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From: **Ovadia R Simha** <simha@mit.edu>

Date: Thu, Jul 15, 2021 at 9:09 PM

Subject: The Kendall red line station extension

To: Tom Evans <tevans@cambridgeredevelopment.org>

Cc: Kathleen Born > <kathyborn@gmail.com>, Conrad Crawford <conradcrawford@gmail.com>, Margaret Dru <drurybischoff@comcast.net>, barryzevin@alum.mit.edu <barryzevin@alum.mit.edu>, Christopher Bator <Christopher.Bator@usdoj.gov>

Dear Tom and Members of the Cambridge Redevelopment authority

We would like to supplement our suggestions for the exploration of the development of a western portal to the station at Kendall. This was not a casual proposal and we believe it should be given the respectful consideration that it was explored in a very preliminary way with the original architect of the station, Ellenzweig and Associates the feasibility study station and we believe they would be prepared to pursue a study of extending the station and creating new western Main Street.

We believe that not enough attention has been paid to the cumulative effects of both projects under the purview of the Cambridge Redevelopment authority but also the existing and proposed developments by others at MIT, Technology Square, the Ragon Institute and the existing underserved communities at Newtowne court, Washington elms and the East Cambridge and Wellesley neighborhoods..

Let us share with you some of the considerations that have prompted this initiative.

1. Prior to 2000 the MITs plan for the East campus included the extension of the underground pedestrian network from the Main buildings to the east campus and Sloan campus that would have allowed for all weather underground access for thousands of daily MIT T patrons and persons with disabilities directly to the Kendall Red Line station. The MITIM plan and placed an underground truck dock that ended the possibility of the original service plan. That means that MIT traffic that is headed for the station must travel on the surface in all seasons. The normal MIT academic traffic to the Kendall Line station runs into the thousands daily. The current station ends less than 100 yards from the intersection of Main Street and would provide an alternate all weather connection from MIT's new Biology buildings.
2. The development of the South of Main Street for commercial purposes with over 1 million square feet will add thousands of Laboratory and technical workers to the already overloaded station. These new riders will be competing with the traffic generated by buildings already built. We do not expect a diminution due to pandemic of this type of worker in Cambridge.
3. The New Google Building on Main Street, even with temporary work at home conditions will ultimately add thousands of new existing T portals.
4. The Ragoff Institute, just down Main Street, with minimum parking will add an additional population that is planning to use the Kendall station as its most convenient transit access.

possibly dangerous situation. Not to at least consider providing relief and distributed access to the station would

There is one other important consideration. The T will receive significant funds from the Federal Infrastructure program which will be available to projects which are planned or in planning. Not to take advantage of this opportunity would be a missed opportunity. These funds, together with funds already promised by Boston Properties and MIT would certainly make a project of this kind

We urge you to consider pursuing this important addition to the transit infrastructure serving the Kendall area

O. R. Simha

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Tom Evans

pronouns: he/him/his

Executive Director

Cambridge Redevelopment Authority

255 Main Street, 8th Floor

Cambridge, MA 02142

(t) 617.492.6800

tevans@cambridgeredevelopment.org