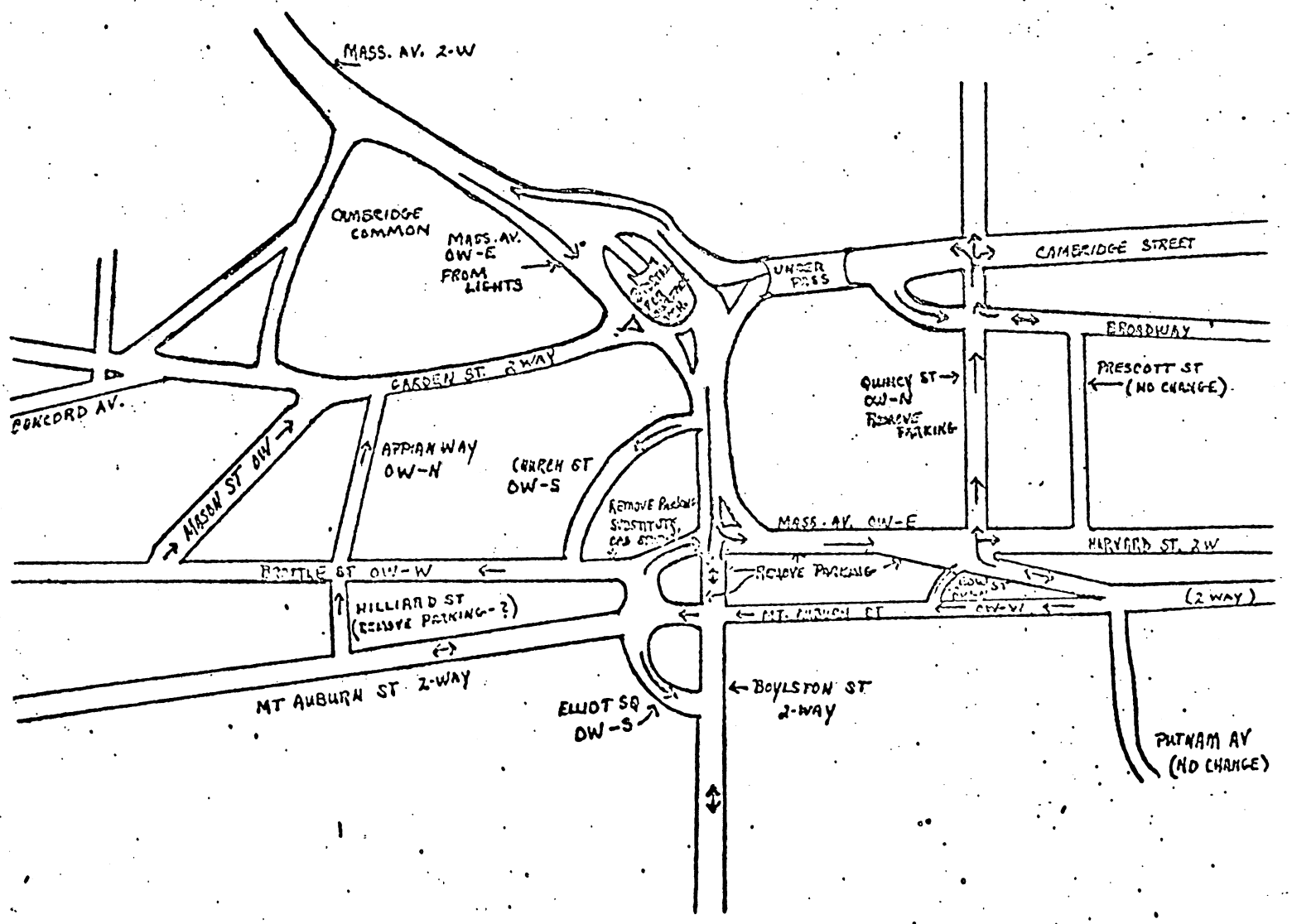
CHANGES NECESSITATED BY SUGGESTED ALTERNATIVE TRAFFIC DETOUR SCHEME FOR HARVARD SQUARE

Drafted by the Cambridge Transportation Forum for Alignment D2

1. Boylston St - Two way, Larz Anderson Bridge to Mass Ave
   - Remove parking both sides
2. Brattle Sq - One way eastbound, Mt Auburn St to Mass Ave
   - Remove parking, substitute Cab Stand on north curb
3. Mt Auburn - One way westbound, Putnam Sq to Brattle Sq
4. Appian Way - One way nothbound and remove parking
5. Hilliard St - Remove parking
6. Mass Ave - One way southeast, Cambridge Common to Quincy St
7. Quincy St - One way northbound and remove parking
8. Bow St - One way northbound
9. Church St - One way southbound

Bus stop locations to be determined in accord with construction phasing.

ALTERNATE TRAFFIC DETOUR SCHEME - ALIGNMENT D-2



CITY OF CAMBRIDGE

HARVARD SQUARE DEVELOPMENT TASK FORCE

City Manager's Office - City Hall - Cambridge, Mass. 02139

OLIVER BROOKS
CHAIRMAN

March 14, 1975

Mr. James L. Sullivan, City Manager
City of Cambridge
Cambridge, Mass. 02139

Dear Jim:

This is to inform you that the Harvard Square Development Task Force has voted its preference for the so-called "D" alignments that have been the subject of the Sverdrup and Parcel Technical Analysis that is now completed. I am enclosing a copy of the exact wording of the resolution that was passed at the Task Force meeting of March 13, 1975.

This decision was arrived at after very careful study and consideration, which I will review briefly:

(1) During the entire period of the Technical Analysis, the Task Force as a whole and, most particularly, its Policy sub-Committee had numerous in-depth discussions with the consultant firm both individually and collectively.

(2) On March 4, 1975, the Task Force sponsored a public meeting at the First Church Unitarian in conjunction with Sverdrup and Parcel and the M.B.T.A. After a detailed oral report on the Technical Analysis, accompanied by a written brochure which had been distributed to some 400 persons, a good many community institutions and organizations as well as individuals expressed themselves through oral and written statements. The overwhelming predominance of these statements favored the "D" alignments.

(3) In addition, the Task Force devoted nearly four hours at its meetings of March 6 and March 13, 1975, to a review of all the evidence that had been presented -- community and institutional viewpoints, technical data, et. al.

We derive a particular sense of confidence from the fact that there appears to be a very substantial consensus in behalf of the "D" alignments. In the face of the crucial importance of the Red Line extension not only to Harvard Square but also to the community

as a whole, it strikes us that the community self-interest is best served by the maintenance of a stable and constructive consensus in behalf of whatever appears to be the most promising alignment. This will demand a climate of accomodation throughout what will be an extended process. We hope that all elements of the community will recognize the importance of this objective.

We are satisfied that the competition for a not unlimited reservoir of federal funding assistance is sufficiently rigorous to demand the highest measure of community coalescence.

One key question that was raised during our most recent meeting revolved around the relationship of the Red Line preference decision to the impending Joint Harvard/City Study. We discussed this issue thoroughly, and there was substantial agreement on the following points...

.... The next step in the Red Line development process is the so-called Environmental Impact Assessment, which must direct itself to a specific project (e.g.: the "D" alignments) even though alternative alignments (e.g.: G-1, G-2, and A) must be re-appraised with almost equal intensity at the same time. Any reluctance on the part of the City to state a preference as soon as possible would run the serious risk of decelerating the momentum that now exists and of placing the whole Red Line extension in jeopardy.

.... The Joint City/Harvard Study can still have a beneficial in-put into the Red Line Environmental Assessment process in that it appears clear that adjustments can be made to either the "D" or "G" alignments. A prompt pursuit of the Joint City/Harvard Study will assure that new information and insights generated therein can be both pertinent and timely to the next stage of the Red Line investigation.

.... Sverdrup and Parcel has shown a commendable ability to work in sensitive and open-minded fashion with community groups and individuals. We are confident that the continuance of this two-communication can go a long way toward ameliorating whatever differences of viewpoint may exist.

We urge most strongly the promptest possible presentation of this issue to the City Council for its consideration and decision.

Sincerely yours,

Oliver Brooks

Oliver Brooks, Chairman
Harvard Square Development
Task Force

CITY OF CAMBRIDGE

HARVARD SQUARE DEVELOPMENT TASK FORCE

City Manager's Office - City Hall - Cambridge, Mass. 02139

OLIVER BROOKS
CHAIRMAN

From Meeting of March 13, 1975

ACTION TAKEN:

On the motion of Ms. Smith, seconded by Ms. Gifford, the Task Force voted:

"That the Task Force prefers the "D" alignments to the Red Line Extension and that the Task Force communicate this preference to the City Manager as soon as possible with the expressed desire to assist the city, MBTA and Sverdrup & Parcel in the next stages of the planning process".

The vote was 13 In Favor, 0 Opposed and 5 Abstain.

Those In Favor were: Brooks, Abul-Jubein, DeVillars, Dow, Gifford, Grossman, Lawrence, Russell, Shaver, Smith, Von Henneberg, Wasserman and Wheeler

Those to Abstain were: Downey, LaTremouille, Moulton, O'Loughlin and Payne.

PLANNING FOR PEOPLE — HARVARD SQUARE
3 Church Street
Cambridge,
Mass. 02138

March 7, 1975

Statement concerning the Red Line Extension through Harvard Square

Planning for People agrees in favoring a D Line. D 2 appears to have greater possibilities for station and future bus interchange development and certainly offers a better track alignment than D 1. We hope that in final planning an exit nearer Brattle Square will be included.

Last Spring we spoke for including the G Line in the studies and favoring it, providing it checked out positively on the engineering studies. The tremendous extra cost, however, does not seem worth the advantages. Also the probability of legal matters caused by the need of land taking and easements would bring lengthy delays. High priority goes to getting started as soon as possible. In view of Gov. Dukakis and Transportation Sec. Salvucci's comments (Globe March 5, 1975) in connection with finding job opportunities for Massachusetts, we feel it is important that Cambridge assure Sec. Salvucci that Cambridge opinion is not "snarled" but ready for final planning to begin.

We congratulate the MBTA and Svendrup and Parcel on their excellent presentation of the possibilities and on their open and ongoing involvement of the community during the planning progress for the extension of the Red Line through Harvard Square.

Cornelia C. D. Wheeler

Chairman

11. 103

Red Line Extension through Harvard Square.

In City Council,

March 24, 1975

3/24/75

Placed on File-

3 Church Street
Cambridge,
Mass. 02138

PLANNING FOR PEOPLE — HARVARD SQUARE

March 7, 1975

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Harvard Square Business Association

Established 1910

45 Brattle Street

Cambridge, Massachusetts 02138

March 14, 1975

Mr. Domenic E. D'Eramo
Sverdrup & Parcel and Associates, Inc.
648 Beacon Street
Boston, Massachusetts 02215

Dear Mr. D'Eramo:

At the regular meeting of the board of directors of the Harvard Square Business Association held on March 12, 1975 it was voted that the association would prefer the "D" location for the Red Line Extension. The directors expressed this opinion based on information made available by Sverdrup & Parcel, the Cambridge Department of Planning and Development, the Cambridge Traffic Director, the Harvard Square Development Task Force and Harvard University.

Major consideration was given to:

1. Private land taking.
2. Earliest completion date.
3. Accessability to retail stores during construction.
4. Rerouting of traffic and the necessary loss of parking spaces during construction.
5. Long-term impact on established businesses.

The conclusions were as follows:

1. The "D" route proceeds almost entirely along the public right of way which minimizes legal entanglements.
2. The "D" route best meets the goal of speedy completion if acted upon within the target dates.
3. The construction of "D" route will have minimal effect on pedestrians whereas the alternative station locations would deny shoppers access to businesses in the Harvard-Brattle Square area for a significant time period.

4. The Association recognizes that the disruption of traffic during the construction of the "D" route is a serious problem which will adversely effect business in the northeast section of Harvard Square. Hopefully, further study will provide alternative routing to minimize this negative factor.

5. The long-term impact of the recommended station location will be to reduce the number of buses and automobiles clogging our overtaxed roadways and allow for widening of sidewalks to the benefit of pedestrians. The unique shops and retail stores will be preserved without fear of displacement and economic development of the Harvard Square business district can proceed on an orderly basis.

Thank you for your information brocure which has been of great help to our members. We appreciate the opportunity given us to express an opinion on this vitally important decision.

Very truly yours,

Charles E. Sage
Secretary

POSITION STATEMENT - Red Line Extension Proposed

On January 10, 1975, the Cambridge Chamber of Commerce officially endorsed the "G" allignment for extension of the Red Line rapid transit beyond Harvard Square.

However, since the Chamber's highest priority concerning the project is its expeditious completion of the extension and because a community concensus seems to be forming advocating a "D" allignment, the Cambridge Chamber of Commerce wishes to amend its previous position with the following statement:

Although the Cambridge Chamber of Commerce and its Transportation Committee believes the "G" allignment to possess the greatest number of long term advantages to the City and Harvard Square, and still favors that position, the Chamber will, for the sake of community concensus and prompt completion endorse the "D" allignments.

3/7/75

The Cambridge Chamber of Commerce has on many occasions expressed its eagerness for the expansion of rapid transit facilities as a key factor in both easing the traffic congestion in Cambridge and broadening the economic sphere of the entire metropolitan area.

One segment of that expansion and its long-term impact on Harvard Sq. and indeed the entire City of Cambridge, is the proper construction egress from Harvard Square to Massachusetts Avenue westward.

After careful detailed study and analysis by our Transportation Committee and other groups, we believe the best allignment is that which has been labeled "Line G". We prefer that the experts choose between the two "G" options. Although other allignments each possess limited short-term benefits, "Line G" clearly stands out as possessing the greatest number of long-term advantages to all concerned. We believe those advantages, enumerated below, exemplify both the economic and environmental standards essential to the short and long run implications to the extension of Red Line mass transit from Harvard Sq.

1. "Line G" offers the least distruption to present rapid transit service during the construction phase.

2. "Line G" offers the least distruption of surface activities including vehicle and pedestrian traffic, business activities, noise and other environmental concerns.

3. "Line G" offers a greater turning radius, clearly a consideration from an engineering standpoint.

4. "Line G" offers an opportunity to relocate a station in a more logical position concerning specific population density, ridership and future economic development.

5. "Line G" offers the best potential for rapid transit-bus interchange.

6. "Line G" offers the potential to utilize the existing transit tunnels for other purposes.

In response to the question of cost differential between "Line G" and other allignments, the Chamber believes that the "Line G" cost may be more accurate. Because it is deep bore construction, the cost is relatively measurable. The other allignment options, although lower in initial cost estimates do not include inherant loss of business revenue and therefore, taxes, cost of re-routing traffic, costs of security and additional traffic control. Therefore, "Line G" may turn out to be no more expensive than the other allignments.

The Cambridge Chamber of Commerce believes that "Line G" is the best possible route for "Getting Out Of Harvard Square".

1/10/75

MID·CAMBRIDGE NEIGHBORHOOD ASSOCIATION

1 Corliss Place, Cambridge 02139, 864-9596

1 April 1975

Committee on Transportation
Cambridge City Council
City Hall
Cambridge

Honorable Councillors,

The Red-Line alignments proposed for Harvard Square have been carefully studied by people in Mid-Cambridge. We are prepared to support alignment "D" providing we can be assured that an adequate plan can be worked out minimize disturbances to our neighborhood during construction.

We are most concerned over additional traffic generated during two year's construction, the potential that this traffic may not go away once construction is complete, that no permanent street improvement be made that will encourage traffic through our neighborhood, the loss of street parking for residents during construction, the location of temporary and permanent bus stops for the Broadway and Cambridge Street busses, and the threat to street trees posed by the construction. We want the city, the MBTA, and the eventual construction contractor committed to solving these problems and committed to involving neighborhoods in decision making throught the planning and construction period.

Thank you for this opportunity to state our views,

Hugh Adams Russell
Chairman - Mid-Cambridge Land Use Committee

Massachusetts Bay Transportation Authority
Sverdrup & Parcel and Associates, Inc.

This sheet is provided for any comments you may have on the various proposals developed by the consultant. All comments received will be submitted to the City of Cambridge and the MBTA prior to the selection of a preferred alignment.

Please return to: Domenic E. D'Eramo, Sverdrup & Parcel and Associates Inc.
648 Beacon Street, Boston, Mass. 02215

Alignment Preferred: All alignments can be modified to be acceptable to Mid-Cambridge

Reasons for Preference:

Alignment A: Good station location; least impact during construction to Mid-Camb.

Alignments D1 & D2: Good station location; most likely to proceed rapidly: temporary inconvenience can be minimized by changes in proposal

Reasons for Opposition to Other Alignments:

None of the alignments shown are fully acceptable for the following reasons. However, we believe that modifications can be made to the provisions for temporary measures during construction that will make any alignment acceptable.

Alignment A: Mid-Cambridge cannot endorse an alignment opposed by the most impacted neighborhood.

Alignment D1 & D2: Traffic re-reouting through underpass and on Quincy Street (as revised in last week) will still cause hardship to neighborhood. There is danger that temporary traffic re-routing will be permanent.

Alignments G1 & G2: Station location is less convenient; cost is unwarranted by benefits; temporary traffic re-routings cause hardship to the neighborhood.

Additional Comments:

Any alignment selected must meet the following criteria:

- No traffic re-routing on residential streets in Mid-Cambridge, note particularly Prescott Street in this regard
- All temporary improvements to traffic flow through Mid-Cambridge during construction to be removed following completion - this includes, signals, signs, widening, channelization, etc.
- Bus stop locations for Broadway and Cambridge St. busses (Lechmere and Kendall lines) to be adjacent to rapid transit station during and after construction (note that original proposal for D1 and D2 were unacceptable for this reason)
- No loss of street parking used by Mid-Cambridge residents during or after construction
- No loss of street trees - trees taken during construction to be replaced by trees of equal size following completion
- No taking of land for street widening in Mid-Cambridge during construction
- Review process by community to be established to see that criteria are met during detailed design and implementation phases of work

Name: Mid-Cambridge Neighborhood Assn, Land Use Committee Address 1 Corliss Pl, Camb.

Affiliation (if any) Communities Organized to Protect our Environment (COPE)

Use Reverse Side if Necessary

D. UNACCEPTABLE

1. Unacceptable, Line G-2. Very costly. Involves commercial land-taking, and considerable danger to historic sites. Also involves easement under Mt. Auburn Street homes. Also moves the subway station nearer Brattle Square.

2. Very unacceptable, Line G-1. Very costly. The Brattle Square subway station amounts to making considerable pressure to move the commercial core westwards and more and more into a residential section of Neighborhood Ten, which is constantly being threatened by development. This also involves disturbing the center of commercial activity of this area generally and moving it from Harvard Square towards Brattle Square, to the detriment of increasing business activity in the other direction towards Putnam Square. It also involves easements under Mt. Auburn Street homes and Brattle Street properties, and will involve considerable underpinning of buildings on Brattle and Mt. Auburn Streets.

3. Absolutely and unequivocally unacceptable, Line A. Physical danger to residences in an area which has been several times threatened by institutional and business encroachment in its direction. Also disruption to businesses during the construction phase. Also land-taking of 129 Mt. Auburn Street. Elements among us would literally prefer stopping the whole Red Line construction to having this option implemented, and they will so litigate.

E. GENERAL

D alignments keep the focus of activity in Harvard Square, which has been the center of the area since the 17th century. Do we want to change this focus? We say no!

According to page 14 of the Sverdrup and Parcel report, the G-1 and G-2 alignments will produce additional development pressure in Brattle Square, but will not produce increased economic benefits to offset the additional costs required for doing so.

NEIGHBORHOOD TEN ASSOCIATION
17 Willard Street
Cambridge, Massachusetts
02138

April 1, 1975

TO: Cambridge City Council

FROM: Neighborhood Ten Association

1. The position of the Neighborhood Ten Association on the most desirable routes of the Red Line through Harvard Square is described in the attached statement (Appendix 1) delivered at the public hearing of the Harvard Square Development Task Force early in March. In short, we prefer either of the D Routes because of lack of disturbance, relative ease in proceeding to construction and much lower cost - all of which should draw federal funding while it is still available. We would note that this is substantially the position of your Transportation Forum.

2. The Neighborhood Ten Association favors the construction of the Alewife Station at Site B as compatible with the route from Davis Square to Alewife and Arlington Heights, and as not injurious to any Cambridge neighborhood. We further urge the limitation of any related parking facility to approximately 200 cars. We note that these recommendations are in line with City Council resolutions of previous years and with a March recommendation of the Cambridge Transportation Forum (See Appendix 2).

3. Finally, the Neighborhood Ten Association endorses and encourages the idea of an underground multi-purpose parking garage as part of the development of the Holiday Inn - DiGiovanni - Harvard Trust - DuPree sits off Mt. Auburn Street as a joint private-public venture. We see this as representing commendable initiative and cooperation of several Square constituencies towards the solution of a difficult parking problem (See Appendix 3).

We live where these activities do or will take place. We are affected directly by them, and we think that these three activities will make Cambridge a better place.

Paul R. Lawrence,
President

APPENDIX 1

STATEMENT OUTLINE
Neighborhood Ten Association
Cambridge, Mass.
Attention: The Rev. James Lowery
Transportation Committee Chairman

At the hearing on Red Line options
3 Church St., Cambridge
Sponsored by MBTA

Sverdrup and Parcel
Harvard Square Development Task Force

A. OVERALL AXIOMS

Our overall goal is to maintain the precious present balance between institutional, residential, and business use in the Harvard Square area. We see the total construction period as consuming a good two years, with different disruptions coming at different periods in that time. No option is perfect.

B. CRITERIA FOR CHOICE

1. The option which will get the show on the road most speedily, and have the Red Line built out at least to Arlington Heights, in order to relieve the present crush of through traffic and people who do not intend to stop at Harvard Square.

2. Avoiding lengthy land-takings.

3. Cost.

4. Avoiding the destruction of property.

5. Minimizing total disruption during construction phase.

C. OPTIONS ACCEPTABLE

1. Most acceptable, Line D-1. This option is all in the present public way, will require minimal land-takings or easements, no upsetting of present balances, no moving of facilities, and the construction phase can be begun the most quickly.

2. Second priority acceptable, Line D-2. Involves moving underground bus tunnels, more planning, preparation, and a bit more disruption during construction. But a minimum of land-takings and easements, and destruction of property.

3. Appendix. The only negative impact either Route D would have, that we can see, as per the original Sverdrup and Parcel proposal, is in the construction phase on their original plan for traffic diversion via Prescott Street, removing necessary parking spaces from that street, and turning it into a major artery. After consultation with Sverdrup and Parcel, and Wilbur Smith Associates, we recommend an alternative traffic diversion plan during the construction phase, whereby there will be no extension of Prescott Street, and no taking of parking places on that thoroughfare, but instead two-way traffic on Quincy Street. In addition, more effort will be made to allow traffic to proceed through Harvard Square over decked-in portions. We further suggest that Lechmere and Broadway buses can be boarded behind the present Dudley bus boarding area on Massachusetts Avenue. In this manner, the Mid-Cambridge neighborhood would more easily be able to live with the construction phase, and not permanently

D. UNACCEPTABLE

1. Unacceptable, Line G-2. Very costly. Involves commercial land-taking, and considerable danger to historic sites. Also involves easement under Mt. Auburn Street homes. Also moves the subway station nearer Brattle Square.

2. Very unacceptable, Line G-1. Very costly. The Brattle Square subway station amounts to making considerable pressure to move the commercial core westwards and more and more into a residential section of Neighborhood Ten, which is constantly being threatened by development. This also involves disturbing the center of commercial activity of this area generally and moving it from Harvard Square towards Brattle Square, to the detriment of increasing business activity in the other direction towards Putnam Square. It also involves easements under Mt. Auburn Street homes and Brattle Street properties, and will involve considerable underpinning of buildings on Brattle and Mt. Auburn Streets.

3. Absolutely and unequivocally unacceptable, Line A. Physical danger to residences in an area which has been several times threatened by institutional and business encroachment in its direction. Also disruption to businesses during the construction phase. Also land-taking of 129 Mt. Auburn Street. Elements among us would literally prefer stopping the whole Red Line construction to having this option implemented, and they will so litigate.

E. GENERAL

D alignments keep the focus of activity in Harvard Square, which has been the center of the area since the 17th century. Do we want to change this focus? We say no!

According to page 14 of the Sverdrup and Parcel report, the G-1 and G-2 alignments will produce additional development pressure in Brattle Square, but will not produce increased economic benefits to offset the additional costs required for doing so.

APPENDIX 2

City of Cambridge

Councillor Duehay

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 Novermber 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 cut-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

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 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

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 cut-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:-

Paul E. Healy,
City Clerk.

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 st-tion 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 Underscores 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 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."

APPENDIX 3

A unique plan for construction of the first of several parking garages in the Harvard Square area has been recommended by the city's Community Development Department.

The garage would be built adjacent to Nutting Road, near the Kennedy Library site, as part of a mixed-use development with four private owners.

According to a department report sent to the City Council, the development could comprise an investment on the part of the four owners and the city of nearly $21 million worth of construction, about $500,000 annually in real estate tax revenue, and 800 off-street parking spaces (about 300 public spaces, 300 private spaces and 200 shared public-private spaces).

The department is seeking commitments from the four owners to execute a land lease with the city so that it would cost the city nothing for the land on which the parking facility would be built, "a potential saving in the order of $2.6 million."

Under the plan, the city would pay "only those costs directly attributable to general public parking." Elsewhere the report says the City Parking Fund should be the sole source of city funds for parking facilities, and there should be no subsidy from the real estate taxpayer or other sources of city funds.

Four Owners

The four private owners with whom the department hopes to reach agreement on the plan are: Kanavos Enterprises of Dedham, developers of the proposed Holiday Inn; Louis F. DiGiovanni, trustee of Trinity Realty Trust, who proposes to build an apartment and office building containing retail space and a restaurant; the Harvard Trust Company which owns land at the rear of Nutting Road; and Dupree Associates which have three or four small parcels in the area under consideration "for assemblage and development."

Monday night's report which the City Council received and placed on file, says the city administration is not yet ready to submit specific items for Council approval because there is still much legal, architectural and financial work to be done.

The department asks, however, for Council approval of the general concept before additional time and public funds are committed.

Policy guidance is asked from the Council on four questions:

1. The general concept of a joint venture with private property owners and the mixed investment of public and private funds – provided the expenditure of public funds is limited to recognized public purposes.
2. The construction of between 300-500 public parking spaces in an off-street garage in this section of the Harvard Square area.
3. The potential use of the city's power of eminent domain as a last resort to acquire some property for public parking.
4. The realignment and extension of Nutting Road and the development of pedestrian walkways at public expense, as part of the mixed-use development.

The report was prepared by Robert A. Bowyer and Daniel J. McSweeney of the Community Development Department.

2/27/75
Cambridge Chronicle

CCA

CAMBRIDGE CIVIC ASSOCIATION
2 ESSEX STREET
CAMBRIDGE, MASS. 02139
(617) 876-9176

ALIGNMENTS OF THE HARVARD SQUARE RED LINE EXTENSION

Of the five alternative alignments for extension of the Red Line beyond Harvard Square, the Cambridge Civic Association supports either "A" or "D" alignments, based upon the considerations which follow:

1) The A alignment appears to be the easiest to build from the perspective of expected disruptions during construction. However, all possible safeguards must be taken to ensure against negative impacts upon properties under which this alignment would run.

2) The D alignments are also acceptable provided that the problems of traffic rerouting during construction are solved in a more satisfactory way than in the present plans. We strongly recommend that detour traffic routes be re-examined as to all feasible alternatives, full specification of impacts on local streets, and ways to minimize any adverse impacts.

3) The G alignments seem to us to have merit only in the context of a concurrent development of the existing tunnel for rerouting through traffic under the Square. In the absence of studies showing both the planning and fiscal feasibility of such a scheme we feel the other small benefits to be gained by either of the alignments do not justify either their disruptive effects or, more especially, the extra $35 million cost.

Regardless of the alignment selected, the following issues are of primary concern to the Cambridge Civic Association:

1) Diverting traffic to residential streets must be minimized. Possible upgrading of streets to carry detour traffic during subway construction should not be of such a nature that it encourages the permanent transformation of residential streets into higher use/arterial streets.

2) Reduction of existing parking capacity must be minimized. Preferably, parking should not be reduced at all.

3) Station and above ground kiosk areas should be attractively and creatively designed. Such areas should be developed consistent with and complementary to any plans developed by the Harvard Square Task Force for the redesign of the Harvard Square area.

VICE PRESIDENT
OR GOVERNMENT
COMMUNITY AFFAIRS

CAMBRIDGE, MASSACHUSETTS 02138

January 15, 1974

Mr. Olliver Brooks
99 Austin Street
Cambridge, Ma.

Dear Ollie,

I will not be able to attend the Red Line Extension Sub-Committee meeting this Thursday, January 17, 1974. However I would like to express our best thoughts on this matter and therefore I am enclosing a letter which I hope sets them forth in sufficient detail.
Dick Fryberger and hopefully Lew Armistead will be attending the meeting and they will be able to respond to any questions that may arise.

The Task Force members have spent many hours beating this matter about and I would suggest that a vote be taken that would request a complete analysis from the MBTA for the method of extension my letter put forth.

Sincerely,

Donald C. Moulton
Assistant Vice President
for Community Affairs

DCM:dd

cc: L. Armistead
D. Fryberger

VICE PRESIDENT
FOR GOVERNMENT
AND COMMUNITY AFFAIRS

CAMBRIDGE, MASSACHUSETTS 02138

January 15, 1974

Mr. Olliver Brooks
Cambridge Corporation
99 Austin Street
Cambridge, Ma.

RE: Red Line Extension

Dear Mr. Brooks,

There are of course many ways to approach a planning problem. In my opinion one way to look at the Red Line extension is to review the Planning Department data and the BTPR studies and from them to make an informed judgement as to the "best" way to accomplish the extension. We have worked in this manner with members of our Planning Office Staff and this is how we see it.

The extension of the existing radial systems should go by means of deep bore construction from Harvard Square straight to the proposed Alewife Station. This would use the Garden Street alignment. We believe that all those things that can be added to the system at Porter Square can be done at Alewife, including tie-ins to the train service from the Northwest areas of the State and to the local bus service from Cambridge and Somerville.

All stations from Alewife out to 128 should have substantial automobile parking capacity as well as planned areas for bus drops. Bus routes should be used within Cambridge, Somerville and Boston to create circumferential connection to the radial Rapid Transit system. The bus service from the Davis Square area should tie into both Harvard Square and Lechemere stations now and could be improved once the Red Line goes to Alewife.

The existing Harvard Square Station should be abandoned and the new station located in the Brattle Square area. One way this can be accomplished is by going down to deep bore construction at Putnam Square and following the alignment of Mt. Auburn St. to the new location of a station at Brattle Square.

There are many reasons that we feel make this the preferred solution. Among these are the following:

1. Allow new construction to take place with little to no interruption in existing service.

2. Eliminates open cut work in the Harvard Square area. If the existing station were to be kept extensive open cut work would be necessary along Mass. Ave. to increase the station length, as well as the extensive open cut work along the alignment necessary before the deep bore construction could start.

3. The new station location would have ingress and egress in the future pedestrian oriented center of Harvard Square.

4. By freeing up the existing MBTA tunnel on Mass. Ave. the present vehicular traffic conflicts could have solutions that otherwise would be impossible. For instance, it may be possible to convert the existing MBTA tunnel into a two-lane underpass which could carry all through vehicular traffic from the Putnam Square or Quincy Square area under the Mass. Ave. alignment up to the Cambridge Common.

5. If the above idea were worked out the City could reclaim a substantial amount of land (currently asphalt covered roadway) for better use.

6. The new station could have built into it stores, restaurants and the like which should over a period of time return some of the costs needed to create the facility.

The above solution gives the first priority to the extension to Alewife, second priority to the extension to Rt. 128, and the third priority to the new Harvard Square station. It is most important for real results that no cost trade offs of omission or phasing be made.

$161.9	m	Extension to Alewife
57	+	Alewife to Rt. 128
20.0	±	Needed for new H. Sq. Station
$240	m	

The importance of getting to Rt. 128 initially lies with the fact that it is only through this extension that park and ride can work. Without the park and ride, the northwest corridor does not have a transit alternative. Alewife cannot provide for more than a 2500 car garage, which clearly does not create the option. From a cost benefit point of view the extension to Rt. 128 would attract at least 5000 new riders at roughly one third the cost of the Alewife extension which would attract 10,000 new riders. With Rt. 128 bus lines and adequate parking, the potential is clearly much greater without anticipated future changes in land use.

This recommendation does not overlook the problems in Porter or Davis Square area as it merely points out the immediate need for circumferential ties to the heavy transit system for these areas as well as other locations in Somerville. An interim solution might be to run shuttle busses over the B&M freight cut-off between Davis Square and Alewife. With other traffic excluded, such a dedicated bus way could coexist with the rail line by having one lane on each side of the track. Rail movements could be timed to minimize any potential problems. Total trip time could be less than two minutes as the distance is only 6000' and the Mass. Ave. intersection could be automated so that the bus as well as the train always wins. Capital cost would be minimal and something in the order of 5000 new riders could be attracted.

Very truly yours,

Donald C. Moulton

Donald C. Moulton
Assistant Vice President
for Community Affairs

cc: Armistead, Fryberger
Daly

RESPONSE TO MBTA HARVARD SQUARE RED LINE EXTENSION

FROM

HARVARD UNIVERSITY

MARCH 4, 1975

This response was prepared as requested by the "Massachusetts Bay Transportation Authority, Harvard Square Red Line Extension Information Brochure," (prepared by Sverdrup & Parcel & Associates, Inc., in association with Marcel Breuer & Associates, Bolt Beranek and Newman, Inc., sponsored by the Harvard Square Development Task Force) prior to the public meeting to be held Tuesday, March 4, 1975, at 7:30 p.m. at the First Church Unitarian, 3 Church Street.

HARVARD UNIVERSITY PLANNING OFFICE

On behalf of Harvard University, we would like to extend our gratitude for the opportunity to review and comment on the alternate alignments proposed for the extension of the MBTA Red Line through Harvard Square.

In concurrence with the Preliminary Draft of "The Harvard Square Comprehensive Policy Plan,"* Harvard University believes that extension of the MBTA Red Line beyond Harvard Square is urgently needed and is of the utmost importance for improving the transportation system and environment of Harvard Square and the Greater Boston area.

As a result of the alignment options analysis for the Harvard Square area, as delineated in the MBTA" Harvard Square Red Line Extension Information Brochure," and of prior discussions and in-house studies, we strongly believe that alignments G-1 and G-2 are the most desirable for the Harvard Square community, the City of Cambridge, and the University, during the construction period and for the long range future. Although the construction costs of alignments D-1 and D-2 are relatively lower, the financial, social and environmental costs over the long range future, particularly during construction, will be sufficiently high to justify selection of alignments G-1 and G-2.**

In comparing the nature and extent of disruptions which will be created by various alternate alignments, it is clear that the disruptions which will be created by the G alignments are in contrast much more tolerable, especially financially. The two construction areas for the G-1 alignment call for two blocks on Mt. Auburn Street, between Putnam Street and Athens Street, and

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* The Preliminary Draft, Harvard Square Comprehensive Policy Plan, December 1974, p. 47.

** NOTE: Total Construction Costs: A = $44M, B-1 = $32M, D-2 = $35M, G-1 = $74M, G-2 = $79M. From: Table 3, MBTA, Harvard Square Red Line Extension Information Brochure.

two blocks on Brattle Street, between Brattle Square and Hilliard Street. One block of Brattle Street was closed for six months in 1971 to create the Brattlewalk without severely disrupting the traffic pattern. The one construction area for the G-2 alignment calls for two blocks on Mt. Auburn Street, between Putnam Street and Athens Street. Both these areas are small, localized and away from most of the major traffic through Harvard Square. In fact, aside from one bus line going down Mt. Auburn Street, no other bus or trolley line will be affected. The major traffic flow through Harvard Square will continue. If two lanes of traffic could not be maintained through the construction area on Mt. Auburn Street, then only Massachusetts Avenue between Harvard Square and Putnam Square will be congested. Aside from the elimination of the Church Street parking garage required by the G-2 alignment, and street parking along portions of Mt. Auburn and Massachusetts Avenue, all major parking areas could be retained. The financial impact on the commercial core of Harvard Square will therefore not be affected as much by the G alignments.

Maintaining adequate transit service would be most difficult during the construction of D-1 and D-2 as compared to the other three alignments. In the long range future, it is inconceivable that Boylston Street and Massachusetts Avenue at Harvard Square can ever be completely closed to vehicular traffic; however, Brattle Square vehicular traffic can be extensively controlled. The pedestrian and vehicular separation, therefore, is more likely at Brattle Square than at Harvard Square. The station location at or near the Brattle Square potential pedestrian area is much more disirable, although it will be further away for Harvard personnel. The larger radius turns of the G alignments are also geometrically simpler, and should create less wheel noise, be faster, and reduce maintenance requirements. In addition, the G-2 alignment affects fewer buildings in

the Historic District.

We regard the Information Brochure to be a fine planning document. The information provided, covers the crucial aspects and provides adequate data. We would, however, like to take this opportunity to discuss a few points in detail related to this study.

1. (Ref: Table 1, D, 3) As alignments D-1 and D-2 take curves sharper than the other alignments (A, G-1, G-2), it seems likely that they will require intensive (rather than "intermediate") vibration and noise controls.

2. (Ref: Table 1, D, 4) The detrimental impact of alignments D-1 and D-2 on historic buildings and sites would be more clearly evident if all the buildings which would be affected were listed (i.e. First Unitarian Church, and several University buildings from Massachusetts Hall, up to and including, Walter Hastings Hall.) Again, it is likely that these alignments will require intensive (rather than "intermediate") vibration and noise controls.

3. (Ref: Table 1, D, 6) Alignments D-1 and D-2 will have an adverse ecological impact on Flaggstaff Park unless plans are made to retain or replace the existing trees.

4. (Ref: Table 2, A, 6) Since two lanes of traffic can be maintained on Massachusetts Avenue and Mt. Auburn Street with alignment A, and on Massachusetts Avenue through Harvard Square with alignment D-1 and D-2, it seems unnecessary to completely disrupt surface traffic on Mt. Auburn Street between Putnam and Athens Streets for the entire two year period of construction for alignments G-1 and G-2.

5. (Ref: Table 3, Contractural Requirements, D) It is highly improbable that traffic reroutings, decking-over of excavations, and parking restrictions proposed for all alignments will equally avoid severe surface disruption during construction. Disruption of North-South traffic on Massachusetts Avenue could be extremely serious in the case of alignments D-1 and D-2.

6. (Ref: Page 10, Parking Restrictions) It is inconceivable that alignments D-1 and D-2 will require only "moderate parking restrictions", while alignment G-2 will "most severely" affect parking. To the contrary, it appears from a rough estimation that D-1 and D-2 alignments will disrupt a greater number of spaces than will G-2, even though G-2 requires displacement of the Church Street Garage. As this issue is extremely important, it is essential to specifically state the total number of spaces which each alignment will disrupt.

7. (Ref: Page 11, Conclusions, 3) The conclusion, "parking availability in the commercial area is most restricted during construction of the G-2 alignment," is highly questionable, especially as no figures are provided and the "commercial area" is not defined.

8. (Ref: Page 12, Harvard Square - Kiosk Area) "Therefore, there would be only minor changes in pedestrian movements." The transfer between buslines which occurs above-grade contributes significantly to the pedestrian volume of the Kiosk area. With the reduction of the number of buses by nearly half, it is likely that the number of 20-24,000 people entering the transit system at this point will be reduced. Other projections have been below the 10,000 level of pedestrians entering from the surface.

9. (Ref: Page 14, Palmer Street) "The area around the station could become severely clogged by pedestrians." This statement, in reference to the station entry of alignment G-2 at Brattle Square, is questionable as the total number of pedestrians entering the station may diminish and the Brattle Square sidewalks could be sufficiently widened.

10. (Ref: Page 14, Conclusions - Long Term, 4) Alignments G-1 and G-2 should produce the greatest increase in economic benefits to the Harvard-Brattle Square area.

11. Finally, it is extremely important to specifically compare the extent of disruptions to parking and traffic during construction. The greastest rerouting of traffic has been identified with alignments A and D.

Richard A. Dow
John P. Coffin

Tel. 547-7588

RICHARD A. DOW & COMPANY

Real Estate

18 BRATTLE STREET
CAMBRIDGE, MASS. 02138

March 11, 1975

Mr. Oliver Brooks
Chairman
Harvard Square Development Task Force
22 Craigie Street
Cambridge, Massachusetts 02138

Dear Ollie:

As I will be away and unable to attend the next two Task Force meetings I want to be listed as favoring only the two D lines.

I have written to the Manager and sent him a copy of Hutchins & Wheeler's letter, copy enclosed.

Sincerely,

Tony

Richard A. Dow

Enclosures

March 11, 1975

James L. Sullivan, City Manager
Cambridge City Hall
795 Massachusetts Avenue
Cambridge, Massachusetts 02139

Re: MBTA-Harvard Square Red Line Extension

Dear Mr. Sullivan:

The enclosed letter represents the position of the owners of property in the Harvard Square business area which I have managed for the last 39 years. These properties include 29 stores and approximately 75 offices. Over these many years the writer has improved the quality of buildings and merchandise in the area.

Either of the two G line extensions would so disrupt the quality of merchandise that the Brattle Street area would lose its pleasant atmosphere and become even more crowded.

Subway entrances detract from the continuity of retail business and do not necessarily promote better business.

Consequently, in my opinion, the D lines are the only answer to the preservation of the Brattle Street shopping area.

Sincerely yours,

Richard A. Dow

Enclosure

HUTCHINS & WHEELER
COUNSELLORS AT LAW

ONE BOSTON PLACE
BOSTON, MASSACHUSETTS 02108

March 6, 1975

Sverdrup & Parcel and Associates, Inc.
648 Beacon Street
Boston, Massachusetts 02215

Attention: Domenic E. D'Eramo

Re: MBTA - Harvard Square Red Line Extension

Gentlemen:

We represent the Trustees under the will of Thomas Hadley, the Trustees under the will of George L. Dow, the Trustees under the will of Ethel Dow and the Elizabeth W. Stearns Trust. These trusts own the properties known as 1-8 Brattle Street, 17-41a Brattle Street, 0-24 Brattle Street, 28-36 Brattle Street, 0-24 Boylston Street and 99 Mt. Auburn Street. Enclosed with this letter is a sketch showing the location of these properties.

On behalf of the owners, we have reviewed the five proposed alignments for the Harvard Square Red Line Extension. It is our conclusion that all five alignments will disrupt or interfere with the operation of these properties during the construction phase. However, our review of the report filed by Sverdrup & Parcel and Associates, Inc. and our attendance at various public meetings held by the Harvard Square Development Task Force, leads us to the conclusion that the so-called D alignments are the only ones which minimize both the short term and long term damage to the Harvard Square area. This conclusion is reinforced by the additional fact that it is estimated the remaining alternates will cost an additional 12 to 47 million dollars which could be better spent in other areas of the city.

Our conclusion is based on the following facts which appear to be undisputed.

1. The D alignments will cause the least damage by vibration.

2. The D alignments will cause the least risk of damage because of settlement, since they do not generally run under existing buildings.

3. The D alignments involve almost no takings of land or subterranean easements. It also appears to us that the study report seriously underestimates the cost of these easements.

4. The D alignments appear to use more widely known and tested construction techniques.

5. The D alignments are not as subject to the risk of unknown soil or water table conditions.

6. The D alignments would involve the least disruption of local businesses during the construction phase.

7. The D alignments provide the best station location for the people of Cambridge who will use the MBTA.

8. The D alignments will minimize the risk of new development pressures in the area which would operate to the detriment of existing long-established communities.

9. The D alignments appear to have the least impact on existing historic, residential and retail areas.

Very truly yours,

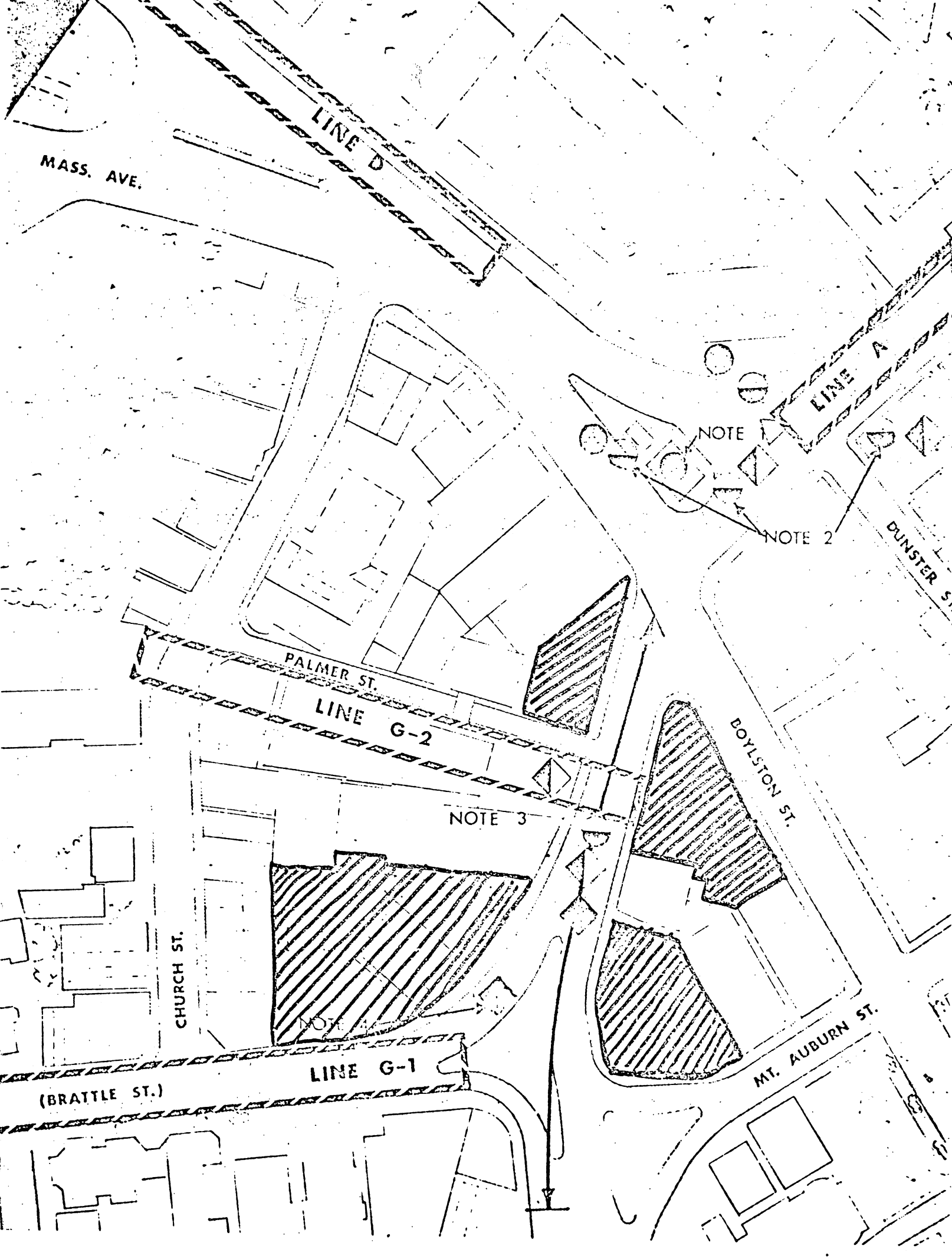
R. Joseph D'Avignon, II

RJD'A,II:rr
Enclosure
cc: Harvard Trust Company and
Frederic H. Hilton, Trustees
under the will of Ethel A. Dow

Ruth Hadley Dunbar and Frederic H. Hilton,
Trustees under the will of Thomas Hadley

Harvard Trust Company and Frederic H. Hilton,
Trustees under the will of George L. Dow

Elizabeth W. Stearns, Trustee under deed of Trust
dated January 2, 1955


MASS. AVE.
LINE D
LINE A
NOTE 1
NOTE 2
DUNSTER ST.
PALMER ST.
LINE G-2
NOTE 3
BOYLSTON ST.
CHURCH ST.
NOTE 4
LINE G-1
(BRATTLE ST.)
MT. AUBURN ST.

C. C. 106

City of Cambridge

List of persons who favored the D Alignment at the hearing of April 1, 1975.

1. John Pitkin, Chairman of the Transportation Forum.
2. Chamber of Commerce, recorded in favor.
3. Hugh Russell, member of the Mid Cambridge Land Use Committee.
4. Donald Moulton, Assistant Vice President for Community Affairs.
5. City Manager, James L. Sullivan.
6. Robert Bowyer, Director of Planning.
7. Mrs. Jane Hawkins, representing Planning for People.
8. Oliver Brooks, 22 Craigie Street; representing the Harvard Square Task Force.
9. Pebble Gifford, Harvard Square Task Force.
10. David Stern, Esquire, Choate Hall and Stewart, representing the Hilliard Street residents.
11. Mr. Brian Dacey, representing Svendrup and Parcel consultants.

C. C. 106

City of Cambridge

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3. Hugh Russell, member of the Mid Cambridge Land Use Committee.
4. Donald Moulton, Assistant Vice President for Community Affairs.
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7. Mrs. Jane Hawkins, representing Planning for People.
8. Oliver Brooks, 22 Craigie Street, representing the Harvard Square Task Force.
9. Pebble Gifford, Harvard Square Task Force.
10. David Stern, Esquire, Choate Hall and Stewart, representing the Hilliard Street residents.
11. Mr. Brian Dacey, representing Svendrup and Parcel consultants.

C. C. 166

City of Cambridge

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4. Donald Moulton, Assistant Vice President for Community Affairs.
5. City Manager, James L. Sullivan.
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9. Pebble Gifford, Harvard Square Task Force.
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11. Mr. Brian Dacey, representing Svendrup and Parcel consultants.

C. C. 186

City of Cambridge

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4. Donald Moulton, Assistant Vice President for Community Affairs.
5. City Manager, James L. Sullivan.
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C. C. 186

City of Cambridge

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3. Hugh Russell, member of the Mid Cambridge Land Use Committee.
4. Donald Moulton, Assistant Vice President for Community Affairs.
5. City Manager, James L. Sullivan.
6. Robert Bowyer, Director of Planning.
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10. David Stern, Esquire, Choate Hall and Stewart, representing the Hilliard Street residents.
11. Mr. Brian Dacey, representing Svendrup and Parcel consultants.

City of Cambridge

15.

IN CITY COUNCIL
March 24, 1975

Councillor Duehay

WHEREAS:

The MBTA has recently completed a study of three alternative alignments and station locations for the extension of the Red Line rapid transit service in the Harvard Square area and has included a study of Line "D" as requested by a resolution of this City Council on April 26, 1973, and

WHEREAS:

The City Manager and the Community Development Department, the Cambridge Transportation Forum and the Harvard Square Development Task Force, the City's official citizen advisory committees, as well as numerous other citizen groups, have all supported Line "D," therefore be it

RESOLVED:

That the Cambridge City Council hereby chooses Line "D: (which proceeds directly up Massachusetts Avenue) as the preferred tunnel alignment and station location for the extension of the MBTA Red Line rapid transit service, and be it further

RESOLVED:

That the City Manager be and hereby is requested to transmit this resolution as soon as possible to Governor Dukakis, Secretary of Transportation and Construction Salvucci and MBTA as evidence of Cambridge's consensus on this issue and its desire to have the Red Line extension receive the highest priority in State transportation scheduling, and be it further

RESOLVED:

That the Cambridge City Council commends the MBTA's Red Line project team and its consultants, Sverdrup & Parcel, for the open, informative and patient manner they have worked with community groups and City departments in understanding this complex issue.

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

City of Cambridge

In City Council April 7, 1975

The Transportation *Committee* of the City Council

to which was referred the recommendation of the City Manager, the Community Development Department, the Cambridge Transportation Forum and the Harvard Square Development Task Force strongly recommending that the City Council favor the Line D Alignment, which proceeds directly up Massachusetts Avenue, as the preferred route for the tunnel alignment and station location for the MBTA Red Line Extension.

Reports, The Committee after hearing held on April 1, 1975 in the City Council Chamber concurs in the recommendation as outlined above and recommends that the City Council adopt the accompanying resolution indicating their approval of the Line D Alignment as the preferred route for the MBTA Red Line Extension along Massachusetts Avenue.

For the Committee,

Councillor, Francis H. Duehay,
Chairman.

#103
REPORT

Committee on Transportation

Lundrigs

In City Council,

April 7, 1975

April 7, 1975

Report adopted

of Members