



Tom Evans <tevans@cambridgeredevelopment.org>

Re: Silver Line Extension Alternatives Analysis Update: Tier 2 Alternatives Presentation Now Available!

1 message

Ovadia R Simha <simha@mit.edu>

Tue, Sep 27, 2022 at 5:03 PM

To: "gus@tosci.com" <gus@tosci.com>, Heather Hoffman <heather.m.hoffman.1957@gmail.com>, Francesca Gordini <francesca.gordini@gmail.com>, Barbara Rubel <barbararubel952@gmail.com>, Robert Winters <robert@rwinters.com>, "mike@mikeconnolly.org" <mike@mikeconnolly.org>, Stephen Kaiser <skaiser1959@gmail.com>

Cc: Kathleen Born <kathyborn@gmail.com>, Conrad Crawford <conradcrawford@gmail.com>, Tom Evans <tevans@cambridgeredevelopment.org>, Arthur Strang <arthurstrang@msn.com>

We need to speak out about this Silver Line plan or we will regret it .

The DOT transportation plan is a collection of initiatives that do not necessarily add up to an effective transportation plan. They are presented as Improvements that are initiated by individual or area interests at the moment or by crisis that need immediate attention due to long standing delays in capital improvements, maintenance and most important a long range strategy that has the financial and staff underpinning to actually. Implement a plan...Plenty of evidence of that mentality is in evidence at the moment as the T struggles to repair under maintained elements of the system that are failing. There has not been a seasoned planning and development team at the T since the 1980's when the red line and other sections were expanded. The recent bus plan initiative is further evidence of a lack of forward comprehensive thinking.

You will note that this silver line initiative has been stimulated by communities on the northern side of the city in an effort to connect existing and projected demand from real estate developments that have been built, and are proposed for large areas that have been in industrial use such as the storage farms for petroleum products in Revere, Everett etc .Also, the desire to connect to job opportunities in current job centers with the existing low tech and service work force folks that live in those areas and who have awkward ways of getting to job centers. Think of the people who live in Everett ,Somerville and Cambridge and work in the 40 thousand plus service jobs in the Long wood Medical area where shift work makes it hard to use public transport when the T shuts down.

The proposed insertion of a silver line service from Everett that would terminate in Kendall Square is another example of the limited perspective of this DOT plan. It plans to use the First Street corridor which is also being readied through another T proposal for the insertion of a bus line from Lechmere station to Kendall. . If this were to come to pass Third street would become the most contested street in the city . It is already a disaster and over 2.5 million square feet of new development have been authorized adjacent to the street . Meanwhile the other side of the Kendall Square development along the Grand Junction right of way continues to grow with projects authorized that will add over two million new square feet of residences and lab buildings that is underserved with public transit .

Meanwhile the CRA has contracted with engineers to review the proposed use of the Grand Junction Right of way for an extension of commuter rail service from the new Harvard Station in Allston. A service that purports to deliver suburban tech workers to Kendall Square with only two stops and requiring the halting of all traffic on 4 major arteries in East Cambridge while these heavy rail trains trundle through the city...With little ability to serve what will be close to 75,000 people in Kendall square by 2030 the plan should be shelved . The DOT silver line plan would be wiser to use the existing rail right of ways for silver line service that could continue to Boston to serve the Longwood /BU area a major job center with over 54,000 jobs now and with the new proposed development on the Simmons Campus will jump to 60 to 70,000 jobs. In addition, the Harvard developments will place new residential and job centers in an underserved transit area whose employees will not come primarily from the commuter rail corridor to the west.

We need to speak out now in order to influence the development of a transit plan that is comprehensive and doable . The silver line extension could be a key asset in Cambridge's effort to increase transit services in a more equitable way that anticipates the development patterns that are being implemented rather than waiting until it is too late to influence the key capital improvements that could give us the kind of transit service that would make our policies on reducing auto ownership realistic...

That's my take on this proposal ..Hope you share at least some of these concerns and are willing to speak out on this matter.....

Bob Simha

On Sep 26, 2022, at 12:53 PM, Gus Rancatore <gus@tosci.com> wrote:

I've had rumblings and mumblings about this for quite some time. I attended a meeting at Loyal Nine which was described as dealing with transit improvements on First and Second Streets. The topic of Silver Line extension from Chelsea to Kendall was never mentioned.

----- Forwarded message -----

From: **MassDOT** <massDOT@public.govdelivery.com>

Date: Mon, Sep 26, 2022 at 12:01 PM

Subject: Silver Line Extension Alternatives Analysis Update: Tier 2 Alternatives Presentation Now Available!

To: <gus@tosci.com>

SL - Extension

Alternatives Analysis

Office of Transportation Planning



You are subscribed to the Silver Line Extension Alternatives Analysis update bulletin from the Massachusetts Department of Transportation.

Silver Line Extension Alternatives Analysis

Tier 2 Alternatives Presentation Now Available

Share Your Feedback Through Our Online Feedback Form!

The purpose of the Silver Line Extension Alternatives Analysis is to assess the feasibility, utility, and cost of various alignment and service frequency options of an extension of the Silver Line, providing high quality transit from Chelsea through Everett and on to Somerville, Cambridge, and/or Boston.

The project team has identified several potential options for extending Silver Line service from Chelsea into Everett and on to neighboring communities.

The Tier 2 Alternatives are grouped into two categories: those that are considered extensions of the SL3 service and those that are being evaluated as a new service, referred to as SL6. The SL3 extensions connect Chelsea to the Orange Line while the SL6 Alternatives connect Everett and Chelsea to Kendall or Downtown Boston.

Learn more about these alternatives in our Alternatives Fact Sheet, available in [English](#), [Spanish](#), [Portuguese](#), and [Haitian Creole](#).

An update [video](#), which provides an overview of the project, a review of the Tier 2 Alternatives and the Tier 2 Evaluation process, the project schedule, and next steps, is now available on the website at mbta.com/SLX.

Share Your Feedback

We want to hear from you regarding these alternatives, as we continue with our evaluation. Please share your feedback here: mbta.com/SLXfeedback. The feedback form is available in [English](#), [Spanish](#), [Portuguese](#), and [Haitian Creole](#).

We anticipate holding a public meeting later this year to discuss the results of the evaluation process.

Visit www.mbta.com/SLX to learn more about the Silver Line Extension. . If you received this as a forward, you can [sign up](#) for email updates. Please share this information with your friends, neighbors, co-workers, and anyone you think would benefit from the information.

Sincerely,
Silver Line Extension Team

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