24

My name is Jack Wofford. I live at 13 Cottage Street in Cambridgeport.

I strongly support Policy Order #16, and urge the City to take the lead in persuading MassDOT to incorporate underpasses for walkers, runners and bikers on the Boston side of the Charles River as part of its construction activities for three bridges: Anderson Memorial, Western Avenue and River Street.

Living 10 blocks from the Charles, I love to ride my bike and to walk along the beautiful paths on both sides of the river.

But I have had to encounter extremely dangerous conditions at the intersections where those of us not in vehicles must stop and wait for car and truck traffic to let us through.

These intersections are hazardous, unpleasant, and disruptive of the walking, running and riding experience, and they delay the cars and trucks. Underpasses are urgently needed.

The Charles River Conservancy has taken the lead in commissioning exciting architectural renderings that are set forth in the booklet made available to the Council.

Two weeks ago, Boston's Mayor Marty Walsh strongly supported the underpasses; his letter is also included in that booklet, along with a list of about 100 supportive public officials and organizations.

When built, they would complete the system of intersection-free travel on the Boston side all the way from Longfellow Bridge to Arsenal Street Bridge in Watertown.

In cost estimates also included in the booklet, all three underpasses can be built for less than $5M, or about 6% of the $80M cost of rehabilitating these crumbling bridges if they are built as part of general construction work. The cost would increase by several million dollars and momentum would be lost if the underpasses are built later as separate projects.

The underpasses will have to be reviewed for historic, environmental and waterway impacts. Now is the time for MassDOT to begin the design and permitting process. There is ample time for these underpasses to catch up to ongoing and planned construction work.

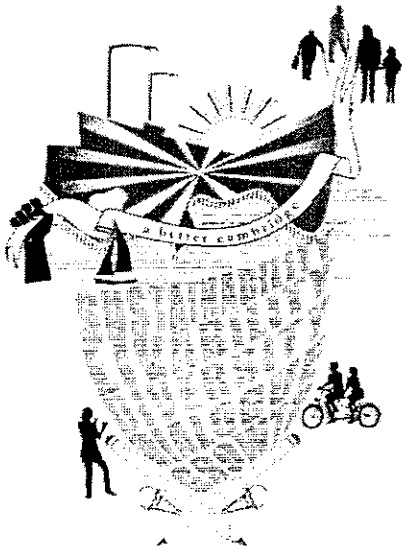
I urge the City of Cambridge to play a significant role in persuading MassDOT to begin that process. As many supporters have said to us, this should be a "no brainer."

I must add that I have had experience in transportation for over 40 years, having directed the Restudy of controversial expressway and transit proposals that resulted in Governor Sargent's killing the Inner Belt and other planned highways, having then served as Associate Commissioner of the state Department of Public Works in charge of highway construction, and later as the Deputy General Counsel of the US Department of Transportation. I later facilitated the 42 stakeholders on the Bridge Design Review Committee whose work resulted in the Zakim-Bunker Hill Bridge. But right now I speak as a user of the paths along the Charles River.

Adding underpasses will improve transportation, enhance the environment, and demonstrate cost-effective stewardship of scarce public funds by contributing to the safety, beauty and active use of the glorious Charles River parklands. Thank you.

24

www.abettercambridge.org



A Better Cambridge
26 Willow St
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Jesse Kanson-Benanav, Chair

Leadership Committee:
Yoni Appelbaum
Randa Ghattas
Esther Hanig
Saul Tannenbaum

April 7, 2014

Honorable David P. Maher, Mayor
City of Cambridge
City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Dear Mayor Maher and members of the City Council:

I am writing to express A Better Cambridge's support for Mayor Maher, Vice Mayor Benzan, and Councilor McGovern's policy order on the issue of a master plan in Cambridge. As Cambridge residents we believe strong, community-based urban planning is needed to helps **build housing now** in our city.

I support policy order 15 because it will ensure equity through a planning process facilitated by the professional staff of Cambridge's Community Development Department, rather than politicized under the auspices of City Council committees.

I support the Maher/Benzan/McGovern policy order and believe any new planning process should achieve the following goals:

- Ensure a **fair planning process** guided by **CDD's professional staff**, rather than controlled by City Council committees.

- Cambridge must **build housing now**.
    - Our city faces a serious shortage of housing available to meet the diverse needs of Cambridge families, and housing prices keep rising. A report by the Metropolitan Area Planning Council (MAPC) recently projected that Metro Boston must produce up to 435,000 new housing units by 2040 to meet the needs of working families and our aging population -- in Cambridge alone, overwhelming demand for housing requires at least 6,000 new housing units.
    - Any new planning process in Cambridge should **allow for the immediate and continued production of new housing**, including the availability of important zoning tools such as **special permits and density bonuses for additional housing**.

- **Build upon, don't scrap** previous community planning efforts in Cambridge.
    - The Kendall Square Central Square Planning Study (K2C2) was an 18-month, community-based process to chart future growth in two Cambridge neighborhoods poised for significant new development. The C2 recommendations reflect the findings of previous community planning efforts in concluding that "the most important thing that can be done to preserve the diversity of the square is to increase the supply of housing."
    - Any new planning process in Cambridge **should recognize the significant community input and public resources already contributed to K2C2 and similar planning efforts**. To disregard K2C2 would set a bad precedent, and would bring into question the viability of any new community-based planning initiatives in Cambridge.

- Recognize that **density is key to achieving Cambridge's sustainability goals.**
    - Cambridge endeavors to be a leader in the fight against climate change. Sustainable growth means turning away from a car-centered paradigm for development and ensuring growth that

relies on cleaner forms of transportation without an increase in vehicle traffic. Increasing the housing and commercial opportunities in Cambridge neighborhoods best served by public and alternative transportation promotes sustainable growth that allows residents the opportunity to live, work, shop, and play in the same community.

- Any new planning process in Cambridge **should emphasize walking, biking, and public transportation to reduce car dependency and build a more sustainable city.**

We believe that Policy Order 15 is most suited to achieve these important community priorities, and we hope can count on your support for the order at Monday's City Council Meeting.

Sincerely,

Jesse Kanson-Benanav, Chair
A Better Cambridge