



CITY OF CAMBRIDGE
MASSACHUSETTS
CITY COUNCIL

COUNCILLOR FRANCIS H. DUEHAY
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CAMBRIDGE, MASSACHUSETTS 02138

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FOR IMMEDIATE RELEASE

CITY COUNCILLOR FRANCIS H. DUEHAY TODAY SPOKE OUT STRONGLY IN OPPOSITION TO THE CITY OF CAMBRIDGE FILING SUIT TO STOP THE RED LINE CONSTRUCTION NOW UNDER WAY.

DUEHAY SAID THAT THE SUBWAY CONSTRUCTION HAS BEEN PLANNED SINCE THE INNER BELT HIGHWAY THROUGH CAMBRIDGE WAS STOPPED IN THE 1960'S. SINCE THEN CAMBRIDGE HAS BEEN COMMITTED TO PUBLIC TRANSPORTATION WHICH WILL INCREASINGLY BECOME THE ONLY VIAIBLE TRANSPORTATION MODE FOR LOW AND MIDDLE INCOME URBAN RESIDENTS AS ENERGY COSTS RISE.

DUEHAY SAID THAT IT WAS REGRETTABLE THAT THE FEDERAL GOVERNMENT AND THE MBTA HAVE NOT AS YET COMMITTED THEMSELVES BEYOND ALEWIFE. BUT THIS IS NO REASON TO BLOCK THIS FIRST PORTION OF THE CONSTRUCTION FOR WHICH FEDERAL FUNDS HAVE ALREADY BEEN ALLOCATED. CAMBRIDGE'S STRATEGY SHOULD BE TO BUILD THE FIRST LEG WHILE IT STRONGLY LOBBIES FOR THE REMAINING FUNDS TO CARRY THE T ALL THE WAY TO ROUTE 128. PHASE II FUNDING IS NOT NOW IN THE FEDERAL BUDGET.

DUEHAY SAID THAT THE PROPONENTS OF THIS LAWSUIT WOULD REVERSE CAMBRIDGE'S LONG-STANDING POLICY AND WOULD PLACE CAMBRIDGE IN THE RIDICULOUS POSTURE OF OPPOSING THIS HUGE PROJECT AFTER IT HAS ALREADY BEGUN.

CERTAINLY MISTAKES HAVE BEEN MADE AT PORTER SQUARE BUT THIS CALLS FOR CAMBRIDGE TO WORK MORE EFFECTIVELY WITH THE MBTA, RATHER THAN TO OPPOSE THEM.

LAWSUITS WILL CAUSE DELAY BUT THEY WILL NOT PERMANENTLY STOP CONSTRUCTION. THE DELAY WILL CAUSE ADDITIONAL COST AND CONGESTION TO CAMBRIDGE RESIDENTS AND BUSINESSES. IF CAMBRIDGE JOINS THIS LAW SUIT, CITY OFFICIALS WILL BE LESS LIKELY TO WORK WITH MBTA OFFICIALS TO EASE THE VERY REAL CONSTRUCTION IMPACTS WE ALL KNOW WE WILL ENCOUNTER.

DUEHAY, CHAIRMAN OF THE COUNCIL'S TRANSPORTATION COMMITTEE, FURTHER STATED THAT THIS FOOLISH POTENTIAL ACTION OF THE COUNCIL JEOPARDIZES \$20 MILLION DOLLARS OF PUBLIC IMPROVEMENTS WHICH CAMBRIDGE WOULD RECEIVE AS A RESULT OF THE RED LINE CONSTRUCTION.

A LIST OF THE IMPROVEMENTS WHICH CAMBRIDGE WILL GET IS DETAILED BELOW. STRAINED RELATIONS WITH THE MBTA COULD ALSO ENDANGER ANOTHER \$31 1/2 MILLION DOLLARS IN A RELOCATED LECHMERE SQUARE STATION (NOW SLATED TO GET HIGHER PRIORITY IN WASHINGTON DUE TO THE EAST CAMBRIDGE UDAG GRANT), AND RECONSTRUCTED STATIONS AT KENDALL AND CENTRAL SQUARES.

Alewife Roadway Improvements

Although the State DPW's roadway project has been delayed, the MBTA will at a minimum reconstruct the Rindge Avenue-Alewife Brook Parkway intersection so as to physically prohibit through traffic from entering the North Cambridge Neighborhood.

General System-wide Benefits to Cambridge

- Increased accessibility to Rapid Transit;
- Cheaper fare for North Cambridge residents to get to destinations served by Rapid Transit; one 25 cent fare not two;
- Improved access to transit for the elderly and handicapped;
- Increase in development potential at Alewife (tax base);
- New jobs, both construction and permanent;
- Reduction in the City's share of the MBTA deficit; and
- Decreased dependence on the automobile.

Other MBTA Plans in Cambridge:

Relocation of Lechmere Station	\$17 million
Related Roadway Improvements in Lechmere Square by DPW	\$ 7 million
Upgrade of Central Station	\$ 3 million
Relocation of Kendall Square	\$4½ million

BENEFITS TO CAMBRIDGE DUE TO THE RED LINE EXTENSION

Presented here is a list of the major project-related improvements which will benefit Cambridge as a result of the Red Line Extension. A cost estimate is included where a figure is now available.

Recreation and Open Space Improvements

- Seven hundred and fifty thousand cubic yards of the material excavated from the project will be placed on the Cambridge City Dump which will make this 50-acre parcel usable by the City (cost: \$10.8 million dollars);
- New high school athletic facilities (football, baseball, track and field house) will be constructed on the City Dump (cost: \$3.9 million);
- Russell Field will be reconstructed as neighborhood open space (cost: \$200,000); and
- The Freight Cut-off of the B & M Railroad in North Cambridge will be discontinued as a rail line and converted into a park (cost: \$1.5 million).

North Cambridge Trackless Trolley Site

As part of the construction of the MBTA's new Running Repair Facility for the trackless trolleys, an acre of land will be made available for development under the City's control. Estimated tax revenue of \$200,000 per year.

Porter Square

- Street and sidewalk improvements, including trees, lights, benches, etc., will be provided (cost: \$600,000);
- The State DPW will replace the deteriorated Massachusetts Avenue bridge as part of the project (cost: \$750,000); and
- A free underground pedestrian crossing at Massachusetts Avenue will be provided as part of the station design.

Harvard Square

- Street and sidewalk improvements including trees, lights, benches, etc., will be provided (cost \$3.5 million);
- A free underground pedestrian crossing of Massachusetts Avenue at Church Street will be provided as part of the station design;
- A new entrance to the station will be provided at Brattle Square; and
- Traffic circulation will be simplified thereby reducing congestion and providing more space for pedestrian.

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